

Construction noise and vibration Monthly Report – April 2020

South Northamptonshire

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Non-technical summary

This noise and vibration monitoring report fulfils HS2 Limited's commitment detailed in the Environmental Minimum Requirements (EMRs), Annex 1, Code of Construction Practice, to present the results of noise and vibration monitoring carried out within the South Northamptonshire (SN) area during the month of April 2020.

This report presents data from a noise monitoring installation near to the Chipping Warden relief road worksite. Works including carriageway construction, excavation and utilities installation, access track construction and surfacing were undertaken.

Construction noise during the month was mainly associated with carriageway construction, however given the distance between works and the monitoring location in the SN area, the measured noise levels are largely attributable to underlying, residual levels for noise, rather than being attributable to construction activities.

The measured noise levels did not exceed guideline criteria for significant adverse effects due to HS2 related works. No exceedances of Section 61 trigger levels were measured due to HS2 related works during the monitoring period. There was one complaint reported to HS2 during the monitoring period.

Abbreviations and descriptions

The abbreviations, descriptions and project terminology used within this report are shown in Table 1.

Table 1: Table of abbreviations

Acronym	Meaning
$L_{Aeq,T}$	See equivalent continuous sound pressure level
Ambient sound	A description of the all-encompassing sound at a given location and time which will include sound from many sources near and far. Ambient sound can be quantified in terms of the equivalent continuous sound pressure level, $L_{pAeq,T}$
decibel(s), or dB	Between the quietest audible sound and the loudest tolerable sound there is a million to one ratio in sound pressure (measured in Pascal (Pa)). Because of this wide range, a level scale called the decibel (dB) scale, based on a logarithmic ratio, is used in sound measurement. Audibility of sound covers a range of approximately 0-140dB.
decibel(s) A-weighted, or dB(A)	The human ear system does not respond uniformly to sound across the detectable frequency range and consequently instrumentation used to measure sound is weighted to represent the performance of the ear. This is known as the 'A weighting' and is written as 'dB(A)'.
Equivalent continuous sound pressure level, or $L_{Aeq,T}$	An index used internationally for the assessment of environmental sound impacts. It is defined as the notional unchanging level that would, over a given period of time (T), deliver the same sound energy as the actual time-varying sound over the same period. Hence fluctuating sound levels can be described in terms of an equivalent single figure value, typically expressed as a decibel level.
Exclusion of data	Measurement of noise levels can be affected by weather conditions such as prolonged periods of rain, winds speeds higher than 5m/s and snow/ice ground cover. Noise levels measured during these periods are considered not representative of normal noise conditions at the site and, for the purposes of this report, are excluded from the assessment of exceedances and calculation of typical noise levels and are also greyed out in charts. Identifiable incongruous noise and vibration events not attributable to HS2 construction noise are also excluded.
Façade	A facade noise level is the noise level 1m in front of a large reflecting surface. The effect of reflection, is to produce a slightly higher (typically +2.5 to +3 dB) sound level than it would be if the reflecting surface was not there.
Free-field	A free-field noise level is the noise level measured at a location where no reflective surfaces, other than the ground, lies within 3.5 metres of the microphone position.
Peak particle velocity, or PPV	Instantaneous maximum velocity reached by a vibrating element as it oscillates about its rest position. The PPV is a simple indicator of perceptibility and risk of damage to structures due to vibration. It is usually measured in mm/s.
Sound pressure level	The parameter by which sound levels are measured in air. It is measured in decibels. The threshold of hearing has been set at 0dB, while the threshold of pain is approximately 120dB. Normal speech is approximately 60dB at a distance of 1 metre and a change of 3dB in a time varying sound signal is commonly regarded as being just detectable. A change of 10dB is subjectively twice, or half, as loud.
Vibration dose value, or VDV	An index used to evaluate human exposure to vibration in buildings. While the PPV provides information regarding the magnitude of single vibration events, the VDV provides a measure of the total vibration experienced over a specified period of time (typically 16h daytime and 8h night-time). It takes into account the magnitude, the number and the duration of vibration events and can be used to quantify exposure to continuous, impulsive, occasional and intermittent vibration. The vibration dose value is measured in $m/s^{1.75}$.

