325 Kentish Town Road **18/02/2015**

Reference number 103281

CONSTRUCTION MANAGEMENT PLAN

SYSTRA

325 KENTISH TOWN ROAD

CONSTRUCTION MANAGEMENT PLAN

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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDICES

1. INTRODUCTION

1.1 Background

1.1.1 SYSTRA Ltd. has been commissioned by De Wood Group, on behalf of Treats Foods Ltd (the Client), to prepare a Construction Management Plan (CMP) for a site located at 325 Kentish Town Road, London NW5 2TJ (the Site) in the London Borough of Camden.

1.1.2 *The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The Site Manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the Development. Any future revised plan must be approved by the Council and complied with thereafter*.

1.1.3 The Site is situated in an area of high public transport accessibility with a PTAL rating of 6a ("Excellent"). The entrance to Kentish Town Thameslink and Northern Line underground stations are located some 20 metres to the north of the site, and Kentish Town West London Overground station is 0.7km (8 minutes' walk) to the south west of the development.

Figure 1. Site Location

1.2 Current Site Use

1.2.1 The Site currently comprises an existing three storey building that currently has unused retail space on the ground floor with residential accommodation above.

1.2.2 The building occupies a mid-terrace position on the western side of Kentish Town Road, to the north of York Mews.

1.2.3 The Site is located within a predominantly retail area, with most ground floor commercial premises having residential properties above.

1.3 Proposed Development

1.3.1 The proposed development will comprise the extension of the ground floor retail space to provide a café, a three storey extension to the rear of the site and a single storey extension to the from to provide a total of four apartments, one with three bedrooms and three with one bedroom.

1.3.2 Minimal demolition works are anticipated as part of the build period. The Applicant has recently undertaken consultation exercises with the neighbouring properties, details of which are included in this document.

1.3.3 The development faces on to Kentish Town Road at the front, with access to the residential parts of the building being gained from York Mews to the rear.

1.3.4 The development's expected programme is:

- commence in July 2016
  - undertake works to front (Kentish Town Road) shell: ending September 2016
  - fit-out front section: ending December 2016
  - main construction phase: ending June 2017
- completion in (approximately) June / July 2017.

2. PURPOSE AND SCOPE OF PLAN

2.1.1 This Construction Management Plan (CMP) provides the procedures to be followed by the management, contractors and subcontractors.

2.1.2 If Contractors, and sub-contractors, do not comply then they will be banned from the Site. The applicant has confirmed that this requirement will be written in to all sub-contractors' orders.

2.1.3 This document will help the developer and local authority planning officials comply with:

- London Borough of Camden, Camden Planning Guidance 6 (Amenity): Section 8 Construction Management Plans;
- The Traffic Management Act and the London Plan; and
- The London Freight Plan.

2.1.4 The document demonstrates how construction materials can be delivered and waste removed in a safe, efficient and environmentally-friendly way. In addition, it will consider where deliveries could be reduced, re-timed or consolidated during busy periods.

2.1.5 This document will assess the impact of the construction upon the surrounding public roads and footpaths, and explain the arrangements for ensuring that the workforce and public remain safe throughout the project.

2.1.6 Work will not commence until all appropriate signs, devices and barricades are in place and in accordance with the requirements of the CMP.

2.1.7 This plan will be reviewed through the on-going monitoring strategy, to ensure that it remains relevant to the identified matters as the project progresses. This will be in conjunction with the Council, local parties (school, church etc.) and local residents. If required, a local working group may be established to deal with potential issues as they arise.

2.1.8 Opportunities for advertising local employment opportunities will be sought where possible.

2.1.9 It is noted that there is potential for a number of pupils to travel to school on foot. Dialogue will be maintained, where required, with the relevant establishments to ensure pupil/parent/staff safety is maintained throughout the process.

2.1.10 A copy of this plan will be forwarded, as required, to relevant third-parties to ensure they are aware of the works and so they can inform their staff, visitors etc.

3. EXISTING CONDITIONS

3.1.1 The Site is bordered by Kentish Town Road to the east and York Mews to the west; the remaining boundaries are with the residential premises immediately adjacent to the site.

3.1.2 Construction access to the Site will be directly from the A400 Kentish Town Road, which connects to the Transport for London Road Network (TLRN) in Camden Town to the south and at its junction with the A1 at Archway to the north-east. It is proposed that construction traffic will avoid residential streets wherever possible.

3.1.3 The A400 Kentish Town Road is a borough-maintained road and hosts a mix of advisory and mandatory cycle lanes along its length. Whilst acknowledging the cycle routes, this alignment provides the widest carriageway environment to safely accommodate construction vehicles.

3.1.4 In the area of the site Kentish Town Road is covered by Controlled Parking Zone (CPZ) CA-M, which is in operation between:

- Monday to Friday – 08:30 to 18.30.

3.1.5 Double yellow lines are in place along both sides of Kentish Town Road that front the site of the site. Loading restrictions are also in place, and loading is not permitted between the hours of:

- 07:00 – 10:00; and
- 16:00 – 19:00.

3.1.6 There is a southbound bus stop on the eastern side of Kentish Town Road directly to the north of the site. All roads in the immediate vicinity of the Site are subject to a borough-wide 20mph speed limit.

3.1.7 The roads in the immediate vicinity of the Site form part of the London Lorry Control Scheme (LLCS). The Excluded Road Network (ERN) restricts the movement of HGVs in London at night and weekends.

3.1.8 Enforced by the London Councils, it applies to vehicles weighing more than 18 tonnes. It aims to limit noise pollution in residential areas. Restrictions apply between:

- 21:00 to 07:00, Monday to Saturday;
- 13:00 Saturdays to 07:00 Mondays.

3.1.9 It is possible operate a vehicle over 18 tonnes within the restricted area or outside the ERN during restricted times. Permission is free; applications in writing must be made to:

London Lorry Control Scheme
59½ Southwark Street
London
SE1 0AL

3.1.10 Pedestrian footways along Kentish Town Road are typically 2.5-3.0m wide. Pedestrian access will be maintained at all times.

3.1.11 Kentish Town Road is a two-way street along its whole length. It is not shown as a cycle route by London Cycle Route mapping. The existing traffic restrictions along Kentish Town Road will be obeyed at all times during the construction phase.

3.1.12 Banksmen will be prominent at all times during construction operations to control construction vehicle movements in order to maintain safety of residents and other users of the highway environment.

3.1.13 The development is configured to minimise the number and frequency of trips on the transport network. Given the smaller scale of works, the development is not expected to cause significant disruption.

4. STAKEHOLDER CONSULTATION

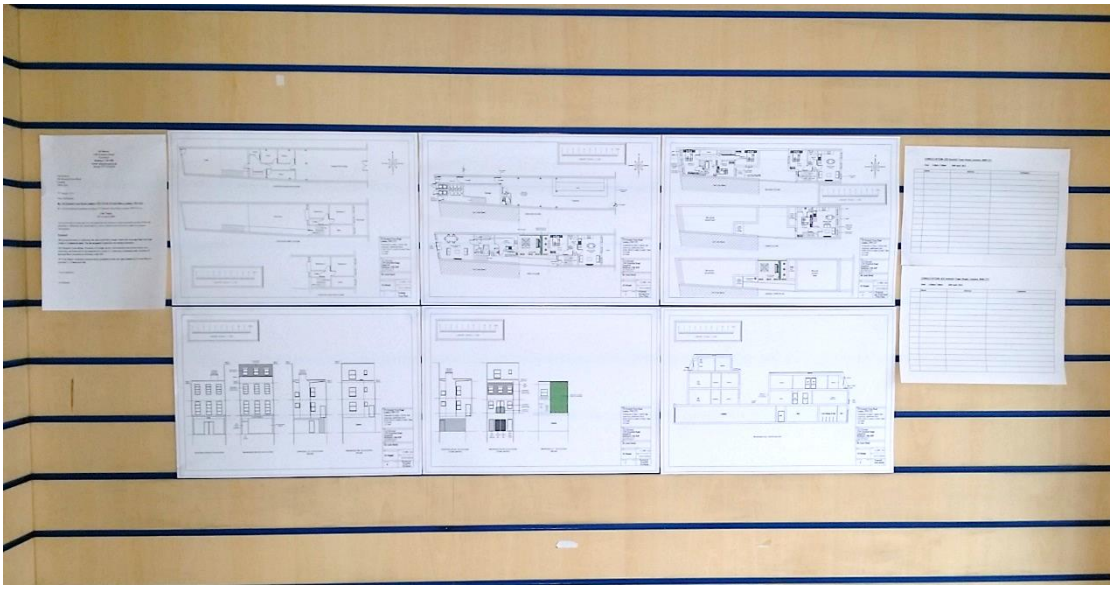
4.1.1 Consultations with LB Camden (LBC) and local residents/ businesses have been carried out to establish their initial concerns. Liaison will be maintained throughout the construction process, focussing on the Site Manager. Correspondence with the previously consulted consultees will be maintained.

4.2 Local Residents & Businesses

4.2.1 The Applicant has considered the issues likely to affect neighbouring premises and occupiers as part of developing options for the Site, all feedback has been noted and has been incorporated in this CMP.

4.2.2 The Applicant organised a consultation event at the Site on 16th April 2015 at 325 Kentish Town Road. The proposals were displayed within the premises together with feedback / comments forms (see Figure 2).

Figure 2. Consultation Material



4.2.3 The event took the form of an open evening at the Site between 5pm and 7pm. The Applicant notified the surrounding premises in good time ahead of the event. A list of the Consultees in included at the Appendices.

4.2.4 Overall, little feedback was received with regard to the proposals – indicating no strong opinions being held by the local population. Only one individual attended the consultation (the owner of 327 Kentish Town Road).

4.2.5 The feedback received related to the interaction between the adjoin premises. No comments were recorded by the neighbouring owner on the sheet provided on the wall. I have also attached a few photographs of the proposal as displayed on the wall on the day.

Subsequent Feedback

4.2.6 The Applicant has prepared and issued updated consultation material following the noise and vibration report.

4.3 London Borough of Camden

Initial Feedback

4.3.1 LB Camden received a copy of the Draft CMP to ensure that the proposals developed in this document are achievable and thus agreeable with the Council.

4.3.2 As part of this updated Preliminary CMP, the Council will be presented with the feedback received from the local residents and businesses which has been reviewed and incorporated in to the document.

4.3.3 The summarised comments from the Council are presented below (copy of the original email is included at the Appendices).

1. *A diagram showing the site relative to Kentish Town Road and York Mews would be useful. Such a diagram should indicate the locations of any hoarding, scaffolding, kerbside loading/unloading areas etc.*

2. *The CMP should include swept path drawings for any tight manoeuvres on vehicle routes to the site.*

3. *The CMP should provide more detail to describe the proposed parking and loading/unloading arrangements for construction vehicles and delivery of materials and plant to the site. It is assumed that such activity would need to take place from Kentish Town Road or York Mews.*

4. *The CMP should provide more detail to describe the proposed parking bay or loading bay suspensions and temporary traffic management orders which are likely to be required. Please note that a temporary closure of the footway directly adjacent to the site would not be supported by the Council due to the high volume of pedestrians who use it as a pedestrian route.*

5. *The CMP should provide details of any proposed overhang of the public highway (e.g. scaffolding, cranes etc.).*

6. *The CMP should provide details of hoarding required or any other occupation of the public highway.*

7. *The CMP should provide details of consultation on a draft Construction Management Plan with local residents, business, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and the comments received in response to the consultation. In response to the comments received, the Construction Management Plan should then be amended where appropriate and where not appropriate a reason should be given why not. The revised Construction Management Plan should also include a list of all the comments received.*

8. *The CMP should provide contact details for the person responsible for community liaison on behalf of the developer, and how these contact details will be advertised to the community. It is acknowledged that this such details cannot be confirmed until a Principal Contractor has been appointed.*

9. *It is noted that the project would be registered with the Considerate Constructors Scheme. This is welcomed by Camden. The CMP should also note that Contractors will be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractor's Manual" Guide for Contractors Working in Camden.*

A more detailed CMP would be acceptable in transport terms if the above points can be addressed and incorporated.

4.3.4 The above comments have been considered and addressed as part of the Preliminary CMP.

Subsequent Feedback

4.3.5 The Applicant has worked with the Council and responded to further feedback from the planning officers and environmental health team.

4.3.6 The resulting noise and vibration report is summarised in *Section 6.2* of this report, with the bespoke noise and vibration survey results included at Appendix E.

4.4 Summary

4.4.1 The Applicant is committed to maintaining liaison with the Council and local residents and businesses.

4.4.2 The consultees are the same as those approached previously. The document will be updated with the responses received and actions taken.

4.4.3 The Applicant will address issues arising if/as they occur.

5. VEHICULAR MANAGEMENT

5.1 General

5.1.1 The Site is located within a predominantly retail High Street environment. In the interests of public safety and avoiding any disruption to the local area, the method and route of deliveries to Site will be controlled in agreement with the relevant authorities.

5.1.2 The CMP will be reviewed and the formal monitoring regime established to ensure all appropriate measures are put in place. Risks will be identified, scheduled, assessed and managed.

5.1.3 The complaints procedure (see Section 6.4) will be circulated to local parties (as per the consultation) and the Council, reinforced (if required) through a local working group. Consideration will be given to other developments with regard to potential coordination of deliveries (subject to timely feedback from the Council).

5.1.4 This will be regularly reviewed as part of the Site Manager's responsibility. Details will be made available to the Council and local parties as required.

5.1.5 Wherever possible, and especially for vehicles over 3.5 tonnes, drivers will be required to be accredited with the Fleet Operator Recognition Scheme (FORS), Bronze Level. Drivers will have undertaken cycle awareness training and vehicles associated with the development will:

- Need to have sideguards fitted (unless demonstrably unable to do so);
- Have close proximity warning systems fitted, external warning devices, rear facing CCTV camera (or Fresnel Lens);
- Have a Class VI mirror;
- Have prominent signage warning cyclists of the dangers of 'undertaking' on the inside of such vehicles.

5.2 Routing & Manoeuvres

5.2.1 The turning movements of the larger site clearance, construction and delivery vehicles will be accommodated within Kentish Town Road wherever possible, respecting the existing loading restrictions. In the (not preferred) event of a requirement to deliver materials or services to the rear of the development via York Mews, residents will have priority and Banksmen will be on hand to manage (smaller, e.g. Transit) servicing / construction vehicles.

5.2.2 All vehicles will manoeuvre to/from this site successfully via the agreed access arrangements (namely via Kentish Town Road). The turning movements of site clearance, construction and delivery vehicles will be accommodated within the carriageway wherever possible. The volumes of materials and waste are expected to be relatively low, the anticipated vehicle types to be used are:

- Long Wheel Base Panel Van (7.5m long, 2.5m height);
- Rigid Delivery Vehicle (7.5T, (8m long, 3.5m height));
- 10m Rigid Vehicle(10m long, 3.6m height).

5.2.3 The possibility of larger vehicles servicing the Site is noted, but the CMP seeks to minimise this risk wherever possible through the ordering, programming and monitoring processes. Swept-path analysis of the largest anticipated vehicle using Kentish Town Road is included at the Appendices. Vehicles would use Kentish Town Road with Banksmen supervision/management. The Applicant will liaise fully with the Council if larger deliveries appear likely and arrange for the necessary dispensations etc.

5.2.4 Due to possible damage or impact on the state of the carriageway, roll-on roll-off skips are not to be placed on the public highway. All deliveries and collections will be scheduled to avoid domestic and commercial waste collections, school opening/closing times etc.

5.2.5 The larger/outsize deliveries will take place from Kentish Town Road with vehicles pulling up to kerbside at the front of the site, respecting the existing loading restrictions. In the (not preferred) event of having to use York Mews, smaller vehicles may reverse from Kentish Town Road (under Banksmen supervision) and exit in forward gear to Kentish Town Road; residents' priority would always be maintained.

5.2.6 Wherever possible material will be stored on site or will be delivered on a Just-In-Time basis. Waste will be managed in an equivalent manner: stored on site and transferred to called-in vehicles.

5.2.7 It is proposed to keep the footways of Kentish Town Road open at all times, especially when deliveries are not occurring. Traffic management barriers will be in place to demarcate the delivery areas and to segregate them from traffic in compliance with Chapter 8 of the Traffic Signs Manual and Red Book etc.

5.2.8 Construction vehicles will only access the Site from A400 Kentish Town Road. Vehicles will be required to manoeuvre within the extent of public adopted highway whilst supported by Banksmen. To this end, the preferred delivery route is northbound so that turning manoeuvres do not adversely affect buses, through traffic and the local population.

5.2.9 *Please note that the parking bay on Kentish Town Road is not intended to be suspended – as with adjoining properties, it is proposed to respect and utilise the existing loading restrictions between the designated bays*.

5.2.10 The applicant notes that the Council may require alternative routes and will engage fully with the Council to minimise potential disturbance to residents.

5.2.11 Initially waste will be stored within the Site's boundary and transferred to a waiting vehicle during the working day – the typical loading time is 15 minutes and Banksmen will manage pedestrian movements. Pedestrian movement will be maintained throughout, with transfer of goods/waste configured to avoid disruption.

5.2.12 An unobstructed roadway width will remain wherever possible. This should be sufficient to allow for unobstructed two way operation in accordance with DfT "*Safety at street works and road works*".

5.2.13 The amount of construction traffic and the level of disturbance to the public will be kept to a minimum – this will be continually reviewed through the monitoring process.

5.2.14 Vehicles are only allowed to stop at the Site to load/unload of goods/materials or actively engaged on construction activity.

5.2.15 Visits by the professional supervision, and other parties involved in the project (i.e. consultants in charge of the Project Management, H&S, Building Control etc.) will be required to travel via public transport where possible.

5.2.16 If they need to drive, they will be directed to park in public car parks if car use is essential. They will not be permitted to use the on-street parking supply.

5.2.17 It is anticipated that Banksmen will provide assistance to other road users on in the vicinity of the Site to enable them to pass by safely, especially when vehicles are servicing the Site.

5.2.18 All deliveries and collection of site rubbish (wait and load lorries) will be planned to take place outside both the morning and afternoon peak hours and will be limited between 10:00 and 15:00, also to avoid potential conflicts with school operations. The Schools and nurseries in the area will receive copies of the CMP, be invited to comment further, and will be kept updated.

5.2.19 Delivery and removal should not take longer than 20-30 minutes and deliveries will be co-ordinated by the Site Manager to prevent multiple traffic movements during the same period and reduce congestion during the busy hours.

5.2.20 'Special' deliveries (including outsize materials etc.) will take longer but will be programmed specifically – and notified to locals parties. All deliveries and collections will be scheduled to avoid domestic and commercial waste collections (see Section 4 – Operational Frequency).

5.2.21 For construction traffic, the route indicated below must be followed, presented in order. The route has been identified to prevent vehicles using residential roads and to optimize the use to wider carriageways. Vehicles will be expected to approach the site from the south only

5.2.22 The junctions on the approach routes have been the subject of traffic management measures so vehicle speeds will be kept to a minimum:

Inbound Journeys from the North

- *A1 Holloway Road (typically from A1 Archway Road, TLRN);*
- *A503 Camden Road (TLRN - westbound);*
- *Bayham Street (southbound);*
- *Pratt Street (westbound);*
- *A4200 Camden High Street (northbound);*
- *A400 Kentish Town Road (northbound); or*
- *Via A400 Junction Road / Fortess Road / Kentish Town Road.*

Inbound Journeys from the South

- *A400 Hampstead Road (TLRN - northbound);*
- *A400 Camden High Street (TLRN - northbound);*
- *A400 Kentish Town Road (northbound).*

Outbound Journeys to the North

- *A400 Kentish Town Road (northbound);*
- *A1 Archway Road (TLRN – northbound).*

Outbound Journeys to the South

- *A400 Kentish Town Road (northbound);*
- *Leighton Road (eastbound);*
- *A5200 Brecknock Road (southbound);*
- *A503 Camden Road (TLRN – southbound);*
- *A400 Camden Street (TLRN – southbound).*

5.2.23 The Contractors will register the scheme with the Considerate Contractors Scheme (reinforced through BREEAM – or equivalent – compliance) and will also adhere to the Council's Control of Pollution Noise from Demolition and Construction Codes of Practice (March 2004). Furthermore, Contractors will be required to follow the "*Guide for Contractors Working in Camden*" also referred to as "*Camden's Considerate Contractor's Manual*" Guide for Contractors Working in Camden (a copy is included at the Appendices, with confirmation of the registration).

5.2.24 This information will be issued to all organisations accessing the Site; failure to comply will result in the contractor, or sub-contractor, being banned from the Site.

5.3 Road Trip Reduction

5.3.1 Where possible, measures will be taken to pre-fabricate elements of the building off-site in order to reduce the number of deliveries to Site.

5.3.2 Certain construction periods will be more intensive than others and will result in more frequent deliveries/collections. These include excavation waste and concrete deliveries.

5.3.3 Through consultation with local parties and the Council, the Site Manager will agree the schedules to notify residents, schools etc. whilst seeking to minimise the overall impact to them, in line with the monitoring and complaints procedures. This may include liaison with other developments to seek to schedule coordinated deliveries.

5.3.4 Weather conditions may affect the works programme and therefore impact on the delivery schedules. Regular monitoring of the weather forecasts will be carried out and the implications circulated to local parties via the monitoring procedures.

5.3.5 Deliveries will be monitored and reviewed regularly, ensuring domestic and commercial waste collections are unimpeded (liaison with the Council etc. will be maintained).

5.3.6 Vehicles must not wait in the area before or after making deliveries / collections. Deliveries are required to be Just-In-Time (JIT).

5.3.7 Deliveries and collections must take place between 10:00 and 15:00 to avoid potential conflict with local residents and schools, as well as to comply with loading restrictions in effect on Kentish Town Road. Clear and sustained dialogue will be maintained with affected parties throughout the works.

5.3.8 In the (unlikely) event of temporary Traffic Management Orders (including road closures) being required, the applicant will ensure adequate liaison takes place with the relevant Council Officers in good time.

5.4 Waste

5.4.1 Whilst not stipulated as part of a S106 agreement or a planning consent, the Applicant will follow the principles of a Site Waste Management Plan (SWMP) in accordance with BRE SMARTWaste or similar.

5.4.2 Through careful design and specification, the amount of waste will be reduced on site such as off-site manufacturing, the factory cutting of plasterboard and the reduction of packaging by specification.

5.4.3 The plan would ensure that waste production is minimised and that recycling and re-use is maximised through monitoring and recording. Strategies including just-in-time deliveries and suitable storage of materials prior to use will also be applied to prevent spoiling. The scheduled domestic and commercial collections will be reviewed with the Council etc. and will be unimpeded by the Site's activities.

5.4.4 The Site Manager and the nominated waste contractor will be responsible for maintaining and updating the plan, through the monitoring procedure.

5.4.5 The destination of all waste or other materials removed from the Site will be notified by the Site Manager for approval. Loads will only be deposited at authorised waste treatment and disposal sites. Waste may be collated into skips and then be separated off-site, or separated at source.

5.4.6 Materials access and muck-away would be via the property frontage of the Site, supported by Banksmen where appropriate.

5.4.7 The applicant confirms that vehicle wheel washing facilities will be provided. It should be noted that adjoining roads will also be swept daily, over and above the benefits of the wheel washing facilities proposed on the Site. No waste will be flushed in to gullies.

5.4.8 Existing roadside waste collections will be maintained throughout the works.

6. ENVIRONMENTAL CONSIDERATIONS

6.1 Potential Impacts On Air Quality

6.1.1 Impacts on air quality from the proposed development can occur both during construction and operation. During construction there is the potential for emissions of dust to cause annoyance.

