Construction Management Plan

pro forma v2.3

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
03/02/20	Version 1	**Adrian Kennedy**
13/02/20	Version 2	**Adrian Kennedy**
03/04/20	Version 3	**Adrian Kennedy**
20/04/20	Version 4	**Adrian Kennedy**
27/04/20	Version 5	**Adrian Kennedy**
07/05/20	Version 6	Contractor & site contact details changed

Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version	Document	Produced by
03/02/20	0	Appendix 18.a Vehicle Route Plan	AK
03/02/20	0	Appendix 19.c Swept Path Analysis	AK
03/02/20	0	Appendix 20.a 16 Avenue Road Logistics Plan	AK
03/02/20	0	Appendix 22.a Existing Highway Layout	AK
04/02/20	0	Appendix 28.a Existing Highway Arrangement	AK
04/02/20	0	Appendix 28.b Noise Monitoring Report	EEMC
04/02/20	0	Appendix 29.a Noise Impact Assessment	AK
04/02/20	0	Appendix 33.a Air Quality Risk Assessment	EEMC
04/02/20	0	Appendix 43.a Section 61 Application	EEMC
13.02.20	0	Appendix 44.a Tree Protection Plan	AK
13.02.20	0	Appendix 45.a Site Establishment Plan	AK
13.02.20	0	Appendix 46.a Newsletter/Map/Comment Tracker	AK

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations.

This CMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Community Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

Camden charges a fee for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice.**"

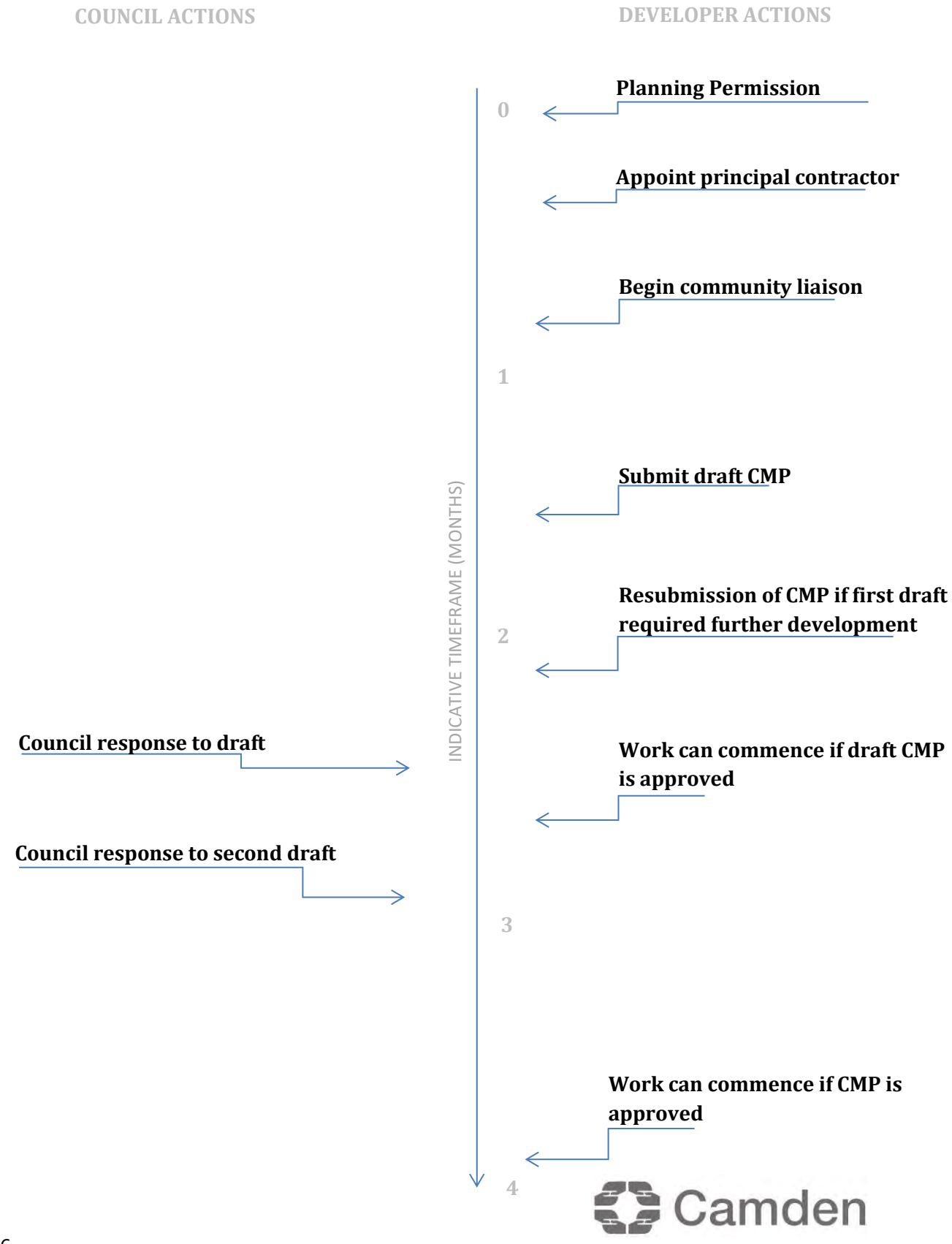
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow

comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
Resubmission of CMP if first draft required further development
2
Council response to draft
Work can commence if draft CMP is approved
Council response to second draft
3
Work can commence if CMP is approved
4

Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: 16 Avenue Road, London, NW8 6BP

Planning reference number to which the CMP applies: 2016/5375/P

2. Please provide contact details for the person responsible for submitting the CMP.

Name: Neil Corbett

Address: Knowles Construction,105 Olympia Mews, London W2 3SA

Email: Neil@Knowles.uk.com

Phone: 07976266509

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Neil Corbett

Address: Knowles Construction,105 Olympia Mews, London W2 3SA ,

Email Neil@Knowles.uk.com

Phone: 07976266509

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of **Community Investment Programme (CIP)**, please provide contact details of the Camden officer responsible.

Name: Neil Corbett

Address: Knowles Construction,105 Olympia Mews, London W2 3SA ,Email

Neil@Knowles.uk.com

Phone: 07976266509

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Knowles Construction

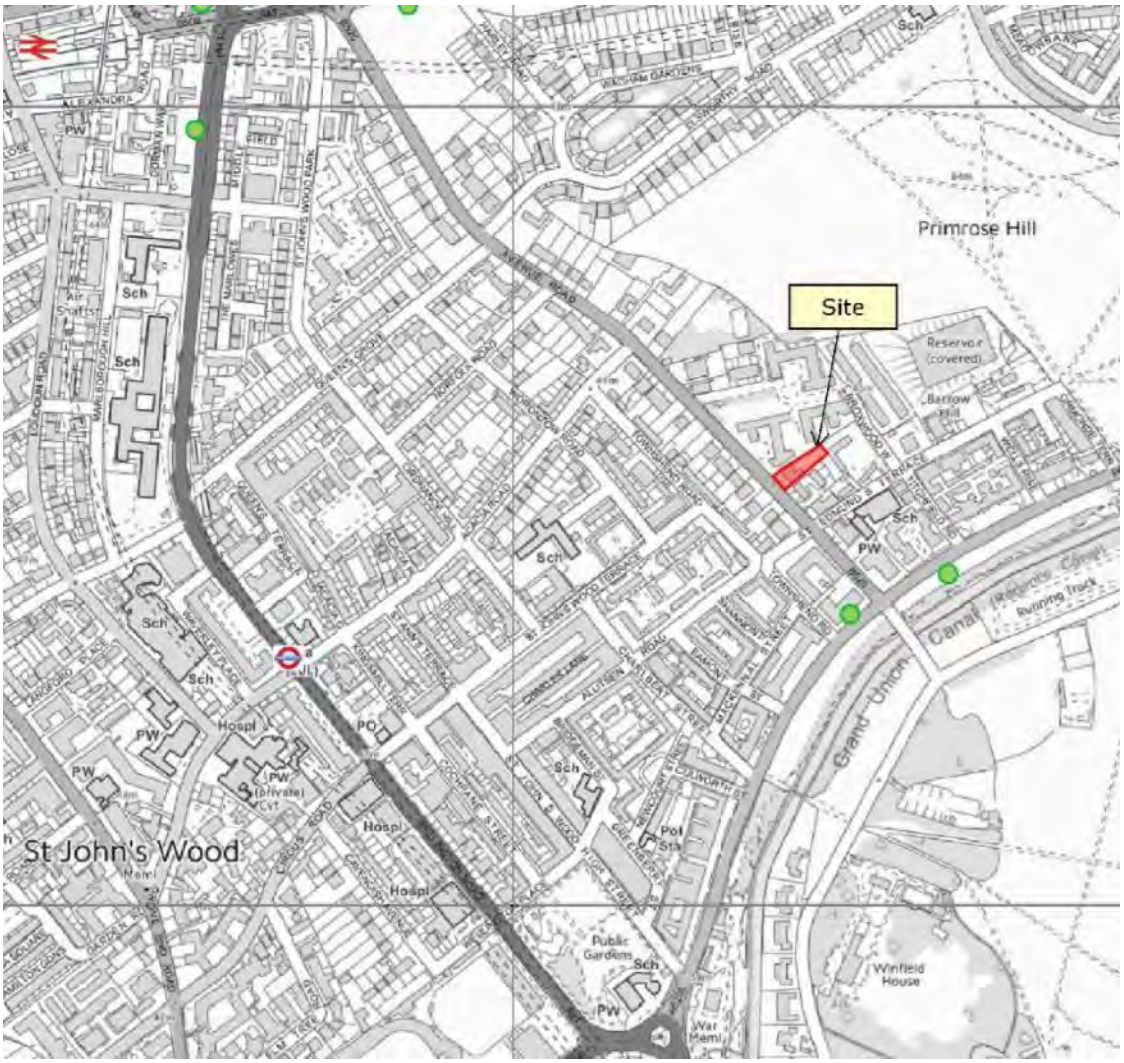
Address: Knowles Construction,105 Olympia Mews, London W2 3SA ,

Email: info@knowles.uk.com

Phone: 0207 313 4169

Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.



The site is located on the Eastern side of Avenue Road and is surrounded to the north, south and west by further residential units. The site is located approximately 320 metres north of the Outer Circle of Regents Park. 800metres east of St John's Wood underground station and 1 kilome tre south of Swiss Cottage Underground Station.
16Avenue Road is a three storey detached house situated on the North side of Avenue Road.

The existing building is a residential property comprising of a small single storey cellar to the south-east of the property, ground, first and second floor. lt is assumed to be of traditional construction comprising of timber floors and roof supported on load bearing masonry.

The existing building is not Listed and is not within a conservation area. lt is located between blocks of flats to the north and south. 40m to the south of property lays a crossroad junction with Avenue Road joining St Edmund's Terrace and Allitsen Road. Broxwood Way lies BOm to the east. Primrose Hill park starts approximately 150m north of the site.

The development proposals comprise of the demolition of the existing property and construction of a new single dwelling with basement level

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The proposed works involve the demolition of the existing property (including the existing basement) and construction of a new basement beneath the footprint of the existing house extending into the front and rear gardens with a second level to the front and middle/rear section of the property. A new three storey building will be constructed above the new basement.

The majority of the basement perimeter walls will be formed using contiguous piles and RC lining walls in front. The contiguous pile and RC wall will resist lateral loads from any soil, hydrostatic and surcharge pressures

High and low level horizontal props designed by the temporary works Engineers will be installed to resist the lateral pressures in the temporary state. The new superstructure will be constructed with load bearing masonry and RC floors. The vertical loads from the superstructure will be transferred by RC beams and slabs to RC walls which are supported on pile caps.

lt is proposed to temporarily retain the existing ground and basement slab to allow a piling rig to access the rear of the site and pile from existing ground floor level. Temporary vertical propping and footings will be installed to support the temporary construction loads.

The primary challenge of the site will be the storage of materials during excavation period and the removal of excavated spoil from the site. There is also potential conflicts with other road users including cyclists due to the cycle lanes located at the immediate frontage of the site.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Please see Appendix 28.A & below:

- Site Set up – 02nd May 2020 to the 01st June 2020 (5 weeks)
- Demolition inc. soft strip – 02nd May 2020 to the 06th June 2020 (7weeks)
- Excavation inc. piling – 07th July 2020 to 21st November 2020 (20 weeks)
- Structural works – 25th November 2020 to the 14th June 2021 (26 weeks)
- Non Structural/Fit out – 15th June 2020 to the 01st March 2022 (35 weeks)

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays (Non-percussive)
- No working on Sundays or Public Holidays

Standard working hours for the Project will be in accordance with Camdens standards:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays
- Noisy works will be subject to 2hours on and 2 hours off:
  - Monday to Friday, 8.00am - 10.00am, 12.00pm – 14.00pm, 16.00pm –18.00pm.
  - Saturday, 10.00am – 12.00pm.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

- 20-44 Avenue Close
- 1-19 Benjamin House
- 14 Avenue Road (E-H)
- 14 Avenue Road (A-D)
- 19,21,23 Avenue Road

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Information regarding the nature of the redevelopment together with indicative programme information and possible logistics strategies were shared with the residents of the addresses below via a newsletter which was issued on the 25th February last. As part of the newsletter, a link was provided to the residents which allowed them access to the draft CMP. A copy of the newsletter, and outline map of residents affected and the list of properties consulted are included in Appendix 46 in this document

- Flat 1,4,5,6,7,8 12 Avenue Road
- 14 A-H Avenue
- Road 15 Avenue
- Road 15A Avenue
- Road
- Flats 1-7 17 Avenue Road
- 19,21,23,25,27,29,31,33,35,37,39,41,43,45,47 Avenue Road
- 26,26A,26B,26C,26D,27,28,28B St Edmund's Terrace
- Cherry Tree House, St Edmund's Terrace
- Saint Christina's School, St Edmund's Terrace
- Handmaids of the Sacred Heart of Jesus, St Edmund's Terrace
- Flats 1-45 Searle House, Cecil Grove
- Flats 1-19 Benjamin House, Cecil Grove

Neighbourhood liaison response summary below:

26B St Edmund's Terrace, London, NW8 7QB	25/02/2020	13/03/2020	Concerned about the nuisance caused by the works during the first week of June due to her Daughter having university exams taking place during the same period	No	Not required: Detailed noise modelling has been carried out, see Appendix 28B. Noisy works will be carried out in working hours noted in the CMP which are in line with Camden's local policy

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

No major adjacent construction works ongoing.

Our site Project Manager, Ian Brennan, will be the Deconstruct Neighbour Liaison representative.

As part of our stakeholder management, we have initially issued a newsletter to identified stakeholders that may be affected by the works. This initial newsletter introduced the team and in particular our initial stakeholder engagement forum that we are proposing in order that our neighbours can meet our team and voice any concerns. We will as the project progresses, address details of upcoming events notified on the regular monthly newsletters. Regular updates will also be posted on the external notice boards of the project.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring.

Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

We note that we are committed to undertaking this project in accordance with the Code of Considerate Practice, and to meet or exceed the CCS requirements. The site has been registered under the CCS and the registration reference number is ***121027***

14. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

Please see above plan of neighbouring buildings. There are no immediate construction works taking place within the immediate vicinity of the proposed development. However there is construction works progressing at 47 Avenue Road. All reasonable efforts will be made to coordinate the scheduling of construction traffic movement with this development or any others as directed by the council.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Knowles Construction

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document and Q18 example response).

As part of our robust pre-qualification procedure, all approved suppliers are required to confirm their accreditation to CLOCS standards prior to being accepted on to our approved supply list.

CLOCS approved operators only will be selected for the 16 Avenue Road Project. Beyond our approved supply chain, at the point of order placement for 16 Avenue Road, up to date CLOCS accreditation certificates will be requested for storage on site.

All vehicles and supplier's vehicles are minimum FORS Silver accredited for vehicles over 3.5t. All drivers of vehicles over 3.5t have undertaken a Safe Urban Driving training and vehicles will be fitted with blind spot minimization equipment and audible left turn alerts.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts. Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

We (Knowles Construction) confirm that we have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and supplier.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

18. **Traffic routing**: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

Please refer to appendix 18.a Vehicle Route Plan.

Prior to commencement of works, all transport and delivery companies will be issued with a Vehicle Route Plan specific to the development. All vehicles which are servicing the development will travel north to south on Avenue Road and enter site through the site entrance gates.

Site will be notified 30 minutes prior to the arrival of the delivery and the Traffic Management team will assume their positions to ensure there is no disruption of traffic as a result of the delivery.

Once the delivery has been completed, the vehicle will leave site through the exit gates and travel in a north to south direction towards Prince Albert Road

b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

As part of the project procurement process, a delivery plan with advisable routes and contact numbers for our traffic management team will be created for issue to suppliers. At the point of order and purchase order creation, the delivery plan will be attached and sent to suppliers for sharing with all drivers planned to visit our site. We have used this method on previous projects within central London and found it to be extremely effective. The traffic management team will be provided with a swathe of leaflets containing the delivery route, these will be reissued to drivers leaving the project as well.

19. **Control of site traffic, particularly at peak hours**: "*Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries"* (P20, 3.4.6)

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.**

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: for major plant and tower crane delivery at start of project only. 1 delivery/week for first 8 weeks. Artics will not enter the site, as noted in 21(a).
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

As the site is located adjacent to a cycle route and in close proximity to various schools all construction traffic will be scheduled between :

0930 – 1530 on Monday to Friday

0800-1300 on Saturdays

16 Avenue Road – Wherever possible deliveries during peak hours will be kept to a minimum.

40yd skips:

- deliveries/week in weeks 2-3.

8 Wheel tipper lorries:

- 10 deliveries/ collections per week in weeks 2-8.
- 12 deliveries/ collections per day in weeks 8-28.

Concrete lorries:

- 12 deliveries/ week in week 9.

Flatbeds:

- 1 deliveries/ week in weeks 9-18.

Artic lorries:

- 1 deliveries/ week in first 8 weeks. (Plant only, no materials)

3.5t van:

- 1 deliveries/ week for duration of project.

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

Deconstruct are currently aware of only one development in proximity to 16 Avenue Road. This development is located at 47 Avenue Road. This development is approximately 250metres north of 16 Avenue Road and we do not envisage that this development will affect any deliveries to 16 Avenue Road.

Prior to the commencement of works, Deconstruct will organize a meeting with the developers on 47 Avenue Road to discuss logistics and this site will be included in the weekly newsletter to ensure close communication is maintained at all times throughout the project.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

Please refer to appendix 19.c Swept Path Analysis.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

No holding area or parking suspensions required for this development

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

Deliveries will be carefully considered by our Project Manager and Traffic management teams, in particular to minimise the use of "part loads" which will in turn increase unnecessary vehicle attendance to the project. Deconstruct will make beneficial use of our own consolidation facility in Childerditch, Essex, so that wherever appropriate we are able to manage effectively large deliveries where large loads, likely to be delivered on a flat bed or arctic lorry can be split into manageable deliveries.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

As part of Deconstruct UK Ltd site rules, vehicles attending and waiting on site will be requested to turn off their engine to prevent idling. This information is included within our standard site rules for deliveries which are issued alongside purchase orders.

Traffic Marshals that facilitate the safe maneuvering of vehicles at the site and will be instructed to ensure that attending drivers turn off their engines at any possible opportunity.

20. **Site access and egress:** *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic Marshals, or site staff acting as Traffic Marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Please refer to **Appendix 20 A** Construction Vehicle Access/Egress logistics

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

Access and egress for construction vehicles will be managed by our trained Deconstruct Traffic Marshals. Chapter 8 barriers/ concertina barriers will be utilised to protect the public during vehicle access and egress. All vehicle movements from within the site will be managed by Banksmen. Please refer to appendix 20.A. 2No Traffic Marshals will be present at each gate to manage the construction vehicles and pedestrians.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Please refer to appendix 19.c Swept Path Analysis. The swept path for concrete vehicles, waste skips and 7.5tonne, 16m artic wagon and a 12m flatbed lorry (Separate specific Swept paths to be included in Appendix 19C)

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

At 16 Avenue Road, Jet washing facilities will be available and Traffic Marshals will be under instruction to conduct cleaning of visiting vehicle wheels where necessary. We are proposing to construct a ramp into the project from clean, crushed material this will also provide a clean and easily treatable surface to maintain and prevent spoil from the site being tracked into the highway.

21. **Vehicle loading and unloading:** *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its

location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

There are no parking bays adjacent to site, however an area of the footway will require to be cordoned off along with a section of the carriageway to enable larger vehicles service site. These vehicles will be scheduled in between 0930 & 1530 on Monday to Friday and 0800 – 1300 on Saturdays to avoid congestion traffic caused by the various schools in the vicinity.

Artic vehicles with flatbed trailers will only be used for delivering major items of plant (such as crane, piling rig etc.) to the project, and these deliveries will only occur in the first 8 weeks of the project (limited to approx. 1 delivery/week). These artics will not enter the site, as our swept path analyses (Appendix 19C) have shown that they cannot safely do so without mounting the western footway. Instead when these large vehicle deliveries take place, the footway at the front of the site will be closed for short periods of time while off-loading takes place, and trained banksmen and traffic marshals will be present to ensure the safety of pedestrians and road traffic. Any deliveries by these vehicles will be kept at an absolute minimum and will be managed as noted within 21(b).

All material deliveries will be made via smaller vehicles that can access and egress the site without difficulty, and so no material deliveries will be made from the highway. We do not envisage the need to widen the existing crossovers as the removal of the existing walling and piers to the front of the site (and their replacement with hoarding) will provide adequate space for the medium/small vehicles entering site. Should the need arise at a later date to widen the crossovers, then we will apply for a temporary extension to the crossover and modify the CMP accordingly at that point.

The footway will be closed temporarily along with the cycle lane and a section of the carriageway using chapter 8 barriers. Temporary pedestrian and traffic warning will be placed on either side of the footway notifying, pedestrians, cyclists and motorists alike there are construction works ahead. The areas will be managed from a safety point of view by Traffic Marshalls using stop/go boards. The traffic Marshalls will also possess 2-way radios to ensure effective communication at all times. Following the unloading of the vehicle, the barriers, signs etc will be removed from the footway and placed in a designated area on site.

The footway will be only block for very short periods to allow the safe unloading and removal of plant.

b. Where necessary, Traffic Marshals must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which Marshals will assist with this process, if this differs from detail provided in Q20 b.

Fully trained Traffic Marshalls will manage all logistics on site. As per 21(a), they will also create a footway around the vehicle that is being unloaded using chapter 8 barriers. A wheelchair ramp will be placed from the footway to the carriageway to ensure safe access for those with disabilities.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Please see attached drawing in appendix 22.a Existing Highway Layout

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

No parking bays will be suspended, and all materials and equipment will be stored on site.

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

We will not be occupying the highway during this development.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

None required for this Project.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

No diversions are anticipated for the duration of this Project.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining

properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

It is not anticipated that the works will affect pedestrians in any way other than when there is construction deliveries and collections. **See Appendix. 20 A** 16 Avenue Road Logistics

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

None anticipated for the project.

27. Services

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

None anticipated for this project.

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC).**

28. Please list all noisy operations and the construction method used, and provide details of the times that each of these are due to be carried out.

Please refer to appendix 28.A for the programme of works. A summary of noisy operations can be found in appendix 28.B Noise Modelling Report.

