

TEMPORARY CONSTRUCTION COMPOUND AT M62 JUNCTION 19 NOISE IMPACT ASSESSMENT

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Executive Summary

This Noise Impact Assessment has been prepared as part of a full planning application submitted by National Highways for the establishment, operation and decommissioning of a temporary construction compound at M62 Junction 19.

The purpose of this Noise Impact Assessment is to assess the potential noise and vibration impacts associated with the establishment, operation and decommissioning of the proposed M62 Junction 19 Temporary Compound. This will be utilised as an additional site compound for the M60/M62/M66 Simister Island Interchange Scheme. The M62 Junction 19 Temporary Compound will be used to support the delivery of the M60/M62/M66 Simister Island Scheme for a period of up to five years, including mobilisation and de-mobilisation periods. The Application site has previously been used temporarily as a site compound so already comprises of existing hardstanding, car parking and utility infrastructure. The J19 Temporary Compound would only be used during the construction phase for the M60 Simister Scheme and would be returned to its original agricultural use following demobilisation.

The M62 Junction 19 Temporary Compound Application Site already benefits from existing hardstanding and utility infrastructure.

The conclusions of the Noise Impact Assessment are that the M62 Junction 19 Temporary Compound does not give rise to any significant effects from noise or vibration.

1. Introduction

1.1 The M60/M62/M66 Simister Island Interchange Scheme

- 1.1.1 The M60/M62/M66 Simister Island Interchange Scheme (hereafter the 'M60 Simister Scheme') received a Development Consent Order from the Secretary of State for Transport on the 9 September 2025. This is classified as a Nationally Significant Infrastructure Project..
- 1.1.2 The M60 Simister Scheme will provide a new loop structure to provide a free-flow link road between the M60 eastbound to the M60 southbound, allowing drivers to continue along the M60 without having to leave the motorway, navigate the roundabout and re-join the same motorway. In addition, there will be a new two-lane free-flow road from the M60 northbound to the M60 westbound to replace the existing single-lane, and the M66 southbound will be widened to four lanes through junction 18. The hard shoulder will be converted into a permanent traffic lane between M60 junctions 17 and 18, providing 5 lanes in both directions.
- 1.1.3 The M60 Simister Scheme includes the provision of a main site compound at Mode Hill Lane, and four satellite compounds: north, north-east, south-east and south-west. All compounds use land which is currently in agricultural use. The main site compound includes for the provision of a site compound office and welfare buildings, car parking, and other uses.

1.2 Proposal for a Temporary Compound at M62 Junction 19

- 1.2.1 The location of the temporary construction compound (hereafter the 'Application Site') is formed by existing hardstanding and utility infrastructure on land adjacent to M62 Junction 19. The basic infrastructure to enable establishment of a temporary construction compound (hereafter the 'J19 Temporary Compound') already exist within the Application Site including highway access, running water, sewage arrangements, laydown areas, car parking areas and existing power connections. This was created during its previous use as a compound for the National Highways M62 J20-25 Safety Enhancements Scheme. As this infrastructure already exists, the Application Site provides an opportunity for additional compound space as part of a wider network of five other compounds to support the construction of the M60 Simister Scheme, which as stated previously is Nationally Significant. As such, typical construction activities required to re-establish the temporary construction compound are limited and are therefore referred to as 'establishment' instead of 'construction' activities or phase, other than where methodologies are referring to the typical 'construction' activities or phase of a project.
- 1.2.2 Planning permission is being sought for the
- The temporary use of the existing hardstanding and utility infrastructure on land close to the M62 J19 for the siting of office cabins and use as a construction compound to support delivery of the M60 Simister Island Scheme for a period of 5 years, starting from the date any planning permission is granted.

- 1.2.3 Planning Permission is sought for establishing, operating and decommissioning the J19 Temporary Compound including temporary office buildings, lighting and fencing, laydown areas, car parking, sewage and water drainage and other ancillary activities. It would operate when the M60 Simister Scheme is being constructed for a period of up to 5 years. Following the cessation of the use and demobilisation from site, site would be fully restored to its former agricultural land use (which pre dates its current status).