6.1.2 The development is in a residential area with a number of residential properties that border the Site.

6.1.3 The Institute of Air Quality Management (IAQM) published guidance on how to assess impacts of emissions of dust from demolition and construction sites [(1)].

6.1.4 This guidance has been followed in Table 3 which shows the steps undertaken to determine the risk of dust from construction giving rise to annoyance.

Table 1. IAQM Dust Risk Assessment Methodology

STEP	DESCRIPTION	OUTCOME
1	Need for Detailed Assessment	Detailed assessment required due to proximity of sensitive receptors within 350 m
2	Assess the Risk of Dust Effect	High risk site due to receptors within 20 m
3	Identify the Need for Site-Specific Mitigation	Mitigation measures detailed in the GLA best practice guidance for High Risk will be followed
4	Define Effects and their Significance	Slight Adverse impact (following mitigation)

6.1.5 Given the close proximity of sensitive receptors, the risk of dust annoyance occurring during construction is considered to be high, although with the implementation of appropriate mitigation measures the significance of the impacts is only slight.

6.1.6 Potentially significant air quality impacts during the construction phase are associated with dust generating activities in close proximity to potentially sensitive receptors.

6.1.7 Appropriate site management practices will manage the possible impacts including the potential for localised air quality impact from dust, site plant and vehicle emissions during the works.

6.1.8 Guidance within the London Councils '*The Control Of Dust and Emissions From Construction and Demolition*' has been, and shall be followed in order to reduce the impact of construction activities on air quality.

6.1.9 There are a number of mitigation measures that can be employed to lessen the nuisance and human-health impacts of the dust and particulates generated during construction

(1) IAQM (January 2012) Guidance on the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance

activities and in this case, sheeting of lorries and damping down would be employed as appropriate.

6.1.10 Construction dust usually responds well to these measures as long as a co-ordinated Management Plan is implemented. A comprehensive list of measures is as follows:

- Use of water spraying, especially on access roads, in order to reduce dust generation, as and when conditions dictate;
- Effective wheel/body washing facilities to be provided and used as necessary;
- A road sweeper to be readily available whenever the need for road cleaning arises; Dampening of exposed soil and material stockpiles, where necessary;
- Consideration will be given to wind speed and direction prior to conducting dust generating activities to determine the potential for dust nuisance to occur and avoid such activities during periods of high or gusty winds;
- Stockpiles of soil and materials should be located as far as possible from sensitive receptors , taking account of prevailing wind directions;
- Windbreak netting should be positioned, where possible, around material stockpiles and vehicle loading /unloading areas;
- Completed earthworks should be covered or vegetated as soon as possible;
- Ensuring that all construction plant and equipment is regularly maintained in good working order;
- Vehicles carrying waste material off-site to be sheeted;
- Under no circumstances should fires be allowed on site; and
- Special provisions will apply for any materials containing asbestos, as appropriate. The safety method statement should outline the control measures necessary to minimise the risks to an acceptable level, and all statutory notices will be placed with the Health and Safety Executive (HSE).

6.1.11 Where activities are likely to cause disturbance to local sensitive receptors, dust monitoring should take place at most affected facades. However this is considered very unlikely to be required at this Site.

6.1.12 All contractors and sub-contractors will also be required to go beyond best practice site management as defined by the Considerate Constructors Scheme (and Camden's own guidance).

6.2 Noise & Vibration

6.2.1 Measures may be required to protect the workers on Site and suppress noise generated on the Site during the construction phase.

6.2.2 Consequently, all sources of noise arising from the construction should be identified and assessed. The Informative associated with the Consent is also noted. Mitigation measures will include the following where possible:

- Good public relations with the adjacent residents/workers, including timely warning/notice of likely periods of noisy activities;
- Where possible, "silenced" plant and equipment to be used;

- Workers using "noisy" plant should be trained and provided with ear protection;
- Where vehicles are standing for a significant period of time, their engines to be switched off;
- Screening around those parts of the Site where activities are likely to generate noise;
- Location of noise generating plant at a low level and as distant as possible from sensitive receptor;
- Acoustic enclosures to be fitted where possible to suppress noisy equipment;
- Plant to operate at low speeds, where possible, and incorporate automatic low speed idling;
- Location of site entrances and exits to prevent the need for vehicles to reverse and also minimise impacts upon sensitive receptors;
- All plant to be properly maintained (greased, blown silencers replaced, saws kept sharpened, teeth set and blades flat, worn bearings replaced etc.);
- Consideration to be given to temporary screening or enclosures for static noisy plant to reduce noise emissions and plant should be certified to meet any relevant EC Directive standards; and
- All contractors to be made familiar with the guidance in BS 5228 (Parts 1 and 2) which should form a pre-requisite of their appointment.

Noise Abatement Techniques

6.2.3 Noise attenuation screening to be used if deemed appropriate and noise monitoring to be carried out at the start and at regular intervals during each task period. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.

6.2.4 Barriers will be:

- A fairly uniform panels, free from holes with no gaps or openings at joints (uneven ground may leave gaps to be filled);
- Stable and robust enough to stand up to site conditions and;
- Of a height and width sufficient enough to completely cut off sight of the source from the receiver

Vibration Level

6.2.5 In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. $1mms^{-1}$ PPV for potential disturbance in residential and using a suggested trigger criteria of $2mms^{-1}$ for commercial). Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

6.2.6 The locations of accelerometers (vibration monitors) are intended to be located on or near the party walls, and shall (following agreement at a site meeting) be identified on an OS map and submitted to London Borough of Camden's Environmental Health team.

6.2.7 Any exceedance of vibration trigger limits shall initiate a review of works, to enforce changes of methodology or equipment, in order to keep within reasonable vibration levels.

Noise Monitoring

6.2.8 The main Contractor shall carry out prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the Construction/Demolition Management Plan.

6.2.9 Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling will be agreed with London Borough of Camden in writing (noting that the locations are dependent on the changing locations of construction related plant, to be agreed on site with the EHO).

6.2.10 Where the measured noise levels are more than 3dB (A) above the predicted noise level, or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.

6.2.11 The following is noted and will be adhered to:

"Permissible noise levels generated in respect of external airborne noise shall not exceed 75 dB $L_{Aeq\ 10\ hour}$ every Monday to Friday and 75 dB L_{Aeq} 5 hour every Saturday at 1 metre to the nearest noise sensitive façade."

Noise & Vibration Report

6.2.12 The Applicant has commissioned a noise and vibration survey ahead of the works, which complies with the Council's requirements. The report is included at Appendix E, a summary of the conclusions is reproduced below.

The report presents the following:

- Results of an ambient noise and vibration survey (*in the absence of construction noise/activity*).
- Plant noise predictions for the phased works programme.
- Methods to minimise noise and vibration.
- Strategy including suitable locations on a map for monitoring noise and vibration during the works.

Existing noise levels at the front facade are approximately L_{Aeq} 70 dB due to road traffic and L_{Aeq} 59dB at the rear facade due to the presence of a kitchen extract fan at a neighbouring property.

Existing vibration was not perceptible to the surveyor on site however peak vibration levels exceeded the 0.3mm/s BS5228-2 describes as "*might be just perceptible in residential environments*."

The predicted noise levels presented are below the threshold noise level set by Camden of $L_{Aeq,10hr}$ 75dB.

In order to further minimise potential noise impacts, however, particular regard should be made to mitigating noise from drills and hand tools when working in direct line of site of the rear windows on the rear extension (screening is assumed in the calculations, as described in the CMP) and mitigating noise from the breaker through limiting on time and screening.

The requirement for monitoring is discussed, and is not usually recommended for a relatively small site such as this. [If required], attended monitoring would, however, be most appropriate for the site at the start of noisy works such as the start of the breaking activity and during a typical day of building the extension when drills and hand tools will be in use.

6.3 Operational Frequency

6.3.1 A member of the management team will be appointed to manage all Site deliveries using a booking in system.

6.3.2 All subcontractors will be required to book in their deliveries in advance and will be allocated a time slot accordingly; these will then be marked up on a board in the Site office.

6.3.3 Specialist deliveries are to be planned in advance, with risk assessments and method statements prepared. The applicant will arrange for sufficient liaison to take place with the Council's Network Management Team.

6.3.4 It is anticipated that the impact of deliveries will be minimised by taking place between 10:00 and 15:00. This is intended to minimise the implications on the schools/nurseries and other affected parties.

6.3.5 Residential waste collections take place each week – collected by waste staff and vehicles. Information will be circulated to suppliers, collectors and visitors to ensure domestic/commercial collections are maintained and not compromised (responsibility of the Site Manager).

6.3.6 There will be a strict time slot allocation scheme in place for deliveries. When each delivery arrives, the delivery driver will phone the Site foreman in advance. Vehicles not complying with the allocation scheme will be refused (exiting around via the designated route). Non-compliance will result in the contractor, or sub-contractor, being banned from the Site.

6.4 Monitoring

6.4.1 Processes will be subject to ongoing reviews to confirm that the measures implemented comply with the CMP requirements. In the event of complaints being raised by local parties, organisations etc., the Site Manager will be the designated single point of contact.

6.4.2 If complaints are raised and issued through the Council, the relevant Officers will liaise with the Site Manager – all complaints will be logged, reviewed and acted upon.

6.4.3 If complaints are issued directly to the Site Manager, they will also be logged, reviewed and acted upon, and circulated to the Council for information. The outcome of the complaints procedures will be notified to all relevant parties.

6.4.4 Contact details for the contractor's Site Manager will be shown below and will be circulated to all local parties, once their appointment has been confirmed.

Table 2. Site Contact Details

PRIMARY CONTACT (SITE MANAGER)		SECONDARY CONTACT	
Name:	*Mr Mohamed Lalji*	Name:	*Mr Ali Musani*
Mobile:	*(07961) 371 001*	Mobile:	*(07712) 563 254*
Company:	*Makkan Builders*	Company:	*De Wood Group*
Address:	*18 Sudbury Court* *London* *HA1 3SH*	Address:	*1109 Greenford Road* *Greenford* *Middlesex* *UB6 0DP*
E-mail:	*mnlalji@yahoo.co.uk*	E-mail:	*ali@dewood.co.uk*

7. PEDESTRIAN, CYCLE AND LORRY MOVEMENT

7.1.1 All temporary traffic management measures will conform to Chapter 8 of the Traffic Signs Manual and the Red Book.

7.2 Pedestrian Movement

7.2.1 Loading would take place outside the peak hours, and with regard to the existing loading restrictions (Monday to Friday, 7:00-10:00 and 16:00-19:00). It is not considered necessary to close the footway, rather the deliveries will be scheduled to avoid the peak periods and will be closely managed by site staff.

7.2.2 (Please note that the unlikely event of a temporary closure of the footway would only occur due to unforeseen external factors. Were this unlikely situation to occur, then an alternative solution would be found, such as an elevated scaffold gantry could be constructed above the footway so as to maintain a pedestrian route underneath. A scaffolding licence would need then be obtained from Camden's Highways Network Management Team.)

7.2.3 Clear signage will be erected highlighting any risks including plant, vehicles and general health and safety to pedestrians.

7.2.4 Banksmen will guide pedestrians, particularly during deliveries to the Site along the safest, most practicable route.

7.2.5 In order to avoid the potential for conflict between pedestrians and deliveries, deliveries will be restricted to 10:00 and 15:00, with consideration given to minimising delivery movements around 12:00 – 12.30 (or equivalent).

7.2.6 The carriageway will not be blocked during deliveries and collections, unless a Temporary Road Closure is in operation. These measures will be used as necessary.

7.2.7 Site management will conduct routine daily and weekly checks to ensure the safety and security of pedestrians around the Site are maintained. This will form part of the overall monitoring strategy, reporting to the Council and local parties as necessary.

7.2.8 The contractor's procedure for governing the interaction of pedestrians and deliveries will be presented in more detail in this section.

7.2.9 It is not anticipated that cycle movements will be disrupted as storage and works are expected to take place within the Site boundary.

7.3 Interaction with Public Highway

7.3.1 Some scaffolding will be necessary to the Kentish Town Road frontage. However, it should be noted that the scaffolding at this location will be on the flat roof projection. Therefore there will not be scaffolding overhanging the public highway.

7.3.2 It may be possible for some scaffolding to be located with the highway boundary when the rear wall facing York Mews is constructed for the Ground, First and Second Floor. It should be noted that the Contractor will apply for a permit from the Council in good time when the need arises.

7.3.3 It is anticipated that the extent of hoarding will only be at the rear of the Site (York Mews) when the existing rear yard wall is removed.

7.3.4 The hoarding is not expected to be sited within the public highway. If slight encroachment proves necessary (such as when digging of the foundation of the rear) then the Contractor will apply for the relevant permit. Inter-visibility between road users will be considered throughout.

7.4 Cycle Movements

7.4.1 It is not anticipated that cycle movements will be disrupted as storage and works are expected to take place within the Site boundary.

7.4.2 There are two-way facilities for cyclists in the area which will remain unaffected by the works. Information on these will be passed onto staff and other Site visitors.

7.5 Lorry Movements

7.5.1 Deliveries and collections must follow the vehicle routing identified above. If deliveries etc. arrive without a pre-booked slot, they will be refused and will exit the area via Kentish Town Road.

7.5.2 The use of other residential streets in the area by construction lorries will not be permitted.

7.5.3 The smallest practicable vehicle size will be used where possible, including non-articulated vehicles.

7.5.4 All movements will accord with LBC's guidance and will ensure the carriageway remains open at all times (unless subject to a Temporary Road Closure).

7.5.5 Notifications and applications to the Council if additional traffic management measures are required will take in good time, allowing 2+ weeks where possible.

7.6 Control of Dirt and Dust on the Public Highway

7.6.1 Given the nature of the refurbishment proposals, it is not considered likely that wheel washing facilities will be necessary as part of the works. The Applicant will ensure that debris deposits onto the public road are minimised as much as possible, and cleared away if they occur. In addition, no concrete will be washed in to highway gullies.

7.6.2 Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. The contractor will make provision to minimise this problem.

7.6.3 In the early stages of the project, when demolition and associated works are being carried out, staff will be on hand to ensure all vehicles that enter/leave the construction site in a tidy manner.

7.6.4 Muck-away lorries will be fully sheeted to minimise the risk of debris over-spilling onto the highway.

8. HEALTH AND SAFETY ISSUES

8.1.1 A detailed health and safety plan will be prepared by the contractor. It must deal with the issues presented below.

8.1.2 Adequate welfare facilities must be provided and kept well maintained and clean. A section of the existing building not currently being worked on is to be allocated for welfare facilities at all stages of the works. Welfare facilities are to include a W.C., washing facilities, clothes storage, etc.

8.1.3 All temporary works must be carefully designed, constructed and inspected to ensure the stability of the structure during all stages of the construction.

8.1.4 A detailed method statement and sequence of works must be adhered to in connection with any proposed structural works. All specified temporary propping must be provided as per the agreed design.

8.1.5 Adequate emergency procedures will be developed and put in place.

8.1.6 There is a risk associated with working in the vicinity of underground services to include damage to existing services, electrocution, gas, explosion/fire, release of sewer gases and contamination of water supplies. Private services will be identified and adequately marked, isolated and secured during the construction.

8.1.7 Standard procedures should be used for safe loading and unloading of goods and staff must be adequately trained for safe manual handling of materials and goods.

8.1.8 In addition, staff should be trained to safely use and maintain tools, hoists and other machinery. Dangerous parts must be guarded (e.g. gears and chain drives). Adequate over-night storage will be provided to prevent theft and damage.

8.1.9 Access on Site:

- Safe and adequate access will be provided to all parts of the Site, and the Site must be kept tidy.
- The Site must be adequately protected by barriers to prevent access (either accidental or deliberate).
- When the work has stopped for a day, the Site must be secured, all ladders and access must be removed, the plant must be immobilised, and all hazardous materials must be safely stored.

8.1.10 Loading and unloading goods and traffic management:

- There is a risk to both the workers and general public/pedestrians associated with loading and unloading goods.
- A temporary exclusion zone must be set-up and a method of loading/unloading must be prepared.
- Adequate safety footwear and gloves must be utilized.
- Traffic management measures have been addressed in the previous chapters.

8.1.11 Emissions and Hazardous substances:

- The Site must be well ventilated to prevent the build-up of hazardous gasses.
- Provide a suitable ventilation system.
- Only electrical plant should be utilised on-site.

8.1.12 Smoking and other ignition sources:

- Will be banned in areas where gases or flammable liquids are stored or used, and also prohibited within the building.
- Suitable fire extinguishers and fire blankets must be easily accessible and properly maintained.

8.1.13 Fire:

- To prevent burns or smoke inhalation injuries, adequate procedures must be put into place.
- Reduce the quantity of flammable materials, liquids and gases kept on site to a minimum, and store these properly.
- Flammable gas cylinders must be properly maintained, and always be returned to a ventilated store at the end of the shift and valves should be checked.

8.1.14 Noise:

- Measures may be required to protect the workers on Site.
- All sources of noise should be identified and assessed.
- Workers using such plant should be trained and provided with ear protection.
- Investigate measures of reducing the amount of noise produced by existing plant, or consider replacing noisy plant.
- Vehicle engines will be turned off when possible and the use of vehicles' horns will be permitted only when absolutely necessary.

8.1.15 Hazardous substances:

- Such as asbestos, lead, solvents, paints, cement and silica dust must be identified at an early stage, and these should be adequately cared for and used in a safe manner.

8.1.16 Health and Safety Plan:

- Must describe the appropriate procedures for emergencies and for reporting accidents.
- All staff must be trained to know their role in the event of emergency.
- First aid provisions should be adequate to meet all normal risks.

8.1.17 Suitable persons should be employed to work on site and must possess adequate training and experience for the job, and all staff and subcontractors should receive adequate health and safety training and be provided with the required safety equipment.

8.2 Measures to Reduce the Impact of the Site

8.2.1 A communication process with the local community has taken place and will continue throughout the duration of the project.

8.2.2 Before work commences, letters will be sent out to the neighbours, including the local schools, informing them of what will be happening and providing contact names and telephone numbers.

8.2.3 Regular communications will be maintained with affected neighbours regarding site activity, deliveries and traffic. Should there be any complaints, local residents will be able to call personally to the site offices. A record will be kept of all comments/complaints.

8.2.4 Other points that the applicant will action:

- Ensure that site lighting does not affect neighbours;
- Encourage operatives not to leave site in their dirty work clothes;
- Register the project with the Considerate Constructors Scheme (including Camden's own requirements – confirmation included at the Appendices);
- Provide ID cards/badges for all operatives.

9. VEHICLE TYPES

9.1.1 The specific proportion of vehicles will vary over the construction period but will include the following:

- Waste vehicles where necessary;
- LGV and limited numbers of rigid HGVs (numbers subject to material sources).

9.1.2 The table below summarises the anticipated typical schedule of removal and delivery vehicles in peak phases – this shows the likely variations owing to weather conditions on the works.

Table 3. Anticipated Schedule of Removal/Delivery Vehicles

DAY	NO. OF LOADS (DRY WEATHER)	NO. OF LOADS (WET WEATHER)
1	5	3
2	5	3
3	5	3
4	5	3
5	5	3
…	…	…

9.1.3 As with all other aspects, these will be subject to approval by the Council's Planning Department in addition to Highways and Licensing.

Appendix A – CONSULTATION MATERIAL

Ali Musani
1109 Greenford Road
Greenford
Middlesex UB6 0DP
Email: ali@dewood.co.uk
Mobile: 07712-563254

The Oxford
256 Kentish Town Road
London
NW5 2AA

30th March, 2015

Dear Sir/Madam

Re: 325 Kentish Town Road, London, NW5 2TJ & 10 York Mews, London, NW5 2UJ

We will be holding an opening evening at 325 Kentish Town Road, London, NW5 2TJ on:

5.00-7.00pm
16th of April, 2015

You are invited to come and view the plans and are welcome to make comments on them before the planning is submitted. Our email address is above should you not be able to make it to request information.

Proposal:

The proposal seeks to redevelop the site to provide a larger retail unit at ground floor level and create 4 residential units. The development comprises two distinct elements:

325 Kentish Town Road: Erection of a single storey roof extension and a three storey rear extension and internal re-arrangement to create 3 x 1 bedroom residential units. Erection of ground floor extension to existing retail unit.

10 York Mews: Erection of three storey extension in the rear space known as 10 York Mews to provide 1 x 3 bedroom flat.

Yours faithfully

Ali Musani

Consultation - 325 Kentish Town Road, London, NW5 2TJ

30th March, 2015

	Address
1	The Oxford, 256 Kentish Town Road, London, NW5 2AA
2	Harry's, 258 Kentish Town Road, London, NW5 2AA
3	Occupier, Flat above 258 Kentish Town Road, London, NW5 2AA
4	Jaynes Florist, 260 Kentish Town Road, London, NW5 2AA
5	Occupier, Flat above 260 Kentish Town Road, London, NW5 2AA
6	Kentish Town Library, 262-266 Kentish Town Road, London, NW5 2AA
7	Occupier Flat 1, 268 Kentish Town Road, London, NW5 2AA
8	Occupier Flat 2, 268 Kentish Town Road, London, NW5 2AA
9	Occupier Flat 3, 268 Kentish Town Road, London, NW5 2AA
10	Occupier Flat 4, 268 Kentish Town Road, London, NW5 2AA
11	Occupier Flat 5, 268 Kentish Town Road, London, NW5 2AA
12	Occupier Flat 6, 268 Kentish Town Road, London, NW5 2AA
13	Occupier Flat 7, 268 Kentish Town Road, London, NW5 2AA
14	Occupier Flat 8, 268 Kentish Town Road, London, NW5 2AA
15	Occupier Flat 9, 268 Kentish Town Road, London, NW5 2AA
16	Topcuts, 270 Kentish Town Road, London, NW5 2AA
17	Occupier, Flat above 270 Kentish Town Road, London, NW5 2AA
18	G&B News, 272 Kentish Town Road, London, NW5 2AA
19	Occupier, Flat above 272 Kentish Town Road, London, NW5 2AA
20	Chestertons, 274 Kentish Town Road, London, NW5 2AA
21	Occupier, 317 Kentish Town Road, London, NW5 2TJ
22	Flat 1, 317-319 Kentish Town Road, London, NW5 2TJ
23	Flat 2, 317-319 Kentish Town Road, London, NW5 2TJ
24	BetFred, 319 Kentish Town Road, London, NW5 2TJ
25	Day Lewis , 321 Kentish Town Road, London, NW5 2TJ
26	Pane Vino, 323Kentish Town Road, London, NW5 2TJ
27	Occupier, Flat 1, 323 Kentish Town Road, London, NW5 2TJ
28	Occupier, Flat 2, 323 Kentish Town Road, London, NW5 2TJ
29	Tolli Patisserie,327 Kentish Town Road, London, NW5 2TJ
30	Occupier, Flat 1, 327 Kentish Town Road, London, NW5 2TJ
31	Occupier, Flat 2, 327 Kentish Town Road, London, NW5 2TJ
32	Occupier, Flat 3, 327 Kentish Town Road, London, NW5 2TJ
33	Sainsbury's,329 Kentish Town Road, London, NW5 2TJ
34	AG Dentist, 333 Kentish Town Road, London, NW5 2TJ
35	EverBest Food & Wine, 335 Kentish Town Road, London, NW5 2TJ
36	Occupier,Flat above, 335 Kentish Town Road, London, NW5 2TJ
37	Sams, 337 Kentish Town Road, London, NW5 2TJ
38	Occupier, Flat a, 337 Kentish Town Road, London, NW5 2TJ
39	Occupier, Flat b, 337 Kentish Town Road, London, NW5 2TJ
40	Occupier, Flat c, 337 Kentish Town Road, London, NW5 2TJ
41	London Bead Co, 339 Kentish Town Road, London, NW5 2TJ
42	Occupier, Flat a, 339 Kentish Town Road, London, NW5 2TJ
43	Occupier, Flat b, 339 Kentish Town Road, London, NW5 2TJ

Consultation - 325 Kentish Town Road, London, NW5 2TJ

30th March, 2015

	Address
44	Pret a Manger, 341 Kentish Town Road, London, NW5 2TJ
45	Occupier, Flat a, 341 Kentish Town Road, London, NW5 2TJ
46	Occupier, Flat b, 341 Kentish Town Road, London, NW5 2TJ
47	Occupier, Flat c, 341 Kentish Town Road, London, NW5 2TJ
48	Gulshan, 343 Kentish Town Road, London, NW5 2TJ
49	Occupier, Flat above, 343 Kentish Town Road, London, NW5 2TJ
50	William Hill, 345 Kentish Town Road, London, NW5 2TJ
51	Occupier,Flat 1, 345 Kentish Town Road, London, NW5 2TJ
52	Occupier,Flat 2, 345 Kentish Town Road, London, NW5 2TJ
53	Occupier,Flat 3, 345 Kentish Town Road, London, NW5 2TJ
54	Drycleaners, 347 Kentish Town Road, London, NW5 2TJ
55	Occupier, Flat above, 347 Kentish Town Road, London, NW5 2TJ
56	Occupier, 6-8 York Mews, London, NW5 2UJ
57	Occupier, Flat a, 6-8 York Mews, London, NW5 2UJ
58	Occupier, Flat b, 6-8 York Mews, London, NW5 2UJ
59	Occupier, 12 York Mews, London, NW5 2UJ
60	Occupier, Flat a, 20 York Mews, London, NW5 2UJ
61	Occupier, Flat b, 20 York Mews, London, NW5 2UJ
62	Occupier, 22 York Mews, London, NW5 2UJ
63	Occupier, Flat a, 22 York Mews, London, NW5 2UJ
64	Occupier, Flat b, 22 York Mews, London, NW5 2UJ
65	Occupier, 24 York Mews, London, NW5 2UJ

CONSULTATION: 325 Kentish Town Road, London, NW5 2TJ

Date: 5.00pm-7.00pm 16th April, 2015

	Name	Address	Comments

Mr Mohamed Lalji
Makkan Builders
18 Sudbury Court
London
HA1 3SH

Mobile: (07961) 371 001
E-mail: mnlaljiworks@yahoo.co.uk

Dear Sir/Madam

Re: 325 Kentish Town Road, London, NW5 2TJ & 10 York Mews, London, NW5 2UJ

I am writing to you with an update regarding the redevelopment of 325 Kentish Town Road.

