

# **75 NORCUTT ROAD, TWICKENHAM**

## **NOISE AND VIBRATION IMPACT ASSESSMENT REPORT**

Report 14729.NVA.01

Prepared on 14 February 2017

**For:**

**Lockcorp Limited**

**Lockcorp House**

**75 Norcutt Road**

**Twickenham**

**TW2 6SR**

<b>Site Address</b>	<b>Report Date</b>	<b>Revision History</b>
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## **1.0 INTRODUCTION**

KP Acoustics Ltd, Britannia House, 11 Glenthorne Road, London, W6 0LH, has been commissioned by Pocket Living (2013) LLP, 14 Floral Street, London WC2E 9DH to undertake an environmental noise assessment at 75 Norcutt Road, Twickenham, Middlesex, TW2 6SR and assess the suitability of the site for residential development in accordance with the provisions of the National Planning Policy Framework and the Noise Policy Statement for England (NPSE). This report presents the results of the environmental survey undertaken in order to measure prevailing background noise levels and outlines any necessary mitigation measures.

## **2.0 ENVIRONMENTAL NOISE SURVEY**

### **2.1 Procedure**

An automated noise survey was undertaken at the position as shown in Figure 14729.SP1. The location was chosen based on accessibility and collecting data representative of the worst-case levels expected on the site due to all nearby sources.

Continuous automated noise monitoring was undertaken between 13:30 on 02-03 February 2017. Weather conditions were generally dry with light winds and therefore suitable for the measurement of environmental noise. The measurement procedure fully complied with ISO 1996-2:2007 Acoustics "Description, measurement and assessment of environmental noise - Part 2: Determination of environmental noise levels".

In addition to the noise survey, an assessment of vibration was carried out. This survey addressed the issue of vibration due to the railway which is present at the North of 75 Norcutt Road.

The vibration monitoring position is indicated on the site plan 14729.SP1. Measurements were made of vertical (z-axis) and horizontal (x - y axes) vibration levels of the ambient road traffic vibration from vehicles passing in each direction.

### **2.2 Equipment**

The equipment calibration was verified before and after use and no abnormalities were observed.

The equipment used was as follows.

- 1 No. Svantek Type 958A Class 1 Sound Level Meter
- B&K Type 4231 Class 1 Calibrator

- Dytran accelerometer, Model 3100D24
- Bruel & Kjaer Calibrator Type 4294

**3.0 RESULTS**

**3.1 Noise Survey**

The  $L_{Aeq: 5min}$ ,  $L_{Amax: 5min}$ ,  $L_{A10: 5min}$  and  $L_{A90: 5min}$  acoustic parameters were measured throughout the duration of the survey. Measured levels are shown as a time history in Figure 14729.TH1. Average daytime and night time noise levels are shown in Table 4.1.

**3.2 Vibration Survey**

The results of the road traffic vibration measurements are shown in Figures 14729.VS1-3 as acceleration levels over the 1Hz to 80Hz frequency range.

**4.0 DISCUSSION**

The site is bounded by railway to the North and Norcutt Road to the South with residential and commercial properties to all other sides. It can be confirmed that at the time of the survey, the ambient background noise climate was dominated by train activity from the adjacent railway with no contributions from the adjacent commercial premises.

Table 4.1 shows the average noise levels ( $L_{Aeq, 5 minutes}$ ) measured for the duration of the survey throughout both daytime and night-time.

	Level dB (A)
Daytime $L_{Aeq,5min}$	63
Night-time $L_{Aeq,5min}$	58

**Table 4.1 Site average noise levels for daytime and night time**

## 5.0 NOISE IMPACT ASSESSMENT

### 5.1 Noise Assessment

BS8233:2014 “*Sound insulation and noise reduction for buildings*” describes recommended good to reasonable internal noise levels for residential spaces. These levels are shown in Table 5.1.

