

## **Construction Noise and Vibration Monthly Report – June 2022**

**London Borough of Ealing**

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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 London Borough of Ealing (LBE) (including one monitoring location on the boundary with the London Borough of Hammersmith and Fulham) during the month of June 2022.

Within this period monitoring was undertaken at the following worksites:

- Noise monitoring was undertaken in the vicinity of the Atlas Road worksite (ref. AR) where gantry crane foundation works, tunnel boring machine works, preparation works for tunnelling plant, conveyor fitting out works, conveyor transfer point construction, deliveries, installation of drainage and ducts, concrete works, construction of base slab, amendments to scaffolding and handrails were underway.
- Noise and vibration monitoring were undertaken in the vicinity of the Willesden EuroTerminal worksite (ref. WET), where deliveries and removal of waste, conveyor works, installation of access stairs, manhole water-proofing, haul road repair works, construction of foundations, installation of water pipes, hoarding repair works and vegetation maintenance were underway.
- Noise monitoring was undertaken in the vicinity of the Victoria Road Crossover Box worksite (worksite ref. VRCB), where:
  - construction of diaphragm wall, deliveries of buttress cage sections, diaphragm wall panel trimming, boreholes and installation of I&M equipment, troughing and replacement sliding gates were underway.
  - At the Victoria Road Ancillary Shaft, secondary lining works, preparation works for installing access stairs, delivery and installation of containers were underway.
- Noise monitoring was undertaken in the vicinity of the Flat Iron compound (worksite ref. FIC), where fabrication of buttress cages, installation of steel fixing and welding bars, buttress lifting and movement works, installation of replacement cladding sections, relocation of pedestrians' access turnstile, installation of security cabin, conveyor works and water mains works were underway.
- Noise and vibration monitoring were undertaken in proximity of the Old Oak Common depot worksite (ref. OOC), where material movements, construction of temporary haul roads, drainage and utility installations, piling works, diaphragm wall works, construction of capping beam, excavation works, conveyor commissioning works were underway.
- Noise monitoring was undertaken in proximity of the Mandeville Road Ventilation Shaft worksite (ref.: MRVS), where excavation works, drainage installation,

replacement of asphalt surfacing, installation and commissioning of wells were underway.

- Noise and vibration monitoring were undertaken in proximity of the Green Park Way Ventilation Shaft worksite (ref. GPWVS), where road sweeping, deliveries, installation of silos, installation of power and switch boxes, shaft collar works, working platform construction and installation of handrails were underway.
- Noise monitoring was undertaken in proximity of the Westgate Ventilation Shaft (ref. WVS), where excavation works, spraying concrete lining works, fabrication and installation of ventilation shaft components were underway.

Further works, where monitoring was not undertaken, were also underway at:

- Atlas Road Sub-Station where power utility works were underway; and
- Wormwood Scrubs where manhole construction, pipe works, concrete works and tunnelling works were underway.

The HS2 threshold levels for significant noise impacts, which are defined in Information Paper E23 (<https://www.gov.uk/government/publications/hs2-information-papers-environment>), were not exceeded during the reporting period.

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

Three (3) complaints were received during the monitoring period. A description of complaints, the results of investigation and any actions taken are detailed in Table 7 of this report.



# Abbreviations and Descriptions

The abbreviations, descriptions and project terminology used within this report can be found in Table 1.

Table 1: Table of Abbreviations

Acronym/Term	Definition
$L_{Aeq,T}$	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 +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.
LOAEL	Lowest Observed Adverse Effect Level - the level above which adverse effects on health and quality of life can be detected.
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.
SOAEL	Significant Observed Adverse Effect Level - the level above which significant adverse effects on health and quality of life occur.
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 $m/s^{1.75}$ .

# 1 Introduction

1.1.1 HS2 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.

1.1.2 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 London Borough of Ealing (LBE) (including one monitoring location on the boundary with the London Borough of Hammersmith and Fulham) during the month for the period 1<sup>st</sup> to 30<sup>th</sup> June 2022.

1.1.3 Active construction sites in the local authority area, where noise and vibration monitoring were conducted during this period, include:

- Atlas Road worksite, ref. AR (see plan 5 in Appendix A), where work activities included:
  - Gantry crane foundation works, including concrete pours, shuttering and fixing works;
  - Tunnel boring machine works, including including installation elements of cladding, rail and cladding panels;
  - Preparation works, including breaking out works;
  - Conveyor fitting out works, including cabling works, installation of earthing rod, belts and drive motors;
  - Conveyor transfer point construction works;
  - Construction works for conveyor controls cabin and access stairs;
  - Delivery of sections of the tunnel boring machine;

- Installation of drainage and ducts;
- Construction works of launch ramp and box, including concrete trimming / breaking out, shuttering, fixing, concrete pours and core drilling works;
- Construction of base slab; and
- Amendments to scaffolding and handrails.
- Willesden EuroTerminal worksite, ref. WET (see plan 5 in Appendix A), where work activities included:
  - Waste deliveries, including loading of soil into railway trucks for removal from site;
  - Conveyor works, including shuttering works, steel works, installation of reinforcement cages, edge protection and bridge segments, scaffolding and steel erection, and concrete pours;
  - Installation of access stairs;
  - Manhole water-proofing;
  - Haul road repair works, including installation of kerbs, concrete breaking, and concrete reinforcement;
  - Construction of foundations;
  - Installation of water pipes and fire hydrants;
  - General hoarding repair works; and
  - Vegetation clearance.
- Victoria Road Crossover Box worksite, ref. VRCB (see plan 6 in Appendix A), where work activities included:
  - Construction of diaphragm wall, including excavation works, installation of cages and concrete works;
  - Deliveries of buttress cage sections;
  - Diaphragm wall panel trimming, including excavation works;
  - Boreholes and installation of I&M equipment, troughing and replacement sliding gates; and
  - Victoria Road Ancillary Shaft works comprising secondary concrete lining works, preparation works for installing access stairs and delivery and installation of containers.

- Flat Iron compound, worksite ref. FIC (see plan 6 in Appendix A), where work activities included:
  - Work to buttress included fabrication of buttress cage, welding tents sheeting, installation of steel fixing and welding bars;
  - Buttress lifting and movement works;
  - Installation of replacement cladding sections;
  - Relocation of pedestrians' access turnstile;
  - Installation of security cabin;
  - Conveyor works, including cabling and belts; and
  - Water mains works.
  
- Old Oak Common depot worksite, located in the London Borough of Hammersmith and Fulham (LBHF), ref. OOC (see plan 7 in Appendix A), where work activities included:
  - Material movements;
  - Construction of temporary haul roads;
  - Drainage and utility installation;
  - Piling works;
  - Diaphragm wall works, including diaphragm wall breakdown;
  - Construction of capping beam, including fixing of reinforced bars;
  - Excavation works; and
  - Conveyor commissioning.
  
- Mandeville Road Ventilation Shaft worksite, reference MRVS (see plan 1 in Appendix A), where work activities included:
  - Excavation works of the access ramp and platform;
  - Drainage installation;
  - Replacement of asphalt surfacing; and
  - Installation and commissioning of wells.
  
- Green Park Way Ventilation Shaft worksite, reference GPWVS (see plan 2 in Appendix A), where work activities included:
  - Road sweeping;
  - Deliveries of shaft segments, silos and associated plant;

- Installation of silos, power and switch boxes for sprayed concrete lining plant;
- Shaft collar works including backfilling works, installation of guard rings and water proofing;
- Construction of sections of concrete working platform; and
- Installation of handrails.
- Westgate Ventilation Shaft worksite, reference WVS (see plan 3 in Appendix A), where work activities included:
  - Excavation works;
  - Spraying concrete lining works; and
  - Fabrication and installation of drum shutters.

1.1.4 Further works, where monitoring did not take place, were undertaken at:

- Atlas Road Sub-Station where power utility works were underway; and
- Wormwood Scrubs where manhole construction, pipe works, shuttering striking and tunnelling works were underway.

1.1.5 The applicable standards, guidance, and monitoring methodology are 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 Nineteen (19) noise and eight (8) vibration monitoring installations were active in June in the LBE area. Table 2 summarises the position of noise and vibration monitoring installations within the LBE area in June 2022.

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

Table 2: Monitoring Locations

Worksite Reference	Measurement Reference	Address
AR	N032	Shaftesbury Gardens
	N033	Outside The Collective, Atlas Road / Victoria Road

Worksite Reference	Measurement Reference	Address
	N060	Atlas Road next to Bashey Road
WET	N034	Stephenson Street (north)
	N035	Stephenson Street (south)
	N041	Junction of Stephenson Street / Goodhall Street
	V057	37, Stephenson Street
	V052	63, Stephenson Street
VRCB	N031	School Road, outside Acton Business Centre
	N050	Acton Square, outside North Acton Station
FIC	N029	Braitrim House, Victoria Road
	N042	Boden House Car Park
	N049	Flat Iron compound railway fence, Victoria Rd North Acton
OOC	OOC-N01	Old Oak Common Lane
	OOC-N02	Old Oak Common Lane, Hilltop Works
	OOC-V02	Kildun Court, Old Oak Common Lane
	OOC-V03	Wells House Road Alleyway
MRVS	N040	Badminton Close
	N058	Mandeville Road
	N063	Mandeville Road
	V055	Mandeville Road
	V056	Mandeville Road
GPWVS	N059	Green Park Way Ventilation Shaft
	N064	Green Park Way Ventilation Shaft
	V053	Green Park Way, Greenford
	V054	Green Park Way Ventilation Shaft
WVS	N062	Westgate Ventilation Shaft

## 2 Summary of Results

### 2.1 Summary of Measured Noise and Vibration Levels

2.1.1 Table 3 presents a summary of the measured noise levels at each 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.

Table 3: Summary of Measured dB LAeq Data over the Monitoring Period

Worksite Reference	Measurement Reference	Site Address	Free-field or Façade measurement	Weekday Average LAeq,T (highest day LAeq,T)					Saturday Average LAeq,T (highest day LAeq,T)					Sunday / Public Holiday Average LAeq,T (highest day LAeq,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
AR	N032	Shaftesbury Gardens	Free-field	62.5 (63.9)	63.9 (67.1)	62.0 (63.5)	61.0 (64.0)	58.5 (67.6)	59.7 (59.8)	61.6 (62.1)	61.4 (61.7)	61.9 (65.9)	57.8 (62.3)	60.7 (65.0)	58.9 (63.8)
	N033	Outside The Collective, Atlas Road/Victoria Road	Free-field	65.7 (67.9)	68.3 (73.0)	63.7 (66.0)	63.6 (69.5)	60.6 (66.9)	62.1 (62.4)	66.6 (70.4)	63.3 (63.7)	63.2 (68.4)	59.6 (66.3)	62.8 (67.8)	61.0 (65.7)
	N060	Atlas Road next to Bashey Road	Free-field	54.5 (59.7)	62.5 (66.7)	54.0 (65.9)	55.5 (66.7)	55.5 (69.9)	55.3 (57.0)	57.4 (65.7)	52.1 (53.5)	52.1 (56.8)	51.8 (57.9)	54.2 (70.6)	54.0 (65.5)
WET	N034	Stephenson Street (north)	Free-field	52.3 (55.7)	56.8 (61.8)	53.6 (60.9)	51.8 (61.1)	46.2 (54.4)	51.2 (52.1)	56.0 (59.0)	52.9 (54.5)	55.3 (63.5)	47.0 (53.2)	54.0 (63.5)	47.1 (52.1)
	N035	Stephenson Street (south)	Free-field	53.2 (55.7)	60.4 (68.4)	51.7 (58.4)	49.1 (54.5)	45.9 (53.0)	51.2 (52.5)	55.7 (61.5)	51.1 (52.2)	53.5 (63.8)	45.6 (51.5)	50.1 (56.9)	47.6 (54.7)
	N041	Junction of Stephenson Street/Goodhall Street	Free-field	54.1 (57.1)	58.8 (62.8)	55.5 (61.3)	55.4 (64.7)	49.2 (60.2)	51.5 (52.3)	57.5 (59.9)	56.0 (56.8)	59.6 (68.4)	49.0 (53.8)	53.8 (60.3)	49.5 (53.8)



Worksite Reference	Measurement Reference	Site Address	Free-field or Façade measurement	Weekday 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
VRCB	N031	School Road, outside Acton Business Centre	Free-field	63.8 (67.4)	64.8 (67.2)	63.1 (65.4)	62.4 (67.6)	60.6 (65.7)	62.4 (63.5)	63.2 (64.7)	62.9 (65.1)	62.3 (65.3)	58.4 (65.6)	60.9 (65.6)	58.6 (64.0)
	N050	Acton Square, outside North Acton Station	Free-field	63.7 (65.9)	64.8 (67.2)	63.2 (70.1)	62.1 (68.3)	59.4 (67.3)	61.3 (63.0)	63.2 (64.8)	61.8 (62.1)	62.0 (64.1)	58.8 (61.7)	62.3 (72.1)	58.8 (64.1)
FIC	N029	Braitrim House, Victoria Road	Free-field	53.1 (60.9)	59.6 (68.0)	53.4 (59.0)	53.5 (62.7)	54.8 (81.3)	48.5 (49.5)	52.6 (54.3)	50.7 (51.3)	51.0 (56.7)	47.5 (57.9)	50.7 (59.9)	52.8 (68.4)
	N042	Bodens car park	Free-field	57.0 (60.8)	60.5 (65.6)	56.4 (61.7)	57.1 (62.9)	55.9 (63.1)	56.6 (58.3)	59.4 (60.9)	59.4 (61.0)	58.2 (61.5)	54.7 (58.9)	55.2 (60.6)	53.2 (57.5)
	N049	Flat Iron compound	Free-field	55.6 (66.0)	64.8 (75.6)	56.4 (61.7)	55.5 (68.3)	59.4 (70.8)	56.6 (64.3)	59.9 (65.7)	54.8 (55.5)	54.6 (62.4)	56.8 (65.8)	54.3 (62.2)	59.2 (71.4)
OOC	OOC-N01	Old Oak Common Lane	Free-field	63.7 (69.0)	67.3 (72.1)	63.3 (70.3)	61.6 (67.4)	58.4 (76.9)	63.0 (63.2)	65.6 (66.8)	64.4 (64.9)	65.1 (73.0)	60.8 (63.7)	63.7 (70.9)	60.7 (65.3)
	OOC-N02	Old Oak Common Lane, Hilltop Works	Free-field	66.6 (69.0)	70.4 (72.1)	66.3 (70.3)	64.4 (67.4)	61.2 (76.9)	63.0 (63.2)	65.6 (66.8)	64.4 (64.9)	65.1 (73.0)	60.8 (63.7)	63.7 (70.9)	60.7 (65.3)
MRVS	N040	Badminton Close	Free-field	52.4 (58.9)	54.1 (56.8)	52.7 (56.6)	52.7 (56.3)	50.1 (57.0)	52.6 (54.6)	53.9 (55.2)	53.2 (54.9)	52.9 (56.0)	50.3 (54.0)	52.3 (54.6)	50.7 (59.5)
	N058	Mandeville Road	Free-field	53.9 (64.4)	66.6 (71.5)	53.8 (57.2)	54.1 (58.0)	50.6 (55.7)	56.7 (63.2)	62.4 (69.5)	56.4 (61.3)	55.3 (58.4)	49.9 (57.3)	53.6 (57.0)	50.5 (59.1)

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Worksite Reference	Measurement Reference	Site Address	Free-field or Façade measurement	Weekday 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
	N063	Mandeville Road	Free-field	59.0 (61.5)	69.2 (79.2)	56.9 (59.5)	57.3 (60.6)	54.3 (58.4)	59.5 (61.5)	67.5 (75.7)	61.0 (75.4)	56.8 (59.8)	53.8 (57.6)	56.6 (59.2)	54.5 (59.1)
GPWVS	N059	Green Park Way Ventilation Shaft	Free-field	56.1 (67.0)	59.9 (64.3)	51.1 (54.8)	51.1 (54.8)	49.0 (54.3)	53.5 (56.7)	56.3 (59.8)	53.4 (56.2)	52.0 (56.8)	47.1 (51.9)	50.3 (54.0)	48.4 (52.1)
	N064	Green Park Way Ventilation Shaft	Façade	56.3 (60.1)	60.9 (66.7)	55.3 (59.8)	53.1 (56.1)	50.1 (56.7)	55.7 (60.2)	59.2 (69.0)	56.0 (57.7)	54.7 (57.5)	48.8 (54.6)	53.3 (56.2)	50.4 (59.1)
WVS	N062	Westgate Ventilation Shaft	Free-field	65.2 (72.8)	66.8 (71.4)	59.4 (65.2)	63.3 (70.2)	61.7 (72.3)	58.9 (61.8)	60.2 (64.9)	57.4 (58.8)	57.4 (59.5)	55.5 (63.4)	59.6 (68.5)	54.9 (59.7)

2.1.2 Table 4 presents a summary of the measured vibration levels at each monitoring location over the reporting period. The highest PPV measured during the monitoring along any axis is presented in the table.

Table 4: Summary of Measured PPV Data over the Monitoring Period

Worksite Reference	Measurement Reference	Monitor Address	Highest PPV measured in any axis, mm/s
WET	V052	63, Stephenson Street	4.20 (Y-axis)
WET	V057	37, Stephenson Street	1.03 (Z-axis)
OOC	OOC-V02	Kildun Court, Old Oak Common Lane	1.99 (Y-axis)
	OOC-V03	Wells House Road Alleyway	0.89 (Y-axis)
GPWVS	V053	Green Park Way, Greenford	2.36 (Z-axis)
	V054	Green Park Way Ventilation Shaft	1.90 (Z-axis)
MRVS	V055	Mandeville Road	2.25 (Z-axis)
	V056	Mandeville Road	1.70 (Z-axis)

2.1.3 Appendix C presents graphs of the noise and vibration monitoring data over the month for each of the measurement locations. Noise data presented consists of 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). Vibration data presented consist of hourly PPV values. 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>.

## 2.2 Exceedances of the SOAEL

2.2.1 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."

2.2.2 HS2 Phase One Information Paper E23: Control of Construction Noise and Vibration sets out the SOAELs for construction noise.

2.2.3 Where reported construction noise levels exceed the SOAEL, relevant periods will be identified. Summary statistics to evaluate ongoing qualification for noise insulation and temporary rehousing are also presented where relevant.

2.2.4 Table 5 presents a summary of recorded exceedances of the SOAEL at each measurement location over the reporting period, including the number of exceedances during each time period.

Table 5: Summary of Exceedances of SOAEL

Worksite Reference	Measurement Reference	Site Address	Day (Weekday, Saturday, Sunday, Night)	Time period	Number of exceedances of SOAEL
AR	N032	Shaftesbury Gardens	All days	All periods	No exceedance
	N033	Outside The Collective, Atlas Road / Victoria Road	All days	All periods	No exceedance
	N060	Atlas Road next to Bashey Road	All days	All periods	No exceedance
WET	N034	Stephenson Street (north)	All days	All periods	No exceedance
	N035	Stephenson Street (south)	All days	All periods	No exceedance
	N041	Junction of Stephenson Street / Goodhall Street	All days	All periods	No exceedance
VRCB	N031	School Road, outside Acton Business Centre	All days	All periods	Not applicable*
	N050	Acton Square, outside North Acton Station	All days	All periods	No exceedance
FIC	N029	Braitrim House, Victoria Road	All days	All periods	No exceedance
	N042	Bodens Car Park	All days	All periods	No exceedance
	N049	Flat Iron compound	All days	All periods	No exceedance
OOC	OOC-N01	Old Oak Common Lane	All days	All periods	No exceedance
	OOC-N02	Old Oak Common Lane, Hilltop Works	All days	All periods	No exceedance
MRVS	N040	Badminton Close	All days	All periods	No exceedance
	N058	Mandeville Road	All days	All periods	No exceedance

Worksite Reference	Measurement Reference	Site Address	Day (Weekday, Saturday, Sunday, Night)	Time period	Number of exceedances of SOAEL
	N063	Mandeville Road	All days	All periods	No exceedance
GPWVS	N059	Green Park Way Ventilation Shaft	All days	All periods	Not applicable*
	N064	Green Park Way Ventilation Shaft	All days	All periods	Not applicable*
WVS	N062	Westgate Ventilation Shaft	All days	All periods	Not applicable*

\* The defined SOAEL criteria are not applicable to non-residential properties

2.2.5 No exceedances of the SOAEL were recorded due to HS2 construction works during June 2022.

## 2.3 Exceedances of Trigger Level

2.3.1 Table 6 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 6: 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
-	-	-	-	-	-

## 2.4 Complaints

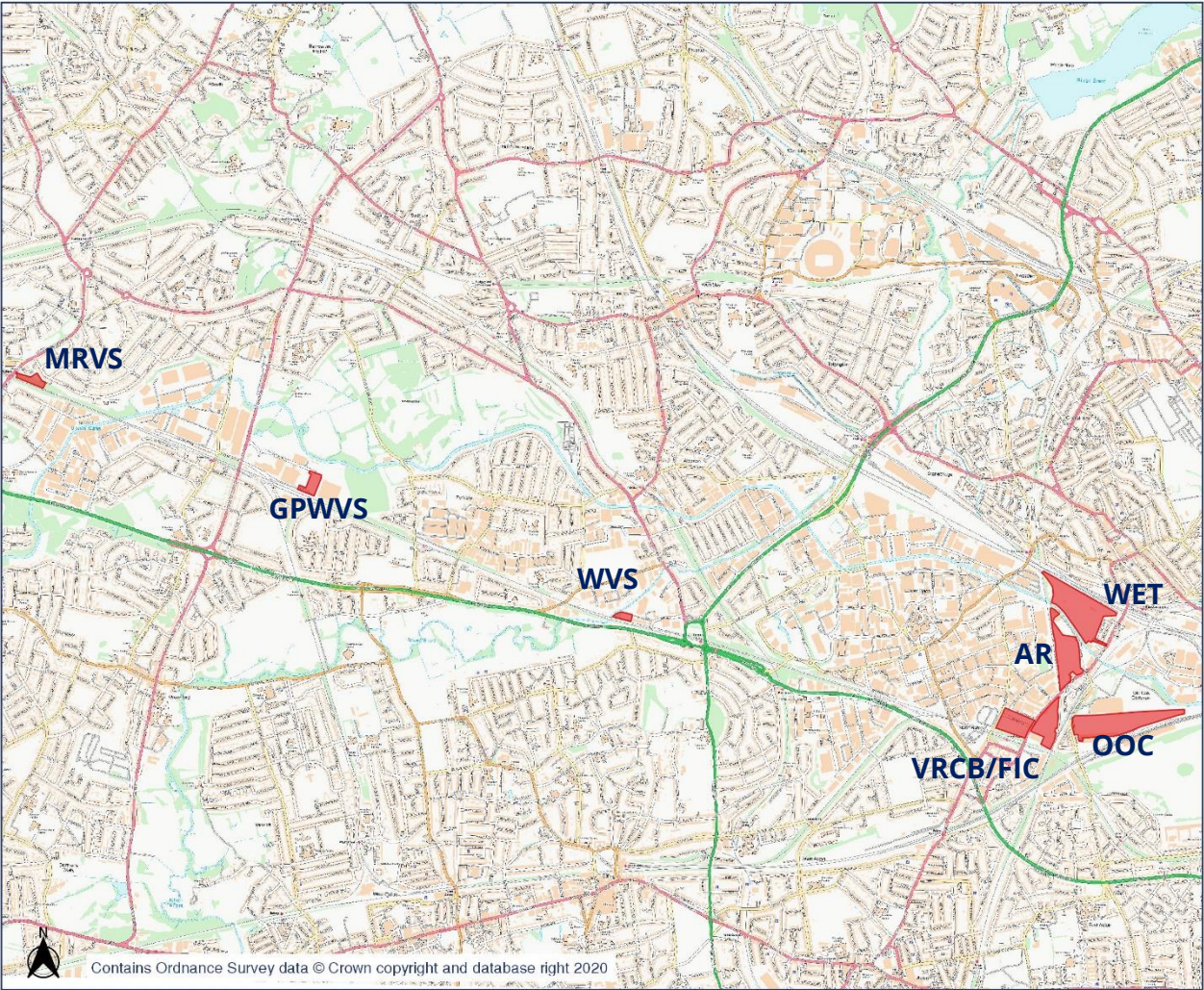
2.4.1 Table 7 provides a summary of complaint information related to noise and vibration received during the reporting period, along with the findings of any investigation.

Table 7: Summary of Complaints

Complaint Reference Number	Worksite Reference	Description of Complaint	Results of Investigation	Actions Taken
HS2-22-43721-C	VRCB	Complaint due to noise disturbance throughout the night/early hours.	The investigation showed that diaphragm walling works were being undertaken in line with Section 61 Consent. Best practicable means measures were employed.	The complainant has been contacted and a response outlining the results of the investigation has been provided.
HS2-22-43728-C	AR	Complaint about noise disturbance from high pitch noise present all day, also audible when doors/windows shut.	Site team has investigated plant and machinery used at the Atlas Road site to identify the noise. Unable to pinpoint the source of a high pitch noise. Source is unlikely to originate from the Atlas Road site.	Site team will continue to monitor noise levels on site to ensure that any disruption is kept to a minimum.
HS2-22-43760-C	OOC	Complaint due to banging noise during night.	The noise was caused by an unsecure door.	The door was closed and secured.

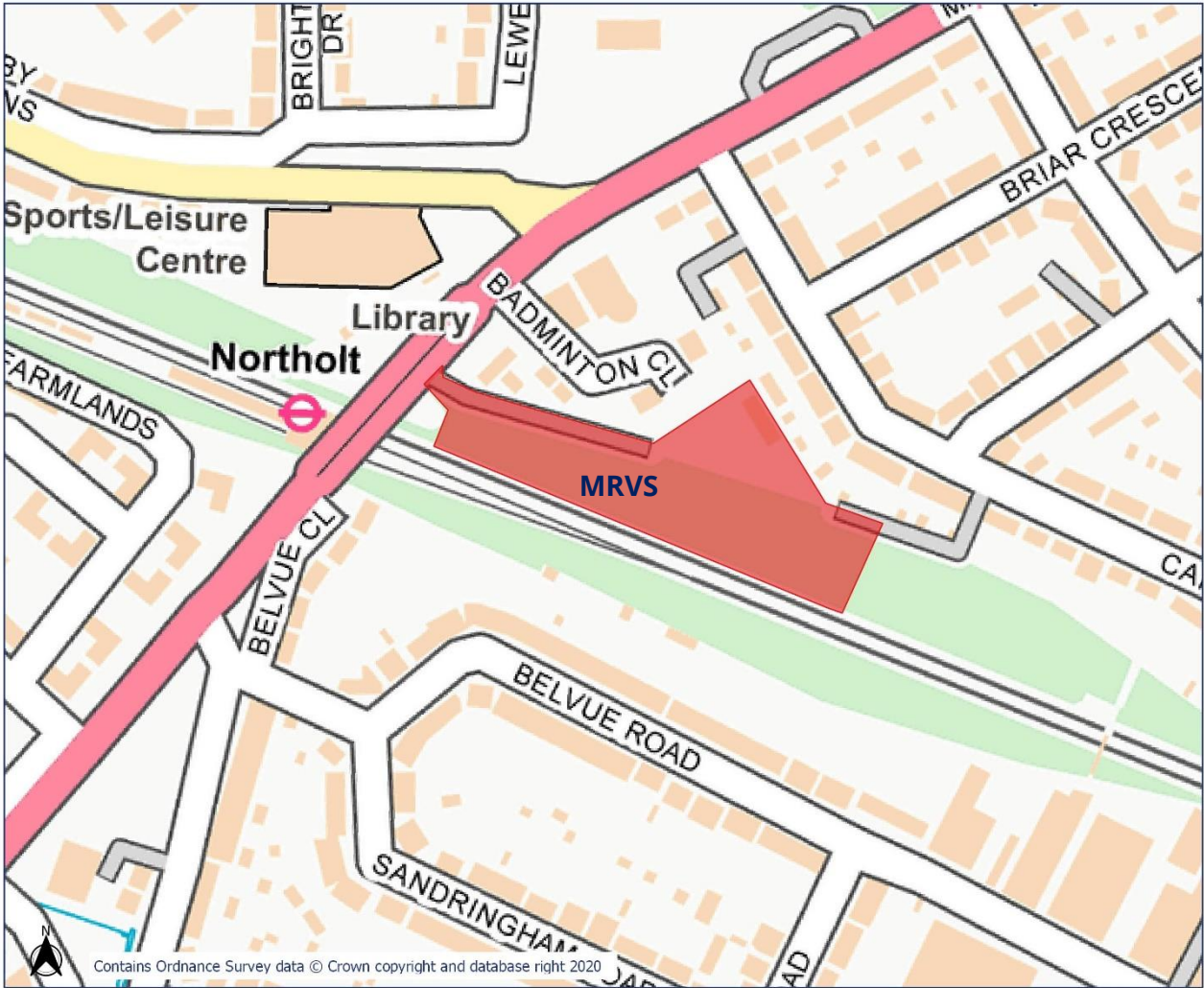
# Appendix A Site Locations



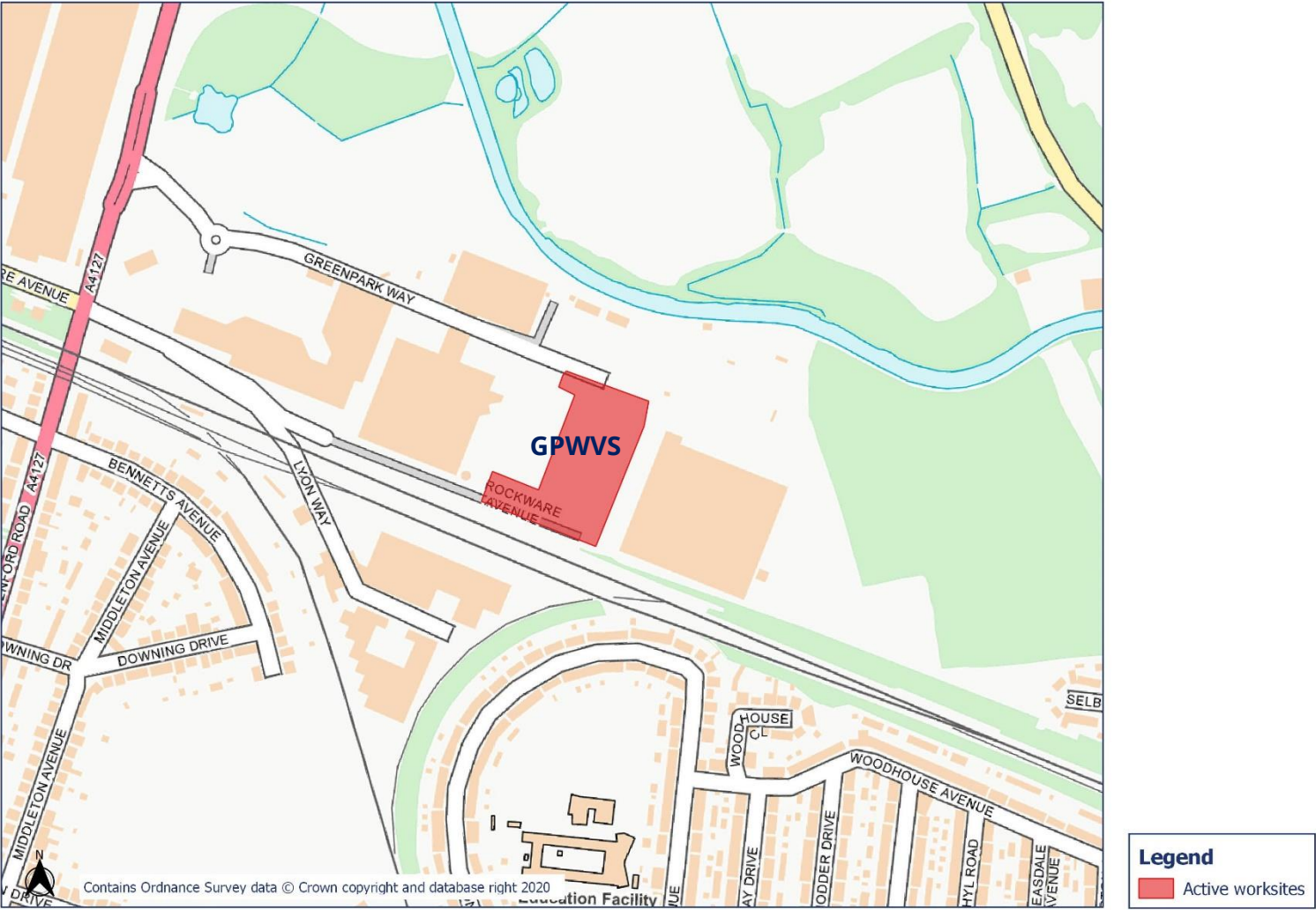


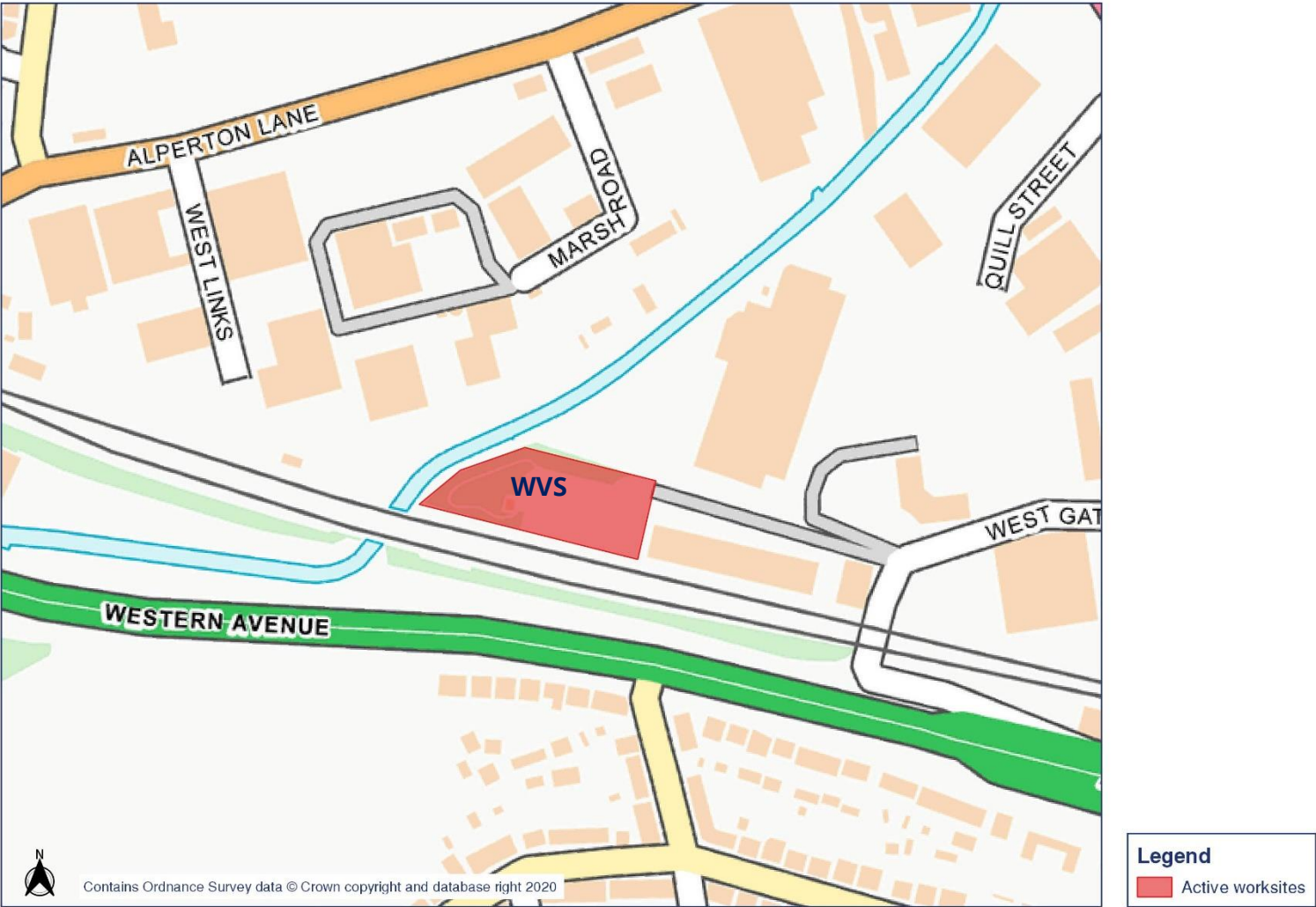
**Legend**  
Active worksites



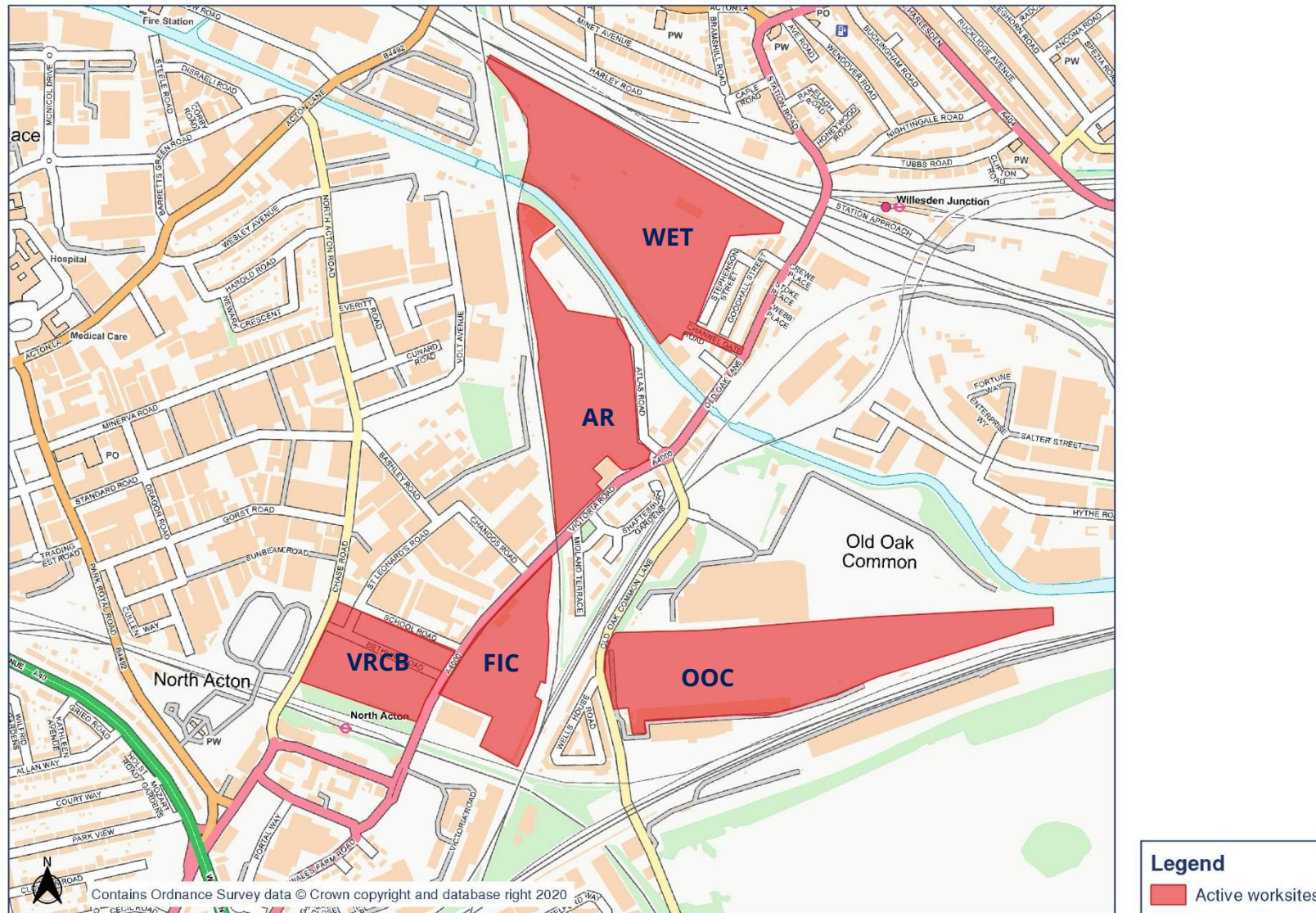


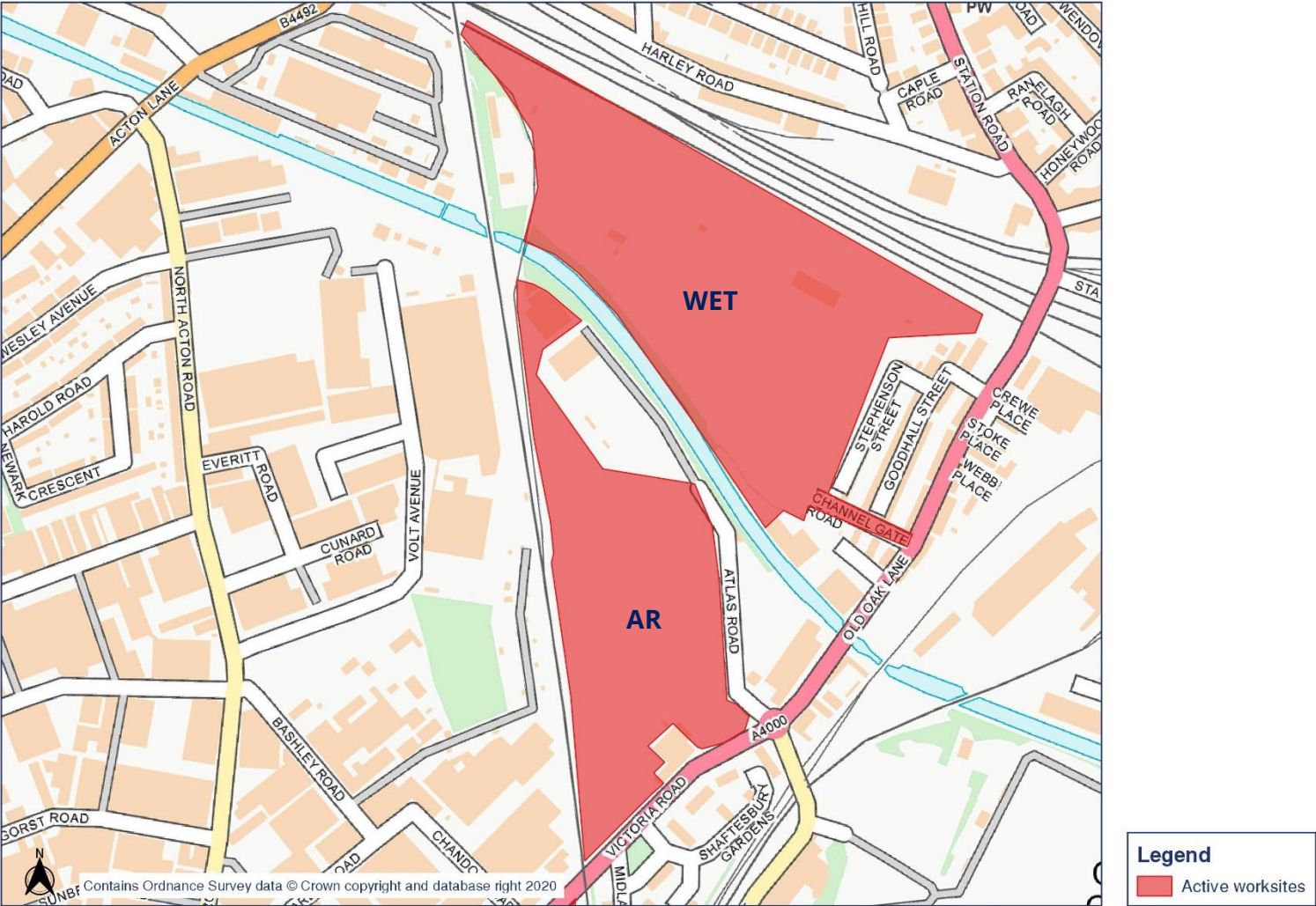
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Active worksites