As part of the application, we have prepared a Construction Management Plan that sets out details of:

- Proposed development
- Purpose and scope of plan
- Existing conditions
- Stakeholder consultation
- Vehicular management
- Environmental considerations (noise and air quality)
- Pedestrian, cycle and lorry movement
- Health and safety issues

The current plan can be found on the Council's planning pages via this link:

Application Ref: 2015/2605/P

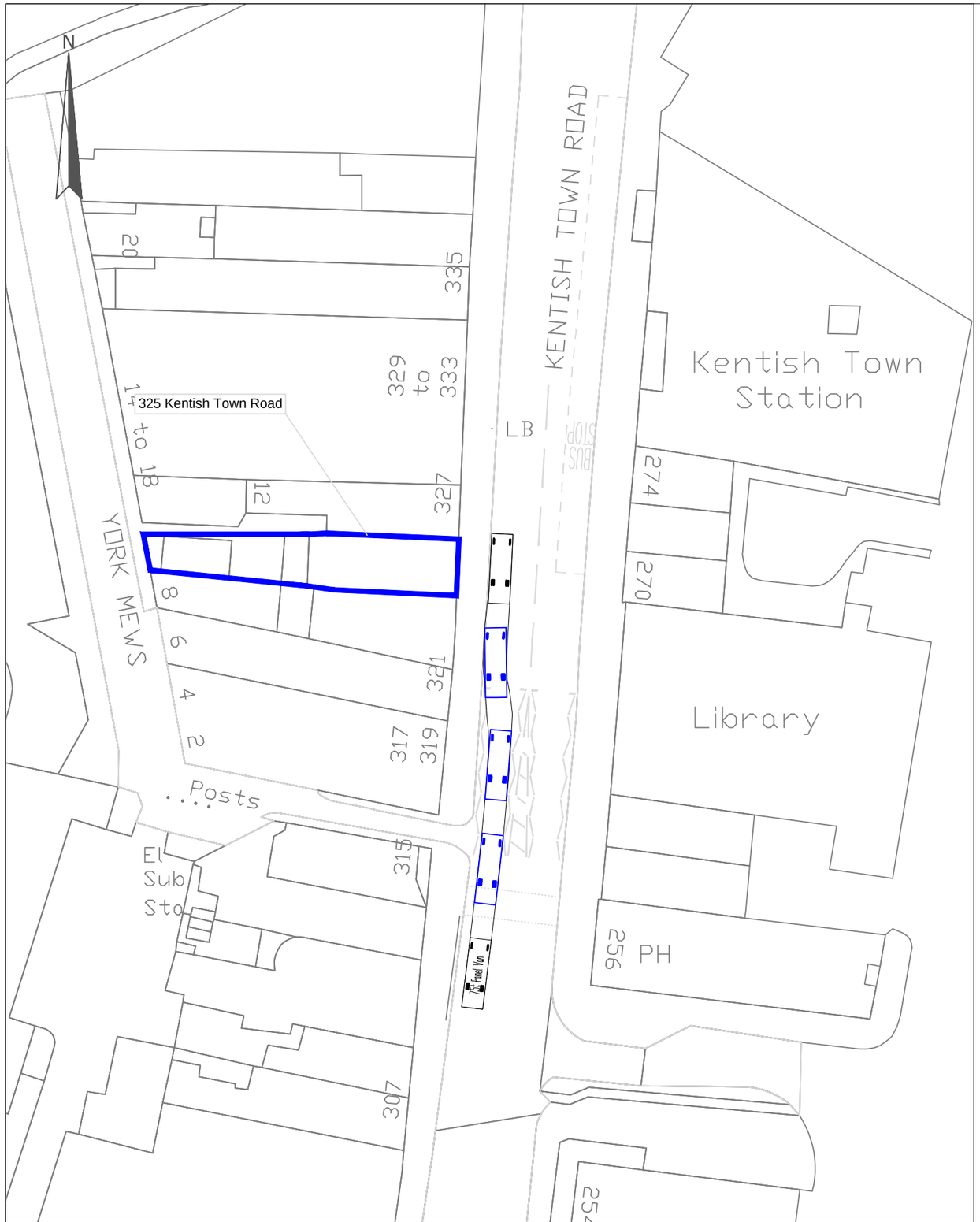
Link:
http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=Planning%20Applications%20On-Line&TYPE=PL/PlanningPK.xml&PARAM0=407756&XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/xslt/PL/PLDetails.xslt&FT=Planning%20Application%20Details&PUBLIC=Y&XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/Menus/PL.xml&DAURI=PLANNING

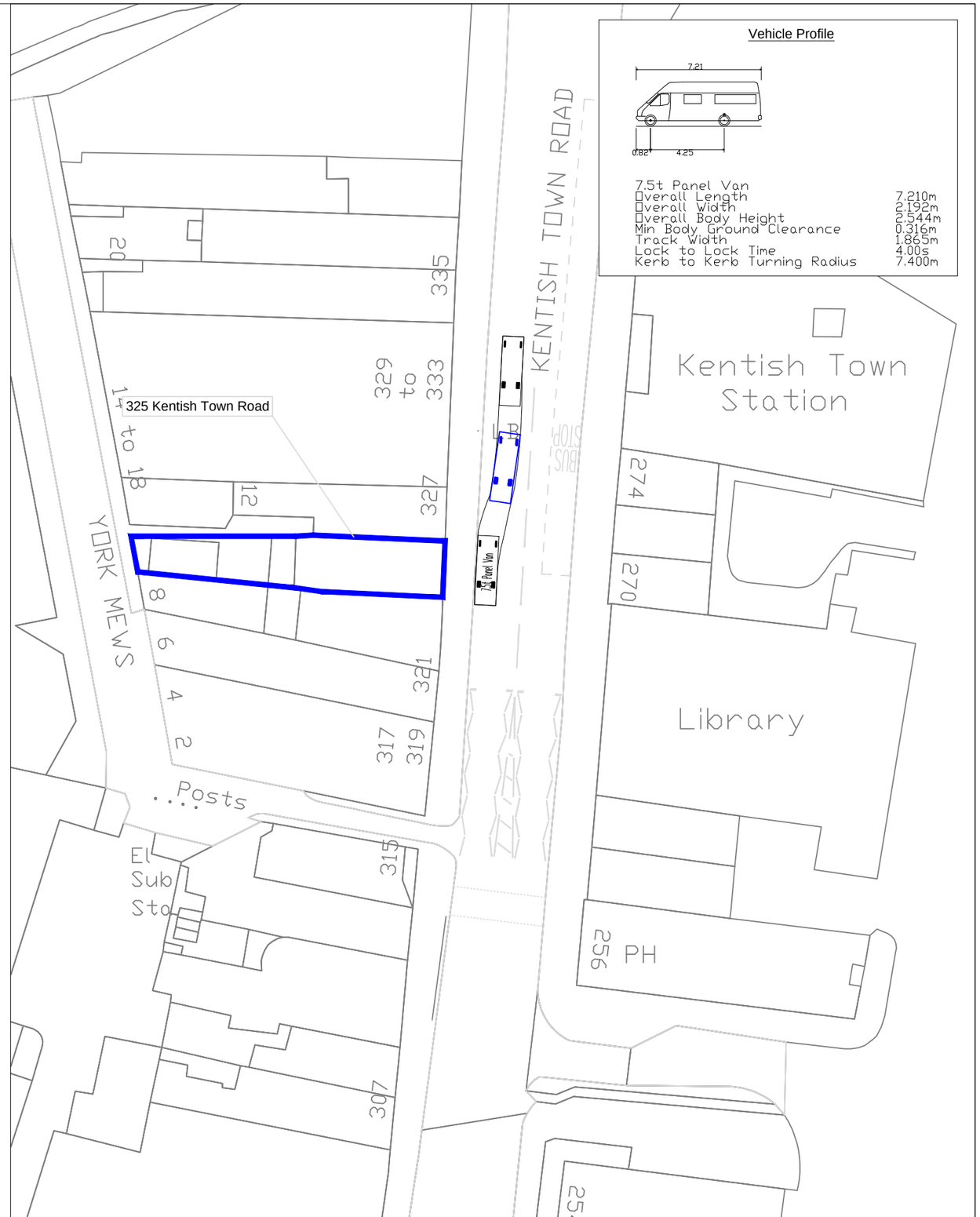
You are invited to review the document and we would be grateful if you could provide comments. Our email address is provided above.

Yours faithfully

Mohamed Lalji

Appendix B – SWEPT-PATH DRAWINGS

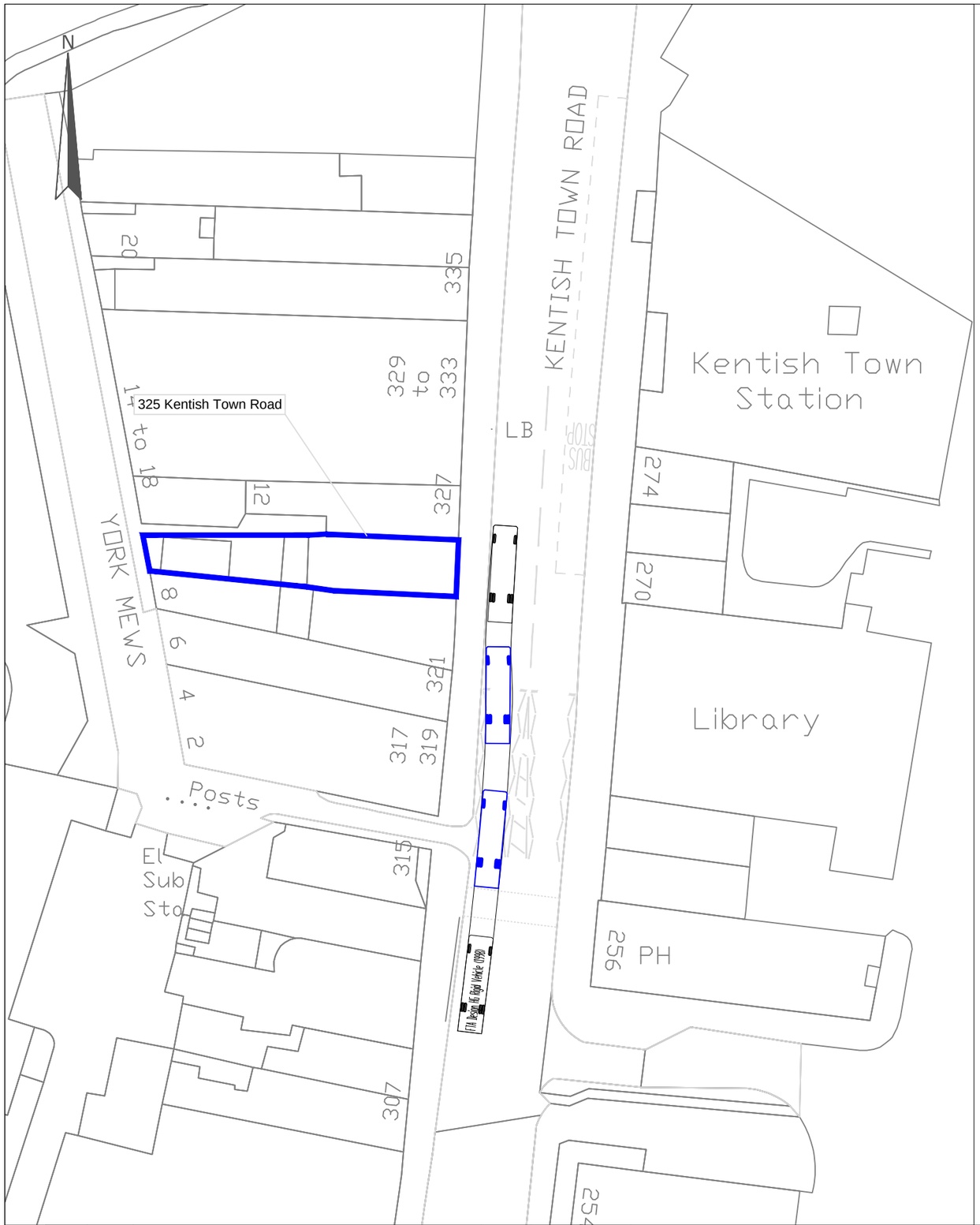


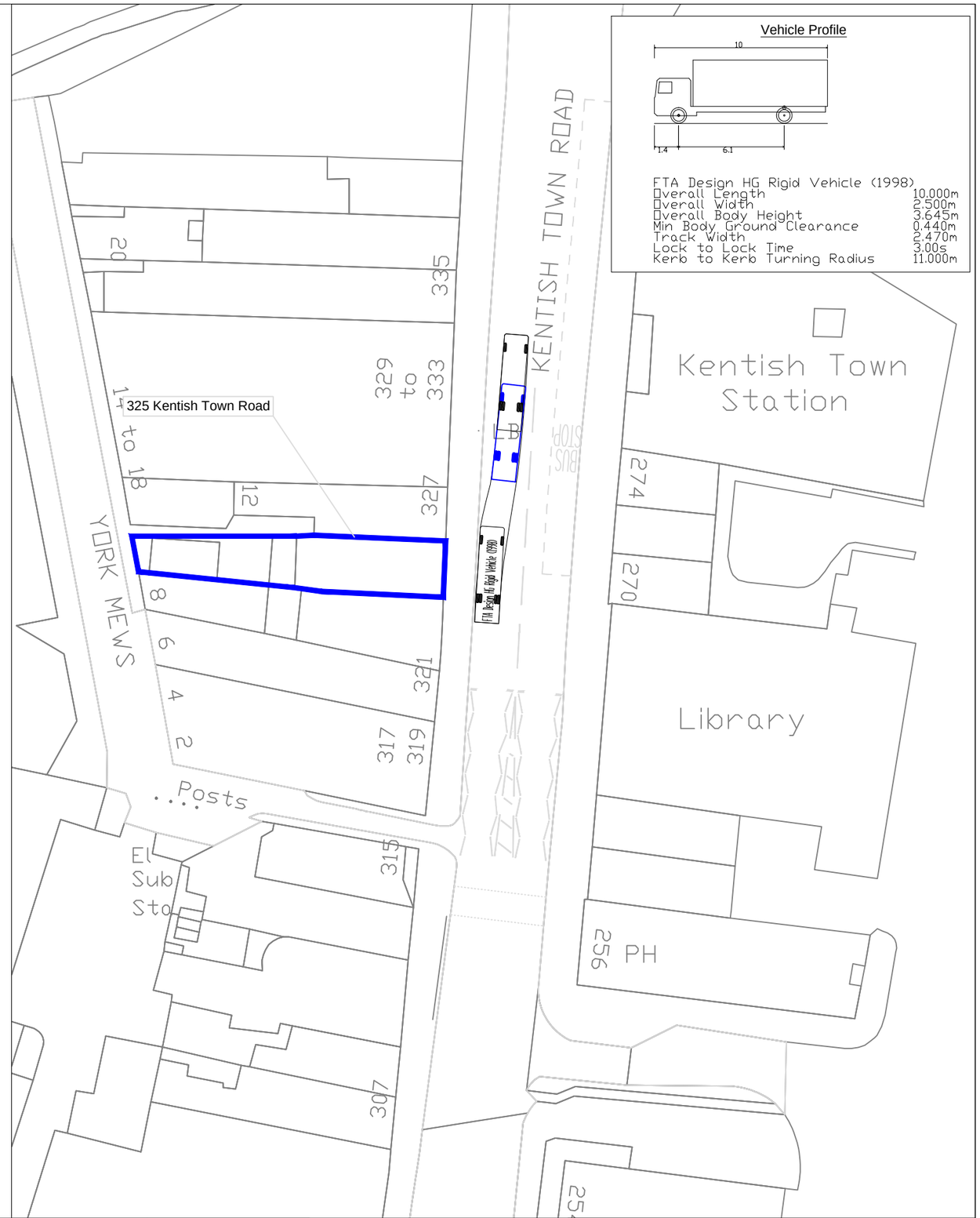


REVISION	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
-	-	-	-	-	-

SYSTRA
Dukes Court Duke Street
WOKING GU21 5BH
Tel: +44 (0)1483 728051
Fax:+44 (0)1483 755207

DRAWN : SW	STATUS: Draft		PROJECT: 325 Kentish Town Road
CHECKED : MH	SCALE: 1:500@A3	DATE: MAY 2015	TITLE: Vehicle Swept Path Analysis 7.5t Panel Van
APPROVED : MP	FORMAT: AutoCAD	CLIENT : -	
PROJECT MANAGER : MP			DRAWING NO. TR/001 REV. -





Vehicle Profile

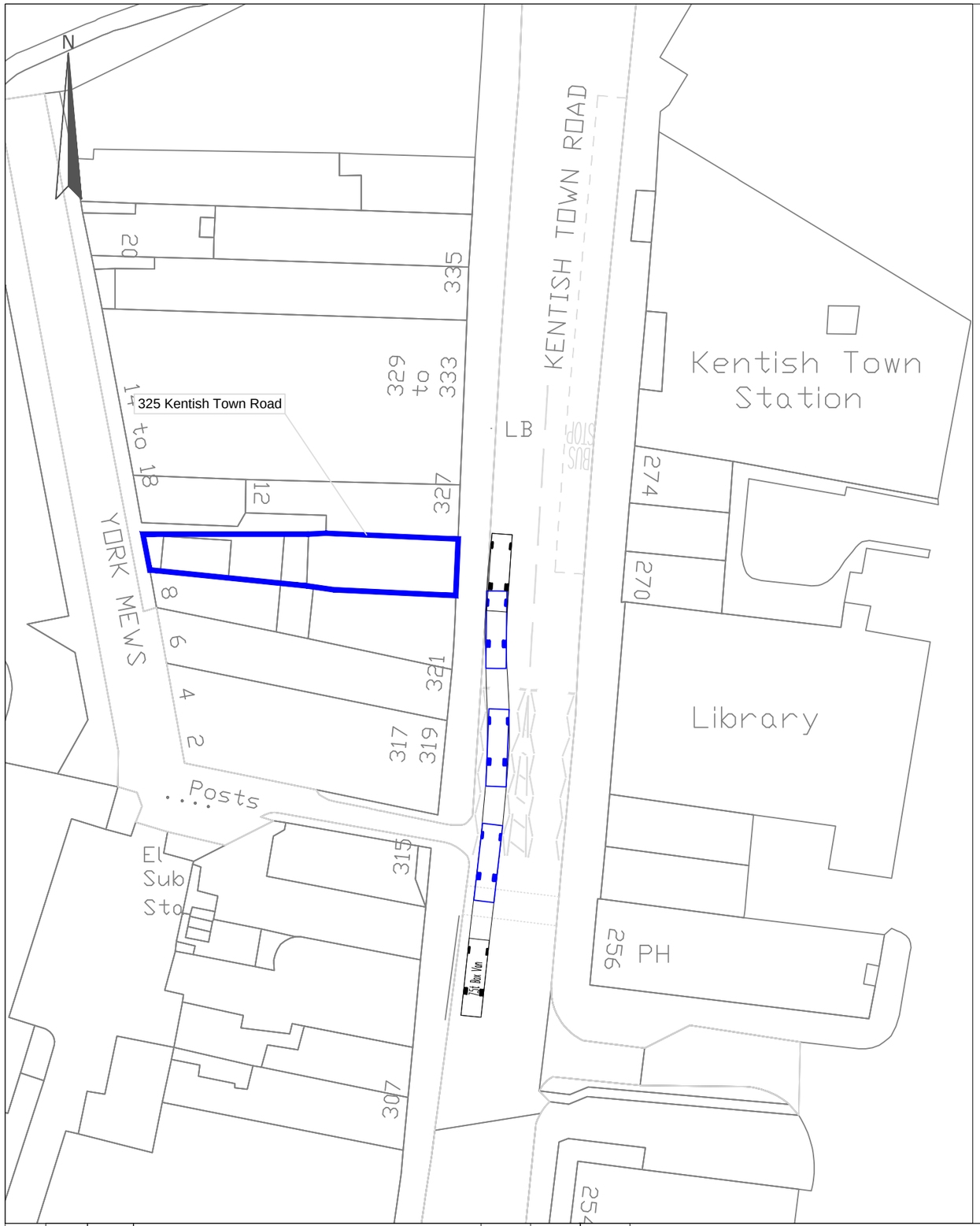
FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

REVISION	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
-	-	-	-	-	-

SYSTRA
Dukes Court Duke Street
WOKING GU21 5BH
Tel: +44 (0)1483 728051
Fax: +44 (0)1483 755207

DRAWN : SW	STATUS: Draft		PROJECT: 325 Kentish Town Road
CHECKED : MH	SCALE: 1:500@A3	DATE: MAY 2015	TITLE: Vehicle Swept Path Analysis 7.5t Panel Van
APPROVED : MP	FORMAT: AutoCAD	CLIENT : -	
PROJECT MANAGER : MP			DRAWING NO. TR/002 REV. -