Activity	Location	07:00 to 23:00	23:00 to 07:00
Resting	Living Rooms	35 dB(A)	-
Dining	Dining Room/area	40 dB(A)	-
Sleeping (daytime resting)	Bedrooms	35 dB(A)	30 dB(A)

**Table 5.1 BS8233 recommended internal background noise levels**

The external building fabric would need to be carefully designed to achieve these recommended internal levels. It is currently assumed that the non-glazed external building fabric elements of the proposed development would be comprised of blockwork. This would contribute towards a significant reduction of ambient noise levels in combination with a good quality double-glazed window configuration, as shown in Section 6.

### 5.2 Vibration Assessment

BS6472-1:2008 ‘*Guide to evaluation of human exposure to vibration in buildings*’ defines the vibration magnitudes at which complaints are likely to occur. These are defined by a series of standardised curves against which measured vibration values are compared.

Curve 1 may be considered as the threshold of human perception of vibration, so any levels below Curve 1 would not be tactile. In dwellings, the minimum vibration thresholds equating to a “low probability of complaints” is Curve 1.4 during night-time and Curve 2 for daytime.

Figures 14729.VS1-3 compare vibration acceleration magnitudes for road traffic pass-bys to the BS6472 curve family. The z-axis vibration level, which is the most important when annoyance is considered, is below the threshold of perception and would, consequently, not constitute a significant concern for this development.

With regards to structural or cosmetic damage to the building, this is considered significant in the frequency range above 4Hz. The small increase at the very low frequency end which is seen in the attached Figures would not be considered to present any danger to the shell of the building.

## 6.0 EXTERNAL BUILDING FABRIC SPECIFICATION

Sound reduction performance calculations have been undertaken in order to specify the minimum performance required from glazed and non-glazed elements in order to achieve the internal noise levels shown in Table 5.1, taking into account average and maximum noise levels monitored during the environmental noise survey.

As a more robust assessment,  $L_{Amax}$  spectrum values of night-time peaks have also been considered and incorporated into the glazing calculation in order to cater for the interior limit of 45 dB  $L_{Amax}$  for individual events, as specified in BS8233:2014.

### 6.1 Non-Glazed Elements

It is understood that the non-glazed building façade is comprised of the following options:

- Cavity wall construction with brickwork outer leaf, cavity with partial fill insulation, blockwork inner leaf, plasterboard on dabs internal finish
- Cavity wall construction with brickwork outer leaf, cavity with partial fill insulation, cold rolled stud inner leaf (with sheathing board), and plasterboard internal finish

The aforementioned options would be anticipated to provide a sound reduction performance of at least the figures shown in Table 6.1 when tested in accordance with BS EN ISO, 140-3:1995.

Element	Octave band centre frequency SRI, dB					
	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Non glazed element SRI	41	43	48	50	55	55

**Table 6.1 Non-glazed elements assumed sound reduction performance**

### 6.2 Glazed Elements

Minimum octave band sound reduction index (SRI) values required for all glazed elements to be installed are shown in Table 6.2. The performance is specified for the whole window unit, including the frame and other design features such as the inclusion of trickle vents. Sole glass performance data would not demonstrate compliance with this specification.

The automated monitoring position have been used to produce the glazing performance calculations based on average measured night-time noise levels as recommended by BS8233. The combined most robust results of these calculations are shown in Table 6.2.

Glazing Type	Octave band centre frequency SRI, dB					
	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
North Elevation (Facing the railway)	28	38	37	41	35	32
West and East Elevations (Sides)	28	38	37	41	35	32
South Elevation (Front)	23	33	32	36	30	27

**Table 6.2 Minimum required glazing performance**

Should natural ventilation be required, we would recommend the installation of acoustic trickle vents with a rated attenuation figure of 35dB,  $D_{n,e,w}$ .

All major building elements should be tested in accordance with BS EN ISO 140-3:1995.

Independent testing at a UKAS accredited laboratory will be required in order to confirm the performance of the chosen system for an “actual” configuration.

No further mitigation measures would be required to achieve good internal noise levels.

## 7.0 CONCLUSION

An environmental noise and vibration assessment has been undertaken at 75 Norcutt Road, Twickenham, Middlesex, TW2 6SR. Measured noise levels have allowed the proposal of a robust glazing specification, which would provide internal noise levels for all residential environments of the development commensurate to the design range of BS8233:2014.

