



Phase 2b Western Leg Information Paper

E11: Control of noise from the operation of stationary systems

This paper explains the measures that will be put in place to control the effects of noise from the operation of stationary systems designed and installed as part of the Proposed Scheme.

It will be of particular interest to those potentially affected by the Government's proposals for high speed rail.

This paper was prepared in relation to the promotion of the High Speed Rail (Crewe - Manchester) Bill. Content will be maintained and updated as considered appropriate during the passage of the Bill.

If you have any queries about this paper or about how it might apply to you, please contact the HS2 Helpdesk in the first instance.

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1 Introduction

- 1.1 High Speed Two (HS2) is the Government's scheme for a new, high speed north-south railway, which is being taken forward in a number of phases. Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route from the West Midlands to Crewe. The Phase 2b Western Leg will connect Crewe to Manchester. As set out in the Integrated Rail Plan, published in November 2021, HS2 East is proposed to deliver a new high speed line from the West Midlands to East Midlands Parkway.
- 1.2 HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works under the terms of a Development Agreement entered into with the Secretary of State for Transport.
- 1.3 The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017 and Phase 2a by the High Speed Rail (West Midlands – Crewe) Act 2021.
- 1.4 In January 2022, the Government introduced a hybrid Bill to Parliament (hereafter referred to as 'the Bill'), to seek powers for the construction and operation of the Phase 2b Western Leg (the Proposed Scheme), which is called the High Speed Rail (Crewe – Manchester) Bill. The Proposed Scheme comprises the Phase 2b Western Leg from Crewe to Manchester and several off-route works. It also facilitates the delivery of Northern Powerhouse Rail by providing the Crewe Northern Connection and junctions and other infrastructure to be used in future schemes.
- 1.5 The work to produce the Bill includes an Equalities Impact Assessment and an Environmental Impact Assessment (EIA), the results of which are reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed

Scheme. For more information on the EMRs please see Information Paper E1: Control of environmental impacts.

1.6 The Secretary of State for Transport is the Promoter of the Bill through Parliament. The Promoter will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill. This body is known as the 'nominated undertaker'. There may be more than one nominated undertaker. However, any and all nominated undertakers will be bound by the obligations contained in the Bill, the policies established in the EMRs and any commitments provided in the information papers.

1.7 These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the Proposed Scheme have been reached.

2 Overview

2.1 This information paper explains the measures that will be put in place to control the effects of noise from the operation of stationary systems designed and installed by the nominated undertaker as part of the Proposed Scheme. It does not cover rail-served or other installations provided by the nominated undertaker for other parties affected by the scheme and not intended for use by the HS2 operator as part of the operational HS2 system.

2.2 The term “stationary systems” is used to describe the following:

- tunnel ventilation including:
 - mechanical ventilation at intervention shafts and tunnel portals;
 - tunnel draught (pressure) relief shafts.

- trackside equipment (particularly electrical equipment such as autotransformer feeder stations);
- static equipment located at stations such as mechanical ventilation plant, chillers etc; and
- static sources located within depots such as mechanical plant, pumps, carriage wash plant, wheel lathes and stationary trains.

2.3 The level and nature of sound produced by all of these systems and the ability to practicably control the sound emissions will vary significantly.

2.4 Therefore, this paper sets out the measures the nominated undertaking pursues to ensure an appropriate level of consistency in the approach to be applied, whilst ensuring a suitable level of flexibility to address different situations and circumstances.

3 Objectives

3.1 The nominated undertaker will design, construct, operate and maintain the stationary systems so that the rating level of the fixed installations in normal operation at the worst affected residential receptor, minus the background level, is not more than -5 dB, determined in accordance with British Standard BS4142:2014: Methods for rating and assessing industrial and commercial sound.

3.2 Where it is not reasonably practicable to achieve this objective, the nominated undertaker will develop and adopt robust procedures to ensure that sound from all stationary systems is reduced as far as is reasonably practicable.

3.3 In such cases, the nominated undertaker will design, construct, operate and maintain the stationary systems so that, under all reasonably foreseeable circumstances, the rating level of the stationary systems in normal operation at the worst affected residential receptor, minus the existing background level, is not more than +5 dB, determined in accordance with BS4142:2014.

3.4 The above steps will help to achieve the Government's noise policy (as set out in the Noise Policy Statement for England), in so far as:

- the steps to be taken to control and reduce adverse effects of noise from stationary systems as far as is reasonably practicable is consistent with HS2 Ltd Environmental Policy and supports the second aim of the Government's noise policy, which is to mitigate and minimise adverse impacts on health and quality of life as far as is sustainable; and
- specifying noise limits so as to not exceed a rating level of +5 dB above the background level will ensure that likely significant effects will be avoided. This will achieve the first aim of the Government's noise policy which is to avoid significant adverse effects on health and quality of life.

3.5 Special consideration will be given to the assessment of sound from stationary systems when the background level is low, namely where the background levels are less than 30 dB.

3.6 For non - residential receptors, the methodology set out in BS4142:2014 is not relevant and does not apply. However, the nominated undertaker will control sound from stationary systems at noise-sensitive non - residential receptors to avoid significant observed adverse effects on that receptor.

3.7 Scottish Government (2011) Planning Advice Note (PAN) 1 /2011: Planning and Noise provides advice on the role of the planning system in helping to prevent and limit the adverse effects of noise. This guidance is consistent with the English policy and guidance outlined above.

4 Control measures

4.1 The objectives set out in this paper will apply to all stationary systems that affect any noise sensitive receptor.

4.2 The nominated undertaker will assess the sound from stationary systems at the nearest residential receptor based on the principles set out in

BS4142:2014. This methodology requires an assessment of the sound produced by the stationary system under assessment against the background level.

4.3 The surveys used to define the background levels will need to be carried out at the time of the detailed design. This will ensure that the background level will be established using up - to - date and robust information. The nominated undertaker will undertake the following steps to control noise from the stationary systems:

- specify noise limits and incorporate acoustic requirements into contract documents such that they will apply to the design of all the stationary systems that are to be installed and operated as part of the Proposed Scheme;
- determine the relevant background levels and establish these jointly with the relevant local authorities;
- procure, install and commission stationary systems, including sound attenuation equipment that meets the specification requirements;
- where it is not possible to achieve the lower design objective (noise rating to be 5dB below the background level), provide details to the relevant local authority (whose comments will be taken into consideration) of the steps to be taken to ensure that, under all reasonably foreseeable circumstances, the design and procurement processes for stationary systems are adequate to achieve compliance with the design criteria; and
- before formal operation of the stationary system, complete a standard suite of acceptance tests as necessary to demonstrate that the operational sound levels achieve the design criteria.

5 More information

5.1 More detail on the Bill and related documents can be found at www.gov.uk/hs2-phase2b-crewe-manchester.

References

Scottish Government (2011) Planning Advice Note (PAN) 1/2011 Planning and Noise:

<https://www.gov.scot/binaries/content/documents/govscot/publications/advice-and-guidance/2011/03/planning-advice-note-1-2011-planning-noise/documents/0114180-pdf/0114180-pdf/govscot%3Adocument/0114180.pdf>