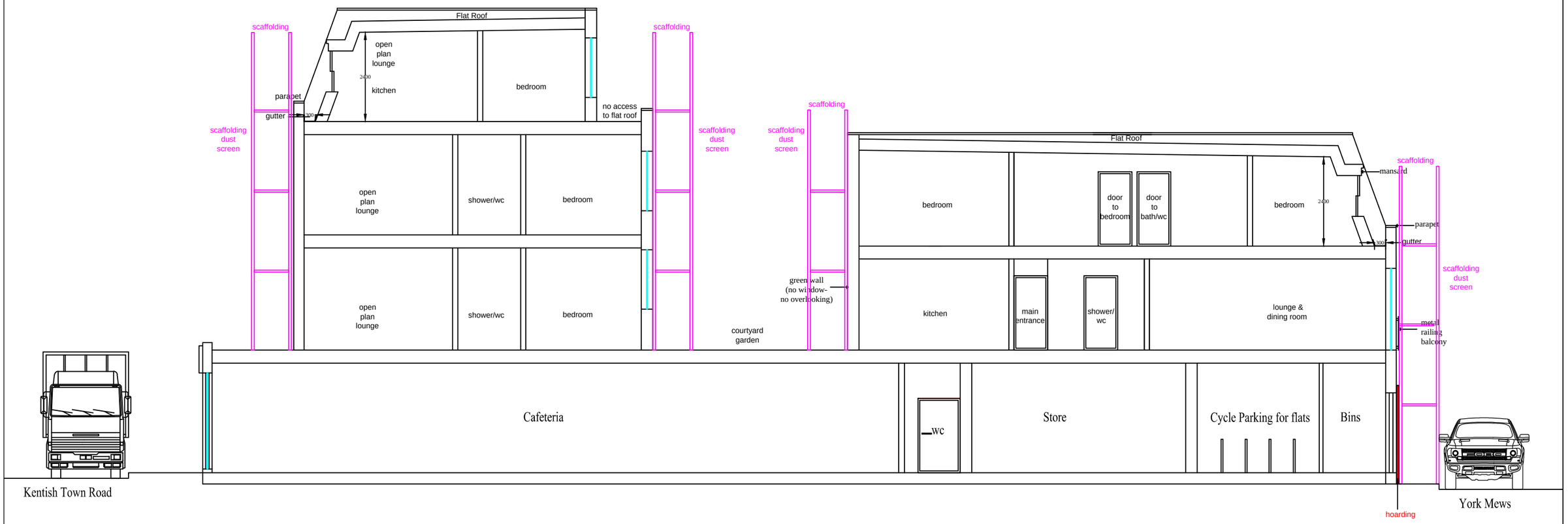


REVISION	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
-	-	-	-	-	-

SYSTRA
Dukes Court Duke Street
WOKING GU21 5BH
Tel: +44 (0)1483 728051
Fax:+44 (0)1483 755207

DRAWN : SW	STATUS: Draft		PROJECT: 325 Kentish Town Road
CHECKED : MH	SCALE: 1:500@A3	DATE: MAY 2015	TITLE: Vehicle Swept Path Analysis 7.5t Panel Van
APPROVED : MP	FORMAT: AutoCAD	CLIENT : -	
PROJECT MANAGER : MP			DRAWING NO. TR/002 REV. -

Appendix C – PROPOSED SCAFFOLDING CONFIGURATION



PROPOSED DD CROSS SECION

Job Title

325 Kentish Town Road
London, NW5 2TJ

Extension to shop, 3 storey rear extension, additional floor
at the front to create in total 5 flats:
1x3 beds
3x1 bed

Agent

Ali Musani
1109 Greenford Road
Greenford
Middlesex UB6 0DP
Email: ali@dewood.co.uk
Mobile: 07712-563254

Client

Mr Amin Merali

Drawn	Scale
Ali Musani	1:100 / A3
	Date: 15/11/2014
Drawing Number: 7 / Amendment	Notes: Proposed Scaffolding & Hoarding

Appendix D – LB CAMDEN'S "GUIDE FOR CONTRACTORS"

[including confirmation of registration]

Guide for Contractors Working In Camden

Culture and Environment Directorate
London Borough of Camden
Town Hall
Argyle Street
London
WC1H 8EQ

February 2008

Camden

Contents Page

1 Introduction

1.1 Foreword

Camden is in the heart of London, where change and regeneration is an ongoing process. Developments bring jobs and economic success to the borough. However, living or working near a construction site is not always a pleasant experience. Any site, either small or large, has the potential to produce noise and dust, and create transport, health, and safety problems. We want all building sites in the borough to be managed with due consideration for people who are affected by them.

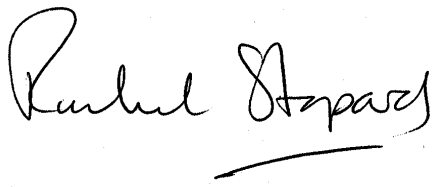
We recognise the need to maintain the quality of life for people living and working within and around a new development. These people must be protected from environmental disturbance while major and smaller development projects are being carried out throughout the borough. **'Considerate'** contractors must become part of the community they are working in, and recognise and try to reduce the effect of their activities have in terms of noise, dust, contamination, mud, parking and obstruction.

Throughout Camden, a large amount of building work is always underway including putting up extensions to houses, major residential development, the Kings Cross St Pancras Tube Station redevelopment, and the Channel Tunnel rail-link.

The Culture and Environment Directorate has prepared this document. We have adopted it throughout the council, and it will be attached to planning approvals and building control applications, and given to all contractors working in the borough. It will help developers and their contractors to make sure that they do their work in the **'most considerate way'** to reduce the effect any building work has on the local communities.

Contractors must show a positive attitude and commitment towards reducing environmental disturbance to the local residents, visitors and those running businesses within the borough.

We have signed up to the principles of the Enforcement Concordat. This sets out principles for the way we deal with businesses over which we have enforcement power. When taking enforcement action, we will aim to do so in a firm but fair, open, consistent, and helpful way, in line with the principles of good enforcement outlined in the Enforcement Concordat.



Rachel Stopard
Director
Culture and Environment Directorate

1.2 Purpose of the Guide

The purpose of this guide is to make sure that disturbances due to noise, vibration, dust and smoke arising from demolition and construction work on all building sites within the borough, including the public highway, are kept to an acceptable minimum level without restricting contractors unnecessarily. It is also intended to provide information on good environmental practice for developers, architects, the main contractor and subcontractors, site and project managers, site workers, community groups and everyone else involved in construction, demolition, and refurbishment in the borough, as well as people who are affected by this work.

The term 'construction work' in this guide applies to site activities, preparation, demolition, excavation, tunnelling work, building operations, structural alteration and maintenance, and transporting materials and rubbish to or from the site.

We hope that this guide will build on our previous work to consider air quality, land and water contamination, environmentally friendly practice, noise and vibration when carrying out building work.

This document does not include all the legal and technical requirements, but it does set out many of our standards for licences and construction, demolition and refurbishment work, and the people to contact for advice and permission.

1.3 Who is 'the considerate contractor'?

The Construction Confederation runs a **'Considerate Constructors Scheme'** on behalf of the Construction Industry Board. The Considerate Constructors Scheme is a national initiative to improve the image of construction by managing and presenting its sites more effectively.

> ***'It aims to raise the standards of construction design and management above statutory requirements.'***
>
> ***'It seeks to minimise the impact of the construction process on the surrounding area and the people who may be affected, by providing support and encouragement to the constructors.'***

Under the scheme, contractors must follow an eight-point code of considerate contractor standards as set out in Table 1.1 on the next page. Experienced professionals who visit sites and suggest and encourage improvements monitor the scheme. National awards are made to the site managers of the best-performing sites. We expect that contractors undertaking building works in the borough will follow this principles and code of practice.

Table 1.1: Code of Considerate Contractor Standards

1	**Considerate** Consider the needs of everyone who is affected by the construction process and of its effect on the environment. You must give special attention to the needs of people with sight, hearing, or mobility difficulties.	2	**Environment** Be aware of the environment when choosing and using resources. You must pay particular attention managing waste, avoiding pollution, using local resources wherever possible, and keeping noise as low as possible.
3	**Cleanliness** Keep the site, footpaths and surrounding area affected by the work clear of mud, spillage, litter, and any unnecessary rubbish. Make sure that the site, hoardings, scaffolds, and other features are kept in a clean, tidy, and safe condition.	4	**Good neighbour** Consult with neighbours about site activity from before the work starts to the final handover. Provide site information and viewing facilities where practical.
5	**Respectful** Promote respectable and safe standards of behaviour and dress. You must not accept rudeness and must deal with poor behaviour using the strongest possible disciplinary action.	6	**Safe** Make sure all construction work and vehicle movements are carried out with care for the safety of passers-by, neighbours, and site personnel.
7	**Responsible** Be responsible for making sure everyone on site understands the scheme.	8	**Accountable** Be accountable (responsible for your actions) to the public by providing site contact details and being available to deal with their concerns and develop good local relations.

2 General Advice for Developers and Contractors

2.1 Public Relations

On major sites, we expect that the developer or contractor will organise and hold regular meetings with our officers, representatives of other statutory agencies and the police. If the site is next to a residential area, these meetings must also involve representatives from local residents' and tenants' associations.

The relationship between the contractor, developer and local community is very important. Residents may feel that the development has been allowed to take place without any consideration for their environment. In some circumstances, local residents do not want the development to go ahead and there may be some bad feeling before the work starts.

It is our experience that where developers or contractors before and during work have carried out a good public-relations exercise, there have been fewer complaints of nuisance and the project has continued without problems. It is in the best interest of developers and contractors to make sure that they deal with the concerns of local residents reasonably and sympathetically.

It is advisable do the following.

a. Hold regular meetings with local residents before the work starts. Introduce the main site staff and give people a point of contact in case they have complaint. Give head office details.

b. Give local residents an information sheet about the company carrying out the work, the development and the expected timetable of work.

c. Keep in contact with residents and tell them, beforehand, of any events that may be different to normal operations and how long they will last for.

d. Have a system in place to handle any complaints and enquiries from the public. Your site or work must be clearly signed with the company name and contact phone numbers, and your staff must be easily identifiable by identity cards or the equivalent.

e. Plan work to cause as little nuisance as possible. Take steps to control noise, dust and smoke caused by work carried out on the site (see sections 3.2 to 3.3).

f. Keep roads leading off the site clean and tidy.

g. Ask site staff not to park on residential roads, and provide effective access and traffic-management measures for all site vehicles.

h. For extremely noisy work (for example, breaking reinforced concrete), you may arrange quiet periods so that, for example, a school or office can do certain activities.

2.2 Work Method Statements

Method statements set out the controls for certain activities where risks have been identified. A work method statement is required for large sites with high or significant (medium) risk activities and sensitive sites; for example, for investigating the structure and preparing the site (contaminated land), producing a demolition work plan, delivering material, getting rid of

waste, remaining materials and waste, and all related engineering and construction activities (health and safety issues, public protection and so on). The work method statement can cover:

a. An overall project;
b. Part of a project; or

c. Specific tasks within a project.

It is advisable that work method statements form part of documents for planning applications for such developments and refurbishments.

2.3 Best Practicable Means (BPM)

From the planning stage to the start of any construction work on site, it is advisable to plan and use **Best Practicable Means (BPM)**, (that is, Section 72 of Control of Pollution Act {COPA} 1974 and Section 80:7 of Environmental Protection Act {EPA} 1990), in carrying out your work.

2.4 Complaints about Construction and Demolition Works

Camden's Environmental Health Team may receive from time to time complaints from members of the public about building works being undertaken. If this happens, we will contact you to try to resolve the matter amicably. However, if we consider the matter serious, we may have to serve a legal notice under Section 60 (or action under Section 80 of EPA). Individuals can also take action under Section 82 of EPA or common law for nuisance.

3 Legislation, Site Permission, Licences and Consultation

3.1 Compliance and Enforcement

This code deals with a wide range of activities associated with building work, a lot of which are covered by the following legislations and guidelines.

a. Control of Pollution Act 1974
b. Environmental Protection Act 1990
c. Environmental Act 1995
d. Clean Air Act 1993
e. Health and Safety at Work Act 1974
f. Public Health Acts 1936 to 1961
g. Highways Act 1980
h. New Roads and Street Works Act 1991
i. Road Traffic Regulation Act 1991,
j. Traffic Management Act 2004,
k. Town and Country Planning Act 1990
l. Building Act 1984
m. Party Wall etc Act 1996, Chapter 40
n. Planning (Listed Buildings and Conservation Areas) Act 1990
o. British Standard BS5228: Parts 1(1997), 2(1997), and 4(1992)
p. British Standard BS6472: 1992 – 'Guide to evaluation of human exposure to vibration in buildings (1Hz to 80Hz)'
q. British Standard BS7385: Part 2, 1993 – 'Evaluation and measurement for vibrations in buildings'
r. Town and Country Planning (Control of Advertisement) Regulations 1994
s. Building Regulations 1991 and 2000
t. Construction (Design and Management) Regulations 1994 (CDM)
u. Control of Dust from Construction and Demolition Activities, BRE, February 2003.

Contractors and builders working in the borough must make sure that all activities meet all current legislation requirements, standards, codes of practice and other relevant documents.

3.2 Planning Permission

Many types of alteration, refurbishment, construction, and demolition work need planning permission. You may need permission for work to listed buildings or demolition in conservation areas, and for work to trees that tree preservation orders (TPOs) apply to. If you do not get the planning permission you need, we may have to take enforcement action.

Planning permission does not include highway consent. However, if you have any general planning enquiries, or need advice or an application form, please contact:

Culture and Environment Directorate
Fifth Floor Reception
Town Hall
Argyle Street
London
WC1H 8EQ
Phone: **020 7974 2552/2557**
Fax: **020 7974 5713**
E-mail: **env.recordsteam@camden.gov.uk**

3.3 Highway licences, permits and consents

You will need approval under the relevant highways legislation for the following work.

a. Buildings extending over the highway (***road/pavement***).

b. Private services including drainage inspection chambers and covers in the highway.

c. Steps or ramps extending out onto the highway (not normally allowed).

d. Retaining walls supporting the highway.

e. Cellars or vaults under the highway.

f. Openings, vents or pavement lights under the highway.

g. Drainage pipes and drainage from private land where water flows onto the highway (not normally allowed).

h. Windows and doors opening over the highway (not normally allowed).

i. Adopting new roads or areas of a road.

You will need licences for the following when they are on or overhang the public highway.

a. Access to the construction site
b. Scaffolds
c. Hoardings
d. Gantries and rubbish chutes
e. Jenny wheels
f. Cradles and fans
g. Trestles
h. Equipment and machinery
i. Street works
j. Shoring and skips
k. Fencing and materials on the highway
l. Crane operations over the highway
m. Excavations and openings
n. Mobile crane operations
o. Temporary crossovers
p. Mobile crushing units

We will charge an administration fee for most licences, and you will have to pay for certain licences to cover the cost of repairing any damage caused to the highway. We issue standard conditions with each licence, including the date and period of the licence. Special conditions may apply to licences (these are shown in the appropriate sections below). We will supply board notice with each licence, and you must fix this to the scaffolding, hoarding and so on.

If you have any general enquiries, or need advice or an application form, please contact:

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London WC1H 8EQ
Tel: **020 7974 6956**
Fax: **020 7974 5585**
Email: **highwaysmanagement@camden.gov.uk**
Website: **www.camden.gov.uk/skips**
www.camden.gov.uk/buildinglicences

3.4 Access to the construction site

Before carrying out any work affecting the public highway (***road/pavement***), you must contact:

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London WC1H 8EQ
Phone: **020 7974 6956**
Fax: **020 7974 5585**
Email: **highwaysmanagement@camden.gov.uk**

You may need planning permission for pavement crossings. We will do this work, or ask a contractor to do it, against a prepaid deposit.

You will also need a licence for temporary pavement crossings. You can get application forms from Highways Management. You will have to pay deposit to cover the cost of putting the footpath back to its original condition after the work has been completed.

3.5 Cranes, Aerial Platforms and Concrete Pumping

You must apply in writing, whether by fax or email, to the Highways Management Team in the Engineering Service for permission to erect a Tower Crane, use mobile cranes, aerial platforms or concrete pumping vehicles, prior to commencing any works on or over the public highway.

If the work will involve the temporary closure of a road, you must first apply to the Highways Management Team for permission to do so.

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London WCIH 8EQ
Phone: **020 7974 5959**
Fax: **020 7974 5585**
E-mail: **highwaysmanagement@camden.gov.uk**

3.6 Crossovers, Openings and Pedestrian Routes

Crossovers

a. The kerb and footpath paving being taken up must be stored on site. 150mm in-situ concrete must be laid and the last 450mm bowled over the channel.

b. The surface crossover shall be maintained level with the surface of the surrounding footpath.

c. No vehicle shall at any time be permitted to stand on the crossover or obstruct the footpath.

Openings and Pedestrian Routes

Before the public highway is opened up (whether footpath or carriageway), the contractor is responsible for checking with all statutory undertakers what services and plant exist in the area to be developed (a requirement of the Health and Safety at Work Act 1974). They must also carry out an electrolocation survey of the area to be excavated.

We are particularly concerned with the needs of people with disabilities and others who are affected by building work impinging on footpaths and roads. Any temporary footpath must be constructed to the following reasonable requirements:

a. Any temporary footpaths must have level surfaces. There must be no steps and any gradients must be no greater than 1 in 12 (over short distances only), with a preferred gradient of 1 in 20.

b. You must provide pavement ramps at all junctions of temporary footpaths with carriageway. Gradients must not be more than 1 in 12, and the base of the ramp must be level with the carriageway.

c. All temporary footpaths and ramps must be surfaced in non-slip material to the satisfaction of the highway authority.

d. You must maintain the existing width of the footpaths except where this is more than 3metres. In these cases, you may reduce it to not less than 3metres, or a greater amount where the highway authority and the police consider this necessary. The minimum acceptable widths are 3metres on a bus route in commercial and shopping areas and 1.8metres elsewhere.

e. You must provide clear signing at all times for each pedestrian route, with as few changes as possible to all temporary layouts in order to reduce confusion.

f. All openings or obstructions on the carriageway and footpath must be barricaded with a continuous rail (with lamps at night), that is strong enough to offer necessary resistance if a person with sight difficulties walks into it. You must provide a tapping rail.

g. Headroom clearance over footpaths must be 2.6metres, with an absolute minimum in approved circumstances of 2.3metres. A horizontal clearance at the height of the projection of 1m to the kerb line must be maintained. For projections over the carriageway, there must be clearance of at least than 5.1metres.

h. All pedestrian routes diverted onto the carriageway must be clearly defined by continuous barriers, and constructed to the satisfaction of the highway authority.

i. You must keep all footpaths and carriageways free of mud or other loose materials arising from the work. All excavated material must be cleared away at the end of each day.

j. When you have completed the work, you must clear all the rubbish from the highway, leaving it in a clean and tidy condition, to the requirements of the highway authority. You must indemnify the highway authority against any damage caused to the footpath or carriageway during the period of construction.

3.7 Excavations and Openings into the Highway

You will need permission from the Highway Management Team to undertake any excavation work or disturbance of the public highway resulting from building works, repairs to cellars, coal chutes, pavement lights or other such works. Please contact.

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London WC1H 8EQ
Phone: 020 7974 6956
Fax: 020 7974 5585
E-mail: highwaysmanagement@camden.gov.uk

A deposit will be required to cover the cost of any potential remedial works needed. The Highway Engineering Team would undertake these works.

General Conditions Applying To All Licences

a. This consent does not allow the enclosure of any public highways or the obstruction of any part of a public highway by any plant, materials, rubbish or other items. (For details see *Guidance Note GS* issued by the Health and Safety Executive *General Access to Scaffold. (Section 55-56)*.

b. Proper precautions must be taken to prevent building materials, water or any substance falling into the public way, for example by fixing adequate sheeting.

c. Proper and sufficient notice must be given if the applicant's proposals impinge onto any controlled parking or residents' bays. Parking meter bays or bays controlled by pay and display machines require at least one week to suspend. Residents' bays may also be suspended, but this takes ten days. In both cases, the Parking Solutions Team will advise on associated costs.

d. If the works affects other street furniture, the council must be informed at an early stage. Charges will be levied for removal, storage and replacement. Particular care must be taken to maintain street nameplates, many of which are listed.

e. Please refer to the Highways Act 1980, Section 168, regarding precautions to be taken during building operations affecting public safety.

f. All lighting on structures affecting the highway must be adequately lit using baulk headlights supplied by a 110-volt supply and must be maintained on a regular basis.

g. Advertisements are not permitted. See Section 11 of the London Local Authorities Act 1995.

h. The Council makes every effort to reduce to a minimum the amount of accommodation placed on the highway to aid building construction activities. The guidelines for the provision are:

No accommodation will be placed on the frontage of any property other than that which is the immediate subject of the works. Exceptions may be made if accompanied by the production of adjacent owners' agreement in writing.

In any event, a floor area of 30sq metres is the maximum allowable on the highway or on a gantry or a crossover.

3.8 Gantries, Hoists, Site Huts Rubbish Chutes and Storage Container

Before you commence work you must get permission from the Highways Management team.

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London WCIH 8EQ
Phone: 020 7974 6956
Fax: 020 7974 5585
E-mail: highwaysmanagement@camden.gov.uk
Website: www.camden.gov.uk/buildinglicences

You can get applications forms by calling 020 7974 6956 or in person at the 5th Floor Reception in the Town Hall Extension Argyle Street (Opening hours: Monday to Friday 9am to 5pm; Thursdays 9am to 7pm). You can also download an application form or apply online at our website www.camden.gov.uk/buildinglicences. You must send the appropriate administration fee and deposit with the completed application form. Your deposit will be returned provided there is no damage to the highway, gullies or street furniture.

The gantry or hoist must meet the conditions for erecting a scaffold. Except in special circumstances, you must not provide office accommodation on a gantry. We will not give you permission to store materials on the gantry.

We may allow you store temporary office accommodation, materials, and machinery on the public highway if there is no other alternative. You must apply to Highways Management for permission.

Mechanical or platform hoists must not descend to, or be operated from, the public highway. You may only operate them from above the first-floor level of a gantry platform.

You can only use rubbish chutes when a gantry, which has a minimum head height over the footpath of 2.3 metres, supports them. You must protect pedestrians by completely enclosing the end of the chute to stop dust and debris escaping. The chute may only overhang the

carriageway when a skip or lorry is in position, and you must remove it when you are not using it.

a. The structure shall not be placed within 18.3metres of a road junction, bus stop (stand or terminal), traffic lights, pedestrian crossing, entrance to or exit from schools, hospital or works.

b. Unless agreed otherwise, the container/structure shall not be deposited on any part of the footpath or verge at any time nor shall any part of the transporting vehicle be on the footpath when depositing or uplifting the container/structure.

c. Any container/structure shall be removed from the public highway or repositioned if required by the Police or Chief Engineer.

d. Single structures shall be lighted by at least four lights or at each corner during the hours of darkness and clearly visible to all traffic. Where consent for two or more structures is granted, they shall be in a row. The distance between adjacent corners shall not exceed 1metre and shall be lighted during the hours of darkness by one lamp at each corner and shall have in addition one lamp each 4metres and shall be clearly visible to all traffic. Additional safeguards for road users may be required with respect to guarding lighting and temporary footpaths as a condition of the licence.

e. The structure shall, when deposited, be clearly and indelibly marked with the owners name with his telephone number or address and have affixed strips of striped material in accordance with the Builders Skips (Markings) Regulations 1984 i.e. have broad red fluorescent and yellow reflecting stripes which shall at all times be kept clean.

f. No structure on the highway shall contain any inflammable, explosive, noxious or dangerous material which is likely to putrefy, or which is likely to become a nuisance to users of the highway.

g. The structure may not be used as a waste container.

h. Other than in exceptional circumstances, only two cabins will be permitted on a gantry.