All noisy works will be undertaken during the following times:

- Noisy works will be subject to 2hours on and 2 hours off:
  - Monday to Friday, 8.00am - 10.00am, 12.00pm – 14.00pm, 16.00pm –18.00pm.
  - Saturday, 08.00am – 13.00pm.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Noise impact assessment undertaken by Anderson Acoustics as part of pre-planning activities in September 2016. Please refer to appendix 29.A. Noise Impact Assessment *Ref: '2932_001R_1-0DOCX'*. This document is also available from the LBC Planning Portal.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

Noise modelling and noise predictions are attached in appendix 28.B Noise Modelling Report document.

Vibration magnitudes are difficult to predict with any accuracy in a complicated transmission route. Vibration monitoring will be undertaken as required with set trigger and action levels

31. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Mitigation measures will include, but not be limited to the following:

- Arrange main electricity supply as early as possible to avoid generator use.
- Avoid percussive techniques if alternatives are available.
- Stationary plant such as temporary generators will be located as far as practicably away from the nearest sensitive receptor;
- Plant will be used in accordance with the manufacturers' recommendations;
- Plant such as mobile cranes which may be used intermittently will be shut down between work periods or throttled down to a minimum;
- Acoustic covers to engines will be kept closed when engines are in use;
- Appropriate screens or enclosures will be provided where required;
- Continuous monitoring will be undertaken thought the works, breaking and other noisy operations will be monitored closely.
- Site personnel will be instructed in environmental matters and BPM to reduce noise and vibration. They will be informed in the site induction into the surrounding environment.
- Loading of material into vehicles within designated bays only
- Sensitive location of drop zones and loading areas and arrange full loads where possible at off-peak times.
- All deliveries to be scheduled to occur during daytime hours only and engines to be switched off when waiting
- All plant to comply with relevant national or international standards, directives and recommendations.
- Crushed concrete mats utilised to absorb energy from demolition arisings
- Hydraulic powered Pulverisers and shears will be used when practicable (in lieu of pneumatic hammers)
- Dedicated deliveries holding area established within the site boundary
- For necessary works to be carried outside agreed hours, optimise sequencing to minimise duration, seek dispensation or variation from the Local Authority and inform neighbours as early as possible.
- Electrical or LPG powered plant will be used, where practicable, rather than plant powered by combustion engine;

Noise and vibration monitoring stations will be installed and set up to provide trigger alert and action alert emails. The project team will maintain a diary record log of all site activities and on receipt of email alerts for any noise/vibration exceedances will inspect the works activities on the site at the time of the alert and review the methodology being used and investigate any further practicable B.P.M measures that may be available. A complete record log of all exceedances will be maintained detailing responses and actions taken.

In the event of a noise, vibration or dust incident or complaint the attached form will be completed as a record for issue to LB Camden.

32. Please provide evidence that staff have been trained on BS 5228:2009

We have appointed European Environmental Monitoring and Consultancy (EEMC) as our acoustic consultant and will train and instruct a designated member of staff on the relevant requirements of BS5228:2009. The designated member of staff will carry out all noise and vibration monitoring with EEMC to provide ongoing technical advice.

The control of noise and vibration on sites is also covered within NVQ L6, SMSTS, SSSTS, CCDO, CPCS and within our own Demolition and Groundworks General Procedures documents.

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

A copy of the Air Quality Risk Assessment (AQRA) for this project is attached as appendix 33.a The AQRA has determined this site is a “low” risk site for Dust/Air Quality. The “Highly Recommended” mitigation measures for low risk sites are stated in the AQRA.

As far as practicable construction techniques will be adopted that minimise dust emissions. The highly recommended mitigation methods for high risk sites, as detailed in the SPG guidance will be adopted – see a summary below and attached.

The existing building envelope will be encapsulated in monarflex sheeting fitted to the external face of a building scaffold erected to contain dust and dismantled as demolition progresses down the buildings.

The project team will aim to minimise use of percussive methods as far as practicable.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Vehicles departing the project will be fully sheeted (where applicable) prior to leaving, this will prevent the likelihood of spoil leaving the back of tipper lorries during departure.

Traffic marshals will be under instruction to inspect vehicle wheels prior to departure and where required, jet wash significant amounts of dirt or dust.

In the event of particularly wet weather, it is proposed that a visiting road sweeper will be utilized to provide additional support to keeping the highway clean. Typically, traffic marshals will maintain the cleanliness of the roadway as part of our maintenance regime around the site.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

The site will be monitored for noise and vibration as required. It is anticipated that the quantity and location of monitoring instruments can be determined in liaison with the local authority.

Noise monitoring equipment will be IEC61672 Class 1 compliant; and vibration monitors will comply with applicable standards (typically DIN45669).

If continuous automated monitors are to be used these will be configured to send email alerts in the event of exceedance events.

Noise Trigger and Action alert levels will be set as per predictions and following the +5dB Assessment Methodology of BS5228.

The following trigger and action levels will be set for vibration for potential disturbance of residential and commercial receptors, appropriately rebased to the monitoring position as necessary.

Vibration	Trigger Level	Action Level
Residential	1mms^{-1} PPV	3mms^{-1} PPV
Commercial	3mms^{-1} PPV	5mms^{-1} PPV

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. The Control of Dust and Emissions During Demolition and Construction 2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

A copy of the Air Quality Risk Assessment (AQRA) for the project is attached as appendix 33 The AQRA details the risk assessment undertaken and the approach to dust mitigation and monitoring. The AQRA determines the site to be low risk.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist.

Deconstruct will employ the relevant recommended mitigation measures for low risk sites as listed in Appendix 7 of the SPG. In line with the risk assessment any phase specific mitigation will also be adopted.

A summary of the mitigation measures to be implemented is included in the attached AQRA.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The project is defined as low risk for Demolition, Earthworks and Construction phases and negligible for Trackout. As such, no monitoring is required.

If monitoring were necessary MCerts dust monitors would be specified with monitoring data reports submitted on a monthly basis. Limits would be set at 150µg/m^3 and 250µg/m^3 (15min mean) and 190µg/m^3 (1-hour mean) as per LBC, IAQM and the SPG guidance. The site team would be configured to receive email alerts in the event of exceedance events.

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

The existing building will be assessed for the presence of rodents and vermin prior to demolition. Should any rodent or vermin issues be present, an external contractor will be appointed to eradicate these. All redundant sewage connections will be capped or bunged to prevent rodents from spreading out from site.

All pest control will be carried out in accordance with section 7.3 of "Guide for Contractors Working in Camden

40. Please confirm when an asbestos survey was carried out at the site and include the key findings.

An asbestos survey has not been carried out as the building is still occupied

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

The conduct of operatives and staff members on the project will be addressed as part of our induction procedure, with the repercussions of poor behavior made abundantly clear. The following topics will be covered within our induction process:

- Congregation outside of the project perimeter
- Arrival and departure from the project
- Allocated smoking areas
- Requirements for removing PPE before leaving the project
- Interaction with the public
- Respect of the community
- Supporting local establishments
- Effective communication

As part of the induction process, it will be made clear that in the event a member of staff is in breach of our policies for any of the above items there will be an escalation process which can ultimately result in permanent dismissal from the project.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

a) Construction time period: 05/2020 - 02/2022

b) Is the development within the CAZ? No

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? Yes

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

We confirm that from September 01st 2020 the site will register relevant plant on the NRMM register and the plant will meet Stage IV of EU Directive 97/68/EC, as required.

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:

We confirm the requirement will be adhered to.

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

We confirm the requirement will be adhered to.

SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project 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 in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

: …Neil Corbett……

Date: 6th May 2020

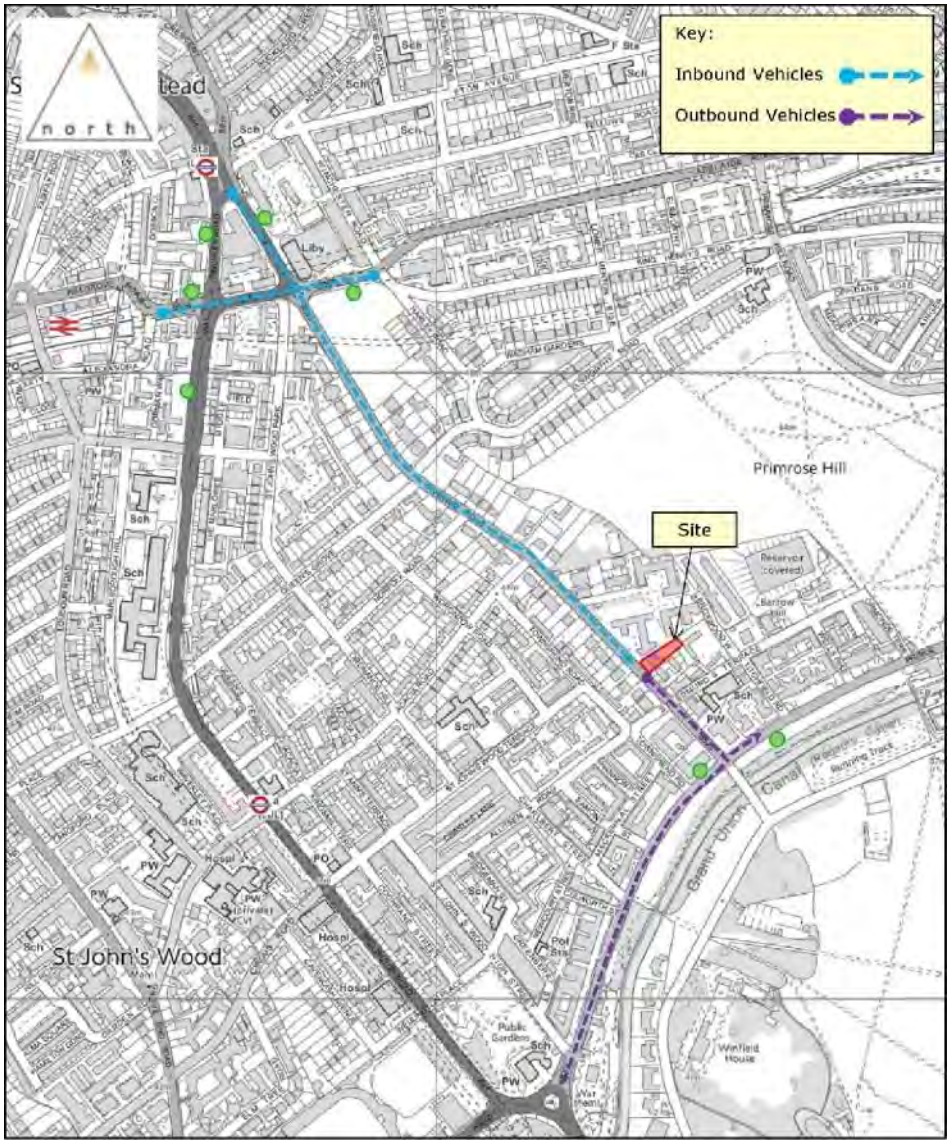
Print Name: Neil Corbett

Position: Construction Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix 18 A Vehicle Routing Plan



motion

16 Avenue Road

VerticlaRouCøingPlan

NottoScale

Appendix 19 C Swepth Path Analysis

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L:\Projects\maven 160729\Drawings\160729-TK01 - TK03.dwg

16m LOW LOADER ENTERING SITE

1:250

16m LOW LOADER EXITING SITE

1:250

VEHICLE DETAILS

1:250

Low Loader	
Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

1:250

5m 0 5m 10m 15m 20m 25m

Swanton

Client: DECONSTRUCT

Project: 18 AVENUE ROAD

Drawing Title: SWEPT PATH ANALYSIS 16M LOW LOADER ENTERING & EXITING SITE

Project No.	Creation Date	CAD	Rev.
SC-2245	16/04/2020	DRM/MJ	P01

Activity: INITIAL ISSUE

Activity Code: SD

Document Number: 2245-SCL-00-ZZ-DR-Y-00800

12m RIDGID TRUCK ENTERING SITE

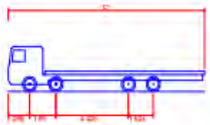
1:250

12m RIDGID TRUCK EXITING SITE

1:250

VEHICLE DETAILS

1:250



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.923m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

1:250

5m 0 5m 10m 15m 20m 25m

Swanton

Client: DECONSTRUCT

Project: 18 AVENUE ROAD

Drawing Title: SWEPT PATH ANALYSIS 12M RIDGID TRUCK ENTERING & EXITING SITE

Project No.	Creation Date	Drawn	Rev
SC-2245	15/04/2025	DP/MvN	P01

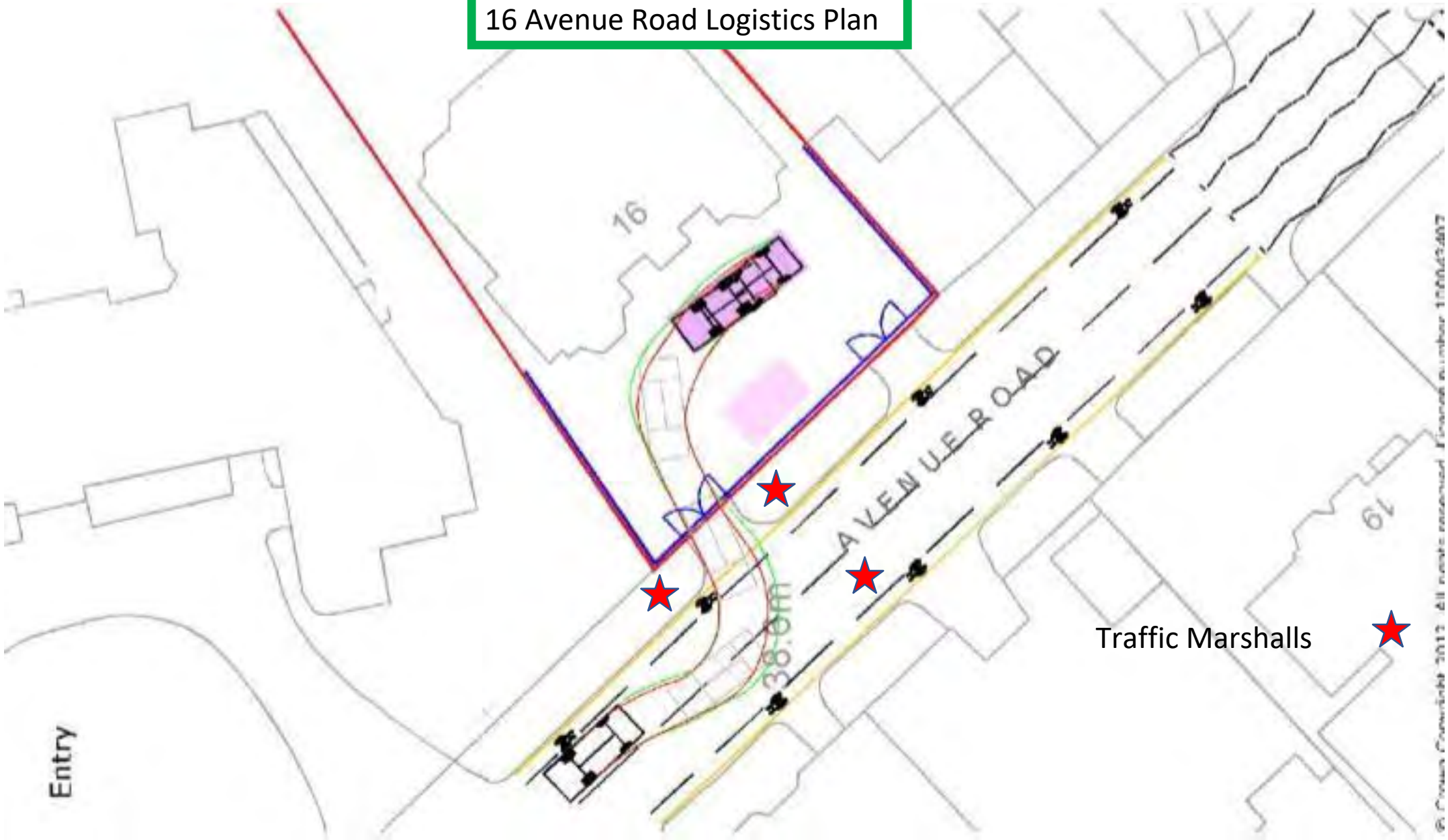
Action: INITIAL ISSUE

Suitability Code: S0

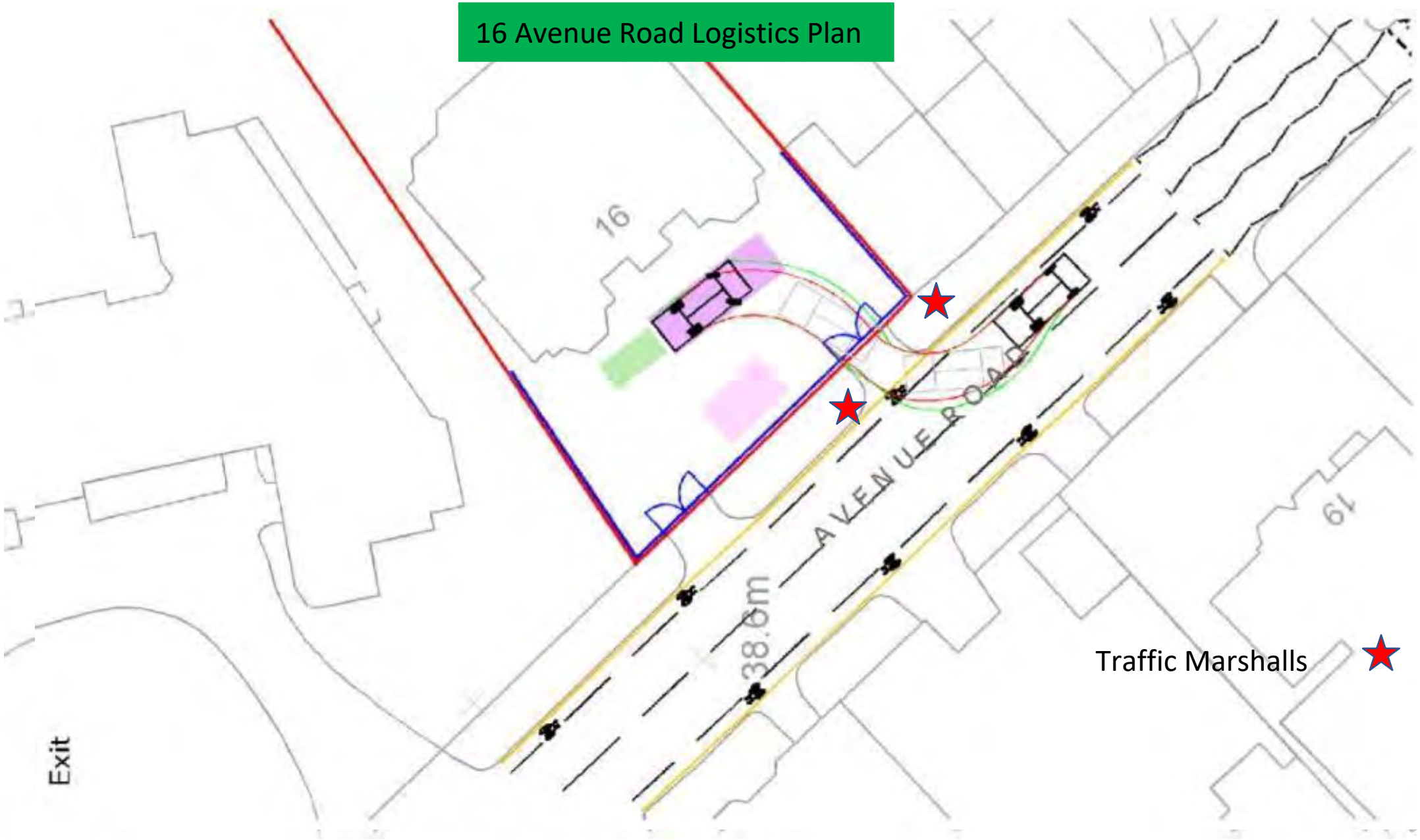
Document Number: 2245-SCL-00-ZZ-DR-Y-0003

Appendix 20 A & B 16 Avenue Road Logistics

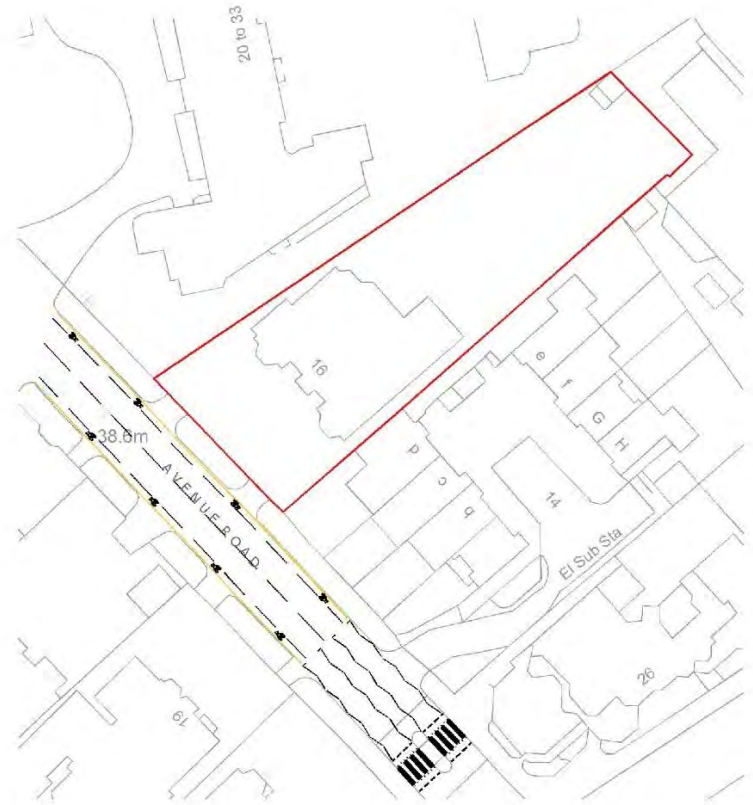
16 Avenue Road Logistics Plan



16 Avenue Road Logistics Plan



Appendix 22 A Existing Highway Arrangement



LEGEND

Site Boundary

motion

Project:
16 Avenue Road

Title:
Existing Highway Arrangement

Scale: 1:500 (@ A3)

Notes:

Drawing: 160729-01

Revision: -

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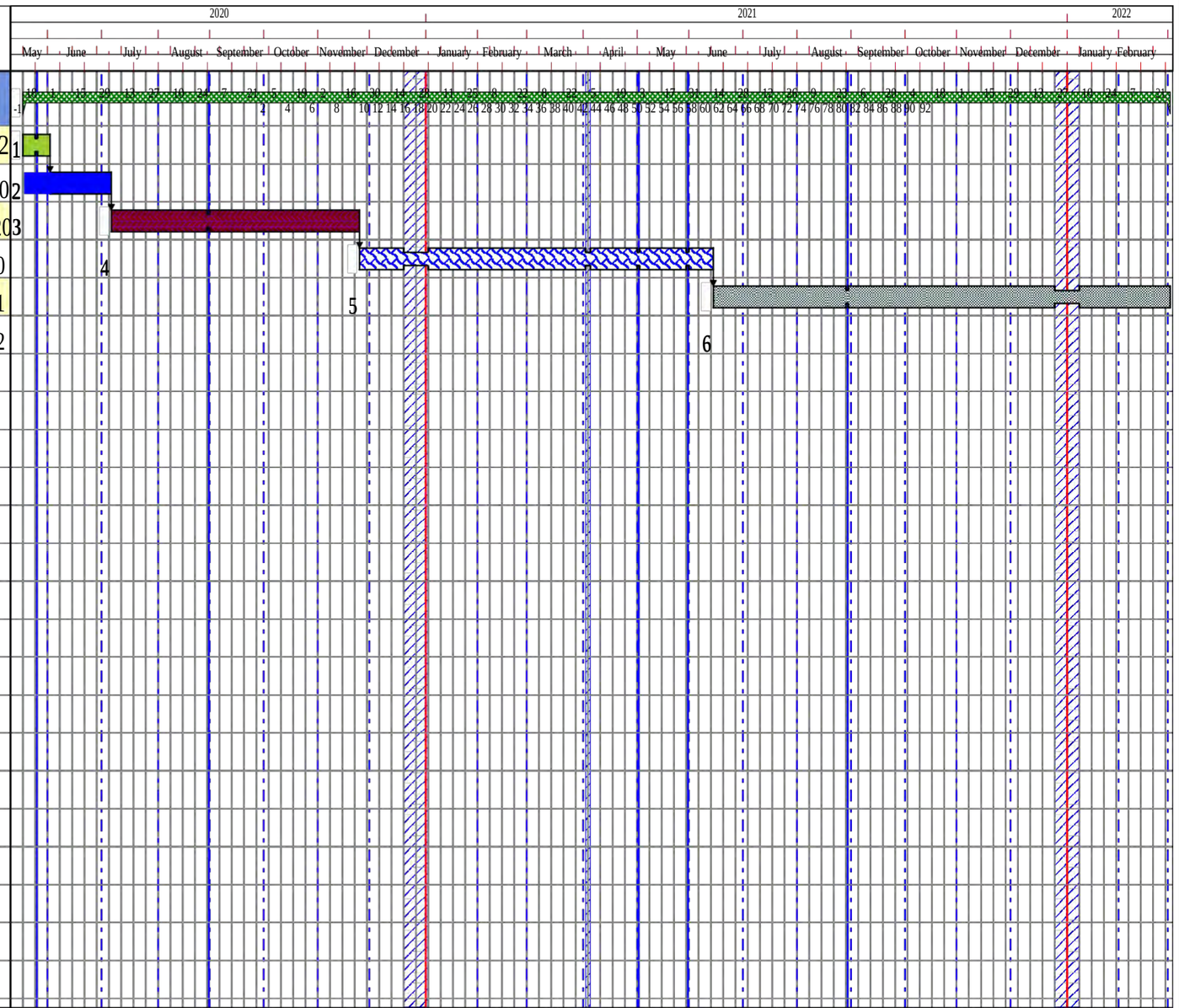
Appendix 28 A Initial Programme

deconstructuk.com

16 Avenue Road

A DE GROUP COMPANY

Line	Name	Start	Duration	Finish
1	16 Avenue Road	02/05/2020	88w	01/03/2022
2	Site Set-Up	02/05/2020	2w	01/06/2020
3	Demolition	02/05/2020	7w	06/07/2020
4	Excavation	07/07/2020	20w	24/11/2020
5	Structural Works	25/11/2020	26w	14/06/2021
6	Non-Structural Works/Internal Fit-Out/Site Clear Up	15/06/2021	35w	01/03/2022



Trades Contractor,Procurement Stages,Build Stages

Site Set Up | Demolition | Excavation | Structural Works | Fit-Out & Site Clear

Drawn by: Adrian Kennedy

Programme: 16 Avenue Road

Revision: A

Comments:

Date: 30/01/2020

Appendix 28 B Noise Monitoring Report

Noise Modelling Report

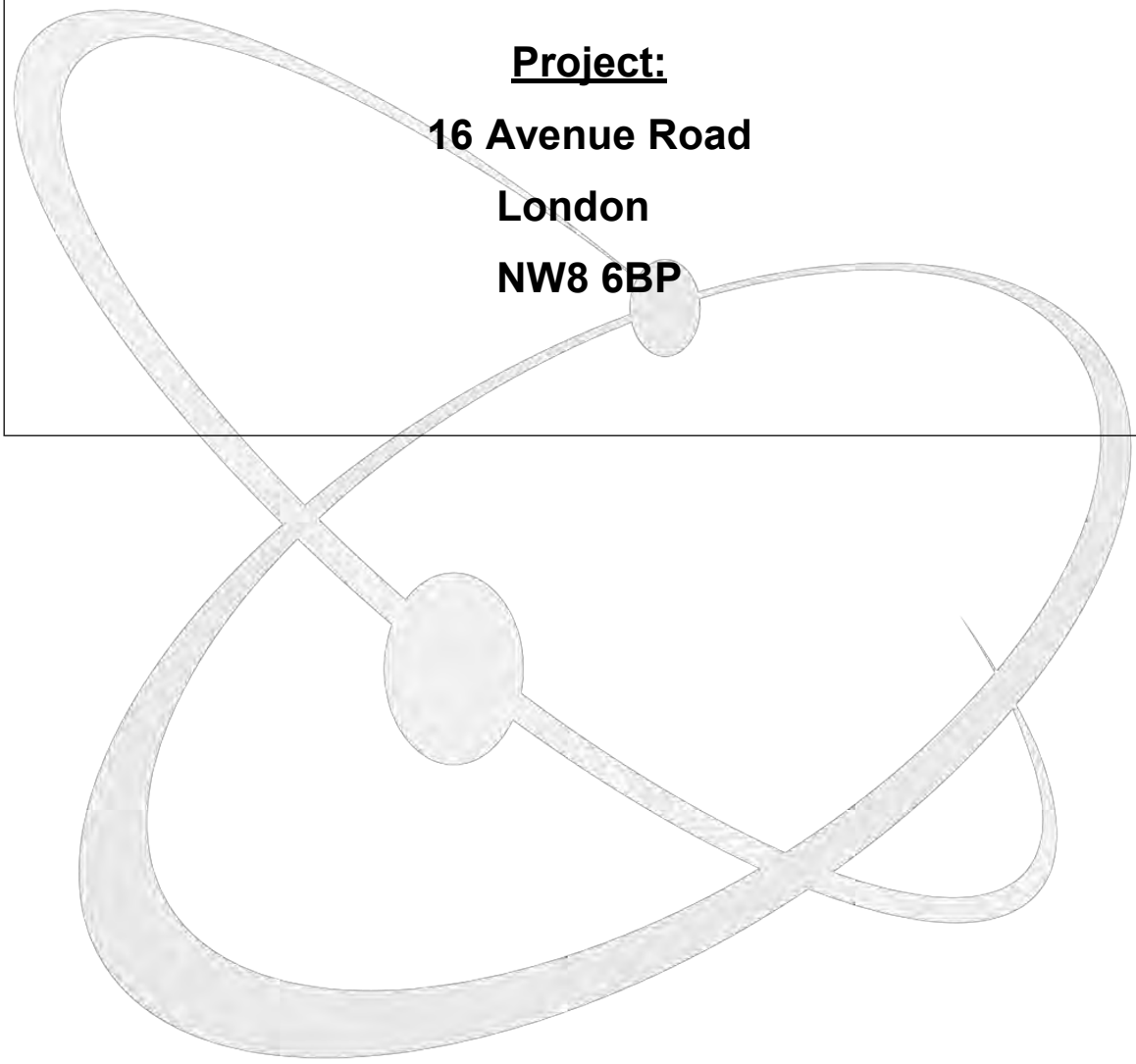
Client: Deconstruct UK Ltd

Project:

16 Avenue Road

London

NW8 6BP



Contact Information:
European Environmental Monitoring & Consultancy (EEMC) Ltd.
Suite 31, Chessington Business Centre
Chessington, Surrey KT9 1SD
☎ : 02083 973 269 : 07483222754
info@eemc.london
www.eemc.london

DOCUMENT REFERENCE: EEMC_152_001_NMR - Rev 00

REVIEW AND AUTHORISATION		
Prepared By	**Position**	**Date**
Emma Howard	Environmental Consultant	31/01/2020
Reviewed By	**Position**	**Date**
Matt Robinson	Acoustic Consultant	03/02/2020
Approved By	**Position**	**Date**
Ian Hooper	Senior Acoustic Consultant	04/02/2020

AMENDMENT HISTORY			
Issue	**Status**	**Description**	**Date**
00	Initial	First Draft for review	04/02/2020

TABLE OF CONTENTS

Glossary & Abbreviations

The abbreviations listed below apply to this document:

Ambient Noise	The total noise from all sources near and far impacting a specific location in an outside environment, which varies dependent on the location.
PM	Project Management
dB (A)	Decibel 'A' weighting - sound pressure level that corresponds to the frequency response of the human ear.
LAeqT	The level of steady sound over period time T that would have the same sound energy as the 'A' weighted fluctuating sound level over time T
EHO	Environmental Health Officer
Section 60 Notice	Served under The Control of Pollution Act 1974 with conditions to control noise and vibration during construction. The conditions must be complied with until revoked or successfully appealed against
Section 61 Prior Consent	Notice served under the Control of Pollution Act 1974 to permit noise on construction sites with conditions to be complied with.
LA	Local Authority (Camden London Borough Council)

1. Introduction

European Environmental Monitoring and Consultancy (EEMC) Limited have been instructed to undertake noise modelling and noise predictions for planned demolition works at 16 Avenue Road, on behalf of Deconstruct UK Ltd

This document provides output of the noise modelling exercise for each planned demolition phase, including piling. The Noise modelling provides a prediction of noise levels generated by the proposed demolition activities during each phase on each of the nearby commercial and residential receptors. This Noise Modelling Report will supplement the Environment section of the Construction Management Plan (CMP).

The noise modelling undertaken and detailed in this report is based upon information provided. It is assumed that all relevant information has been supplied by those parties from whom it has been requested and that such information is accurate.

Based on the predicted noise levels and the requirements of London Borough of Camden noise and vibration monitoring trigger levels will be set. The works will adopt and implement best practicable means mitigation measures to minimise impacts as far as practicable.

EEMC will provide guidance regarding the approach for monitoring and reporting of noise, and vibration generated during demolition and associated works, including proposed trigger levels.

2. Relevant Legislations and Local Policy

In addition to contractual requirements, all works will be carried out in compliance with the following legislation:

- Control of Pollution Act 1974
- Control of Noise at Work Regulations 2005;
- Health and Safety at Work Act 1974; and
- BS5228 – Code of practice for noise and vibration control on construction and open sites, Part 1 Noise, Part 2 Vibration.

2.1. Local Policy – Camden London Borough Council

The Camden London Borough Council “Guide for Contractors” is the relevant document of local policy and states the standard hours of work

"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.

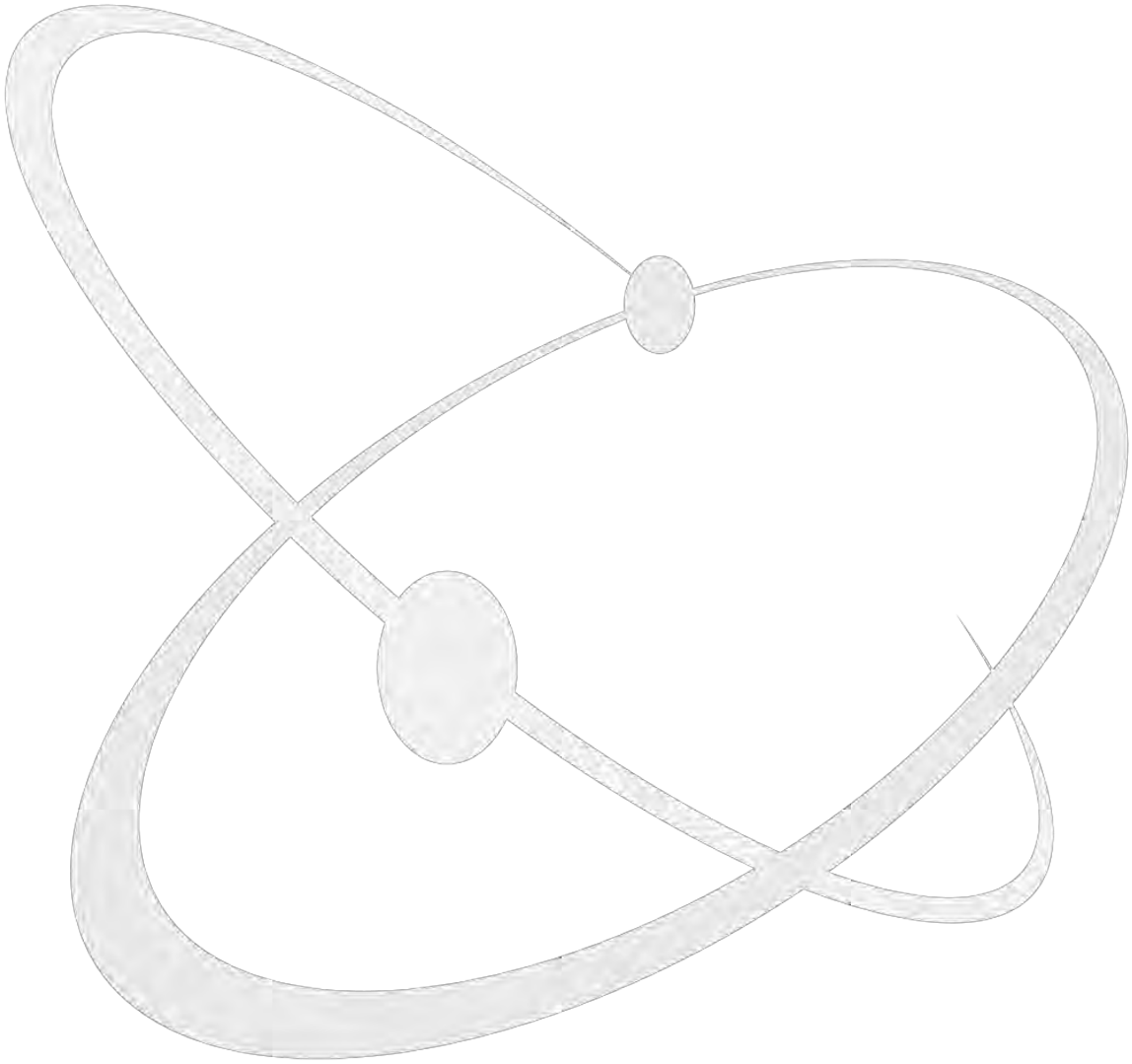
- *08:00 – 18:00 (Monday to Friday)*
- *08:00 – 13:00 (Saturday)*
- *No noisy working is permitted on Sundays, Bank or Public Holiday.*

*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. “*

Camden also require the submission of a Construction/Demolition Management Plan (CMP/DMP) outlining the noise, dust and vibration management methods to be used on the project.

3. Noise Modelling

EEMC utilises DataKustik CadnaA noise modelling software to predict noise levels generated by proposed construction and demolition activities. The noise model provides a 3-dimensional representation of the site and its surroundings and can handle complex geometries. The model can be used to assess different options for mitigation of demolition and construction noisy activities, as necessary.



4. Demolition and Enabling Work Activities Summary

4.1. Site Plan and Local Area.

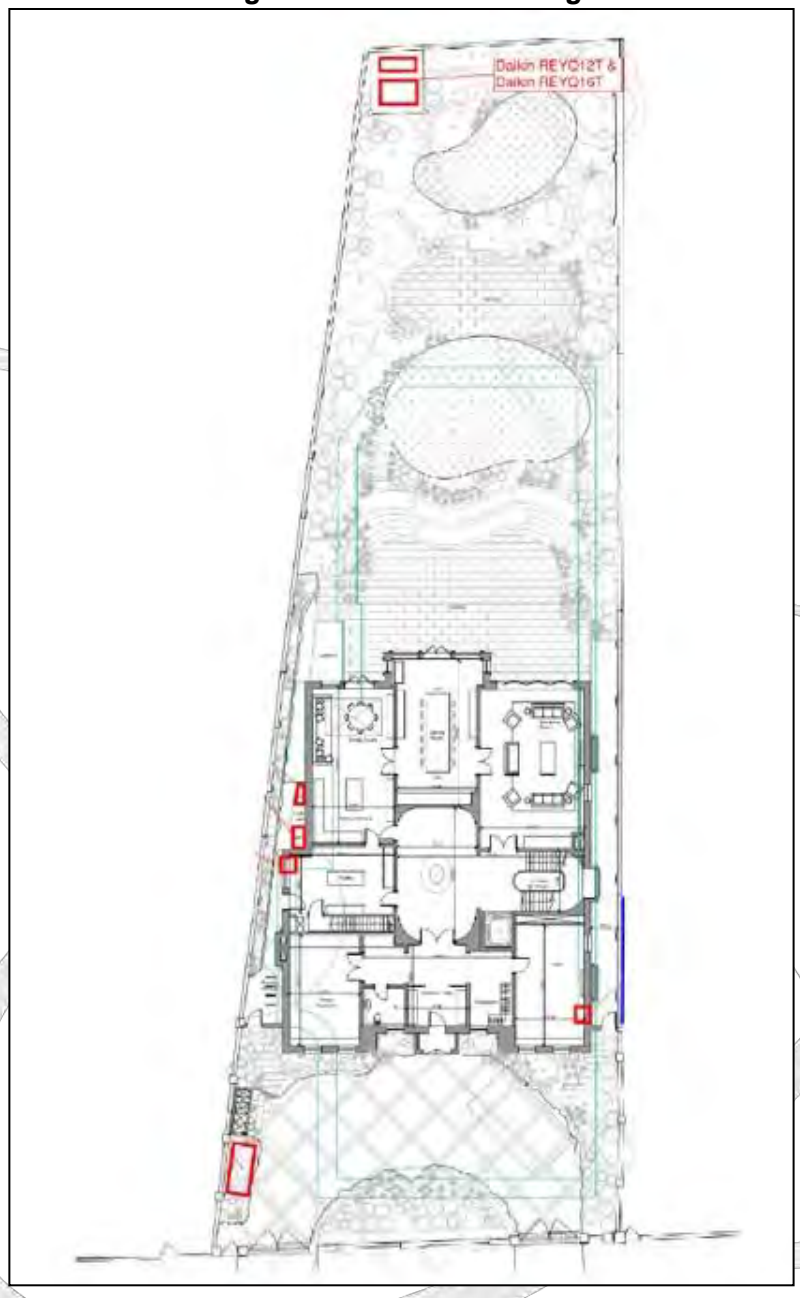
The proposed site comprises of a detached residence within a residential plot. To the South-West of site is Avenue Road and this is the only access to the property. To the north, south and east the site is bounded by adjacent residential properties.

The site is located approximately 320m north of the Outer Circle of Regents Park, 800m east of St. John's Wood underground station and 1km south of Swiss Cottage underground station.

The development proposes the demolition of the existing property and the construction of a new single dwelling with basement level.

Figure 4.1.1 – Site Plan

Figure 4.1.2 –Site Drawing



4.2. Sensitive Receptors

The construction site is surrounded largely by residential receptors. Figure 4.2.1 shows the closest sensitive receptors, and Table 4.2.1 lists the closest sensitive receptors.

Figure 4.2.1 – Closest Sensitive Receptors Map

Table 4.2.1 – Closest Sensitive Receptors

Most Sensitive Receptors	Map Ref.
20-33 Avenue Close	1
34-44 Avenue Close	2
1-19 Benjamin House	3
14 Avenue Road (E-H)	4
14 Avenue Road (A-D)	5
19 Avenue Road	6
21 Avenue Road	7
23 Avenue Road	8

5. Predicted Demolition Noise at Nearest Receptors

Three sequences of work are proposed to be carried out: the demolition phase, piling phase and excavation phase. For each sequence there is a detailed map of the area showing where each item of plant will be used, the map provided has noise contours colour coded to show the predicted impact from noise.

For each sequence detail of the proposed plant used and the resultant predicted noise level at each receptor is provided. A detailed programme of works is included as appendix to the CMP document.