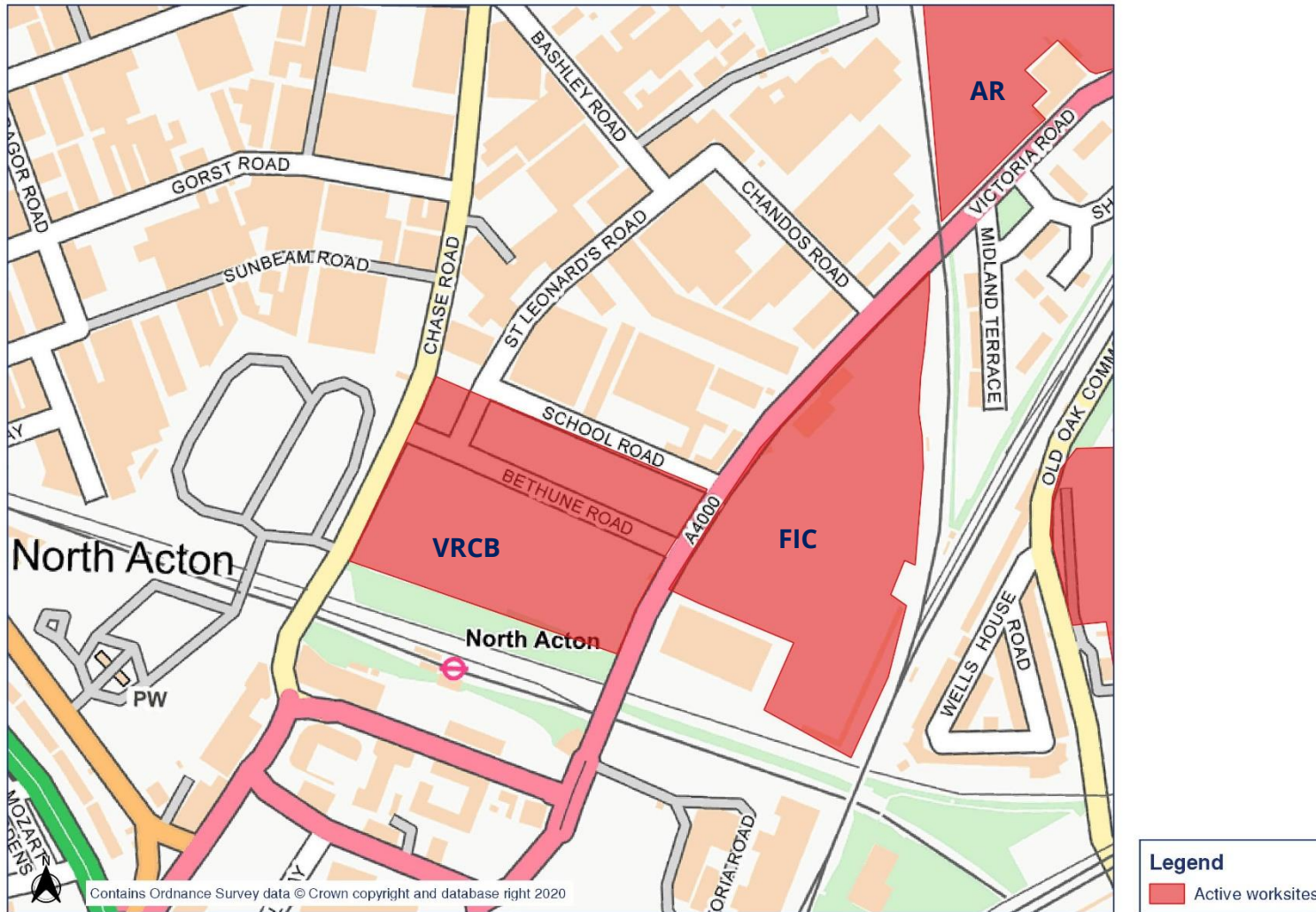


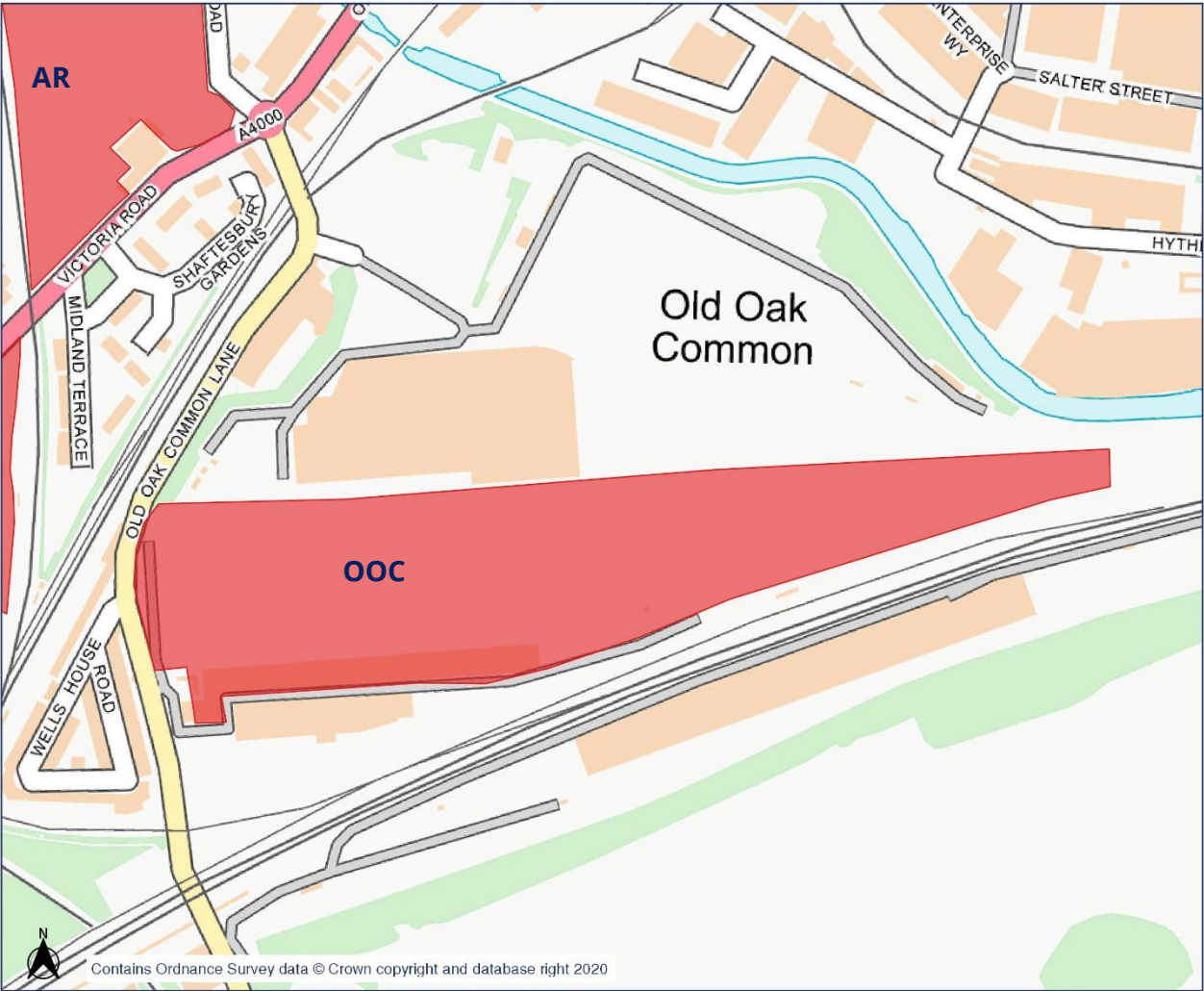








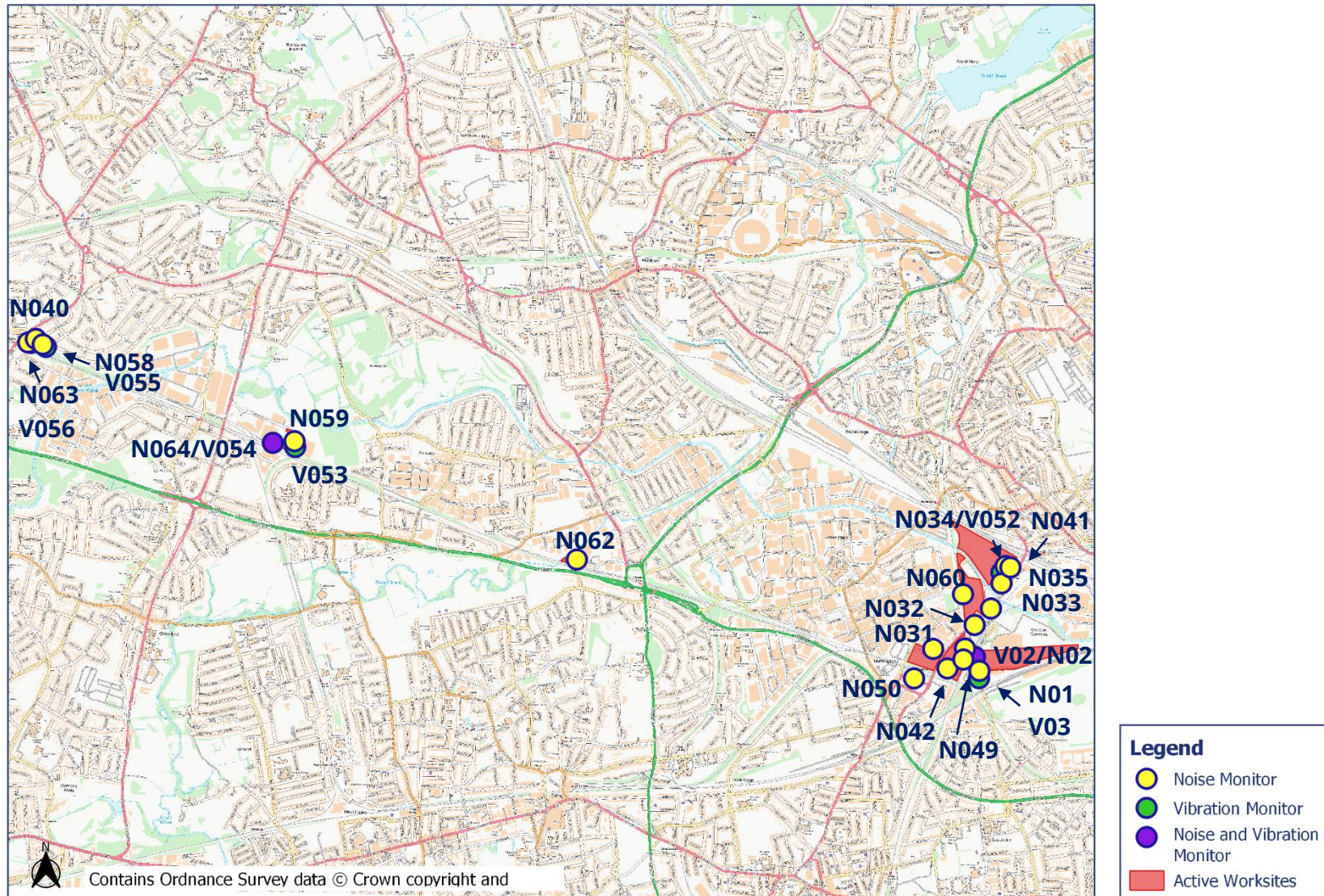




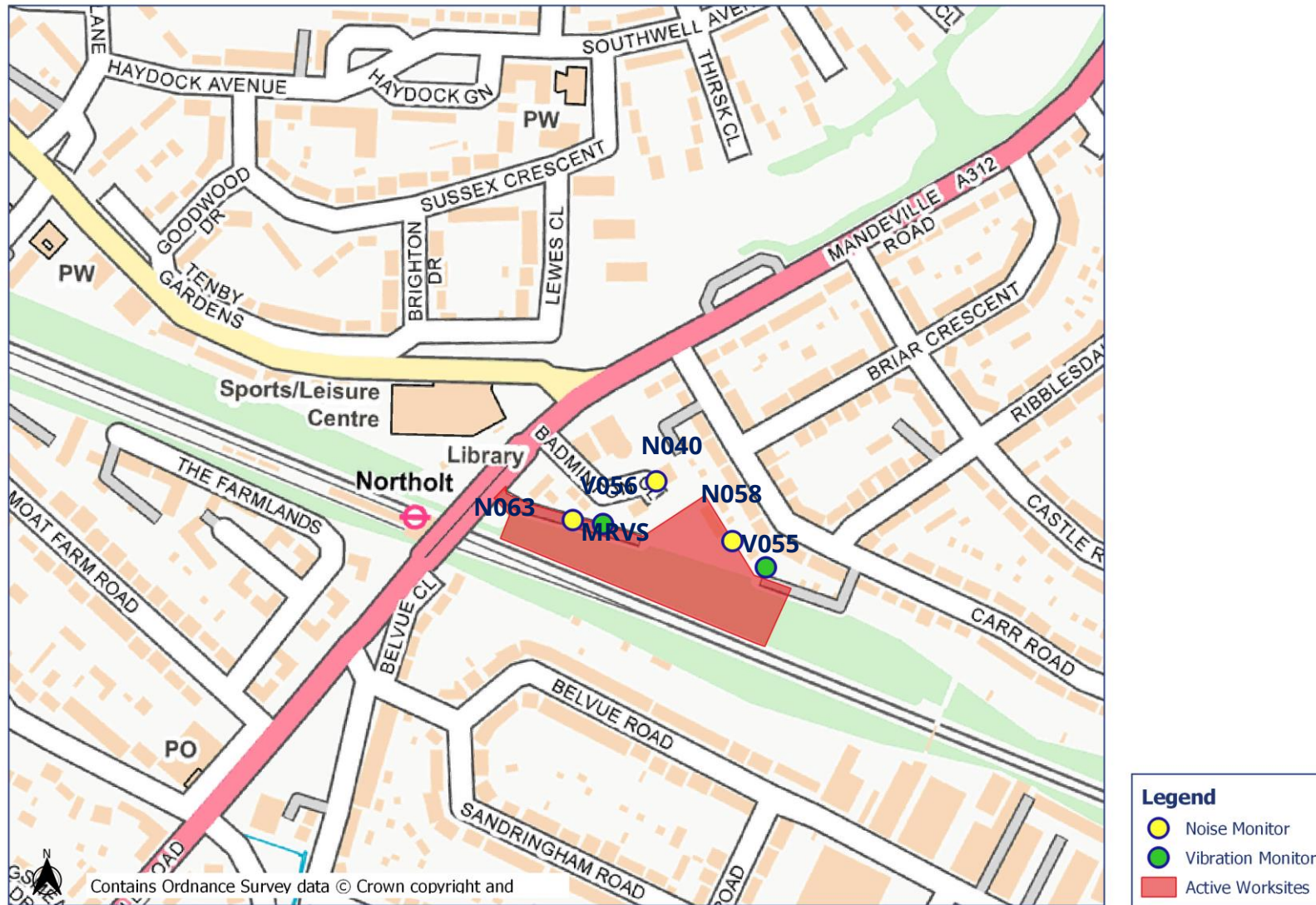
**Legend**  
Active worksites

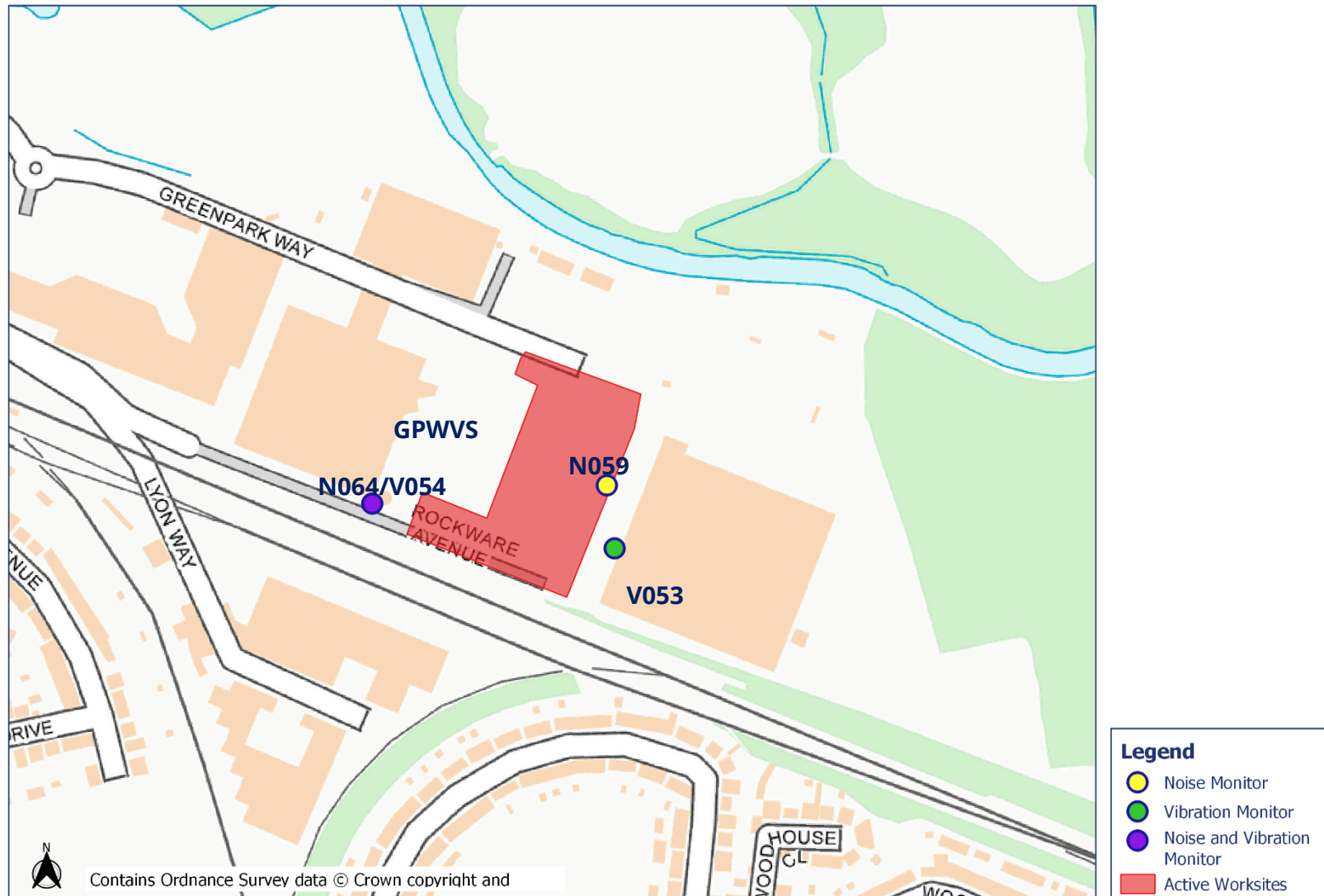
# Appendix B Monitoring Locations

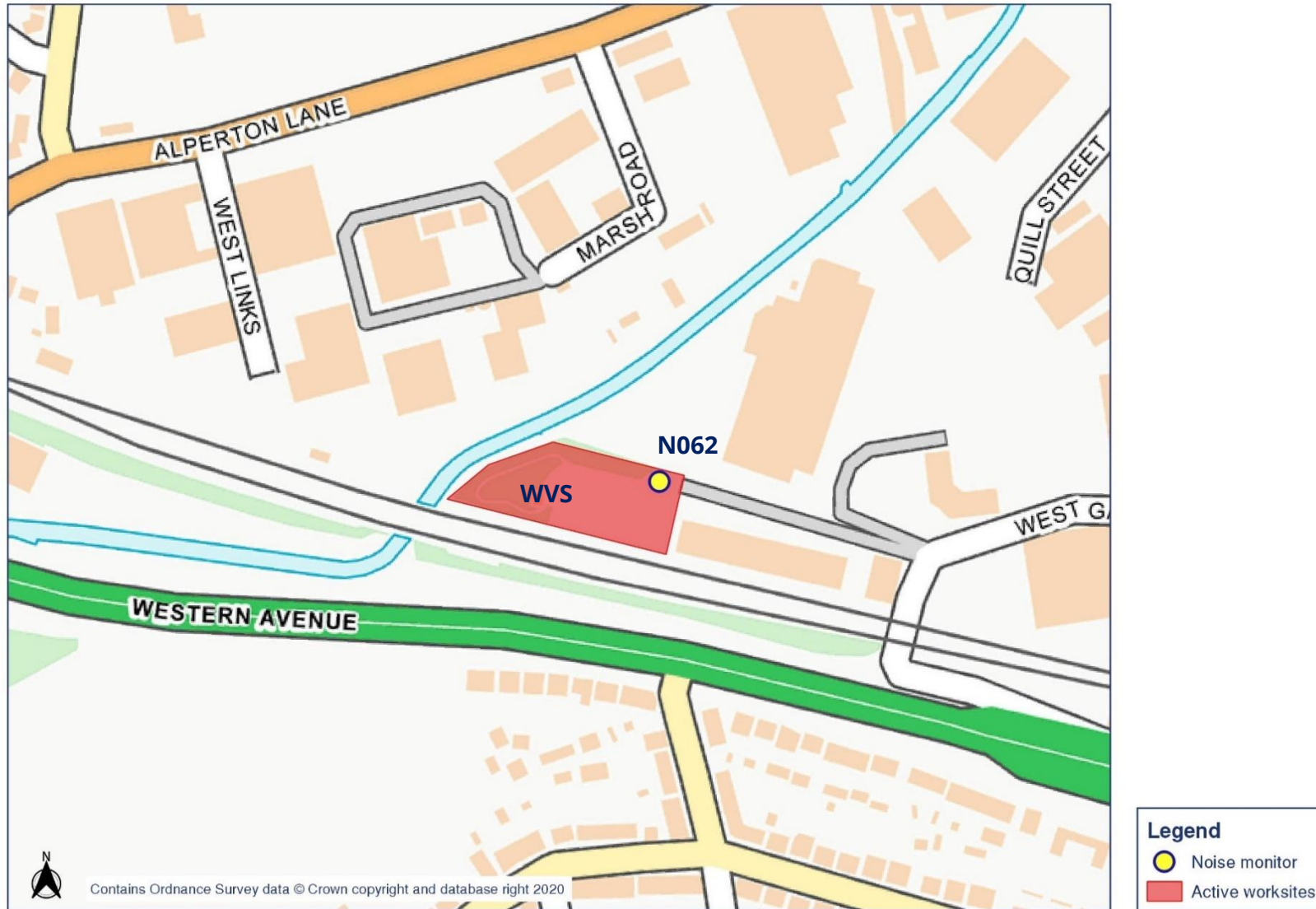




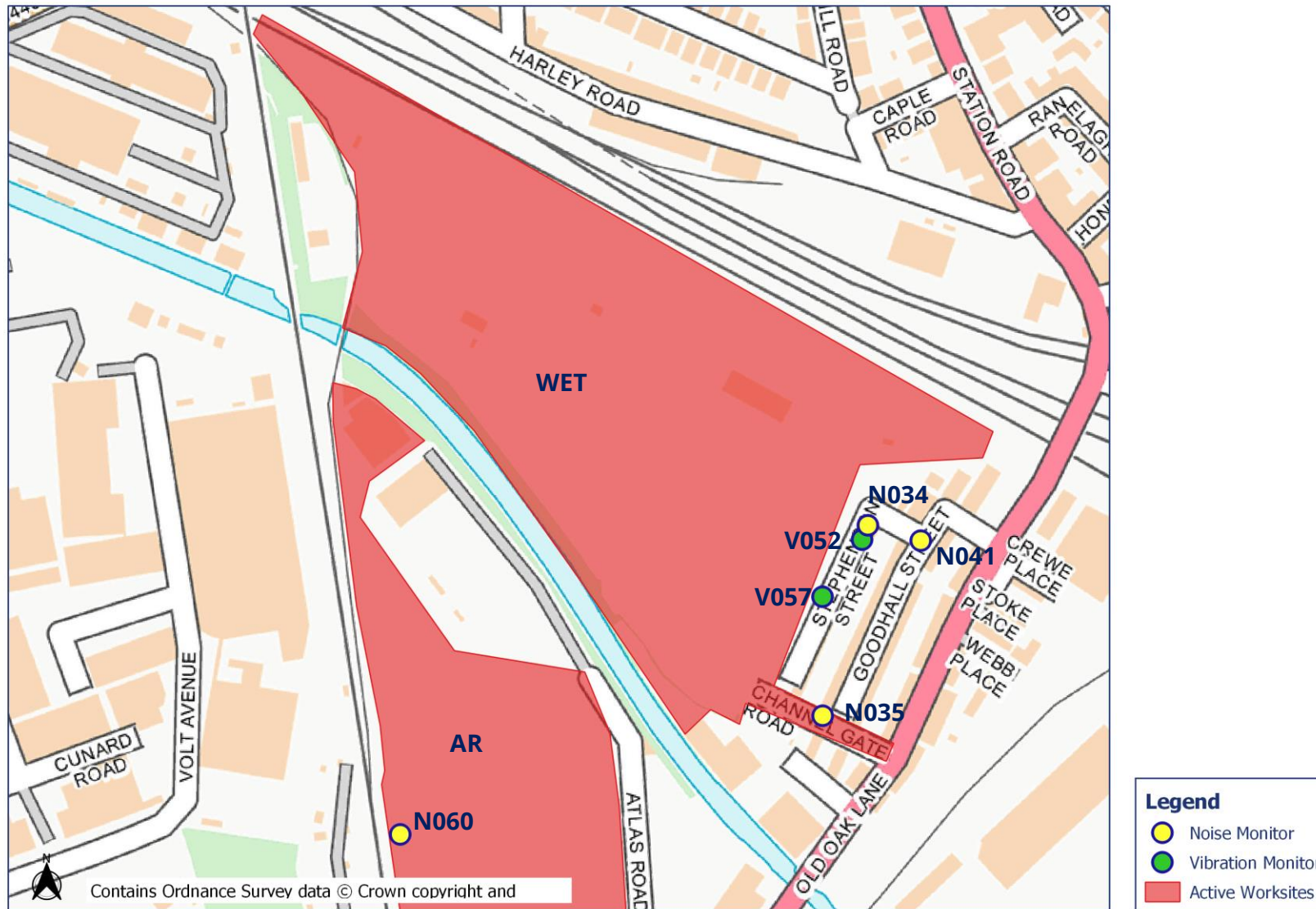


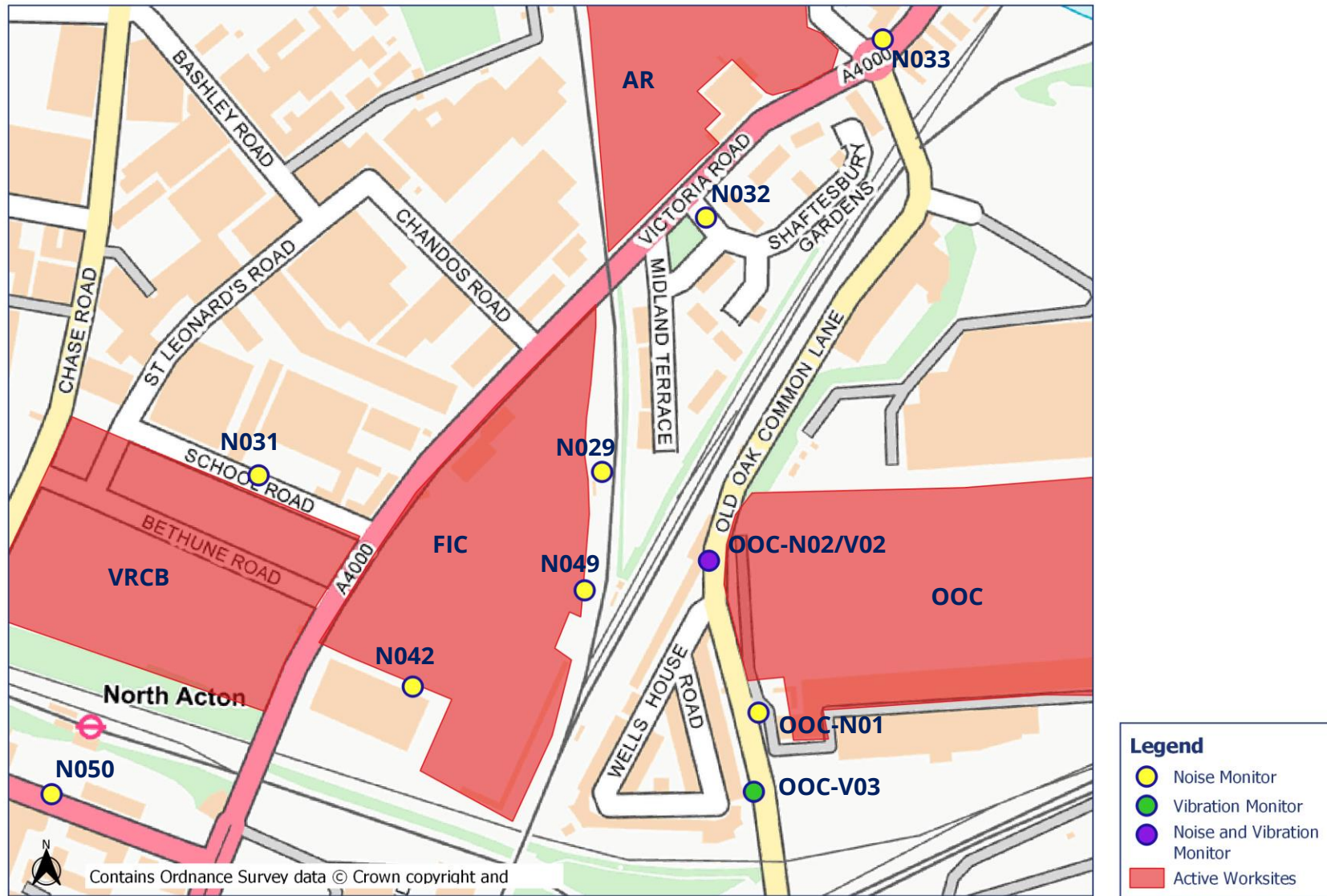










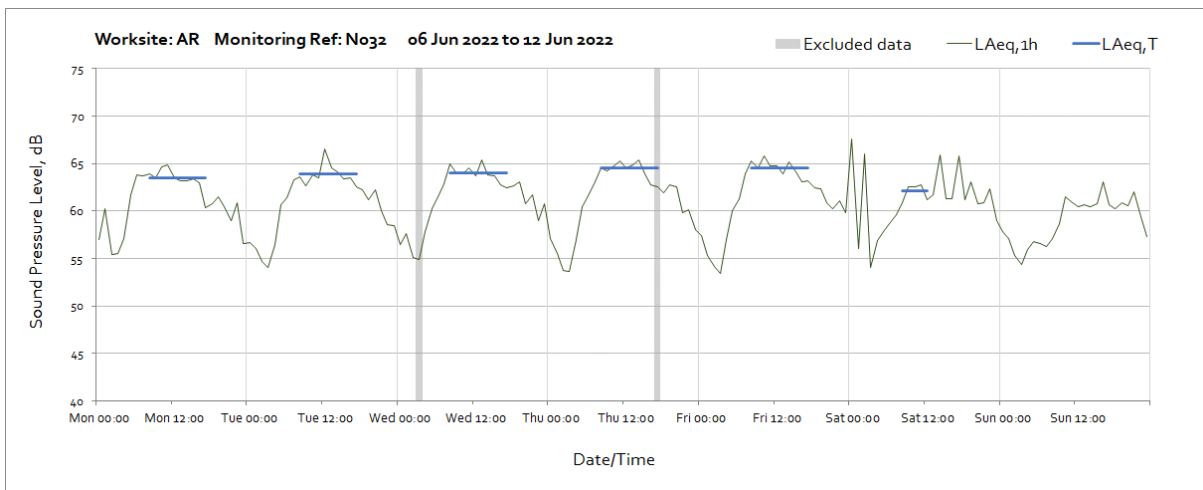
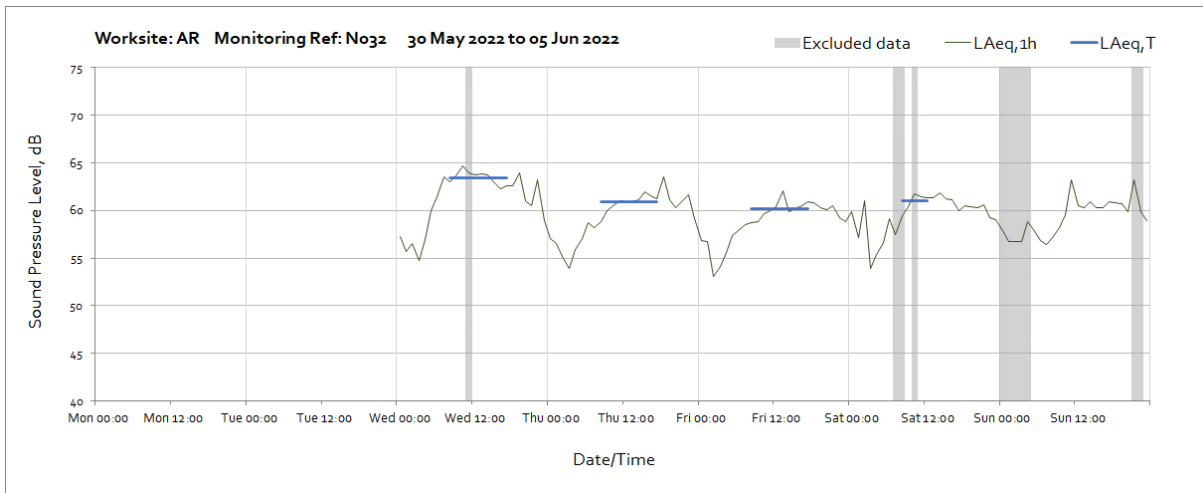


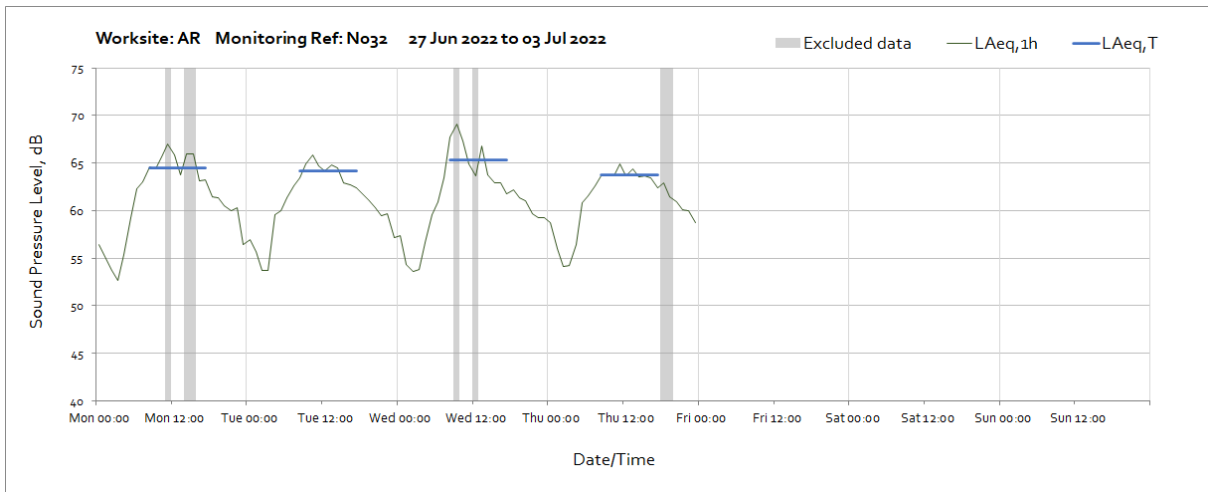
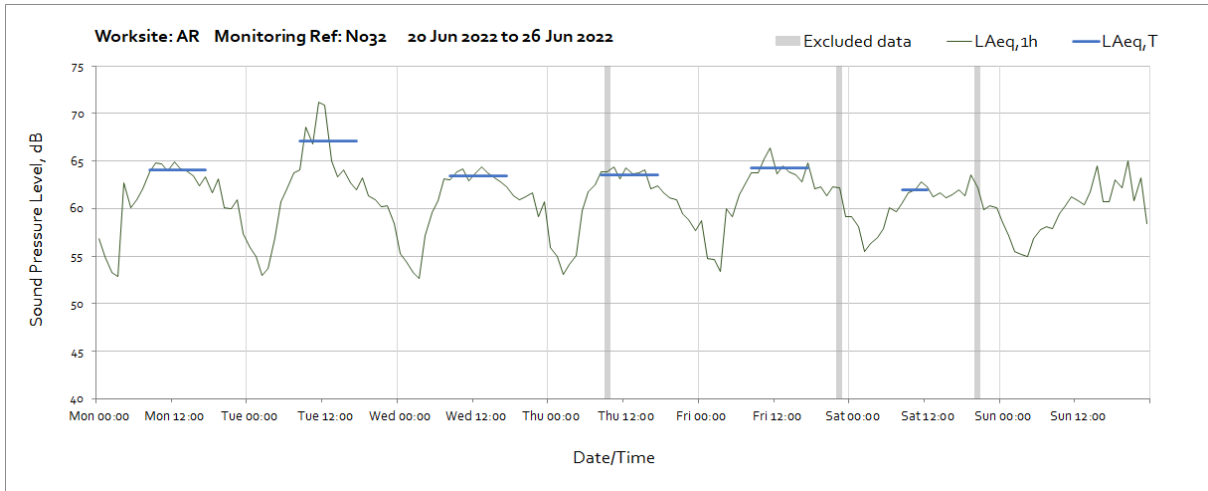
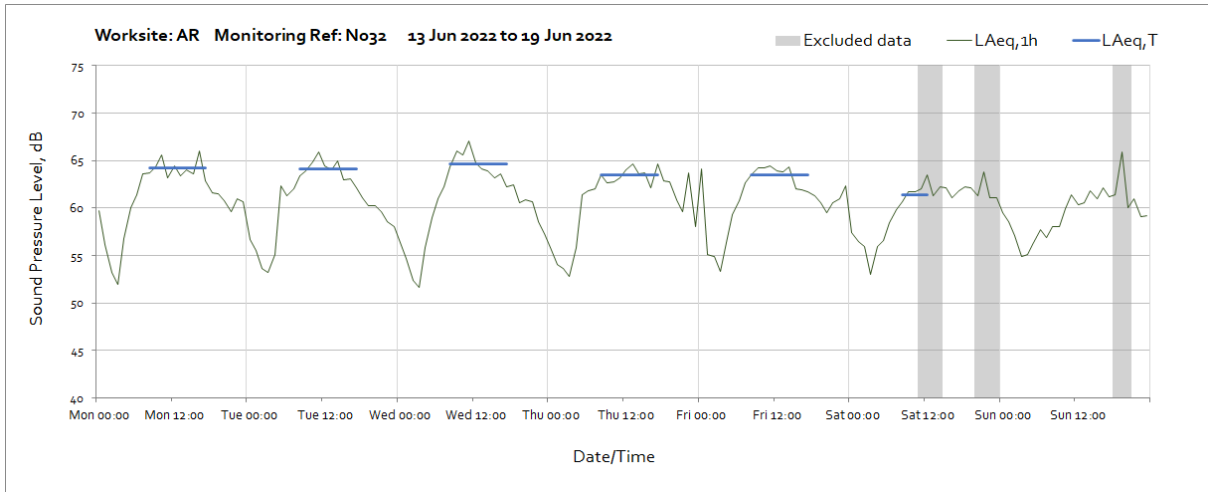
# Appendix C Data

## Noise

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 in Table 3 of the main report.