No further mitigation measures should be required in order to protect the proposed habitable spaces from external noise intrusion.

Measurement of vibration from railway activity indicates that vibration levels are below the threshold of human perception in all axes, in accordance with BS6472: 2008.

Report by

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**KP Acoustics Ltd.**



-  Vibration monitoring position
-  Noise Survey Monitoring Position

**Title:** Indicative site plan showing noise and vibration monitoring position, (ref. Google Maps™)

**Date:** 14 February 2017

**FIGURE 14729.SP1**





75 Norcutt Road, Twickenham  
Environmental Noise Time History  
2nd February to 3rd February 2017

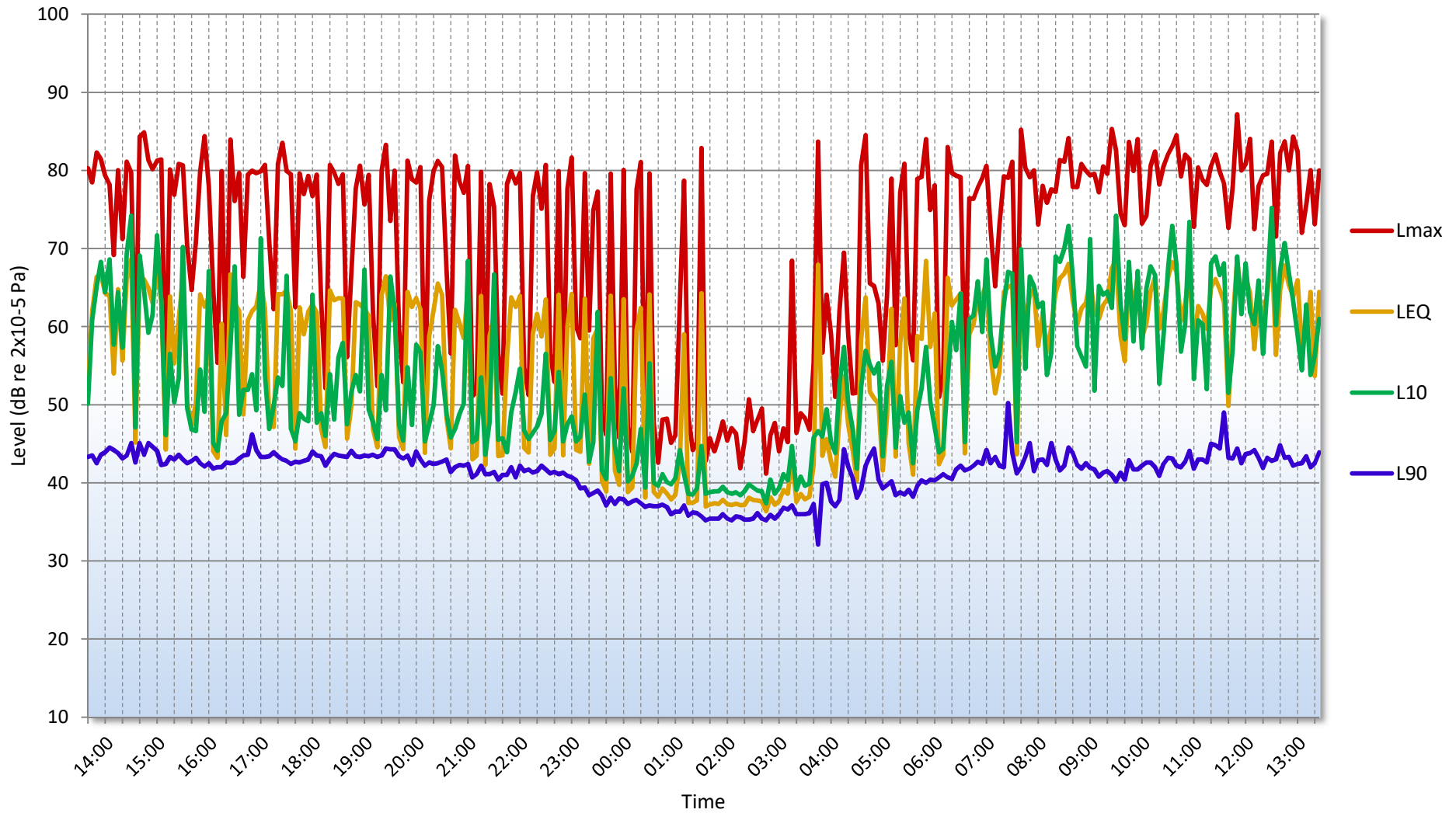


Figure 14729.TH1

**75 NORCUTT ROAD, TWICKENHAM**  
**MAXIMUM HORIZONTAL VIBRATION LEVELS**  
**X-AXIS**

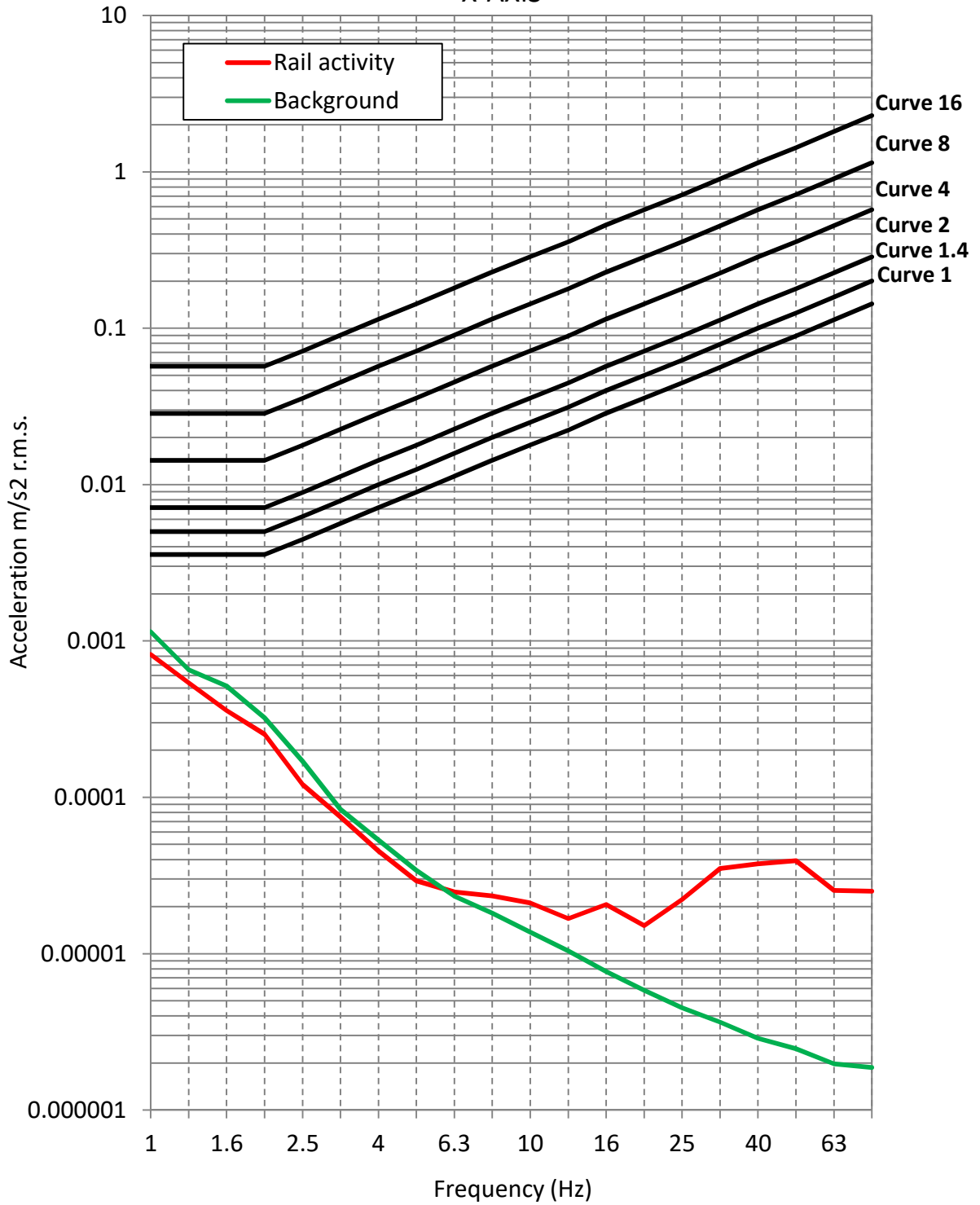
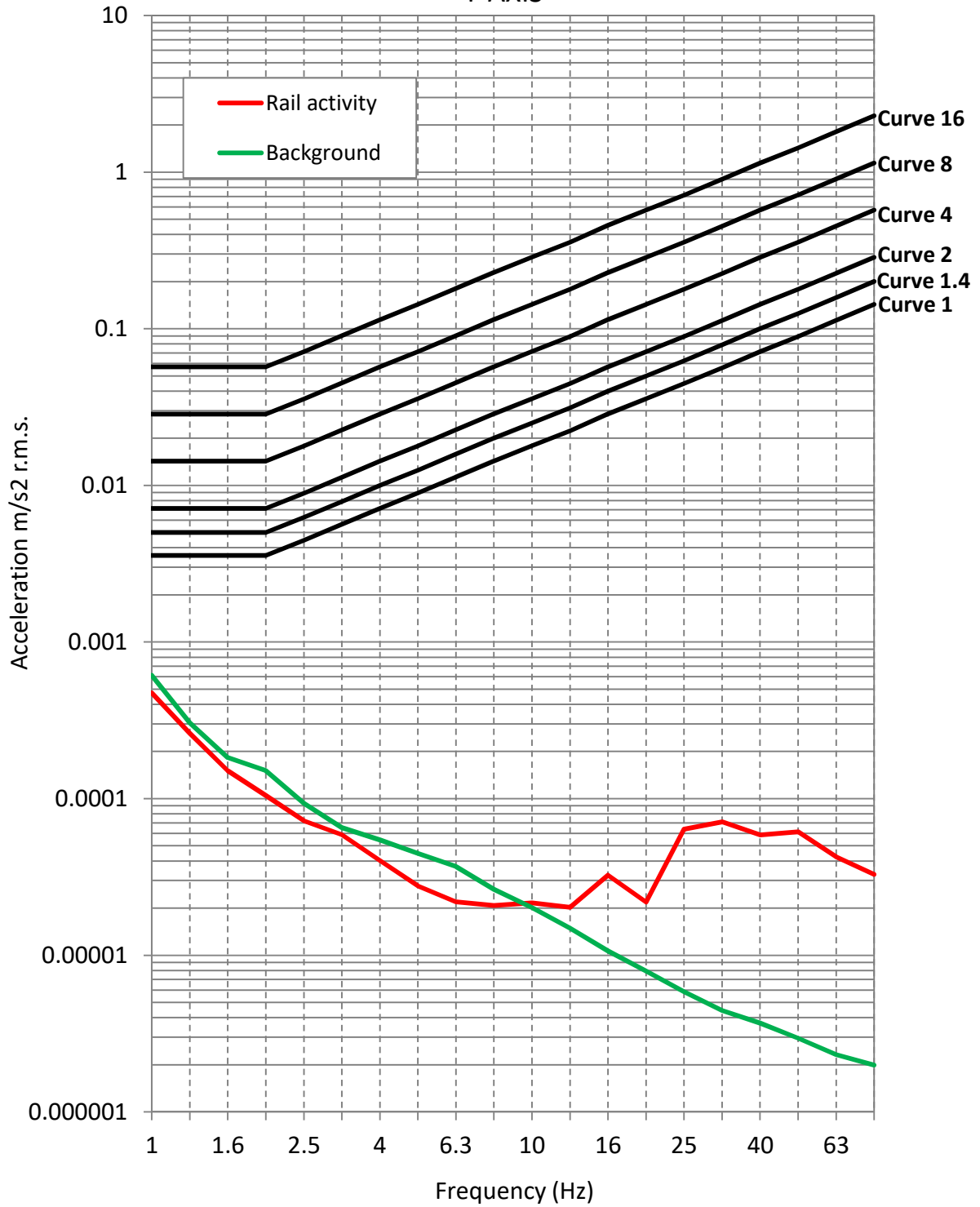