1.3 Site Location

- 1.3.1 The Application Site is located on land adjacent to the M62 J19, between the areas of Heywood and Hopwood to the north, Slattocks and Castleton to the east, Top of Hebers and Middleton to the south, and Simister to the west. It is located approximately five kilometres south-west of Rochdale town centre at grid reference: SD 86651 08845 and within the Rochdale Borough Council administrative area. The location of the J19 Temporary Compound is shown on the Location Plan provided in Appendix A of this report.
- 1.3.2 The M62 runs east to west, with the Application Site located to the south of the westbound carriageway. The Application Site is located east of J19 Heywood Interchange and is accessed via the section of the A6046 Middleton Road which forms part of the interchange circulatory. The Application Site is bound by agricultural farmland to the east and west. There are residential areas along the A6046 Middleton Road in proximity of the Application Site.

1.4 Purpose of this document

- 1.4.1 This Noise Impact Assessment presents the potential noise and vibration impacts from the establishment, operational use and decommissioning of the J19 Temporary Compound.

1.5 Legislative and policy framework

- 1.5.1 The legislation and national and local policy relevant to this assessment have been reviewed and are summarised in Table 1-1.

Table 1-1 Legislation and national and local policy relevant to the noise and vibration assessment

Legislation/policy	Relevance to the Project
Legislation	
<i>Control of Pollution Act 1974</i>	The <i>Control of Pollution Act 1974</i> controls waste disposal, water pollution and noise atmospheric pollution. Under the Act, the local authority may serve notice imposing requirements as to how and when works to roads are carried out, to limit construction noise arising from such works and having regard to the need to ensure the best practicable means are employed to minimise noise. The Act sets out the procedure for applying to the local authority for consent prior to carrying out works with the intention of agreeing noise and vibration limits in advance of works and avoiding the need for service of a notice for control of noise under the Act.

Legislation/policy	Relevance to the Project
<i>Environmental Protection Act 1990</i>	The <i>Environmental Protection Act 1990</i> provides for the control of air pollution, land wastes, nuisance and radioactive substances to protect the environment. Part III of the Act defines what may constitute a statutory nuisance (including noise prejudicial to health), what activities are specifically exempt, the procedures the local authority must follow for service of notices to deal with abatement of statutory nuisances and the penalties payable for conviction of causing a statutory nuisance. Local authorities have a duty under the Act to inspect their area from time to time to detect statutory nuisances.
<i>The Environmental Noise (England) Regulations 2006</i>	<i>The Environmental Noise (England) Regulations 2006</i> relate to the assessment and management of environmental noise. They require the Secretary of State to: (a) make strategic noise maps showing peoples' exposure to environmental noise from major roads, railways and airports and in urban areas; and (b) draw up and periodically review action plans for places (including for the most important areas) near to major roads. The action plans aim to prevent and reduce environmental noise and its harmful effects on human health, preserve environmental noise quality where it is good, manage noise issues and effects and protect quiet areas against an increase in noise. Important areas are defined in the strategic noise map as where the 1% of the population that are affected by the highest noise levels from roads or major railways are located according to the results of the strategic noise mapping.
National Policy	
<i>Noise Policy Statement for England (NPSE)</i> (Department for Environment, Food and Rural Affairs (Defra), 2010)	<i>The government's noise policy is set out in the NPSE. It contains the high-level vision of promoting good health and good quality of life (wellbeing) through the effective management of noise. It is supported by three aims, and together they provide the necessary clarity and direction to enable decisions to be made in any particular situation, both nationally and locally, regarding what is an acceptable noise burden to place on society. These three aims are as follows:</i> <i>Avoid significant adverse impacts on health and quality of life.</i> <i>Mitigate and minimise adverse impacts on health and quality of life.</i> <i>Where possible, contribute to the improvement of health and quality of life.</i> <i>In defining these aims, the terms 'significant adverse' and 'adverse' are used, for which the NPSE notes the following:</i> <i>"There are two established concepts from toxicology that are currently being applied to noise impacts, for example, by the World Health Organisation (WHO). They are:</i> <i>NOEL – No Observed Effect Level. This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise.</i> <i>LOAEL – Lowest Observed Adverse Effect Level. This is the level above which adverse effects on health and quality of life can be detected. Extending the concepts for the purpose of the NPSE leads to the concept of a significant observed adverse effect level.</i> <i>SOAEL – Significant Observed Adverse Effect Level. This is the level above which significant adverse effects on health and quality of life occur."</i>