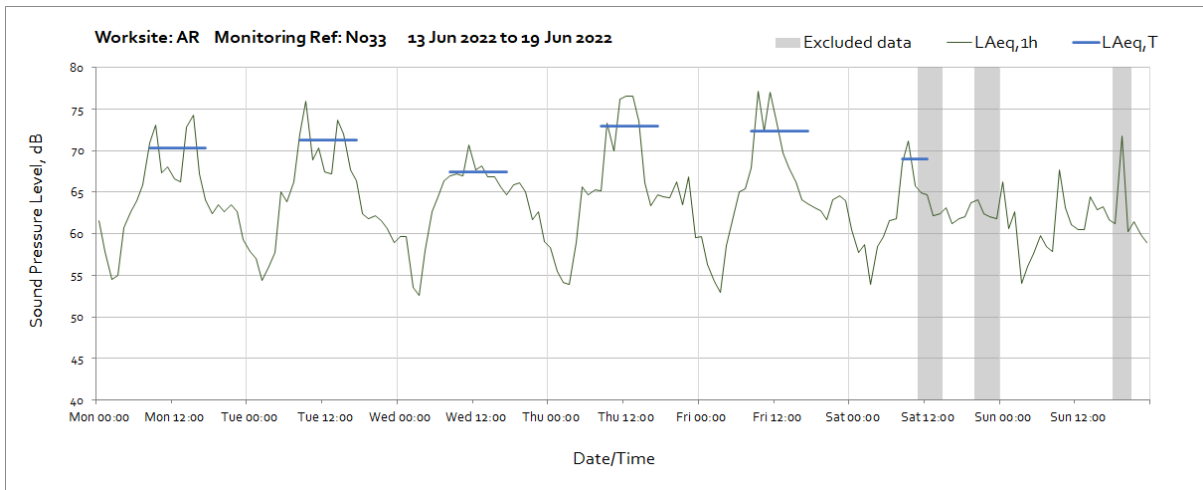
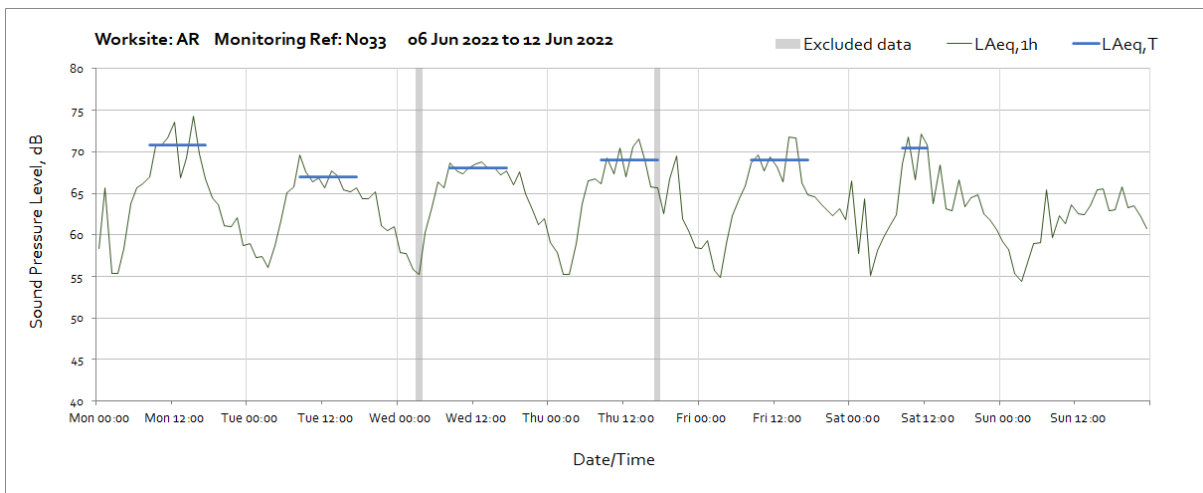
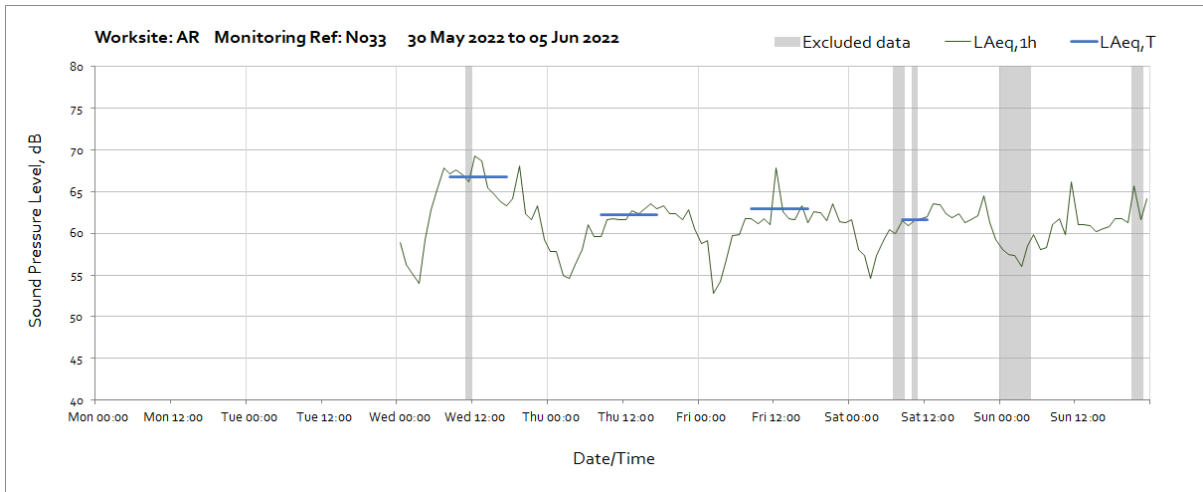
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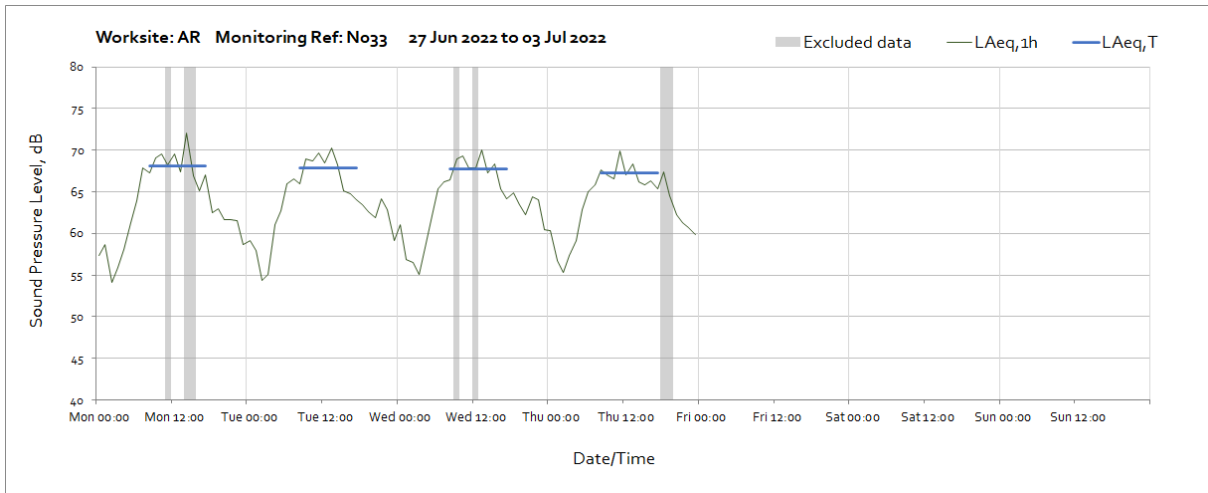
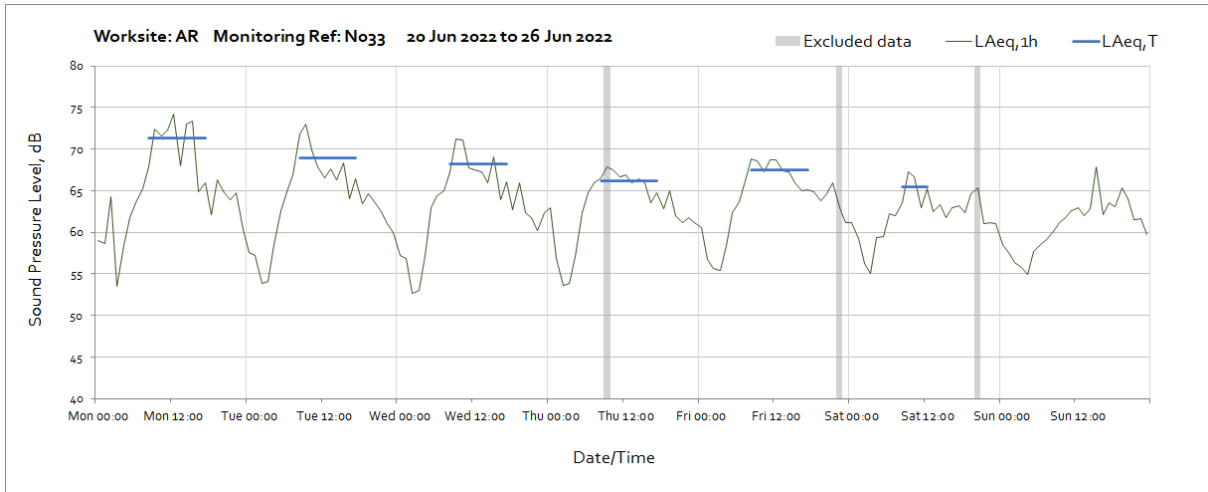




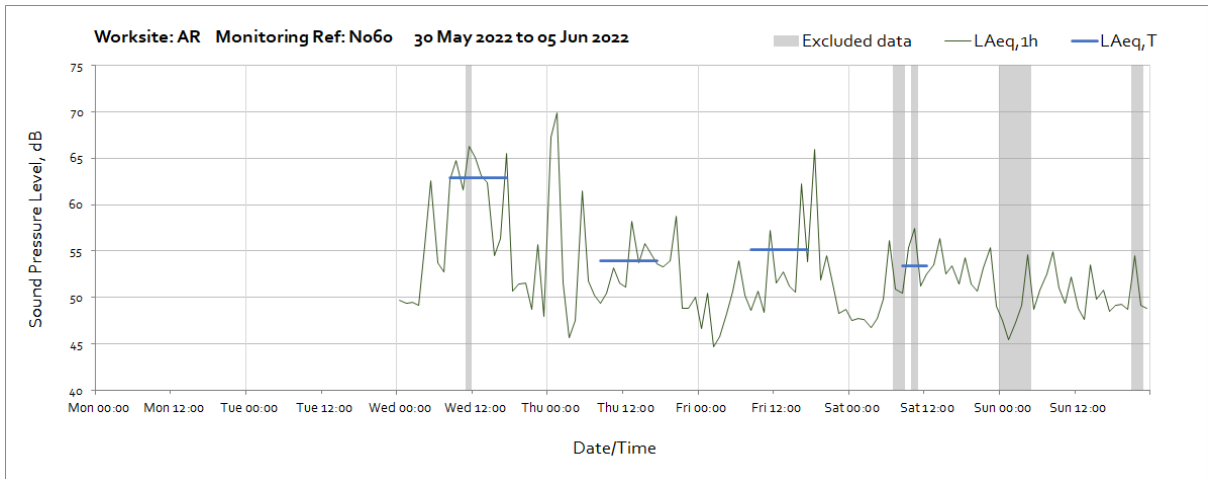


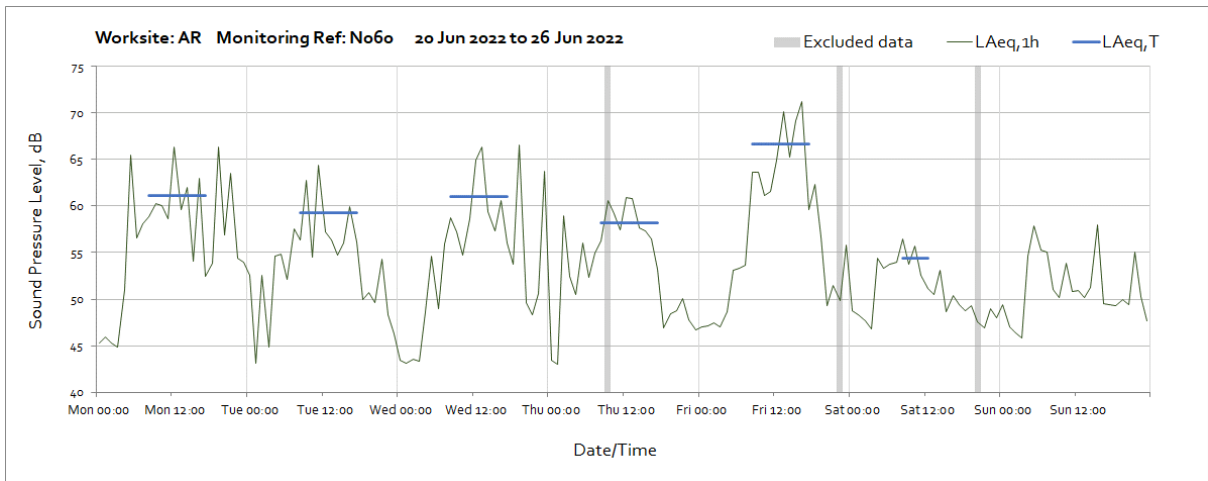
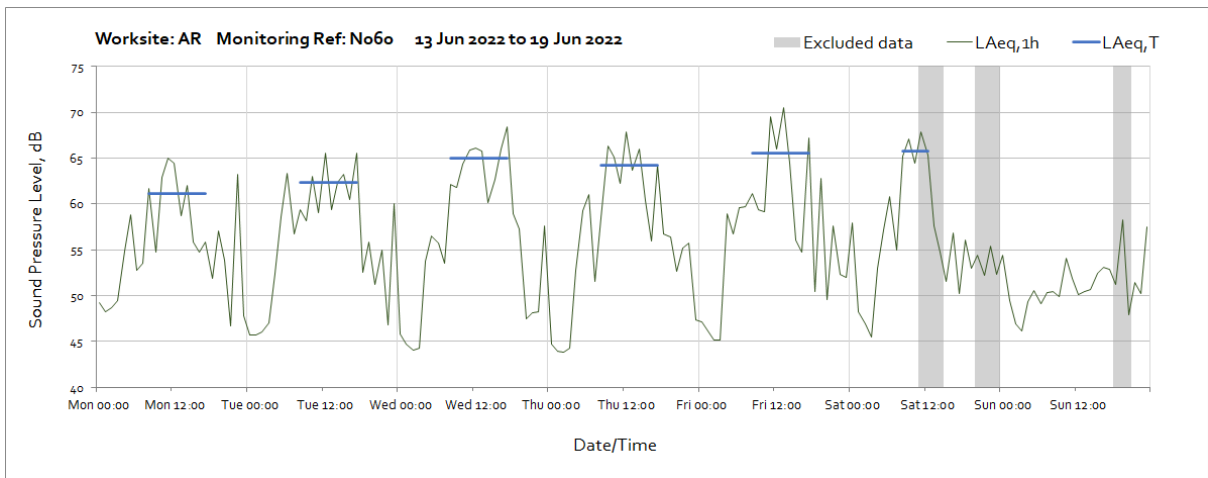
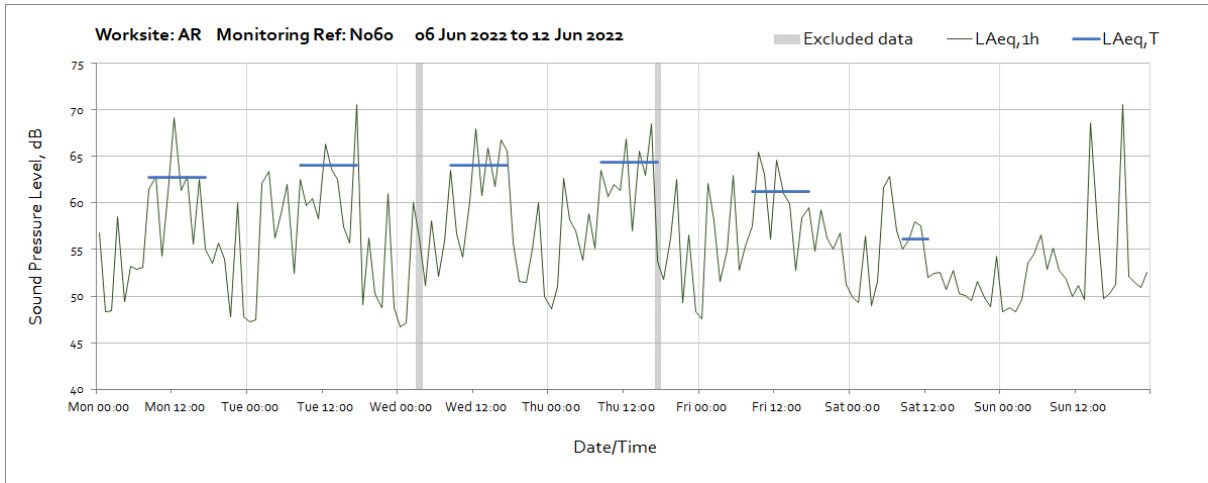
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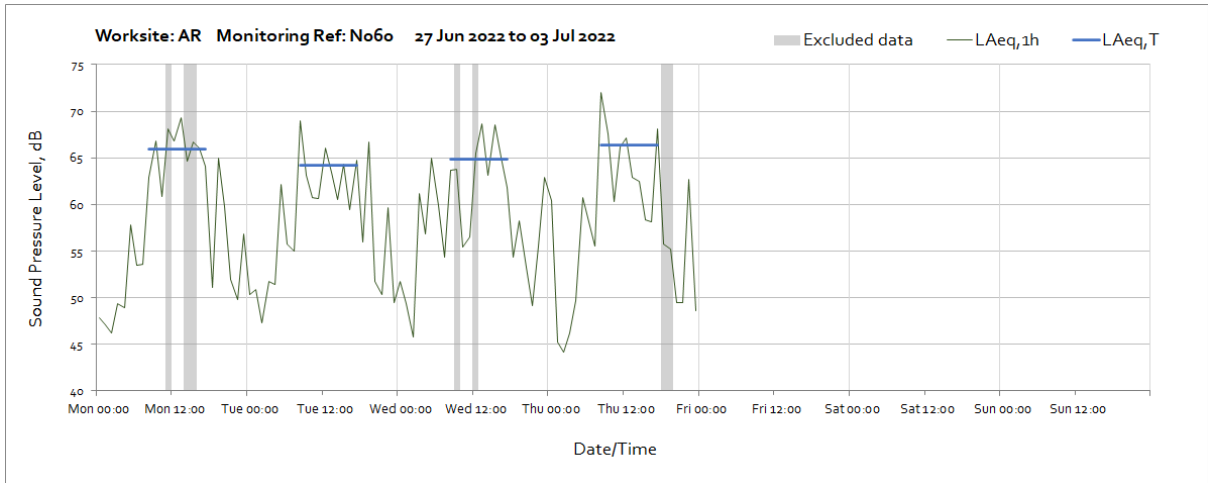




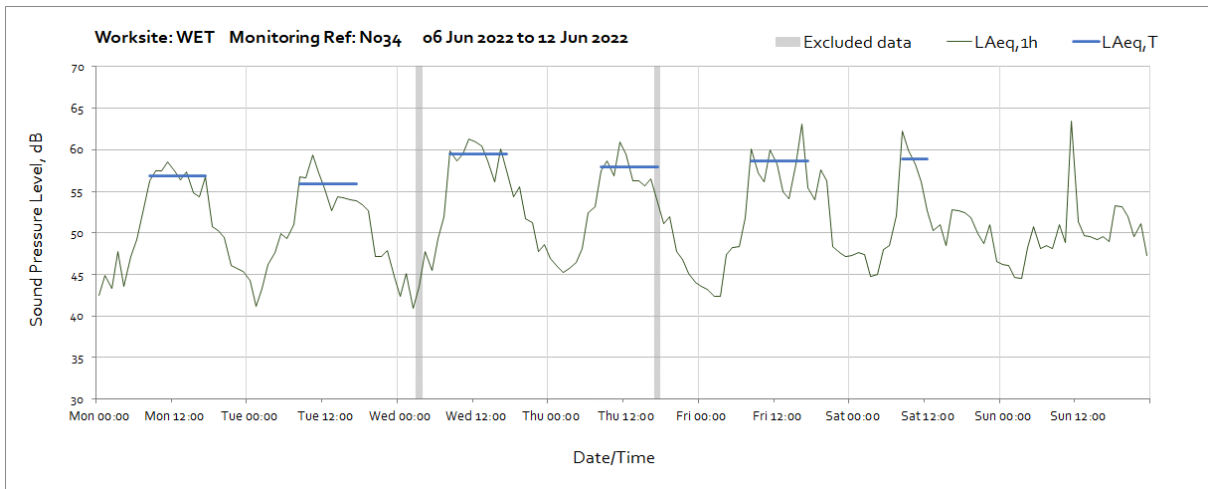
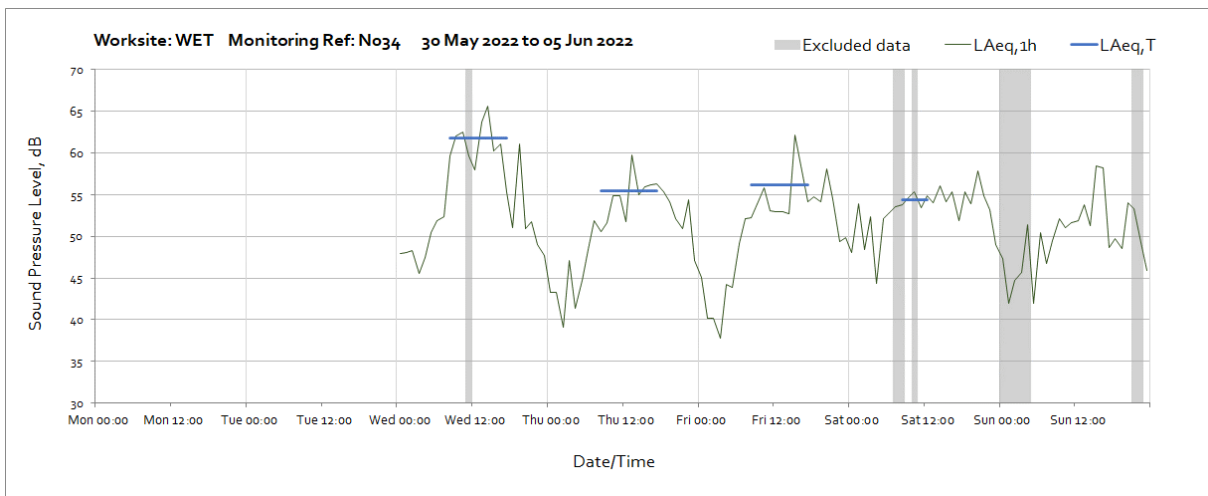
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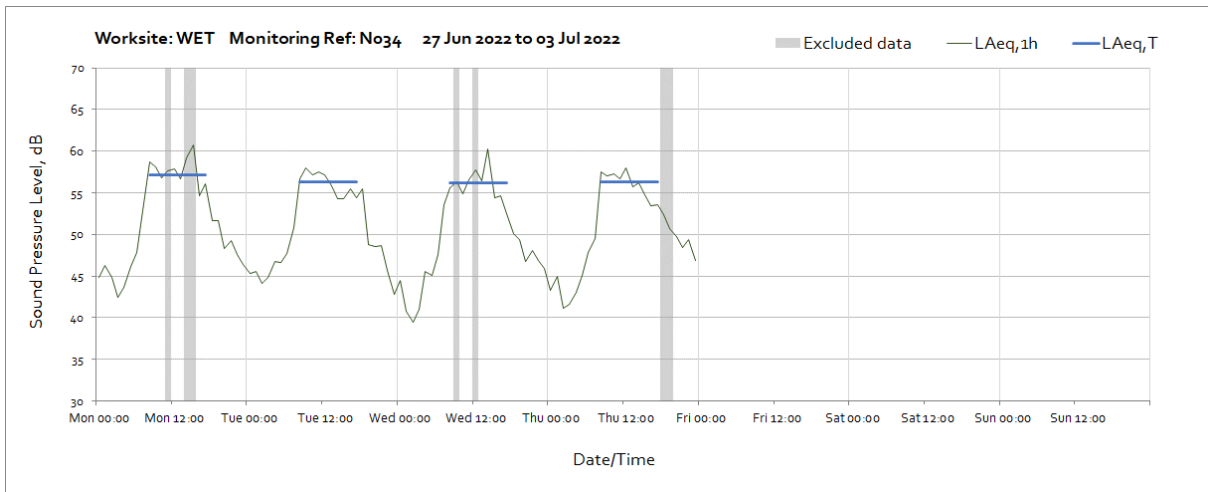
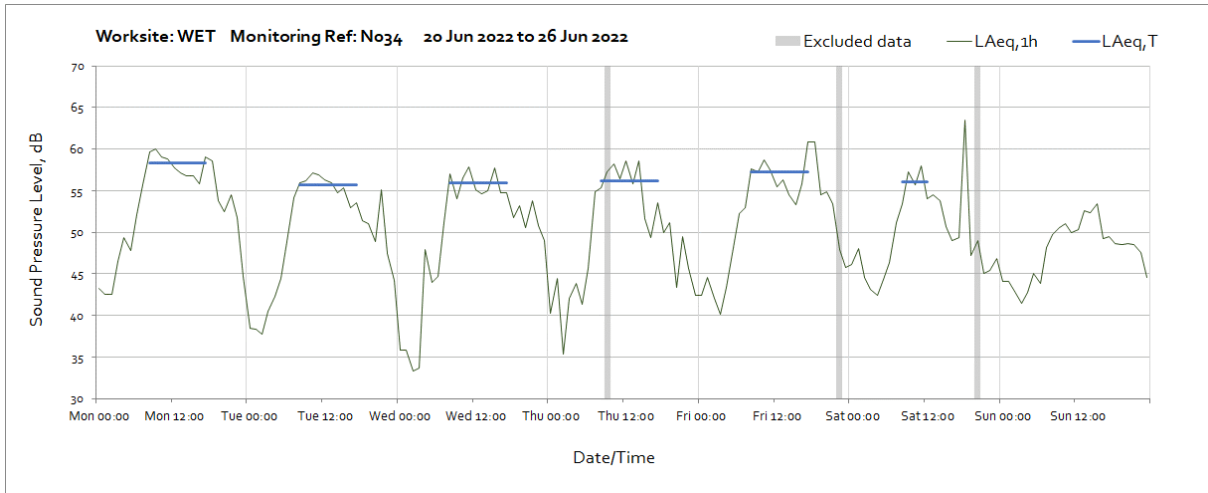
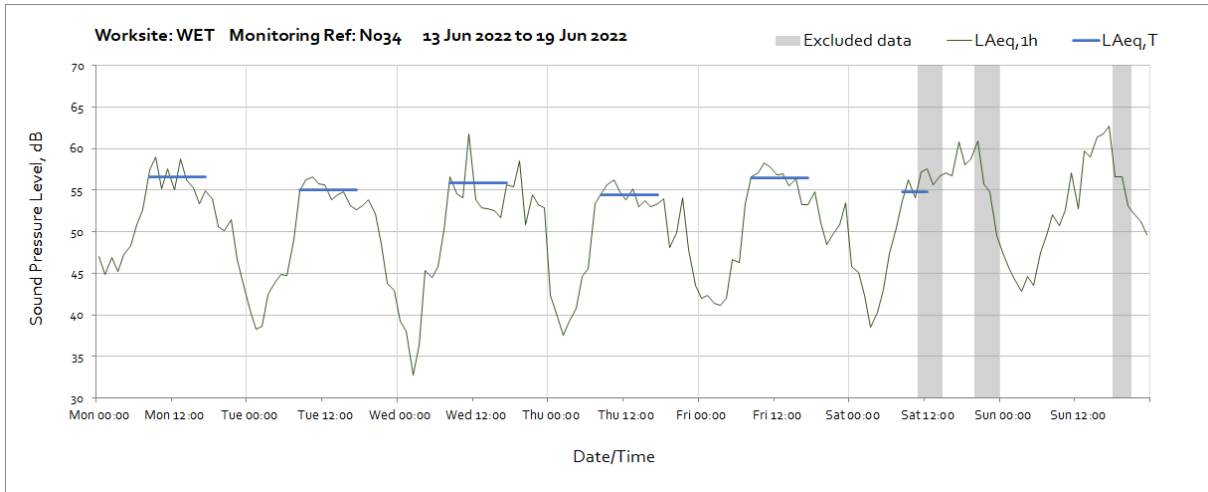






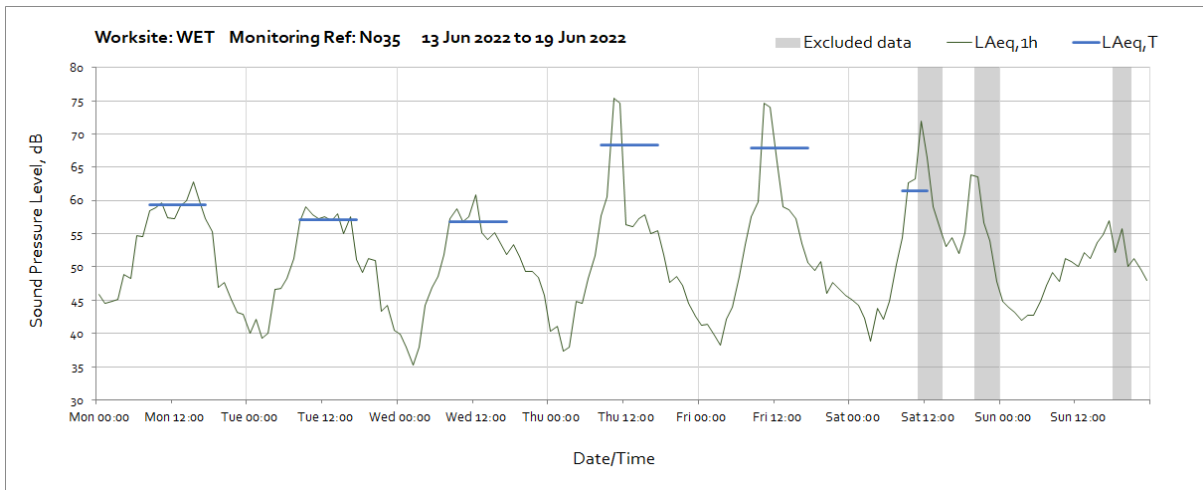
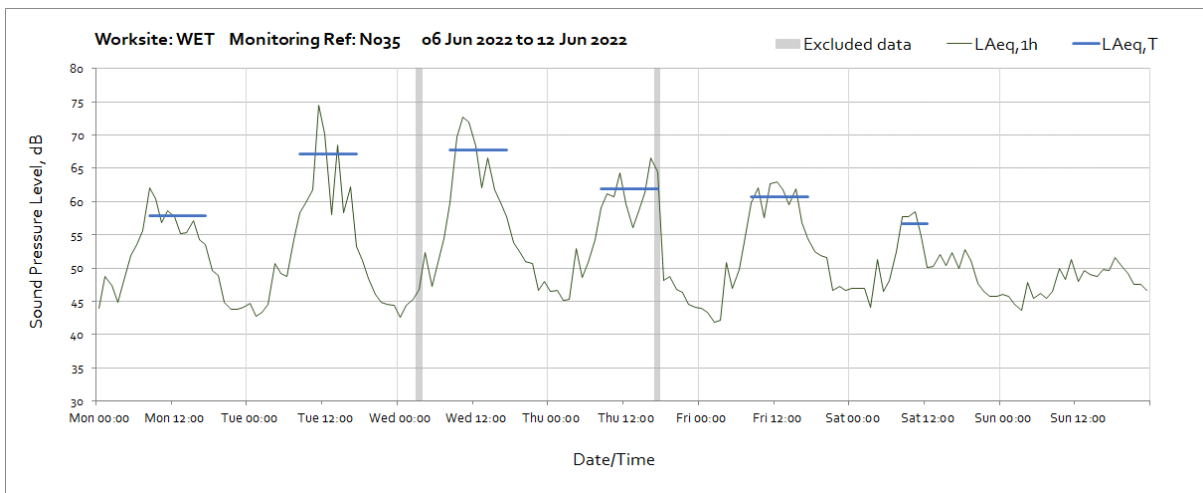
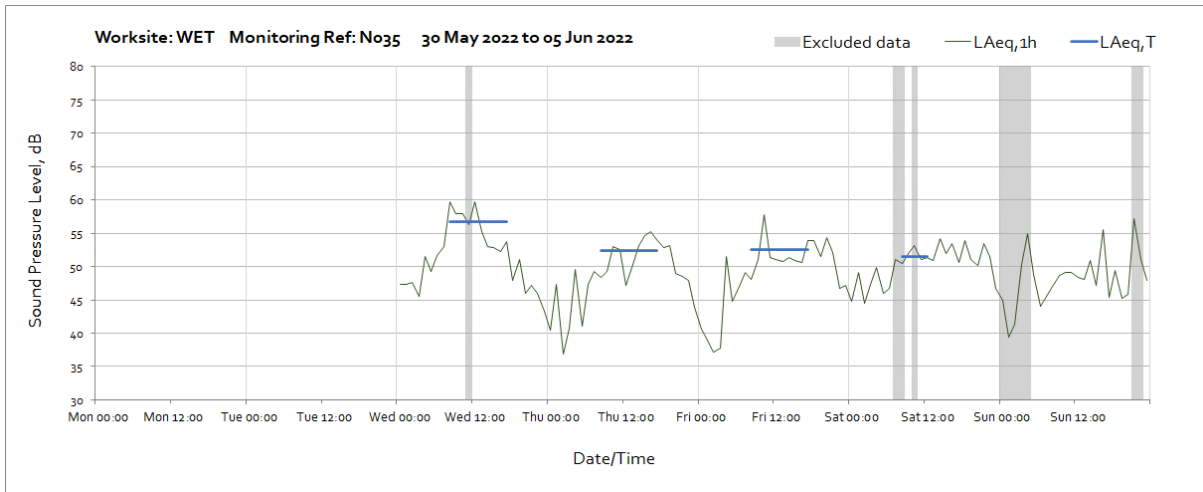
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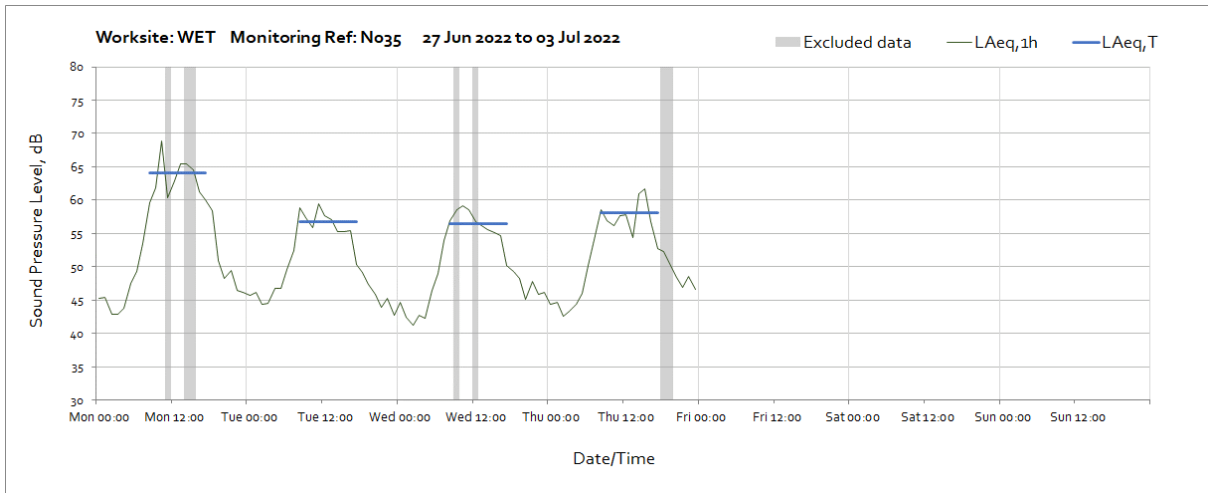
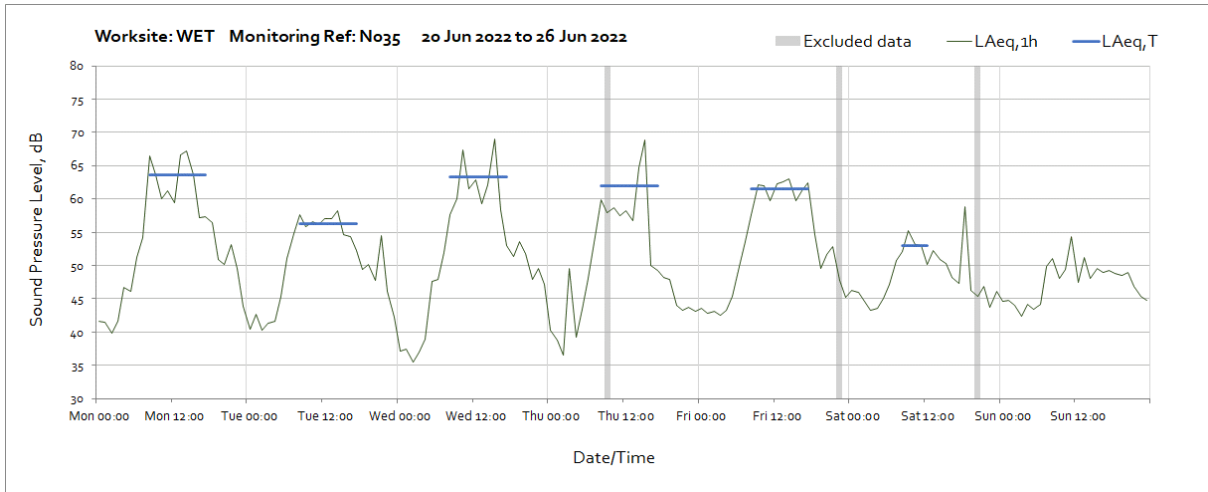




