

Statement of Common Ground between Transport for London and Brenntag UK Limited

November 2016

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Silvertown Tunnel

Statement of Common Ground between Transport for London and Brenntag UK Limited

TfL Document Reference: ST150030-PLN-ZZZ-ZZ-SOC-ZZ-1303

SOCG Document Reference: SoCG028

Author: Transport for London

Revision	Date	Description of new version
1.0	14/11/2016	Draft unsigned Statement of Common Ground

Contents

1.	Introduction	5
1.1	Purpose of the document	5
1.2	Parties to this Statement of Common Ground	5
1.3	Structure of the Statement of Common Ground	5
1.4	The Scheme	6
1.5	Introduction to Brenntag	7
1.6	Impact of the Scheme on the Site	9
2.	Record of engagement undertaken.....	11
3.	Topics contained within this SoCG	19
4.	Matters agreed.....	20
5.	Matters still under discussion	23
6.	Matters not agreed.....	27
7.	Agreement	28

1. Introduction

1.1 Purpose of the document

1.1.1 This Statement of Common Ground (SoCG) is submitted to the Examining Authority in relation to the application by Transport for London (TfL) under section 37 of the Planning Act 2008 (the Act) for an order granting development consent for the construction of the Silvertown Tunnel (the Scheme).

1.1.2 The aim of this SoCG is to provide a clear record of the issues discussed between TfL and Brenntag UK Limited and the current status of those discussions. The SoCG can be used as evidence of these discussions in representations to the Examining Authority as part of its examination of the Development Consent Order (DCO) application submitted in respect of the Scheme.

1.2 Parties to this Statement of Common Ground

1.2.1 This SoCG has been jointly prepared by TfL and Brenntag UK Limited. It sets out the matters which are agreed between both parties, as well as matters which are not agreed, and matters which are under discussion.

1.3 Structure of the Statement of Common Ground

1.3.1 This SoCG comprises six sections:

Section 1 is an introduction to the SoCG, the Scheme, and to Brenntag; it also deals with the impact of the Scheme on Brenntag's interests;

Section 2 provides an overview of consultation to date between TfL and Brenntag;

Section 3 provides a summary of the main areas and topics covered by this SoCG;

Section 4 provides a list of matters agreed;

Section 5 provides a list of matters still under discussion; and

Section 6 provides a list of matters not agreed.

1.4 The Scheme

- 1.4.1 The Scheme involves the construction of a twin bore road tunnel providing a new connection between the A102 Blackwall Tunnel Approach on Greenwich Peninsula (Royal Borough of Greenwich) and the Tidal Basin roundabout junction on the A1020 Lower Lea Crossing/Silvertown Way (London Borough of Newham). The Silvertown Tunnel will be approximately 1.4km long and will be able to accommodate large vehicles including double-deck buses. It will include a dedicated bus, coach and goods vehicle lane, which will enable TfL to provide additional cross-river bus routes.
- 1.4.2 The Scheme also includes the introduction of free-flow user charging at both the Blackwall Tunnel (northern portal located in the London Borough of Tower Hamlets) and the new Silvertown Tunnel. This measure will play a fundamental role in managing traffic demand and supporting the financing of the construction, maintenance and operation of the Silvertown Tunnel.
- 1.4.3 On the north side, the tunnel approach road connects to the Tidal Basin Roundabout, which will be altered to create a new signal-controlled roundabout linking the Silvertown Way, Dock Road and the Lower Lea Crossing. Dock Road will be realigned to accommodate the new tunnel and approach road. On the south side, the A102 will be widened to create new slip road links to the Silvertown Tunnel. A new flyover will be built to take southbound traffic exiting the Blackwall Tunnel over the northbound approach to the Silvertown Tunnel. The Scheme includes minor changes to Tunnel Avenue including the removal of the bus-only gate allowing access for all vehicles between Blackwall Lane and Ordnance Crescent. The Boord Street footbridge over the A102 will be replaced with a pedestrian and cycle bridge.
- 1.4.4 New portal buildings will be located close to each tunnel portal to house the plant and equipment necessary to operate the tunnel.
- 1.4.5 Main construction works could commence in late 2018 and will last approximately 4 years with the new Silvertown Tunnel opening in 2022/23. A Tunnel Boring Machine (TBM) will be used to bore the main tunnel sections under the river with shorter sections of cut and cover tunnel at either end linking the bored sections of the tunnel to the portals. The proposal is to erect and launch the TBM from specially constructed chambers at Silvertown and Greenwich Peninsula where the bored sections and cut and cover sections of the tunnel connect. The main construction worksite will be located at

