

## DP28. Noise and vibration

- 28.1 Noise and vibration can have a major effect on amenity and health and therefore quality of life. Camden's high density and mixed-use nature means that disturbance from noise and vibration is a particularly important issue in the borough. Camden's Core Strategy recognises the importance of this issue for Camden's residents and policy DP28 contributes to implementing a number of Core Strategy policies, including CS5 – *Managing the impact of growth and development*, CS9 – *Achieving a successful Central London*, CS11 – *Promoting sustainable and efficient travel* and CS16 – *Improving Camden's health and well-being*.

### DP POLICY

#### DP28 – Noise and vibration

The Council will seek to ensure that noise and vibration is controlled and managed and will not grant planning permission for:

- a) development likely to generate noise pollution; or
- b) development sensitive to noise in locations with noise pollution, unless appropriate attenuation measures are provided.

Development that exceeds Camden's Noise and Vibration Thresholds will not be permitted.

The Council will only grant permission for plant or machinery if it can be operated without cause harm to amenity and does not exceed our noise thresholds.

The Council will seek to minimise the impact on local amenity from the demolition and construction phases of development. Where these phases are likely to cause harm, conditions and planning obligations may be used to minimise the impact.

- 28.2 The effect of noise and vibration can be minimised by separating uses sensitive to noise from development that generates noise and by taking measures to reduce any impact. Noise sensitive development includes housing, schools and hospitals as well as offices, workshops and open spaces, while noise is generated by rail, road and air traffic, industry, entertainment (e.g. nightclubs, restaurants and bars) and other uses.
- 28.3 The Council will only grant planning permission for development sensitive to noise in locations that experience noise pollution, and for development likely to generate noise pollution, if appropriate attenuation measures are taken, such as double-glazing. Planning permission will not be granted for development sensitive to noise in locations that have unacceptable levels of noise. Where uses sensitive to noise are proposed close to an existing source of noise or when development that generates noise is proposed, the Council will require an acoustic report to ensure compliance with PPG24: *Planning and noise*. A condition will be imposed to require that the plant and equipment which may be a source of noise pollution is kept working efficiently and within the required noise limits and time restrictions. Conditions may also be imposed to ensure that attenuation measures are kept in place and effective throughout the life of the development.
- 28.4 In assessing applications, we will have regard to the Noise and Vibration Thresholds, set out below. These represent an interpretation of the standards in PPG24 and include an evening period in addition to the day and night standards contained in the PPG, which provide a greater degree of control over noise and vibration during a period when noise is often an issue in the borough.

**Table A: Noise levels on residential sites adjoining railways and roads at which planning permission will not be granted**

Noise description and location of measurement	Period	Time	Sites adjoining railways	Sites adjoining roads
Noise at 1 metre external to a sensitive façade	Day	0700-1900	74 dB $L_{Aeq}$ 12h	72 dB $L_{Aeq}$ 12h
Noise at 1 metre external to a sensitive façade	Evening	1900-2300	74 dB $L_{Aeq}$ 4h	72 dB $L_{Aeq}$ 4h
Noise at 1 metre external to a sensitive façade	Night	2300-0700	66 dB $L_{Aeq}$ 8h	66 dB $L_{Aeq}$ 8h

**Table B: Noise levels on residential streets adjoining railways and roads at and above which attenuation measures will be required**

Noise description and location of measurement	Period	Time	Sites adjoining railways	Sites adjoining roads
Noise at 1 metre external to a sensitive façade	Day	0700-1900	65 dB $L_{Aeq}$ 12h	62 dB $L_{Aeq}$ 12h
Noise at 1 metre external to a sensitive façade	Evening	1900-2300	60 dB $L_{Aeq}$ 4h	57 dB $L_{Aeq}$ 4h
Noise at 1 metre external to a sensitive façade	Night	2300-0700	55 dB $L_{Aeq}$ 1h	52 dB $L_{Aeq}$ 1h
Individual noise events several times an hour	Night	2300-0700	>82 dB $L_{Amax}$ (S time weighting)	>82 dB $L_{AMAX}$ (S time weighting)

**Table C: Vibration levels on residential sites adjoining railways and roads at which planning permission will not be granted**

Vibration description and location of measurement	Period	Time	Vibration levels
Vibration inside critical areas such as a hospital operating theatre	Day, evening and night	0000-2400	0.1 VDV ms <sup>-1.75</sup>
Vibration inside dwellings	Day and evening	0700-2300	0.2 to 0.4 VDV ms <sup>-1.75</sup>
Vibration inside dwellings	Night	2300-0700	0.13 VDV ms <sup>-1.75</sup>
Vibration inside offices	Day, evening and night	0000-2400	0.4 VDV ms <sup>-1.75</sup>
Vibration inside workshops	Day, evening and night	0000-2400	0.8 VDV ms <sup>-1.75</sup>

Where dwellings may be affected by ground-borne regenerated noise internally from, for example, railways or underground trains within tunnels, noise levels within the rooms should not be greater than 35dB(A)<sub>max</sub>

**Table D: Noise levels from places of entertainment on adjoining residential sites at which planning permission will not be granted**

Noise description and measurement location	Period	Time	Sites adjoining places of entertainment
Noise at 1 metre external to a sensitive façade	Day and evening	0700-2300	$L_{Aeq}$ 5m shall not increase by more than 5dB*
Noise at 1 metre external to a sensitive façade	Night	2300-0700	$L_{Aeq}$ 5m shall not increase by more than 3dB*
Noise inside any living room of any noise sensitive premises, with the windows open or closed	Night	2300-0700	$L_{Aeq}$ 5m (in the 63Hz Octave band measured using the 'fast' time constant) should show no increase in dB*