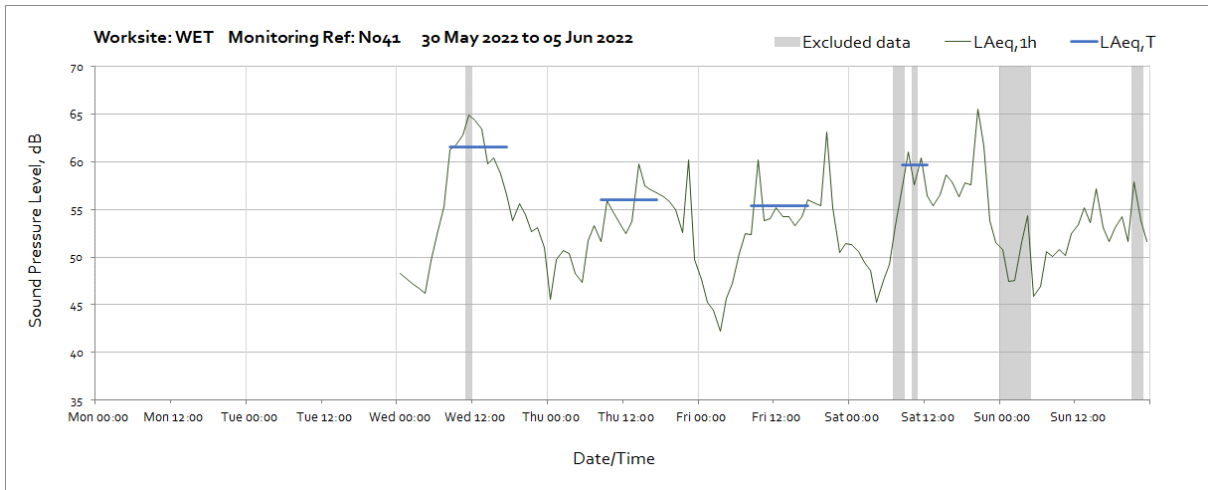
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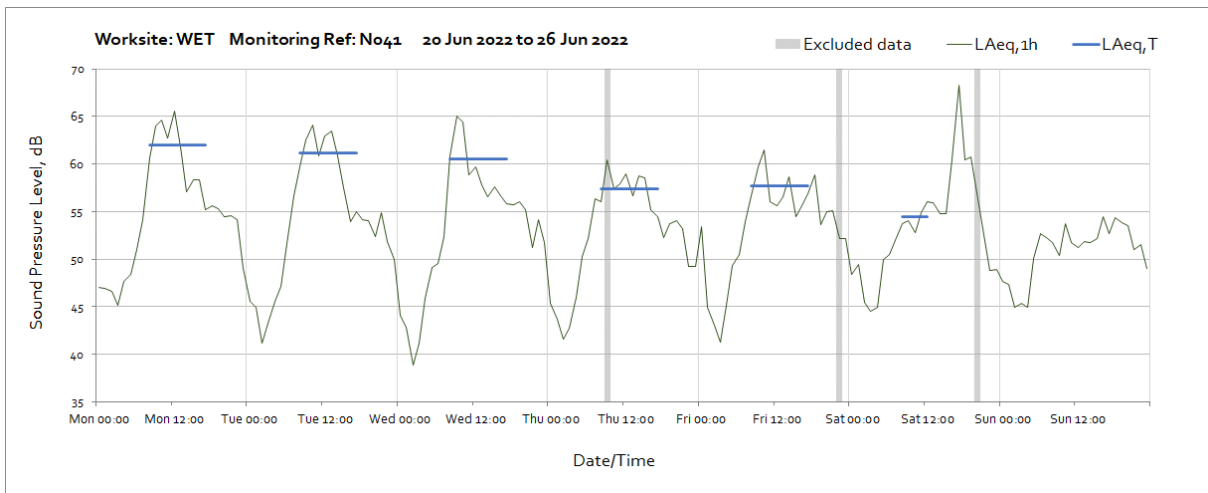
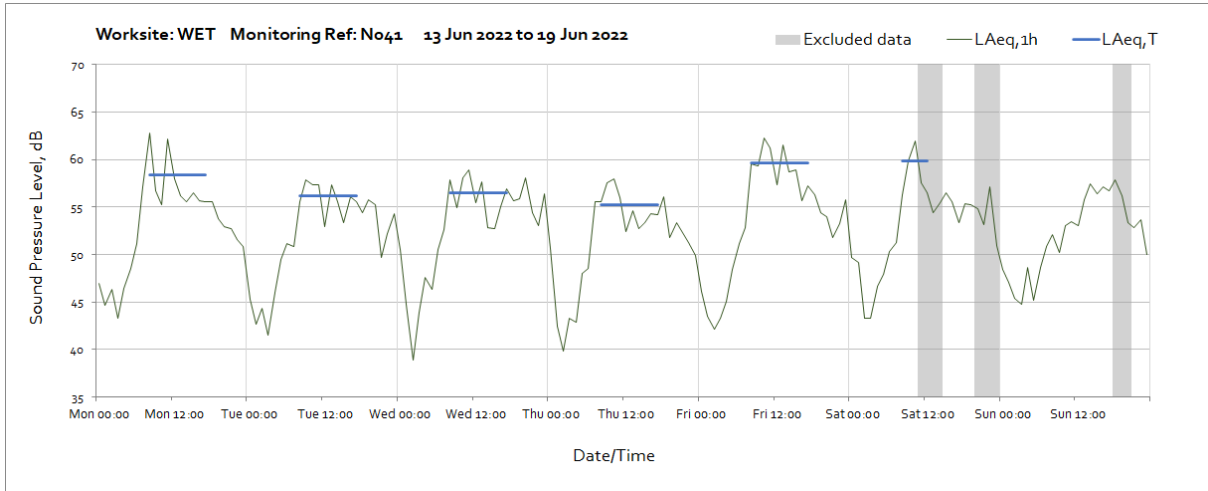
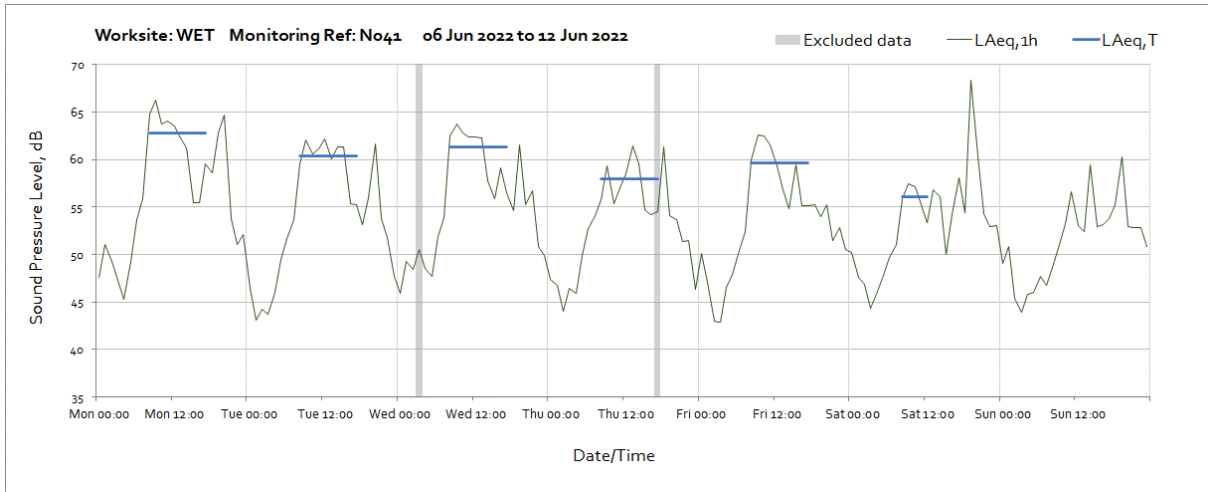


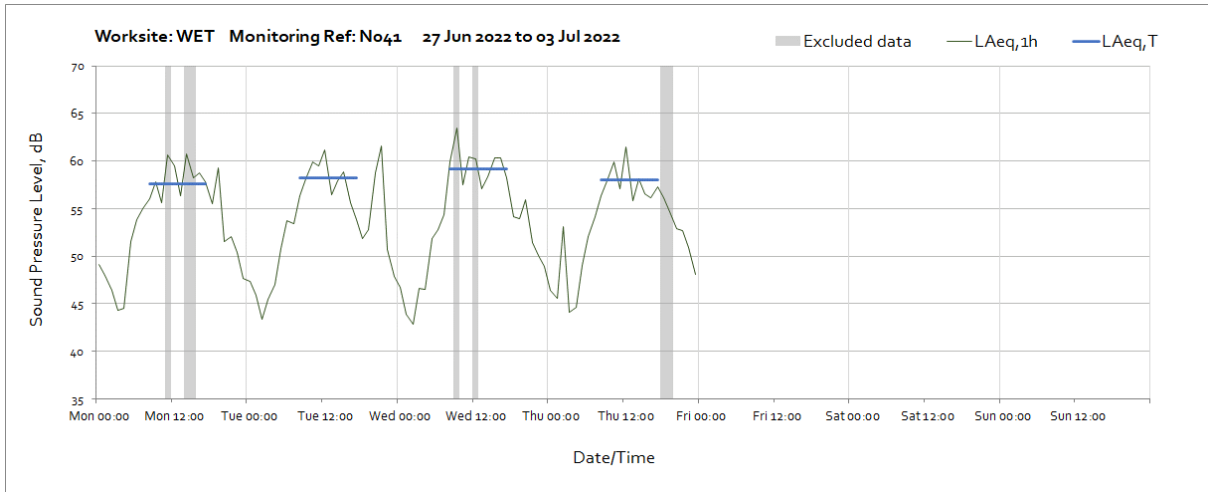
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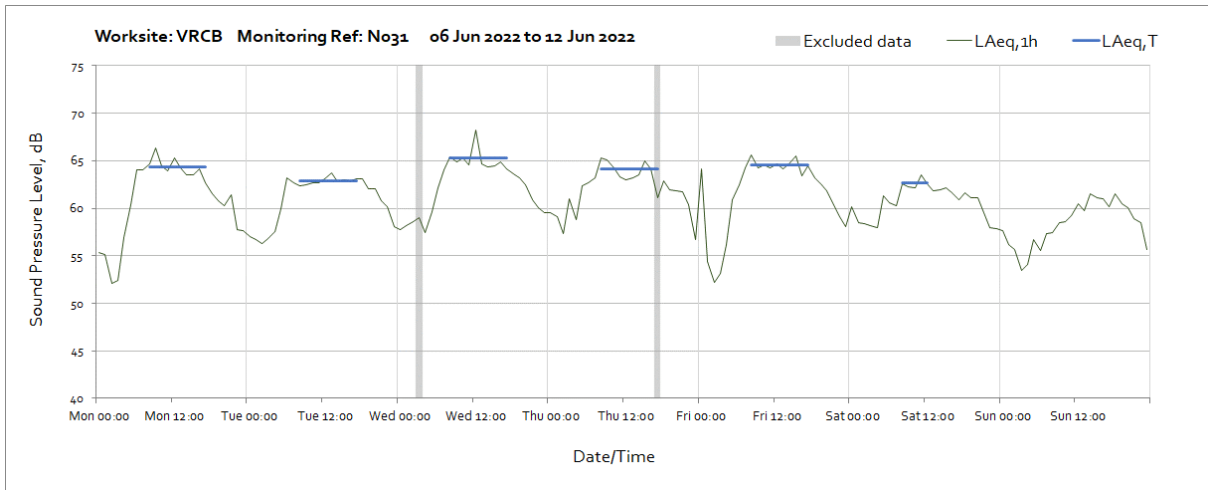
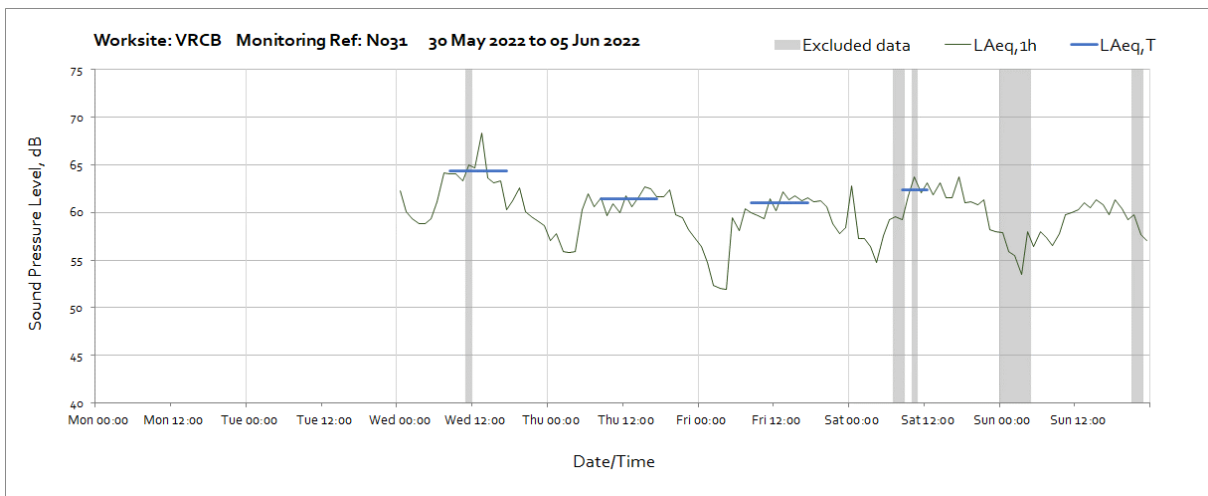
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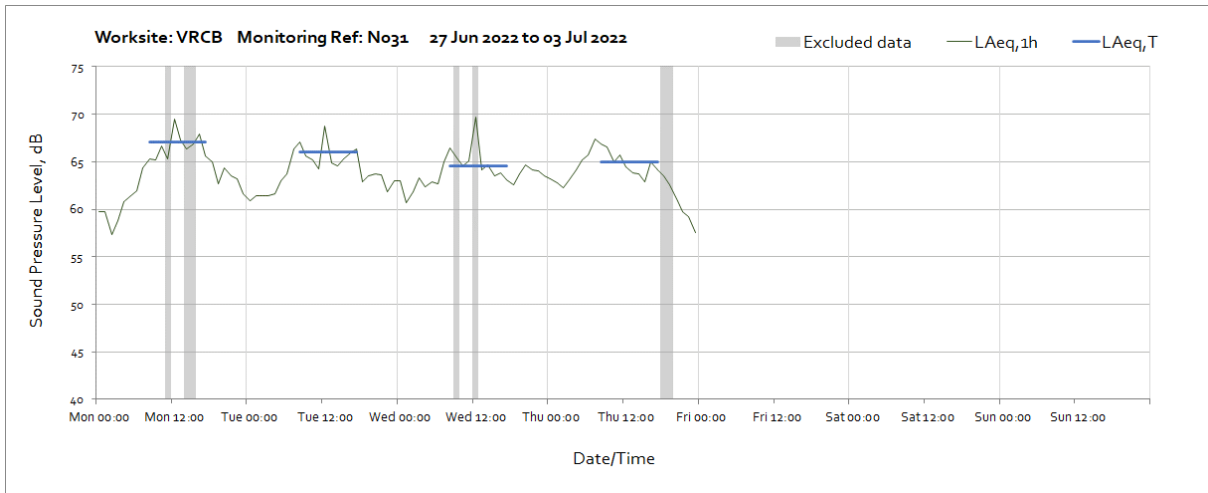
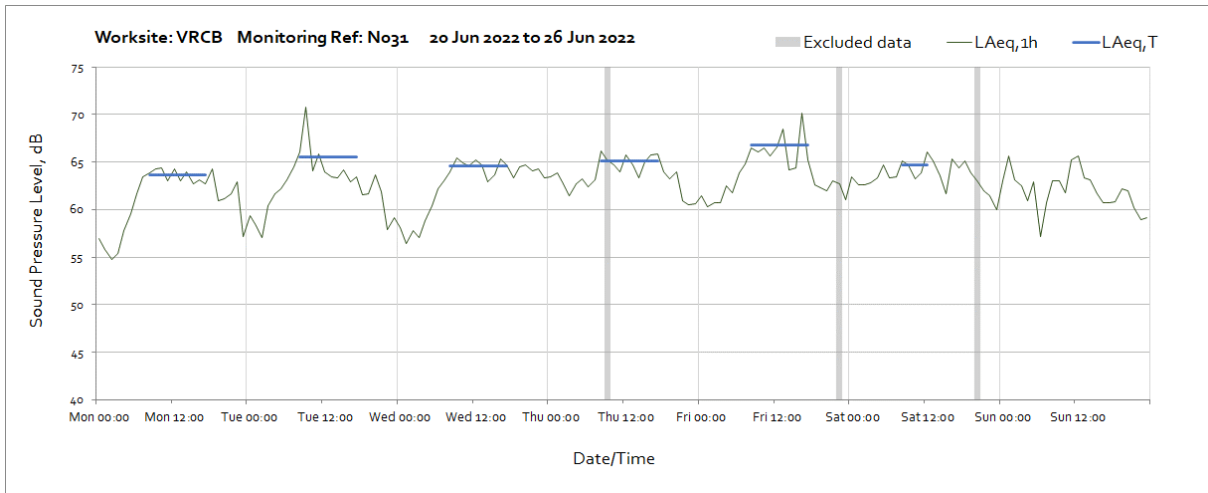
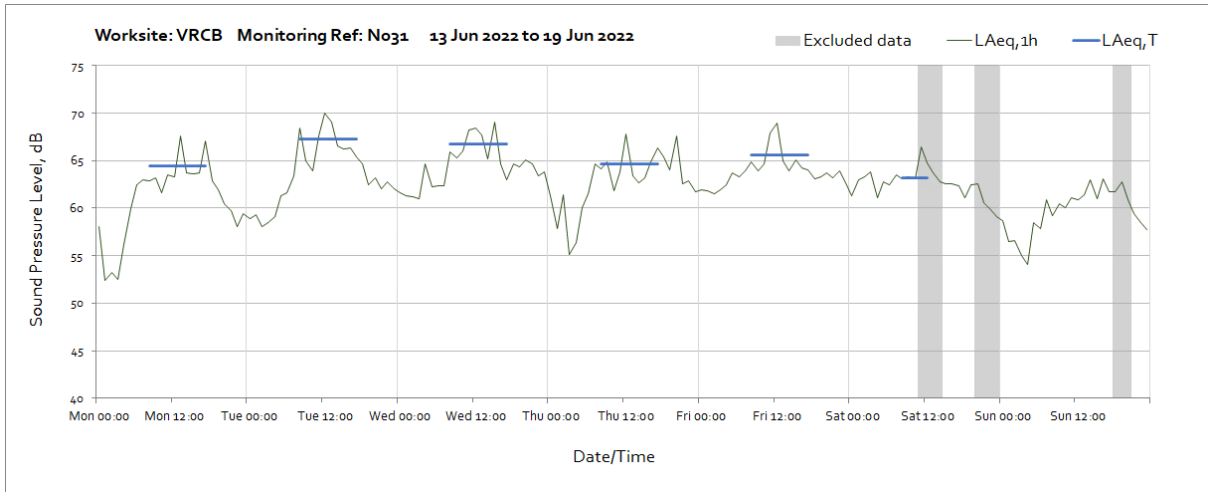






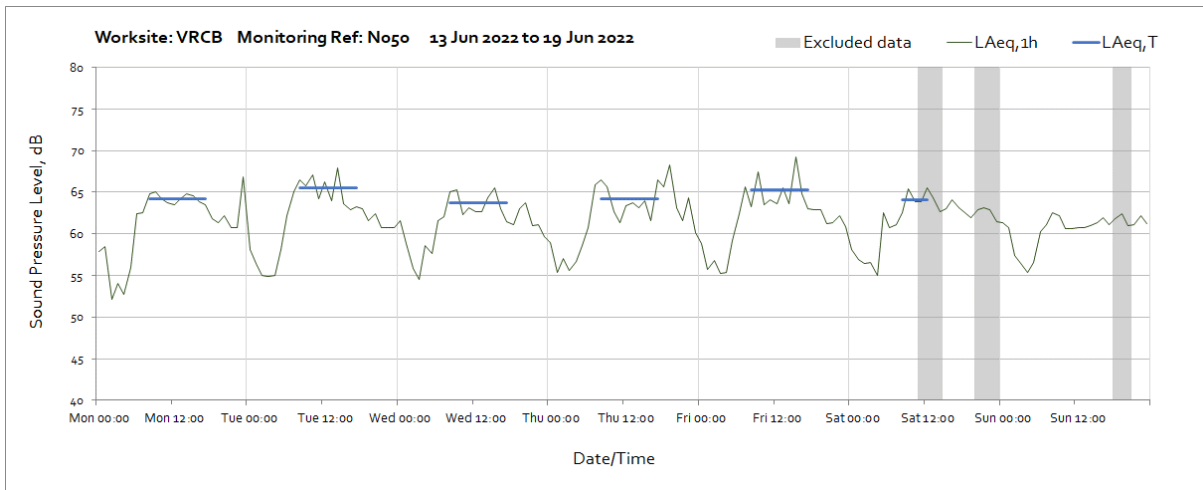
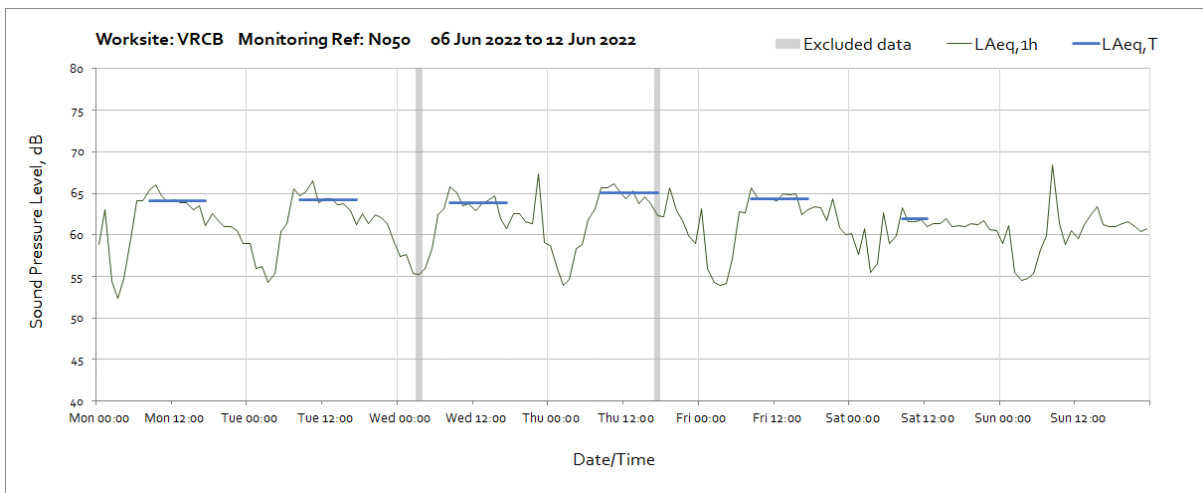
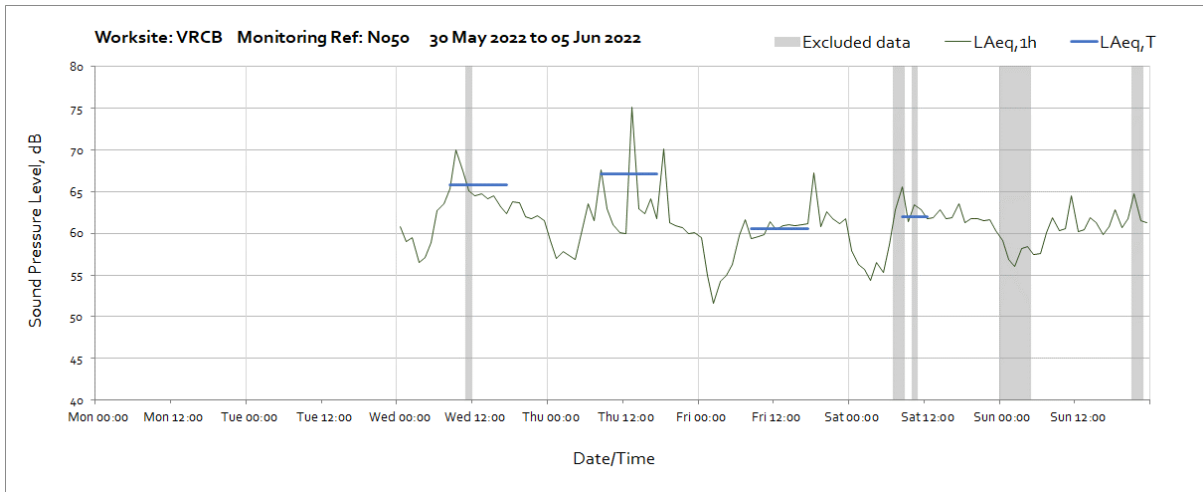
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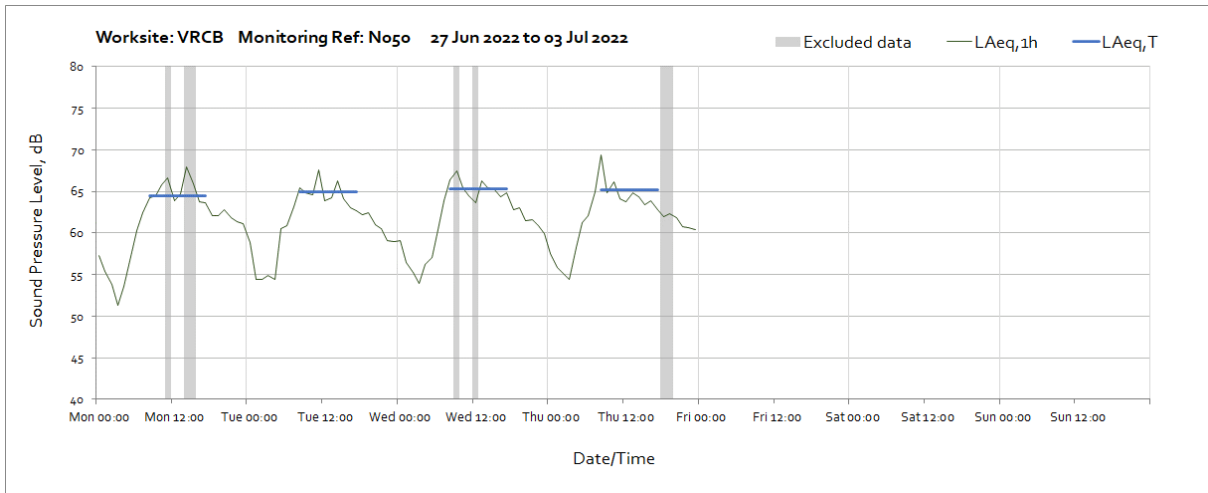
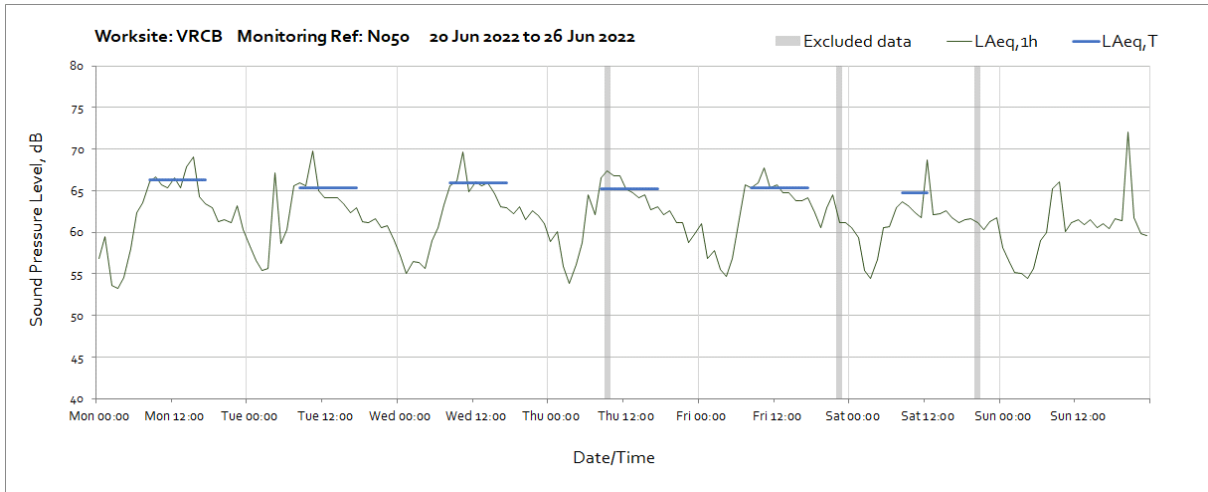




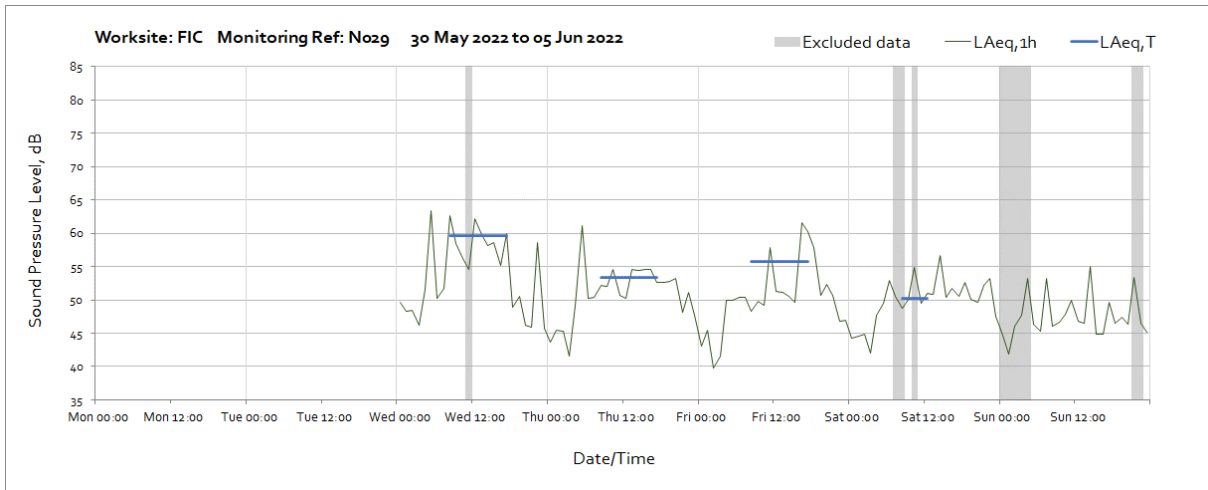


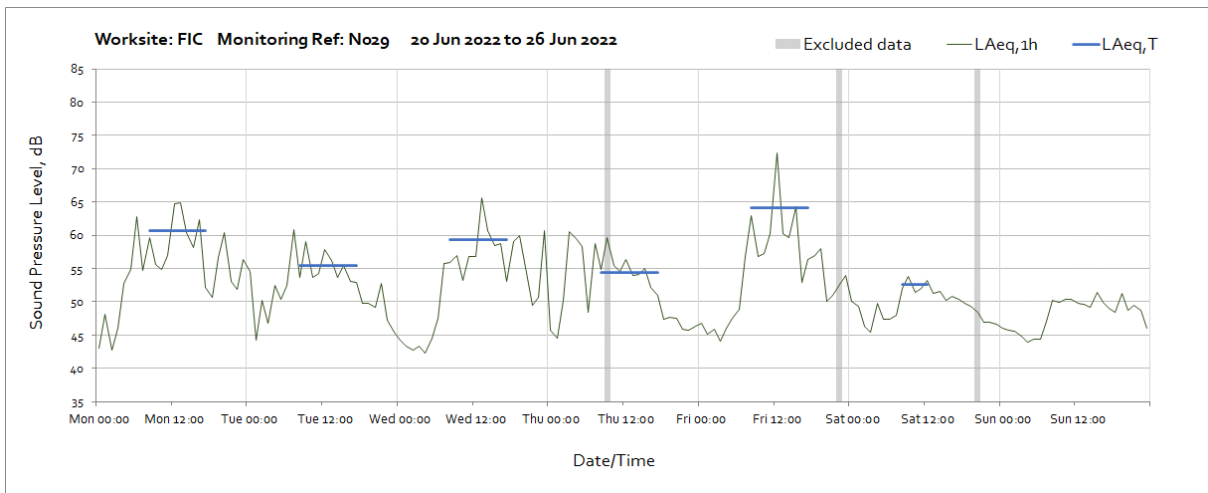
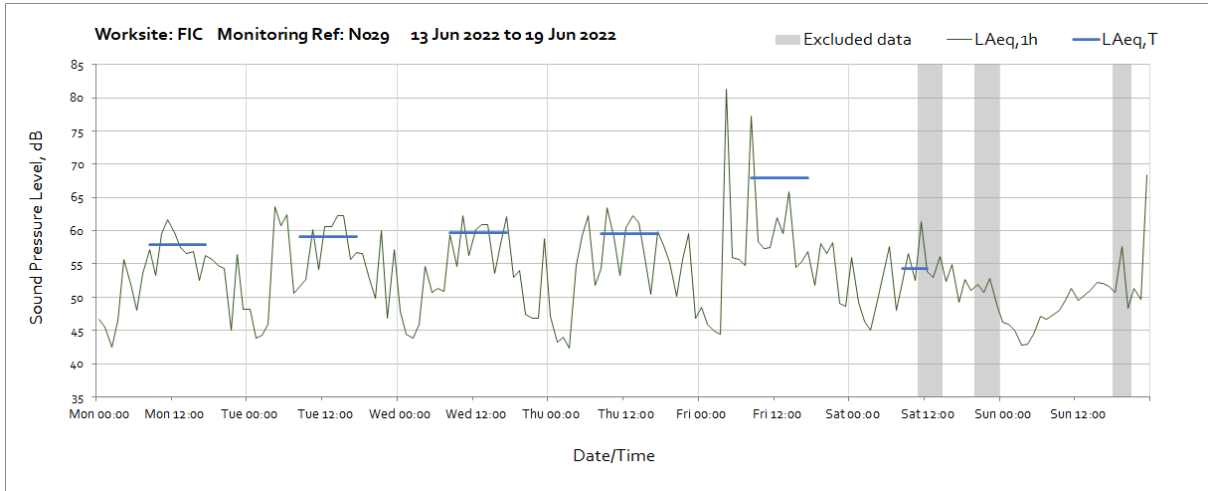
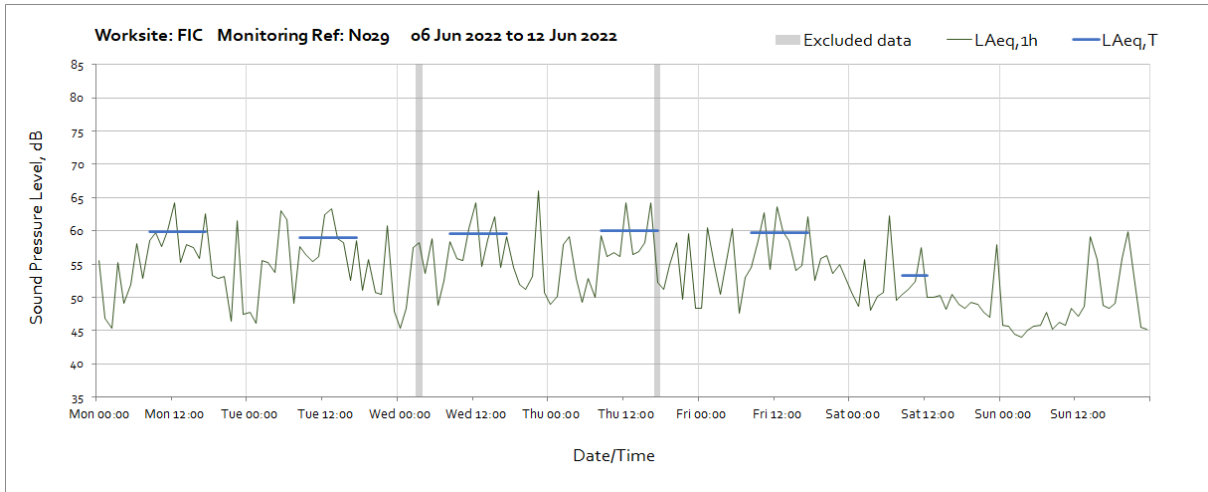
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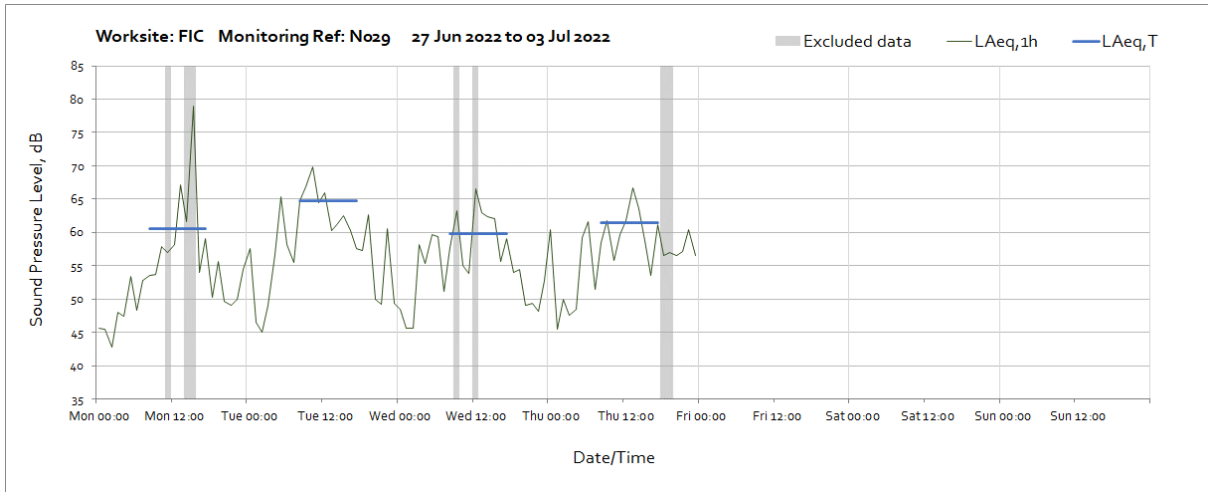




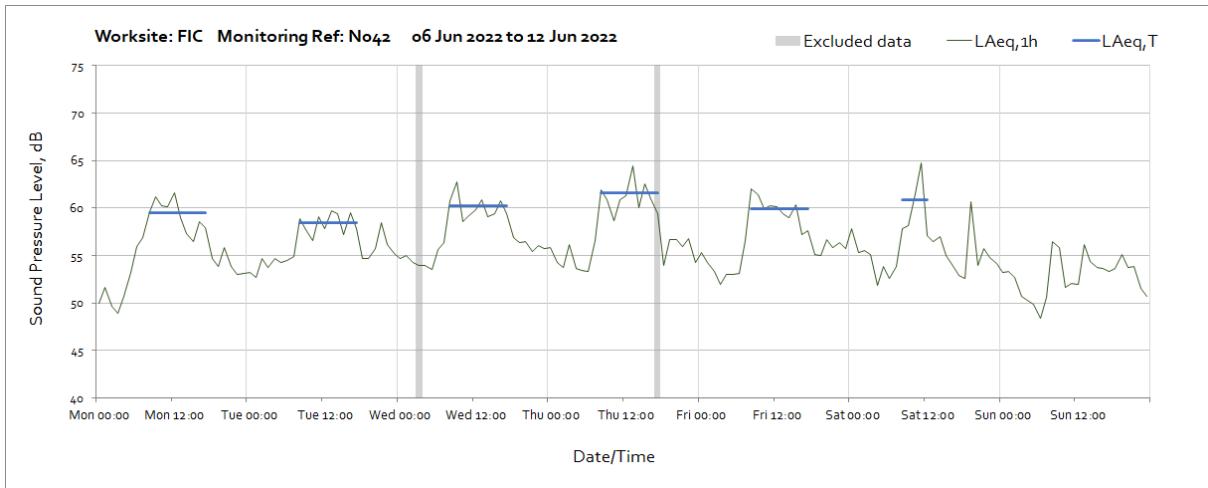
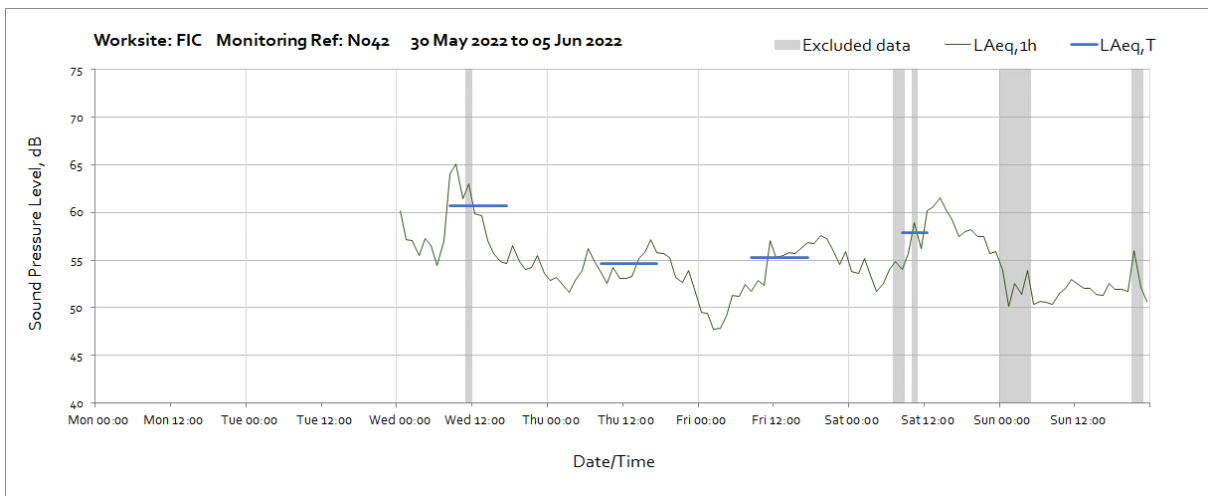
**Worksite: Flat Iron Compound (FIC) – Monitoring Ref: N029**