Silvertown, utilising the existing barge facilities at Thames Wharf along with a new temporary jetty for the removal of spoil and delivery of materials by river. A secondary worksite will be located adjacent to the alignment of the proposed cut and cover tunnel on the Greenwich Peninsula.

1.5 Introduction to Brenntag

- 1.5.1 Brenntag is a global market leader in chemical distribution. With its headquarters in Mulheim an der Ruhr, Germany, the company operates a global network of sites, based in more than 480 locations, across in the order of 70 countries.
- 1.5.2 Brenntag provides customers and suppliers with tailor-made distribution solutions for industrial and specialty chemicals and is the link between chemical manufacturers and chemical users.
- 1.5.3 The company procures and stores large-scale quantities of industrial and specialty chemicals from various suppliers, repackages them into smaller quantities, and provides a full-line portfolio of chemicals in less-than-truckload quantities.
- 1.5.4 Brenntag provides value-added services such as just-in-time delivery, product mixing; formulation, repackaging, inventory management and drum return handling.
- 1.5.5 Brenntag UK Limited operates from 21 strategic locations around the UK and Ireland, including from 215 Tunnel Avenue, Greenwich (the Site). Brenntag Inorganic Chemicals Limited (BICL) is the leasehold owner of the Site (measuring approximately 2.43 hectares in area) (the freehold owner being The Official Custodian for Charities, on behalf of the Trustees of the Charity of Sir John Morden, known as Morden College).
- 1.5.6 As regards the relationship between Brenntag UK Limited and BICL, each company is an affiliate of the other, both with the same immediate parent company, Brenntag UK Holding Limited, and the same ultimate parent company, Brenntag AG (based in Germany). As the leasehold owner of the Site, BICL is referred to in the Book of Reference submitted in support of the DCO application, however, as the relevant trading entity and operator of the Site, Brenntag UK Limited is the company which has engaged with TfL in connection with the Scheme and DCO application, at all times representing its interests and those of BICL.

- 1.5.7 The Site is comprised of offices, warehousing for both material and life science grade products, bulk storage for acids and lyes, associated package filling capabilities, and general storage. The Site incorporates facilities that serve the whole of the Brenntag UK Limited group with regard to the packing and storage of leisure (i.e. swimming pool) chemicals.
- 1.5.8 Outbound warehouse throughput at the Site is in the region of 30,000 tonnes per annum distributed throughout the South East of the UK.
- 1.5.9 The Site has a fleet of 7 Heavy Goods Vehicles and 1 Light Goods Vehicle. Outbound distribution activity is supported by third party logistics providers with access to their own vehicles.
- 1.5.10 The Site receives significant inbound traffic for both bulk stock replenishment and to facilitate customer purchases/collections. Typically, commercial vehicle movements in and out of the Site number in excess of 50 per day.
- 1.5.11 The Site's current operating hours are 6am until 7.30pm Monday to Friday. Weekend shifts are worked and standard operating hours flexed as required to deal with peak demand and seasonality.
- 1.5.12 The Site employs a total of 35 direct employees, the majority of whom drive to and park at the Site and live within the Borough of Greenwich.
- 1.5.13 Due to the hazardous nature of some of its inventory, the Site is governed by COMAH legislation and currently operates at the Lower Tier level. Consequently, the Site is heavily regulated by the Joint Competent Authority (UK Environment Agency and Health and Safety Executive), and complies with all relevant prevailing standards and legislative requirements.
- 1.5.14 In March 2016, the Brenntag UK Limited site network underwent a restructuring that meant the Site adopted a wider strategic role. Reference and volume throughput has increased accordingly.
- 1.5.15 Brenntag UK Limited operates from the Site pursuant to the leases entered into between BICL and Morden College, both of which will expire in June 2037.