3.9 Cradles and Fans

a. Fans cannot be placed less than 2.5m above the surface of the footpath, and if one projects nearer than 2.5m to the outer edge of the street kerb, then it shall not be fixed at a height less than 5.1m above the surface of the carriageway.

b. No cradle rope or other tackle can be lowered to a height less than 2.5m above the surface of the footpath.

c. No portachute is to be erected over either the footpath or the carriageway without prior consent from the Council.

3.10 Hoardings

Before you erect scaffolding either on or over the highway, you must get permission from the Highways Management Team.

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London WCIH 8EQ
Phone: **020 7974 6956**
Fax: **020 7974 5585**
E-mail: **highwaysmanagement@camden.gov.uk**
Website: **www.camden.gov.uk/buildinglicences**

You can get applications forms to erect a hoarding by calling 020 7974 6956 or in person at the 5th Floor Reception in the Town Hall Extension Argyle Street (Opening hours: Monday to Friday 9am to 5pm; Thursdays 9am to 7pm). You can also download an application form or apply online at our website www.camden.gov.uk/buildinglicences. You must send the appropriate administration fee and deposit with the completed application form. Your deposit will be returned provided there is no damage to the highway, gullies or street furniture.

Hoardings must meet with the following requirements:

a. No doors or gates shall be constructed in such a way that they may be opened outwards onto the public way.

b. Any Hoarding protecting a pedestrian footpath beneath a Gantry must not be greater than 1.2 metres in height on the carriageway side. There must be 1 slope of no less than 1:12 to the carriageway side of the Hoarding.

c. Recesses on any Hoarding must be avoided, wherever possible. Any recesses must be individually illuminated. It is recommended that any recesses and blind corners be fitted with convex mirrors.

d. It is essential that the contractor provides adequate shoring, to the satisfaction of the Chief Engineer or his representative, that maintain full support to the road, footpaths and adjacent properties during the works.

e. Hoardings may not enclose any illuminated sign or public lamp. Any hoardings affected by such apparatus must be recessed allowing access at all times to the apparatus.

f. If asked to do so by the Chief Engineer, applicants must form substantial footpath not less than 1.4 metres wide for pedestrians outside the hoarding or structure. The footpath must be constructed from 300mm x 300mm baulk timber fenders with a smooth handrail. It must be adequately lit during the hours of darkness and always maintained in a good, safe condition.

g. All hoardings must diagonally be slatted with 150mm spacing made from planed or rounded wood to avoid injury or damage to clothing of pedestrians.

h. All hoardings must be painted white and must only bear the name of the main contractor.

i. Advertisements are not permitted on hoardings.

k. If a hoarding would reduce the footpath to an unsuitable width, normally less than 3 metres on a bus route in commercial and shopping areas and 1.8 metres elsewhere, the person applying for the permission must extend the footpath into the carriageway by constructing a footpath protected by hoarding. Outside the hoarding, the footpath must be made of 300mm x 30mm baulk timbers painted red and white with a smooth handrail, kept in good and safe condition, and suitably lit during the hours of darkness. You must keep to any requirements of Highways Management to make sure vehicles and pedestrians are safe.

Just because you have permission to erect a hoarding does not mean you can excavate in the area of highway that is enclosed or remove or alter any wall or structure supporting or retaining the highway without getting the necessary approval.

3.11 Fencing, Materials and Openings on Highway

Before beginning work, you must obtain a licence from the Highways Management Team.

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London WCIH 8EQ
Phone: **020 7974 6956**
Fax: **020 7974 5585**
E-mail: **highwaysmanagement@camden.gov.uk**
Website: **www.camden.gov.uk/materiallicences**
www.camden.gov.uk/buildinglicences

All works on the public highway (road/pavement) must follow the code of practice 'Safety at Street Works and Road Works 1993', a code of practice issued by the Secretary of State for Transport and available from Her Majesty Stationary Office (HMSO). More protection may be needed for long-term and major work, and you will need to provide detailed proposals with any application. The following conditions and requirements also apply.

a. The fence must be constructed of wooden or plastic barriers with at least a higher and lower rail, and must not be more than 1.22 metres high.
b. The fencing must be lit during the hours of darkness, and lamps must be positioned at all corners.

c. All waste, machinery and materials must be contained within the fencing.

d. For sites where on-site storage is difficult, we may grant licences to store materials and machinery on the public highway (as long as Highways Management approves).

You must fence off all material and machinery on the public highway; it must meet the following conditions:

a. All fencing for storing materials must be constructed of baulk timber base and wooden uprights, and be close boarded.

b. You must not store building materials over gullies and manhole covers, and there must be a reasonable gap between the kerb edge and fencing to allow the surface water to drain away.

3.12 Street Works Licence

Must you wish to install or maintain pipes, cables or inspection chambers placed in the public highway, you will need to apply for a Street Works Licence, in accordance with the New Road and Street Works Act 1991 (Specification for the Reinstatement of Openings in Highways – A Code of Practice). An administration fee and deposit will be payable.

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London WCIH 8EQ
Phone: 020 7974 6956
Fax: 020 7974 5585
E-mail: highwaysmanagement@camden.gov.uk
Website: www.camden.gov.uk/buildinglicences

3.13 Scaffolding

Before you erect scaffolding either on or over the highway, you must get permission from the Highways Management Team.

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London WCIH 8EQ
Phone: 020 7974 6956
Fax: 020 7974 5585
E-mail: highwaysmanagement@camden.gov.uk
Website: www.camden.gov.uk/buildinglicences

You can get applications forms to erect a scaffold by calling 020 7974 6956 or in person at the 5th Floor Reception in the Town Hall Extension Argyle Street (Opening hours: Monday to Friday 9am to 5pm; Thursdays 9am to 7pm). You can also download an application form or apply online at our website www.camden.gov.uk/buildinglicences. You must send the appropriate administration fee and deposit with the completed application form. Your deposit will be returned provided there is no damage to the highway, gullies or street furniture.
When erecting or dismantling scaffolding, you must take care to protect the public by providing warning signs and working safely and responsibly.

a. Vertical scaffolding poles and any putlog bracing may not be erected nearer to the outer edge, if the street kerb is more than 450mm or at the height of less than 5.1metres above the carriageway.

b. A clear passage for pedestrians must be maintained continuously. Must it run under and through the scaffold, no putlog bracing or other construction shall be fixed at a lower level than 2.5m from the surface of the footpath.

c. No hoarding placed on the kerb side of the footpath must exceed 1 metre in height so as to allow pedestrian traffic on the footpath to be seen from the road.

d. All scaffolds must be adequately lit during the hours of darkness to BS5489: Code of

Practice for the Design of Road Lighting; Part 1: Lighting of Road and Public Amenity Areas.

e. No continuous timber may be placed on the pavement.

f. Trailers are only to be left on the public highway for the maximum loading/unloading period.

g. Advertisements are not permitted on scaffolds.

The following advisory notes have been compiled with the assistance of the Metropolitan Police who have aided in the preparation of these guidelines intended to safeguard property and equipment on construction sites in Camden.

a. Scaffolding must only be erected immediately prior to work commencing and dismantled immediately on completion of works. Unnecessary delays must be avoided.

b. All ladders and climbing aids must be locked away or secured to the structure in a horizontal position, at or above the first list level of the scaffold.

c. Adequate measures must be taken to prevent unauthorised persons from gaining access to the scaffold. Where required, a hoarding having a minimum height of 3 metres must surround the structure.

d. On sites where tools, materials or other objects of value have been stored, security in the form of an audible alarm or security lighting must be provided at all levels on the scaffold.

e. In circumstances where the owners of property adjacent to the scaffold are placed at risk or their security reduced, special measures may be required to reduce liability.

If you have any general enquiries, or need advice or an application form, please contact:

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London
WC1H 8EQ
Phone: **020 7974 6956**
Fax: **020 7974 5585**
E-mail: **highwaysmanagement@camden.gov.uk**
Website: **www.camden.gov.uk/buildinglicences**

3.14 Shoring and Skips

You must get permission from the Highways Management Team to erect a structure supporting the facade of a building from the public highway.

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street

London WCIH 8EQ
Phone: 020 7974 6956
Fax: 020 7974 5585
E-mail: highwaysmanagement@camden.gov.uk
Website: www.camden.gov.uk/buildinglicences

Before you place a skip on the highway, you must get permission from the Highways Management Team.

You can download an application form or apply online at our website www.camden.gov.uk/buildinglicences or you can fax or email the following details directly to the Highways Management team: the name of the person applying for the licence, the address that the work relates to, where the skip will be (if different), the skip supplier if known and the period you need the skip for. Skip licences can last for up to 2 or 4 weeks, but can be renewed after this period as long as there are no objections. We will issue a permit if we agree. You must use company-headed notepaper when you apply.

If you need to place the skip in a controlled parking space (that is, by a parking meter or in a resident's parking bay), you must contact the Parking Enforcement Contractor.

NCP Ltd (South)
13-15 Guilford Street
London
WC1N 1DW
Phone: **020 7974 8116**
Fax: 020 7974 8115

NCP Ltd (North)
7-9 Crowndale Road
London
NW1 1TU
Phone: **020 7974 8081**
Fax: 020 7974 6255

No roll-on roll-off containers are allowed on the public highway. We will issue a permit as long as you meet the following conditions:

a. At the end of the period of consent, you must remove the skip from the highway and leave the site in a clean and tidy condition.

b. The skip must not be more than 5metres long and 2metres wide.

c. The skip must not be dragged or pushed along the highway (you are responsible for any damage caused to the road surface).

d. You must not place the skip on any part of the footpath or verge, or transport it over the footpath.

e. While you are using the skip, you must not allow anything to spill onto the highway. Damp down the contents of the skip to prevent nuisance from dust and cover the contents properly when transporting the skip.

f. No skip on the highway must contain any flammable, explosive, poisonous or dangerous material, or any material which is likely to rot, or which is likely to become a nuisance to people who use the highway.

g. You must not place skips over gullies or manhole covers, and there must be a reasonable gap between the skip and the kerb edge to allow surface water drain away.

h. Skips must be clearly marked with the owner's name and phone number or address, and must display strips of striped material in line with the Builders Skips (Marking)

Regulations 1984 (that is, have wide red fluorescent and yellow stripes, and kept clean at all times).

i. The public must not be inconvenienced by any methods used to fill the skip.

j. The skip or skips must be lit up at all four corners during the hours of darkness and clearly visible to all traffic. You must not use paraffin lamps.

k. Nothing in this permission we grant you or in the conditions will affect or reduce the powers of the police or the Highway Authority to ask you to remove the skip from the highway.

l. We have the right to remove any skip from the highway or withdraw a permit for any reason.

m. You cannot transfer your skip permit to anyone else.

n. You must give the skip hauler a copy of your permit.

If you have any general enquiries, or need advice or an application form, please contact:

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London
WC1H 8EQ
Phone: 020 7974 6956
Fax: 020 7974 5585
E-mail: skips@camden.gov.uk
Website: www.camden.gov.uk/skips

3.15 Equipment and Machinery on the Highway

Before any machinery, compressor, cement mixer, tar pot or other machinery can be stored or used on the highway, you must get permission from Highways Management Team.

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London
WC1H 8EQ
Phone: 020 7974 6956
Fax: 020 7974 5585
E-mail: skips@camden.gov.uk
Website: www.camden.gov.uk/skips

3.16 Temporary Road Closures, Deliveries and Storage

Road closures or temporary traffic amendments require temporary traffic orders.
Must you need to apply for a temporary traffic order, please contact the Highways Management Team giving at least six weeks notice.

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London WC1H 8EQ
Phone: 020 7974 5959
Fax: 020 7974 5585
E-mail: highwaysmanagement@camden.gov.uk

You must plan deliveries so that they do not inconvenience other road users. You must not arrange them outside the permitted hours **(Monday to Friday 8am to 6pm, Saturdays 8am to 1pm, and not on Sundays or bank holidays)**, as far as possible.

3.17 Parking Bays and Meters

If you need to suspend parking meters or residents' parking bays, you must apply to our parking enforcement contractors below.

NCP Ltd (South)
13-15 Guilford Street
London
WC1N 1DW
Phone: **020 7974 8116**
Fax: 020 7974 8115

NCP Ltd (North)
7-9 Crowndale Road
London
NW1 1TU
Phone: **020 7974 8081**
Fax: 020 7974 6255

You must make an application at least eight days before you need to suspend a resident's parking bay and three days before you need to suspend a parking meter bay. The following requirements apply to suspended bays.

You must not store materials, or concrete or mortar, in suspended bays.

a. You must get a hoarding or skip licence if a bay suspension has been authorised for these purposes. You can only place a skip in a bay where there is no yellow line or no suitable alternative.

b. Contractors must not remove parking meters or residents' bay posts. If necessary, we will remove them if you ask us to.

c. Private cars must not be parked in suspended bays, and you must not cover posts in any circumstances; for example, with bags or coats.

You will be responsible for making sure that subcontractors, workers, delivery firms and other visitors to the site are aware of their responsibility to follow parking restrictions so that their vehicles do not inconvenience local residents and businesses.

4 Noise and Vibration

4.1 Noise from Demolition and Construction Sites

We aim to reduce noise nuisance to local residents and people who run businesses in the area, and to give them suitable breaks from noise and vibration through our powers under the Control of Pollution Act 1974. This applies to:

a. Erecting, constructing, altering, repairing and maintaining of any building, structure or road;

b. Breaking up, opening or digging under any road or nearby land in connection with carrying out, inspecting, maintaining or removing work;

c. Any demolition or dredging work; and

d. Any engineering work (whether or not already covered in the three points above).

Under Section 60 of the COPA, local authorities have powers to control noise (and vibration) on or from building sites. We can serve a notice asking the person responsible for the work to follow specific controls to reduce noise. The notice can set out types of machinery, permitted hours of operation, boundary noise levels and so on. You must also consider best practicable means.

Although there are certain noise levels allowed on the site, you must try to control the hours of noisy work. We normally ask that all work, which might be heard from outside the site, must be carried out between the following hours.

Mondays to Fridays	**8am to 6pm**
Saturdays	**8am to 1pm**
Sundays and Bank Holidays	**No noisy work**

Noise and vibration from work during the permitted hours may be difficult to control. However, you must show that you are taking the **Best Practicable Means** to reduce the noise created.

In practical terms, as long as no planning conditions apply restricting actual working hours, Camden's Environmental Health Team would not object to the presence of workers on site outside these hours as long as they are only involved in quiet work. For this reason, you must nominate a person in authority to make sure that everyone follows the restrictions.

COPA recognises that most building and demolition work is planned well in advance of activities taking place on site. Section 61 of the Act allows you to apply for permission before work starts. This procedure is intended to prevent the need for action under Section 60 (or action under Section 80 of EPA) by us. However, individuals can still take action under Section 82 of EPA or common law for nuisance.

Property that is undergoing refurbishment falls within the scope of this definition. With shop refurbishments in particular, we recognise that contractors often need to work to a tight contract deadline, which can only be met, by working extended hours. If no one lives near the site, working outside the permitted hours must not cause any problems. However, if you need to consider local residents, you need to keep to these standard hours. You must never assume that no-one lives near the site; it is always best to check with Camden's Environ-

mental Health Team before you start work.

Environmental Health Team
Culture and Environment Directorate
Town Hall
Argyle Street
London WC1H 8EQ
Phone: **020 7974 2090**
Fax: **020 7974 6955**
E-mail: **env.health@camden.gov.uk**

You must also consider people who use nearby business premises who may be affected by noise from refurbishment work during the standard hours. The greatest effect on this type of premises is during the initial stages of a refurbishment contract where basic structural alterations have to be made involving heavy drilling and breaking out - it is at this point that most complaints are made to the Environmental Health Team. If people make justified complaints in these circumstances, we would expect you to reschedule the timetable of noisy work. In certain cases, the Environmental Health Team may act as an arbitrator to help come to a satisfactory agreement which may later be enforced by serving a notice.

Noise from a building site is also covered by **BS5228: 1984: 'Noise Control on Construction and Open Sites'** - **Parts 1(1997), 2(1997) and 4(1992),** and relevant European Union Directives.

All work (demolition and construction work) on site must thus meet the British Standard BS 5228: Parts 1, 2 and 4. On all sites and at all times, you must do all you can to reduce noise and vibration. The following is a guide to **BPM** to reduce noise and vibration. Please note that this is not a complete list.

a. Use **BPM** to reduce negative effects and increase beneficial effects on the environment by controlling noise, vibration or other nuisance which may cause offence to the local community or environment.

b. Wherever possible, all sites must be totally surrounded by fencing or hoarding to reduce the amount of noise that escapes from the site. All site gates must be controlled so that they are open long enough to allow vehicles to pass through but no loud noise can escape to the surrounding areas.

c. Wherever possible, fixed items of construction machinery must be electrically powered rather than powered by diesel or petrol. Where this is not practical, you must take suitable measures such as acoustic enclosures (for example, see Figures 4.1a and 4.1b). You must install a three-phase electricity supply on site as soon as possible, and power for lighting at night will be provided by a proper electrical supply or battery, not a generator.

d. Machines that are not used very often must be shut down when they are not in use or throttled down to a minimum. If you use equipment that you need to run continuously and which produces a lot of noise, you must keep it in a suitable acoustic enclosure (for example, see Figures 4.1a and 4.1b).

e. Vehicles and machinery you use for the work must be fitted with effective exhaust silencers, be maintained in good and efficient working order, and be used in a way that reduces noise as much as possible. You must follow the relevant European Community Directive and United Kingdom Statutory Instruments.

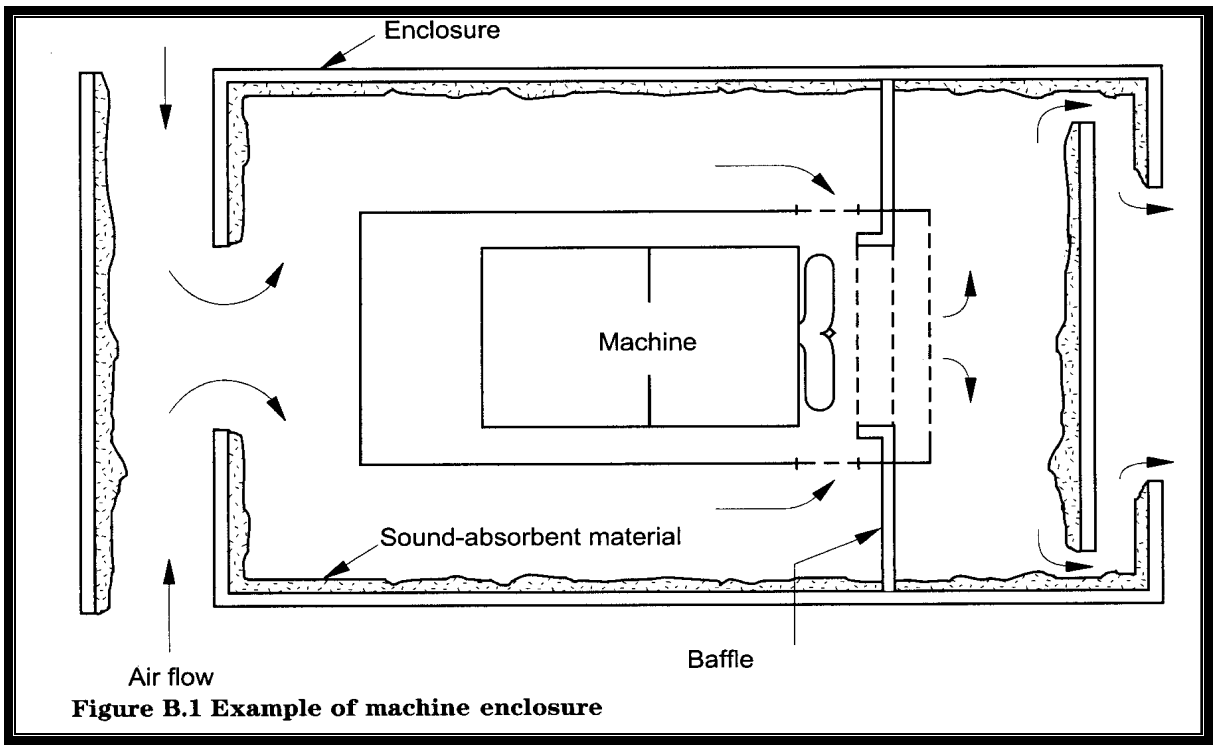


Figure B.1 Example of machine enclosure

Figure 4.1a: Typical enclosures to reduce noise nuisance

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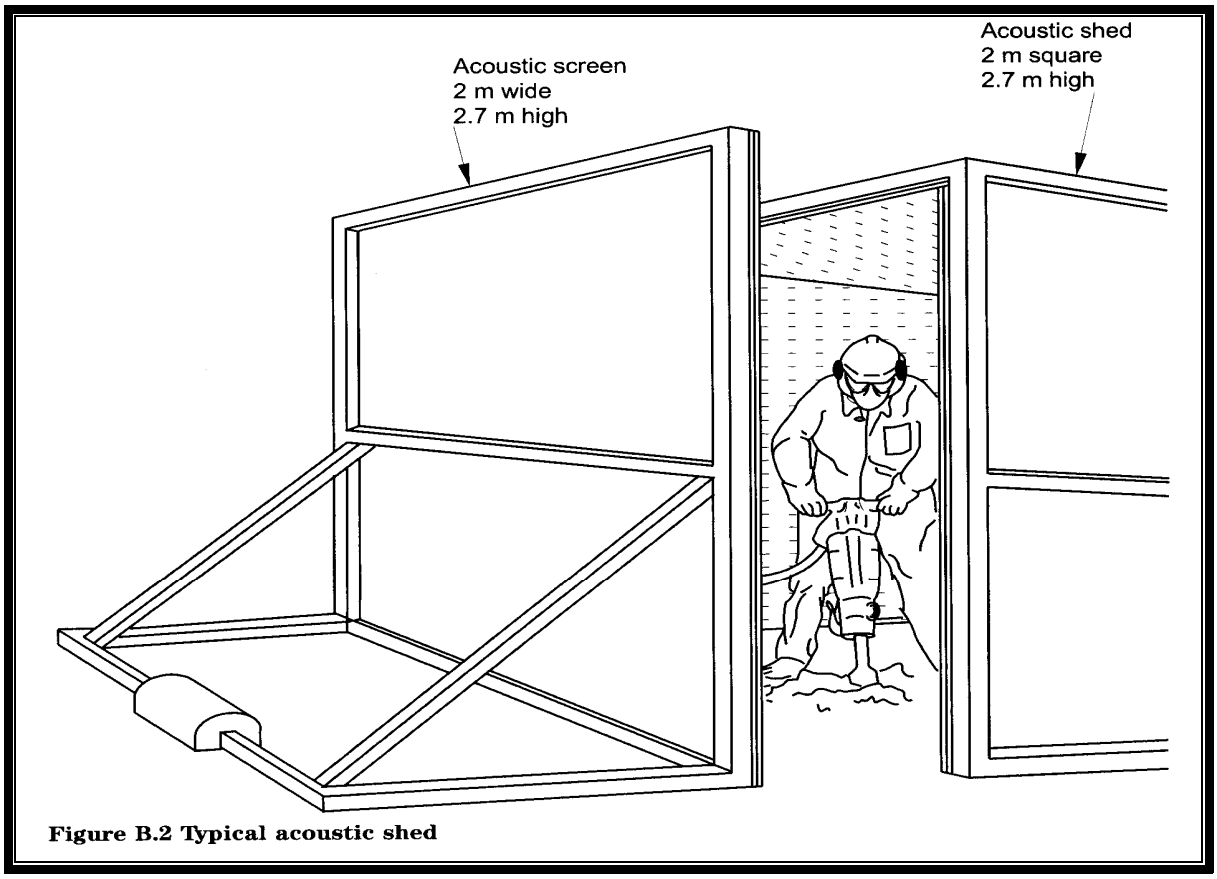

Figure B.2 Typical acoustic shed

Figure 4.1b: Typical enclosures to reduce noise nuisance

Reproduced with the permission of the British Standards Institution under licence number 2003SK/055

f. On surface areas where environmental disturbance may arise, compressors must be 'sound-reduced' models that are fitted with properly lined and sealed acoustic covers kept closed whenever the machine is in use. Also, pneumatic percussive tools must be fitted with the most effective muffler or silencer available.

g. You must use equipment which breaks concrete by pressure as far as is reasonably practical.

h. We consider that, on most sites in the borough, there must be no impact-driven sheet piling. We expect contractors to use hydraulically operated or vibratory methods to drive and extract sheet piling, although we accept that the soil strata would need to be suitable for this equipment. We will prefer all contractors to use hydraulically driven piling rigs.

i. Where practical, you must use hydraulic or electrical powered rotary drills and bursters to remove hard materials.

j. Noisy machinery and equipment must be as far away as practical from residential or other noise-sensitive properties. You must use barriers; for example, soil banks, stockpiles of materials, site portacabins or proprietary acoustic barriers.

k. You must take care when loading or unloading vehicles, dismantling scaffolding or moving materials to reduce the noise.

l. All material and machinery that is delivered to the site, and any waste or other material that is to be removed, must take place within the permitted hours.

m. You must properly coordinate the arrival of delivery vehicles at the site to prevent parking in local streets while awaiting access to the site. Vehicles must not arrive before 8am. You must consider using in-cab communication to prevent unacceptable queuing on streets outside the site.

n. You must have suitable plans to make sure that lengthy work can be completed within the permitted hours.

o. All employees, subcontractors and people employed on the site must not cause unnecessary noise from their activities; for example, 'revving' vehicle engines, music from radios and shouting.

p. You must make sure that all subcontractors and other people employed in connection with the work must be aware of and, where practical, to keep to these guidelines.