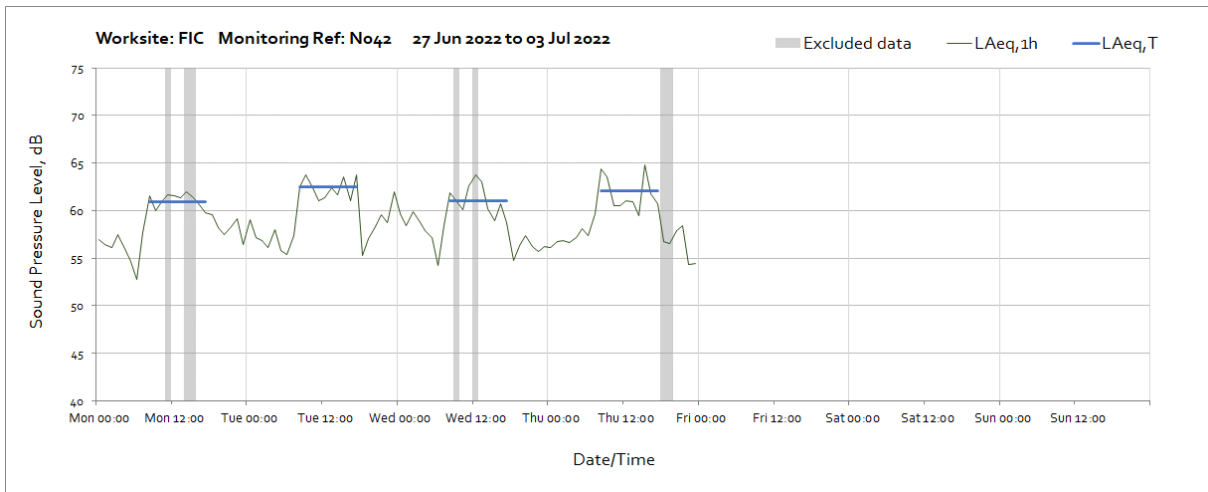
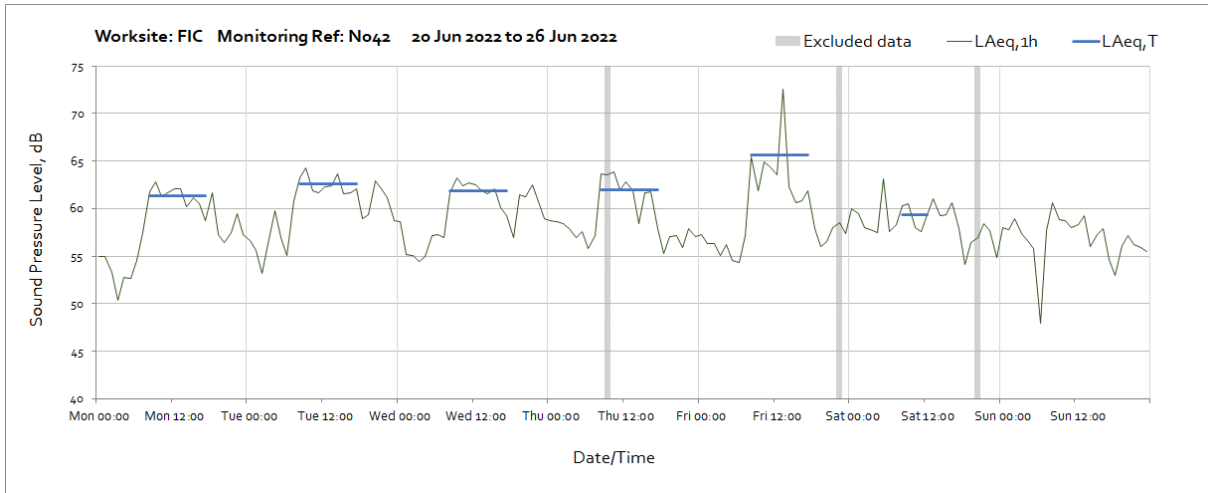
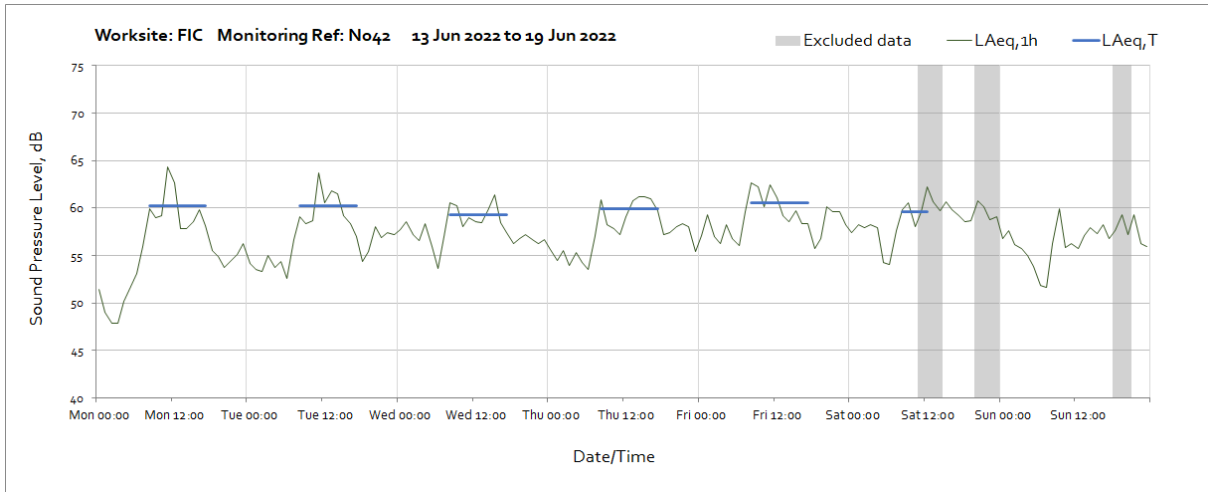






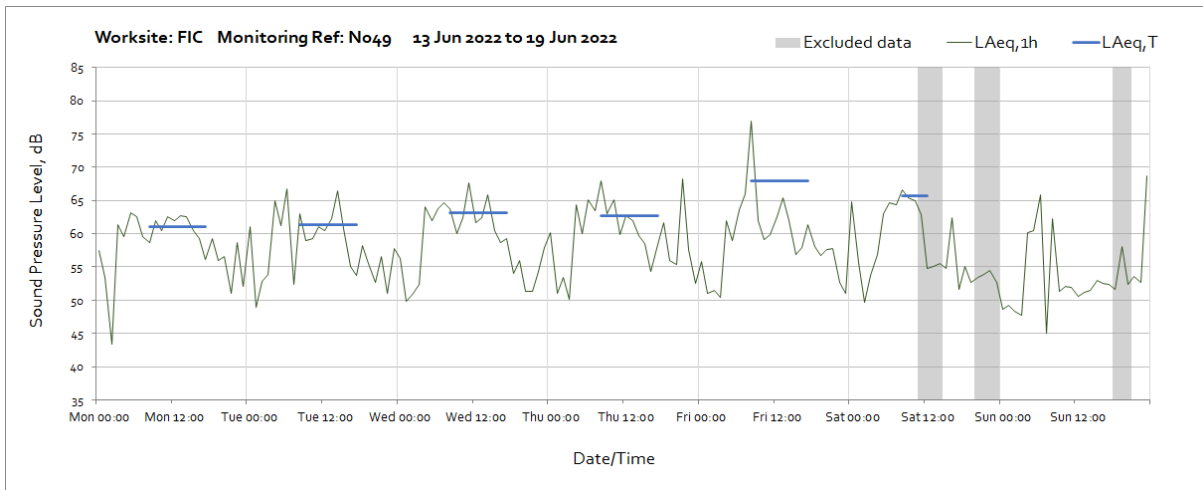
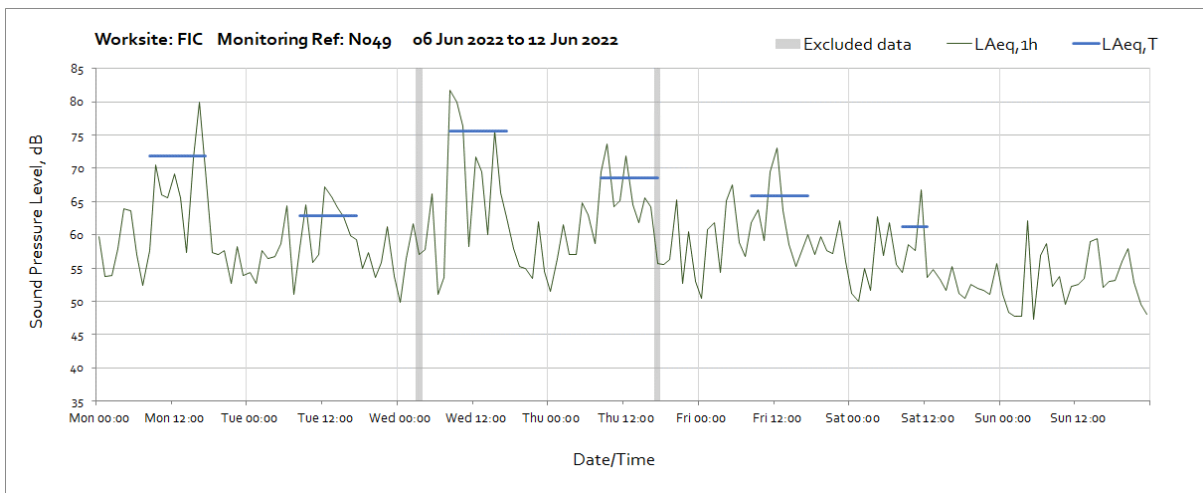
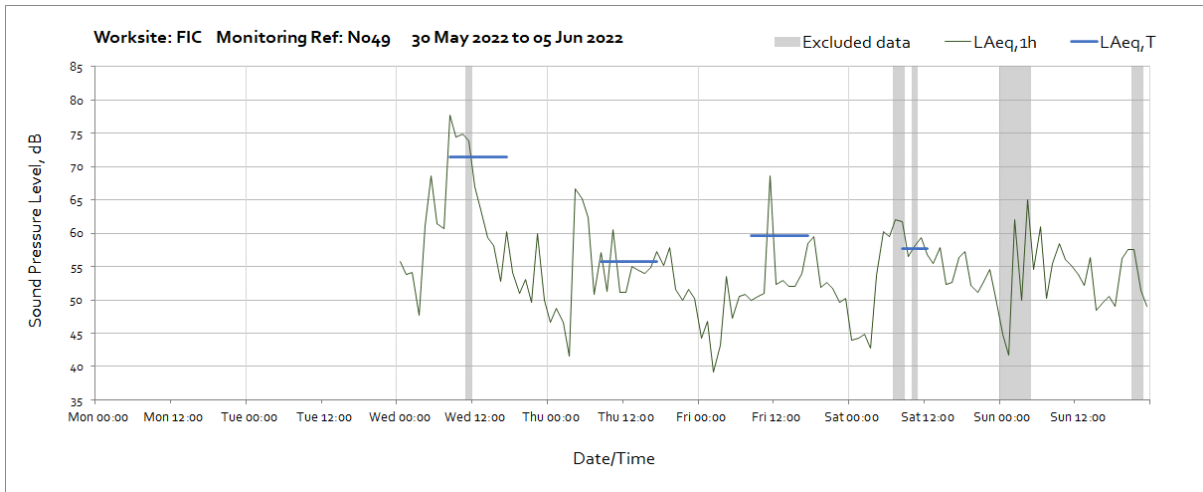
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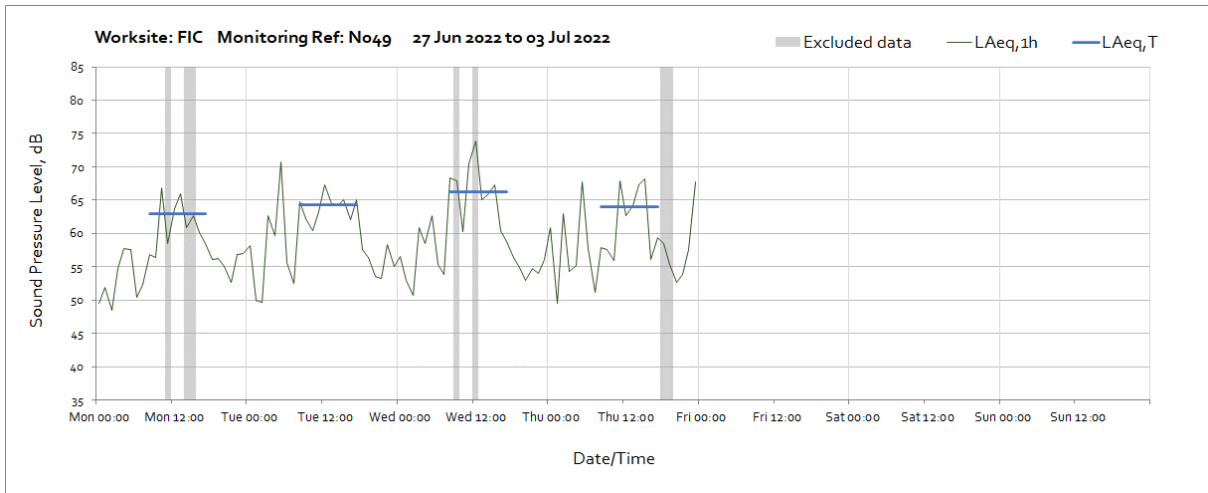
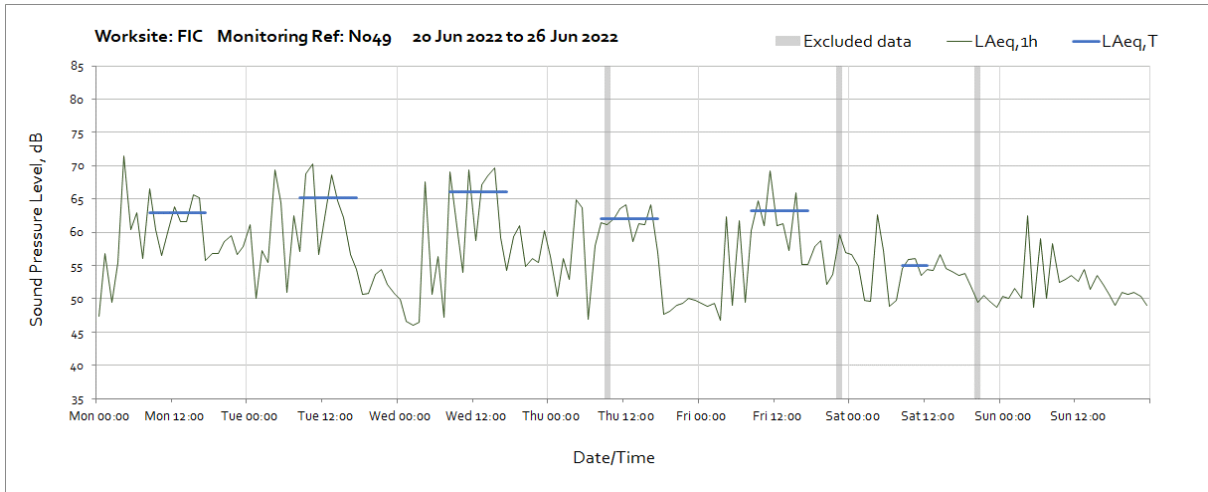




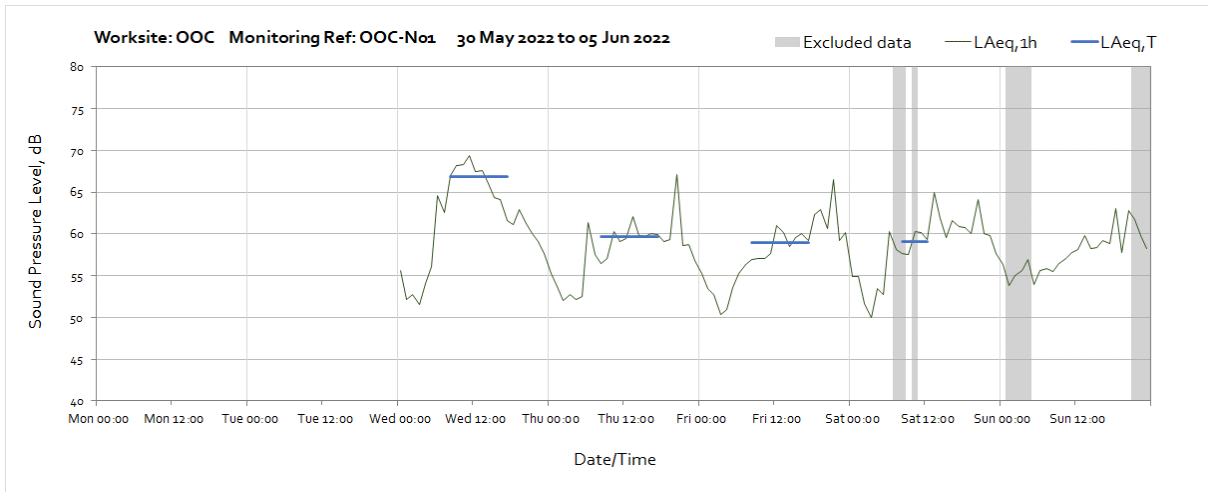


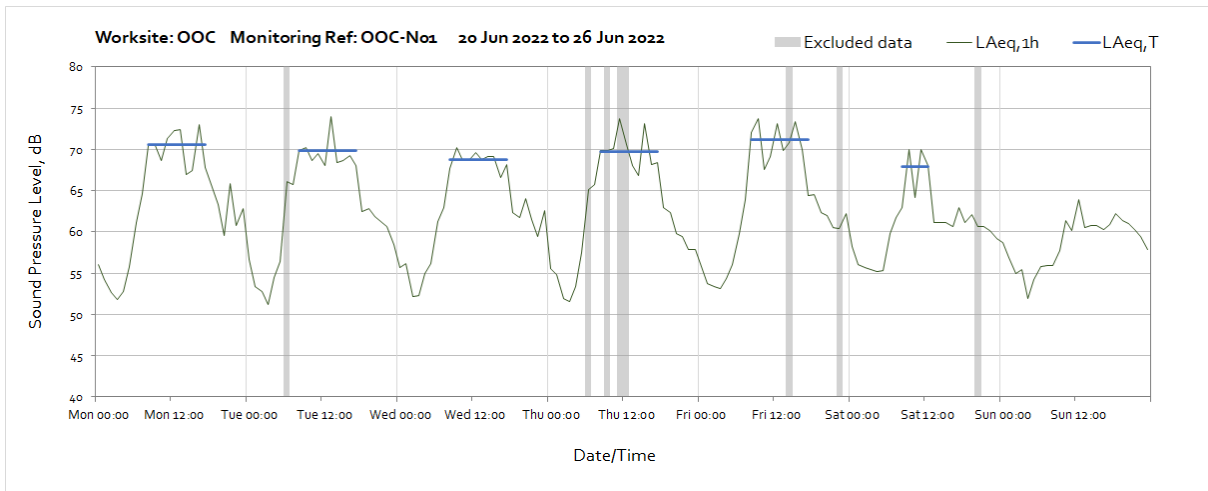
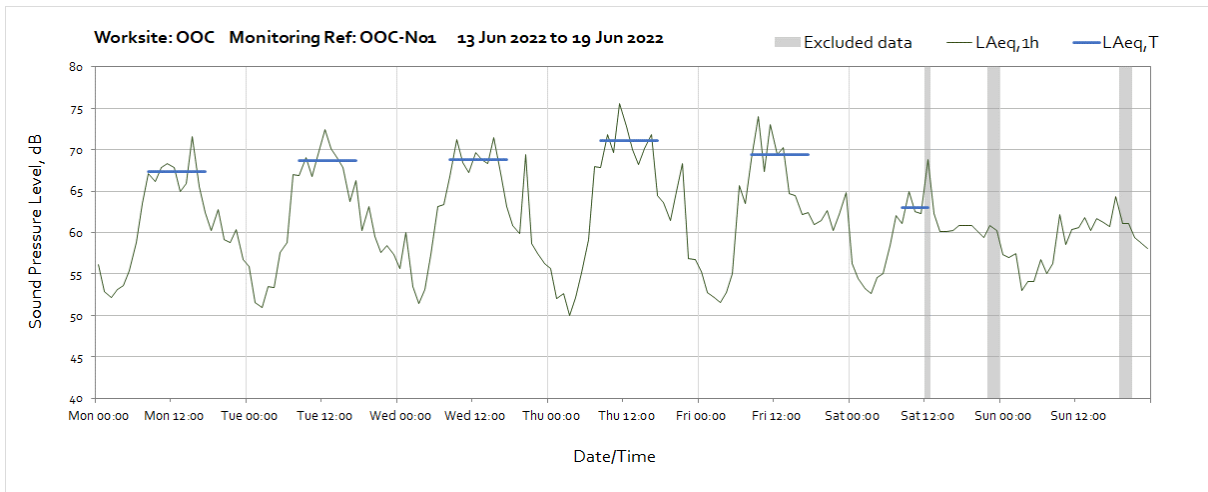
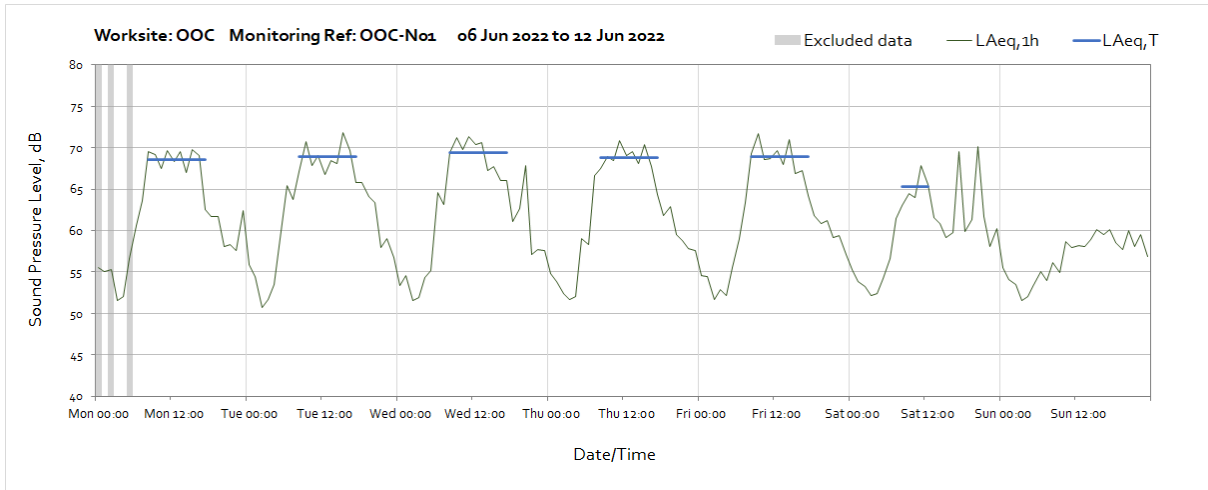
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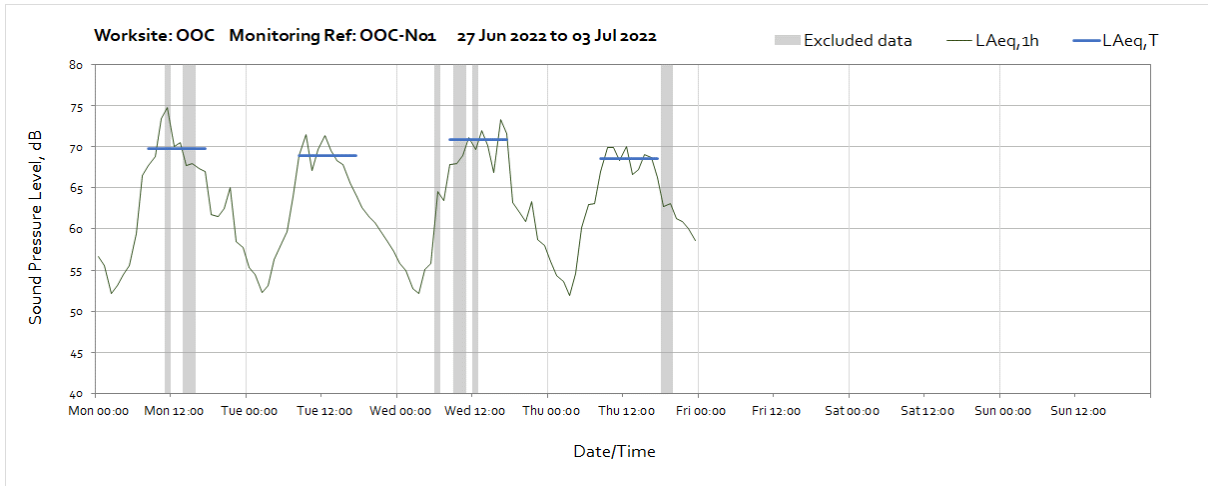




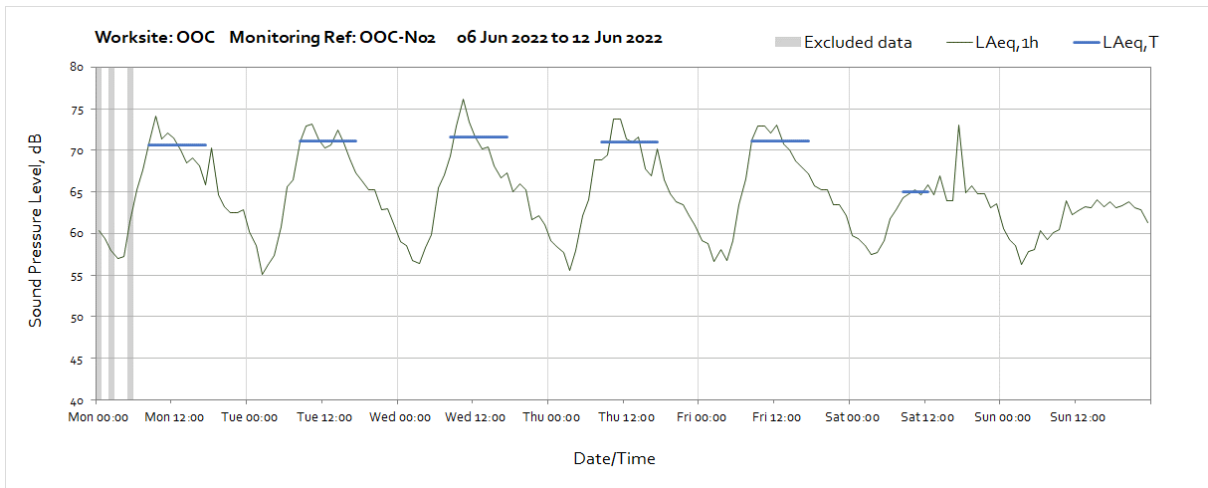
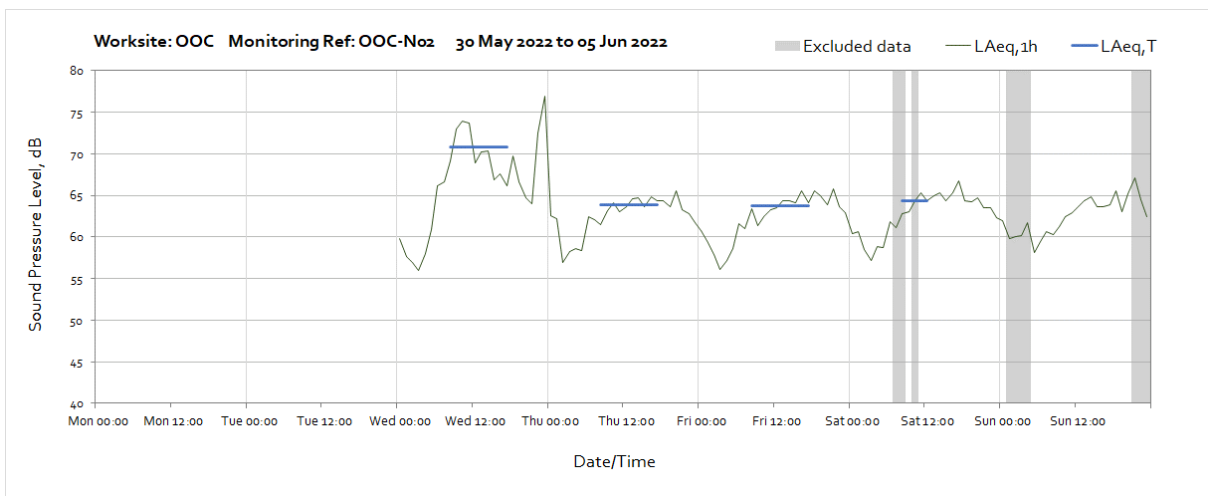
**Worksite: Oal Oak Common (OOC) – Monitoring Ref: OOC-N01**

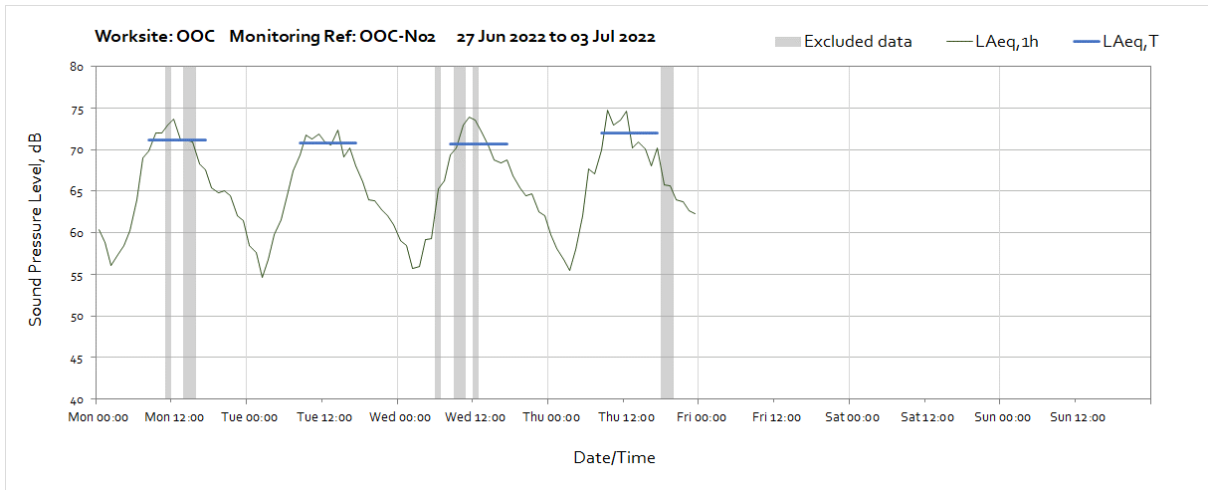
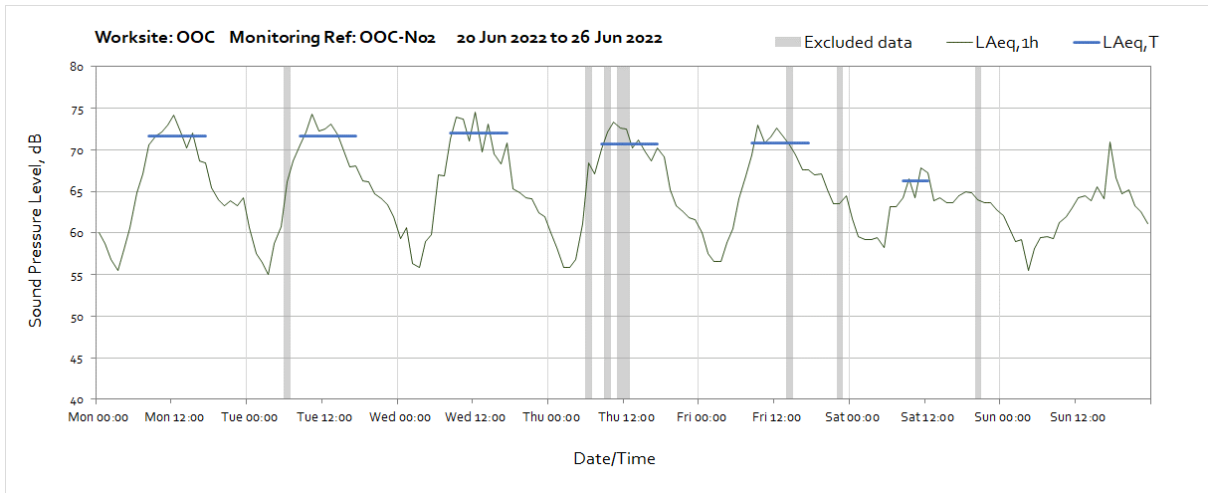
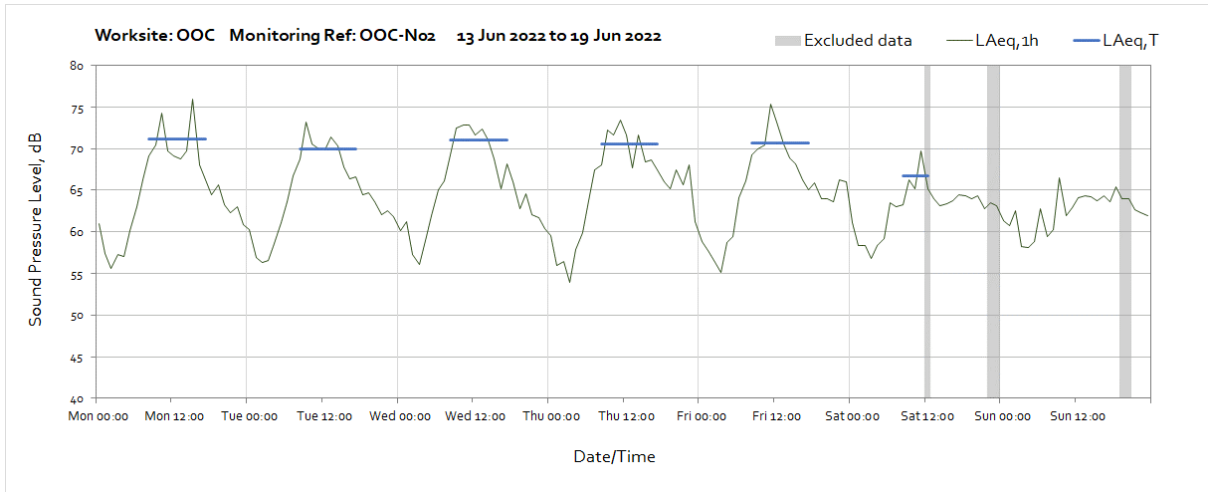