1.6 Impact of the Scheme on the Site

- 1.6.1 The land required for the Scheme which falls within the Site is identified by plot numbers 01-027 and 01-028 as shown on the Land Plans. BICL is also noted in the Book of Reference submitted in support of the DCO application as being the owner or reputed owner of an interest in the subsoil (up to the half width) of Tunnel Avenue, identified by plot numbers 01-030 and 01-050 as shown on the Land Plans.
- 1.6.2 Plot numbers 01-028, 01-030 and 01-050 are required on a permanent basis to carry out improvement works to Tunnel Avenue and to construct the new Boord Street pedestrian and cycle bridge. The existing Boord Street footbridge needs to be demolished in order to allow for the widening of the A102 to accommodate the Silvertown Tunnel Southbound Approach lanes. The justification put forward by TfL for these works as part of the Scheme, and the design rationale for the new pedestrian and cycle bridge is set out in the Design and Access Statement (paragraphs 3.4.45 - 3.4.54) submitted with the DCO application.
- 1.6.3 Plot number 01-027 is required on a temporary basis in order to provide a working area for the adjacent works and for tying-in works.
- 1.6.4 In 2015, Brenntag UK Limited (who shall be referred to hereinafter in this SoCG as “Brenntag”) commissioned the preparation of an 'Impact Study' in order to assess the impact of the Scheme on the Site and Brenntag's operations. The Impact Study, dated 25 November 2015, was provided to TfL in response to TfL's statutory consultation on the Scheme.
- 1.6.5 In response to the Impact Study, TfL reviewed the new pedestrian and cycle bridge proposals and made changes to the design of the bridge landing in order to reduce the impact on the Site and Brenntag's operations. The DCO application documents, including the Design and Access Statement, have been prepared on the basis of the revised design for the bridge landing.
- 1.6.6 In light of the above-mentioned changes, Brenntag commissioned a revised Impact Study. The 'Revised Impact Study' was issued to TfL on 15 August 2016.
- 1.6.7 On 11 October 2016, TfL and Brenntag met at the Site, following the Preliminary Meeting held in respect of the DCO application, in order to

undertake a site visit and to discuss Brenntag's ongoing concerns in relation to the Scheme. Those concerns can be summarised as follows:

- 1.6.8 During the construction and operation of the Scheme, vehicular access to and egress from the Site is required, through the Site's main access gate, at all times during Brenntag's operational hours.
- 1.6.9 That the permanent design of the Scheme will not preclude vehicular access to and egress from the Site.
- 1.6.10 Brenntag currently has an emergency/secondary access into the Site located on Morden Wharf Road. It will not be possible to use this emergency access during or after construction of the replacement Boord Street pedestrian and cycle bridge. Brenntag therefore requires an emergency/secondary access to be provided in an alternative location, and for this access to be available at all times (i.e. 365 days a year / 7 days a week / 24 hours a day).
- 1.6.11 The land which is currently used as Brenntag's staff/visitor car park is to be acquired for the Scheme. As such, it is proposed that the car park will be relocated within Brenntag's site (the precise number of car parking spaces to be provided is still under discussion; see paragraph 5.1 below). The relocation of the staff/visitor car park will require the demolition or replacement/relocation of certain existing assets at the Site including (but not necessarily limited to) bund walls, a weigh bridge, pump house and sprinkler tank. It will also necessitate the bringing back into use of non-operational land, which may itself require substantial remediation. Brenntag has identified adjacent land within which to relocate the replacement staff/visitor car park.
- 1.6.12 At present, there is pedestrian egress from the staff/visitor car park to Tunnel Avenue. Employees and visitors to the Site exit the staff/visitor car park, walk along Tunnel Avenue and re-enter the Site further along Tunnel Avenue at the main Site office and pedestrian entrance. This is to prevent employees and visitors walking through the Site which would require personal protective equipment (PPE) to be worn. Brenntag requires a similar arrangement to be provided during and post the construction of the Scheme in order to ensure staff and visitor safety and to avoid the aforementioned PPE requirements. Furthermore, the arrangement put in place will need to eliminate the potential for conflicts to arise between the construction works for the Scheme and Brenntag's staff and visitors as they make their way along Tunnel Avenue to the main Site office and pedestrian entrance.