Introduction

1.1.1 The nominated undertaker is required to undertake noise (and vibration) monitoring as necessary to comply with the requirements of the High Speed Rail (London-West Midlands) Environmental Minimum Requirements, including specifically Annex 1: Code of Construction Practice, in addition to any monitoring requirements arising from conditions imposed through consents under Section 61 of the Control of Pollution Act, 1974 or through Undertakings & Assurances given to third parties. Such monitoring may be undertaken for the following purposes:

- monitoring the impact of construction works;
- to investigate complaints, incidents and exceedance of trigger levels; or
- monitoring the effectiveness of noise and vibration control measures.

Monitoring data and interpretive reports are to be provided to each relevant local authority on a monthly basis and shall include a summary of the construction activities occurring, the data recorded over the monitoring period, any complaints received, any periods in exceedance of agreed trigger levels, the results of any investigations and any actions taken or mitigation measures implemented. This report provides noise data, and interpretation thereof, for monitoring carried out by HS2 within the South Northamptonshire (SN) region for the period 1st to 30th April 2020.

1.1.2 Active construction sites in the local authority area during this period include the Chipping Warden Relief Road worksite (see plan 1 in Appendix A), where works included:

- Excavation and utilities installation.
- Carriageway construction including; installation of sub-base, base course, binder and base course "V" ditch excavation, access track construction to surface course.

1.1.3 The applicable standards, guidance, and monitoring methodology is outlined in the construction noise and vibration monitoring methodology report which can be found at the following location <https://www.gov.uk/government/collections/monitoring-the-environmental-effects-of-hs2>. Noise and vibration monitoring reports for previous months can also be found at this location.

1.2 Measurement locations

1.2.1 The following table summarises the position of noise monitoring installations within the SN area in April 2020.

1.2.2 Maps showing the position of noise monitoring installations are presented in Appendix B.

Table 2: Monitoring locations

Worksite Reference	Measurement Reference	Address
Chipping Warden Relief Road (CWRR)	MP1	29 Appletree Road, Chipping Warden, OX17 1LQ

Summary of results

1.3 Exceedances of LOAEL and SOAEL

1.3.1 The lowest observed adverse effect level (LOAEL) is defined in the Planning Practice Guidance – Noise (PPG) as the level above which "noise starts to cause small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life".

1.3.2 The significant observed adverse effect level (SOAEL) is defined in the 'Planning Practice Guidance – Noise' as the level above which "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 keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area."

1.3.3 Where construction noise levels exceed the SOAEL, relevant periods will be identified and summary statistics provided in order to evaluate ongoing qualification for noise insulation and temporary rehousing.

1.3.4 Table 3 presents a summary of recorded exceedances of the LOAEL and SOAEL due to HS2 related construction noise at each measurement location over the reporting period, including the number of exceedances during each time period.

Table 3: Summary of exceedances of LOAEL and SOAEL

Worksite Reference	Measurement Reference	Site Address	Day (Weekday, Saturday, Sunday, Night)	Time period	Number of exceedances of LOAEL	Number of exceedances of SOAEL
CWRR	MP1	29 Appletree Road	All days	All periods	No exceedance	No exceedance

- 1.3.5 HS2 main construction activities were undertaken between 08:00 and 18:00 on weekdays and 08:00 to 13:00 on Saturdays, and during a road closure between 24th and 27th of April to work on the A361 tie in.
- 1.3.6 No exceedances of the SOAEL and LOAEL were recorded due to HS2 construction works. Noise levels above the SOAEL were measured outside of working periods and, given the reduced road traffic noise during the monitoring period, were likely due to the morning bird chorus.