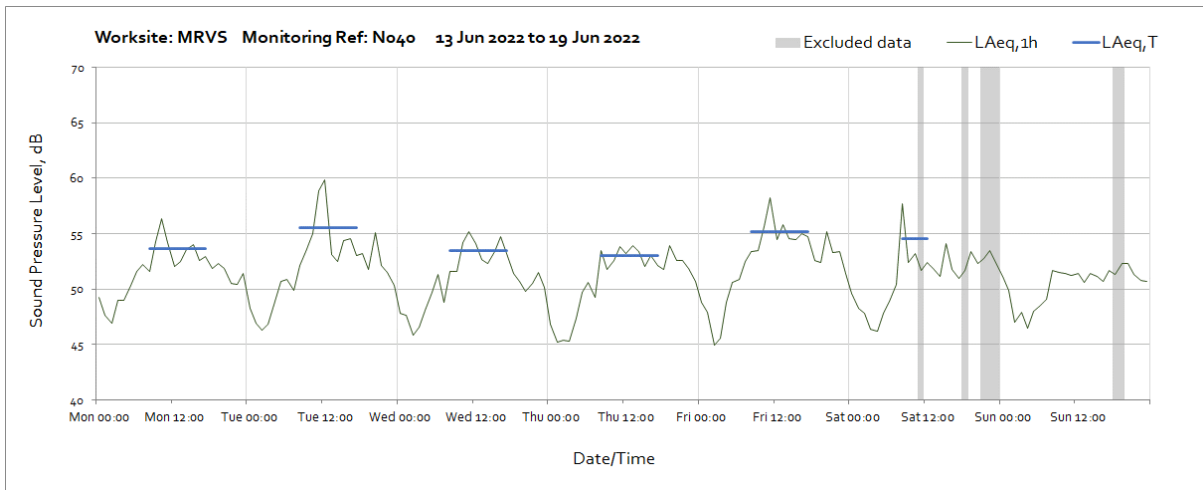
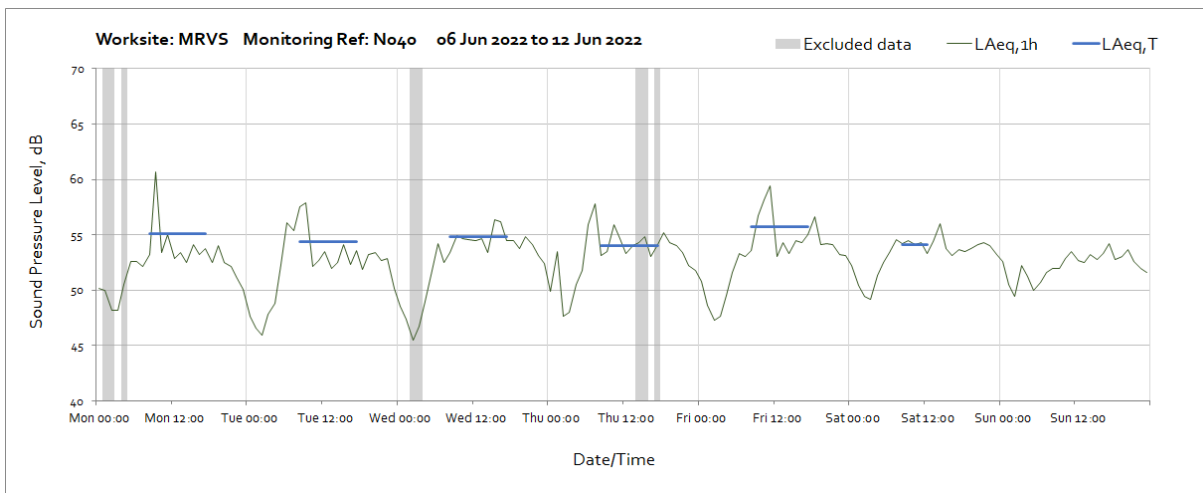
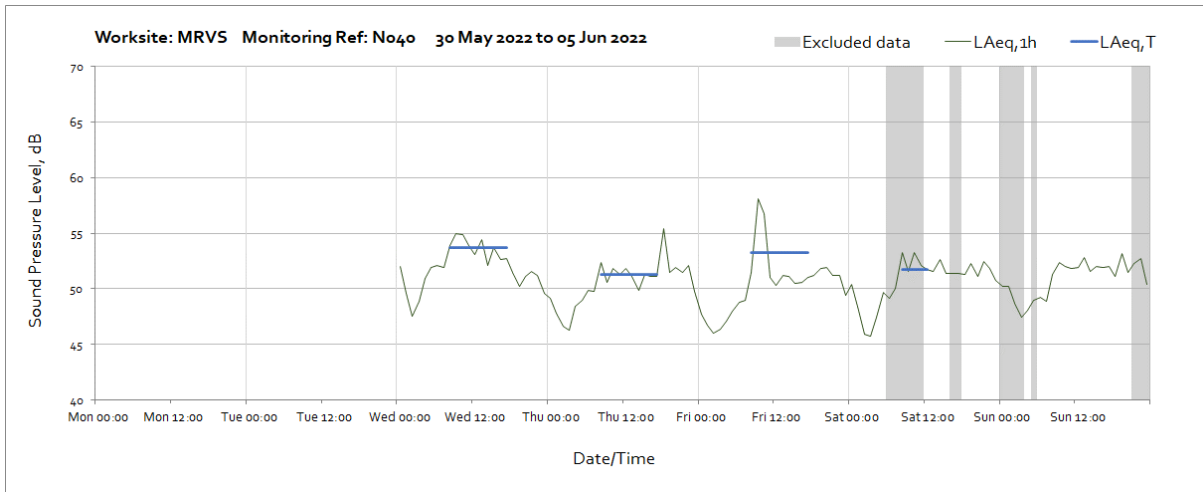
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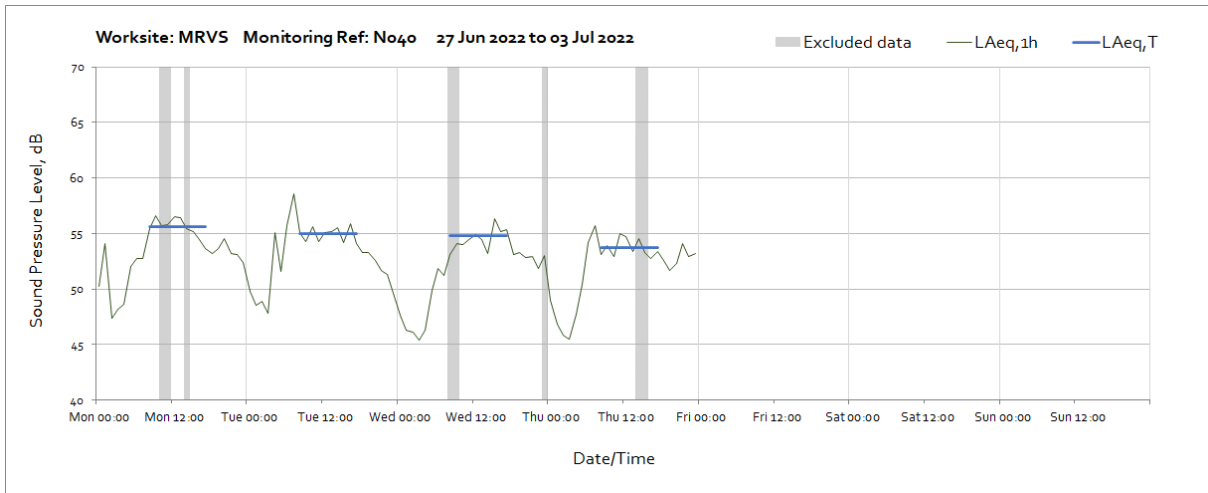
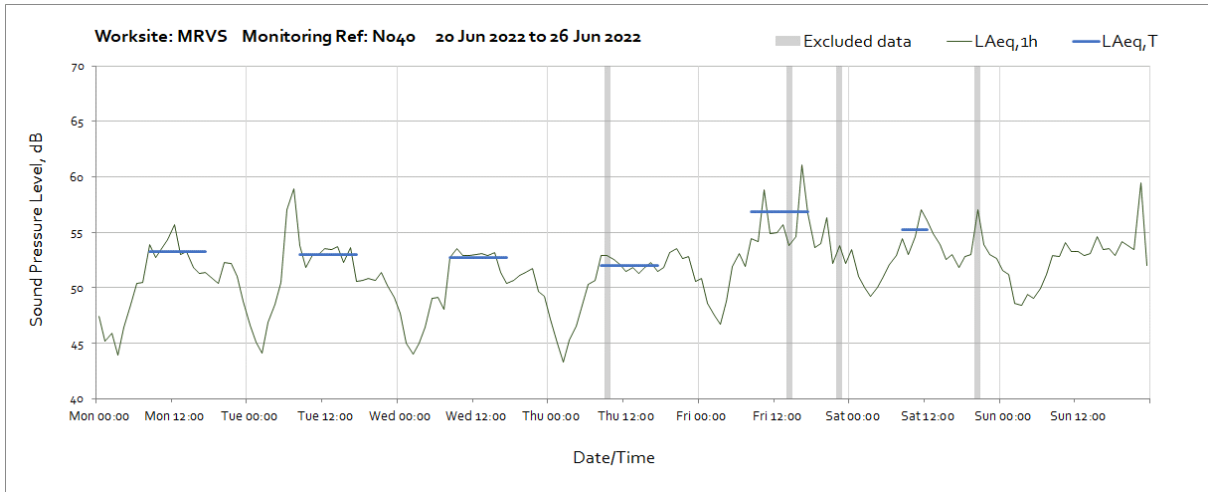




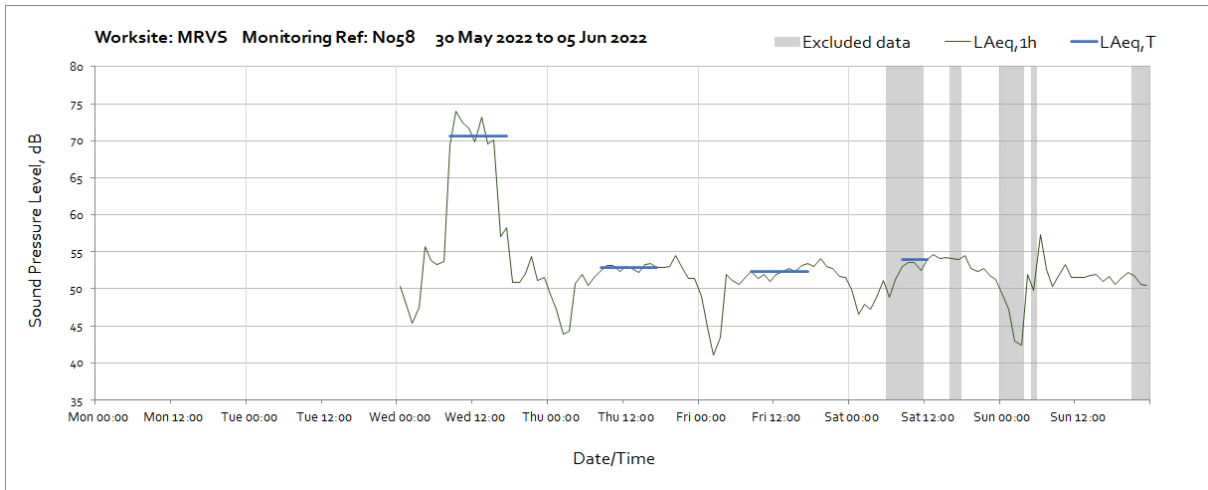
## Worksite: Mandeville Road Ventilation Shaft (MRVS) – Monitoring Ref: N040

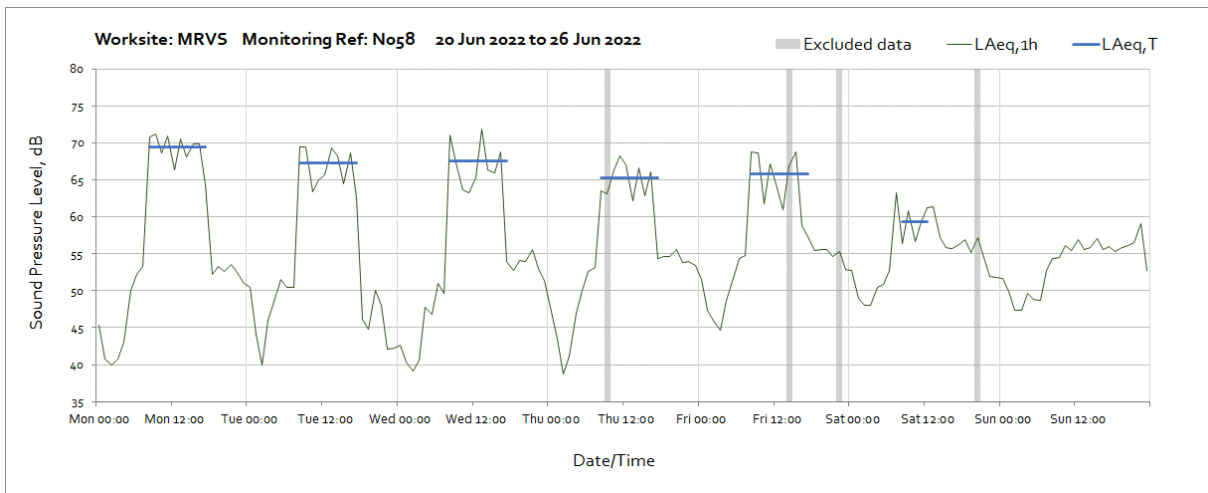
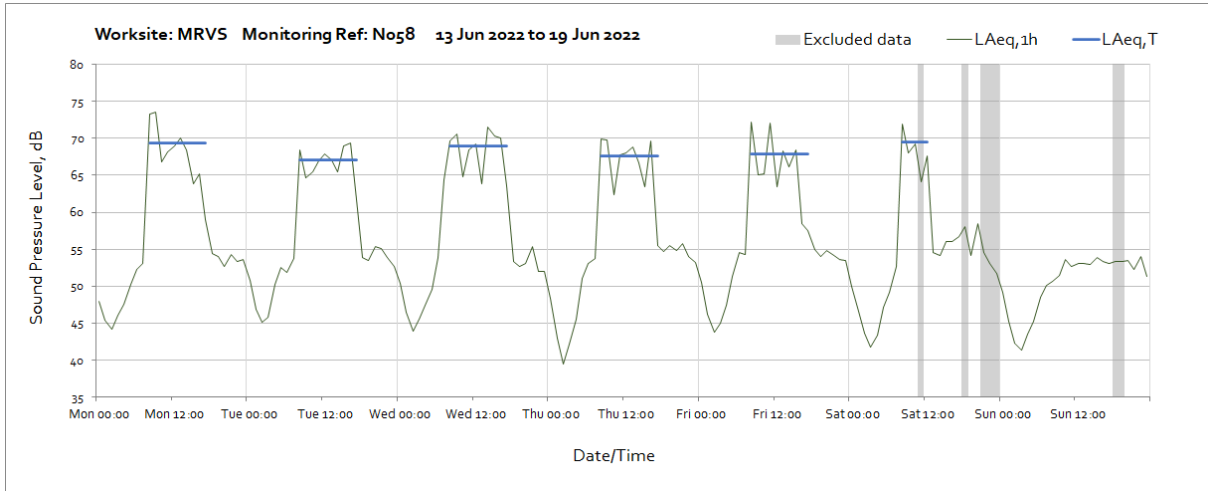
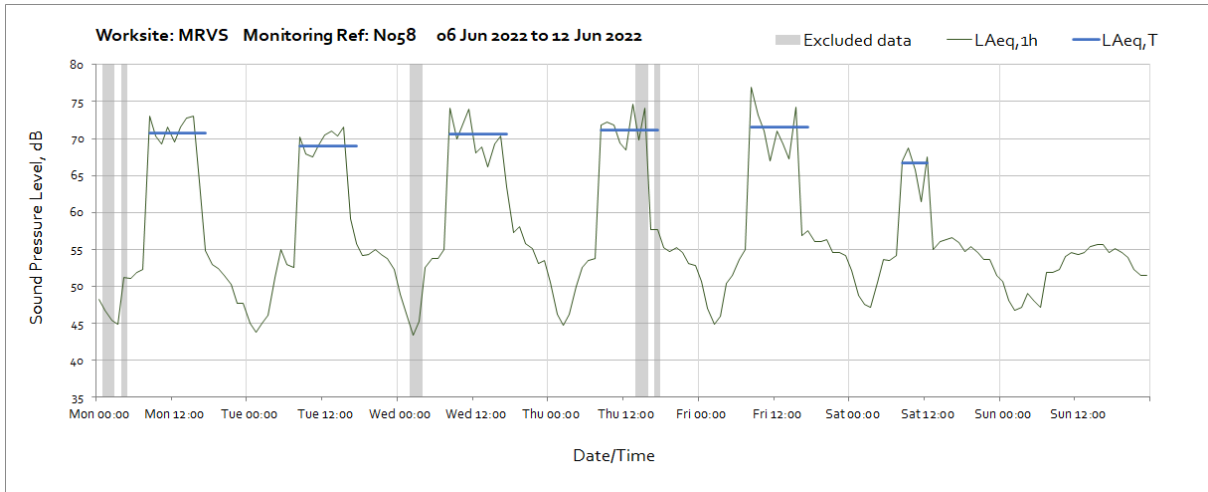


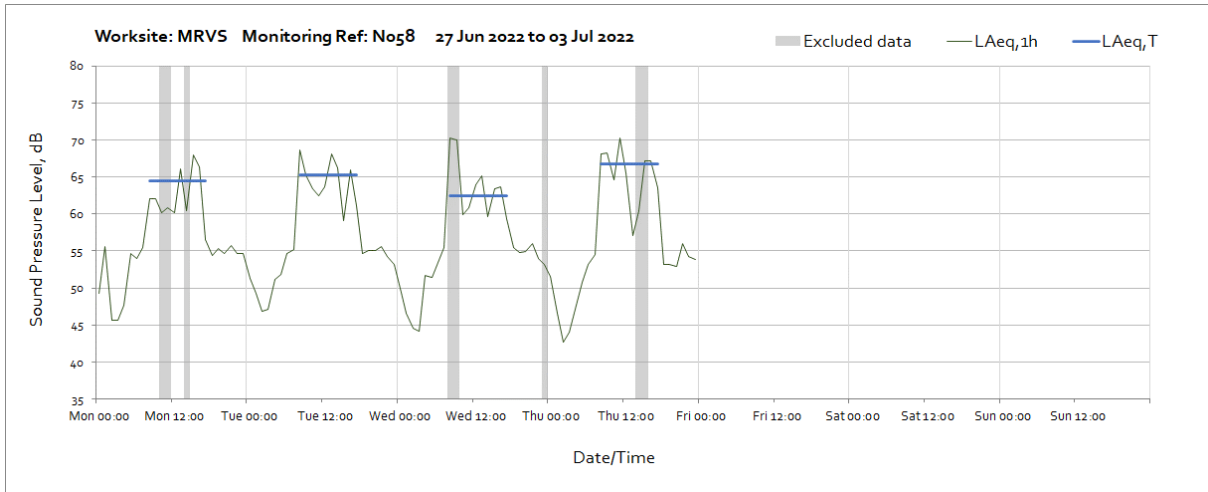
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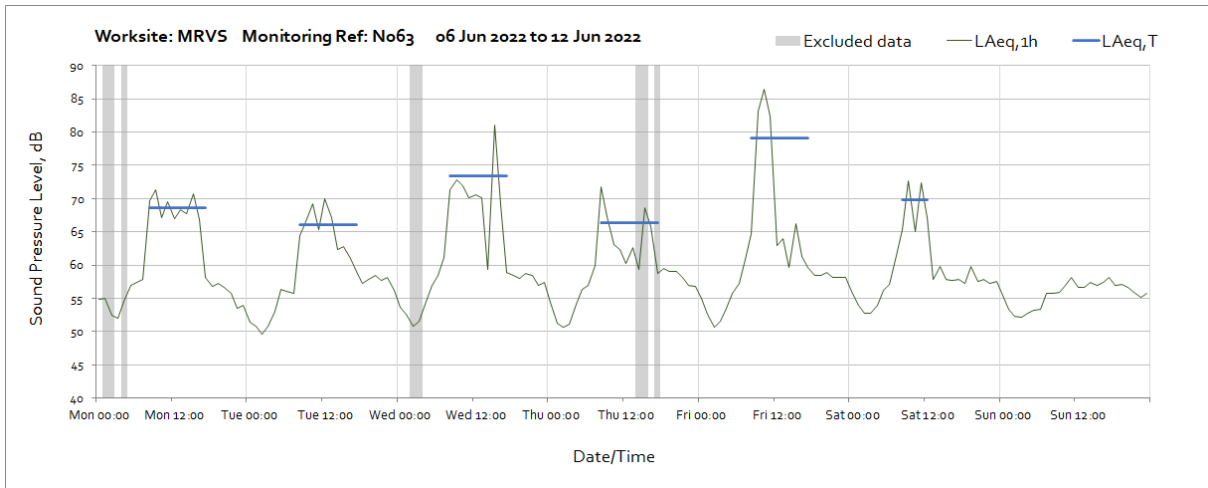
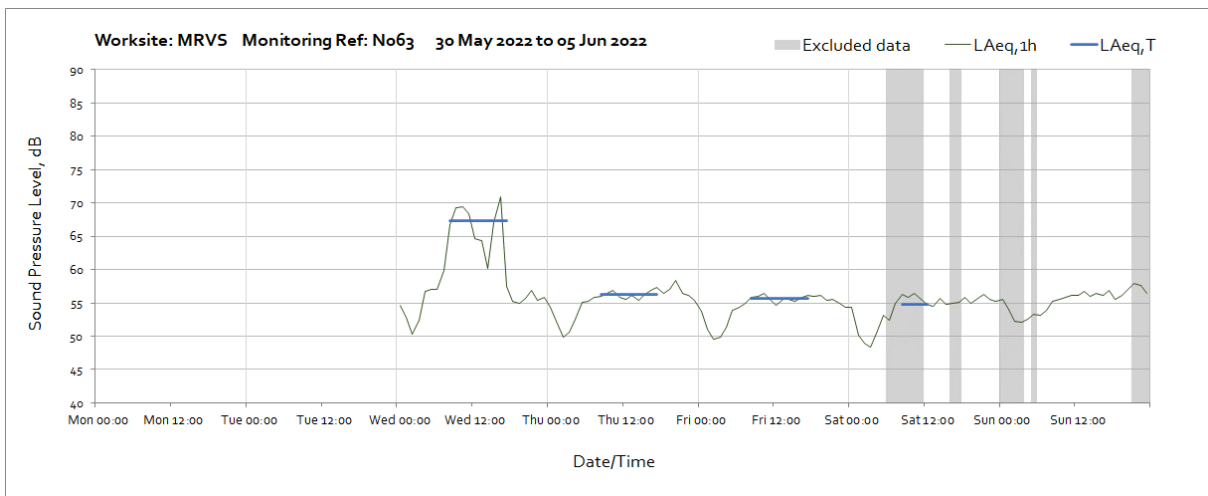
**Worksite: Mandeville Road Ventilation Shaft (MRVS) - Monitoring Ref: N058**

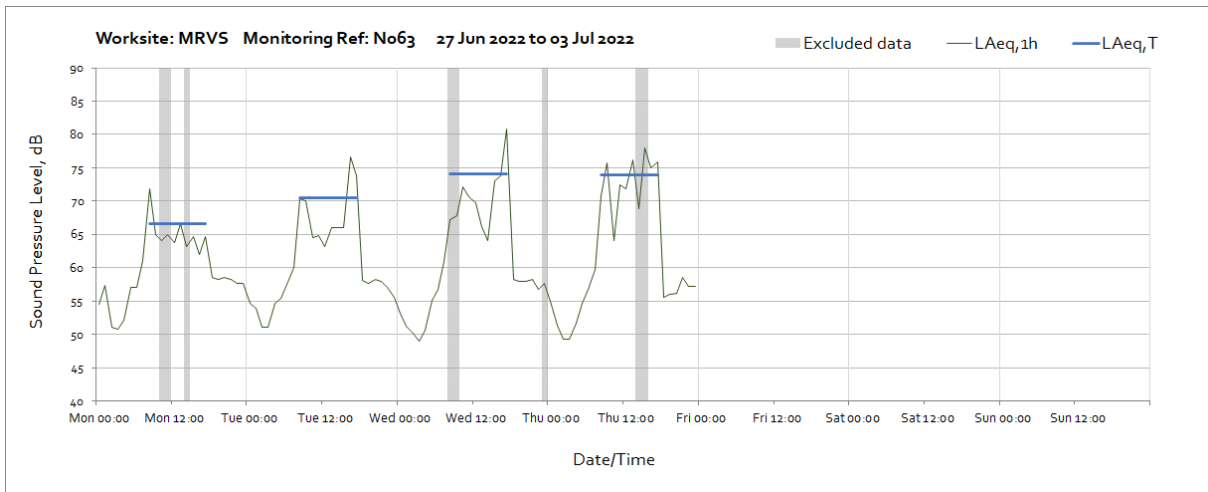
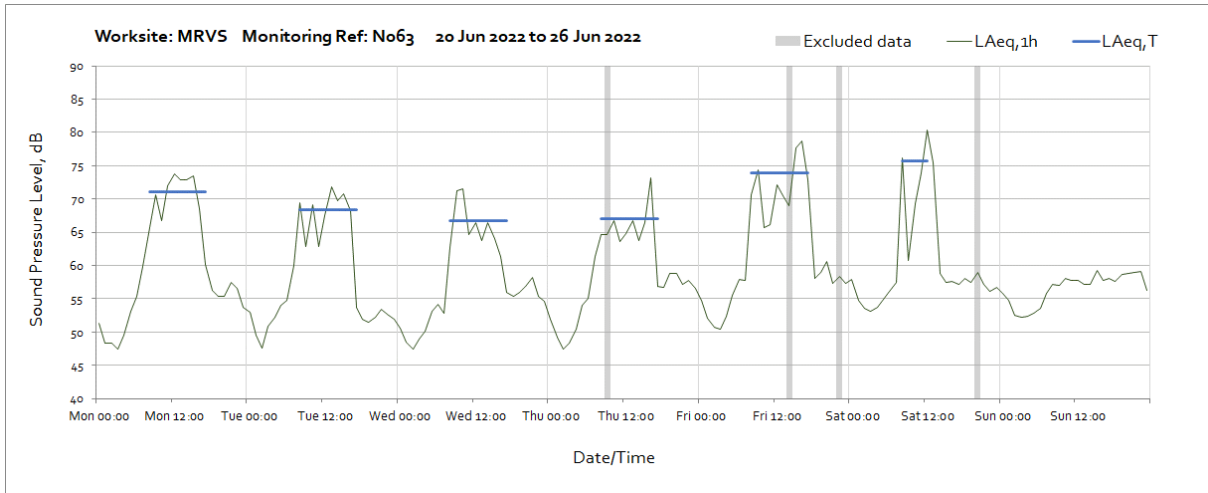
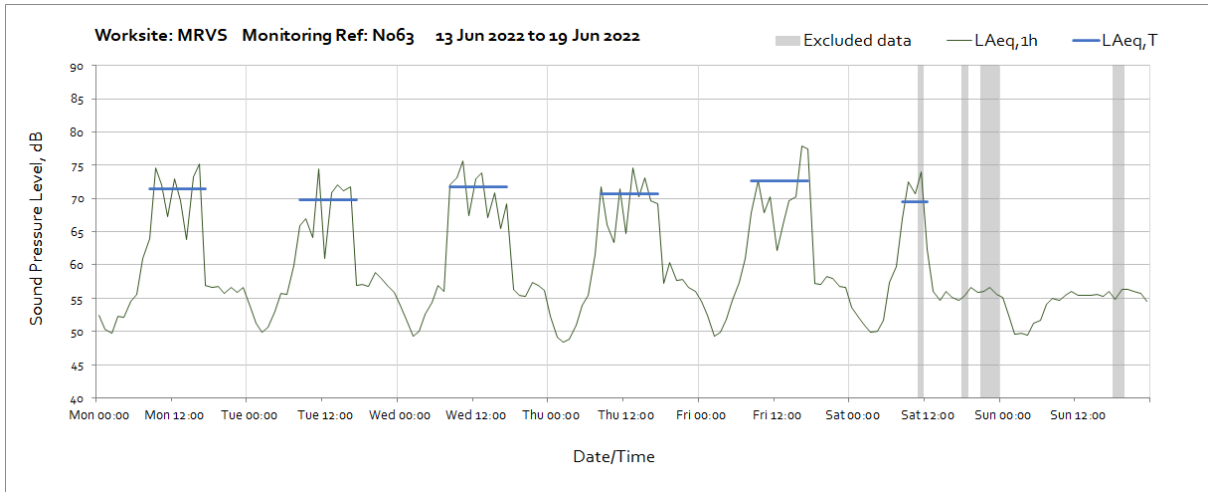






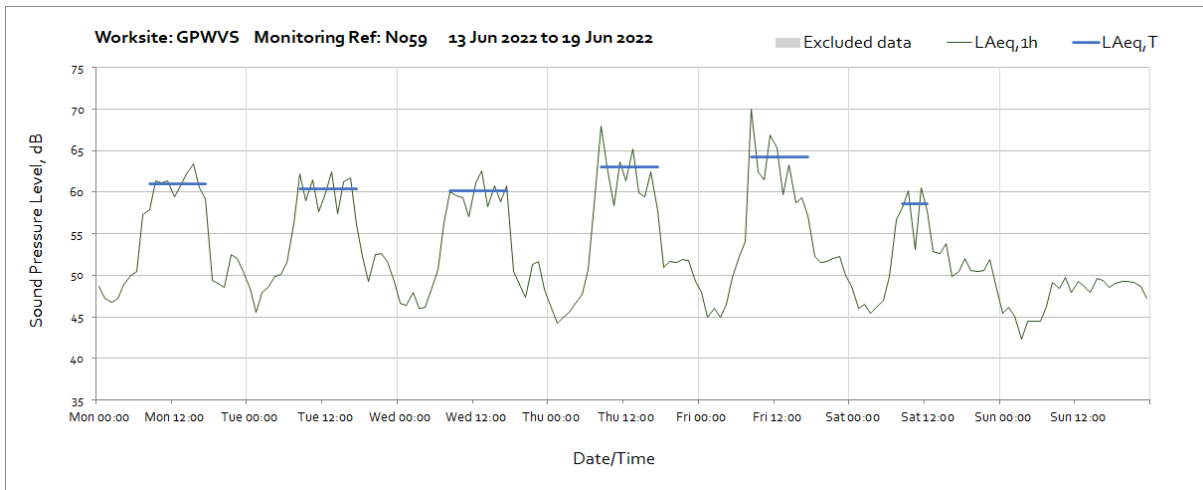
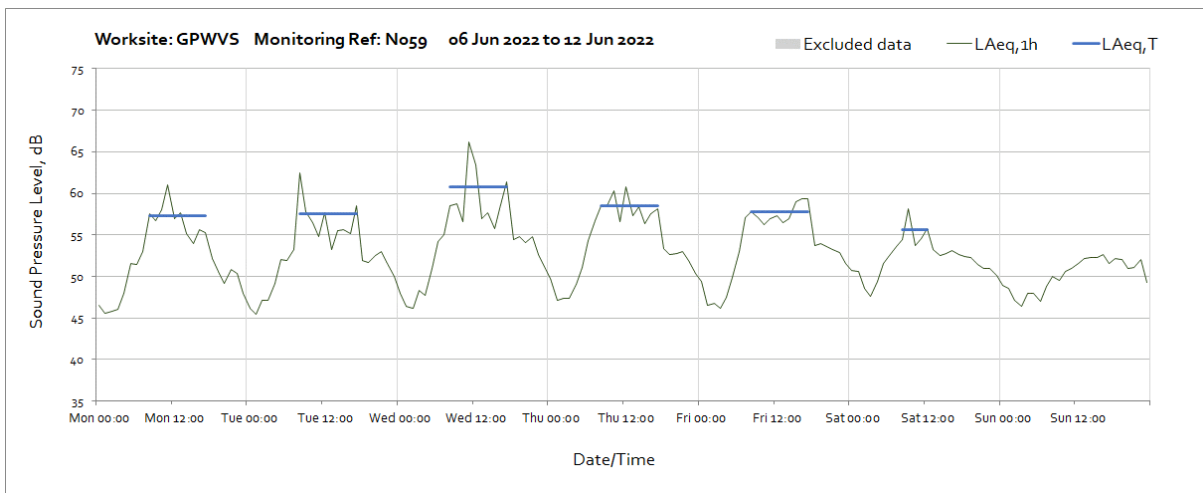
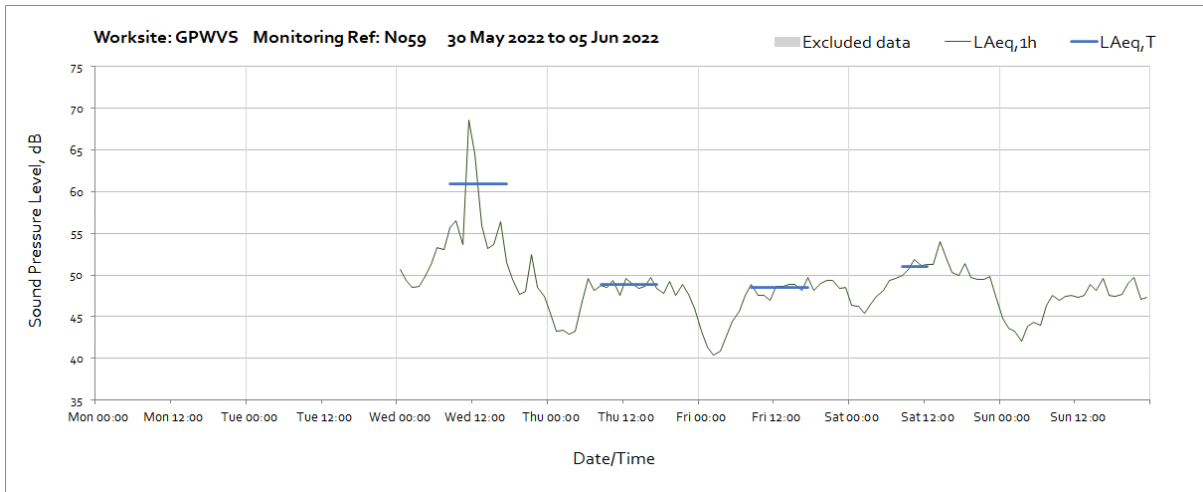
**Worksite: Mandeville Road Ventilation Shaft (MRVS) – Monitoring Ref: N063**



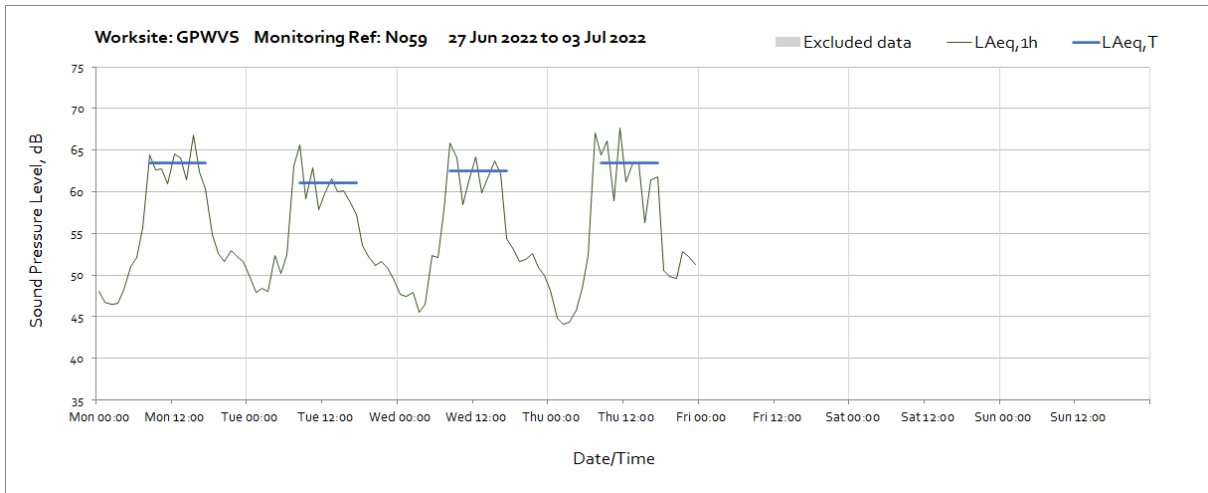
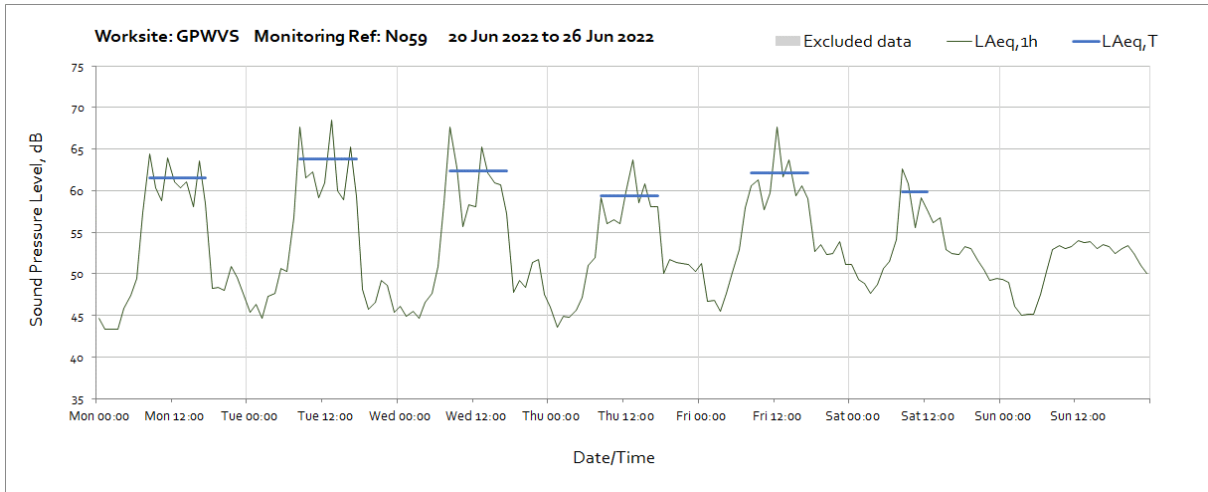




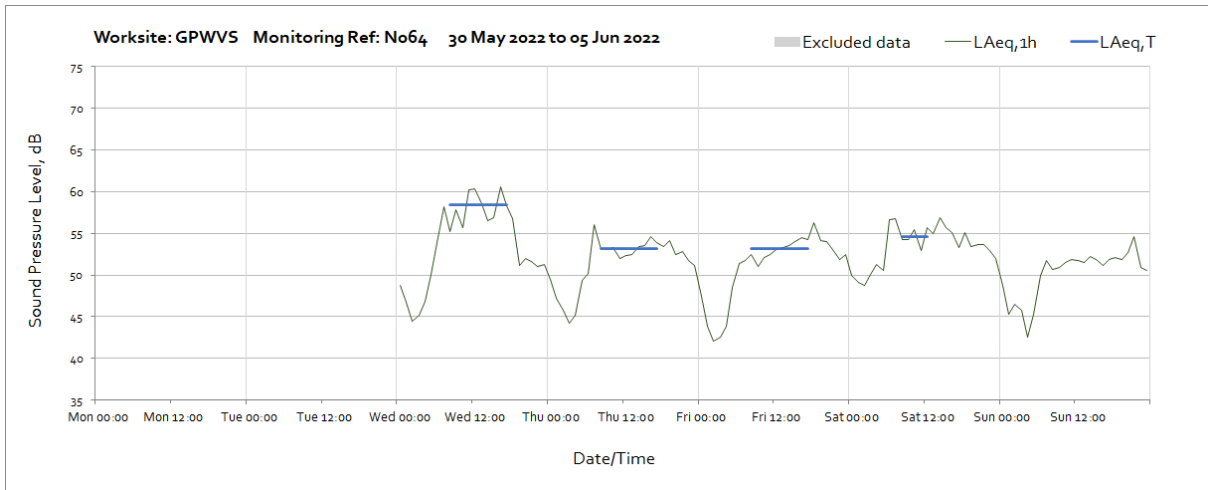
## Worksite: Green Park Way Vent Shaft (GPWVS) – Monitoring Ref: N059

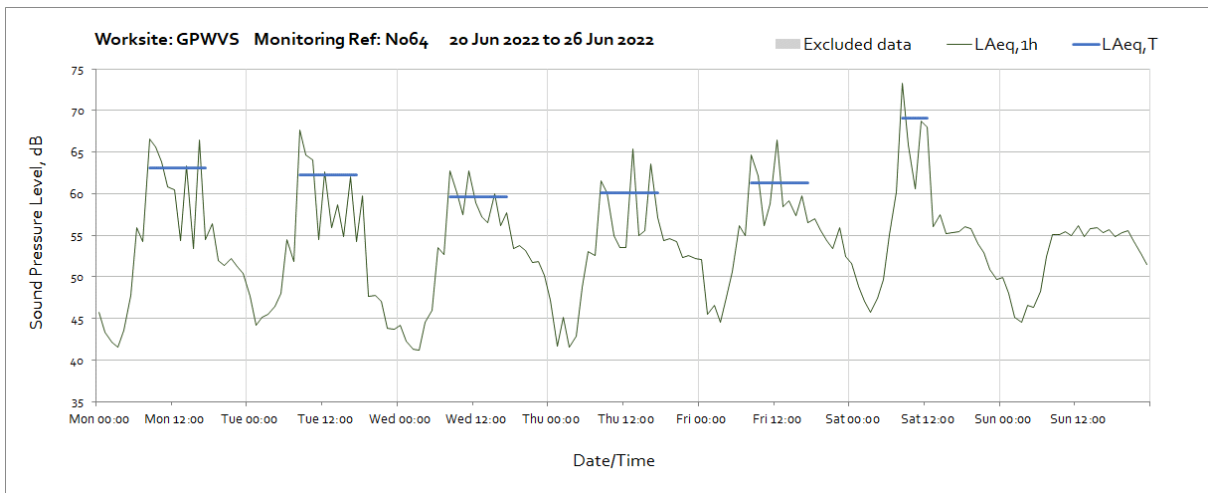
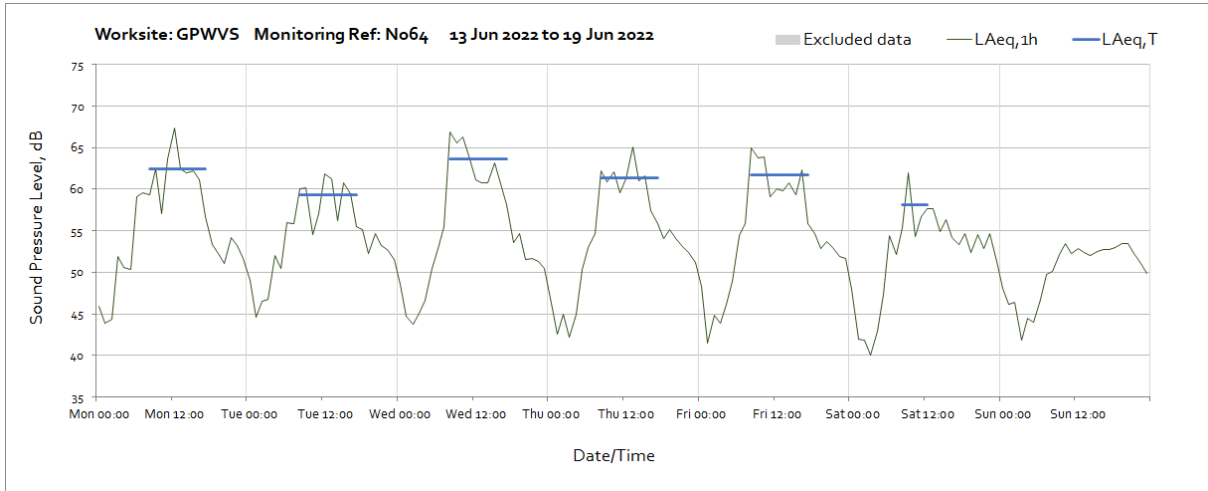
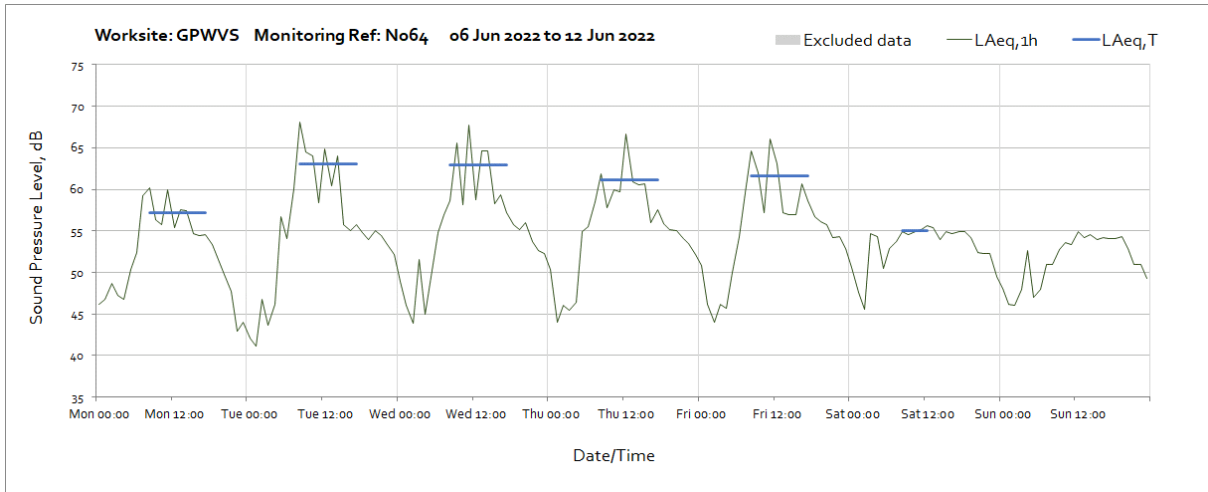