Legislation/policy	Relevance to the Project
Local Policy	
<i>Places for Everyone 2022-2039</i>	The plan is a joint development plan of nine Greater Manchester districts, including Rochdale. Policy JP-C8 (Transport Requirements of New Development): Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.
<i>Rochdale Core Strategy 2012-2028 (Rochdale Borough Council, 2016)</i>	The Core Strategy Is the lead document of the Rochdale Borough Local Plan. Policy G9 (Reducing the impact of pollution, contamination and land instability): This policy requires the reduction of all forms of pollution, contamination and land instability in the borough, by requiring that development does not have impacts that lead to an unacceptable increase in noise pollution. Policy DM1 (General development requirements): All development proposals, including changes of use of land and buildings, extensions and alterations, will be expected to demonstrate that they mitigate against any impacts due to noise pollution, where such mitigation is identified as being necessary. Policy DM2 (Delivering planning contributions and infrastructure): For all types of development, including housing, contributions will be sought for any infrastructure or other measures necessary to mitigate any on site or off-site impacts from the development, including from noise.

1.5.2 The saved policies of the Rochdale Unitary Development Plan are not relevant to this report.

2. Methodology

- 2.1.1 This assessment includes consideration of noise and vibration during the establishment, operation and decommissioning of the J19 Temporary Compound. It also considers the impact from additional traffic on the road network during establishment and decommissioning and from the operation of the J19 Temporary Compound.
- 2.1.2 The assessment of impacts from noise and vibration has been undertaken in accordance with the approach set out in the Design Manual for Roads and Bridges (DMRB) LA 111 Noise and Vibration (Highways England, 2020a) (hereafter referred to as DMRB LA 111) in agreement with Rochdale Metropolitan Borough Council. DMRB LA 111 draws upon published guidance and standards to guide the assessor through the assessment.
- 2.1.3 DMRB LA 111 incorporates the noise effect levels that have been introduced to English noise policy by the NPSE (Defra, 2010). These effect levels are defined as follows:
- Lowest Observed Adverse Effect Level (LOAEL). This is the level above which adverse effects on health and quality of life can be detected.
 - Significant Observed Adverse Effect Level (SOAEL). This is the level above which significant adverse effects on health and quality of life occur.
- 2.1.4 The NPSE does not assign decibel values to these effect levels as they will vary depending upon the type of assessment being undertaken. However, suggested effect levels are contained within DMRB LA 111, and these have been used for the noise assessment presented.

2.2 Establishment and operation noise

- 2.2.1 The assessment of noise from establishment and operation has been undertaken quantitatively based on the instructions within DMRB LA 111, which in turn references the guidance and calculation methodology within BS 5228-1:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites - Part 1: Noise (British Standards Institution, 2014).
- 2.2.2 Noise predictions from establishment and operation have been undertaken using known noise levels from the various items of plant that would be used during the different activities associated with the establishment and operation of the J19 Temporary Compound. Factors such as the amount of time that each item of plant is operating over a working day are also considered within the calculations. A list of plant expected to be in use during each phase of the establishment, operational use and decommissioning of the J19 Temporary Compound has been provided by the Principal Contractor (Costain), and this information has been used to inform the noise predictions.
- 2.2.3 Noise levels from establishment and operation have been calculated at selected receptors which are considered to be representative of individual or groups of noise sensitive receptors.

- 2.2.4 There are no establishment or operation activities during which vibration generating equipment (e.g. piling or compaction) is proposed to be used. Therefore calculations of vibration have not been undertaken.
- 2.2.5 The impact from additional establishment and operation traffic on the road network has been assessed in accordance with the instructions from paragraph 3.15 to 3.19 within DMRB LA 111.

2.3 Assessing the significance of effects

- 2.3.1 The general approach to assessing the significance of effects is set out in Chapter 4: Environmental assessment methodology, based on DMRB LA 104 Environmental Assessment and Monitoring (Highways England, 2020b).
- 2.3.2 The significance principles for noise and vibration differ from DMRB LA 104 since the sensitivity of a receptor is not defined within DMRB LA 111. The key aspects of the instructions provided within DMRB LA 111 to determine significance of effects are given below.

Establishment and operation noise

- 2.3.3 Noise impact thresholds over certain time periods for typical construction activities at residential premises and other noise sensitive receptors are defined based on Table 3.12 of DMRB LA 111 and reproduced in Table 2-1.