5.1. Sequence 1 – Demolition and Associated Works

Sequence 1 for 16 Avenue Road involves demolition and associated works:

Table 5.1.1 – Plant List for 16 Avenue Road for Sequence 1

Plant	BS5228 ref (or measured)	No of items	SWL	LAeq @10m	% on time
20 Tonne excavator with breaker attachment	C.6 Ref 9	1	104	76	60
13 Tonne excavator with bucket attachment	C.2 Ref 25	1	97	69	60
Hand tools	Measured	3	97	69	30
Waste lorry	C.2 Ref 34	1	108	80	30
MEWP	C.4 Ref 57	1	95	67	40
TE1000 Hand Breaker	Measured	2	113	85	30

Table 5.1.2 – Predicted Noise Levels at the Nearest Receptors for Sequence 1

Most Sensitive Receptors	Property type	Predicted noise levels $L_{Aeq,\ 10h}$ dB(A) includes façade reflection
20-33 Avenue Close	Residential	74
34-44 Avenue Close	Residential	64
1-19 Benjamin House	Residential	63
14 Avenue Road (A-D)	Residential	69
14 Avenue Road (E-H)	Residential	76
19 Avenue Road	Residential	66
21 Avenue Road	Residential	65
23 Avenue Road	Residential	66

Figure 5.1.1 – Noise Contour Map for Sequence 1

5.2. Sequence 2 – Piling and Associated Works

Sequence 2 for 16 Avenue Road involves piling and associated works:

Table 5.2.1 – Plant List for 16 Avenue Road for Sequence 2

Plant	BS5228 ref (or measured)	No of items	SWL	LAeq @10m	% on time
CFA Piling rig	C.3 Ref 14	1	111	83	70
13 Tonne excavator with bucket attachment	C.2 Ref 25	1	97	69	60
Crawler crane	C.3 ref 29	1	98	70	70
Hand tools	Measured	3	97	69	30
Waste lorry	C.2 Ref 34	1	108	80	30
Concrete lorry	C.4 Ref 21	1	105	77	30
Concrete pump	C.3 Ref 26	1	103	75	50

Table 5.2.2 – Predicted Noise Levels at the Nearest Receptors for Sequence 2

Most Sensitive Receptors	Property type	Predicted noise levels $L_{Aeq,\ 10h}$ dB(A includes façade reflection
20-33 Avenue Close	Residential	76
34-44 Avenue Close	Residential	70
1-19 Benjamin House	Residential	70
14 Avenue Road (A-D)	Residential	75
14 Avenue Road (E-H)	Residential	74
19 Avenue Road	Residential	65
21 Avenue Road	Residential	64
23 Avenue Road	Residential	65

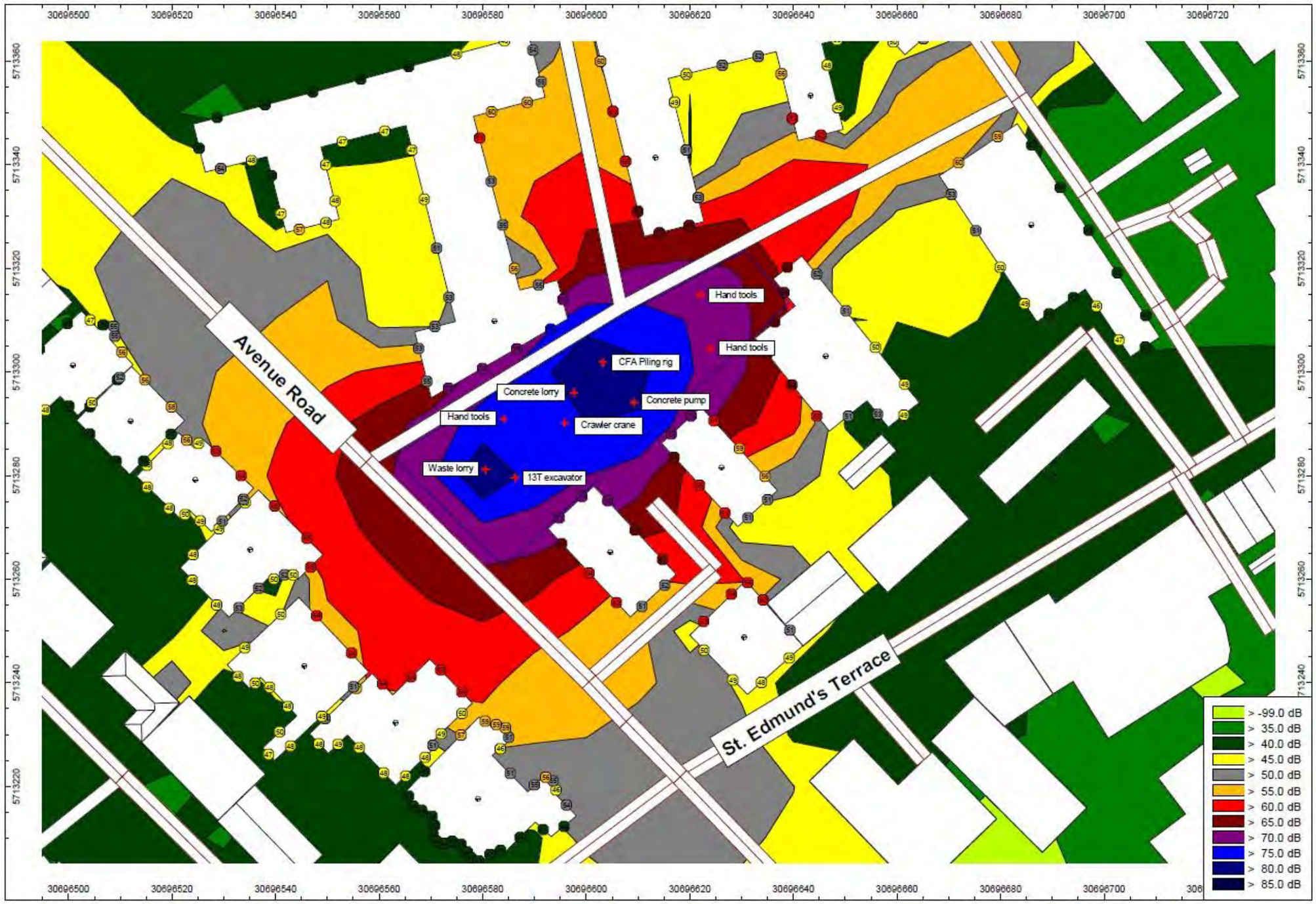


Figure 5.2.1 – Noise Contour Map for Sequence 2

5.3. Sequence 3 – Excavation and Associated Works

Sequence 3 for 16 Avenue Road involves excavation and associated works:

Table 5.3.1 – Plant List for 16 Avenue Road for Sequence 3

Plant	BS5228 ref (or measured)	No of items	SWL	LAeq @10m	% on time
8 Tonne excavator with bucket attachment	C.4 Ref 17	2	99	71	60
13 Tonne excavator breaking and loading	C.6 Ref 12	1	102	74	60
35 Tonne excavator loading into tipper lorries	C.5 Ref 18	1	108	80	70
Waste lorry	C.2 Ref 34	1	108	80	30
Dumper	C.4 Ref 4	1	104	76	50
TE1000 hand breaker	Measured	2	113	85	30
Hand tools	Measured	2	97	69	30

Table 5.3.2 – Predicted Noise Levels at the Nearest Receptors for Sequence 3

Most Sensitive Receptors	Property type	Predicted noise levels $L_{Aeq,\ 10h}$ dB(A) includes façade reflection
20-33 Avenue Close	Residential	74
34-44 Avenue Close	Residential	69
1-19 Benjamin House	Residential	70
14 Avenue Road (A-D)	Residential	74
14 Avenue Road (E-H)	Residential	76
19 Avenue Road	Residential	66
21 Avenue Road	Residential	64
23 Avenue Road	Residential	66

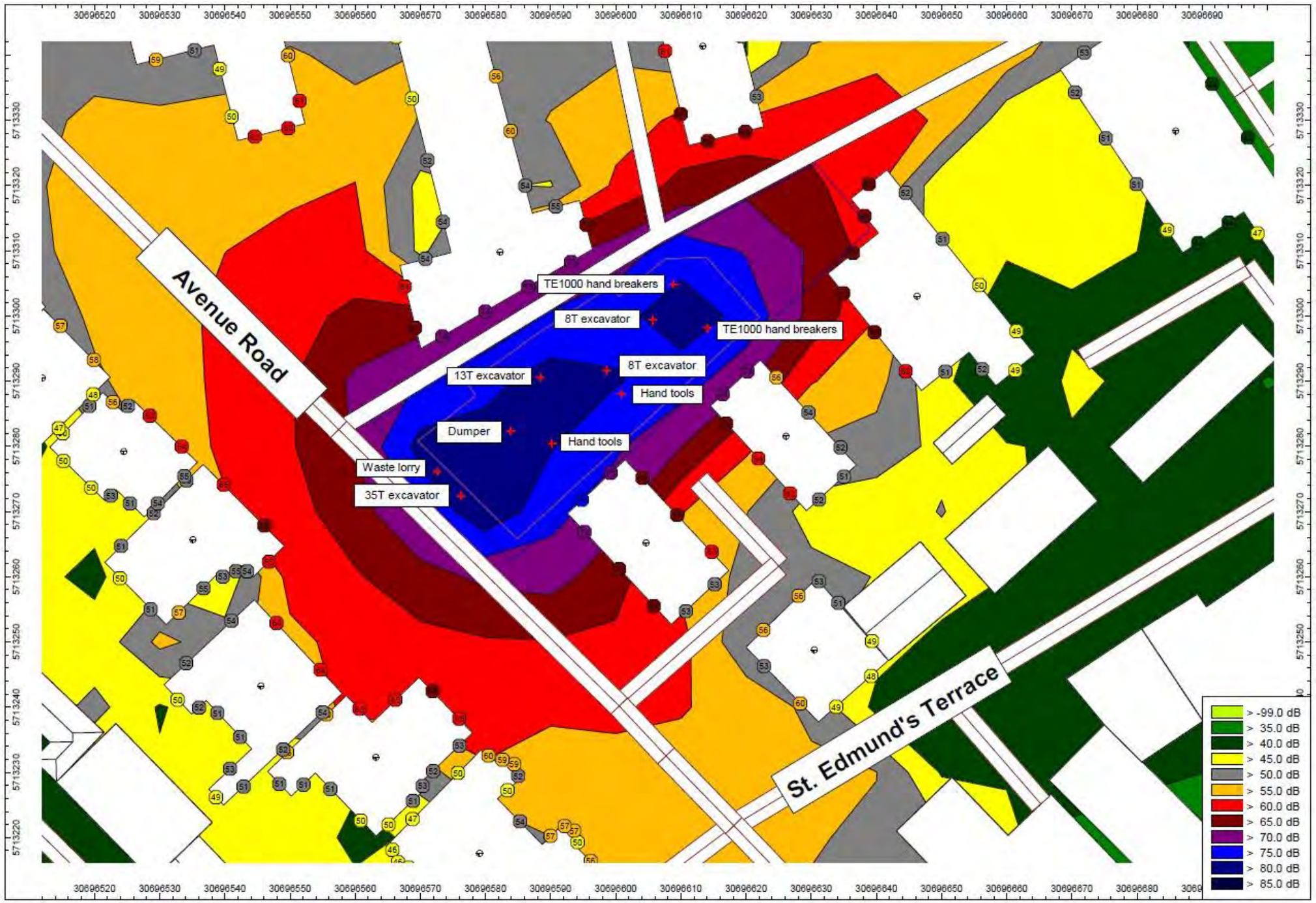


Figure 5.3.1 – Noise Contour Map for Sequence 3

Appendix 29 A Noise Impact Assessment

Anderson
ÄC0UStiCS

NOISE IMPACT ASSESSMENT

16 AVENUE ROAD

MS LIN ZHU

SEPTEMBEIt 2016

NOISE IMPACT ASSESSMENT
16 AVENUE ItOAD

Our Ref: 2932_001R_1-0.DOCX

Anderson
ÄC0UStÎCS

Client: Ms Lin Zhu
16 Avenue Road
London
NW8 6BP

Iteport by: **Anderson Acoustics Limited**
[redacted]

www andersonacoustics co ul‹
T: _____

Date: 22 September 2016

Project No: 2932
Status: ISSUED

Author	[redacted]	Doushiant Mohith Assistant Consultant BSc (Hons) PGDîp AMIOA	22 September 2016
Iteviewed	[redacted]	Luca Delfatorre Principal Consultant MEng MIO A	22 September 2016
Approved	[redacted]	Luca Delfatorre Principal Consultant MEng MIO A	22 September 2016

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6 \gar Sîreec, Bre gtteon BN1 fiEZ
www.and ersonacoustics.co.ult

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Version	Comments	Changes made by	Approved by
1.0	First issued versio n	DM	LD

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CONTENTS

1 INTItODUCTION

Anderson Acoustics has been appointed to suooort the planning application for the Installation of new plant serving the development at 16 Avenue Road, London Borough of Camden (LBC) that requires consideration be given to atmosoheric noise emissions from the oroposed plant at the nearest neighbouring noise sensitive oroperty.

An assessment of the impact of noise at the nearest noise sensitive premises from the proposed items of plant has therefore been conducted in accordance with the reauirements of the London Borough of Camden (LBC) and 1s resorted herein.

Noise units, acoustic terminology and environmental noise criteria relevant to the assessment have been presented and briefly discussed in Section 2 of this reoort.

A brief descriotio n of the sJte and proposed olant installation is given in Sectio n 3.

The methodology and results of an environmental noise survey undertal‹en at the site are given in Section 4.

Sectio n 5 orovi des an assessment of the o ro oosed p tant noi se leve is agalnst the environmental noJse survey results.

The report is summarised in Section 6.

2 NOISE UNITS AND CItITEftIA

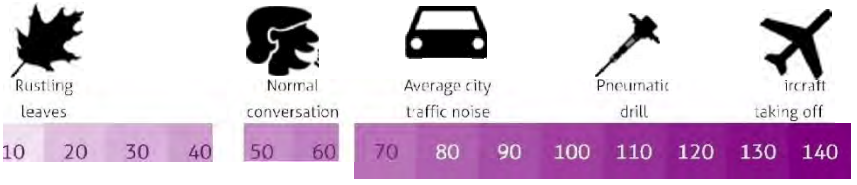
2.1 Noise Units

There is a million to one ratio between the threshold of hearing and the highest tolerable sound pressure. Noise 1s therefore measured using a logarithmic scale, to account for this wide range, called the decibel (dB). Noise 1s defined as unwanted sound and the range of audible sound varies from around 0 dB to 140 dB.

The human ear is capable of detecting sound over a range of frequencies from around 20 Hz to 20 I‹Hz, however its resoonse varies depending on the freauency and is most sensJtJve to sounds In the mid freauency range of 1 I‹Hz to 5 ItHz. Instrumentation used to measure noise is therefore weighted across the frequency bands to represent the sensitivity of the ear. This is called 'A weighting' and 1s represented as dB(A).

It is generally accepted that under normal conditions humans are caoable of detecting changes in steady noise levels of 3 dB, whilst a change of 10 dB is perceived as a doubling or halving of the noise level. An indication of the range of noise levels commonly found in the environment 1s given below.

Figure 2.1: Typical noise levels



Anumb'erofdifferentindices areu'sed to descr'be"the'*tctuatonsinnole*eveover certain time periods. Themainindicesincfude:

L so, This 1s the noise level exceeded for 90% of the measurement period and provides a measurement of the quieter 'lull' periods In between noise events. It is often referred to as the bacl‹ground noise level.

L»q,z This 1s the "equivalent continuous A weighted sound pressu re level" and 1s the level of a notional steady sound which has the same acoustic energy as the fluctuating sound over a specified li me period. It is often used for measuring all sources of noise in the environment, which can be referred to as the ambient noise.

Lx+a,r This is the maximum sound pressure level measured in a given INme period with the sound level meter set to 'fast' resoonse.

Reference 1s often made to acoustic measurements being undertal‹en In 'free-field' or 'facade' locations. Free-field measu cements represent a location away from vertical reflecting surfaces, normally by at least 3.5 metres. A facade measurement is undertal‹en, or calculated to a oosition 1 metre from an external facade and a correction of up to 3 dB can be aoplied to account for the sound reflected from the facade. This latter position is often used when assessing the impact of e›‹ternal noise affecting residents inside properties.

2.2 Noise Policy and Criteria

2.2.1 Noise Policy Statement for England

The Noise Policy Statement for England (NPSE) [1] was oublished on 15 March 2010. It sets out the long term vision of the Government's noise ooficy, which is to promote good health and a good quality of life through the management of noise within the conte›‹t of sustainable develooment.

The NPSE sets out the following aims:

"Through the effective management and control of environmental, neighbour and neighbourhood noise wJthJn the conte›‹t of Government oolicy on sustainable development:

- avoid sJgnifJcant adverse impacts on health and Quality of file;
  mitigate and mJnimJse adverse impacts on health and quality of file; and
  where possible, contribute to the improvement of health and quality of life."

The NPSE describes a number of effect levels that may be used to define effects n the context of noise polJcy, as follows:

NOEL - No Observed Effect Level - This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and auality of life due to the noise.

LOAEL —Lowest Observed Adverse Effect Level - This is the level above which adverse effects on health and quality of life can be detected.

- SOAEL - Significant Observed Adverse Effect Level - This is the level above which significant adverse effects on health and auality of life

In Ivtarch 2014 further guidance on interpretJng the effect levels was published on the Government's Planning Practice Guidance. This includes a table that summarises noise e›‹oosure hierarchy, noting this is based on the lil‹efy average response of a population. This table is reproduced below:

Table 2.1 Noise e›‹posure hierarchy and effect levels

Perception	Examples of Outcomes	Increasing Effect LeveL	Action
No Observed Effect Level			
Not noticeable	No Effect	No Observed Effect	measu*res* reauJred
Noticeable and not intrusive	NoJse can be heard, but does not cause any change In behaviour or Can slightly a**ect the acoustic character o* the area but not such that there is a perceived change In the quality of Use.	No Observed Adverse Effect	No specific attitude. measures reauJred
Lowest Observed Adverse Effect Level			
Noticeable and intrusive	Noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speal‹ing more loudly; where there is no alternative ventilation, having to close windows *or some o+the time because of the noise. Potential *or some reported sleep disturbance. A++ects the acoustic character of the area such that there is a perceived change in the quality of like.	Observed Adverse Effect	Mitigate and reduce to a minimum

Significant Observed Adverse Effect Level

Perception	Examples of Outcomes	Increasing Effect Level	Action
Noticeable and disruptive	The noise causes a material change in behaviour and/or attitude, e g. avoiding certain activities during periods of intrusion: where there is no alternative ventilation, having to l‹eep windows closed most of the time because o* the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting bacl‹ to sleep. 0.uality o*life diminished due to change in acoustic character of the area.	SJgni*Jcant Observed Adverse Effect	Avoid
Noticeable and very disruptive	E›‹tensive and regular changes in behaviour and/or an inabJlJty to mitigate effect of noise leading to psychological stress or physJologJcal e**ects, e g. regular sleep deprJvatJon/awal‹ening; loss o*appetite, significant, medically definable harm, e g. auditory and non-auditory	Unacceptable Adverse Effect	Prevent

2.2.2 National Planning Policy Frameworlt

The National Planning Policy Frameworlt (NPPF) [2] was oublished on 27 March 2012. Along with the introduction of this document, a number of detailed olanning policy guidance notes were withdrawn, including PPG24, on planning and noise.

The NPPF sets out how the Government's planning oolJcies should be apolled. In terms of the detail of policies on environmental Issues such as noise, the intention 1s for Local Planning AuthorJtJes to set their own guidance. This will form oart of or be referred to In the relevant Local Plan.

2.Z.3 British Standard *4242*

Guidance on the rating of noise from fixed installations and sources of an industrJal nature 1s provided in British Standard (BS) 4142 [3]. This standard was substantially undated in 2014. This standard provides a orocedure for the measurement and rating of noise levels outside dwellings in mixed residential and industrial areas. A methodology for predicting the IJltelihood of adverse imoact is also provided in this document although the assessment of nuisance explicitly falls outside the scope of this British Standard.

The rating level (Lx) 1s defined in BS 4142 and is used to rate the industrial source (I‹nown as the soecific noise source) outside residential dwellings. This level is obtained by adding a correction of between 0 and 6 dB, for tonal noise sources, and a correction of between 0 and 9 dB for impulsive sources. Additionally corrections of 3 dB can be made for corrections for other sound characteristics, and intermittency of the noise source.

Reference time intervals, Tr, of 1 hour and 15 minutes are soecified for the determination of rating tevets d uri rig the day a nd night, resnectivety.

The method fo r o redictJng the lil‹elihood of comolaints Js based on differences between the rating level and the bacl‹grou nd L vo i noise level. The Standard states that:

a) *Typicolly, the greater* this *difference, the greater the* magnitude *of the* impoct.
b) *A difference of arownd lOdB of mole is likely to be an* indication o/n significant *adverse impact, depending on the context.*
c) *A di[]erence of oround +5 dB is lil‹el] to be an indication of on adverse impact, depending on content.*
d) *The lower the rating* lever is relative *to the measured bacl‹ground sound level, the less* iiJ‹eIy *it is thot* the *specitic sound source* vvn/*hove on adverse* impact or signi/icaut *obverse impact. Where* the ratiup *level does not exceed the background sovnd level, this is on indication of the specific sound source hoving o low impoct depending on the context."*

The BS4142 2014 standard also loolts at the focal acoustic environment and conte››t Into which the sound sources are being introduced.

2.3 Local Authority ftequirements

Based on table E, page 221 of the Unitary Develooment Plan from LBC [4] it 1s understood that noise level (hating Level) measured or calculated at 1 m from the facade of the nearest eHistJng noise sensJtJve premises, should not exceed a level 5 dB(A) below the existing LA90 bacltground noise level. It is also advised that the hating Level and existing bacI‹ground noise levels should be determined as per the guidance orovided BS 4142:2014 [3].

3 SITE DESCItIPTION

The develooment is located at 16 Avenue load, London. It is understood that various items of plant will be serving the development; oroposed locations of the plant and nearest noise sensitive receptor is shown in Figure 3.1. Manufacturer's noise data are provided by the mechanical services engineers worlting on the oroject are highlighted below in Table 3.1.

Ta bfe 3. I: Pfant Noise Data - Sound Power fevets at of various items of pfant

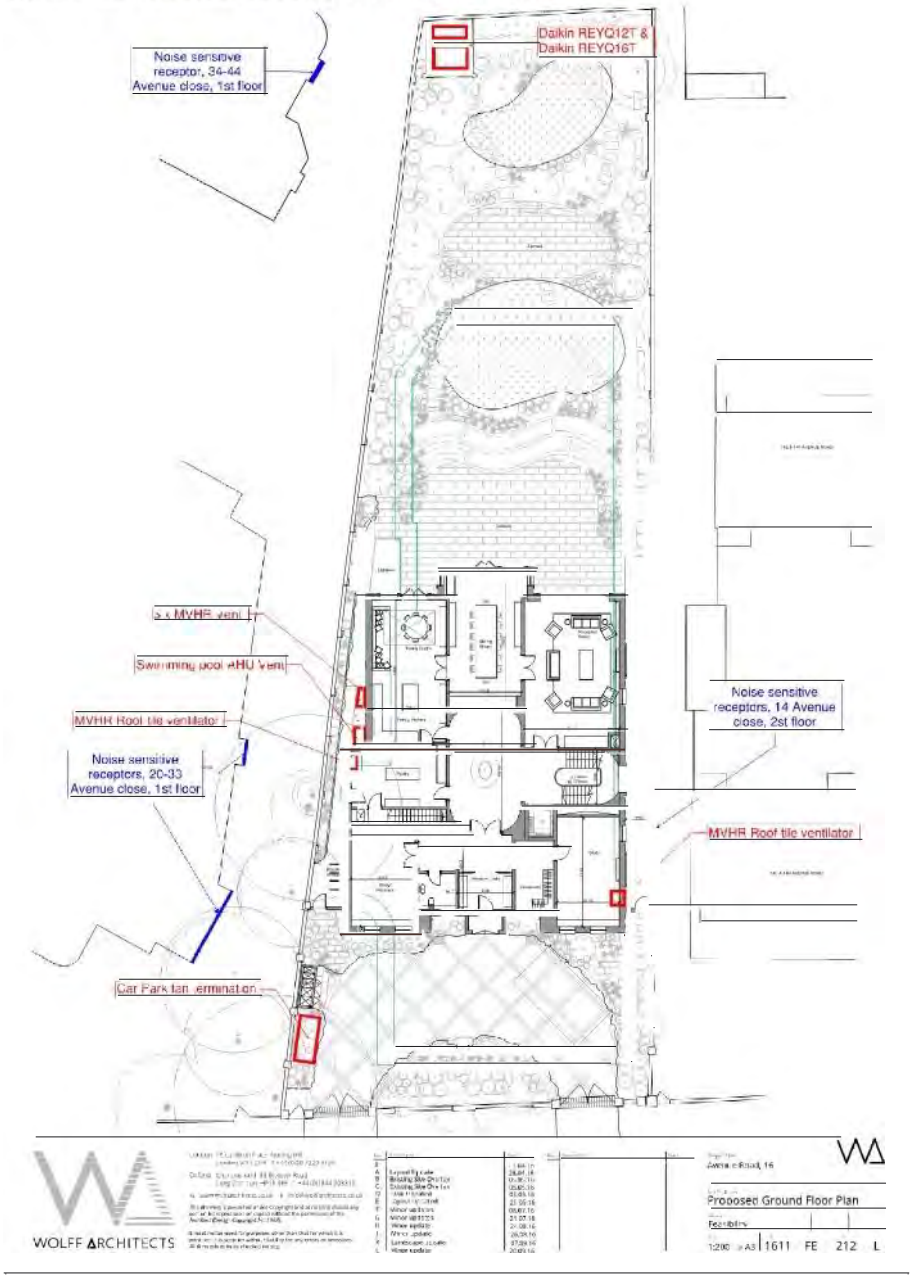
Items of plant	Sound pressure level dB(A)	Sound Power levels, dB(A)	Terminatio n Location	Nearest noise sensitive receptor
Dail‹in KEYO.12 T — Condenser unit		gj	East end of garden (ground leveü	3#-#4Avenue ctose, 1"toor
Dail‹in KEYO.1 óT — Condenser unit		8Ь		
Swimmi ng pool AHU (air hand fing unit)	7ヿ at 3m	ç.	Ducted to the	
3 x MVHP units (Mechanical ventilation with heat recovery)	48 at 3m	68-	western fapade	20-33 Avenue cfose 1" loOr
MVHk unit terminated via roof tile ventilator'	43 at 3m	64	(ground eveÚ	
MVHk unit terminated via roof tile ventilator	43 at3m	64-	Ducted to the eastern facade	T£ Avenue ctose, 2 nd floor
Underground Car parl‹ fan (Jetstream 3 SS)	62 at 3m	8j	Ducted to front garden	20-33 Avenue ctose, T" +loor (window to the south of the building)

"+hJs roof the ventJlator shares the same nearest noJse sensitive recepto r but is located at *Jrst +loor level.
+ Calculated sound power leveI *rom provid ed sound pressure level.