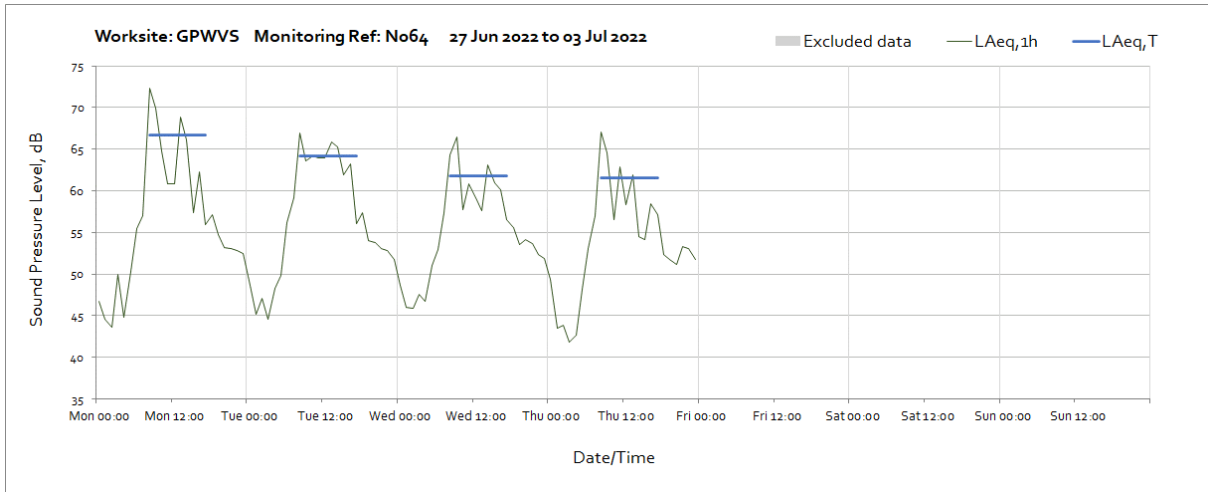
OFFICIAL



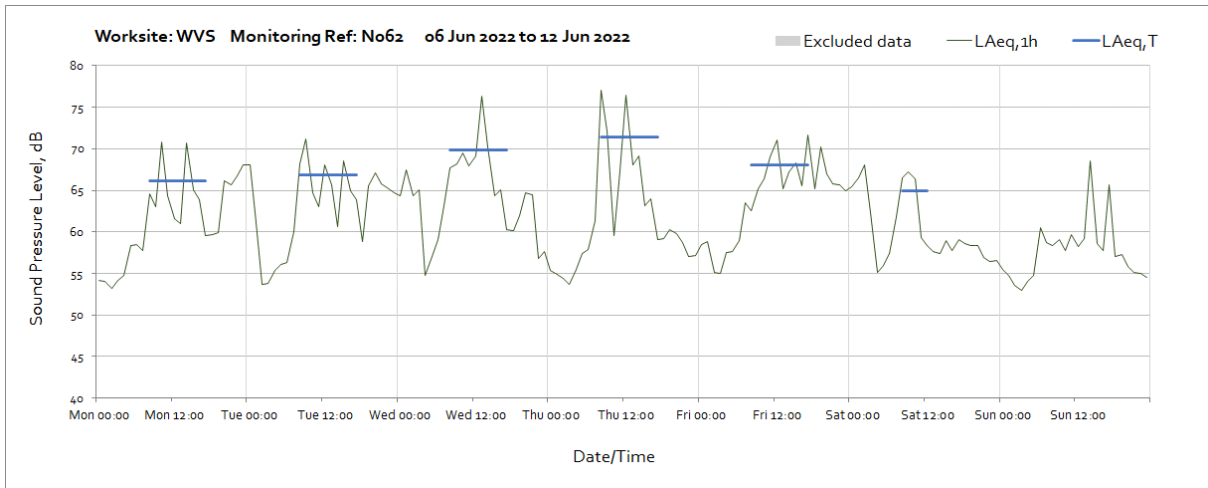
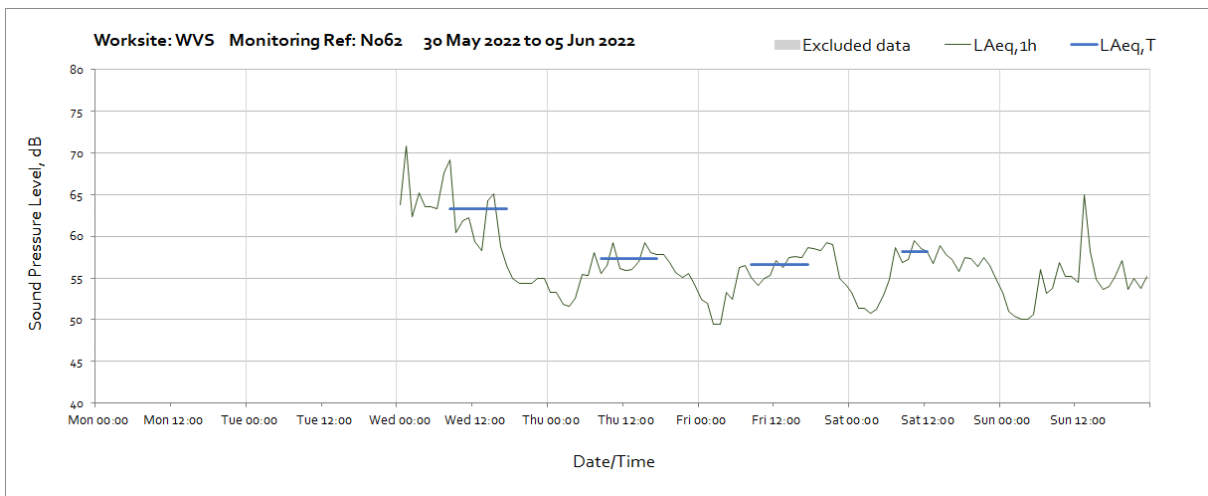
**Worksite: Green Park Way Vent Shaft (GPWVS) – Monitoring Ref: N064**

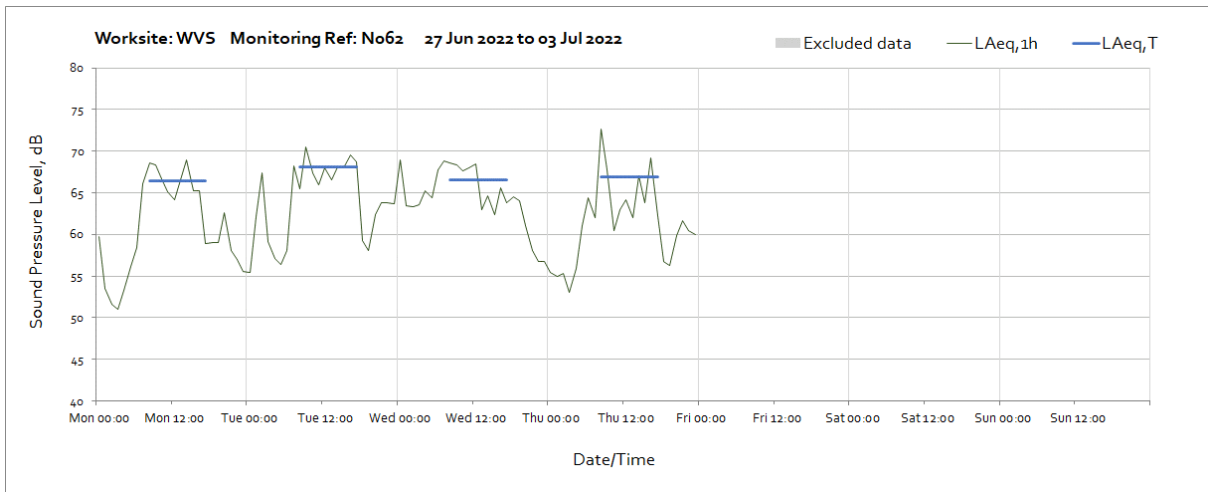
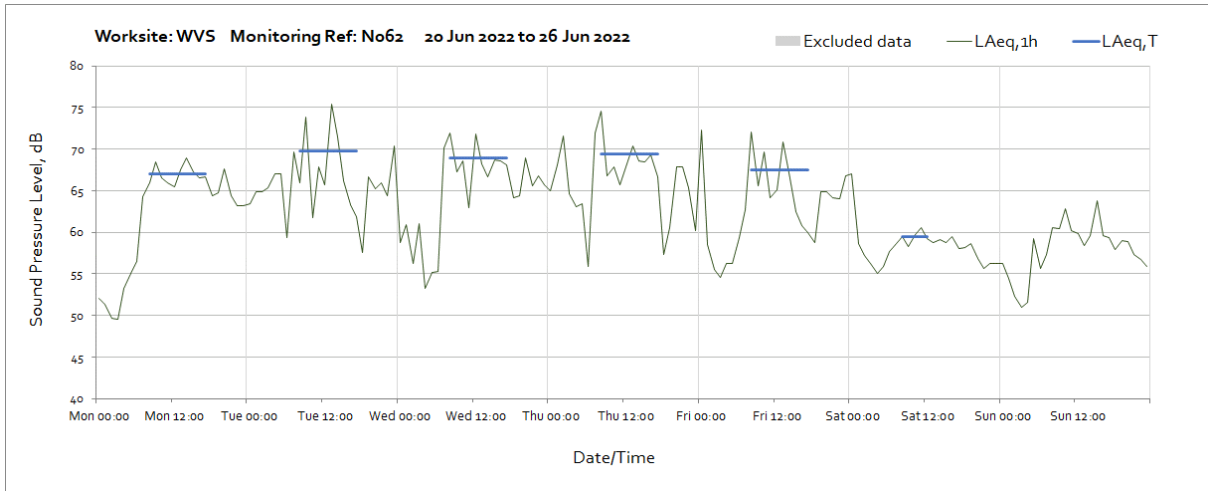
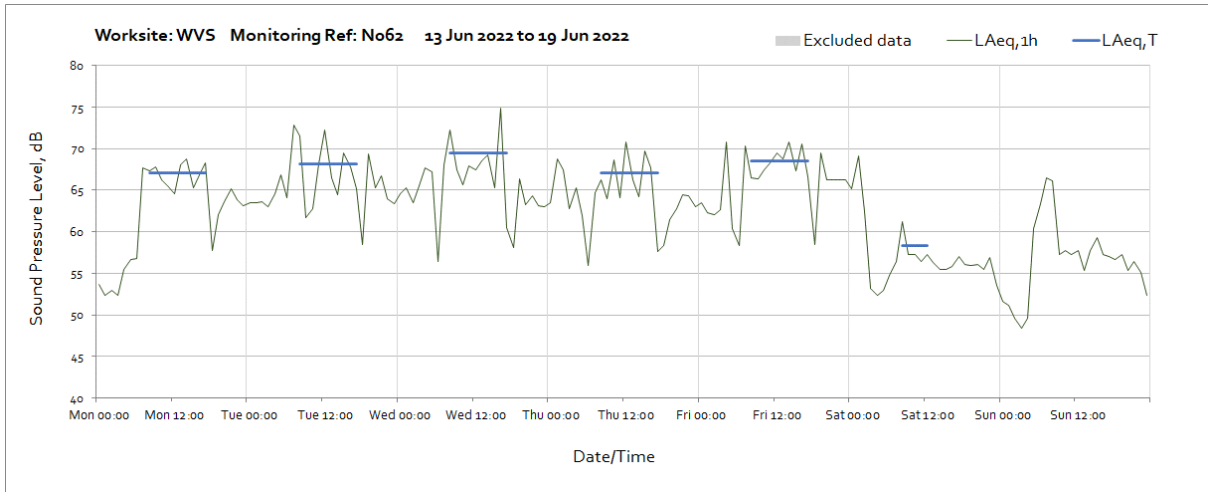






**Worksite: Westgate Ventilation Shaft (WVS) – Monitoring Ref: N062**



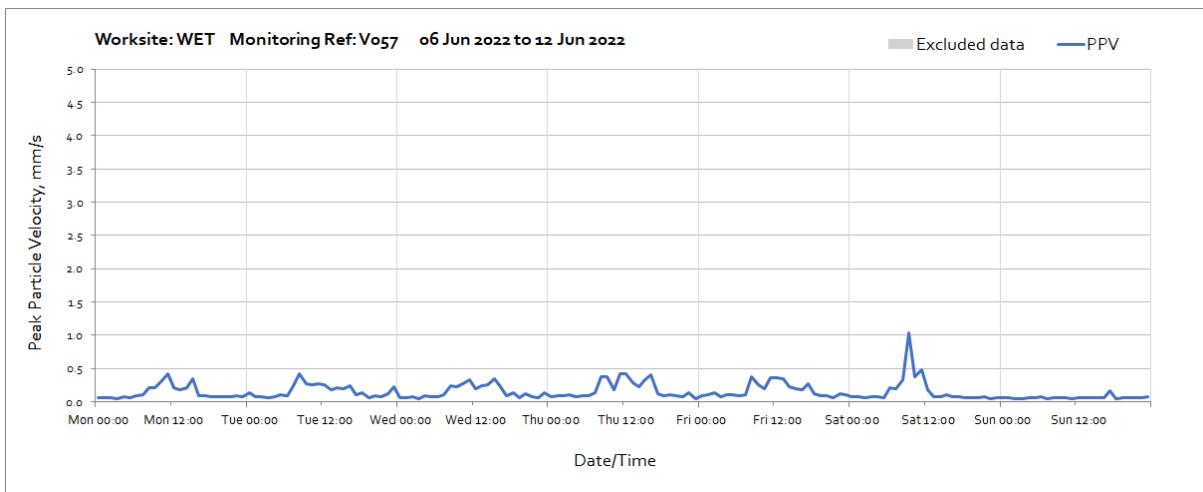
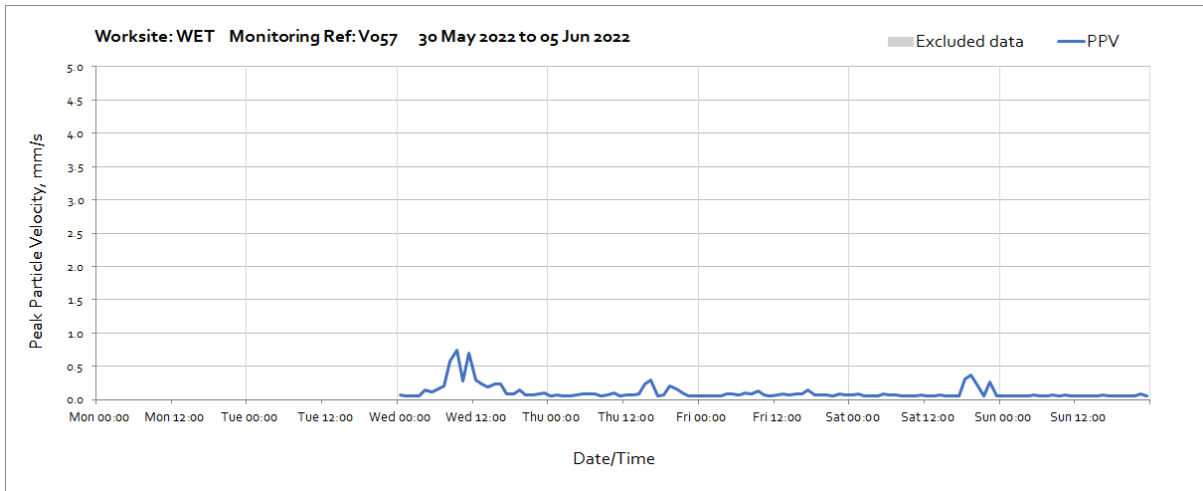


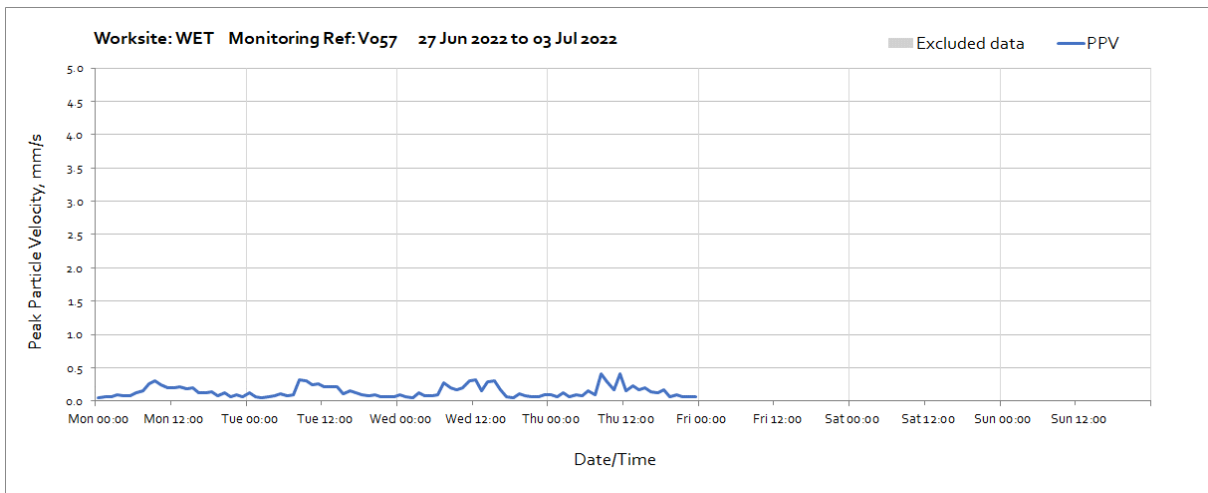
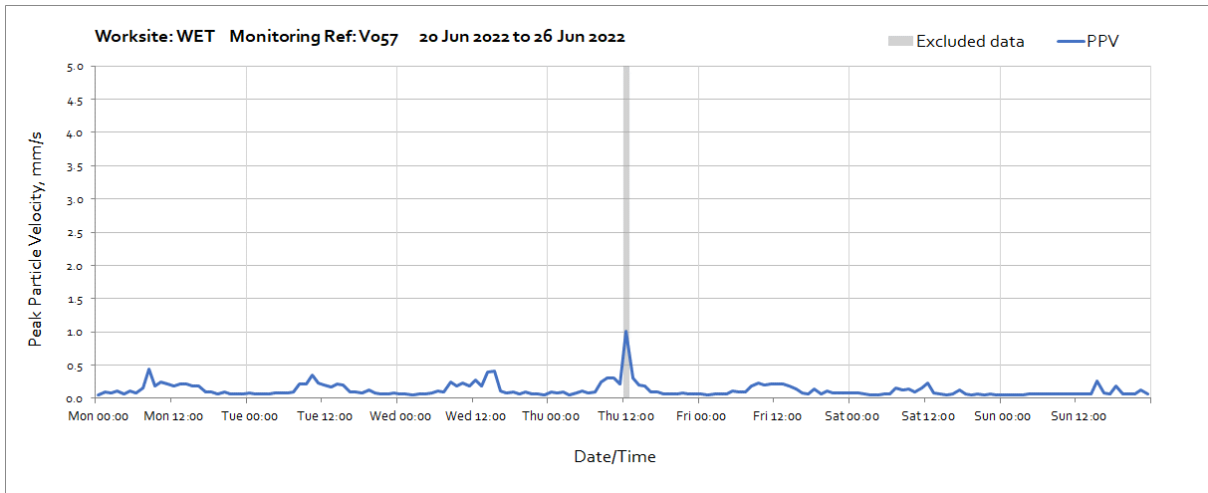
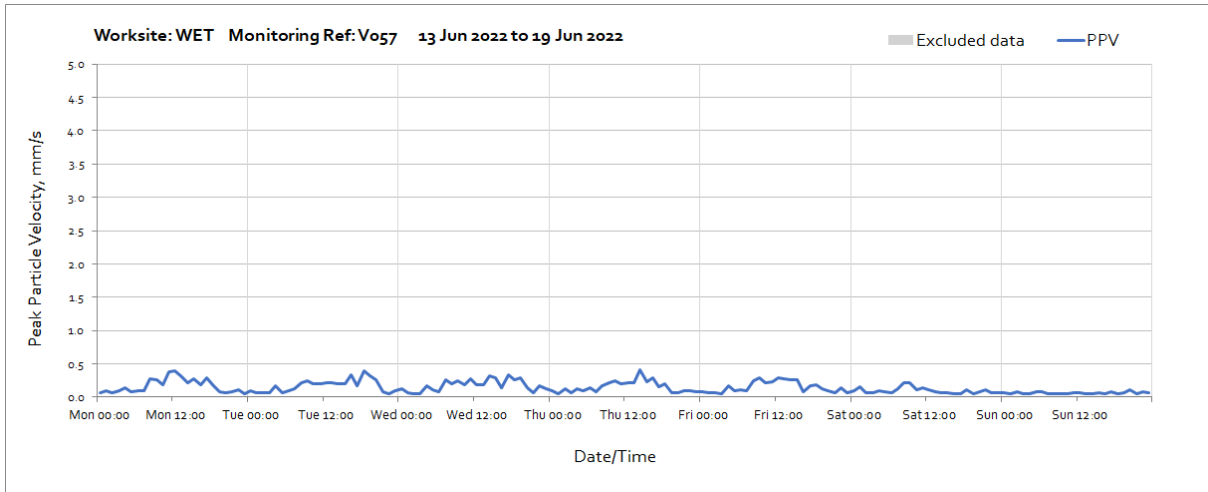


## Vibration

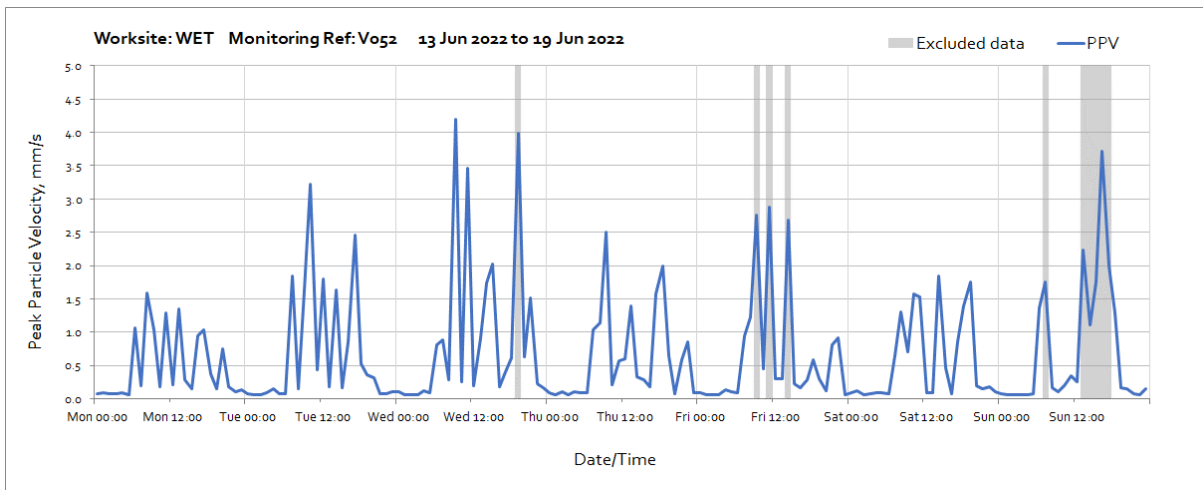
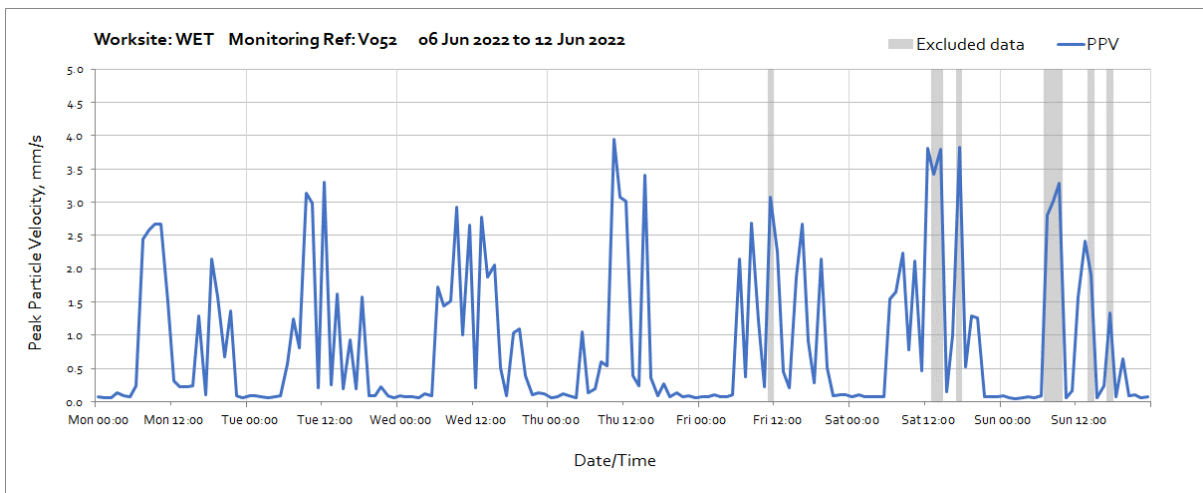
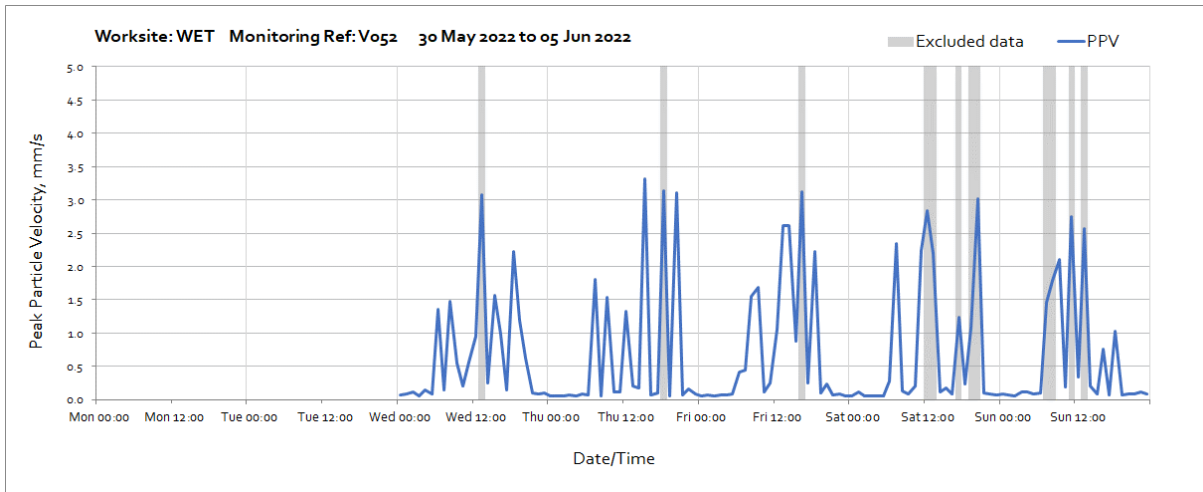
The following graphs show the hourly measured peak particle velocity PPV recorded during the monitoring period. The graphs show the highest PPV of the three orthogonal axis x, y and z. Where high values of PPV were caused by local interference with the vibration monitor, which are not representative of HS2 construction works, these values have been greyed out in the following charts and have been excluded to calculate values in Table 4 of the main report.

### Worksite: Willesden Euro Terminal (WET) – Monitoring Ref: V057

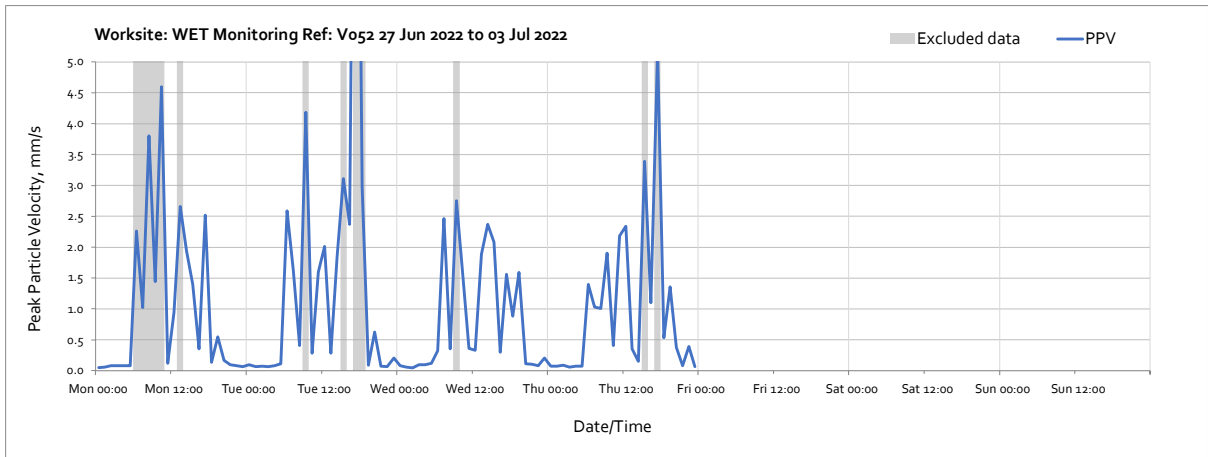
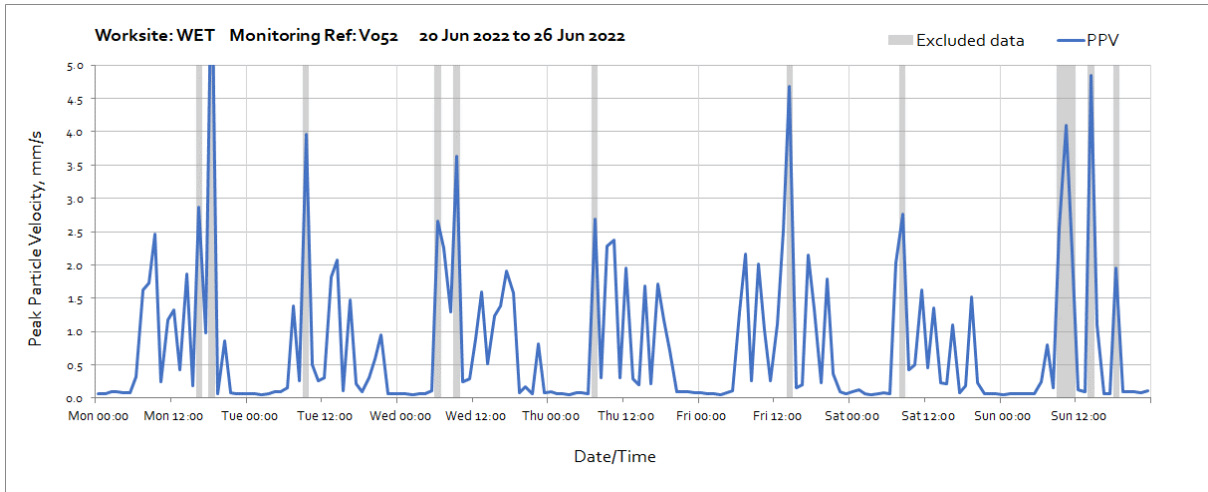




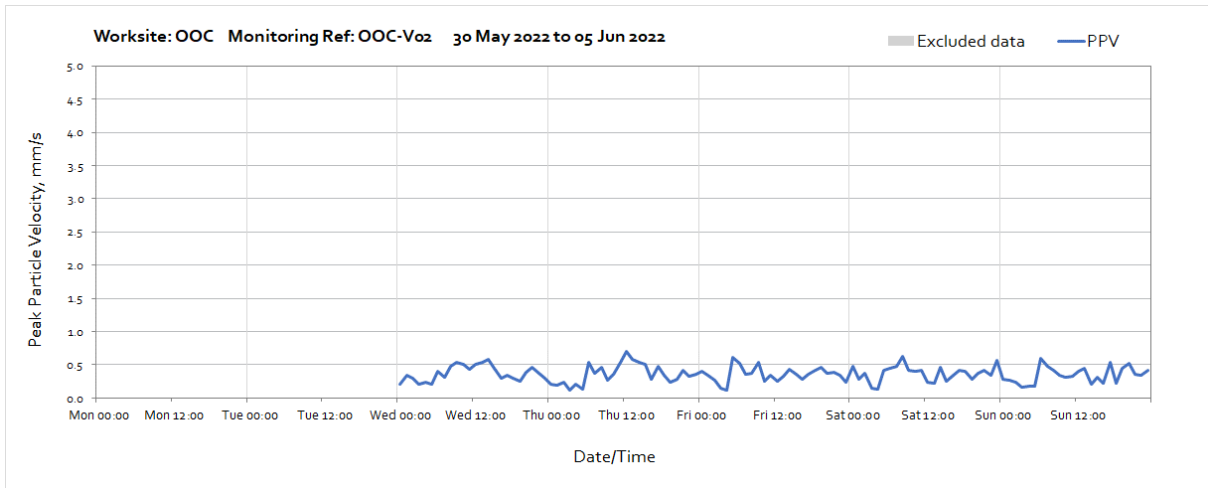
## Worksite: Willesden Euro Terminal (WET) – Monitoring Ref: V052

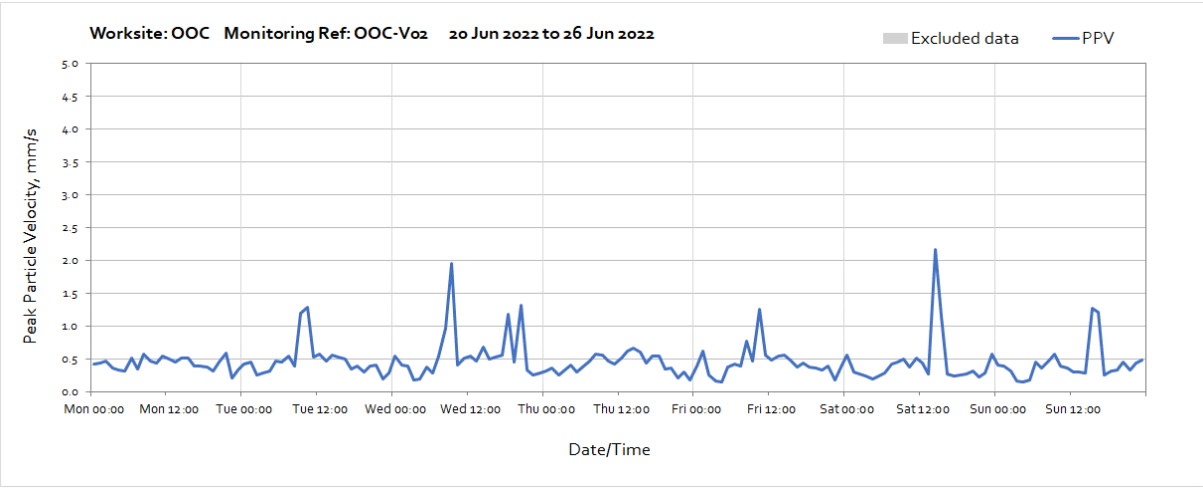
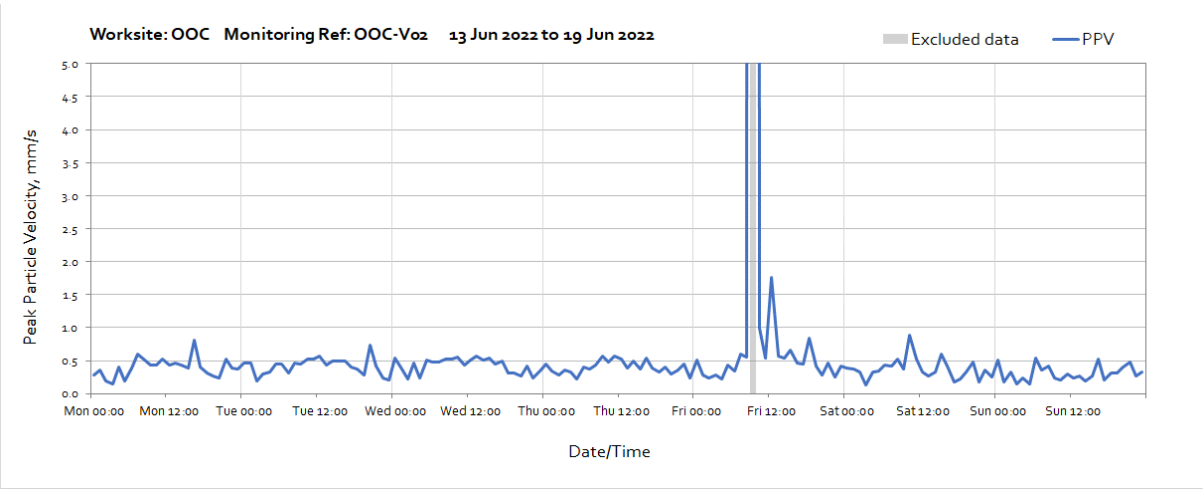
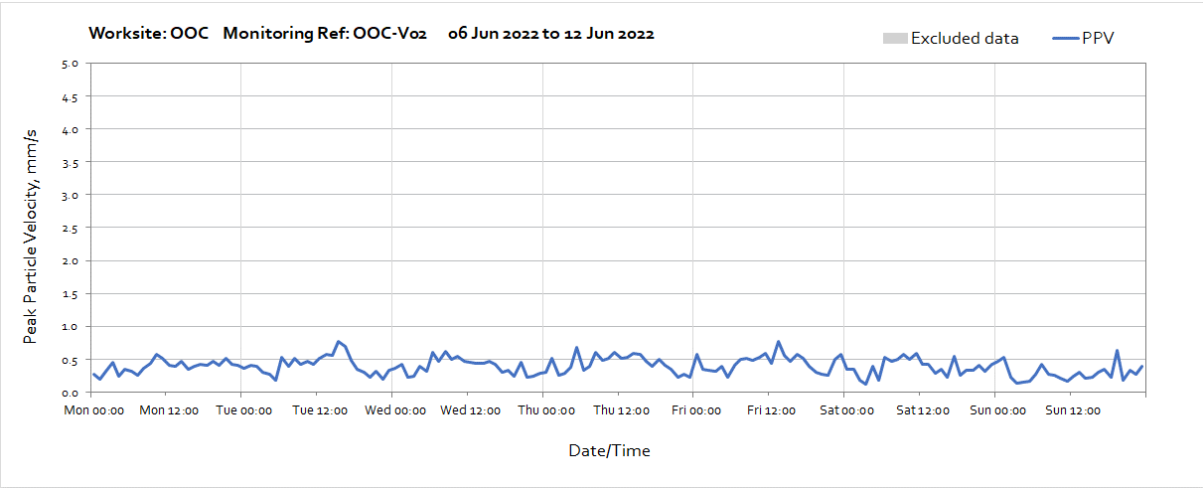