Table 2-1 Typical construction time period impact thresholds

Time period	Lowest Observed Adverse Effect Level	Significant Observed Adverse Effect Level
Day (07:00–19:00 weekday and 07:00–13:00 Saturdays)	Baseline noise levels $L_{Aeq,T}$	Threshold level determined as per Section E3.2 of BS 5228-1:2009+A1:2014 and Table E.1 of BS 5228-1:2009+A1:2009
Night (23:00–07:00)	Baseline noise levels $L_{Aeq,T}$	Threshold level determined as per Section E3.2 of BS 5228-1:2009+A1:2014 and Table E.1 of BS 5228-1:2009+A1:2009
Evening and weekends (time periods not covered above)	Baseline noise levels $L_{Aeq,T}$	Threshold level determined as per Section E3.2 of BS 5228-1:2009+A1:2014 and Table E.1 of BS 5228-1:2009+A1:2009

- 2.3.4 To determine the significance of effect from establishment and operation noise, the predicted noise level arising from typical construction activities is compared to the pre-construction ambient noise level. Table 3.16 of DMRB LA 111 includes a scale of magnitude that has been used to determine the impact, and this is reproduced in Table 2-2.

Table 2-2 Magnitude of impact and typical construction noise descriptions

Magnitude of impact	Criteria
Major	Above or equal to SOAEL +5dB
Moderate	Above or equal to SOAEL and below SOAEL +5dB
Minor	Above or equal to LOAEL and below SOAEL
Negligible	Below LOAEL

2.3.5 The significance of the effect from additional establishment and operation traffic on the road network has been determined by comparing the existing level of traffic noise against that predicted during the use of the J19 Temporary Compound. The Basic Noise Level (BNL) for each road within the traffic model has been calculated, which is the road traffic noise level calculated from the predicted traffic flow, speed and composition of heavy vehicles at a reference position of 10 metres (m) from the edge of the road for the scenarios with and without additional construction traffic using the methodology provided within Calculation of Road Traffic Noise (Department for Transport and Welsh Office, 1988). Table 3.17 of DMRB LA 111 includes a scale of magnitude that has been used to determine the impact, and this is replicated in Table 2-3.

Table 2-3 Magnitude of typical construction traffic impact at receptors

Magnitude of impact	Increase in BNL of closest public road used for construction traffic (dB)
Major	Greater than or equal to 5.0
Moderate	Greater than or equal to 3.0 and less than 5.0
Minor	Greater than or equal to 1.0 and less than 3.0
Negligible	Less than 1.0

2.3.6 Impacts from construction noise and construction traffic constitute a significant effect where it is determined that a major or moderate magnitude of impact would occur for a duration exceeding (as per DMRB LA 111, paragraph 3.19):

- 10 or more days or nights in any 15 consecutive days or nights
- a total number of days exceeding 40 in any six consecutive months.

3. Assessment Assumptions and Limitations

- 3.1.1 It is assumed that the that the Defra strategic noise maps can be used to provide an indication of the existing noise level to inform establishment and operation noise LOAEL and SOAEL. Given that the Application Site is within about 50m of the M62 it is considered that the Defra strategic noise maps can be used to provide an indication of the existing noise level. This is not considered to be risk since it is likely that any noise survey in this location would confirm the level of noise shown by the Defra strategic noise maps.
- 3.1.2 The assessment of potential establishment and operation noise effects has been based on the preliminary programme and methodology provided by the Principal Contractor. When detailed design is complete and methodology confirmed it may be necessary to use different plant and equipment. The risk of changes to plant and/or methods resulting in differing results is considered to be small owing to pre-application discussions with the Principal Contractor.
- 3.1.3 It is assumed that all establishment and operation activities would be undertaken during the daytime. It is also assumed that there will not be any screening between the J19 Temporary Compound and receptors.

4. Study Area

- 4.1.1 Instructions on how to set the study area for an assessment of noise is provided within DMRB LA 111. For establishment and operation noise, potential impacts have been considered for receptors up to 300m from establishment activity. The study area is shown on Appendix A.
- 4.1.2 The establishment and operation traffic generated during the use of the J19 Temporary Compound is 50m from the kerb line of public roads with the potential for an increase in noise level of 1dB(A) or more as a result of the addition of establishment and operation traffic to existing traffic levels.

