Chambers Wharf – Community Liaison Working Group (CLWG)
Glossary of key terms:

This a Glossary of some of the terms and abbreviations which may appear in the discussion, minutes and notes of the CLWG meetings.

Term / Abbreviation	Description
A weighting (A)	A frequency weighting devised to attempt to take into account the fact that human response to sound is not equally sensitive to all frequencies
Acoustic Enclosure:	This term describes a structure which is built around a specific construction activity to reduce levels of noise. A number of acoustic enclosures will be constructed on the site to reduce noise. The largest of the acoustic enclosures will be built over the shaft and another acoustic enclosure which will be built around elements of the slurry treatment plant.
Baseline noise/vibration:	Also known as 'ambient' noise (or vibration), this is a measurement of the existing noise/vibration conditions at a particular location **prior** to the start of construction (e.g road noise). This can have a bearing on the noise level at which mitigation is offered, and is partly judged on the difference between the existing noise and that of the predicted noise from the construction activities.
Base Slab	The base slab is the reinforced concrete structure at the bottom of the shaft.
Bazelgette Tunnel Ltd (BTL)	This is the registered name of the company responsible for building the Tideway tunnel. The trading name of this company is 'Tideway'
Best practicable means:	The Tideway Tunnel project carries out its construction activities following **'best practicable means'**. In general, it refers to a method of constructing the project that balances needs of the local community / stakeholders whilst delivering the project efficiently and providing best value to water bill payers. The legal definition of 'best practicable means' is defined in the Control of Pollution Act (1974).
Code of Construction Practice (CoCP)	Major projects such as the Tideway Tunnel each have a **Code of Construction Practice**, which sets out best practice, mitigation and other commitments to be applied during construction. The project's Code of Construction Practice contains a series of requirements that the project will be legally bound to follow during construction.
Costain Vinci Bache (CVB)	Constain Vinci Bache (CVB)This is the joint venture between three construction companies who are building the Eastern Section of the Tideway project. The full names of the three companies are Costain, Vinci and Bachy Soletance.
Decibel (dB)	The unit used to express the ratio of one value of a physical property to another on a logarithmic scale. It can be expressed as a change in value or an absolute value. The

	decibel scale is used to express sound meaningfully as using a linear scale would result in the use of an enormous range and scale of data.
Development Consent Order (DCO)	A development consent order was required in order for the project to go ahead. This was granted by the Secretary of State for the Environment, Food and Rural Affairs, and the Secretary of State for Communities and Local Government. It is the legal consent for contruction of the Tideway Tunnel
Independent Advisory Service (IAS)	The IAS provides advice to parties affected by Tideway's works and advises on which organisation to contact regarding complaints and compensation.
Independent Compensation Panel (ICP)	This in an independent panel comprising of a chairperson and number of additional members. Each member has a specialism (eg medical, noise, dust, vibration, property etc). Anyone who believes they may be affected by the Tideway works may make an application to the ICP for additional mitigation. Additional mitigation may range form items such as secondary galzing, daily respite, periods of temporary rehousing during specific construction activities or even rehousing throughout the Tideway works. One of the functions of the ICP is to supervise the implementation of various policies (eg NSOMCP – see below) and determine any dispute should one arise.
Independent Complaints Commissioner (ICC)	Where parties are not satisfied with the response from the ICP they can take any disputes to the ICC to review the decision made
Non-statutory Off-site Mitigation and Compensation Policy (NSOMCP):	The **Non-statutory Off-site Mitigation and Compensation Policy** covers aspects of mitigation and compensation which area available to those living or working near Tideway construction sites. It is available on the Tideway website.
Off-site mitigation:	This is mitigation measures that the project can install at properties around the construction. This will reduce the levels noise or vibration levels where the effects are felt: for example, by installing secondary glazing at a property affected by noise from the project's construction
On-site mitigation:	These are mitigation measures which are used to reduce the noise / dust / vibration at their source (ie on site). These measures include using special construction equipment that creates less noise, buildings – such as acoustic enclosures – and water jets to reduce dust levels etc.. Specific mitigation which is to be used at each constrcution site is contained in the Code Of Construction Practise (CoCP).
Perimeter hoarding:	These are the screens / barriers surrounding the site works. They have two purposes, to reduce noise as a type of acoustic screening and to act as a safety/security measure to help prevent unauthorised access to the site.

Section 61 consent:	Before any construction work can take place, the project requires written consent from the local authority. This consent can be given using **Section 61 of the Control of Pollution Act (19**74). The consent relates to construction activities meeting certain criteria regarding noise control, such as ensuring noise is kept at acceptable levels through 'best practicable means', or strategies are put in place to mitigate the effects of noise.
Shaft	This is the circular excavation which, once completed, will enable the lowering of the Tunnel Boring Machine and the tunnel to be constructed.
Slurry Treatment Plant (STP)	The excavated material removed during tunnelling will be a chalk slurry with a high water content. The slurry treatment plant will remove the water, so that the chalk can be transported away from site by barge.
Trigger Action Plan (TAP):	A number of properties affected by the project's construction have a Trigger Action Plan created for them. These plans set out potential mitigation that could be provided to the property, or its occupants, to reduce the impact of the construction.
Tunnel Boring Machine (TBM)	This is the machine which will excavate and construct the tunnel.