2. Record of engagement undertaken

2.1 Key meetings

2.1.1 A summary of the key meetings and correspondence that has taken place between TfL and Brenntag is outlined in the table below.

Date	Form of Correspondence	Key outcomes and points of discussion
29/09/2015	Meeting with TfL, Brenntag and Morden College	<p>TfL gave an overview of the DCO process, associated timescales and the Silvertown Tunnel proposals.</p> <p>TfL noted that the works required the redevelopment of the existing Boord Street footbridge, which in turn would affect Brenntag's access into and from the Site. Therefore, a temporary access would need to be provided during the construction period and an alternative permanent access solution identified for when the Silvertown Tunnel was operational.</p> <p>TfL noted that the works to re-connect Tunnel Avenue would most likely take place towards the end of the construction contract.</p> <p>TfL advised that the Silvertown Tunnel was intended to be a 'Category E' tunnel; precluding dangerous material transportation. Brenntag confirmed they do not use the Blackwall Tunnel for commercial deliveries of hazardous materials.</p>

Statement of Common Ground between Transport for London and Brenntag
Inorganic Chemical Limited

SOCG Reference: SoCG028

		It was agreed that further work and a technical study of the impact of the Silvertown Tunnel proposals on the Site and Brenntag's operations was required.
05/10/2015	Email correspondence from TfL to Brenntag (following meeting on 29 September 2015)	Draft minutes of meeting and plans provided. TfL noted it was keen to assess the impact of the footbridge proposal on Brenntag's facility and offered for either Atkins to work up a technical study or otherwise for Brenntag to commission the study.
14/10/2015	Letter from Brenntag to TfL (following the meeting on 29 September 2015)	Brenntag noted its concerns and requested plans showing the proposed land take, together with a programme. Brenntag suggested that an impact study be carried out.
22/10/2015	Email correspondence from TfL to Brenntag	TfL confirmed it had instructed Atkins to review the design of the replacement Boord Street pedestrian and cycle bridge, to ensure minimal impact on Brenntag's operations. However, TfL suggested that Brenntag's Impact Study assume a "worst case scenario" in the event that the proposed land take could not be reduced.
02/11/2015	Email correspondence from Brenntag to	Confirmation that Brenntag was progressing with the Impact Study and an environmental survey of the

Silvertown Tunnel

Statement of Common Ground between Transport for London and Brenntag
Inorganic Chemical Limited

SOCG Reference: SoCG028

	TfL	existing staff/visitor car parking area.
03/11/15	Email correspondence from TfL to Brenntag	Confirmation that, following the meeting between TfL and Brenntag on 29 September 2015, TfL is reviewing the footbridge configuration and location with a view to minimising disruption to Brenntag.
25/11/2015	Brenntag's response to Section 42 consultation	Brenntag's response set out the impacts of the Silvertown Tunnel proposals as a consequence of the proposed relocation of the Boord Street footbridge. This will impede the Site's operation through the reduction and removal of the Site's main access point, associated roadway and staff/visitor car parking provision.
27/11/2015	Email correspondence from Brenntag to TfL	Attaching Brenntag's preliminary Impact Study dated 25 November 2015 carried out by HB Projects Limited.
07/12/2015	Meeting between TfL and Brenntag	TfL noted that the design of the footbridge had been revised as a consequence of the concerns raised by Brenntag in its response to the Section 42 consultation. The design of the footbridge was changed so that: <ul style="list-style-type: none"> - The main access into the Site from Tunnel Avenue will remain open throughout the construction of the Scheme. - The existing boundary wall facing