It is understood the plant wJff operate at any li me throughout the day and night.

The nearest noise sensitive premises are considered to be the nearest residential accommodation at 1"' floo r level to the west and east, highlighted in Figure 3.1 below.

Figure 3.1: Plant, duct terminations and sensitive receptor locations



4 NOISE MEASUItEMENTS

4.1 Survey and Measurement Procedure

A continuous, unattended survey of ambient and bacltground noise levels was undertalten at a location (U1 in Figure AI In Aooendix A) that 1s considered representative of the closest sensitive receiver usIng a Lion NL-32 sound level meter. The microphone was fitted with a weatheroroof windshield and was at first level under 'facade' conditions.

Attended measurements have been carried out at different locations on side (AI to AT as shown in Figure AI in AopendJx A)

Fifteen-minute consecutive sound level measurements of L o‹x,r, Lxcq T, and Lxvo, were obtained usIng the 'F' time weighting and A-weighting frequency networI‹ between approximately 12:10 hrs on Ntonday 8'* and 10:40 on Wednesday 10'* August 2016.

The eauipment was calibrated before and after the survey usIng a Lion NC-74 sound calibrator to generate a calibration level of 94.0 dB at 1 ItHz. No significant calibration drifts were observed. Noise levels were measured.

4.2 Equipment Details

Table 4.1 Equipment Details

Equipment	Make & Model	Serial No	Date Calibrated	Calibration Certification Number[1]
Sound Level Meter	tJon NL-32	00751324	8 June 2016	UCkT16/1184
Calibrator	tion NC-74	34304643	1L December 2015	UCKT15/ I329

'Certificates avaJ table on reauest

4.3 Weather Conditions

Weather conditions during the survey period have been obtained from the internet source (www wundererou com), which indicated dry conditions with light ta moderate wind soeeds. The weather condJtJons are considered to not have an acoustically significant impact on the measured noise levels.

4.4 Noise Survey ftesults

Unattended Survey

The results of the continuous noise monitoring survey are oresented in graphical form In Figure A2 of Appendix A. The noise levels measured at the unattended measurement location (ref: U1) are considered to be reoresentative of to that af the nearest noise sensitive receotor as the twa locations are in a similar location shielded by the traffic noise.

A summary of the daytime ambient L rq ar, and night-INme ambient L er arr noise levels 1s oresented below in Table 4.2 along with the average bacltground L soi noise levels

Table ¢.2 Unattended Survey Results (I*Ionitoring location ref: U1)

Monitoring Period	hours	Daytime Average L))		No of hours	Night-time	
Tue 09/08/ 2016	1ь	52	44	8	43	38
Wed 10/ 08/2016	4	54	45			
Minimum facade LeveL		**52**	*43*		**43**	37

The unattended noise survey results indicate that the site is exposed to average facade daytime and night-time ambient noJse levels of 43 dB L rq z6hr and 37 dB LArr 8h resoectively.

Attended survey results

Table 4.3 shows the results of the measurements carried out at the attended positions shown in Figure AI. For each measurement oosition, the L r , so r noise levels have been obtained.

Table 4.3 Daytime Attended Survey Itesufts

Ref	Position	Date and Time	Duration mins	L д B			Dominant Sources
A1	Front façade[1]	08/08/2016 11:20		ьь5	7ь.ь	573	saw trimming hedges, Impact noises from across the road, construction worl‹s from neighbouring property
A2	light *a§ade	08/08/2016 11:30	5	522	665	***74**	koBd noise from Avenue road, construction worl‹s from neighbouring property
A3	Le I façade	08/08/2016 11:40		55.1	79.4	*ь.ь	load noise from Avenue road, construction worl‹s from neighbouring property, hammering from property to the rear
A4	Year +a§ade	08/08/2016 1I:£8		5ь.7	ь7.ь	*5	load noise from Avenue road, PolJce sJren, Impact noJses from across the road, construction worl‹s from neJghbouring property (hammering and angle grinding)
A5	Front *a§ade*	10/08/2016 11:03		621	689	5i1	koBd noise from Avenue road

Notes:

2 Tislonfacade.measure.nentwasiakeno 10108116afle.theunaiended monitor•asdenobled

5 PLANT NOISE ASSESSMENT

5.1 Design Criteria

RDC requires that the Rating Level of the proposed plant units at the nearest noise sensitive premises is at least 5 dB lower than the existing bacl‹ground noise level.

As the olant may operate at any time through the day/night the lowest measured night-time bacltground noise level of 37dB(A) L vo»o,n has been selected to determine the design lJmJt. With this in mind a limit of 32dB (A) at the window of the nearest noise sensitive receptor will be set to meet the reauirements defined by LBC

5.2 Assessment

5.2.1 General

The various items of plants serving the development are oositioned in different locations therefore the nearest noise sensitive receotors differ depending on the distance to the ofant or termination (J.e: vent or roof tile ventilator), as shown in section 3 In Figure 3.1.

Items of plant or olant terminations that are located in closed oro›‹imity have been grouped as they share the same nearest noise sensitive receptor.

5.2.2 Condenser units - Located to the east of the garden

Calculations have been carried out based on manufacturer's noise data for the proposed Dail‹in kEYQ12+ and kEYQ16+ condenser units. The condenser units will be housed In an enclosure specJfJed by the mechanical services engineers.

The calculations presented below In Figure 5.1 show the combined noise levels incident at the nearest noise sensitive window, which is 1" floor level at 34-44 Avenue Close.

Table 5.1: Predicted noise level at the nearest noise sensitive window — Condenser units

Dail‹in kEYO.16T and Dail‹in kEYO.12T combined sound power level	87
Acoustic Enclosure	-20
Screening (timber *ence)	-10
Distance Correction - 20LOG(D)-TI (distance is 9m)	-30
Facade correction	+3
Total noJse level at km *rom window	30
Target Level	32
DJf*erence	-2

Our ca fculations have shown that an acoustic enclosure with a minimum performance of 20dB should be installed In order to meet the noise oolicy requirements set out by Camden.

5.2.3 Swimming pool AHU, 3 x MVHR units and roof tile ventilator - located on the western facade

Calculations have been carried out based on data orovided by the mechanical services engineers for the AHU and MVHK units. We understand that the swimming oool AHNJ, the three MVHK units and the MVHP roof tile ventilator will be ducted individually.

The calculations presented below In Figure 5.2 show the combined noise levels incident at the nearest noise sensitive window, which is 1" floor level at 20-33 Avenue Close.

Note calculations for the AHU and the three MVHk located at ground level will be undertalten together as they are located in the same location, calculations shown in Table 5.2. The MVHR terminated via the roof the ventilator will be calculated individually as it is located at 1" floor level; the overall level will be combined in Table 5.3.

Table 5.2: Predicted noise level at the nearest noise sensitive window — AHU unit (ground level)

Description	Noise levels dB(A)
Sound power level for Swimming pool AHU	100
Atmosphere side noise attenuator	-35
Screening (*ence)	-10
Distance Correction - 20LOG(D)-TI (distance is 9m)	-30
Facade correction	+3
Total noJse level at km *rom window	18

Table 5.3: Predicted noise level at the nearest noise sensitive window - MVHR units (ground level)

Description	Noise levels dB(A)
Sound power +rOm no 3 x MVH k	68
Atmosphère side noise attenuator or acoustÏc louvre	-10
Screening (*ence)	-10
Distance Correction - 20LOG(D)-TI (distance is 9m)	-30
Facade correction	+3
Total noJse level at km *rom window	21

Description	Noise levels dB(A)
Sound power level for MVHP on first floor	64
Atmosphere side noise attenuator or acoustic louvre	-15
Distance Correction - 20LOG(D)-TI (distance is 7m)	-18
Facade correction	+3
Total noise level at km from window	24

	fi J.aú â.z1ü EzuAi1“ Noise levels dB(A)
AHU Lp noise contribution at Tm *rom wJndow	28
No 3 x MVHk units Lp noise contribution at 1m *rom wJndow	21
No 7 x MVHk unit (1'" floor) Lp noise contribution at 1m from window	24
Total noise level at Inn *rom window (hating Level)	30
Target level	32
Difference	-2

In order to meet the noise policy reauirements set out by Camden council we propose the following:

- Installation of acoustic attenuators to the Swimming pool AHU needs to provide a minimum insertion loss of 20dB
  Installation of acoustic attenuators or acoustic louver to each of the no 3 MVHk units on the ground floor to provide a minimum Insertion loss of 10dB
  Installation of acoustic attenuators or acoustic louver to each the MVHK units on the first floor to orovide a minimum insertion loss of 15dB

Providing the above mitigation is followed Camden Council’s noise policy requirements should be

5.2.4 Itoof tile ventilator - located on the eastern facade

The calculations presented below In Figure 5.4 show the noise levels emitted by the roof the ventilator located on the eastern facade, incident at the nearest noise sensitive window, which is 2nd floor level at 14 Avenue Close.

	úJ.û .ûúJ.ûM-. Noise levelsdB(A)
Sound power level *or Pool tile ventilator	64
Atmosphère side noise attenuator or acoustîc louvre	-15
DJstBnce Correction - 20 LOG(D)-7 1 (distance is *m)	-23
Facade correction	+3
Total noise level at Inn *rom window (hating Level)	29
Target level	32
DJf*erence	-3

Our calculations have shown that a noise attenuator with a minimum insertion loss of at least 15dB should be installed In order to meet the noise oolicy requirements set out by Camden Council. Providing the above mitigation is followed Camden Council's noise policy requirements should be met.

5.2.5 Underground car parlc fan - located on the eastern facade

The calculations presented below In Figure 5.6 show the noise levels emitted by the roof the ventilator located on the eastern facade, incident at the nearest noise sensitive window, which is 1st floor level at 20 —33 Avenue Close (towards the sound of the building)

.a 1.a! ' a«t«Laa falsa .úuü. aü üzü 1as Jasü a'uiâü saasiiÉuê M aaaM • a' Descriphon	Noise fevefs dB(A)
Sound power level o* Jetstream 315	83
Atmosphère side noise attenuator or acoustîc louvre	-17
Screening (timber *ence)	-10
DistanceCorrecton-20POG(D)-11(distanceis9m)	-30
Facade correction	+3
Total noJse level at km *rom window (hating Level)	29
Target level	32
Difference	-3

Our calculations have shown that an acoustic louvre or a noise attenuator with a minimum insertion loss of at least 17dB should be installed in order to meet the noise oolicy reauirements set out by Camden Council.
Providing the above mitigation is followed Camden Council's noise policy requirements should be

met.

6 CONCLUSION

Anderson Acoustics has comoleted an impact noise assessment on the proposed plant that will be serving the develoomentat 16 Avenue road, London. .

A noise survey has been conducted at develoomentwhich has established representative bacltground noise levels during the oroposed times of operation.

LBC requires that the hating Level from the extraction system is at least 5 dB below the exJstJng bacl‹ground noise level at the nearest noise sensitive premises, which has been identified as the residential accommodation to the west and east of the development.

In-prJnciole mitigation advice and noJse ahenuatJan oerformances have been given to ensure that the noise emitted by the olant serving the develoomentmeet LBC's noise oolicy reauirements.

The sDecified performance are integrated by the Mechanical EngJneer In the plant and ductworl‹s design.

ftEFEftENCES

1 Noise Policy Statement for England (NPSE). 15 March 2010

2 National Planning Policy Framework (NPPF). 27 March 2012

3 British Standard BS 4142: 2014. Methods for Rating and Assessing Industrial and Commercial Sound

4 Unitary Develoomeni Plan, London Borough of Camdem, June 2006

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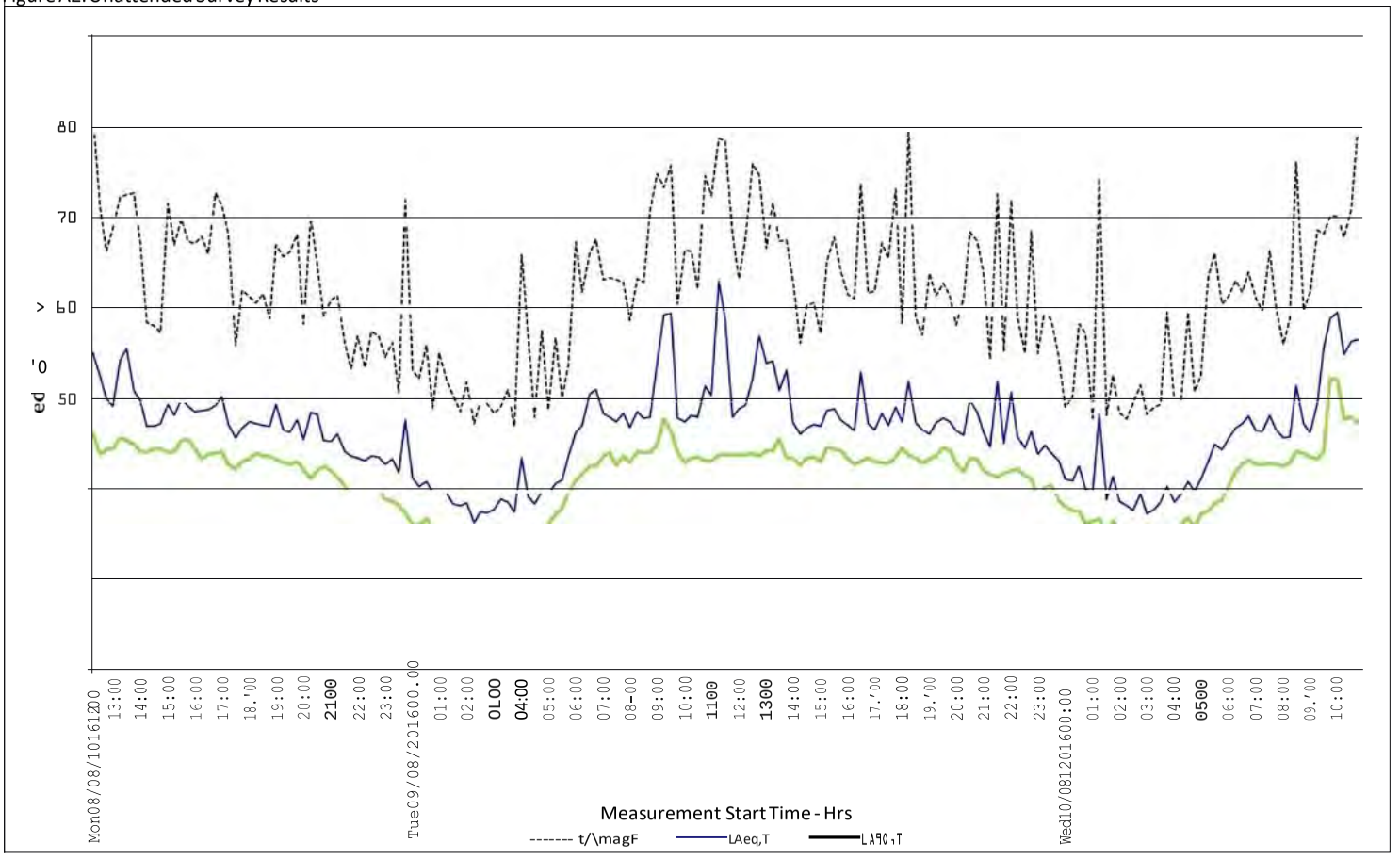
APPENDI7ś A

FIGUItES

Figure A1: Unattended Monitoring Position

Figure A2: Unattended Survey Results



Appendix 33 A Air Quality Report

Air Quality Risk Assessment

Reference:	**EEMC-DRA001-152 Rev00**
Project:	**16 Avenue Road**
Client:	**Deconstructuk Ltd**

DOCUMENT REFERENCE: EEMC-AQA001-16 Avenue Road-152 Rev00

REVIEW AND AUTHORISATION		
Prepared By Emma Howard	**Position** Environmental Consultant	**Date** 30/01/2020
Reviewed By Matt Robinson	**Position** Senior Consultant	**Date** 02/02/2020
Approved By Altin Lleshi	**Position** Environmental Specialist	**Date** 04/02/2020

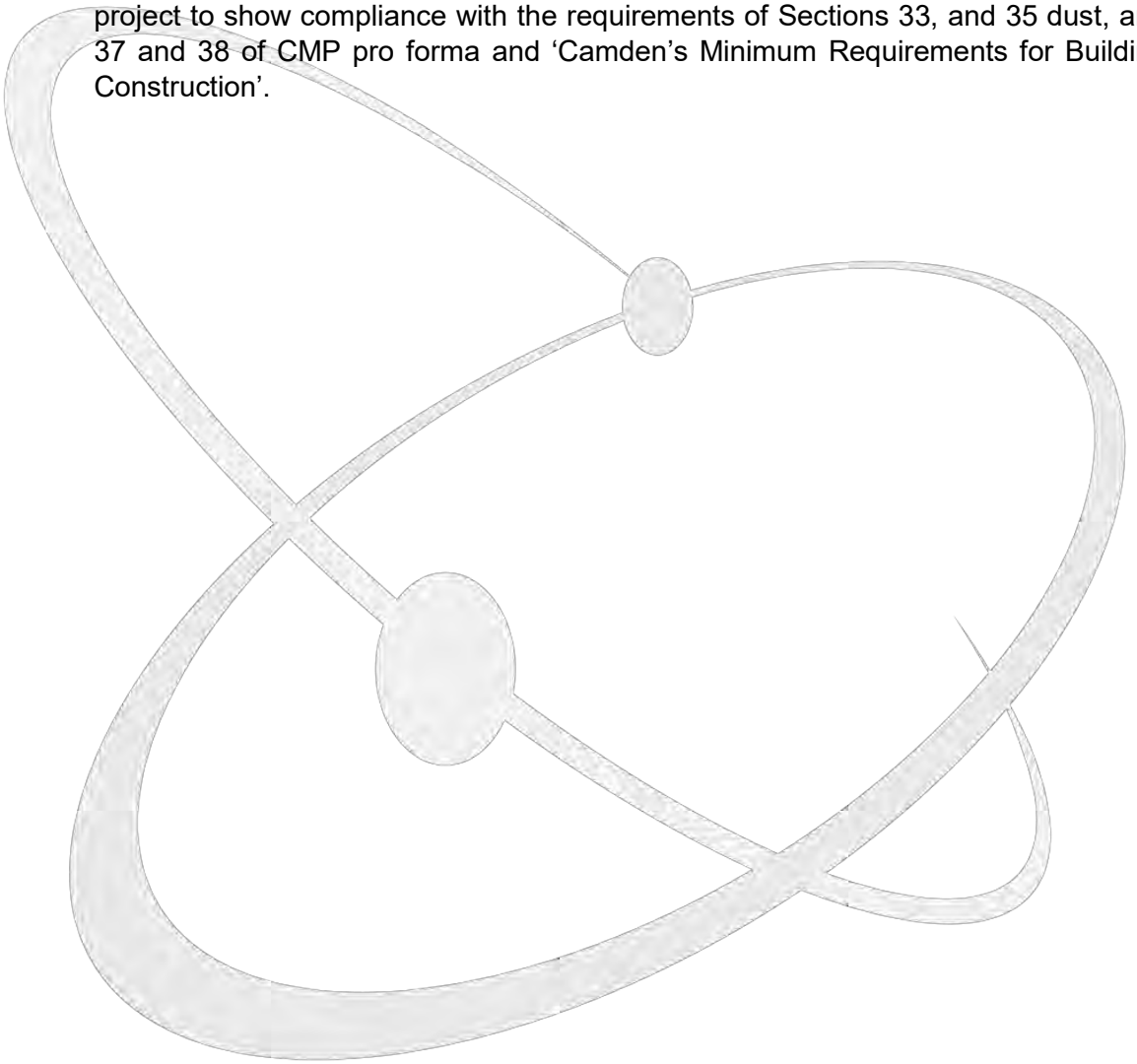
AMENDMENT HISTORY			
Issue	**Status**	**Description**	**Date**
00	Initial	First Draft for review	04/02/2020

1. Introduction

1.1. Deconstructuk Ltd has been appointed to undertake demolition and construction at the 16 Avenue Road Project located in the London Borough of Camden. Deconstructuk Ltd have commissioned European Environmental Monitoring and Consultancy (EEMC) to prepare an Air Quality Risk Assessment for the project.

1.2. (EEMC) Limited has extensive experience in providing noise, vibration and air quality monitoring and consultancy services to major construction and infrastructure projects and has worked on some challenging developments in London and the UK.

1.3. This document will be attached to the Construction Management Plan (CMP) for the project to show compliance with the requirements of Sections 33, and 35 dust, and 37 and 38 of CMP pro forma and 'Camden's Minimum Requirements for Building Construction'.



2. Site Location and Receptors

2.1. Site Location

The proposed site comprises of a detached residence within a residential plot. To the South-West of site is Avenue Road and this is the only access to the property. To the north, south and east the site is bounded by adjacent residential properties.

The site is located approximately 320m north of the Outer Circle of Regents Park, 800m east of St. John's Wood underground station and 1km south of Swiss Cottage underground station.

The development proposes the demolition of the existing property and the construction of a new single dwelling with basement level.

Figure 1 – Site Location

2.2. Sensitive Receptors

2.2.1. . The nearest most sensitive receptors have been identified as the residential surrounding the property:

1. 34-44 Avenue Close
2. 20-33 Avenue Close
3. 1-19 Benjamin House
4. 14 Avenue Close (E-H)

5. 14 Avenue Close (A-D)
6. 19 Avenue Road
7. 21 Avenue Road
8. 23 Avenue Road

These receptors are shown in Figure 2 below.

Pedestrians, cyclists and road users within proximity of the site have also been recognised as potential sensitive receptors to the works.

Figure 2 – Map Showing Most Sensitive Receptors

3. Air Quality Risk Assessment

3.1. Overview

3.1.1. The potential air quality impacts from the 16 Avenue Road project are assessed in the risk assessment from the *'The Control of Dust and Emissions During Demolition and Construction 2014 SPG'.*

3.2. Step 1

3.2.1. Several human and ecological receptors have been identified near the site and this requires, a detailed assessment of dust impacts on people. This will be explored in the following assessment.

3.3. Step 2A

3.3.1. The Air Quality Risk Assessment has been assessed for each phase of development. The potential dust emission magnitude for each phase is summarised in Table 3.0 below.

Table 3.0 – The Dust Emission Magnitudes for Each Phase

Phase	Magnitude	Criteria
Demolition	Small	The total building volume being demolished is likely to be less than 20,000m^3.
Earthworks	Small	Total site area is estimated to be 855m^2, less than 2,500m^2. Also the soil type between 0-25m is mainly sand based.
Construction	Small	The total building volume is likely to be less than <25,000m^3.
Trackout	Small	It is likely that there will be less than 50m of unpaved road, and there are estimated to be a maximum of 8 HDV deliveries a day (less than 10).

3.4. Step 2B

3.4.1. The sensitivity of the area takes account of several factors including:

- Specific sensitivities of receptors in the area;
- Proximity and number of these receptors;
- Local background PM10 concentrations;

The sensitivity of receptors to dust soiling effects and the effects to human health as a result of PM_{10} are considered. These impacts remain the same for each of the four phases of the project.

