

EXHIBIT LIST

Reference No: HOL/10018

Petitioner: EUSTON STANDARD PACK

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Albert Street

Introduction

- It should be noted that exhibits are provided by topic (e.g. air quality, traffic and transport, construction compounds) under the relevant headings of the 'Promoter's Exhibits: Documents'.
- These slides provide some additional specific information for the Albert Street area.

Albert Street



Albert Street – key activities and effects

Construction – Albert Street North

- Telecom utility works (18 weeks in total, in 50m sections).
- Construction traffic up to 20 daily two way construction vehicle movements during the utility works.
- Significant traffic noise effects predicted in 2017 and 2018, during utility works.

Construction – Albert Street South

- Significant traffic noise effects predicted in 2017 and 2018 between Mornington Street and Delancey Street, and in 2018 between Mornington Street and Mornington Place.

Operation

- No operational effects.

Construction traffic route

- Assessed as a construction route in SES2 and AP3 ES due to utility activities.
- During utility works there would be peak flows of up to 20 daily two-way construction vehicles.
- No significant flow increases in the 2023 and 2031 construction scenarios.
- HS2 Assurance – The Secretary of State will only exercise powers under the Bill in relation to Albert Street north (land parcels 165 and 166) for the purpose of, and in connection with, the diversion of utilities. After the completion of these works, it will no longer be used as a construction route unless the Promoter is required to do so by the LB Camden under Schedule 17 of the Bill.

Bill limits

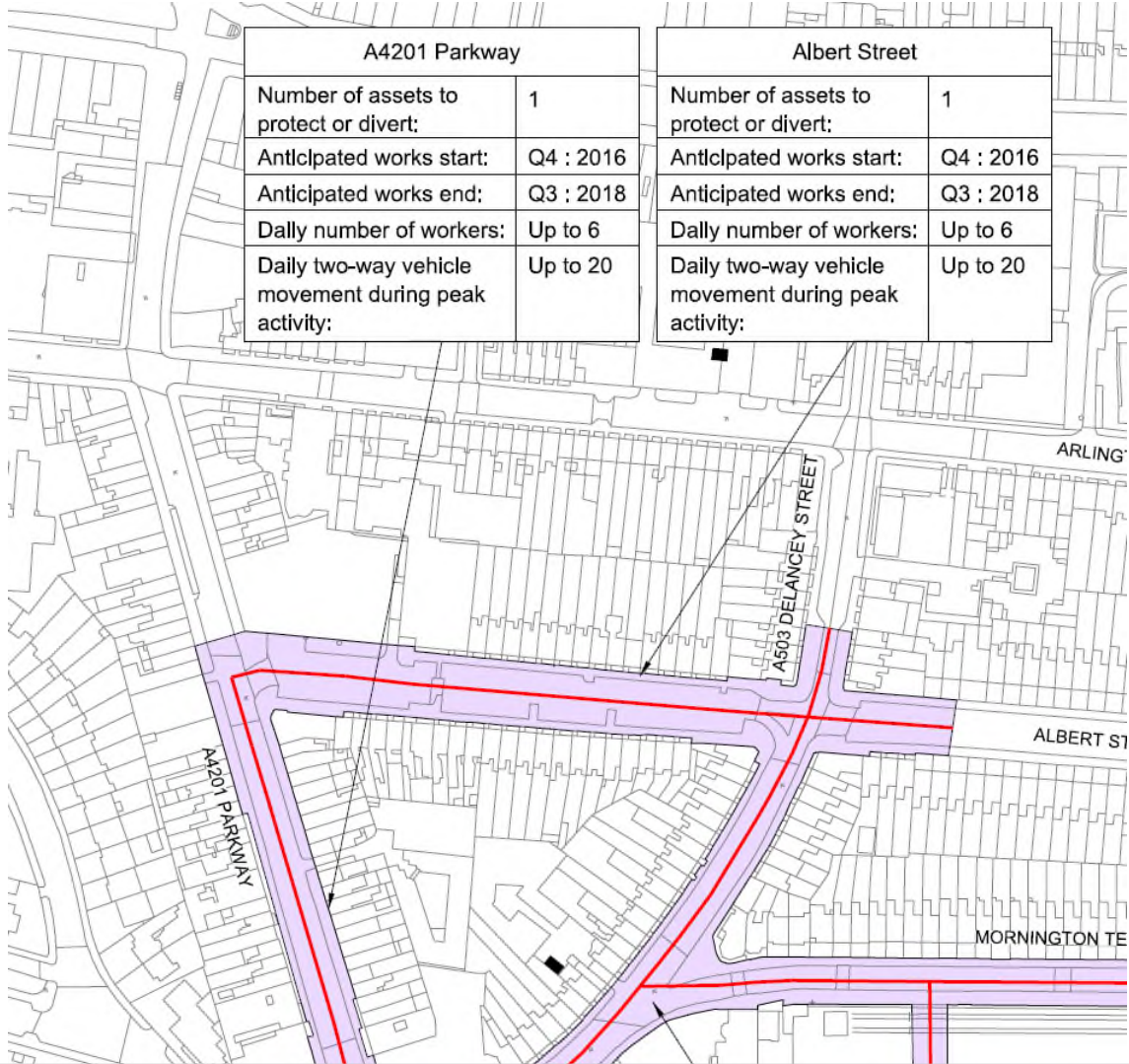


- Parts of Albert Street are in land parcels 166 and 165
- Buildings fronting onto the highway are not within Bill limits
- The highway is within Bill limits to allow utility works