Statement of Common Ground between Transport for London and Brenntag
Inorganic Chemical Limited

SOCG Reference: SoCG028

		<p>onto Tunnel Avenue north of the gated entrance will not be altered.</p> <ul style="list-style-type: none"> - Internal vehicular circulation within the Site will not be altered. - The land required for the Scheme will be limited to the land occupied by Brenntag's existing staff/visitor car park. - It was noted that the revised design would impact on the emergency/secondary access/egress on Morden Wharf Road and so suggested an alternative access/egress could be located immediately to the east of the Site office building. <p>Brenntag welcomed the proposals and noted that they appeared to reduce the scale of the impact but that concerns remained (re securing the required access arrangements, making safe staff/visitor circulation in and around the Site etc.) such that a revised Impact Study was required to be undertaken.</p>
15/12/2015	Email correspondence from Brenntag to TfL	Brenntag confirmed agreement of the meeting minutes and the appointment of HB Projects Limited to prepare the Revised Impact Study.
25/01/2016	Email correspondence from TfL to Brenntag	TfL requested a copy of the Revised Impact Study.

Silvertown Tunnel

Statement of Common Ground between Transport for London and Brenntag
Inorganic Chemical Limited

SOCG Reference: SoCG028

29/01/2016	Draft Heads of Terms (Option Agreement) issued from TfL to Brenntag.	Covering email requesting a copy of the Revised Impact Study.
30/01/2016	Email correspondence from TfL to Brenntag	Provision of indicative plans showing temporary and permanent land take required for the Scheme.
09/03/2016	Email correspondence from Brenntag to TfL	Brenntag requested clarification regarding proposed access arrangements during the construction and operation of the Scheme.
10/03/2016	Email correspondence from TfL to Brenntag	TfL confirmed that access will be maintained and provided an overview of the related terms for insertion into an Agreement.
12/04/2016	Email correspondence from TfL to Brenntag	TfL confirmed the changes made to the Scheme as a consequence of its Section 42 consultation; noting that additional land had been included in the Scheme on the west of Tunnel Avenue in order to accommodate the relocation of the Boord Street footbridge thereby reducing the impact of the Scheme on Brenntag's operations.
12/05/2016	Email correspondence from TfL to Brenntag	TfL outlined the process and timescales for reaching an agreement in the context of TfL's DCO application.

Statement of Common Ground between Transport for London and Brenntag
Inorganic Chemical Limited

SOCG Reference: SoCG028

13/05/2016	Email correspondence from Brenntag to TfL	Whilst acknowledging the changes made following TfL's Section 42 consultation, Brenntag noted their concerns regarding the proposed land take and how it will affect their site operations.
13/05/2016	Email correspondence from TfL to Brenntag	TfL proposed that the parties enter into a Land and Works Agreement to provide assurances regarding interface concerns rather than a simple Option Agreement. TfL requested sight of the Revised Impact Study to assist in understanding Brenntag's concerns.
28/06/2016	Letter from Pinsent Masons (on behalf of TfL) to Shoosmiths (on behalf of Brenntag)	Noting the anticipated start of the Examination into the DCO application in early October and requesting a copy of the Revised Impact Study.
15/07/2016	Letter from Pinsent Masons (on behalf of TfL) to Shoosmiths (on behalf of Brenntag)	Providing a copy of the relevant DCO plans and a summary of the issues proposed to be addressed by a Land and Works Agreement following discussions between TfL and Brenntag since Autumn 2015. Requesting a copy of the Revised Impact Study to understand Brenntag's concerns.
15/08/2016	Revised Impact Study, Brenntag to TfL	Email attaching Brenntag's Revised Impact Study, together with a scope of works in respect of the works required to reconfigure the Site and a schedule of associated costs.