3.4.2. The sensitivity of the area in relations to dust soiling effects and the effects on human health are shown in Table 4.0 below.

Table 4.0 – The Sensitivity of the Area for effect

Impact	Sensitivity	Criteria
Dust Soiling	Medium	There are between 10-100 receptors within 50m of the site.
Human Health	Low	The annual mean of PM_{10} is below 24µg/m^3 (Data from the LAQN reveals the average for PM10 in 2019 to be 20.6µg/m^3 – Data taken from the Swiss Cottage monitoring station around 1km from site). There are between 10-100 receptors within 520m of the site.
Ecological	Low	The sources are all between 50m and 350m and are low sensitivity receptors.

3.5. Step 2C

3.5.1. The sensitivity of the area for both impacts is compared against the dust emission magnitude to achieve a risk category for each phase. The risk categories are summarised in Table 5.0 below.

Table 5.0 – Summary of Unmitigated Dust Risk Categories for Each Phase

Phase	Risk		
	Dust Soiling	Human Health	Ecological
Demolition	Low	Negligible	Negligible
Earthworks	Low	Negligible	Negligible
Construction	Low	Negligible	Negligible
Trackout	Negligible	Negligible	Negligible

3.6. Dust Mitigation Measures

3.6.1. The GLA guidance provides several potential mitigation measures to reduce impacts during all four phases; demolition, earthworks, construction and trackout. Table 6.0 below summarises the highly recommended mitigations measures for the 16 Avenue Road Project based on the Air Quality Risk Assessment. Mitigation measures are recommended for the demolition, earthworks and construction phases as these are low risk phases.

Table 6.0 – Highly Recommended Fugitive Dust Mitigation Measures for Low Risk Sites:

Phase	Control Measure
Mitigation Measures Relevant for Demolition, Earthworks, Construction and Trackout	
Site Management	Display the name and contact details of a person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.
	Display the head or regional office contact information
	Record and respond to all dust and air quality pollutant emissions complaints.
	Make a complaint log available to the local authority when asked.
	Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection results, and make an inspection log available to the local authority when asked.
	Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions are being carried out, and during prolonged dry or windy conditions.
	Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.
	Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.
Preparing and Maintaining the Site	Plan site layout: machinery and dust causing activities should be located away from receptors.
	Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.
	Avoid site runoff of water or mud
Operating Vehicle/Machinery and Sustainable Travel	Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone
	Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance
	Ensure all vehicles switch off engines when stationary – no idling vehicles.
	Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.
	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking and car-sharing).

Phase	Control Measure
Operations	Only use cutting, grinding or sawing equipment fitting or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems
	Ensure an adequate water supply on the site for effective dust/ particulate matter mitigation (using recycled water where possible).
	Use enclosed chutes, conveyors and covered skips.
	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
Waste Management	Reuse and recycle waste to reduce dust from waste materials
	Avoid bonfires and burning of waste materials
Measures Specific to Demolition	
Demolition	Ensure water suppression is used during demolition operations.
	Avoid explosive blasting, using appropriate manual or mechanical alternatives.
	Bag and remove any biological debris or damp down such material before demolition.

3.6.2. With the relevant mitigation measures outlined in Table 6.0 implemented, the residual effect from all dust generating activities is predicted to be not significant, in accordance with the GLA guidance.

Appendix 42 S61 Application

16 Avenue Road

London, NW8 6BP

Demolition, Excavation, Superstructure and Associated Works

May 2020 – March 2022

CONTROL OF POLLUTION ACT 1974

APPLICATION FORM FOR SECTION 61 PRIOR CONSENT

Submission No: 01 Applicants reference	**16 Avenue Road_S61APP_001 - Rev00** Application for Section 61 prior Consent for the works taking place at 16 Avenue Road, London, NW8 6BP
Local Authority Reference:	……

To the EHO of London Bourgh of Camden Council

WE HEREBY MAKE APPLICATION for prior consent in respect of works to be carried out at 16 Avenue Road, London, NW8 6BP, as detailed in the following pages under Section 61 of the Control of Pollution Act 1974.

Signed:

Date: 13.02.20

(Name of signatory and position)
Adrian Kennedy – Contracts Manager on behalf of Deconstruct (UK) Ltd

Applicant and Registered Office address*:*

Deconstruct (UK) Ltd.
Burdett House
15-16 Buckingham Street
London
WC2N 6DU
0207 734 6655
www.deconstructuk.com

Project Office for Correspondence and Site Office Postal address:

16 Avenue Road, London, NW8 6BP

Section heading	**A summary of information of works to take place has been provided in the table below and more details have been submitted in the relevant appendix which matches the section heading number**
1. Site address	The site address is: 16 Avenue Road, London, NW8 6BP.
2. Name and address of main contractor and contact names on Site	Contact: Deconstruct (UK) Ltd. Burdett House 15-16 Buckingham Street London WC2N 6DU 0207 734 6655 www.deconstructuk.com
3. Outline description of work and site layout plan	The outline scope of works for the 16 Avenue Road development are outlined generally below: - Detailed Demolition - Excavation - Structural works - Internal fit-out - Site Clean and Clear The main issues and challenges the project will face are: - Storage of materials during excavation period; - Removal of excavated spoil from site; - Conflicts with road users due to cycle lanes immediately in front of the site.
4. Programme	From May 2020 – March 2022 (approx. 84 week programme)- for more information please refer to Appendix 4.
5. Deconstruction and demolition methods to be used in each stage of development	A detailed Method of Work is attached in Appendix 5.
6. Hours of Work	Works will be carried out in normal working hours (NWH). When this is not practically possible, due to operational health and safety and/or to ensure structural integrity or other unforeseen circumstances, the works may take place during extended working hours (EWH). EWH will be agreed in good timescale with London Borough of Camden (LBC) EHO via the s61 variation/dispensation application process. The normal working hours (NWH) will be as follows: 08.00 to 18.00 Mondays to Fridays

	08.00 to 13.00 on Saturdays, with audible works to start at 09.00 No working on Sundays or Public Holidays
7. Number, type and make of plant and machinery (including heavy vehicles) stating source Sound Power Levels	The plant and equipment for the work activities are included in Appendix 6
8. Predicted Noise Levels	Predicted noise levels are presented in Appendix 7 as period $L_{Aeq,\ 10\ hour}$ levels at the facades of nearest sensitive buildings. Predicted noise levels are from the Noise Modelling Report submitted as appendix to the CMP for the site. The noise levels generated by demolition and associated works experienced by any nearby sensitive receptors, will depend upon several variables, the most significant of which are: • the noise generated by plant or equipment used on-site, or on-site activities (i.e. the physical demolition), generally expressed as sound power levels (LW); • the periods of operation of the plant on the site, known as its 'on-time'; • the distance between the noise source and the receptor; • attenuation provided by ground absorption and any intervening barriers. Demolition noise predictions have been undertaken using CADNA/A noise modelling software, which employs the methodology outlined in BS 5228-1: 2009+A1:2014 Code of practice for noise and vibration control on construction and open sites: Part 1: Noise (BSI, 2014). BS 5228-1: 2009+A1:2014 also contains a database of the noise emissions from individual items of equipment, activities and routines to predict noise from demolition and construction activities at identified receptors. The prediction method gives guidance on the effects of different types of ground, barrier attenuation and how to assess the impact of fixed and mobile plant. Predicted noise levels illustrate the cumulative effects of noise ($L_{Aeq,10\ hour}$ day) from all activities which take place simultaneously from different locations on the site with potential impacts on sensitive receptors. Predicted noise levels are presented in Appendix 7 as period $L_{Aeq,\ 10\ hour}$ levels.
9. Proposed steps to minimise noise and vibration.	A summary of the proposed mitigations is described in Appendix 8 including Best Practicable Means (BPM).

10. Monitoring regime	The site will be monitored for noise and vibration as required. It is anticipated that the quantity and location of monitoring instruments can be determined in liaison with the local authority. Noise monitoring equipment will be IEC61672 Class 1 compliant; and vibration monitors will comply with applicable standards (typically DIN45669). If continuous automated monitors are to be used these will be configured to send email alerts in the event of exceedance events. Noise Trigger and Action alert levels will be set as per predictions and following the +5dB Assessment Methodology of BS5228. It is been recommended that the following trigger and action levels are set for vibration for potential disturbance of residential and commercial receptors. **Vibration** / Trigger Level / Action Level Residential / 1mms^{-1} PPV / 3mms^{-1} PPV Commercial / 3mms^{-1} PPV / 5mms^{-1} PPV
11. Dispensations (or derogation)	In instances where a change to the working methods will be required which was not foreseen at the time this Section 61 prior consent application was submitted, and which would affect the predicted noise levels in the application, then a dispensation application will be submitted to London Bourgh of Camden. The dispensation application will set out the reasons for any changes and give the resulting/revised predicted noise levels and BPM measures that will be implemented.
12. Variations	Required changes of a minor nature which are not expected to affect the overall predicted noise levels presented in this application must be sought via a variation application. The variation mechanism may be invoked for typical situations such as: approval of out of hour's deliveries, and changes in works programme. A template variation application form will be used when required
13. Over Runs	When works unexpectedly must be carried out after 18.00, the site management will telephone and email the EHO as soon as possible and provide the following details: • Section 61 Prior Consent reference and Deconstructuk contact on site • Works to be undertaken • Mitigation measures • Predicted time of completion Approval for overruns will only be sought for situations in critical Health and Safety or safe engineering reasons and the works cannot be practically completed in the normal working day and/or the out of hours activities applied for would have acceptable insignificant noise impacts. The reason for an over run will be fully explained and documented. All overruns will be logged. If timing allows client and DeconstructUK contact neighbours and inform them.

14. Liaison	Neighbours located at close proximity to the project perimeter or those who may be otherwise affected by the site operations will be kept informed of programmed project activities/changes to programme via newsletters and dedicated websites. Neighbour liaison meetings and newsletters will be managed and controlled by the client. Appendix 2 - Works Schedules Notifications, Drop-in Sessions and Leaflets arrangements Any noise complaints received by the project helpline will be directed to the Project Manager in the first instance and they will deal with the complaint immediately on-site. Any findings and remedial actions taken will be fed back through the complainant and to the helpline. The management team has allocated the following site contact number: **Adrian Kennedy (Contracts Manager) – 07809 230799** The complaints/actions taken will be recorded by the Project Manager and notification will be sent to the Environmental Manager. The Community Relations Manager will consult client and other stakeholders and provide any required monitoring data, so a response to the complainant can be best accommodated providing all details of actions taken and establishing feedback communication channels. Where deemed necessary, the contractors Environmental Manager will undertake a more detailed investigation of the complaint. The contractor will consult other stakeholders and consultants on the appropriate course of action and any corrective actions to be undertaken in response to this investigation. In such instances, complaint resolution process will be managed and confirmed by the Environmental Manager. At the present time, we are not aware of any existing or proposed developments in the close vicinity to 16 Avenue Road. We would be grateful for the council to advise if this is not the case, at which point we will provide a marked-up plan. Recorded notifications of the complaint and actions taken to address a complaint will be provided to the LBC EHO within 24hours of the event, with updates on any further investigation or action taken provided as soon as they become available.
15. List of Plans and Appendices attached	Appendix 1: Introduction Appendix 2: Works Schedules Notifications Appendix 3a: Site Layout Plan Appendix 3b Site Plan showing sensitive Buildings Appendix 4: Programme of Works for 16 Avenue Road Appendix 5: Method of Work Appendix 6: Plant and Equipment Appendix 7: Predicted Noise Levels Appendix 8: Proposed Steps to Minimise Noise and Vibration

Appendix 1: Introduction

The proposed site comprises of a detached residence within a residential plot. To the South-West of site is Avenue Road and this is the only access to the property. To the north, south and east the site is bounded by adjacent residential properties.

The site is located approximately 320m north of the Outer Circle of Regents Park, 800m east of St. John's Wood underground station and 1km south of Swiss Cottage underground station.

The development proposes the demolition of the existing property and the construction of a new single dwelling with basement level.

Figure 1 – Project location: 16 Avenue Road

Scope of Work

Deconstruct will carry out all necessary site investigations, remove any remaining Asbestos Containing Materials (ACMs), soft strip and structural demolition. Structural demolition will commence only once all approvals are in place and instruction to proceed has been received from the client.

The outline scope of works for the 16 Avenue Road development are:

- Enabling Works and Demolition of 16 Avenue Road
- Excavation
- Structural works
- Internal fit-out
- Site Clean and Clear Site

The main issues and challenges the project will face are:

- Storage of materials during excavation period;
- Removal of excavated spoil from site;
- Conflicts with road users due to cycle lanes immediately in front of the site.

Appendix 2: Works Schedules Notifications

THE DE GROUP

16 Avenue Road
Neighbourly Update

deconstructuk.com

Project Completion

For all comments or queries regarding the project, including our programme of works, please contact:

Adrian Kennedy
Contracts Manager
Adrian.Kennedy@deconstructuk.com

If you have any queries about the work being undertaken please contact:

Ian Brennan
Project Manager
ian.brennan@deconstructuk.com

Dear Neighbor's

Newsletter Issue: 01 Date: 29/01/2020

Welcome to the first monthly newsletter to keep you informed of the works at 16 Avenue Road.

We will be starting works to 16 Avenue Road as early as March. These works will consist of a Soft Stripping the entire building, full demolition of the Structure. Once the premises is demolished to ground level, piling works will begin followed by reduce dig to form the new RC basement followed by an RC structure.

For deliveries and waste away the existing turning point to the front of the property and gates will be utilized for the duration of the works.

Working hours will be as below

Mon-Fri 8.00am-6.00pm

Sat-Sun 8.00am-1.00pm

We will endeavor to mitigate any disturbance to the local community, with feed back and comments from all are welcomed and if possible we will try to make allowances to improve how we carry out these works

Site contacts are on the left of this newsletter, and we are happy to answer any queries you may have.

Have you checked our Social Media?

Keep up-to-date on Deconstruct UK's latest news through our Social Media pages

www.twitter.com/ www.linkedin.com/company/

www.facebook.com/ www.feeds.feedburner.com/

To contact the City of London pollution control team directly, please call 0207 606 3030

deconstructuk.com deriskuk.com deployuk.com deployukrail.com developuk.com decontaminateuk.com

Appendix 3: Site Plan Showing Sensitive Buildings

Appendix 4: Programme of Works for 16 Avenue Road

Please see Appendix 28.A on page 50

Appendix 5: Method of Work

Soft Strip:
Before any soft strip is carried out a means of removing it from the work face will be established. 40 yard bins will be situated at the entrance door of the building

The Soft Strip comprises of the removal of all non-structural elements after the asbestos has been removed and prior to structural demolition works.

If necessary, a pre-asbestos soft strip can be carried out to access the asbestos materials, this will be carried out under the supervision of a qualified asbestos supervisor and operatives with an asbestos awareness qualification.

The soft strip will include but not limited to the removal of:

- Non-structural partitioning.
- Joinery: doors, frames, fixed furniture etc.
- Fixtures and fittings.
- Mechanical and electrical and sanitary fixtures, fittings and services.
- Roof and internal plant.
- Skirting boards, dado rail and cornices
- Floor finishes including carpets, linoleum, and tiling
- Fixed furniture
- Suspended ceilings
- Prior to any works commencing Deconstruct management will have in their possession termination certificates confirming that all electrics are dead, all gas pipes have been isolated and purged and all tanks have been drained down.
- Windows will be opened to provide sufficient air movement in order to maintain a safe working environment. Extractor fans will be used if necessary where additional ventilation is required.
- A fine water mist will be used to suppress dust emissions where necessary.
- The soft strip will be carried out using hand tools. These tools will include mattocks, hammers, screwdrivers, pneumatic and electric breakers and grinders. The work face and access/ egress routes will be progressively cleared using brooms, shovels and wheel barrows.
- Where soft strip is at high level an alloy tower will be erected by a competent PASMA trained operative. Where it is deemed unsuitable to erect an alloy tower, competent scaffolders will erect a purpose built working platform. All scaffolding will be erected in accordance with a separately issued method statement.

Demolition
Protection Scaffolding will be erected to the east and west elevations of the existing structure which will act as a dust and noise screen as well as acting as a protection barrier to the neighbouring properties.
Prior to the arrival of the excavator arriving, operatives will remove the slates using an all-terrain cherry picker situated from ground level. Following the removal of slates, operatives will commence the removal of the timber roof trusses and joists using recip saws working from an aluminium tower situated on First floor level. All materials will be transported to skips at the front of the building. Once all the roof structure has been removed, Operatives will commence to reduce the height of the masonry gable ends using medium breakers and hand tools. The height of the masonry will be reduced to first floor level which will enable the remaining structure fall within reach for the 20tonne excavator.

A 20tonne machine with a quick hitch attachment will mobilise on site to begin demolishing the masonry structure commencing from the front of the building on Avenue Road working its way to the rear. Gable ends will be “pulled inwards” with the assistance of a banksman to ensure no debris ends up in the neighbours demesne.

All arisings will be transported via the excavator to ground level where a 13tonne machine will sort the arisings into stock piles. 8 wheel tipper lorries will gain access to the loading area within the site confines from 16 Avenue Road. Traffic Marshals will manage vehicle access and egress to site and all vehicle movements within the site will be managed by site Banksmen. A 13tonne machine with a bucket attachment will load arisings from existing ground level for removal. Once the vehicles are loaded, Deconstruct Traffic Marshals will safely guide the vehicles back onto Avenue Road where arisings will be taken for further processing at a licensed recycling facility.

The ground floor RC slab will be lifted as far as practicable however a percussive breaking attachment will have to be utilized where the foundations are substantial. The breaking will only take place within the agreed times as per Camden Councils guidelines. Water suppression will be used at all times to maintain and control the exposure of dust etc.

Piling

In order to facilitate the construction of a basement for 16 Avenue Road, a contiguous piled wall has been proposed as the primary geotechnical support to maintain the stability and integrity of the surrounding ground during excavation and construction. Given the open access to the site, a large CFA piling rig will be employed to construct the piling works. Where trees cause an obstruction and bearing piles are to be installed below the existing facade, a restricted headroom piling rig will be utilised to complete the piles. In order to maintain the accuracy of pile installation, a guide-wall may be constructed in advance of the piling works. This method has the advantage that there is never an open or unsupported pile bore.

Mobilisation of piling equipment

Following demolition works, the site will be prepared for the piling with a designed piling platform and guide-wall installed. The piling rig, Soilmec SF-65 in CFA mode (or similar equivalent) will be mobilised to site on a low-loader using the abnormal load procedure and the approved transport routes. Due to Highways/Local Authority restrictions, the rig may be subject to “out of hours” delivery times. The low-loader will drive onto the site where the tractor unit will detach itself from the trailer. The piling rig will be manoeuvred off the trailer and tracked to an area with a firm, level platform suitable for rigging up by the piling crew. The ramps will be lowered and plywood sheeting placed on the road and pavement as protection. The rig will only be permitted to operate and travel on a designed and tested piling platform that will be established before the rig is delivered to site. This will only be formed away from the site boundary fence meaning that the piling rig will not be able to travel or work close to the adjacent properties so will not be able to damage the boundary wall either.

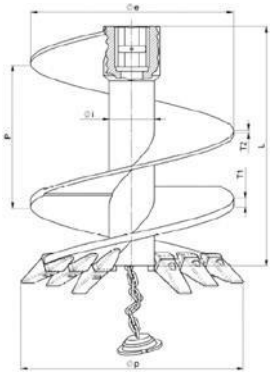

The remaining CFA plant and equipment will be delivered using either 40ft articulated or 28ft flat-bed rigid Hiab wagons. Deconstruct will ensure all deliveries are pre-slung, have fall protection or can be unloaded with a 13t excavator.

Reinforcement will be delivered separately and transported into site and an area will be designated on site for pile cage fabrication.

Pile Construction

All contiguous wall piles will be constructed using Continuous Flight Auger (CFA) methods where a hollow stem auger is bored into the ground to below the base of the planned excavation.

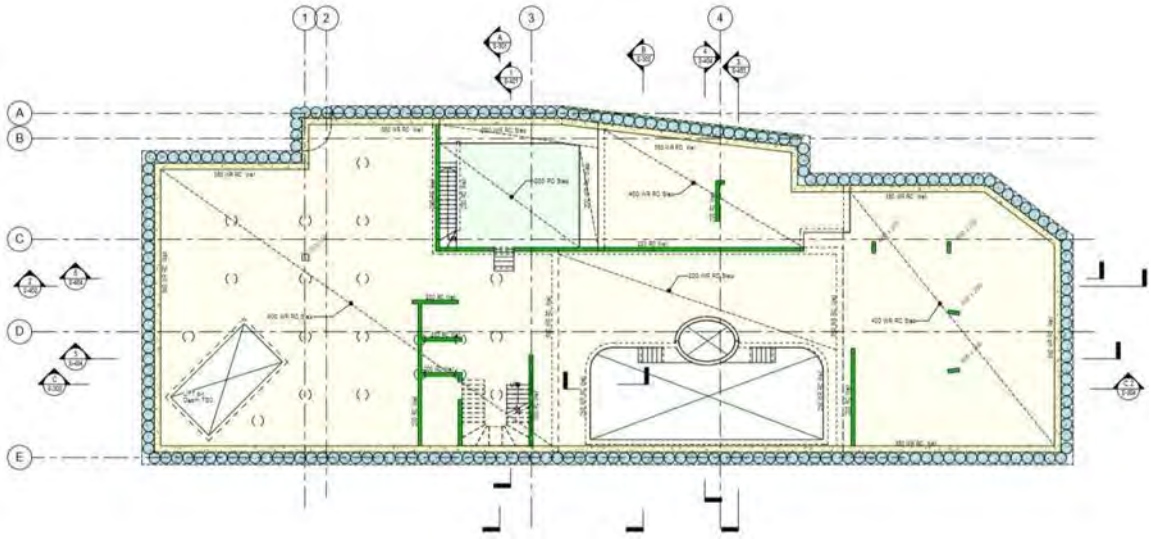
As the drilling tool or “auger” is bored and crowded (the vertical force exerted by the drilling rig to assist penetration) into the ground, rotation slightly greater than one rotation per flight pitch is required to loosen the soil and allow the tool to penetrate. Upon achieving the required depth, the auger string is withdrawn some 200 to 300mm and a small amount of concrete pumped to allow the expendable cap to be blown clear of the digging head. The pile will be re-bored to full depth to clean the base prior to extraction. Once at depth, a high strength concrete mix is pumped through the hollow stem to the tip of the auger tool as it is extracted from the ground at a controlled rate.



The rig instrumentation will be used to monitor the input volumes of concrete and pressure of the concrete as it is placed and control the rate of auger extraction accordingly. As is necessary, the auger string will be cleaned with the mechanical auger cleaner.

Once extracted the rig is backed away and spoil carefully cleared off the top of the pile to expose the clean, wet pile shaft using the attendant excavator. Following spoil clearance, the reinforcement cage will be installed by lifting and plunging it into the wet bore with the aid of the attendant excavator.

The operatives will be protected from accidental entrapment in the auger by means of the CFA gate, in compliance with current HSE guidelines. Spoil will be cleared away from the rig by means of an excavator and removed from site via muck away wagons. The excavator will also be used to assist with movement of concrete hoses, general piling equipment and pile reinforcement. The rig will be positioned facing the site boundaries such that the weight and construction forces from the rig will not load or damage the boundary wall. Adjacent piles cannot be constructed on the same shift as this increases the risk of damaging the fresh concrete in the constructed pile from boring too close. It is envisaged that 10 to 15 piles would be installed in a single shift. Following excavation, bearing piles will be constructed from within the basement excavation with a smaller piling rig.