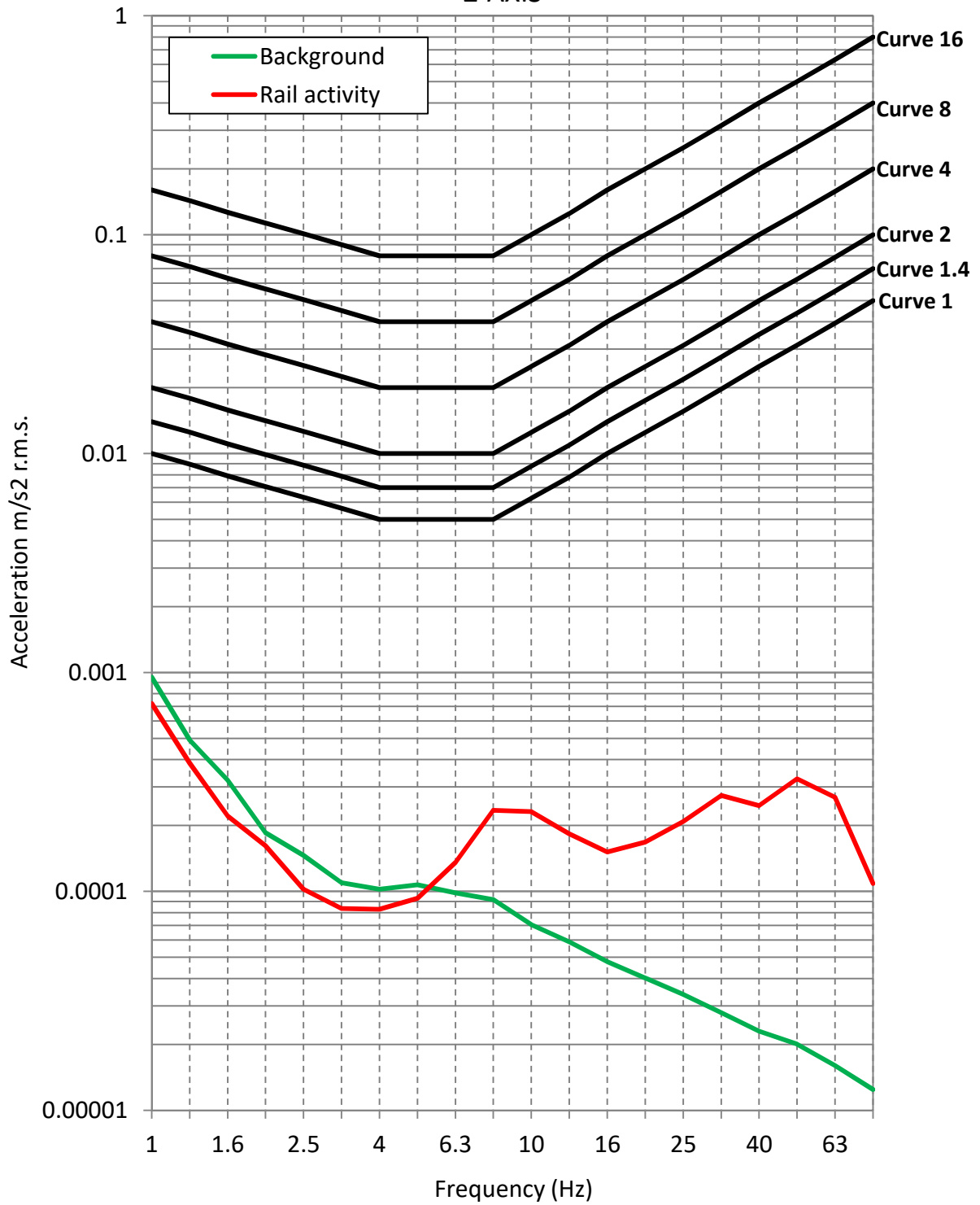
Figure 14729.VS1

**75 NORCUTT ROAD, TWICKENHAM**  
**MAXIMUM HORIZONTAL VIBRATION LEVELS**  
**Y-AXIS**



**Figure 14729.VS2**

**75 NORCUTT ROAD, TWICKENHAM**  
**MAXIMUM VERTICAL VIBRATION LEVELS**  
**Z-AXIS**



**Figure 14729.VS3**

## GENERAL ACOUSTIC TERMINOLOGY

### Decibel scale - dB

In practice, when sound intensity or sound pressure is measured, a logarithmic scale is used in which the unit is the 'decibel', dB. This is derived from the human auditory system, where the dynamic range of human hearing is so large, in the order of  $10^{13}$  units, that only a logarithmic scale is the sensible solution for displaying such a range.

### Decibel scale, 'A' weighted - dB(A)

The human ear is less sensitive at frequency extremes, below 125Hz and above 16Khz. A sound level meter models the ears variable sensitivity to sound at different frequencies. This is achieved by building a filter into the Sound Level Meter with a similar frequency response to that of the ear, an A-weighted filter where the unit is dB(A).

### $L_{eq}$

The sound from noise sources often fluctuates widely during a given period of time. An average value can be measured, the equivalent sound pressure level  $L_{eq}$ . The  $L_{eq}$  is the equivalent sound level which would deliver the same sound energy as the actual fluctuating sound measured in the same time period.

### $L_{10}$

This is the level exceeded for no more than 10% of the time. This parameter is often used as a "not to exceed" criterion for noise.

### $L_{90}$

This is the level exceeded for no more than 90% of the time. This parameter is often used as a descriptor of "background noise" for environmental impact studies.

### $L_{max}$

This is the maximum sound pressure level that has been measured over a period.

### Octave Bands

In order to completely determine the composition of a sound it is necessary to determine the sound level at each frequency individually. Usually, values are stated in octave bands. The audible frequency region is divided into 11 such octave bands whose centre frequencies are defined in accordance with international standards. These centre frequencies are: 16, 31.5, 63, 125, 250, 500, 1000, 2000, 4000, 8000 and 16000 Hertz.

Environmental noise terms are defined in BS7445, *Description and Measurement of Environmental Noise*.