1.4 Summary of measured noise levels

- 1.4.1 Table 4 presents a summary of the measured noise levels at the monitoring location over the reporting period. The $L_{Aeq,T}$ is presented for each of the relevant time periods averaged over the calendar month, along with the highest single period $L_{Aeq,T}$ that was found to occur within the month.
- 1.4.2 Appendix C presents graphs of the noise monitoring data over the month for each of the measurement locations. Noise data presented includes the hourly L_{Aeq} values and, where relevant, the $L_{Aeq,T}$ values (where the time period T has been taken to be the averaging period as specified in Table 1 of HS2 Information Paper E23). The full data set for the monitoring equipment can be found at the following location:
<https://data.gov.uk/dataset/24542ae7-dd44-444f-b259-871c4cc43b5e/environmental-monitoring-data>.
- 1.4.3 Construction noise during the month was mainly associated with carriageway construction works however given the distance between works and the monitoring location in the SN area, the measured noise levels are largely attributable to underlying, residual levels for noise, rather than being attributable to construction activities. The dominant noise source in the area is road traffic noise from Appletree Road.

Table 4: Summary of measured dB L_{Aeq} data over the monitoring period

Worksite Reference	Measurement Reference	Site Address	Free-field or Façade Measurement	Weekly Average L _{Aeq,T} (highest day L _{Aeq,T})					Saturday Average L _{Aeq,T} (highest day L _{Aeq,T})					Sunday / Public Holiday Average L _{Aeq,T} (highest day L _{Aeq,T})	
				0700 - 0800	0800 - 1800	1800 - 1900	1900 - 2200	2200 - 0700	0700 - 0800	0800 - 1300	1300 - 1400	1400 - 2200	2200 - 0700	0700 - 2200	2200 - 0700
CWRR	MP1	29 Appletree Road	Free-field	54.2 (60.1)	55.3 (62.6)	50.3 (54.7)	50.5 (58.5)	49.6 (62.8)	52.6 (57.0)	55.1 (58.1)	49.6 (53.0)	51.3 (58.1)	50.3 (61.4)	54.4 (74.5)	50.5 (63.0)

1.5 Exceedances of trigger level

1.5.1 Table 5 provides a summary of exceedances of the Section 61 trigger noise levels determined to be due to HS2 related construction noise measured during the reporting period, along with the findings of any investigation.

Table 5: Summary of exceedances of trigger levels

Complaint Reference Number (if applicable)	Worksite Reference	Date and Time Period	Identified Source	Results of Investigation (including noise monitoring results)	Actions Taken
-	-	-	-	-	-