5. Baseline Conditions

- 5.1.1 The following baseline sources have been used to describe the baseline noise environment:
- Defra 2022 strategic noise maps
 - Aerial photography
- 5.1.2 The baseline conditions as described are from a desktop review of available information as there has been no site visit undertaken. Sensitive receptors would typically be where people are, so such locations as dwellings, schools, hospitals, community facilities. These would all be assigned high sensitivity.
- 5.1.3 There are noise sensitive receptors in the form of residential dwellings located at a distance of about 100m to the south-west of the Application Site along A6046 Middleton Road, and within 250m to the south at Oaken Bank Road and to the north across the M62 where the closest are located at Worthington Avenue at a distance of 160m from the Application Site. The receptors selected are dwellings, and there are no other types of sensitive receptors, e.g. medical or education receptors, within 300m of the Application Site.
- 5.1.4 The immediate area around the Application Site would be dominated by noise from traffic using the M62. An indication of the noise level can be found from the strategic noise maps produced by Defra, and these indicate a daytime noise level at 50m from the M62 of around 70dB(A) annual average noise levels for the 16-hour period ($L_{Aeq,16h}$), with a baseline noise level of around 65-70dB(A) at the closest noise sensitive receptors at A6046 Middleton Road and Worthington Road reducing to below 55dB(A) at Oaken Bank Road.
- 5.1.5 Together with the strategic noise maps, Defra has identified Noise Important Areas (NIAs) as part of the production of strategic noise maps and action plans, which are legal requirements set out in the Environmental Noise (England) (Amendment) Regulations 2018. The NIAs are locations where the highest 1% of noise levels at residential locations can be found. There are two NIAs within the establishment and operation noise study areas, these are NIA 6961 and NIA 1411. The NIA 6961 is located where the M62 J19 west-bound on-slip road leaves the roundabout junction, and part of A6046 Middleton Road. The NIA 1411 is located alongside the M62 J19 east-bound on-slip road and includes residential receptors at Kenley Drive and Worthington Avenue.

5.2 Establishment, operation and decommissioning

- 5.2.1 The compound would be established in 2026 and operated during construction of the M60 Simister Scheme, with demobilisation and reinstatement planned for 2029.
- 5.2.2 Based on daytime baseline noise levels of 65-70dB(A), as described in the baseline section, the daytime construction SOAEL for the closest residential receptors at Middleton Road and Worthington Avenue is 75dB(A). For receptors at Oaken Bank Drive where the baseline noise level from road traffic noise is below 55dB(A), the daytime establishment and operation SOAEL is 65 dB(A).

5.2.3 The works for the establishment and decommissioning phases are comprised of different activities. These are shown in Table 6-1, together with the predicted noise level at the closest sensitive receptors. The compound will be established, operated and decommissioned in accordance with the Construction Environmental Management Plan, which includes the commitment NV1 for the use of Best Practicable Means during construction. The plant that is expected to be used in each activity has been provided by the Principal Contractor and is given in Appendix B.

Table 6-1 Predicted noise level at receptors, $L_{Aeq,T}$ dB

Phase	Predicted noise level at Middleton Road	Predicted noise level at Worthington Avenue	Predicted noise level at Oaken Bank Road
Establishment – enabling works	58	54	46
Establishment – install accommodation units	53	56	48
Establishment – accommodation fit out & set up	44	47	38
Establishment – final site set up	57	53	45
Operational construction period	58	53	45
Decommissioning – reinstatement of compound storage area	61	57	49
Decommissioning – decommissioning of accommodation	43	46	37
Decommissioning – removal of accommodation units	53	56	48
Decommissioning – removal of site infrastructure	58	54	46
Decommissioning – removal of site hardstanding	56	52	43
Decommissioning – earthworks reinstatement	56	52	43
Decommissioning – landscaping reinstatement	56	52	43

5.2.4 The closest residential receptors are predicted to experience noise levels that are below the SOAEL, and during most activities are also below the LOAEL, which is considered to

be the baseline noise level. These are Minor and Negligible magnitudes of impact, which are not considered a likely significant effect.

- 5.2.5 As no significant effects have been predicted during all phases of use of the compound, no specific noise mitigation measures are required.