17/08/2016	Relevant Representation	<p>Confirming that Brenntag does not object to the principle of the Scheme but noting that the proposed land take will require their site to be reconfigured. Noted that a scope of works and schedule of associated costs has been provided to TfL.</p> <p>Brenntag notes that the parties are working towards agreeing the terms of a Land and Works Agreement to resolve Brenntag's concerns. In the absence of the Agreement Brenntag needs clarification and assurances with regards to issues such as timing, access and communication during the construction period.</p>
11/10/2016	Meeting between Brenntag and TfL and Site Visit	<p>Identification and further discussion between the parties in respect of the issues noted above (maintaining vehicular access and egress from the Site, staff and visitor circulation around the Site, and existing staff/visitor car park relocation).</p>
08/11/2016	Meeting between Brenntag and TfL	<p>TfL outlined the work carried out since the meeting on 11 October 2016 with regards to considering the interface of the Scheme and the Site.</p> <p>TfL provided a draft specification and associated plans for the accommodation works associated with mitigating the impact of the</p>

Statement of Common Ground between Transport for London and Brenntag
Inorganic Chemical Limited

SOCG Reference: SoCG028

		<p>Scheme on the Site.</p> <p>The parties discussed and agreed next steps in order to work towards the completion of a Land and Works Agreement.</p>
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3. Topics contained within this SoCG

3.1 Topics included in SoCG

- The following key topics discussed with Brenntag are included in this SoCG:

3.1.1 Matters agreed:

- Principle of the Scheme.
- Design revisions to the Boord Street footbridge.
- Access and egress to the Site.

3.1.2 Matters under discussion:

- The impact of land take for the Scheme on Brenntag's operations, and associated mitigation to reconfigure the Site, in respect of demolition or replacement/relocation of affected structures and the relocation of affected staff/visitor car parking provision.

3.1.3 There are no matters not agreed in this SoCG.

4. Matters agreed

Ref	Description of matter	Details of agreement	Record of agreement
4.1 General support for the scheme			
4.1.1	Silvertown Tunnel Scheme.	Brenntag does not object to the principle of the Scheme.	Brenntag's Relevant Representation dated 17 August 2016.
4.2 Scheme design			
4.2.1	Design revisions to the Boord Street footbridge.	<p>The design of the footbridge was revised prior to the submission of the DCO application following receipt of Brenntag's Impact Study dated 25 November 2015. Changes were made so that:</p> <ul style="list-style-type: none"> The main access into the Site from Tunnel Avenue will remain open throughout the construction of the Scheme. The existing boundary wall facing onto Tunnel Avenue north of the gated 	In a meeting between TfL and Brenntag on 7 December 2015, Brenntag confirmed that they welcomed the changes to the Scheme and noted that they appeared to reduce the scale of impact although concerns remained (re securing the required access arrangements, making safe staff/visitor circulation in and around

		<p>entrance will not be altered.</p> <ul style="list-style-type: none"> • Internal vehicular circulation within the Site will not be altered. • The land required for the Scheme will be limited to the land occupied by Brenntag's existing staff/visitor car park. 	the Site etc.).
4.2.2	Existing access.	The existing main access into the Site from Tunnel Avenue will remain viable following the revised location of the footbridge landing, as shown in the DCO documents, i.e. the access will remain in its existing location, albeit works will be required to install a new gate with access controls and to reposition a traffic barrier.	Email from Brenntag dated 13 November 2015.
4.3 Heads of Terms / Land and Works Agreement			
4.3.1	Land and Works Agreement.	The parties are working towards agreeing a Land and Works Agreement to provide assurances to Brenntag in respect of the construction of the Scheme and to confirm Brenntag's agreement to the inclusion of compulsory acquisition and other land provisions relating to the Site in the DCO.	Brenntag's Relevant Representation dated 17 August 2016 and correspondence from TfL following a meeting between TfL and Brenntag on 11 October 2016.
4.4 Brenntag's site reconfiguration			

Statement of Common Ground between Transport for London and Brenntag Inorganic Chemical Limited

SOCG Reference: SoCG028

4.4.1	The timing of works to reconfigure the Site.	It is agreed that the timing of works to reconfigure the Site needs to be such that it will minimise the impact on Brenntag's operations. The parties are in discussions in this regard, however, it has been acknowledged that the package of accommodation/reconfiguration works will need to be undertaken in advance of the commencement of works to the Boord Street footbridge and Tunnel Avenue.	Meetings between TfL and Brenntag on 11 October 2016 and 8 November 2016. The parties are in discussions re Heads of Terms for a Land and Works Agreement to provide for this.
4.5 Scheme construction			
4.5.1	Vehicular Access.	Vehicular access is required to the Site throughout the Scheme's construction.	Statements re availability of access contained in the DCO application documents and, in addition, the parties are in discussions re Heads of Terms for a Land and Works Agreement to provide for this.