1.5.2 There were no exceedances of trigger levels as defined in Section 61 consents during the reporting period.

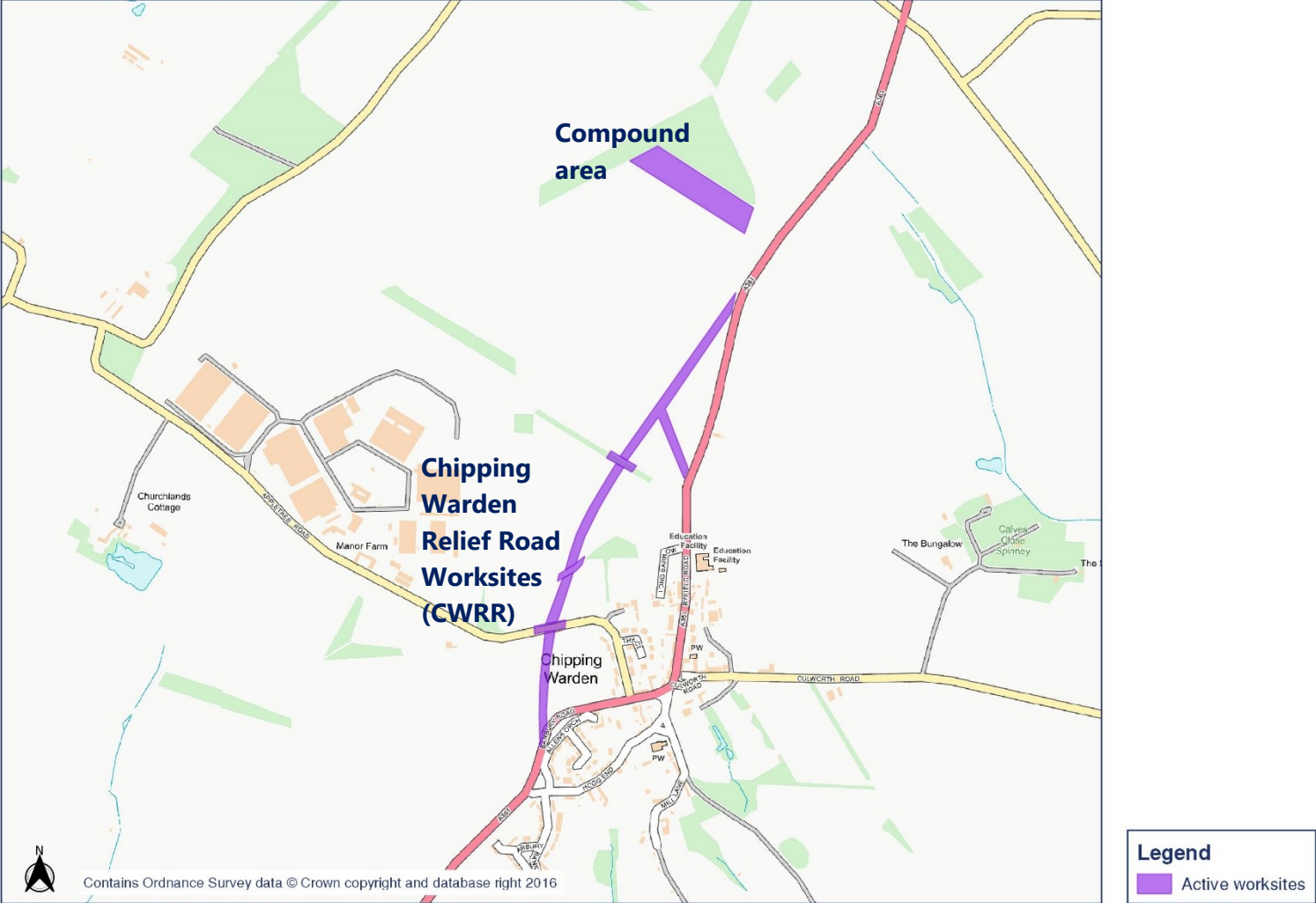
1.6 Complaints

1.6.1 Table 6 provides a summary of complaint information related to noise and vibration received during the reporting period, along with the findings of any investigation.