5.3 Establishment, operation and decommissioning traffic

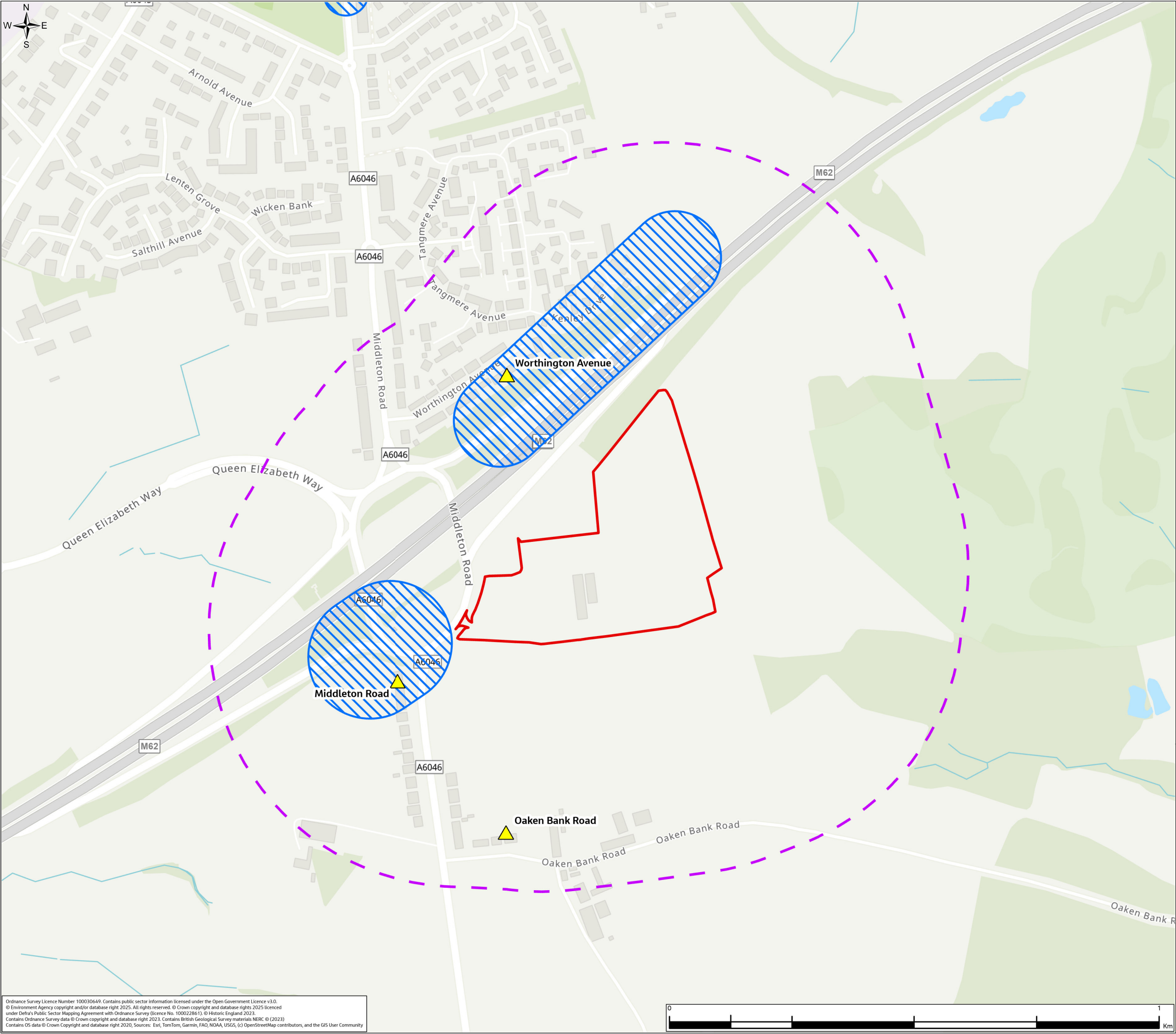
- 5.3.1 The Transport Statement has assessed the additional traffic that would be generated from staff, van and minibus movements and heavy duty vehicles during establishment, operation and decommissioning of the J19 Temporary Compound. Traffic data has been generated that includes additional light and heavy traffic movements on the surrounding road network.
- 5.3.2 The impact from establishment and operation traffic using the J19 Temporary Compound on the motorways and local road network has been examined to determine whether this could impact upon sensitive receptors. This has been undertaken for the programme years of 2026, 2027, 2028 and 2029. The amount of traffic compared to the existing traffic on the majority of roads is low, and any increases in noise would be negligible and of less than 1dB(A) on all roads. Changes in road traffic noise of a negligible magnitude are not a likely significant effect.