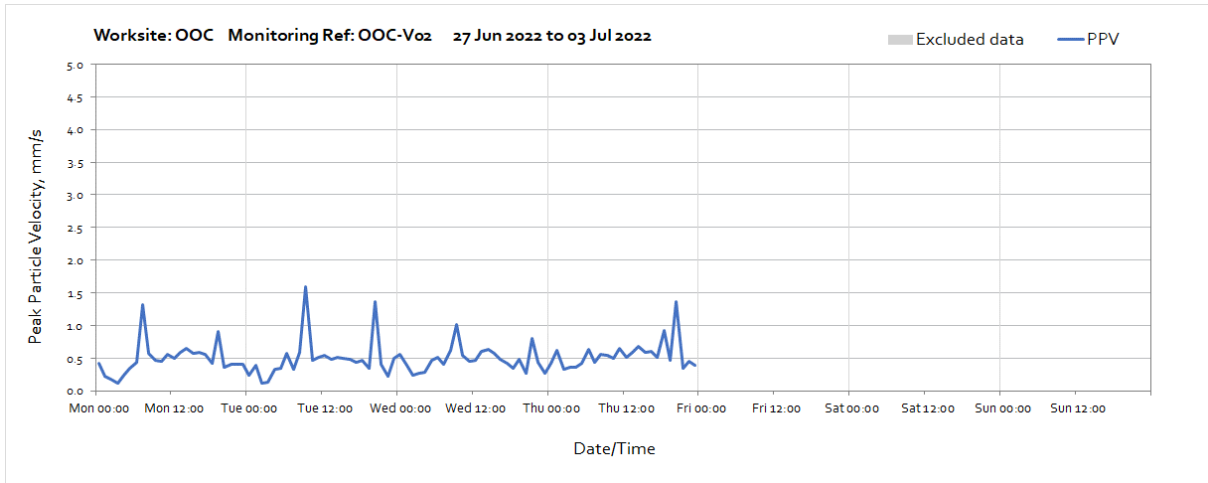
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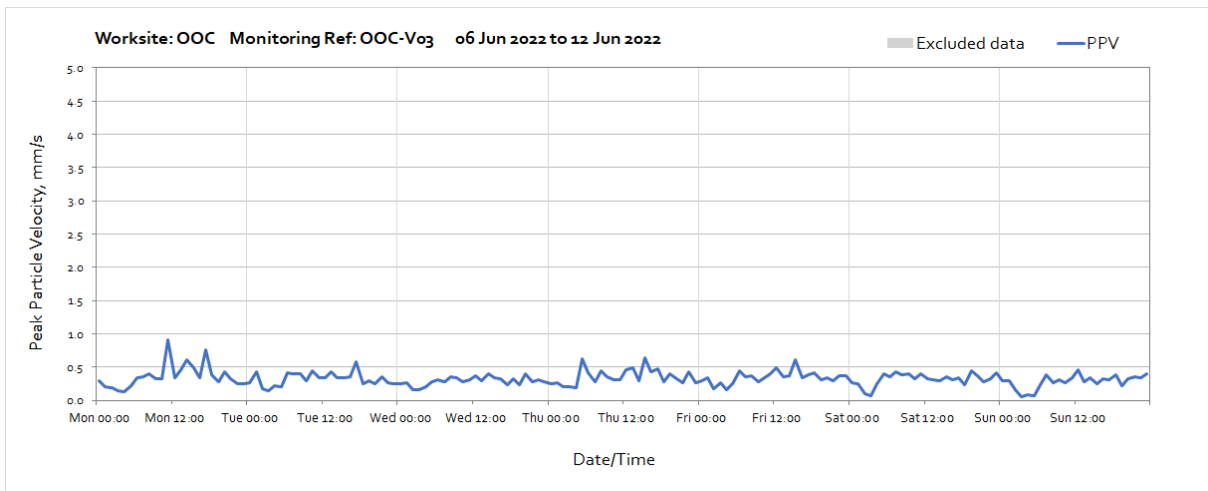
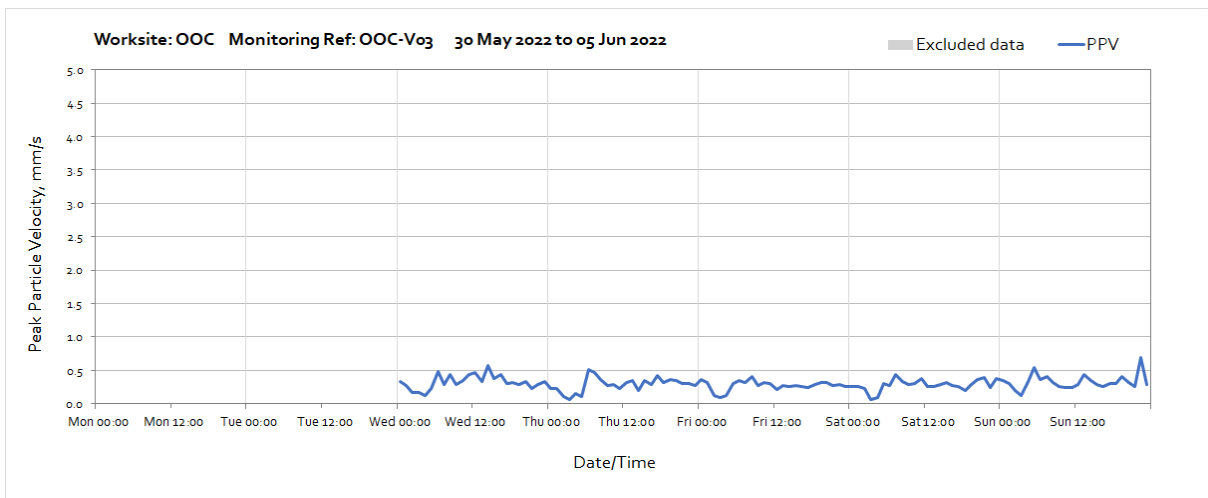
**Worksite: Old Oak Common (OOC) - Monitoring Ref: OOC-V02**



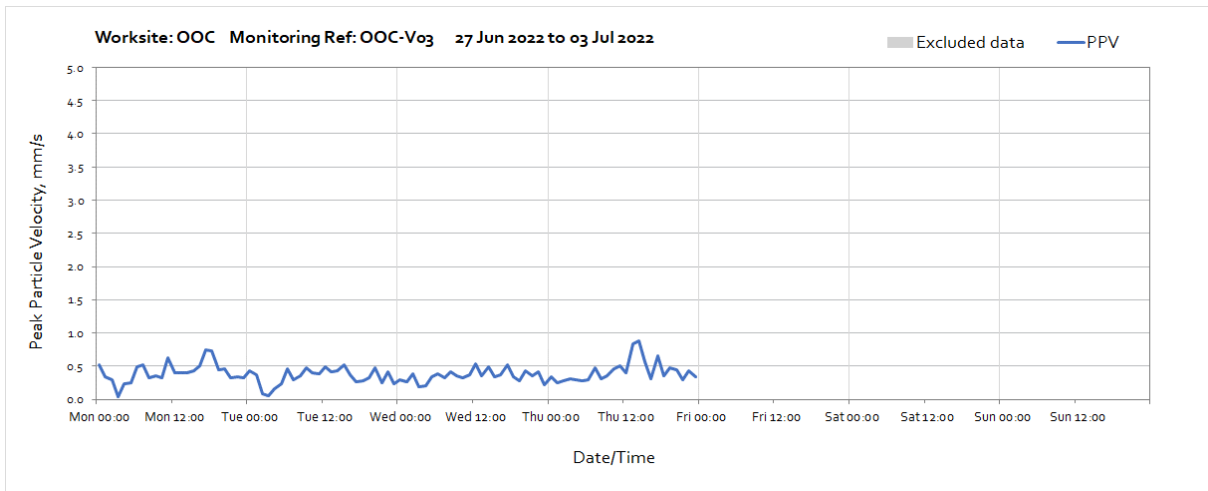
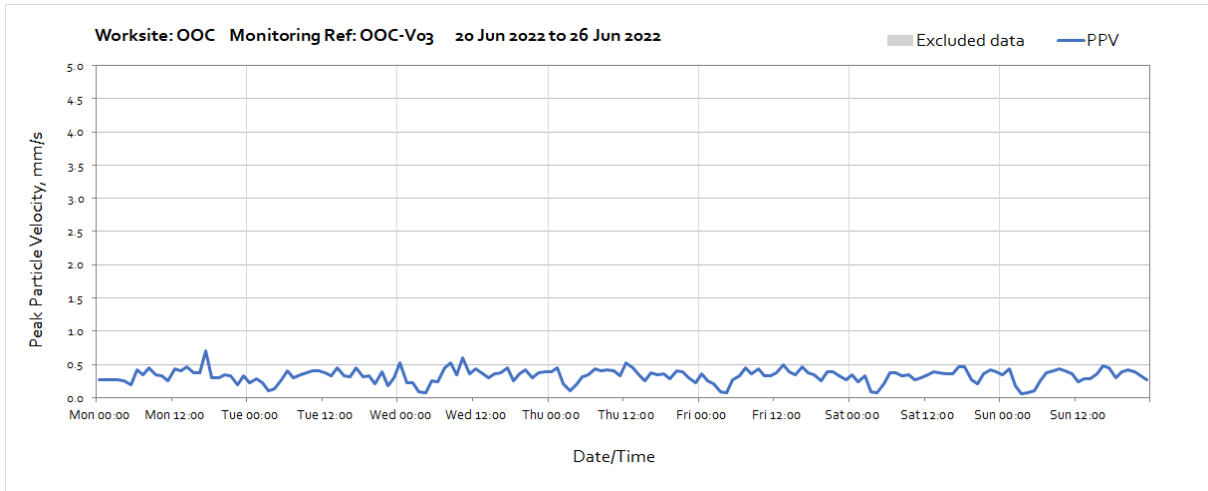
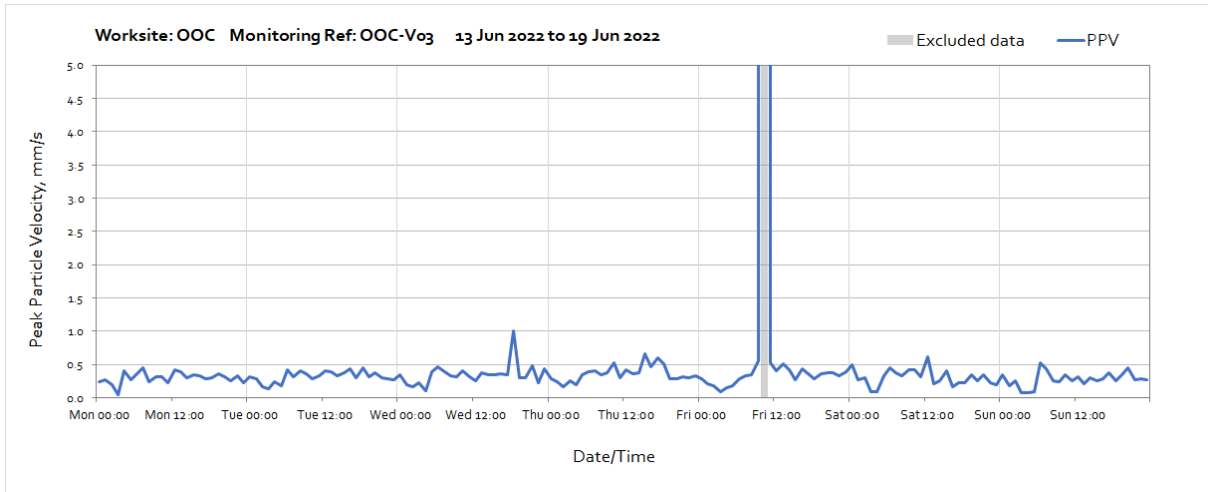




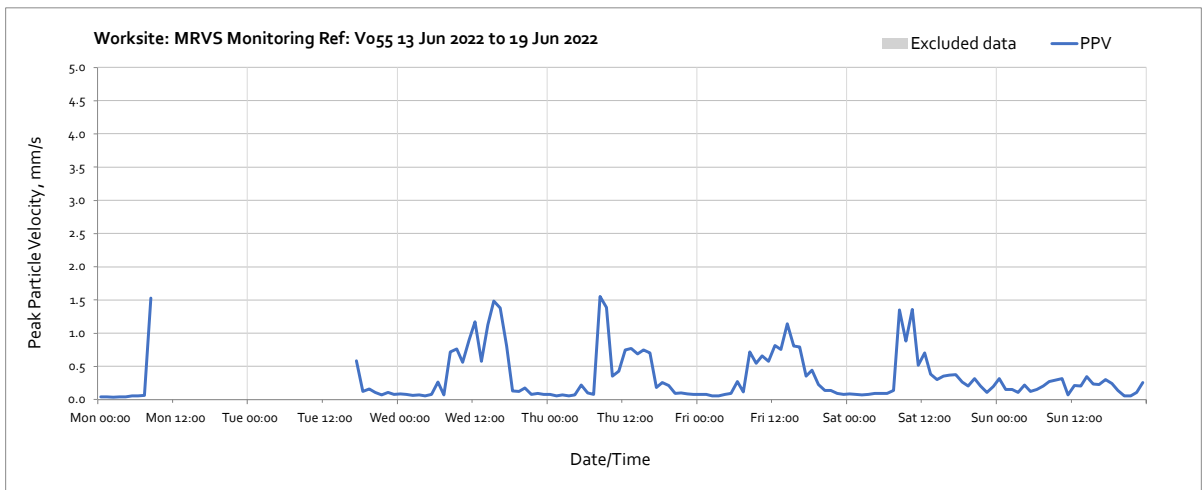
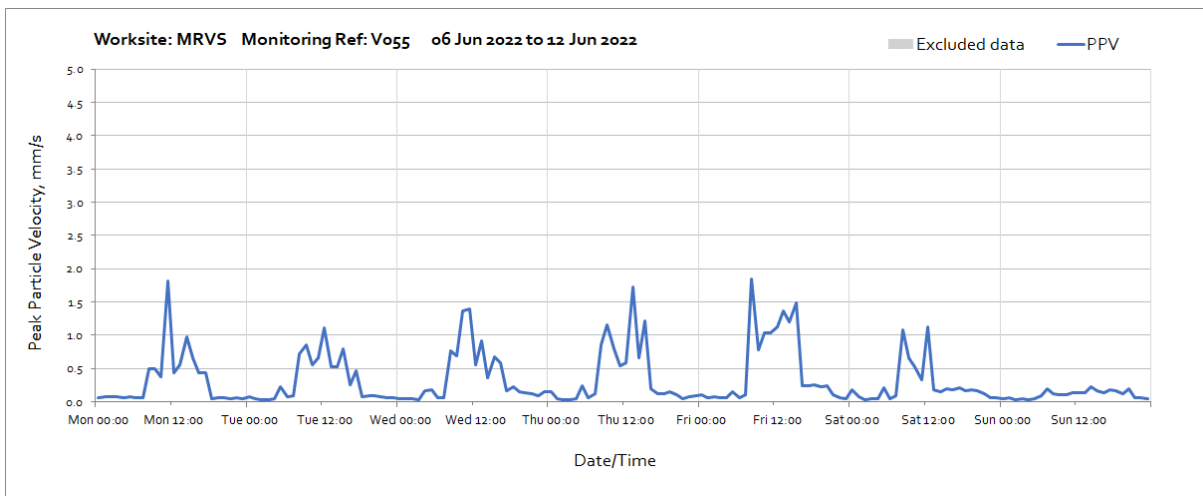
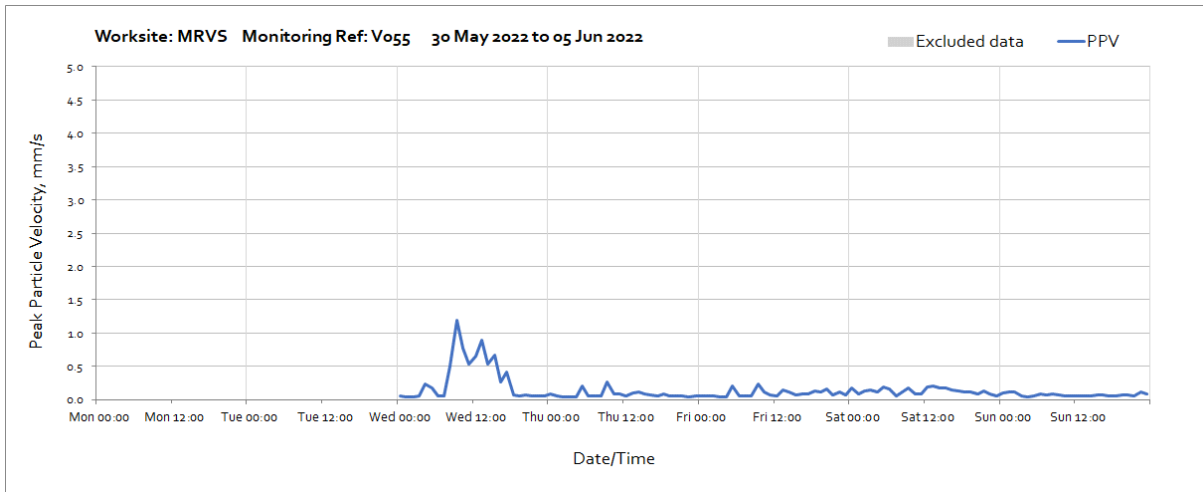
**Worksite: Old Oak Common (OOC) – Monitoring Ref: OOC-V03**





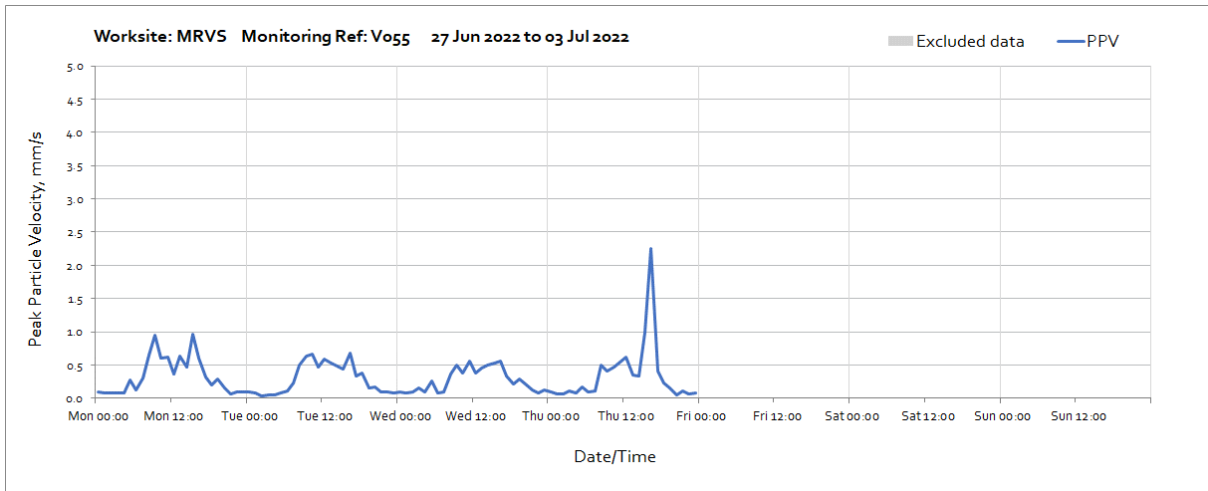
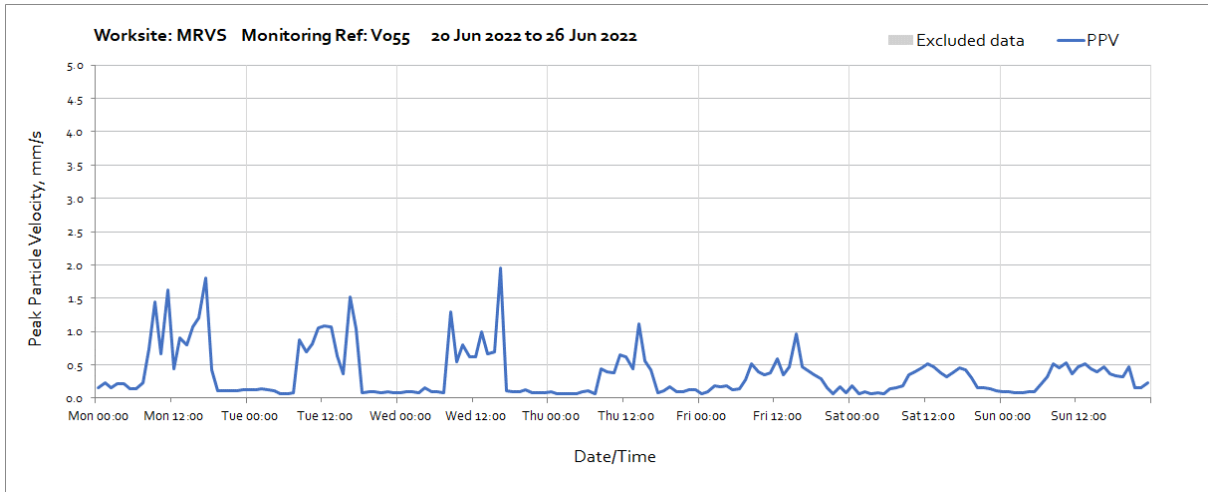


## Worksite: Mandeville Road Vent Shaft (MRVS) – Monitoring Ref: V055

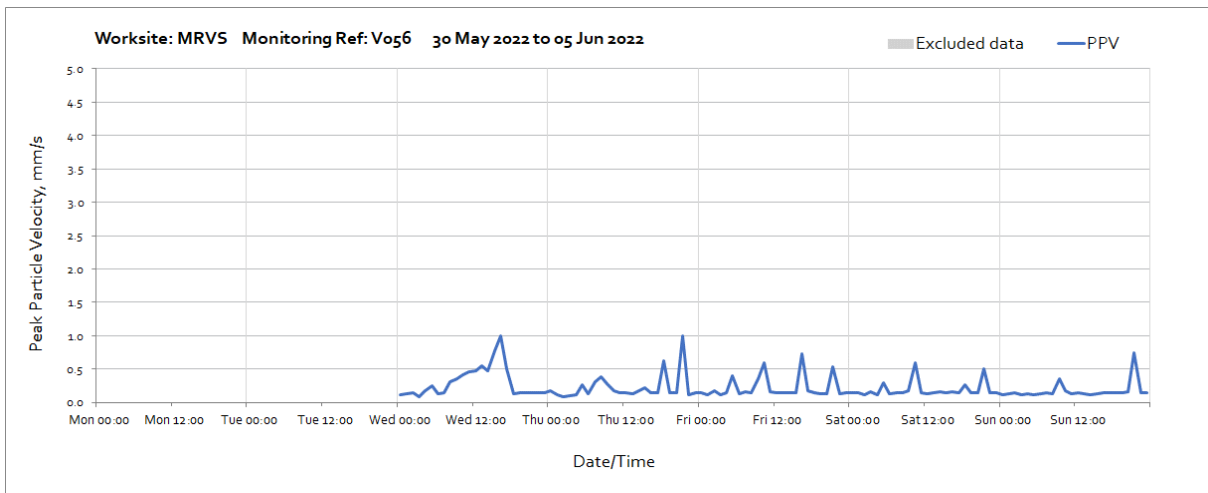


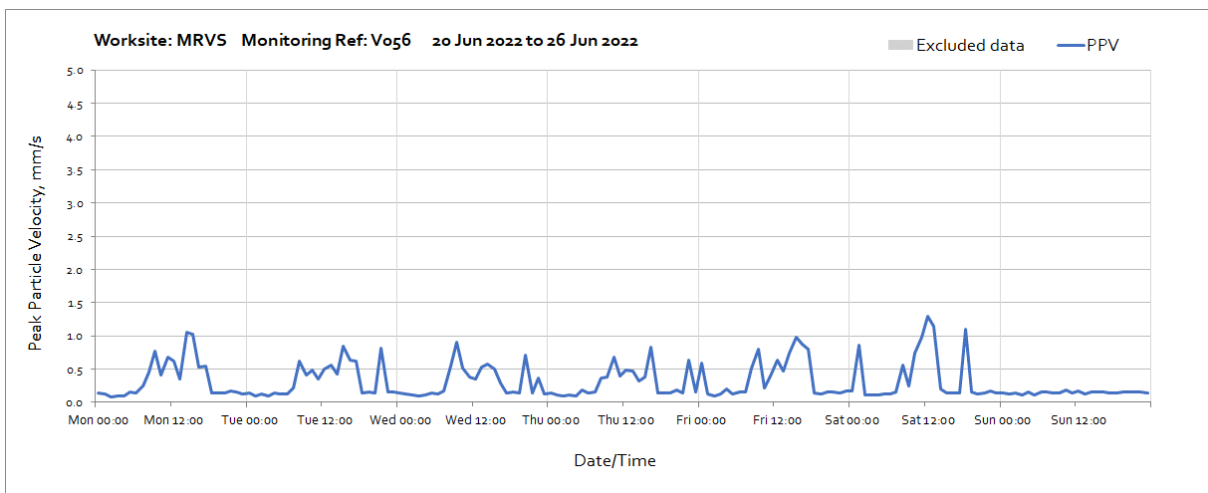
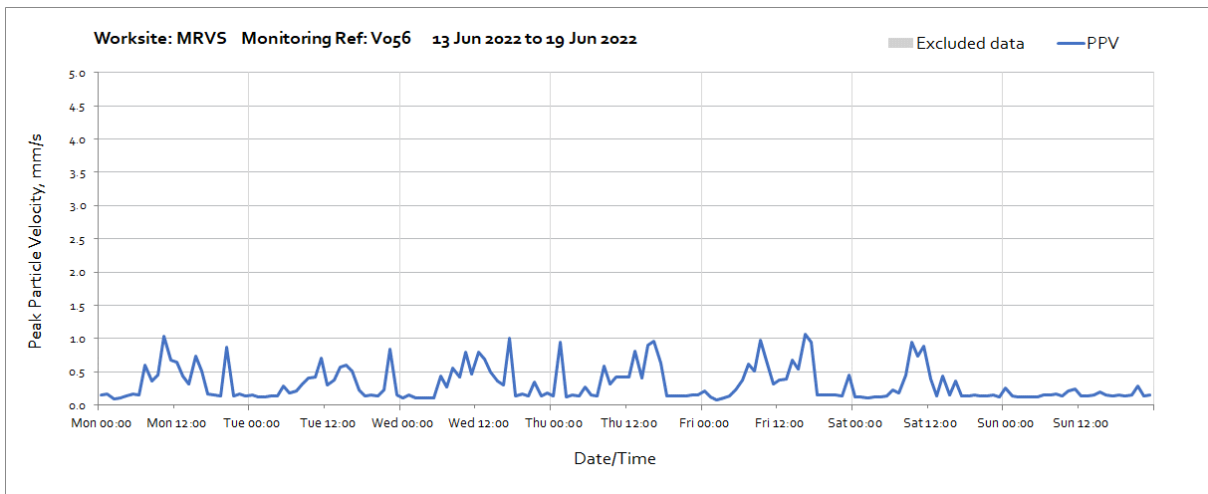
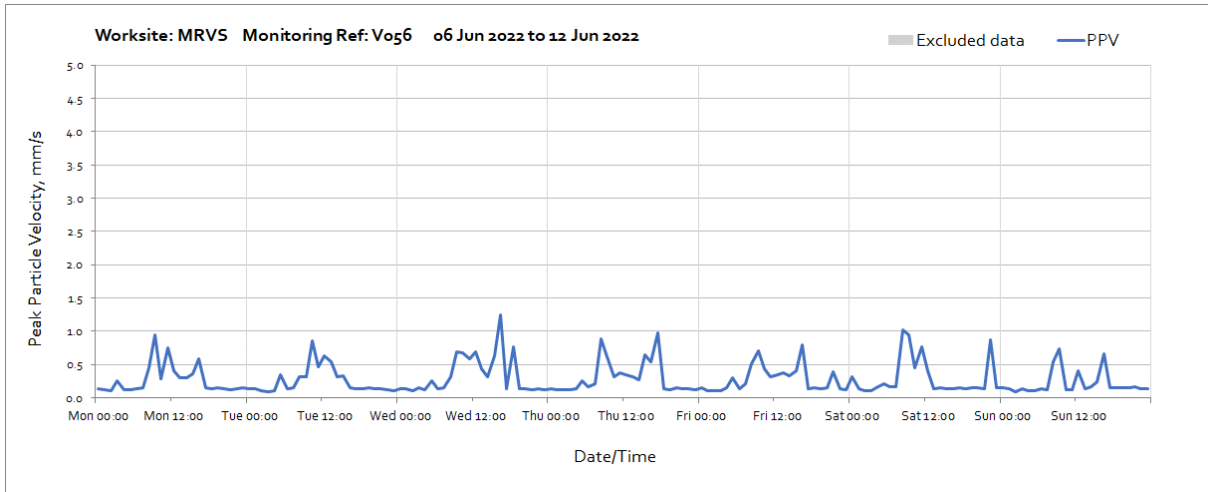
Note: Missing data from 09:00 on Monday 13<sup>th</sup> June until 17:00 on Tuesday 14<sup>th</sup> June was due to depleted battery power within the monitoring station.

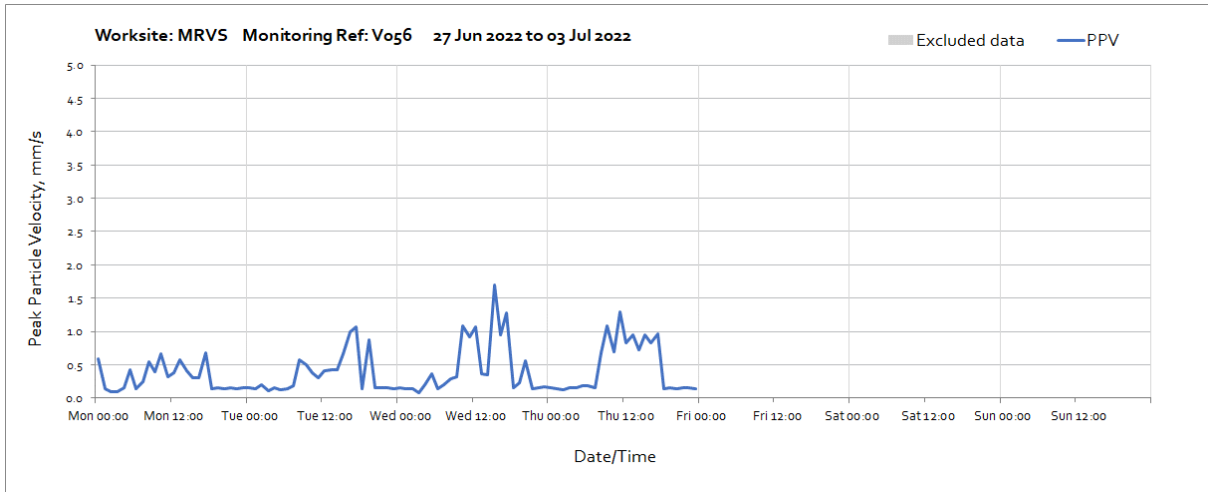
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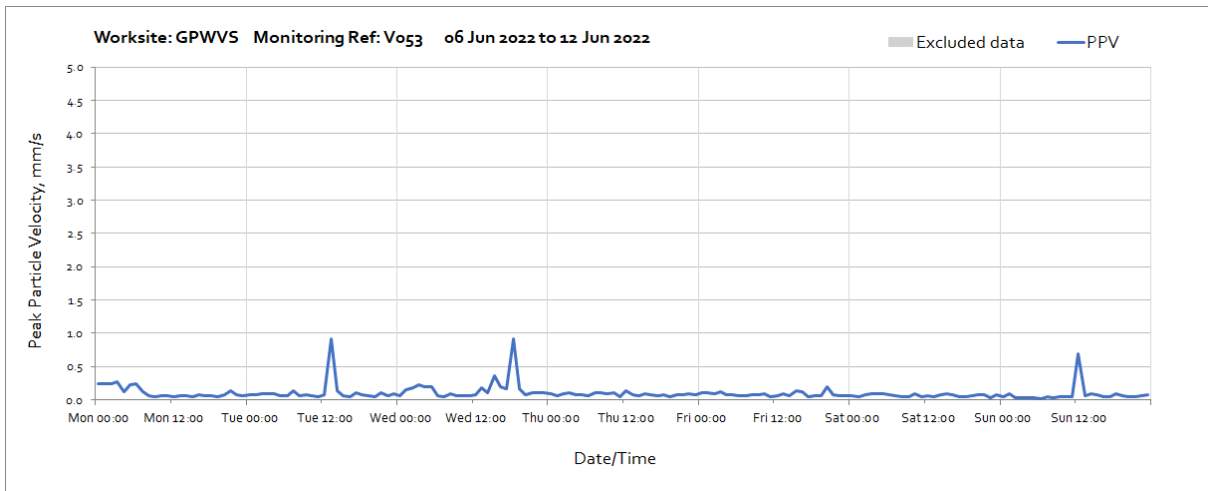
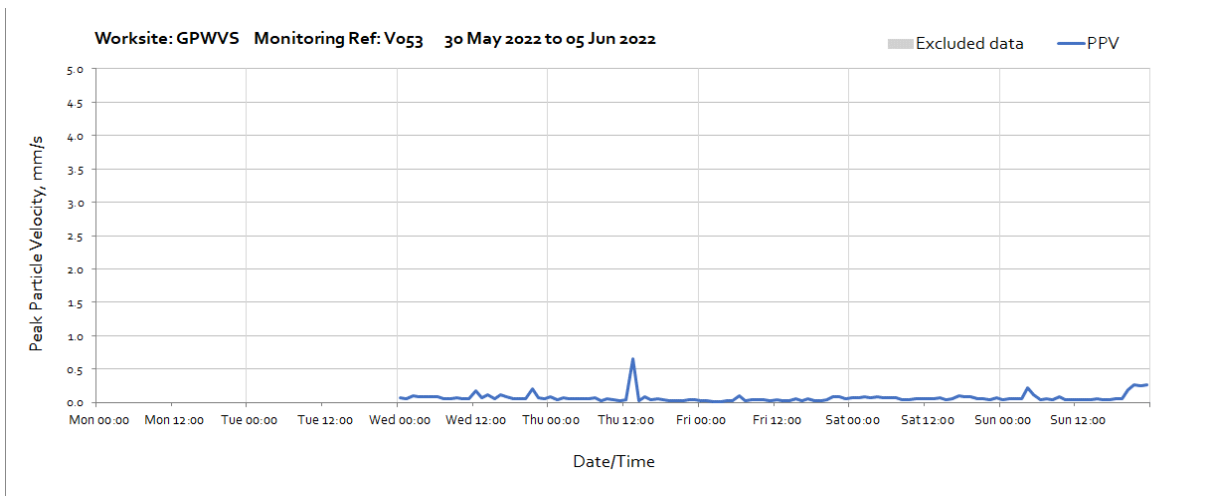
**Worksite: Mandeville Road Vent Shaft (MRVS) – Monitoring Ref: V056**

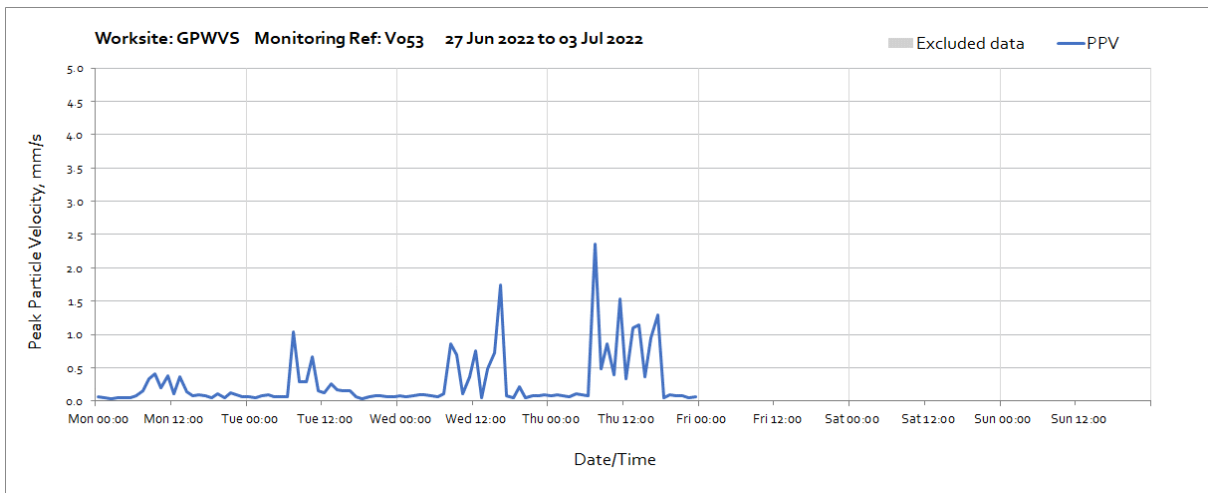
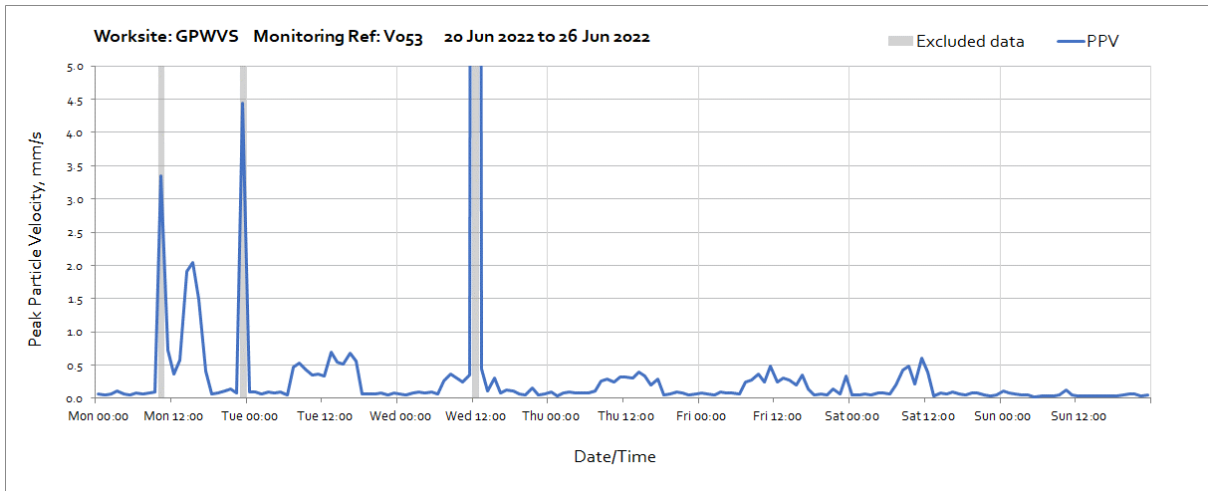
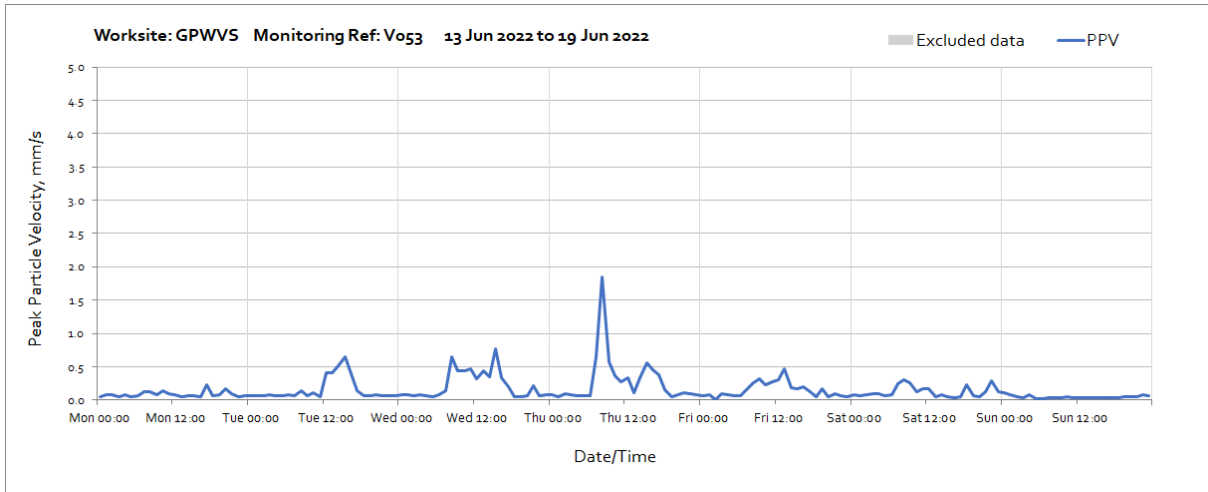






### Worksite: Green Park Way Vent Shaft (GPWVS) – Monitoring Ref: V053







## Worksite: Green Park Way Vent Shaft (GPWVS) - Monitoring Ref: V054