\* As compared to the same measure, from the same position, and over a comparable period, with no entertainment taking place

**Table E: Noise levels from plant and machinery at which planning permission will not be granted**

Noise description and location of measurement	Period	Time	Noise level
Noise at 1 metre external to a sensitive façade	Day, evening and night	0000-2400	5dB(A) <LA90
Noise that has a distinguishable discrete continuous note (whine, hiss, screech, hum) at 1 metre external to a sensitive façade.	Day, evening and night	0000-2400	10dB(A) <LA90
Noise that has distinct impulses (bangs, clicks, clatters, thumps) at 1 metre external to a sensitive façade.	Day, evening and night	0000-2400	10dB(A) <LA90
Noise at 1 metre external to sensitive façade where LA90>60dB	Day, evening and night	0000-2400	55dBL $_{Aeq}$

#### Key evidence and references

- Camden's Noise Strategy, 2002
- The London Plan (Consolidated with Alterations since 2004), 2008
- Planning Policy Guidance 24: Planning and noise

## DP29. Improving access

- 29.1 Part of achieving the Community Strategy vision of making Camden a borough of opportunity is making sure everyone has access to important facilities, such as housing, jobs, educational opportunities and community facilities. Good access benefits everyone. However, many people are disadvantaged by poor access to facilities and buildings and vulnerable and disadvantaged groups, such as the elderly and disabled people, can be particularly affected. Poor access can also be caused by difficulties in using the facilities themselves.
- 29.2 Policy DP29 contributes to the implementation of Core Strategy policy CS14 – *Promoting high quality places and conserving our heritage* which seeks the highest standards of access in all buildings and places. It also helps to deliver elements of policies CS1 – *Distribution of growth*, CS5 – *Managing the impact of growth and development* and CS11 – *Promoting sustainable and efficient travel*.

### DP POLICY

#### DP29 – Improving access

The Council will seek to promote fair access and remove the barriers that prevent people from accessing facilities and opportunities. We will:

- a) expect all buildings and places meet the highest practicable standards of access and inclusion;
- b) require buildings and spaces that the public may use to be designed to be as accessible as possible;
- c) expect facilities to be located in the most accessible parts of the borough;
- d) expect spaces between buildings to be fully accessible;
- e) encourage accessible public transport;
- f) secure car parking for disabled people; and
- g) secure accessible homes.

- 29.3 Many people experience difficulties in using buildings and spaces as their access needs are ignored or considered too late in the development process to ensure the removal of barriers that can exclude or segregate. We will seek to make sure that any expansion of activities that are likely to lead to a significant increase in travel demand are located in the parts of the borough that can be most easily reached by walking, cycling and public transport.
- 29.4 The Council will require new buildings and spaces that the public may use to be fully accessible to promote equality of opportunity. As accessibility is influenced by perceptions as well as physical factors, buildings should also be designed to appear, as well as be, accessible. We will require a Design and Access Statement for new developments of public buildings and spaces to show how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development, and how inclusion will be maintained and managed.
- 29.5 The Council will balance the needs of people with mobility difficulties with the interests of conservation and preservation. We will seek sensitive design solutions to achieve access for all to, and within, listed buildings that require public access. Policy DP25 – *Conserving Camden's heritage* sets out our detailed approach to development affecting listed buildings.



- 29.6 Making sure that people can move through streets and places, easily and safely is as important as making the buildings themselves accessible. The Council will seek improvements for pedestrians and people with disabilities to ensure good quality access and circulation arrangements, including improvements to existing routes and footways. The Camden Streetscape Design Manual and our Camden Planning Guidance supplementary document provide further more detailed guidance on this issue.
- 29.7 The Council aims to increase the attractiveness of public transport by creating networks which make people feel safe, link to all parts of the borough and enable use by people with mobility difficulties. The provision of public transport allows independence in travel choices and is vital to those without access to, or without the means to use, a car. We are committed to a number of public transport improvement schemes to increase public transport capacity and to improve accessibility throughout the borough. The Core Strategy gives further detail on the key transport infrastructure proposals that are being promoted in Camden, in particular in policies CS2 – *Growth areas* and CS11 – *Promoting sustainable and efficient travel* and Core Strategy Appendix 1 – *Key Infrastructure Programmes and Projects*.
- 29.8 While the Council encourages public transport and car-free schemes, in line with sustainable development objectives, we recognise that some disabled people rely on private motorised transport. We will therefore require relevant planning applications to demonstrate how the needs of disabled drivers have been addressed. We will also welcome disabled parking and drop-off facilities which are integrated with public transport facilities.
- 29.9 The Council believes that new housing should allow less mobile residents to live as independently as possible. Accessible homes give them greater choice about where to live and mean people are less likely to need to move when they become less mobile. The Council will therefore seek to secure ‘lifetime homes’, which are designed to meet the differing requirements created by changing life circumstances, and housing accessible to wheelchair users. Detail on the Council’s approach to lifetime homes and wheelchair housing is set out in policy DP6 – *Lifetime homes and wheelchair homes*.

#### Key evidence and references

- The London Plan (consolidated with changes since 2004); Mayor of London; 2008
- Camden Streetscape Design Manual
- Easy Access to Historic Buildings, English Heritage, 2004