Albert Street works – utilities

- Small scale utility works less than 1.5m deep and 1m wide undertaken in 50m sections
- Diversion of telecoms
- Approximately 4.5 x 50m sections taking four weeks each
- Estimate for works duration – approximately 18 weeks

Albert Street works – utilities



The anticipated works start and end dates provide a window during which the diversions will take place



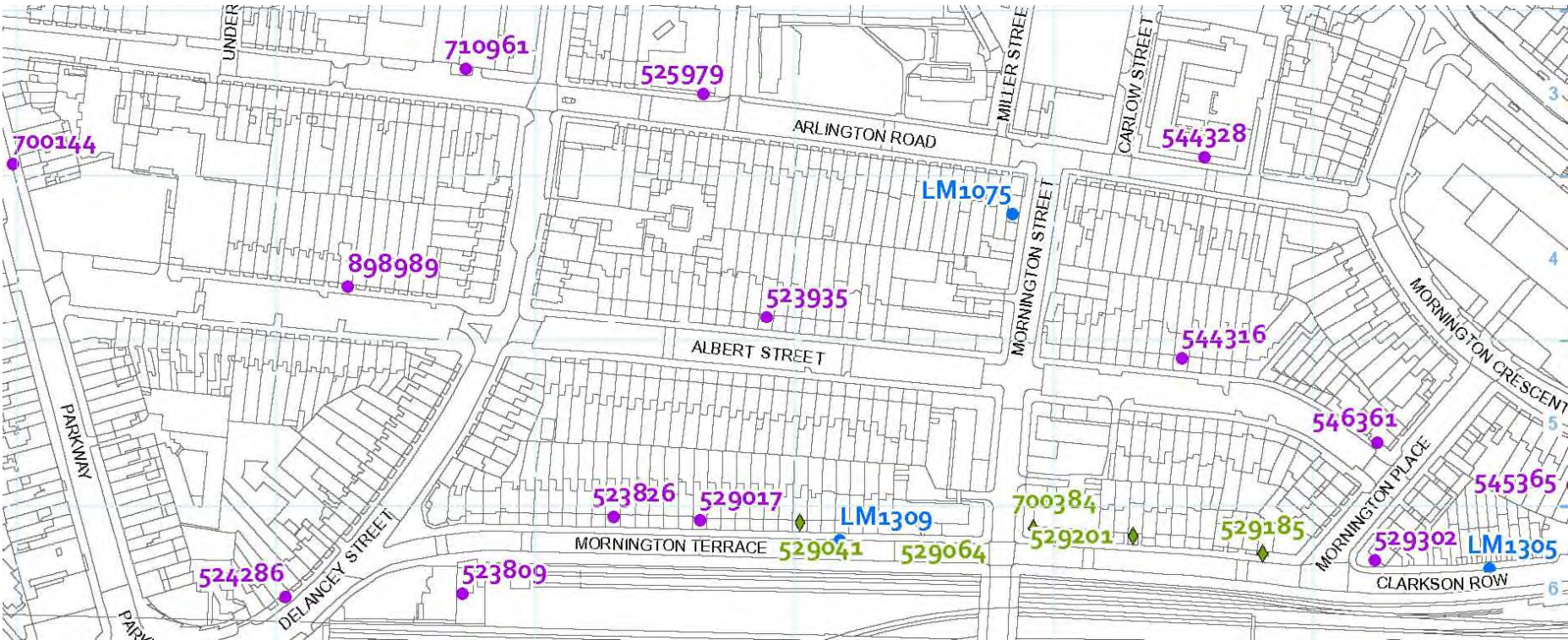
Construction Noise

- No Albert Street properties eligible for noise insulation in SES₂ and AP₃ES, as confirmed by supplementary assessment in April 2016
- This included a review of construction noise levels on Albert Street (north) – including rear facades (western facades facing the railway) of 105, 115 and 129 Albert Street, which took account of potential for noise through gaps between Mornington Terrace buildings

Construction noise modelling

- Noise model uses recognised British Standard methods and has been accepted by LB Camden.
- Model uses a ground terrain model of the existing ground levels and buildings and then layers in the proposed works over this, so that it is fully 3-dimensional.
- Two amendments to assessment in SES2 and AP3ES;
 - LM1075 baseline adjusted(relevant to AL 523935 and AL 544316); and
 - adjustment for building height (AL 544316).