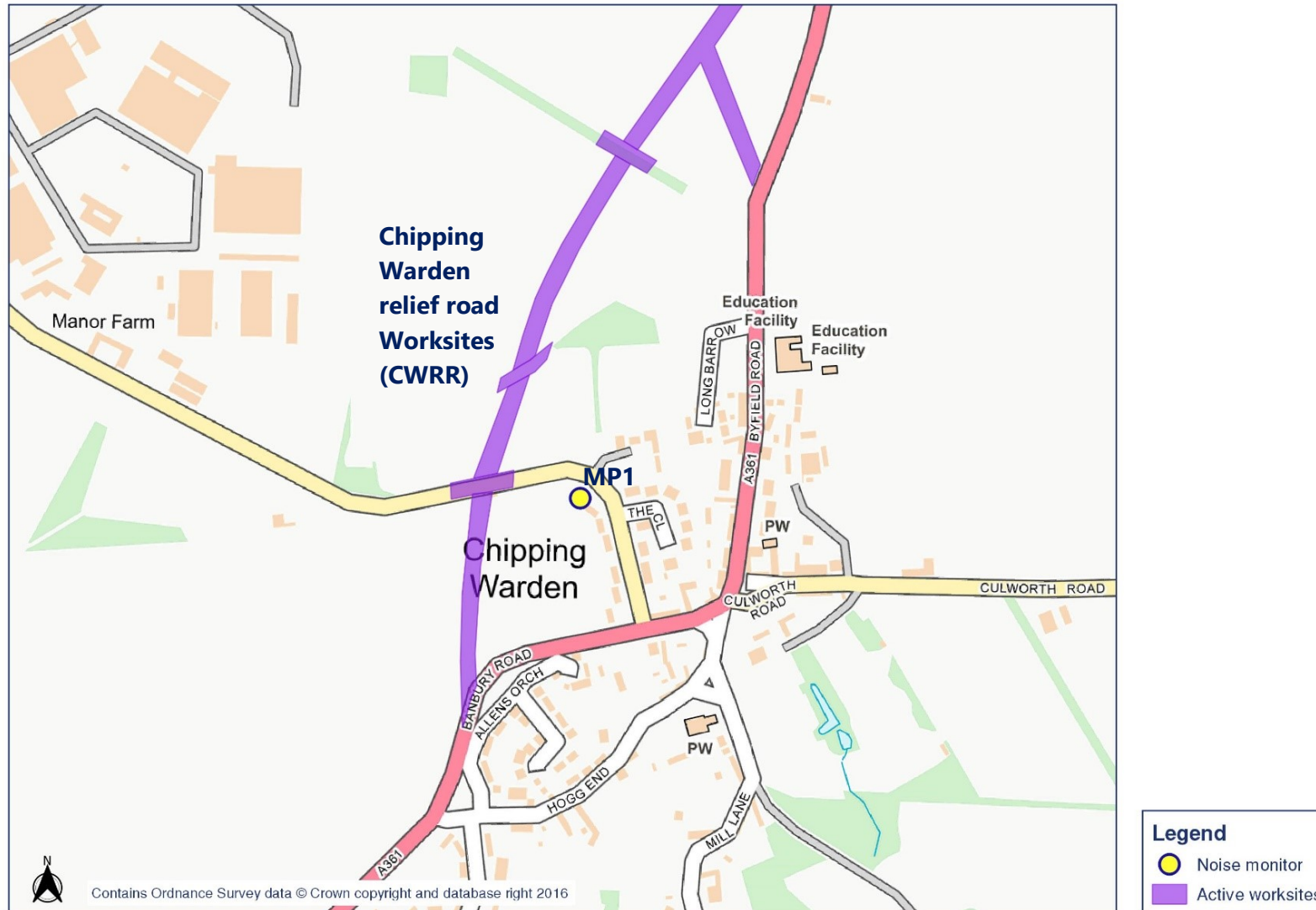
Table 6: Summary of complaints

Complaint Reference Number	Worksite Reference	Description of Complaint	Results of Investigation	Actions Taken
HS2-20-20550-C	CWRR	Complaint made about vibrations felt in a property in Chipping Warden.	Vibration was associated with use of a 13 tonnes roller for road compaction in proximity to a property (5-6m distance).	Equipment was changed to a smaller roller to reduce vibration. The complaint was closed.