During the installation of the contig piles at the front of No 16 Avenue Lane façade, the raking shores propping the façade will be removed and relocated in sequence to suit the piling works whilst still supporting the façade.

Tower crane piles will be installed at ground level to enable the erection of the site tower crane. The tower crane will be situated at ground level outside of the new basement structure. A restricted headroom piling rig will gain access to existing basement level of 16 Avenue Road via hardcore ramp. The piling rig will install plunge piles to the back of the façade, this will enable the installation of temporary work “needles” to support the façade using the plunge piles and contig piles as support.

The area around the piles will be locally excavated down to underside of proposed capping beam level. This will be followed by installation of formwork to enable the construction of capping beam. Concrete will be poured to cast the 1000mm deep RC capping beam, as soon as the concrete cures the formwork will be removed.

Once the capping beam is completed to the full perimeter and the retained façade is safely supported on piles, excavation works can begin. The site will be excavated down to SSL

(proposed basement level), this will include the demolition of the basement retaining walls and remaining slab of No.16 Avenue Lane. The excavation works will begin from the rear of site and work backwards towards the Avenue Lane elevation. A temporary ramp will be formed at the Avenue Lane elevation down to low level to enable vehicle access for removal of arisings. Vehicles will reverse into the loading area managed by banksmen. Excavators with bucket attachments will excavate arisings and load tipper lorries for removal from site. Deconstruct Traffic Marshals will safely guide the vehicles back onto Avenue Lane where arisings will be taken for further processing at a licensed recycling facility.

The temporary works installation will run concurrently with the final excavation works down to formation level. The excavation works will follow similar methodology as previously mentioned, excavators with bucket attachments will begin excavating from the far side of the site and work backwards towards the Avenue Lane elevation. All arisings will be transported to the pick-up area using dumpers. A 35t excavator with long reach attachment will be situated at ground level and will transport arisings directly into waiting tipper lorries. Deconstruct Traffic Marshals will safely guide the vehicles back onto Avenue Lane where arisings will be taken for further processing at a licensed recycling facility. During the excavation works, Combisafe barriers will be installed along the boundary to act as edge protection.

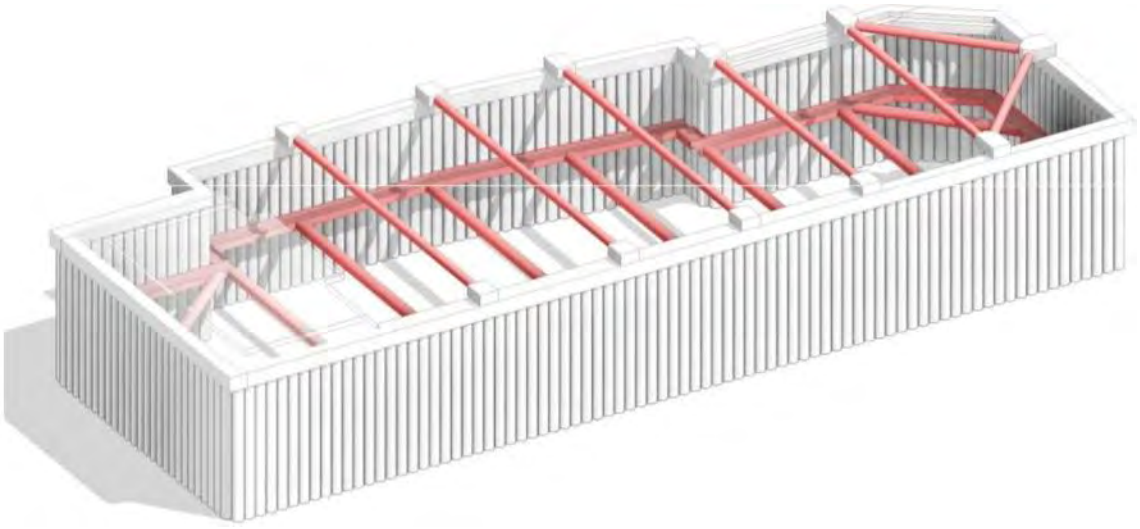
Piles will be trimmed to cut off level using hand breakers or a silent “chandelier” cropping attachment fixed to the attendant excavator. The area around the piles will be locally excavated using a 13tonne machine and form battered slopes to prepare for the concrete pour of pile caps. Blinding will be cast to the formation level of the pile caps followed by the erection of formwork. Rebar will be positioned to allow concrete to be poured. When concrete has cured, formwork will be removed and the area around the pile caps will be backfilled back up to B2 slab formation level. All concrete works will be serviced within the site.

A layer of blinding will be installed at formation level along with drainage installations to service the new basement. The site will be prepared for casting the new RC B1 slab. The proposed lift pit areas will be excavated and poured with concrete. The concrete will be pumped into the site via a mobile pump located within the site boundary. The 460mm - 510mm thick RC basement slab will be cast in sections using formwork, rebar will be placed using the site tower crane. Formwork will be erected to complete the vertical elements at this level, this includes the lining walls and the RC columns. After the concrete has cured, the formwork will be struck and reused to construct B1 level. Any inflow of perched water will be locally pumped out in the temporary case during construction.

As formwork is erected to cast new B1 slab, rebar will be placed into position using the tower crane. The 350mm thick RC slab will be cast up to SSL

Once the slab has cured, the B1 level basement propping can be removed from site. The tower crane will be utilised for the removal of steel work at B1 level and transported on to the back of a waiting flat-bed vehicle for removal from site.

The final slab can now be cast to complete the substructure works. The construction of the ground floor slab will follow similar methodology as previously mentioned. The ground floor slab is 250mm – 600mm thick RC slab at SSL



Superstructure Works:

Clear working area

Ensure no materials are stacked adjacent to slab edges or next to edge protection. Do not store materials in pedestrian access routes.

Set out base lines as per peri Skydeck drawing

For main areas of falsework required to suspended slabs the engineer will mark out the base lines to set out the sky deck. both the longitudinal and traverse lines must be established.

Lift in Skydeck equipment for the working area

The skydeck components will be lifted into the working area using the tower crane. A slinger/ signaller will sling & control all loads. The sdp panels will be lifted using the designated peri lifting pallets, either in pallets of 48 or 14. The drop heads will be lifted in stillages and the beams will be lifted either as packs chocked with slings or in pallets.

Erect Skydeck

The first bay will used to set the whole system from. the following erection procedure must be adhered to and is typical for the main bays and infill bays using the skydecking system. a typical main bay consists of 4 no. props (multiprops) 2 main beams (slt 2250) 4 no. drop heads (sfk) and 3 no. 1500x750mm sdp panels. braced or “gated” bays will require 2 no. mrk 150 and 2 no. mrk 230 ledger frames. All panels will be inserted from below using either a podium steps or scissor lift as a working platform.

Infill around perimeter edges and column head

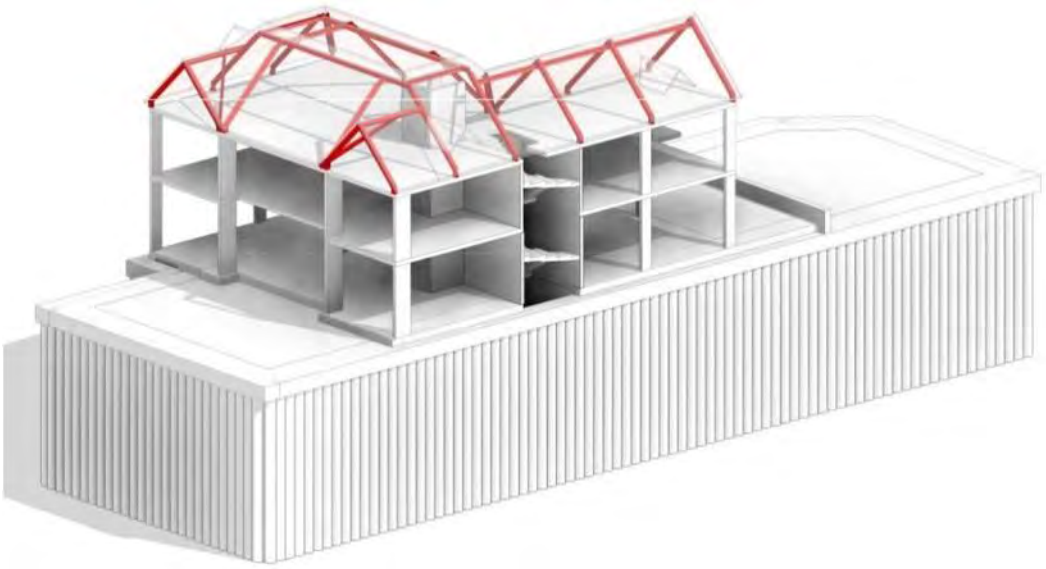
For a large decked area the carpenters can install or erect the combisafe/ tammet system edge protection. The section foreman or charge hand must control this. to do this span set horizontal working lines will be set up off the starter bars of columns. A perpendicular working line will be attached to this to which the harness and short lanyard can be attached. this will enable the carpenter to work fall restraint and safely install the edge protection to the decking. The carpenters doing this operation will be competent and trained to use fall restraint equipment. Care must be taken when working around column infills.

Installation of columns to be poured with slab. (where applicable)

The carpenters must scribe the decking around the column head or the column box formwork. It should be noted that some columns will be formed using the skydeck as a working platform and support for the column formwork. If this is done the rapidobat/ column formwork must be supported using scaffold tubes box tied around mrk frames gated from the multi props. The base of the column box will be located on a plywood template pinned in position using round wire nails wedged into a pre-drilled hole. With the column formwork in the correct position the plywood column head infills 21mm thick can be scribed in and supported off of srt or timber trimming beams.

Striking

Obtain permit to strike. Erect or establish restriction zones and display warning signage. Once concrete has reached sufficient strength, release and remove multi-props.



- This method of works will continue until all proposed slabs are constructed.
- Super structure will be traditional build using a peri sky deck system. This allows formwork to be struck after 3 days once concrete is poured.
- Props will remain in place, however the panels for casting the slab will be reused on above floors.
- The façade retention system will be removed once the retained façade is tied in to the new structure.
- Concrete pouring attended by site tower crane.

Appendix 6: Plant and Equipment

Noise predictions at sensitive receptors have been made utilizing a combination of measured data and information contained within Annex C of BS5228-1:2009+A1:2014. The main items of plant and equipment likely to be employed and corresponding noise levels in dB L_{Aeq} at 10m from the source are shown in Table 6.1 below.

The percentage of the assessment period for which each activity takes place must be considered. For this assessment, on–times of equipment have been estimated on the following basis:

- 100% for generator used to provide power to site cabins;
- 30% - 80% for the main activities likely to stop and start during operation;
- 10% - 30% for minor activities likely to stop and start during operation; and
- 5% for activities considered to play a minor part in the overall process.

Plant	BS5228 ref (or measured)	No of items	SWL	LAeq @10m	% on time
20 Tonne excavator with breaker attachment	C.6 Ref 9	1	104	76	60
13 Tonne excavator with bucket attachment	C.2 Ref 25	1	97	69	60
Hand tools	Measured	3	97	69	30
Waste lorry	C.2 Ref 34	1	108	80	30
MEWP	C.4 Ref 57	1	95	67	40
TE1000 Hand Breaker	Measured	2	113	85	30

Table 6.1: Equipment/plant used for demolition and associated works

Plant	BS5228 ref (or measured)	No of items	SWL	LAeq @10m	% on time
CFA Piling rig	C.3 Ref 14	1	111	83	70
13 Tonne excavator with bucket attachment	C.2 Ref 25	1	97	69	60
Crawler crane	C.3 ref 29	1	98	70	70
Hand tools	Measured	3	97	69	30
Waste lorry	C.2 Ref 34	1	108	80	30
Concrete lorry	C.4 Ref 21	1	105	77	30
Concrete pump	C.3 Ref 26	1	103	75	50

Table 6.2: Equipment/plant used for piling operations

Plant	BS5228 ref (or measured)	No of items	SWL	LAeq @10m	% on time
8 Tonne excavator with bucket attachment	C.4 Ref 17	2	99	71	60
13 Tonne excavator breaking and loading	C.6 Ref 12	1	102	74	60
35 Tonne excavator loading into tipper lorries	C.5 Ref 18	1	108	80	70
Waste lorry	C.2 Ref 34	1	108	80	30
Dumper	C.4 Ref 4	1	104	76	50
TE1000 hand breaker	Measured	2	113	85	30
Hand tools	Measured	2	97	69	30

Table 6.3: Equipment/plant used for excavation works

Appendix 7: Predicted Noise Levels

Note, noise modelling is taken from the Noise Modelling Report, submitted as appendix to the CMP prepared for the project.

Noise predictions have been undertaken using the methodology described in BS 5228-1: 2009+A1:2014 Code of practice for noise and vibration control on construction and open sites: Part 1: Noise (BSI, 2014). The predictions are processed using CadnaA noise modelling software.

CadnaA software is not only used to present the model and the resulting noise propagation, but a very effective tool to control the model and to find or avoid geometrical errors. If it is possible to click to any object and to get the edit window with all parameters describing its properties it this saves a lot of time to check if the inputs are correct.

The noise levels generated by construction site activities and experienced by any nearby sensitive receptors will depend upon several variables, the most significant of which are:

- the noise generated by plant or equipment used on-site, or on-site activities generally expressed as sound power levels (LW);
- the periods of operation of the plant on the site, known as its 'on-time';
- the distance between the noise source and the receptor;
- the attenuation provided by ground absorption and any intervening barriers.
- reflections of noise from hard vertical faces such as walls or buildings

Predicted noise levels are presented as period LAeq10hour levels at the nearest sensitive location.

BS 5228-1: 2009+A1:2014 also contains a database of the noise emissions from individual items of equipment, activities and routines to predict noise from demolition and construction activities at identified receptors. The prediction method gives guidance on the effects of different types of ground, barrier attenuation and how to assess the impact of fixed and mobile plant.

A 2D representation of sound propagation using CadnaA software is presented in Figure 7.1 below:

Figure 7.1 – Predicted noise levels for demolition and associated works

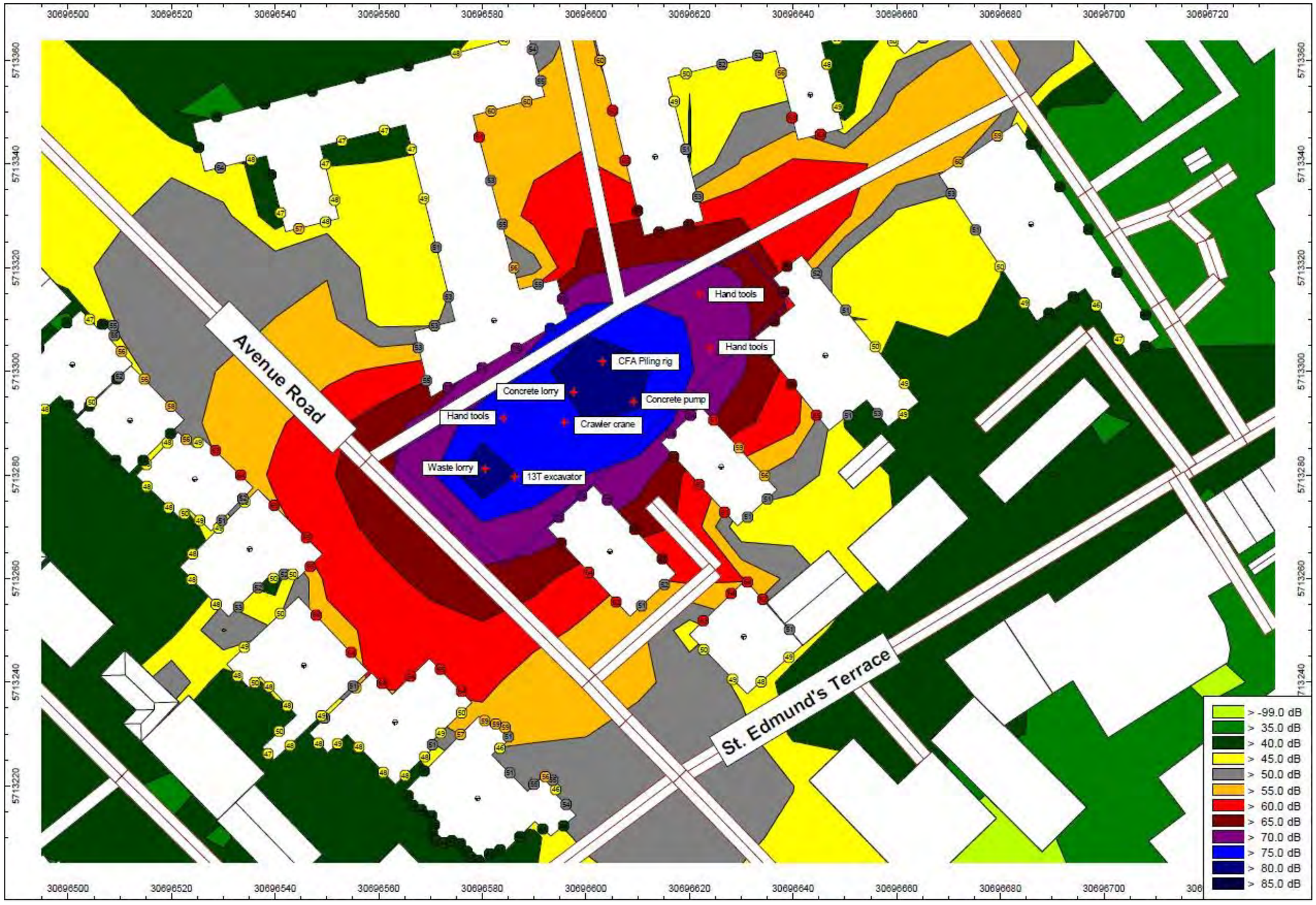


Figure 7.2 – Predicted noise levels for piling operations

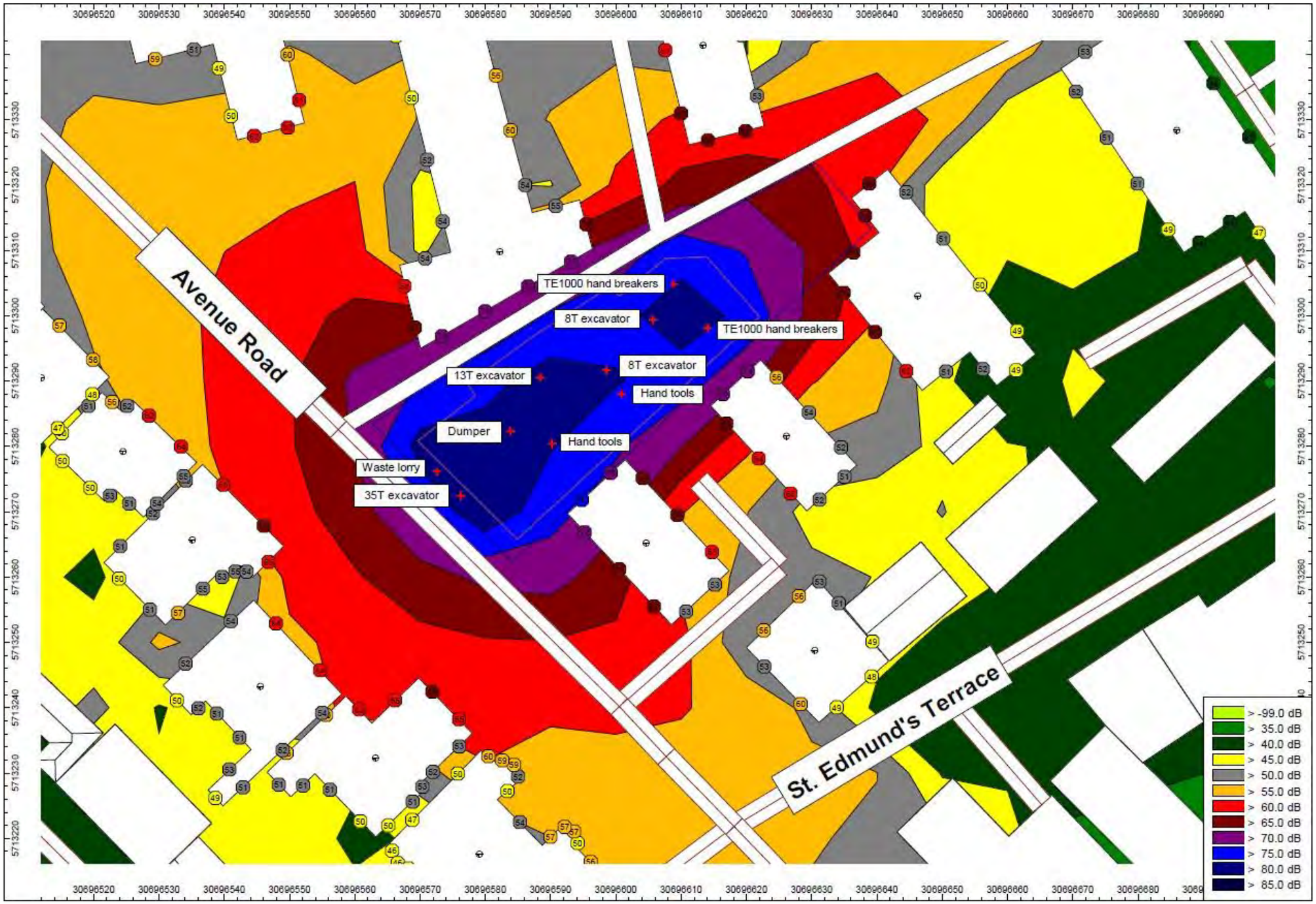


Figure 7.3 – Predicted noise levels for excavation works

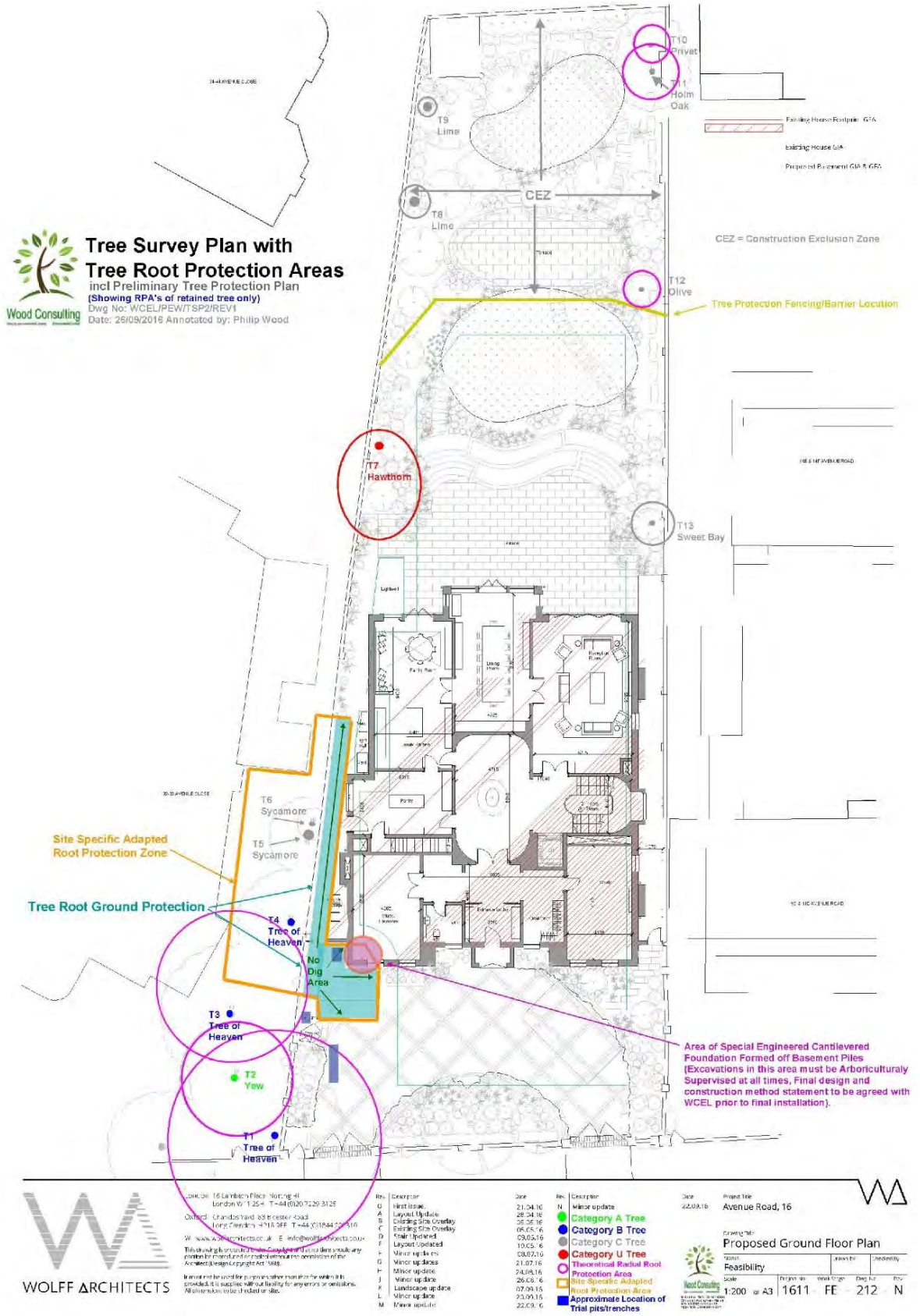
Appendix 8 – Proposed Steps to Minimise Noise and Vibration "Best Practicable Means" (BPM)