4.2 Noise and Vibration from Piling Operations

Many construction activities cause noise and ground vibrations, including demolition and pile driving. So, when heavy construction is planned close to housing, offices, factories or historic buildings, you need to plan and use appropriate technology to avoid environmental disturbance. It will benefit everyone if you can work within acceptable levels of vibration and noise, with no complaints or damage to property.

Generally, residents are often more concerned about potential damage caused to their property by vibration. If you are doing piling work and we receive complaints about too much vibration, we expect you to work directly with the residents and, if necessary, employ an expert to measure the vibration produced and provide appropriate advice. In certain circumstances, it may be useful to have a building surveyor inspect residential properties before you start piling, due to 'Party Wall Agreements' (Party Wall etc. Act 1996, Chapter 40).

It often takes some time to achieve the best set-up for certain piling work. You need to reduce noise and vibration, while at the same time making sure the work does not continue for longer than necessary. The decision about the type of pile that will be used on a site will normally depend on the loads that need to be carried, strata to be penetrated and economics of the system. We receive many complaints about piling work, particularly noise associated with driven piles; thus, necessary precautions must be in place to minimise these.

Under the Control of Pollution Act 1974, local authorities have the power to enforce their requirements for controlling noise and vibrations. Discussions with the Environmental Health Team can lead to Consent to Work Agreement, usually including the 'best practicable means', to reduce noise and vibration caused by piling work.

Although present British Standards do limit the levels of vibration or noise, there are three British Standards which give helpful guidance on these issues.

a. British Standard BS5228: Noise Control on Construction and open sites; Part 4: 1992: 'Code of Practice for Noise and Vibration Control applicable to Piling Operations'.

b. British Standard BS6472: 1992: 'Guide to evaluation of human exposure to vibration in buildings (1Hz to 80Hz)'.

c. British Standard BS7385: Part 2, 1993: 'Evaluation and measurement for vibrations in buildings'.

Also, BRE Digest 353 deals specifically with damage to structures from vibration through the ground. You must have a thorough knowledge of these documents when choosing a piling method and you must be able to show the Environmental Health Team that not only is the chosen method the most suitable but that you are taking the best practicable means.

In summary, you must make sure that you take measures to:

a. Reduce noise and vibration;

b. Protect residents, people who use nearby buildings and passers-by from nuisance or harm;

c. Protect buildings from physical damage (the Party Wall etc. Act 1996, Chapter 40);

d. Vary the piling process or schedule, as necessary, in response to complaints; and

e. Demonstrate to the Environmental Health Team and local residents that any vibrations caused are within acceptable limits.

You need to consider the following factors.

a. **Human Exposure:** Humans are very sensitive to vibrations. You must follow British Standard BS6472: 1992, which applies to vibration assessment.

b. **Protecting structures:** You must carry out demolition and construction work such that vibration caused will not cause significant damage to nearby structures. British Standards BS5228 Part4: 1992 and BS7385 Part2: 1993; both give helpful (if slightly conflicting) guidance.

We may set noise or vibration limits for large-scale developments or developments in particularly sensitive locations. As a guide, we will consider existing background levels in the area of the site to judge the possible effect.

Before you start work, we may have to ask you to provide the following:

a. A method statement (Section 2.2) identifying the type of machinery and building processes you will use.

b. A programme of work for each activity and the machinery you will use.

c. Any documentation on sound or vibration levels for each activity, as supplied by the manufacturer or other approved source.

d. Calculations, in line with BS5228, of predicted noise and vibration levels at certain buildings or areas.

We may ask you to monitor noise and vibration levels during the work periods at agreed locations.

If you do not observe best practicable means, and allow too much noise or vibration, the Environmental Health Team may take action to restrict or prevent the work.

4.3 Noisy Work outside the Standard Hours

In cases where there is likely to be noisy work outside the standard hours for unavoidable reasons, the Environmental Health Team will need notice, in writing, at least two weeks beforehand.

Environmental Health Team
Culture and Environment Directorate
Town Hall
Argyle Street
London WC1H 8EQ
Phone: **020 7974 2090**
Fax: **020 7974 6955**
E-mail: **env.health@camden.gov.uk**

The application must include the nature and reason for the work and the proposed timetable. We will consider each application individually and usually make a decision within one week.

The main types of work done outside normal hours that we would consider to be acceptable are:

a. Emergency work;

b. Work needed for immediate health and safety reasons;

c. Work which is likely to cause major disruption to traffic, and where the police or our Highways Officers decide it must take place at night or at a weekend; and

d. Railway work.

In cases (a) or (b), you must contact the Environmental Health Team as soon as practically possible with the reason for the work and how long it is likely to last. This will help us deal with any enquiries about the work.

In case (c), you must apply to the Environmental Health Team at least two weeks before you start the work. We will expect you to contact local residents about the periods of work and the precise nature of the work. We may still have to limit the hours you are allowed to work, particularly at night or on Sundays.

During office hours you must phone **020 7974 2090**. Outside these hours the main council number is **020 7278 4444.**

Deliveries to the site

The requirements of a notice, referred to above, will also apply to deliveries of machinery or materials to and collections from the site. However, you must not load or unload anything before 8am; as these may cause disturbance to the local residents. You must advise your suppliers so that their lorries do not turn up early and have to wait.

5 Air Quality and Nuisance

5.1 Dust Emissions

Poorly managed construction sites can be a major source of air pollution and worsen local air quality, damaging people's health and affecting the quality of their life. Camden has been declared an Air Quality Management Area for failing to meet the Governments air quality standards for particulate matter (PM10) and nitrogen dioxide (NO_2). Fine particles are of primary concern with regard to human health. Particulate matter, in the form of dust generated at construction sites, can affect the health of site operators, and people living and working in close vicinity to the construction sites. Particles can cause eye and skin irritations and penetrating deep into the lungs contributing to respiratory or cardio-vascular problems. Controlling dust emissions at construction sites has an important role to play in reducing poor air quality in Camden.

It is an offence under Section 79(d) of the Environmental Protection Act 1990 to cause nuisance to people who live in the neighbourhood by producing dust. If the Environmental Health Team has received complaints, or has reason to believe that dust may be produced that is likely to cause a nuisance, we may serve an abatement notice against you.

The abatement notice will tell you to take the best practicable means to prevent dust causing a nuisance, and you must show the Environmental Health Team that you have done all you can to put things right. To prevent any damage to the neighbouring properties, you must take all necessary measures to avoid creating a dust nuisance and send a statement to the Environmental Health Team that identifies the proposed measures before you start work.

Good environmental practice is therefore essential to control dust emissions at all stages of demolition and construction, from pre-project planning and site preparation through to materials handling and disposal. This will ensure the public is protected from negative health impacts and nuisance issues associated with dust emissions.

You must implement BPM in order to mitigate dust emissions from construction sites, this can be achieved as follows:

a. Carry out demolition and construction work in accordance with the Best Practise Guidance Note 'The control of dust and emissions from construction and demolition' (2006). This outlines BPM to effectively manage construction work in order to mitigate air pollution emissions.

b. When carrying out demolition or construction work during periods of dry or windy weather, there can often be dust problems on sites bordered by homes. You must take measures to reduce the formation and spread of dust. You must control dust at source by using a continuous fine-water spray. You must provide a suitable water supply, and make sure there are enough hoses to reach all parts of the site and a way of getting rid of wastewater.

c. There must be adequate screening and damping down during all demolition activities, sandblasting, clearance work, breaking up of existing ground services and other site preparations and activities. You must use existing features of the site, such as boundary walls to provide screening where practicable.

d. You must enclose scaffolding with appropriate sheeting material.

e. You must provide easy-to-clean hard-standings for vehicles.

f. You must keep heavily used areas clean by brushing vehicles and spraying them with water regularly.

g. You must control the cutting or grinding of materials on the site.
h. You must provide a suitable water supply (you may need special authorisation from Thames Water).

i. Buildings or structures that are being demolished, or small areas of land that are being prepared for development must be damped down using high-pressure hoses.

j. You must use water bowsers on large areas.

k. On sites where a large amount of dust has been produced and is laying on the ground, you must use a specialist vehicle to remove dust (by vacuuming) before you damp down the site.

l. Major haul routes on the site must be watered as necessary to reduce dust. Where practical, you must compact the route to reduce the amount of soil and other material that is moved around the site. This applies especially near to exits. If machinery movements produce dust, you must set effective speed limits and reschedule work if necessary. If the development involves machinery moving across open land, you must create a suitable track to reduce the amount of dust produced.

m. You must enclose materials at all times, and damp down dusty materials using water sprays during dry weather.

n. All materials that create dust, including soil, must be stored away from the site boundary, screened to prevent wind spreading the dust and damped down where practical. You will need to consider the size and shape of stockpiles to reduce dust.

o. Paved roads near to exits must be kept clean. Vehicles transporting materials onto or off the site must be suitably covered where necessary to prevent dust.

p. You must use rubble chutes and skips where appropriate. There must be an effective close-fitting cover over the skip to contain all the dust and other rubbish. The chutes must be continuous until they reach the skip, with no gaps, and maintained in good condition.

q. You must not allow rubbish and waste materials to build up on the site.

r. You must plant, turf or securely cover completed earthworks to stabilise the surface.

s. Reducing dust, fumes or other nuisance or environmental effects, which may cause offence to the local community or environment.

t. Reduce environmental effects which may cause offence to the local community by promoting proactive community relations.

5.2 Air Pollution Emissions (Fumes and Smoke)

Road traffic is one of the most significant sources of air pollution emissions in Camden contributing to poor air quality. Heavy goods vehicles are associated the highest emissions of air pollution emissions especially particulate matter. Construction related vehicles fall into this category of road transport and measures to reduce exhaust emissions from these vehicles is

paramount. Machinery operated at construction sites is an additional source of air pollution emissions, with diesel engines having the worst impact on air quality.

Under the Clean Air Act 1993, it is a strict offence to burn anything which produces dark smoke. Under the Environmental Protection Act 1990 (Section 79b,c), burning construction and garden waste which causes a smoke nuisance is also an offence. This is a particular problem if the waste is damp or is allowed to smoulder. Synthetic material such as plastic, rubber and painted material will produce a strong smell, dark smoke and a range of poisonous substances. If the Environmental Health Team receives complaints or has reason to believe that burning will take place, which is likely to cause a nuisance, we will serve you with an abatement notice to stop the burning.

Adopting the following mitigation measures will ensure air pollution emissions are effectively controlled:

a. Before work starts, you must take all necessary precautions to prevent machinery and vehicles from producing smoke and fumes. Petrol and diesel engines used to power equipment and machinery must not produce dark smoke once the running temperature of the engine has been reached, and you must regularly check and maintain them to prevent smoke and fumes.

b. You must not light bonfires on the site at any time. You must spray any rotten timber with a suitable fungicide or insecticide before it is taken off the site in a covered skip or lorry.

c. You must aim to locate haul routes away from sensitive sites such as houses, schools or hospitals.

d. Engines of stationary machinery on or off site, including lorries, must be well maintained and regularly serviced to reduce the amount of visible smoke they produce.

e. Engines must not be left running unnecessarily. Machinery and vehicles must not be parked in a position which could cause a nuisance from exhaust fumes.

f. You must position exhausts at a height to disperse fumes.

g. You must take precautions to prevent stored fuel oil producing fumes for safety and potential nuisance reasons.

h. Contractors must carry out a regular air quality-monitoring programme where there is evidence of volatile or airborne materials and take necessary corrective action.

i. Use alternative fuels in contraction vehicles such as LPG, CNG or bio-methane.

j. Ensure construction vehicles meet the current Euro Standards thereby reducing NOx and PM10 emissions.

k. Use low emission fuels in vehicles and on site power generators. At a minimum you must use ultra low sulphur diesel (ULSD) where practicable. The government has a programme to reduce the sulphur content in red diesel and ULSD is now available from main suppliers when ordered in bulk. You must also consider options such as natural gas or liquid petroleum gas for power generators.

l. Fit abatement technology to machinery such diesel particle traps and oxidation catalysts to reduce exhaust emissions.

For information relating to making vehicles more environmentally friendly and control equipment for non-road machinery, contact the Energy Savings Trust.

Energy Saving Trust
21 Dartmouth Street
London
SW1H 9BP
Hotline: **0845 602 1425**
Fax: **0207 484 8713**
E-mail: **info@est.co.uk**
Website: **www.est.org.uk**

5.3 Crushing Machine Units

Mobile crushing units are sometimes used on development sites during the demolition phase to crush and screen minerals, bricks, tiles, concrete and construction materials to a more useful size. The material is then either used on the site or transported off the site to be used in other projects. Without proper controls, this can be an extremely dusty process.

Under the Pollution Prevention and Control Regulations 2000, mobile crushing and screening is classified as 'Part B activity' for controlling air pollution. Operators of mobile crushing and screening plant must apply to the Council for a Part B Permit and operate in accordance with the best available techniques for controlling particulate matter emissions stipulated in the Permit. A typical Permit will cover the following conditions:

a. **Emission limits and controls:** You will need to regularly assess the amount of dust that is produced, keep written records and take appropriate and immediate action in circumstances where problems are identified.

b. **Process operations:** You need to make sure that a suitable water supply is provided to the mobile equipment at all times. It is important that you work with Thames Water well before the machinery is brought onto the site to make sure that the existing water supply is maintained, or to restore a supply which has already been cut.

c. **Handling materials:** You need to be clear what material you may store in the open. You need to manage these materials, including loading them onto road or rail vehicles for transportation elsewhere.

d. **General operations.** You need to maintain and use equipment properly, and train staff with particular emphasis on start-up, shutdown and unexpected conditions.

The Permit is specific to the machinery (identifiable by the manufacturer's serial number) and cannot be transferred to another piece of kit.

If you want to set up a mobile crushing unit on a site within the borough, you must contact the Air Quality Policy Officer in writing and send copies of the Permit issued by your residence local authority at least 48 hours before you bring the machinery onto the site. This will allow Camden's local officers to work with the local authority which has issued the Permit in relation to the process operation. We will not hesitate to take formal action if you fail to follow good practice in relation to any aspect of the Permit.

Air Quality Policy Officer
Culture and Environment Directorate

Town Hall
Argyle Street
London WC1H 8EQ
Phone: **020 7974 1962**
Fax: **020 7974 6955**
E-mail: **env.health@camden.gov.uk**

5.4 Sandblasting

When doing refurbishment work, you may often find it more convenient and economical to remove old plastering, paint or rough wall surfaces before you replaster and carry out sand-blasting. This often results in dust and fumes pollution to the environment, and can cause annoyance to people who live and work nearby. It could also create a statutory nuisance under the Environmental Protection Act 1990.

We recommend that you adopt the best practicable means when sandblasting by doing the following:

a. Close sheeting the work area before work begins to reduce dust nuisance from grit.

b. Using water sprays to damp plaster or wall finishes before hacking or blasting it off.

c. Not sweeping up dry dust.

d. Keeping skips sheeted at all times.

e. Carrying out routine checks to make sure that the sheeting continues to be sealed during the work.

f. Making sure the working platform is properly sheeted or sealed to contain dust.

g. Using non-siliceous grit to avoid the long-term irreversible lung damage from silica dust.

h. Protecting any structure that has been painted with lead-based paint.

i. Preventing all grit from falling into canals or rivers (Water Resource Act).

j. Follow the requirements of the Environment Agency and Thames Water Utilities Ltd when using water for large scale cleaning and blasting projects.

Contacts:

Environment Agency
Thames Region
Apollo Court
St Albans Road West
Hatfield
Hertfordshire
AL10 9EX
Phone: **01707 632 300**
Fax: **01707 632 500**
E-mail: **enquiries@environment-agency.gov.uk**
Website: **www.environment-agency.gov.uk**

Thames Water Utilities Ltd
Clearwater Court
Vastern Road
Reading,
Berkshire
RG2 0JN
Phone: 08459 200 800
Website: www.thames-water.com

5.5 Cleanliness

Mud on roads is considered to be one of the main environmental nuisance problems arising from demolition and construction sites. Dust carried on wheels and the body of road vehicles can deposit on the road and once re-suspended contribute to poor air quality. The Council can take enforcement action in this respect. You must thus put in place strict measures to reduce this problem. This will include, but is not necessary limited to the following:

a. You must ensure that the site, footpaths and the surrounding area affected by the work are clear from mud, spillage, litter and any unnecessary rubbish.

b. You must provide facilities for washing wheels to prevent dirt and dust from being spread onto roads near the site. It is important to locate these facilities away from sensitive local sites.

c. You must provide easy-to-clean hardstandings for vehicles that enter and leave the site, and the developer must provide suitable wheel-washing and vehicle-spraying equipment at site entrances and exits. Washing and spraying must be carried out in an area with suitable drainage to avoid creating large amounts of mud. The Culture and Environment Directorate can provide street cleaning and power-washing services at competitive rates.

d. You must also meet the requirements relating to dust outlined in Section 4.5a.

e. You must make sure that you get rid of any water that has come into contact with any contaminated materials in line with the Water Resources Act 1989 and Water Industry Act 1991 and any other relevant legislation and regulations

5.6 Managing Resources to Avoid Pollution

Managing the way you use resources using design which considers the environment. You can also do the following.

a. Use design which considers the environment.

b. Carefully choose and use materials and substances, manage resource use, and carefully manage materials so that they produce as little waste as possible.

a. Reuse as much material as possible and recycle the waste that is produced.

b. Monitor all machinery that needs authorisation or licensing to make sure that it meets the appropriate process guidance notes to reduce environmental nuisance and pollution.

c. Make sure that all dangerous substances on site, including oil drums or containers, are controlled in line with 'Control of Substances Hazardous to Health' (COSHH) regulations and that no oil and other contaminants are allowed to reach water courses (rivers, streams and canals) or ground water.

d. Make sure that you take steps to protect people who use nearby buildings and passers-by from nuisance or harm, and protect buildings from damage.

6 Contaminated Land

6.1 Introduction

Land in Camden may have had many different uses over the years, some of which may have caused contamination. Contamination does not automatically mean that the land is unsafe or cannot be used, but people involved in redeveloping it need to consider the risks associated with developing a contaminated site.

When development sites are contaminated by previous users or by construction activities, this can endanger:

a. Workers on the site;

b. The public during demolition and construction;

c. The health of people who will use the site in future, especially where the site is being developed for housing;

d. The structure of buildings and services on the site;

e. The purity of groundwater and any nearby watercourses (rivers, streams and so on); and

f. Wildlife and natural habitats.

Our Strategy for Contaminated Land

The Council has a strategy for contaminated land. All local authorities are required by the Environment Act 1995 to produce a strategy for dealing with contaminated land in their area. Our strategy is available to download from our web site **www.camden.gov.uk.**

If land is contaminated according to the definition in the Act, we must take action to put things right.

Aims of the strategy

Our aims are to make sure that:

a. There is no risk either to human health or the environment as a result of past, present or future land contamination;

b. No land is underused as a result of contamination;

c. The economic cost arising from land contamination is kept as low as possible; and

d. To protect the local environment during construction.

6.2 Developing a Potentially Contaminated Site

If you are involved with developing a site that is or may be contaminated, you will need to investigate the history of the site, undertake a site investigation to demonstrate whether contamination is actually present, and carry out a risk assessment of the site - based on the proposed end use.

The Council will require this information for all sites where contamination is considered to be a potential issue. If you are developing a potentially contaminated site, you must carry out a site investigation before the construction works commence. Copies of site investigations, remediation proposals and risk assessments must be submitted to the Council's Environmental Health Team for approval before any works start. The Council welcomes early and pre-application discussions with developers of potential sites.

If you come across unexpected contamination, you must advise the Council's Environmental Health Team of this before continuing with any construction activities.

The Council has developed a guide for developers in conjunction with 11 other London Authorities and the Environment Agency. This document details the information required to be submitted to us relating to contamination. It is available for download from the Council's web site **www.camden.gov.uk/contaminatedland.**

On Site

You must take all reasonable steps to prevent contamination during demolition and construction; for example, by providing secure storage where diesel, solvents or other chemicals are stored, with suitable flooring and bonding to prevent leakage into the ground.

You must follow all statutory controls when handling and disposing of contaminated soil (contact the Environment Agency for more information relating to this).

You must send a method statement to the Environmental Health Team setting out what you will do to:

a. Remove or make the contamination safe,

b. Prevent health and safety risks to workers on the site and the general public, and

c. Prevent nuisance to local residents.

The following information sources provide guidance on the appropriate approach to developing potentially contaminated sites.

a. The Council's website **www.camden.gov.uk/contaminatedland.**

b. British Standard BS10175: Code of Practice for Investigation of Potentially Contaminated Sites 2001.

c. Department for Environment Food and Rural Affairs (DEFRA) and The Environment Agency - Contaminated Land Exposure Assessment Model (CLEA) and Contaminated Land Research Reports 1-11.

d. Various CIRIA Publications on good practice for dealing with contaminated sites, including 'A guide for Safe Working on Contaminated Sites'.

e. National House Builders Council (NHBC) NHBC Standards Chapter 4.1: 'Land Quality – Managing Ground Conditions' 1999.

f. Health and Safety Executive (HSE) publications relevant to construction sites, first aid and health.

g. The Internet – various sites examples include **http://www.contaminated-land.org** and **http://www.contamlinks.co.uk.**

If you want to speak to an officer about contaminated land contact the Environmental Health Team, Culture and Environment Directorate on 020 7974 2090.