Appendix A Site Locations



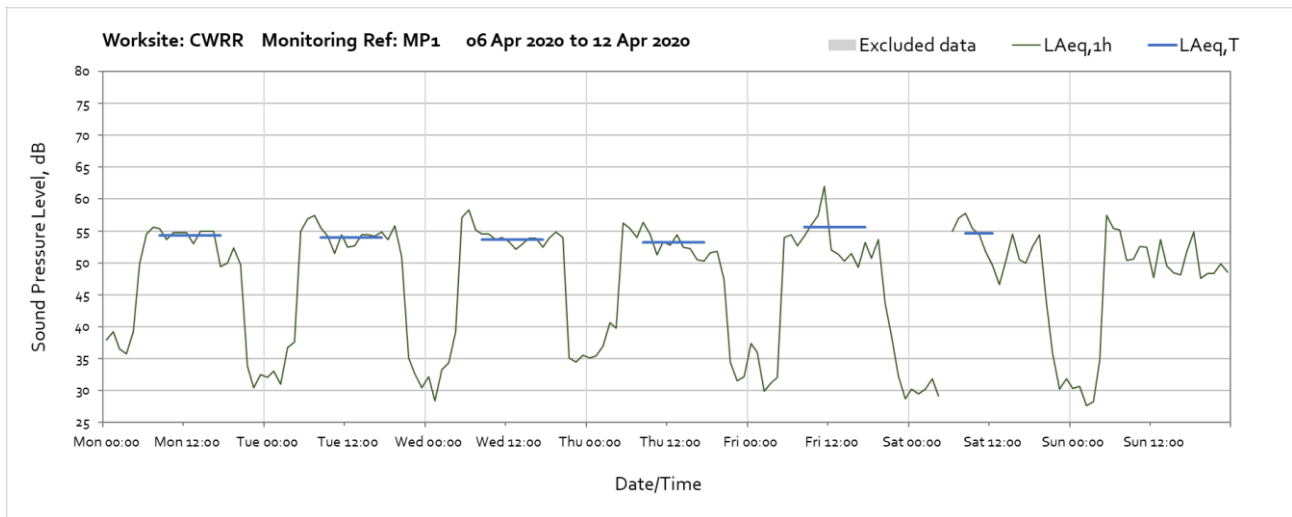
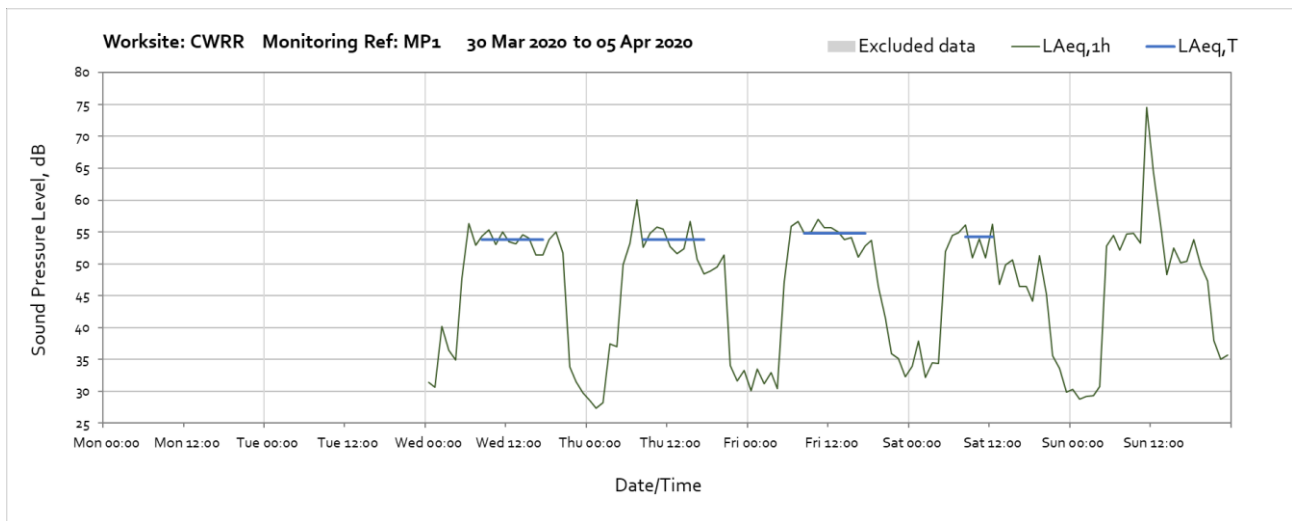
Appendix B Monitoring Locations



Appendix C Data

The following graphs show the hourly measured ambient noise level $L_{Aeq,1h}$ and, where relevant, the averaged noise level $L_{Aeq,T}$ values, where the time period T is as specified in Table 1 of HS2 Information Paper E23. Periods with adversely weather affected noise levels are greyed out and have been excluded from the calculation of the $L_{Aeq,T}$ values.

Worksite: Chipping Warden Relief Road (CWRR) – Monitoring Ref: MP1



Note: Missing data between 05:00 and 06:00 on Saturday 11th April was due to power interruption at the monitor.