6. Summary and Conclusions

6.1.1 This noise and vibration assessment has considered likely establishment, operation and decommissioning noise and vibration impacts of the J19 Temporary Compound and has reached the following conclusions:

- Predicted noise levels for the establishment phase, operation during its use and decommissioning phases are below the SOAEL threshold levels at the closest sensitive receptors. A likely significant effect is therefore not predicted.
- There are no vibration generating plant items proposed to be used during any phase, therefore no adverse vibration effects are considered to be likely.
- Predicted changes in road traffic noise on the surrounding road network during the programme years of 2026, 2027, 2028 and 2029 are predicted to be of negligible magnitude, less than +1.0dB(A). A likely significant effect is therefore not predicted.
- The compound will be established, operated and decommissioned in accordance with the Construction Environmental Management Plan, which includes a commitment for the use of Best Practicable Means during establishment, operation and decommissioning. No further noise or vibration mitigation measures have been identified for the J19 Temporary Compound.

Appendix A. Location Plan



APPENDIX A

- Legend**
- Red Line Boundary
 - Compound establishment, operation and decommissioning study area
 - Noise Important Areas
 - Noise Receptor Locations



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Rev.	Rev. Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd

Client

Project

TEMPORARY CONSTRUCTION COMPOUND
AT M62 JUNCTION 19

Drawing Title

NOISE RECEPTORS

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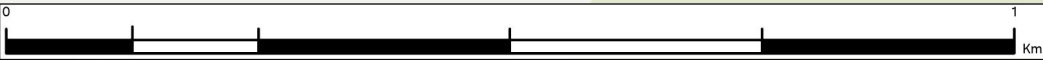
S3 - FOR REVIEW

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Appendix B. Phase Plant List

Table A-1 Plant List

Phase	Plant Description	Quantity	Sound pressure level L _{Aeq,T} at 10m
Establishment – enabling works	Wheeled excavator	1	66
	Dumper	1	63
	Vibratory plate compactor	1	80
	Road sweeper	1	76
	Diesel generator	1	65
Establishment – accommodation	Articulated lorry	1	80
	Mobile telescopic crane	1	71
	Telescopic handler	1	70
	Lorry with lifting boom	1	77
	Diesel generator	1	65
Establishment – accommodation fit-out and set-up	Mobile generator	1	64
	Telehandler	1	70
	Diesel generator	1	65
Establishment – final site set up and preparation	Wheeled excavator	1	66
	Dumper	1	63
	Vibratory plate compactor	1	80
Operation phase	Telehandler	1	70
	Articulated lorry	1	80
Decommissioning – reinstatement of the compound storage area	Tracked excavator	1	82
	Dumper	1	63
	Wheelwash	1	75
Decommissioning – decommissioning of the site accommodation units	Mobile generator	1	64
	Telehandler	1	70
Decommissioning – removal of accommodation units	Articulated HIAB lorries	1	80
	100t mobile crane	1	71
	Telehandler	1	70
	Lorry with lifting boom	1	77
	Diesel generator	1	65
Decommissioning – removal of site infrastructure	Tracked excavator	1	71
	Dumper	1	63
	Wheel wash	1	75

Phase	Plant Description	Quantity	Sound pressure level $L_{Aeq,T}$ at 10m
	Road sweeper	1	76
	Grab wagon	1	77
	Diesel generator	1	65
Decommissioning – removal of hardstanding	Tracked excavator	1	71
	Dumper	1	63
	Wheel wash	1	75
	Road sweeper	1	76
	Diesel generator	1	65
Decommissioning – earthworks reinstatement	Tracked excavator	1	71
	Dumper	1	63
	Wheel wash	1	75
	Road sweeper	1	76
	Diesel generator	1	65
Decommissioning – landscaping reinstatement	Tracked excavator	1	71
	Dumper	1	63
	Wheel wash	1	75
	Road sweeper	1	76
	Diesel generator	1	65

Appendix C. References

British Standards Institution (2014). BS 5228-1:2009+A1:2014: Code of Practice for noise and vibration control on construction and open sites. Noise.

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