6.3 Dangers of Asbestos Materials

Sites contaminated by asbestos are dangerous to the public, particularly construction staff. Asbestos on a site will also cause problems with reclaiming or reusing the land. The HSE will enforce all building and demolition projects that will last for six weeks or more.

Common sources of asbestos are:

a. Thermal and acoustic insulation materials;

b. Fire resistant walls, partitions and ducting linings, asbestos cement sheets or flooring materials; and

c. Pipe lagging and water tanks.

Asbestos is a term used for the fibrous forms of several natural minerals. There are three main types which have been commercially used.

a. Crocidolite (often called 'blue asbestos').

b. Amosite (often called 'brown asbestos').

c. Chrysotile (often called 'white asbestos').

All types of asbestos are dangerous, but blue and brown asbestos are known to be more dangerous than white. The different types cannot usually be identified by their colour to the human eye alone - a laboratory analysis is needed.

Only contractors who have relevant experience and knowledge, and have the relevant HSE licence, must remove or work with asbestos. The contractor must keep to the following.

a. The Asbestos (Licensing) Regulations 1983.

b. Control of Asbestos Work Regulations 1987.

c. Control of Asbestos in the Air Regulations 1990.

d. Control of Pollution (Special waste) Regulations 1996.

e. Environmental Protection Act 1990 (Section 34).

f. Surveying and Sampling Asbestos - containing material MDHS100, July 2001.

g. The relevant approved codes of practice, for example, L27 Control of Asbestos At work and L28 Work with Asbestos Insulation.

h. Relevant Guidance Notes produced by the HSE; for example, EH10 Asbestos: Exposure limits and measurements of airborne dust concentrations 1995 and MS13 Asbestos.

i. HSE guidance 'Managing Asbestos in Premises'.

There is guidance on getting rid of asbestos waste in the Department of the Environment (DOE) Waste Management Paper Number 18, and in the Institute of Waste Management Code of Practice for getting rid of asbestos waste.

a. You must get rid asbestos waste in containers that are labelled in line with the Carriage of Dangerous Goods by Road and Rail (Classification, Packing and Labelling) Regulations 1994.

b. You must arrange to get rid of waste materials containing asbestos to a licensed disposal site. The Environmental Agency or the London Waste Regulation Authority will agree what disposal sites can take asbestos. Unless you already have a licence from HSE to remove asbestos insulation or coating, you must use a licensed contractor for removing asbestos.

c. You must get a licence from HSE to remove asbestos insulation and coating. You must have a written description of the type of asbestos used from an analysis report. You must also follow the Control of Pollution (Special waste) Regulations 1996. You may contact the Environmental Agency for advice on getting rid of waste if necessary.

d. You must take special precautions if you come across materials containing asbestos. You must keep to the Control of Asbestos at Work Regulations. You must keep to the exposure limits and measurement methods for asbestos that are set out in the relevant current HSE guidance notes. You must follow the Health and Safety Commission's code of practice and guidance note L28, 'Work with asbestos insulation and asbestos coating', which describes in detail the precautions necessary when working with asbestos insulation and so on.

e. If the work involves removing asbestos or demolishing premises containing asbestos, you must keep to the Control of Asbestos at Work Regulations, the Asbestos (Licensing) Regulations and the approved code of practice and guidance notes 'Work with Asbestos Insulation and Asbestos Coating'. The approved code includes advice on getting rid of waste.

f. You must double-seal asbestos waste in containers that prevent dust escaping. You must mark the containers '**Asbestos Do Not Inhale Dust'**, in bold.

g. You must pay special attention to those parts of current legislation, guidance notes and codes of practice which need you to provide detailed methods statement plans of work and make arrangements to get rid of waste.

Please note that licensed contractors must remove all asbestos.

7 Other Environmental Issues

7.1 General

Camden's Environmental Health Team has no control over issues involving vehicle movements to and from the site. Mud and spillages on the road are dealt with by Camden's Street Environment Services.

Street Environment Services
Customer Services Manager
3-5 Cressy Road
London
NW3 2ND
Phone: 020-7974 6914/5
Fax: 020-7974 3153
Website: www.camden.gov.uk/waste

Under the Highways Act 1980, you must protect the public from building work, maintain free passage for pedestrians and vehicles around their work sites, and get permission from the Highway Authority before the public highway can be excavated or built on. You must get licences; in particular, permission for excavations, hoardings, storage areas, scaffolding, gantries and skips on the public highway.

The Road Traffic Regulation Act 1984 sets out details for making Traffic Regulation Orders (TRO), both permanent and temporary, and other matters relating to controlling of road traffic.

The London Fire Brigade note, 'Access for Fire Brigade appliances and fire-fighting facilities for Fire Brigade use (FP/GEN/20)', sets out the position of hoardings and also the road widths needed for fire apparatus. You must follow these to provide safe access to the site.

Before you release any surface water or de-watering effluent to rivers, streams and so on, you must get permission from the Environment Agency. Permission is granted based on the Water Resources Act, as amended by the Environment Act 1995.

The Control of Pollution Act 1974 also covers requirements for getting rid of contaminated materials under the Control of Pollution (Special Waste) Regulations 1980.

The Environmental Protection Act 1990 reforms the ways you must manage waste and updates the law on statutory nuisances which are likely to cause personal discomfort or affect health.

Under the New Roads and Street Works Act 1991, any non-statutory undertaker carrying out any work to install, repair or maintain any pipe, cable, drain or other apparatus in the public highway must get a Street Works Licence.

The Ancient Monuments and Archaeological Act 1979, as amended by the National Heritage Act 1983 and the Museum of London Act 1986, includes requirements for investigating building sites or sites of historic or archaeological interest. The Museum of London or similar organisations will carry out site investigations for work sites where necessary.

The Town and Country Planning (Control of Advertisements) Regulations 1992 set out the conditions on which contractors' name boards and advertisements on hoardings within the boundaries of the site may be displayed without having to apply for our permission.

7.2 Managing Waste

You must make sure that you collect and get rid of waste correctly.

Our Commercial Waste Contract Service can give you advice on collecting and storing waste.

You must try to reuse and recycle materials whenever possible.

You must get advice about the best environmental option for your area of activity from one of the following:

Construction Best Practice Programme *(funded by the DTI)*

Website: www.cbpp.org.uk

Waste Watch Business Network *(advise on efficiency savings in waste, water and energy)*

Website: www.wastewatch.org.uk/business

7.3 Pest Control

For effective pest control, it is essential that you take the following preventative measures.

a. Seal all disused drains and sewers correctly. You must keep records of all the action you take and approval you receive.

b. Treat any pest infestation efficiently and effectively, and tell Camden as soon as possible.

c. Make sure that no rubbish or rotting material builds up on the site.

d. Make sure all caterers pay careful attention to:

   Delivering food, Handling and storing food; and

   Storing, collecting and getting rid of waste food and associated material.

You must make arrangements with either a pest-control company if you have a pest problem or contact:

Camden Pest Control Team
Pest Control Manager
Culture and Environment Directorate
Town Hall
Argyle Street
London WC1H 8EQ
Phone: **020 7974 5976**
Fax: **020 7974 6955**
Website: www.camden.gov.uk/pestcontrol

7.4 Trees

All the trees that are either on or surrounding the site must be fully protected according to the guidelines and specifications set out in BS5837: 1991: Trees in relation to construction. You must take steps to protect the trees before work starts on the site.

Trees must normally be protected by fencing round the trunk. Specific guidelines are given in BS 5837, 1991. As a general rule protective fencing must be either around the diameter of the crown or half of the height of the tree, whichever is the greater. You may need to take special measures to protect trees on the pavement.

Trees may be damaged by soil compacting around the root. If fencing protects the foot, you must try to prevent soil compacting within this area. You need to consider the location of vehicle access, site huts, machinery and storage areas. Where it is not possible to have storage areas away from the root, you must:

a. Lay sleepers (at 1.2m centres) on a bed of sand and two layers of Geotextile; for example, 'Terrin' (store materials on boards laid across the sleepers); and

b. Erect a scaffold structure for storing materials off the ground.

If the access routes go across the tree roots, two layers of sleepers must be laid along the route on a bed of sand and geotextile membrane.

You may damage trees by either lowering ground levels (for example, stripping the top soil) or increasing ground levels around the roots. You must avoid this sort of work until you have taken protective measures.

You must store diesel, petrol, oil, herbicides, cement, stone-cleaning chemicals or any other poisonous substances away from any tree. You must take care to make sure that any such poisonous substances are not spilt near the roots.

You must not light any open fires or incinerators within 10metres of the edge of the canopy of any tree.

You must excavate any holes that are needed around the roots by hand. You must take care not to either damage or sever any roots. You must leave roots that are five centimetres in diameter or more. If roots will be exposed for a long period, you must cover them with Hessian (straw mat) and keep them moist until the soil is put back.

You must get advice if you need to prune the roots. If you need service trenches within the guidelines outlined above, thrust boring a hole may provide an acceptable solution. The borehole must be small in diameter and as deep as possible. Or, you may dig a trench within one metre of the tree and make a tunnel underneath the tree, preferably at least 7.5centimetres deep, for a sleeve to pass through to protect the service.

If work need to be done to trees, a qualified tree surgeon must carry out all work to the standards set out in BS3998: 1989: Tree Work. You must get a list of approved contractors from us.

If you need to erect scaffolding next to trees on a street, and this will involve tying back or pruning branches, you must contact our Arboricultural Officer, Leisure Services, on **020 7974 1591**.

Our contractors will carry out any work needed and charge the building contractors for doing so.

If you need to treat the outside of buildings with chemicals, you must protect any nearby trees with a waterproof curtain.
If trees either on the street or on our land are likely to be affected, you must get advice and guidance from the Arboricultural Officer (**020 7974 1591)** as soon as possible.

For trees on private land, contact the Trees Officer **(020 7974 6374)**.

7.5 Filling Vaults

Sealing vaults under the highway without filling them first is not only an offence but also very dangerous.

Proposals to abandon or carry out structural alterations must be approved by Highways Management, and you must get an opening licence to excavate the highway.

In general, before you fill a vault you must:

a. Thoroughly clear the vault of all existing hardcore and debris, and all materials that can rot such as timber, paper, bags, vegetable matter or other rubbish;

b. Break down the crowns of the arches and any coal chutes, and fill the vault with approved material (proposals for bricking up openings in the headwall must be approved by Highways Management); and

c. Inform Highways Management, in writing, three days before you start any work.

7.6 Gullies and Sewers

Under no circumstances must you put mortar, plaster or concrete in any drains, sewers or gullies during building work. If there is an accident, contact Highways Management.

Highways Management
Culture and Environment Directorate
Town Hall
Argyle Street
London
WC1H 8EQ

Phone: **020 7974 5959**
Fax: **020 7974 5585**
E-mail: **highwaysmanagement@camden.gov.uk**

If proposals include new sewer connections or you have any technical questions about sewers, you must contact Highways Management. Planning permission and building regulations approval do not give you permission to open up the highway or connect to the public sewer.

7.7 Lighting

You must make sure that:

a. Any lighting on the site provides enough security and safety;

b. Lighting does not cause a nuisance for people living nearby; and

c. Security cameras cannot see into residential properties.

7.8 Building Regulations

If you want to put up a new building, extend or alter an existing building, or change the use of an existing building, the building regulations will probably apply so you must contact our Building Control service (at least 48 hours before you start work and at least five days before you move in (if the building work is not completed), or not more than five days after the work has been completed).

Building Control officers may also ask to check the building work at other stages to make sure the work meets the building acts and building regulations.

If you have any enquiries, please contact:

Building Control
Culture and Environment Directorate
Camden Town Hall
Argyle Street
London
WC1H 8EQ

Phone: **020 7974 6941**
Fax: **020 7974 5603**
E-mail: **building.control@camden.gov.uk**

You can get application forms for building notices and full plans from the Culture and Environment Directorate, 5th Floor Reception, at the address above, or from our website at **www.camden.gov.uk/buildingcontrol.**

7.9 Fly-posting, graffiti, drug related litter

These are very important matters for residents, and we provide a high-quality service to reduce the effects they have on our communities. You must take measures to reduce these problems by:

a. Providing slatted hoardings to prevent fly-posting;

b. Providing graffiti resistant surfaces where possible;

c. Reducing secluded areas where antisocial behaviour can take place; and

d. Providing enough resources to make sure graffiti and fly-posting are removed as quickly as possible.

Our Culture and Environment Directorate can advise you on best practice, and make arrangements to remove fly-posting, graffiti and drug-related litter.

Street Environment Services
Customer Services Manager
3-5 Cressy Road
London
NW3 2ND

Phone: 020-7974 6914/5
Fax: 020-7974 3153
Time for telephone: Mon-Fri 09.00-17.00.

Website: www.camden.gov.uk/waste

8. Who to contact

General

London Borough of Camden
Culture and Environment Directorate
Camden Town Hall
Argyle Street
London
WC1H 8EQ
www.camden.gov.uk

Phone: 020 7974 5613

In Person

Personal callers must go to the 5th Floor Reception, Argyle Street, for:
(Opening hours: Monday to Friday 9am to 5pm; Thursdays 9am to 7pm)

a. Building regulation application forms,

b. Complaint forms and facilities for making complaints,

c. Food, health and safety,

d. Hoarding and scaffolding licences application forms,

e. Skip licence application forms,

f. Noise pollution, and

g. Planning advice and planning registers.

Phone Numbers

Duty planning officer: 020 7974 1911

Technical advice for:

a. Excavations, fencing and filling vault;

b. Crossovers, gantries, hoists, site huts, hoardings and rubbish chutes;

c. Scaffolding, shoring and skips;

d. Gullies;

e. Cranes and aerial platforms;

f. Pedestrian routes, road closures and temporary traffic amendments; and

g. Lighting.

Highways Management

General enquiries: 020 7974 6956
Building licences (Scaffolds/skips/materials/hoarding/gantries etc) 020 7974 6956
Street Works Licences 020 7974 2442
Temporary Traffic Orders 020 7974 5959
Crane operations 020 7974 5959

Parking Bays and Meters

NCP Ltd (South)
13-15 Guilford Street
London
WC1N 1DW
Phone: 020 7974 8116
Fax: 020 7974 8115

NCP Ltd (North)
7-9 Crowndale Road
London
NW1 1TU
Phone: 020 7974 8081
Fax: 020 7974 6255

Trees

Phone: 020 7974 1591, for trees on street; and
020 7974 6374, for trees on private land**.**

Environmental Health Team

Dust prevention, noise, vibration, pest control, smoke and fumes:

Phone: 020 7974 2090
Email: **env.health@camden.gov.uk**

Street Environment

Street cleansing, waste management and commercial waste:

Phone: 020 7974 6914/5
Textlink: 020 7974 6866
E-mail: **street.environment@camden.gov.uk**

Building Control

Phone: 020 7974 6941
Fax: 020 7974 5603
E-mail: **building.control@camden.gov.uk**
Website: **www.camden.gov.uk/buildingcontrol**

Health and Safety Team

Phone: 020 7974 3367
E-mail: **licensing.safety@camden.gov.uk**

Produced by the London Borough of Camden's Culture and Environment Directorate in January 2008.

POWERS Mark

From: Ali Mussani <ali@dewood.co.uk>
Sent: 23 May 2016 20:05
To: POWERS Mark
Subject: Fw: Payment Received 53936

FYI

Rgds

Ali Mussani
Mobile 07712-563254

-------- Original message --------
From: Mohamed Lalji <mnlalji@yahoo.co.uk>
Date: 23/05/2016 19:57 (GMT+00:00)
To: Ali Musani <ali@dewood.co.uk>, Amin Merali <aminmerali@googlemail.com>, Ali Mohamed Email <alimohamedlondon@gmail.com>, Work <mnlaljiworks@yahoo.co.uk>
Subject: Fw: Payment Received 53936

Trust in God, I do, Mohamed Lalji. 07961 371 001

On Monday, 23 May 2016, 19:53, "registration@ccscheme.org.uk" <registration@ccscheme.org.uk> wrote:

Dear Mr Lalji

RE: 325 KENTISH TOWN ROAD

Your payment of £270.00 for the above project was successful.

Your application will be processed in the next 1-5 days and a paid VAT invoice will follow by email. If you require a pro-forma invoice, please contact the office stating your order number: 53936

If you would like more information, please either contact the Considerate Constructors Scheme on 0800 783 1423, reply to this email, or visit our website www.ccscheme.org.uk

The Considerate Constructors Scheme

Considerate Constructors Scheme
PO Box 75, Ware, Herts, SG12 0YX
Tel: 0800 783 1423 / 01920 485959
Fax: 01920 485958
www.ccscheme.org.uk

Please consider the environment before printing this e-mail

Appendix E – CONSTRUCTION NOISE ASSESSMENT

Report

27th June 2016

TEMPLE

LEADERS IN ENVIRONMENT, PLANNING & SUSTAINABILITY.

Report for – Systra
325 Kentish Town Road
Construction Noise Assessment
Draft

Document Version Control

Version	Date	Author	Reviewed by	Reviewed and Approved by
1	23/06/16	Chris McCollin	John Fisk	Dani Fiumicelli

Report for:

Mark Power

Systra

7th Floor, 15 Old Bailey,

London,

EC4M 7EF

Main Contributors:

Chris McCollin

James Bell

Keir Hannan

Copy to

Contents

Appendices

1.0 Introduction

Temple Group has been appointed to undertake a construction noise assessment report for Systra for roof and rear extension works at 325 Kentish Town Road, London NW5 2TJ.

The local authority (London Borough of Camden) has requested that the noise report addresses four aspects of noise at the site, as follows:

- Results of an ambient noise and vibration survey (in the absence of construction noise).
- Plant noise predictions for the phased works programme.
- Methods to minimise noise and vibration.
- Strategy including suitable locations on a map for monitoring noise and vibration during the works.

Temple has undertaken a baseline noise and vibration survey at locations on site representative of the nearest residential receptors.

The noise assessment has predicted noise and vibration levels at representative noise sensitive receptors from construction activities using the calculation procedure and information set out in BS 5228-1 and BS 5228-2: 2009 +A1:2014.

This report details methodology and results from the noise survey, construction noise and vibration predictions and assessment, proposals to minimise noise and vibration and a discussion of noise and vibration monitoring.

2.0 Requirements & Noise Guidance and Standards Used

2.1 Requirements

Systra Ltd have prepared a Construction Management Plan (CMP) on behalf of their client for the site located at 325 Kentish Town Road, London NW5 2TJ (the Site) in the London Borough of Camden (LBC).

To supplement to the construction management plan, LBC have requested that a noise report is submitted detailing the following [1]:

- Ambient noise/vibration survey
- Plant noise predications for phased works
- Methods to minimise noise and vibration
- Map identifying noise monitoring locations during works

The London Borough of Camden have a Guide for Contractors Working in Camden, which is appended to the CMP. This contains guidance on control of noise and vibration from construction sites. Along with best practicable means guidance similar to that in BS5228 (see below), this guidance includes controlling working hours to the following:

- Monday to Friday – 8am to 6pm
- Saturday – 8am to 1pm
- Sundays and Bank Holidays – no noisy work

In addition, the construction management plan includes the following requirements:

- "Permissible noise levels generated in respect of external airborne noise shall not exceed 75 dB $L_{Aeq\ 10\ hour}$ every Monday to Friday and 75 dB $L_{Aeq\ 5\ hour}$ every Saturday at 1 metre to the nearest noise sensitive façade."
- "measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms^{-1} PPV for potential disturbance in residential and using a suggested trigger criteria of 2mms^{-1} for commercial"

2.2 Consultation with LBC

LBC were emailed on 15th June 2016 to clarify the survey and assessment methodology and if there are any particular noise sensitive receptors in the vicinity. No particular noise sensitive receptors were identified; however the following reply was received from the EHO on 16th June 2016:

The ambient noise/vibration methodology is acceptable.

The consultant is also reminded the report shall include the following:

- *Plant noise and vibration prediction analysis – refer to BS5228*

[1] In an email dated 9/6/216 from Ayesha Ali-Khan, Planner at LBC

- *Noise and vibration limits to protect sensitive receptors. Please note the following:*
  - The contractor attention is also drawn to the following: Permissible noise levels generated in respect of external airborne noise shall not exceed 75 dB $L_{Aeq\ 10\ hour}$ every Monday to Friday and 75 dB $L_{Aeq\ 5\ hour}$ every Saturday at 1 metre to the nearest noise sensitive façade.

  or
  - *Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.*

  Vibration:
  - *In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms¹⁻ PPV for potential disturbance in residential and using a suggested trigger criteria of 2mms¹⁻ for commercial). Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.*

State noise and vibration mitigating measures

A noise and vibration monitoring strategy – based on a background noise survey

Continual review of BPM (best practicable means) in accordance with section 72 of Control of Pollution Act 1974

2.3 Guidance and Standards

The relevant British standards and existing guidance documents used in this noise assessment are as follows.

2.3.1 British Standard 5228 parts 1 and 2

British Standard 5228 is the current statutorily approved code of practice which serves as a guide to the evaluation and mitigation of noise and vibration impacts during construction activities. It provides example construction noise criteria for significant effects. The Standard provides good practice guidance "Best Practicable Means" to minimising the adverse effects of construction noise and vibration.

BS 5228:1 Annex E provides example criteria for the assessment of the significance of noise effects:

"Noise from construction and demolition sites should not exceed the level at which conversation in the nearest building would be difficult with the windows shut. The noise can be measured with a simple sound level meter, as we hear it, in A-weighted decibels (dB(A))– see note below. Noise levels, between say 07.00 and 19.00 hours, outside the nearest window of the occupied room closest to the site boundary should not exceed:

• 75 decibels (dBA) in urban areas near main roads in heavy industrial areas"

BS 5228-1 also provides data for different types of noise sources and methods for calculating noise produced by construction sites. The calculations use sound power levels and then use standard distance attenuation calculations, barrier attenuations, percentage on time corrections to assess the noise level at a specified receptor.

British Standard 5228 Part 2 (BS 5228-2) gives recommendations for basic methods of vibration control relating to construction and open site where activities/operations generate significant vibration levels. **Table 1** taken from BS 5228-2 provides guidance on the human response to vibration in terms of Peak Particle Velocity (PPV).

Table 1 – Guidance on effects of vibration levels

Vibration Level (PPV)	Effect
0.14 $mm.s^{-1}$	Vibration might be just perceptible in the most sensitive situations for most vibration frequences associated with construction. At lower frequencies, people are less sensitive to vibration.
0.3 $mm.s^{-1}$	Vibration might be just perceptible in residential environments.
1.0 $mm.s^{-1}$	It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents.
10 $mm.s^{-1}$	Vibration is likely to be intolerable for any more than a very brief exposure to this level.

2.3.1 British Standard 7445 – Description and Measurement of Environmental Noise

Part 1: Guide to Quantities and Procedures

British Standard 7445 Part 1 (BS 7455-1)[2] defines the basic quantities to be used for the description of noise in community environments and describes basic procedures for the determination of these quantities.

The methods and procedures described in this British Standard are intended to be applicable to sounds from all sources, individually and in combination, which contribute to the total noise at a site.