5. Matters still under discussion

Ref	Description of stakeholder issue	Transport for London response	Current position	Record of discussions
5.1 Brenntag's site reconfiguration				
5.1.1	Reconfiguration of the Site is required as a consequence of the proposed land take for the Scheme.	<p>The extent of the accommodation/reconfiguration works required at the Site is being reviewed so that it can be agreed.</p> <p>Specific points which remain under discussion are:</p> <ul style="list-style-type: none"> • The number of staff/visitor car parking spaces to be provided in the replacement car park; • The extent of non-operational land required to be reclaimed and remediated in order to relocate existing staff/visitor car parking provision and to 	The extent of the accommodation/reconfiguration works required at the Site is being reviewed and Heads of Terms are being developed.	The Revised Impact Study which was received by TfL on 15 August 2016 and discussed in a meeting between the parties on 11 October 2016.

Statement of Common Ground between Transport for London and Brenntag Inorganic Chemical Limited

SOCG Reference: SoCG028

		<p>provide adequate storage for Brenntag's stock and packaging requirements.</p> <ul style="list-style-type: none"> • The assets which will require demolition or replacement/relocation in order to accommodate Scheme impacts during construction and operation. • Works to be undertaken in proximity of the existing boundary wall facing onto Tunnel Avenue north of the gated entrance and the need for any damage done to the wall as a result of these works to be made good. <p>The mechanism for securing the above package of accommodation/reconfiguration works is to be agreed, however, the parties are working towards agreeing a Land</p>		
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		and Works Agreement.		
5.1.2	Measures to secure the availability of the main access into the Site at all times during Brenntag's operating hours.	The details of the main access gate arrangement are being investigated.	Once progressed, the options available with regard to the main access gate will be shared with Brenntag for review.	The parties are in discussions to agree Heads of Terms re a Land and Works Agreement to provide for this.
5.1.3	A new emergency/secondary access/egress point is required (to be available at all times (i.e. 365 days a year / 7 days a week / 24 hours a day)).	The design of a new emergency/secondary access/egress point is being progressed.	Once progressed, the proposed design(s) will be shared with Brenntag for review.	The parties are in discussions to agree Heads of Terms re a Land and Works Agreement to provide for this.

Statement of Common Ground between Transport for London and Brenntag Inorganic Chemical Limited

SOCG Reference: SoCG028

<p>5.1.4</p>	<p>Circulation of Brenntag staff and visitors in and around the Site.</p>	<p>An alternative pedestrian access/egress and circulation solution, to be implemented during and following the construction of the Scheme, is being considered.</p> <p>It is acknowledged that the above-mentioned access/egress and circulation solution may need to be flexible during the Scheme construction period (i.e. the precise location of the access point onto Tunnel Avenue may have to change, rather than be fixed); a prior notification and approval protocol is to be agreed between the parties and implemented during the Scheme construction period before the relevant access point is utilised.</p>	<p>Once progressed, the alternative pedestrian access/egress and circulation solution(s) will be shared with Brenntag for review.</p>	<p>The parties are in discussions to agree Heads of Terms re a Land and Works Agreement to provide for this.</p>
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Silvertown Tunnel

Statement of Common Ground between Transport for London and Brenntag Inorganic Chemical Limited

SOCG Reference: SoCG028

6. Matters not agreed

6.1 There are no matters not agreed in this SoCG.

7. Agreement

Signed	
Name	
Position	
Company	
Date	
Signed	
Name	
Position	
Company	
Date	