Best Practicable Means (BPM) will be implemented to ensure there is no nuisance caused by noise from the work activities. Noise and vibration mitigation measures to be used will include the following:

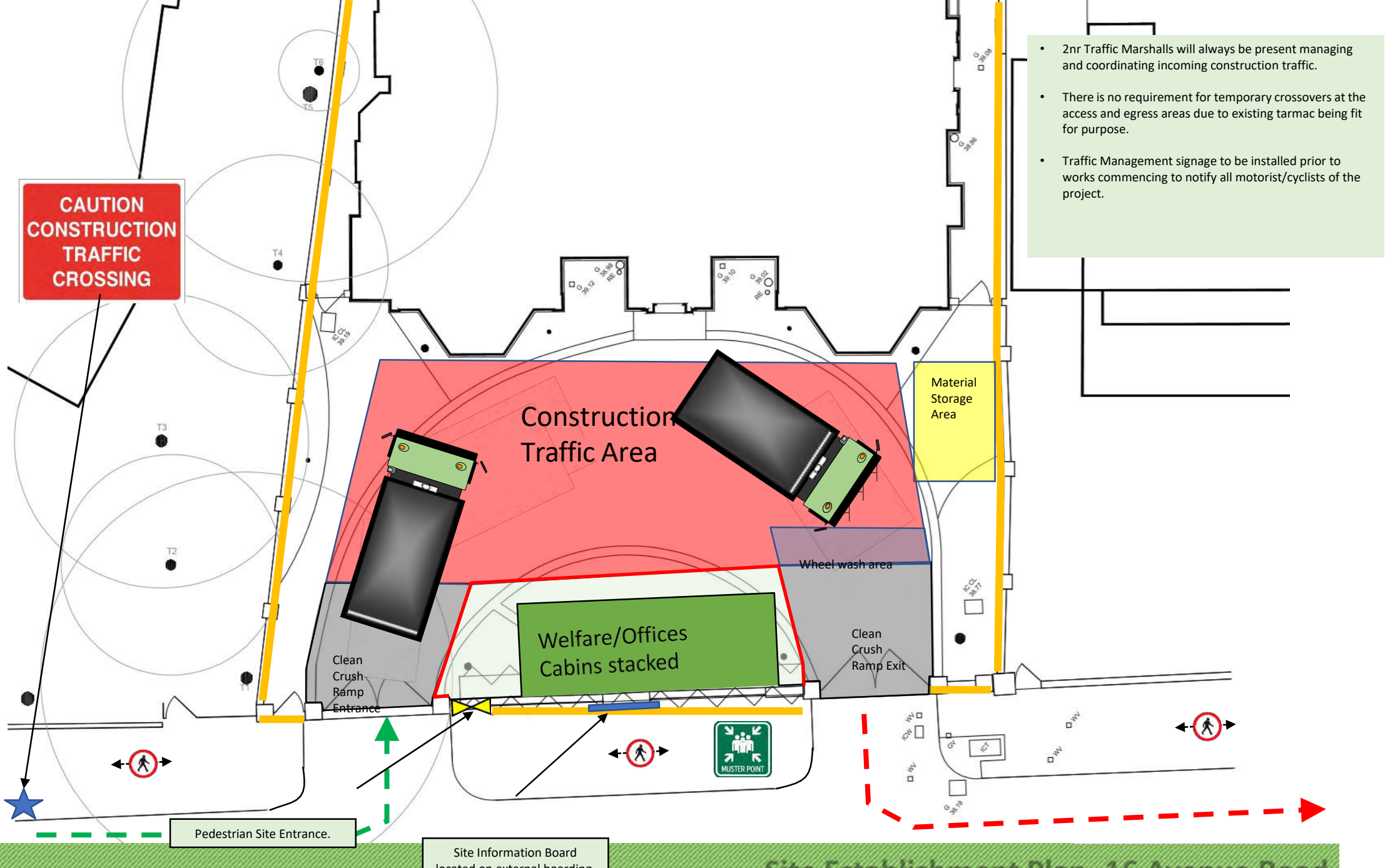
- Arrange main electricity supply as early as possible to avoid generator use.
- Avoid percussive techniques if alternatives are available.
- Stationary plant such as temporary generators will be located as far as practicably away from the nearest sensitive receptor;
- Plant will be used in accordance with the manufacturers' recommendations;
- Plant such as mobile cranes which may be used intermittently will be shut down between work periods or throttled down to a minimum;
- Acoustic covers to engines will be kept closed when engines are in use;
- Appropriate screens or enclosures will be provided where required;
- Continuous monitoring will be undertaken thought the works, breaking and other noisy operations will be monitored closely.
- Site personnel will be instructed in environmental matters and BPM to reduce noise and vibration. They will be informed in the site induction into the surrounding environment.
- Loading of material into vehicles within designated bays only
- Sensitive location of drop zones and loading areas and arrange full loads where possible at off-peak times.
- All deliveries to be scheduled to occur during daytime hours only and engines to be switched off when waiting
- All plant to comply with relevant national or international standards, directives and recommendations.
- Crushed concrete mats utilised to absorb energy from demolition arisings
- Hydraulic powered Pulverisers and shears will be used when practicable (in lieu of pneumatic hammers)
- Dedicated deliveries holding area established within the site boundary
- For necessary works to be carried outside agreed hours, optimise sequencing to minimise duration, seek dispensation or variation from the Local Authority and inform neighbours as early as possible.
- Electrical or LPG powered plant will be used, where practicable, rather than plant powered by combustion engine;

All plant and equipment will be well maintained, properly silenced and used in accordance with the manufacturers' instructions and BS 5228. All operatives will be briefed on the importance of reducing noise during induction, Toolbox Talks and work briefings.

Appendix 44.a Tree Protection Plan


Tree Survey Plan with
Tree Root Protection Areas
incl Preliminary Tree Protection Plan
(Showing RPA's of retained tree only)
Dwg No: WCEL/PEW/TSP2/REV1
Date: 26/09/2016 Annotated by: Philip Wood
Wood Consulting
T10 Privet
T11 Holm Oak
T9 Lime
T8 Lime
CEZ
CEZ = Construction Exclusion Zone
T12 Olive
Tree Protection Fencing/Barrier Location
T7 Hawthorn
T13 Sweet Bay
T6 Sycamore
T5 Sycamore
Site Specific Adapted Root Protection Zone
Tree Root Ground Protection
T4 Tree of Heaven
No Dig Area
T3 Tree of Heaven
T2 Yew
T1 Tree of Heaven
Area of Special Engineered Cantilevered Foundation Formed off Basement Piles (Excavations in this area must be Arboriculturaly Supervised at all times, Final design and construction method statement to be agreed with WCEL prior to final installation).
Category A Tree
Category B Tree
Category C Tree
Category U Tree
Theoretical Radial Root Protection Area
Site Specific Adapted Root Protection Area
Approximate Location of Trial pits/trenches
WOLFF ARCHITECTS
Avenue Road, 16
Proposed Ground Floor Plan
Feasibility
1:200 @ A3
1611 FE 212 N

Appendix 45.a Site Establishment Phase



- 2nr Traffic Marshalls will always be present managing and coordinating incoming construction traffic.
- There is no requirement for temporary crossovers at the access and egress areas due to existing tarmac being fit for purpose.
- Traffic Management signage to be installed prior to works commencing to notify all motorist/cyclists of the project.

Site Establishment Plan- 16 Avenue Road

Appendix 46 (Newsletter)

THE DE GROUP

Deconstruct UK

Please send comments for the attention of the Contracts Manager,
Adrian Kennedy

Email Address:
adrian.kennedy@deconstructuk.com

Postal Address:
Burdett House
15 -16 Buckingham St
London, WC2N 6DU

Telephone:
020 7734 6655

Fax:
020 7734 6626

Website:
www.deconstructuk.com

@Deconstruct_UK

/DeconstructUK

/Deconstruct-UK-Ltd

Neighbourly Update: 16 Avenue Road

25 February 2020

Dear Neighbour,

You are receiving this update because you have been identified as someone who may be affected by our redevelopment of 16 Avenue Road.

Shortly, a Construction Management Plan (CMP) will be submitted to Camden Council. The purpose of this is to outline and agree the approach to be taken for managing the construction works at 16 Avenue Road, London, NW8 6BP.

As someone who may be affected, you have the opportunity to provide comments on the proposed CMP and raise any concerns that you may have before we send it to Camden Council. Reasonable concerns will be reviewed, and where possible, changes to the CMP will be made to address these. Comments need to be raised in writing (by email, fax or letter) before 13th March 2020.

We have tried our utmost to foresee and address all factors when drafting the CMP, but if you feel that we may have overlooked something, then please do not hesitate to contact us. Our priority is to ensure that our redevelopment is carried out in a way that does not affect the safety of the local community.

A copy of the CMP can be viewed and downloaded here:

https://we.tl/t-BCq9FW69vz

Alternatively, you can contact us by email, and we will happily send a PDF copy to you.

For those without access to the website, or email, please kindly contact us by telephone, and we will gladly make arrangements for you to receive a copy.

Kind regards,

Deconstruct UK

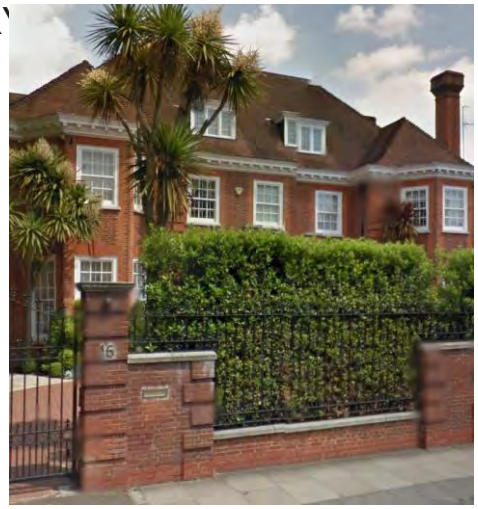
CONSTRUCTION PROCESS SUMMARY

START DATE:
Late March / Early April 2020

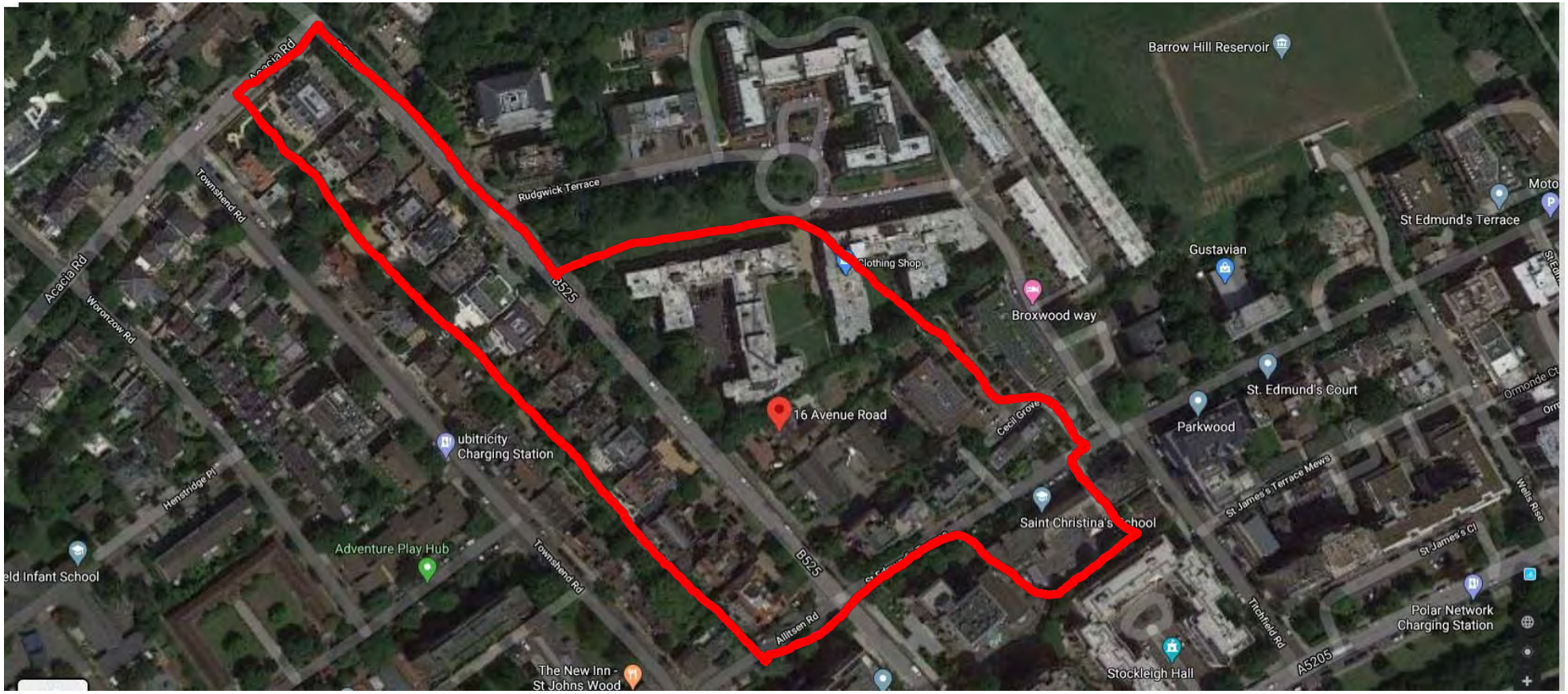
INITIAL WORKS:
Soft strip; demolition; piling; reduce digging to form the new RC basement structure.

WORKING HOURS:
Monday to Friday 8am-6pm (except Bank Holidays)
Saturday 8am-1pm

DELIVERIES AND WASTE COLLECTION:
Within the existing turning point to the front of the property and within the gates.



CMP Consultation Map



Neighbourhood CMP Consultation Document
16 Avenue Road
Issue Date 16 /03/2020

Address	Date Issued	Final Date for Comment	Comments received	CMP update required	Details of update
Avenue Road					
Flat 1 (PENTHOUSE), 12 Avenue Road, London, NW8 6BP	20/02/2020	06/03/2020	none	**No**	
Flat 4, 12 Avenue Road, London, NW8 6BP	25/02/2020	13/03/2020	none	**No**	
Flat 5, 12 Avenue Road, London, NW8 6BP	25/02/2020	13/03/2020	none	**No**	
Flat 6, 12 Avenue Road, London, NW8 6BP	25/02/2020	13/03/2020	none	**No**	
Flat 7, 12 Avenue Road, London, NW8 6BP	25/02/2020	13/03/2020	none	**No**	
Flat 8, 12 Avenue Road, London, NW8 6BP	25/02/2020	13/03/2020	none	**No**	
14A Avenue Road, London, NW8 6BP	20/02/2020	06/03/2020	none	**No**	
14B Avenue Road, London, NW8 6BP	20/02/2020	06/03/2020	none	**No**	
14C Avenue Road, London, NW8 6BP	25/02/2020	13/03/2020	none	**No**	
WATERTRADE LTD, 14c Avenue Road, London, NW8 6BP	20/02/2020	06/03/2020	none	**No**	
14D Avenue Road, London, NW8 6BP	20/02/2020	06/03/2020	none	**No**	
14E Avenue Road, London, NW8 6BP	20/02/2020	06/03/2020	none	**No**	
14F Avenue Road, London, NW8 6BP	20/02/2020	06/03/2020	none	**No**	
14G Avenue Road, London, NW8 6BP	20/02/2020	06/03/2020	none	**No**	
14H Avenue Road, London, NW8 6BP	20/02/2020	06/03/2020	none	**No**	
15 Avenue Road, London, NW8 6BP	25/02/2020	13/03/2020	none	**No**	
15A Avenue Road, London, NW8 6BP	25/02/2020	13/03/2020	none	**No**	
Flat 1, 17 Avenue Road, London, NW8 6BS	25/02/2020	13/03/2020	none	**No**	
Flat 2, 17 Avenue Road, London, NW8 6BS	25/02/2020	13/03/2020	none	**No**	
Flat 3, 17 Avenue Road, London, NW8 6BS	25/02/2020	13/03/2020	none	**No**	
Flat 4, 17 Avenue Road, London, NW8 6BS	25/02/2020	13/03/2020	none	**No**	
Flat 5, 17 Avenue Road, London, NW8 6BS	25/02/2020	13/03/2020	none	**No**	
Flat 6, 17 Avenue Road, London, NW8 6BS	25/02/2020	13/03/2020	none	**No**	
Flat 7, 17 Avenue Road, London, NW8 6BS	25/02/2020	13/03/2020	none	**No**	
19 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
21 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
23 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
25 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
27 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
29 Avenue Road, London, NW8 6BS	25/02/2020	13/03/2020	none	**No**	
31 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
33 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
35 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
37 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
39 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
41 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
43 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
45 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
47 Avenue Road, London, NW8 6BS	20/02/2020	06/03/2020	none	**No**	
Avenue Close, Avenue Road					
1 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
2 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
3 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
4 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
5 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
6 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
7 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
8 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
9 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
10 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
11 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
12 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
13 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
14 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
15 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
16 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
17 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
18 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
19 Avenue Close, Avenue Road, London, NW8 6BX	18/02/2020	06/03/2020	none	**No**	
20 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
21 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
22 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
23 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
24 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
25 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
26 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
27 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
28 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
29 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
30 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
31 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
32 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
33 Avenue Close, Avenue Road, London, NW8 6BY	18/02/2020	06/03/2020	none	**No**	
34 Avenue Close, Avenue Road, London, NW8 6DA	18/02/2020	06/03/2020	none	**No**	
35 Avenue Close, Avenue Road, London, NW8 6DA	18/02/2020	06/03/2020	none	**No**	
36 Avenue Close, Avenue Road, London, NW8 6DA	18/02/2020	06/03/2020	none	**No**	
37 Avenue Close, Avenue Road, London, NW8 6DA	18/02/2020	06/03/2020	none	**No**	
38 Avenue Close, Avenue Road, London, NW8 6DA	18/02/2020	06/03/2020	none	**No**	
39 Avenue Close, Avenue Road, London, NW8 6DA	18/02/2020	06/03/2020	none	**No**	
40 Avenue Close, Avenue Road, London, NW8 6DA	18/02/2020	06/03/2020	none	**No**	
41 Avenue Close, Avenue Road, London, NW8 6DA	18/02/2020	06/03/2020	none	**No**	
42 Avenue Close, Avenue Road, London, NW8 6DA	18/02/2020	06/03/2020	none	**No**	
43 Avenue Close, Avenue Road, London, NW8 6DA	18/02/2020	06/03/2020	none	**No**	
44 Avenue Close, Avenue Road, London, NW8 6DA	18/02/2020	06/03/2020	none	**No**	
ST Edmund's Terrace					
26 St Edmund's Terrace, London, NW8 7QB	20/02/2020	08/03/2020	none	**No**	
26A St Edmund's Terrace, London, NW8 7QB	25/02/2020	13/03/2020	none	**No**	

26B St Edmund's Terrace, London, NW8 7QB	25/02/2020	13/03/2020	Concerned about the nuisance caused by the works during the first week of June due to her Daughter having university exams taking place during the same period	**No**	Not required: Detailed noise modelling has been carried out, see Apendix 28B. Noisey works will be carried out in working hours noted in the CMP which are in line with Camden's local poilcy
26C St Edmund's Terrace, London, NW8 7QB	20/02/2020	06/03/2020	none	**No**	
26D St Edmund's Terrace, London, NW8 7QB	25/02/2020	13/03/2020	none	**No**	
27 St Edmund's Terrace, London, NW8 7QB	20/02/2020	06/03/2020	none	**No**	
28 St Edmund's Terrace, London, NW8 7QB	20/02/2020	06/03/2020	none	**No**	
28B St Edmund's Terrace, London, NW8 7QB	20/02/2020	06/03/2020	none	**No**	
Cherry Tree House, St Edmund's Terrace, London, NW8 7QB	25/02/2020	13/03/2020	none	**No**	
Saint Chistina's School, 25 St Edmund's Terrace, London, NW8 7PY	20/02/2020	06/03/2020	none	**No**	
Handmaids Of The Sacred Heart Of Jesus, 25 St Edmund's Terrace, London, NW8 7P	20/02/2020	06/03/2020	none	**No**	
Cecil Grove					
Flat 1, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 2, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 3, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 4, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 5, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 6, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 7, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 8, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 9, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 10, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 11, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 12, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 13, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 14, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 15, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 16, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 17, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 18, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 19, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 20, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 21, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 22, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 23, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 24, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 25, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 26, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 27, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 28, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 29, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 30, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 31, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 32, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 33, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 34, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 35, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 36, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 37, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 38, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 39, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 40, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 41, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 42, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 43, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 44, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 45, Searle House, Cecil Grove, London, NW8 7EB	18/02/2020	06/03/2020	none	**No**	
Flat 1, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 2, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 3, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 4, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 5, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 6, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 7, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 8, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 9, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 10, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 11, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 12, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 13, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 14, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 15, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 16, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 17, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 18, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	
Flat 19, Benjamin House, Cecil Grove, London, NW8 7EF	25/02/2020	13/03/2020	none	**No**	