Part 2: Guide to the Acquisition of Data Pertinent to Land Use

British Standard 7445 Part 2 (BS 7455-2)[3] describes methods for the acquisition of data which provide descriptors that enable:

a) a description of the environmental noise in a specified area of land to be made in a uniform way;
b) the compatibility of any land use activity or projected activity to be assessed with respect to existing or predicted noise.

[2]British Standards Institute (BSI), (1991): 'BS 7445 – Description and Measurement of Environmental Noise. Part 1: Guide to Quantities and Procedures'. BSI, London.

[3]British Standards Institute (BSI), (1991): 'BS 7445 – Description and Measurement of Environmental Noise. Part 2: Guide to the Acquisition of Data Pertinent to Land Use'. BSI, London.

Using the data as a basis, authorities may establish a system for selecting the appropriate land use, as far as levels of noise are concerned, for a specified area, or the sources of noise - existing or planned - which are acceptable with respect to land use, existing or planned.

3.0 Existing Site, Surroundings and Proposals

3.1 325 Kentish Town Road Worksite

This worksite is located at 325 Kentish Town Road within the London Borough of Camden. The rectangular site is a three story terrace building. The front of the building faces east onto Kentish Town Road and the rear facing west leading onto York Mews. 25m north of the site is the entrance to Kentish Town Underground Station across the road. In the two adjacent buildings on the first floor there are two restaurant/coffee shops.

3.2 Local Receptors

The worksite is situated in a roughly equal mixture of residential and commercial properties. The commercial areas are predominately on the ground floor of the terrace housing.

The nearest sensitive receptors were identified as being the windows of front and rear of the adjacent residential properties on Kentish Town Road.

3.3 Proposals

The proposed development will comprise the extension of the ground floor retail space to provide a café, a three storey extension to the rear of the site and a single storey extension to the from to provide a total of four apartments, one with three bedrooms and three with one bedroom.

Minimal demolition works are proposed as a result of the development, the construction program is as follows:

- strip out phase : ending May 2016
- main construction phase: ending October 2016
- fit out phase: ending December 2016

4.0 Baseline noise and Vibration Survey

4.1 Survey Methodology

Noise measurements were undertaken on 15th June 2016 at two locations, 15 minutes per location over three consecutive hours during a normal working day. Additional measurements at MP1 were carried out on the 16th in order to measure existing sound levels without the presence of a neighbouring extractor fan which it is understood operates from 10am on weekdays.

The first measurement position (**MP1**) was at the rear of the property (see **Figure 1**and **Figure 3** in **Appendix I**). The second position (**MP2**) was at the front of the property opposite Kentish Town Road (see **Figure 1**and **Figure 4** in **Appendix I**).

The $L_{Aeq,T}$, $L_{AFmax,T}$ and $L_{A90,T}$ sound pressure levels were measured continuously during the survey. Measurements were logged every 15 minutes. The microphone was positioned at 1.5m height above the local ground level and considered to be a façade measurement at both positions.

Vibration measurements were carried out simultaneously at each monitoring position. Measurements were taken using a Vibra+. The tri-axial Vibra geophone sensor recorded Peak Particle Velocity (PPV) over a 15 minute period with 15 second intervals for general works.

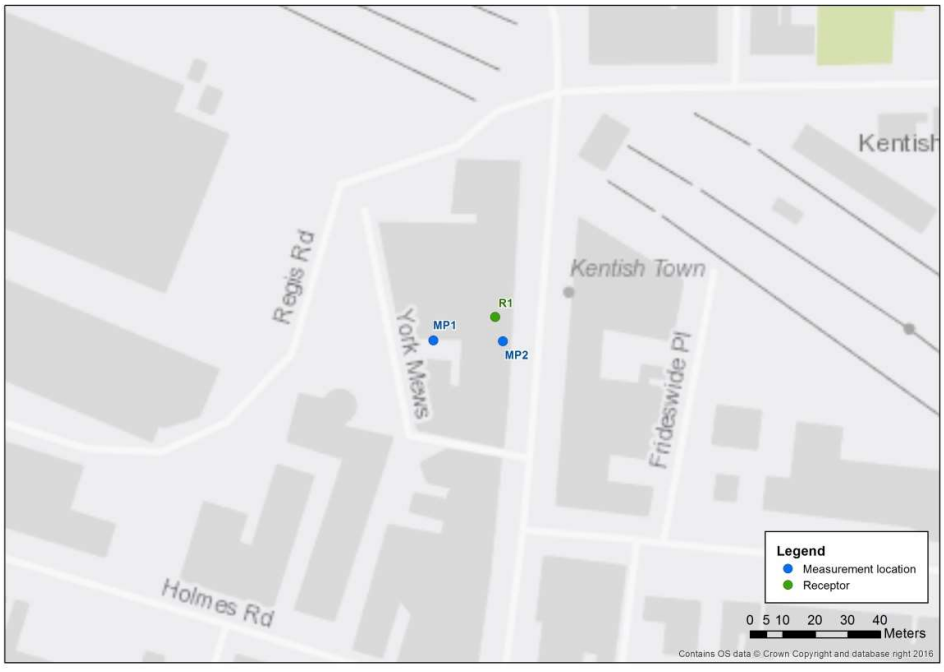

Figure 1–Site plan and attended noise measurement locations

The equipment used is detailed in **Table 2**. Measurement systems were calibrated before and after the measurements, no variation occurred. Measurements have been carried out in accordance with BS 7445-2. Certificates of periodic verification of the equipment traceable to national and international standards within the last two years for sound level meters and one year for the sound calibrators are available upon request.

Table 2- Survey Equipment

Manufacture	Item	Type	Serial Number
RION	Calibrator	NC-74	34773047
Profound	Vibration meter	Vibra+	01459
RION	Sound Level Meter	NA-28	01170653

The weather conditions during the first day of the survey were dry and calm with light winds. Wind speeds were below the recommended maximum limits of 5m/s (as checked using an anemometer).

The weather conditions during the second day of the survey were similarly dry and calm but heavy precipitation started after the first measurement so no further measurements were undertaken.

4.2 Survey Results

Survey Observations

Measurement Position 1 (MP1)

MP1 was located at the rear of the residential properties. An external fan at the rear was the dominant source throughout this position. The survey was repeated the following day when it was expected that the fan would not be operational. One measurement was carried out before there was heavy precipitation.

Other contributing noise at this location was domestic noise, people in the street and frequent aircraft noise.

There was no perceptible vibration from the existing ambient environment at this location.

Measurement Position 2 (MP2)

MP2 was 1m from the façade of the front of the site, away from the main footpath area. The main source of noise came from Kentish town road.

Other contributing noise sources at this location were the two restaurants either side of the site, one of which had an outside eating area on the footpath, two bus stops located approximately 25 metres away from MP2, domestic noise, pedestrians and aircraft noise.

There was no perceptible vibration from the existing ambient environment at this location.

Noise Results

Presented within **Table 3** and **Table 4** are the results of the measured daytime noise levels. The noise levels presented are considered to be representative of façade levels at both measurement positions.

Table 3 -Measured daytime noise levels at MP1

Date	Time	$L_{Aeq,15mins}$ (dB)	$L_{Amax,15mins}$ (dB)	$L_{A90,15mins}$ (dB)
15/06/2016	13:41	59.3	74.8	57.9
	14:20	58.8	77.4	57.1
	15:00	58.9	71.8	57.6
16/06/2016	08:30	48.2	66.3	45.7

Table 4- Measured daytime noise levels at MP2

Date	Time	$L_{Aeq,15mins}$ (dB)	$L_{Amax,15mins}$ (dB)	$L_{A90,15mins}$ (dB)
15/06/2016	13:59	72.0	95.1	62.8
	14:40	70.0	84.4	62.4
	15:17	70.3	82.4	63.6

It should be noted that the baseline noise survey results at MP1 (at the rear of the property) undertaken on the 15th are considered to be typical of those during the majority of the working hours from 10am, during which particularly noisy works are to be used.

Vibration Results

Presented within **Table 5** and **Table 6** are the results of the measured daytime vibration levels. Presented is the peak particle velocity (PPV) measured during the 15 minute measurement period in three axes.

Table 5 - Measured daytime vibration levels at MP1

Date	Time	Peak Particle Velocity (PPV) (mm/s)		
		X Axis	Y Axis	Z Axis
15/06/2016	13:35 – 13:54	0.16	0.06	0.16
	14:17 – 14:36	0.05	0.05	0.18
	14:56 – 15:11	0.04	0.05	0.20

Table 6- Measured daytime vibration levels at MP2

Date	Time	Peak Particle Velocity (PPV) (mm/s)		
		X Axis	Y Axis	Z Axis
15/06/2016	13:59 – 14:14	0.07	0.14	0.33
	14:39 – 14:53	0.06	0.12	0.26
	15:16 – 15:31	0.07	0.15	0.34

Existing vibration was not perceptible to the surveyor on site however peak vibration levels exceeded the 0.3mm/s BS5228-2 describes as “might be just perceptible in residential environments.”

5.0 Construction Noise and Vibration Assessment

5.1 Assumptions

The following assumptions have been made to predict noise levels from the construction operations:

- plant sound pressure levels at 10m have been referenced from BS5228 or manufacturers data;
- percentage usages of plant items have been determined through discussions with the site manager;
- hard ground has been assumed;
- mitigation has been applied to plant where appropriate using BPM; and
- all noise predictions have been made at a point 1m in front of the most exposed window (1st floor window on rear facade of adjacent residential building) and are representative of façade levels.

5.2 Activity Programme

Table 7 below shows the programme for works during core hours.

Table 7 – Activity Programme

Activity	Start Date	End Date
Roof Extension	June 2016	November 2016
Breaking Rear	Jun 2016	For approx. 1 week
Rear Extension	November 2016	February 2017
Internal Fit Out	November 2016	February 2017

5.3 Plant and Equipment during Core Hours

Table 8 below shows the mechanical plant and assumed noise levels for works during core hours

Table 8– Plant List

Plant	Quantity	BS 5228 or other Ref for Spectrum	L_{Aeq} @ 10m (dB)	% on time	Period
Electric Drills	2	Data Sheet	73	40	08:00 to 18:00
Hand Tools	1	C.1.19	69	40	08:00 to 18:00
Delivery/Removal Lorry	1	C.1.10	77	10	10:00 to 18:00
Forklift	1	C.4.55	70	10	10:00 to 15:00
Kango Breaker	1	C.1.6	83	40	10:00 to 15:00

5.4 Predicted Noise Levels

The predicted noise levels for each activity at the nearest receptor are set out in **Table 9.** The distance of the specified receptor to the plant items are included in the table.

Table 9– Predicted noise levels

Activity	Start Date	End Date	Plant	L_{Aeq} @ 10m dB	Qty	% On-Time operational during hours	Hours	% On-Time (10hr)	Correction to $L_{Aeq,10h}$, dB	Activity Laeq(10h), dB	Distance from Nearest Receptor (m)	Distance Attenuation, dB	Screening Attenuation, dB	Resultant $L_{Aeq,10hr}$ at receptor (plant only) (façade level 1m), dB	Resultant $L_{Aeq,10hr}$ at receptor (activity)
Activity 1 - Roof Extension	01/06/2016	01/11/2016	Electric Drills	73	2	40	10	40	-4	72	5	6	-10	71	72
			Hand tools	69	1	40	10	40	-4	65	5	6	-10	64	
			Delivery/Removal Lorry	77	1	10	8	8	-11	66	15	-4	-10	55	
			Forklift	70	1	10	5	5	-13	57	15	-4	-10	46	
Activilty 2- Kango Breaking Rear	TBC	TBC	Kango Breaker	83	1	40	5	20	-7	76	10	0	-10	69	69
Activity 3- Rear Extention	01/11/2016	01/02/2017	Electric Drills	73	2	40	10	40	-4	72	10	0	-10	65	67
			Hand tools	69	1	40	10	40	-4	65	10	0	-10	58	
			Delivery/Removal Lorry	77	1	10	8	8	-11	66	10	0	-10	59	
			Forklift	70	1	10	5	5	-13	57	10	0	-10	50	
Activity 4 - Internal Fit Out	01/11/2016	01/02/2017	Power tools*	75	2	40	10	40	-4	74	5	6	-20	63	64
			Hand tools*	69	1	40	10	40	-4	65	5	6	-20	54	
			Delivery/Removal Lorry	77	1	10	8	8	-11	66	15	-4	-10	55	
			Forklift	70	1	10	5	5	-13	57	15	-4	-10	46	

* Internal, so -20dB attenuation assumed.

5.5 Noise assessment

The predicted noise levels presented in table 9 above are below the threshold noise level set by Camden of 75dB.

In order to further minimise potential noise impacts, however, particular regard should be made to mitigating noise from drills and hand tools when working in direct line of site of the rear windows on the rear extension (screening is assumed in the calculations, as described in the CMP) and mitigating noise from the breaker.

5.6 Vibration assessment

Of the activities listed above, only breaking has the potential to lead to noticeable levels of vibration. BS5228 part 2 does not include historic vibration data for breaking activities or a calculation method for predicting levels. A Crossrail learning legacy document[4] includes vibration data for breakers mounted on excavators as presented in Table 10 below. It should be noted that the Kango breaker will likely induce lower vibration levels than this, but they can be used as an indicator of the worst case.

Table 10 – Crossrail vibration data - breakers

Plant	Measurement Distance from Source			
	3.1m	5.8m	7.6m	11.3m
	Level of vibration measured at the nearest point in MacMillan House (the Basement) (mms^{-1})			
3t Excavator + Breaker	2.86	-	-	0.14
8t Excavator + Breaker	12.54	0.96	0.48	0.39
13t Excavator + Breaker	-	2.03	0.51	-
20t Excavator + Breaker	-	7.91	2.37	-

The breakers will be operating in the rear of the site, approximately 10m to 15m from the nearest residential receptor. The data in Table 10 indicate that vibration levels from breakers will be well below the 1mm/s threshold level which indicates the potential for complaints.

[4] http://learninglegacy.crossrail.co.uk/documents/vibration-management-and-listed-buildings/

6.0 Methods to Minimise Noise and Vibration

The construction management plan includes various steps to minimise noise and vibration including the control of working hours, for example deliveries will be limited to between 10:00 and 15:00 and the use of the noisiest equipment (breakers) will be limited to 10:00 to 18:00 when ambient noise levels are highest, and receptor sensitivity is likely to be lowest.

The use of additional screening is recommended where drills and hand tools are likely to be operated for long periods of a day and in direct line of site of the nearest residential windows; this is more likely to be the case during construction of the rear extension. The material to be used for barriers should be of a surface mass density of 10 Kg/m^2 with no holes or gaps and placed to interrupt the line of site between the source and receiver.

No further mitigation is proposed to control vibration based on the above assessment

7.0 Compliance Monitoring

The London Borough of Camden have requested details of appropriate noise and vibration monitoring and monitoring locations.

It should be noted that we would not usually recommend noise monitoring for a site of this size unless complaints have been received, due to the relatively small size of construction site and short duration of noisy activities (such as the breaking). However further to LBCs request below are some recommended monitoring details should monitoring be required.

7.1 Attended monitoring

Attended monitoring would be most appropriate for this site. The use of attended monitoring for specific noisy activities enables verification of predictions and demonstration that noise level threshold requirements can be met for specific activities. It also allows attended verification of the use of BPM measures and recommendations of further improvements to BPM measures.

The monitoring would involve repeated 15 minute measurements during the start of the breaking activity and during a typical day of building the extension when drills and hand tools will be in use. The monitoring location would be as close ot the rear window of the first floor of the adjacent building as is practicable and is illustrated on the plan in figure 2.

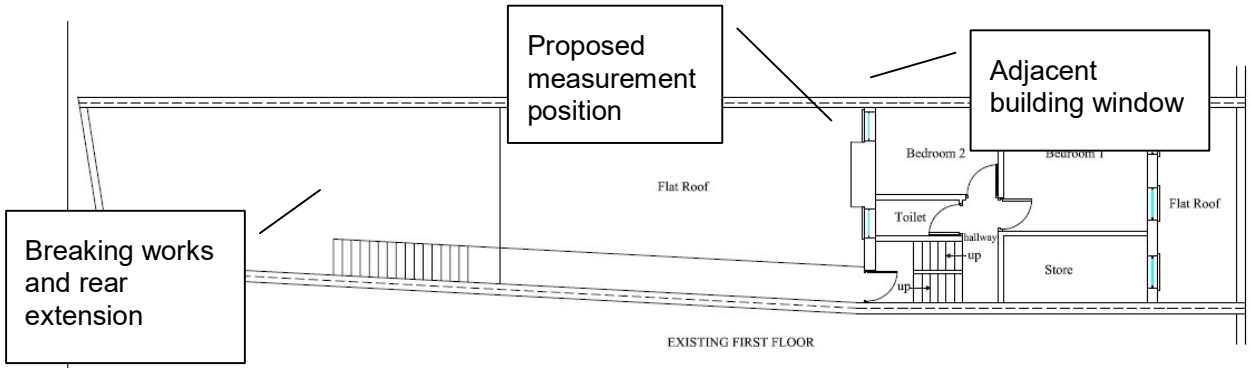

Figure 2–Site plan and proposed construction monitoring position

7.2 Unattended monitoring

Unattended monitoring can be set up to monitoring continuously during the whole construction period at the proposed position in figure 2, however as discussed above, this is unlikely to be required as a best practicable means for minimising noise, as the financial cost to run a monitoring system is likely to be unreasonable for a site of this size, hence not proving to be practicable. If required by the local authority, this should be supplemented by attended monitoring anyway to help monitor compliance with BPM.

7.3 Vibration monitoring

Attended vibration monitoring is not recommended as predicted vibration levels are well below those which are likely to cause complaints. However should vibration monitoring be required, this should be using an triaxial accelerometer located as close to the receptor as practicable (around the position indicated in Figure 2) and mounted on the building to be as representative of the

receptor as practicable. This can be completed during the first use of the breaking works as an attended measurement to ensure that these works are likely to be inducing vibration at the receptor below 1mm/s and potentially below existing ambient vibration levels.

8.0 Conclusion

Temple Group has been appointed to undertake a construction noise assessment report for roof and rear extension works at 325 Kentish Town Road, London NW5 2TJ.

The report presents the following:

- Results of an ambient noise and vibration survey (in the absence of construction noise).
- Plant noise predictions for the phased works programme.
- Methods to minimise noise and vibration.
- Strategy including suitable locations on a map for monitoring noise and vibration during the works.

Existing noise levels at the front facade are approximately L_{Aeq} 70 dB due to road traffic and L_{Aeq} 59dB at the rear facade due to the presence of a kitchen extract fan at a neighbouring property.

Existing vibration was not perceptible to the surveyor on site however peak vibration levels exceeded the 0.3mm/s BS5228-2 describes as “might be just perceptible in residential environments.”

The predicted noise levels presented are below the threshold noise level set by Camden of $L_{Aeq,10hr}$ 75dB.

In order to further minimise potential noise impacts, however, particular regard should be made to mitigating noise from drills and hand tools when working in direct line of site of the rear windows on the rear extension (screening is assumed in the calculations, as described in the CMP) and mitigating noise from the breaker through limiting on time and screening.

The requirement for monitoring is discussed, and is not usually recommended for a relatively small site such as this. Attended monitoring would, however, be most appropriate for the site at the start of noisy works such as the start of the breaking activity and during a typical day of building the extension when drills and hand tools will be in use.

Appendix I- Survey Photos

Figure 3– Measurement Position 1

Figure 4– Measurement Position 2

Temple Group Ltd
Devon House
58-60 St Katharine's Way
London E1W 1LB

Tel: +44 (0) 20 7394 3700
Fax: +44 (0) 20 7394 7871

www.templegroup.co.uk

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Abu Dhabi
AS Business Centre, First Floor, Suites 201-213,
Al Ain Road, Umm al Nar, P.O. Box 129865,
Abu Dhabi, UAE
T: +971 2 558 3809 F: +971 2 558 9961

Birmingham
Second Floor, 37a Waterloo Street
Birmingham B2 5TJ United Kingdom
T: +44 (0)121 233 7680 F: +44 (0)121 233 7681

Dublin
1st Floor, 12/13 Exchange Place,
Custom House Docks, IFSC, Dublin 1 Ireland
T: +353 (0)1 542 6000 F: +353 (0)1 542 6001

Edinburgh
Prospect House, 5 Thistle Street, Edinburgh EH2 1DF
United Kingdom
T: +44 (0)131 220 6966

Glasgow
Seventh Floor, 78 St Vincent Street
Glasgow G2 5UB United Kingdom
T: +44 (0)141 225 4400

Lille
86 Boulevard Carnot, 59000 Lille, France
T: +33 (0)3 74 07 00 F: +33 (0)1 53 17 36 01

London
Seventh Floor, 15 Old Bailey
London EC4M 7EF United Kingdom
T: +44 (0)20 7529 6500 F: +44 (0)20 3427 6274

Lyon
11, rue de la République, 69001 Lyon, France
T: +33 (0)4 72 10 29 29 F: +33 (0)4 72 10 29 28

Manchester
25th Floor, City Tower, Piccadilly Plaza
Manchester M1 4BT United Kingdom
T: +44 (0)161 236 0282 F: +44 (0)161 236 0095

Marseille
76, rue de la République, 13002 Marseille, France
T: +33 (0)4 91 37 35 15 F: +33 (0)4 91 91 90 14

Newcastle
PO Box 438, Newcastle upon Tyne, NE3 9BT
United Kingdom
T: +44 (0)191 2136157

Paris
72 rue Henry Farman, 75015 Paris, France
T: +33 (0)1 53 17 36 00 F: +33 (0)1 53 17 36 01

Woking
Dukes Court, Duke Street
Woking, Surrey GU21 5BH United Kingdom
T: +44 (0)1483 728051 F: +44 (0)1483 755207

Hong Kong
14th Floor West, Warwick House, TaiKoo Place,
979 King's Road, Island East, Hong Kong
T: +852 2529 7037 F: +852 2527 8490

Shenzhen
Room 905, Excellence Mansion, No.98, No.1 Fuhua Road,
Futian Central Zone, Shenzhen, PRC, Post Code：518048
T：+86 755 3336 1898 F：+86 755 3336 2060

Shenzhen - Beijing Branch Office
Room 1503, Block C, He Qiao Mansion, No. 8 Guanghua Road,
Chaoyang District, Beijing, PRC, Post Code：100026
T：+86 10 8557 0116 F：+86 10 8557 0126

Beijing Joint Venture
Room 1507, Main Building, No. 60, Nan Li Shi Road,
Xi Cheng District, Beijing, PRC, Post Code：100045
T：+86 10 8807 3718 F：+86 10 6804 3744

Mumbai
Antriksh, Unit no. 301, 3rd Floor, CTS Nos.
773, 773/1 to 7, Makwana Road, Marol, Andheri East ,
Mumbai 400069
T: +91 22 2647 3134
B 307, Great Eastern Summit Sector - 15, CBD Belapur Navi
Mumbai - 400 614
T: +91 22 2757 2745

New Delhi
5th Floor Guru Angad Bhawan, 71 Nehru Place, New Delhi
110019
T: +91 11 2641 3310

Noida
3/F, C-131, Sector 2, Noida-201301, U.P.
T: +91 120 432 6999

Singapore
25 Seah Street #04-01 Singapore 188381
T：+65 6227 3252 F：+65 6423 0178

Thailand
37th Floor, Unit F, Payatai Plaza Building,128/404-405 Payathai
Road, Rajthewee, Bangkok 10400, Thailand
T：+662 216 6652 F：+662 216 6651

Vietnam
5/F Perfect Building, Le Thi Hong Gam St, District 1,
Ho Chi Minh City, Vietnam
T：+84 8 3821 7183 F：+84 8 3821 6967

SYSTRA