Map of Assessment Locations – Albert Street area



AL 523935 and AL 544316 Amendments

LM1075 baseline adjustment

- The baseline measurement reported for monitoring location LM1075 included ambient noise from an unusually noisy activity near to the monitoring site. The baseline has been adjusted to take this into account and it is estimated that the evening baseline noise level for should be approximately 50dB rather than the 63.6dB originally reported.
- Since the highest predicted construction noise level in the evening is 47dB, this change of baseline does not result in any additional noise effects. The corrected baseline sound level is noted in red in Table 1.
- Table 1 : Existing baseline sound levels

Assessment location ID	Area represented	Measurement location	Existing baseline sound level (dB) (free-field)		
			Daytime L _{pAeq}	Evening / Weekend L _{pAeq}	Night-time L _{pAeq}
523935 and 544316	Albert Street, London	LM1075	55.5	50	46.3

AL 544316 3rd floor adjusted model result

AL 544316 3rd floor construction noise adjustment

- The construction noise levels at AL 544316 have been remodelled at 3rd floor level (see Table 2). The effect of the original modelling at 6th floor level was that the predicted levels were less screened by intervening buildings creating an overestimate of the level expected at the top (3rd) floor of properties in Albert Street.
- The amended correct levels show no significant noise effects in any properties in Albert Street.
- Table 2 – Assessment of construction noise

Assessment location		Impact criteria			Significance criteria								Significant effect	
ID	Area represented	Typical/highest monthly outdoor LpAeq [dB] at the facade [Assessment category A/B/C]			Construction activity resulting in highest forecast noise levels	Type of effect	Number of impacts represented	Type of receptor	Receptor design	Existing environment	Unique feature	Combined impact		Impact duration [months]
		Day 0700-1900	Evening 1900-2300	Night 2300-0700										
544316	Albert Street (3 rd floor)	50/63 [A]	40/46 [>C]	40/49 [C]	Day: Demolition - Demolition of buildings in the station approach Evening: Retaining walls and abutments - Barrette construction Night: Park Village East - install contiguous piles in portal	A	50	R	T	H	-	-	-	-

Map of additional Assessment Locations – Albert Street North area



2016 Supplementary noise assessment

Assessment looked at rear facades of properties in Albert Street facing towards the railway. When the results are compared to the relevant noise impact assessment criteria or the noise insulation criteria for day/evening/night 75/65/55 LpAeq [dB] respectively, none of these values are exceeded at any property.

Assessment location		Impact criteria			Construction activity resulting in highest forecast noise levels
ID	Area represented	Typical/highest monthly outdoor LpAeq [dB] at the facade			
		Day 0700-1900	Evening 1900-2300	Night 2300-0700	
720514	105 Albert St, West facade	53	40	46	Day: Utility trenching - sample utility works. Evening: Retaining walls and abutments - Barrette Construction. Night: Park Village East - Install Contig Piles in Portal.
999213	115 Upper Albert St, West facade	54	41	46	Day: Utility trenching - sample utility works. Evening: Retaining walls and abutments - Barrette Construction. Night: Park Village East - Install Contig Piles in Portal.
720516	129 Albert St, West facade	53	41	47	Day: Utility trenching - sample utility works. Evening: Retaining walls and abutments - Barrette Construction. Night: Park Village East - Install Contig Piles in Portal.

Noise insulation and temporary rehousing thresholds

To be eligible a resident must own or occupy a private dwelling and the dwelling must be one in which the predicted or actual noise exceeds the relevant threshold for:

- a period of 10 or more days of working in any 15 consecutive days during construction; or
- for a total of 40 days or more in any 6 consecutive months during construction

Day	Time (hours)	Averaging Period T	Noise Insulation trigger level LAeq,T (dB) */**	Temporary re-housing trigger level LAeq,T (dB) */**
Monday to Friday	0700 - 0800	1 hour	70	80
	0800 - 1800	10 hours	75	85
	1800 - 1900	1 hour	70	80
	1900 - 2200	1 hour	65	75
Saturday	0700 - 0800	1 hour	70	80
	0800 - 1300	5 hours	75	85
	1300 - 1400	1 hour	70	80
	1400 - 2200	1 hour	65	75
Sunday & Public Holiday	0700 - 2200	1 hour	65	75
Any day	2200 - 0700	1 hour	55	65

*Proposed Scheme construction sound only. Trigger levels are defined as 1m in front of the closest facade of a habitable room.

** Where the current ambient noise level is greater than the noise insulation trigger level:

- a) the ambient noise level shall be used as the noise insulation trigger level, and
- b) the ambient noise level +10dB shall be used as the temporary rehousing trigger level.

Vibration effects on buildings due to HGVs

- Effects of vibration from construction road traffic can potentially arise from two sources:
 - ground-borne vibration produced by the movement of heavy vehicles over irregularities in the road surface; and
 - airborne vibration arising from low frequency sound emitted by vehicle engines and exhausts.
- The Design Manual for Roads and Bridges (DMRB) advises that ground-borne vibration is linked to heavily trafficked roads with poor surfaces and sub-grade conditions. The surface of public roads used by construction traffic will be maintained throughout construction of the Proposed Scheme and will reduce this risk.
- Research confirms that the vibration levels that could arise from HGVs, particularly at the low speeds likely on urban streets, are far below even the stringent trigger level set for potentially 'vulnerable buildings' in the draft CoCP..