## APPLIED ACOUSTIC TERMINOLOGY

### Addition of noise from several sources

Noise from different sound sources combines to produce a sound level higher than that from any individual source. Two equally intense sound sources operating together produce a sound level which is 3dB higher than a single source and 4 sources produce a 6dB higher sound level.

### Attenuation by distance

Sound which propagates from a point source in free air attenuates by 6dB for each doubling of distance from the noise source. Sound energy from line sources (e.g. stream of cars) drops off by 3dB for each doubling of distance.

### Subjective impression of noise

Hearing perception is highly individualised. Sensitivity to noise also depends on frequency content, time of occurrence, duration of sound and psychological factors such as emotion and expectations. The following table is a guide to explain increases or decreases in sound levels for many scenarios.

Change in sound level (dB)	Change in perceived loudness
1	Imperceptible
3	Just barely perceptible
6	Clearly noticeable
10	About twice as loud

### Transmission path(s)

The transmission path is the path the sound takes from the source to the receiver. Where multiple paths exist in parallel, the reduction in each path should be calculated and summed at the receiving point. Outdoor barriers can block transmission paths, for example traffic noise. The effectiveness of barriers is dependent on factors such as its distance from the noise source and the receiver, its height and construction.

### Ground-borne vibration

In addition to airborne noise levels caused by transportation, construction, and industrial sources there is also the generation of ground-borne vibration to consider. This can lead to structure-borne noise, perceptible vibration, or in rare cases, building damage.

### Sound insulation - Absorption within porous materials

Upon encountering a porous material, sound energy is absorbed. Porous materials which are intended to absorb sound are known as absorbents, and usually absorb 50 to 90% of the energy and are frequency dependent. Some are designed to absorb low frequencies, some for high frequencies and more exotic designs being able to absorb very wide ranges of frequencies. The energy is converted into both mechanical movement and heat within the material; both the stiffness and mass of panels affect the sound insulation performance.