Appendix A9.1
Noise & Vibration Survey

Contents

Appendix A9.1: Noise and Vibration Survey

Baseline Noise Monitoring

1.1 Introduction

This report includes the relevant survey details and results associated with baseline noise monitoring undertaken as part of the Blanchardstown to City Centre Core Bus Corridor (hereafter referred to as the Proposed Scheme). The survey has been undertaken to inform the noise and vibration chapter of the Proposed Scheme EIAR.

Survey details and results for each of the noise monitoring locations are included within this report.

1.2 Survey Methodology

1.2.1 Study Area

A full description of the Proposed Scheme can be found in Chapter 4 (Proposed Scheme Description) in Volume 2 of this EIAR. The assessment study area is split into five geographical zones. The range of noise and vibration sensitive locations along the Proposed Scheme for the five geographic sections are discussed in Table 1.

Table 1: Description of Noise Sensitive Locations (NSLs) Across the Study Area

Geographical Zone	Description of Study Area
N3 Blanchardstown Junction to Snugborough Road	The key noise and vibration sensitive properties are residential dwellings to the north and west in the Coolmine Cottages, Whitestown Grove and Hillbrook Woods estates, within 5m to 50m of the Proposed Scheme. There are some sections of less sensitive commercial receptors within the Blanchardstown Shopping Centre site to the east the Proposed Scheme between Blakestown Way junction and the northern corner of Blanchardstown Shopping Centre site. As the Proposed Scheme travels east, the Crowne Plaza Blanchardstown hotel and Liberty Insurance will be at a distance of between 5m to 10m of the Proposed Scheme.
Snugborough Road to N3 / M50 Junction	The key noise and vibration sensitive areas are predominately residential properties, which bound the southwest and northeast of the Proposed Scheme within 25m to 35m of the road edge between Snugborough junction / N3 and Snugborough Road / Waterville Road junction. As the Proposed Scheme progresses eastwards along the N3, key noise and vibration sensitive residential receptors are bound to the south of the proposed land takes, within 5m to 50m of the road edge between Herbert Road and River Road. Connolly Hospital and St Francis Hospice Blanchardstown are within 220m to 300m of the Proposed Scheme.
N3 / M50 Junction to Navan Road / Ashtown Road Junction	The key noise and vibration sensitive areas are predominately residential dwellings, which are located between 10m to 50m to the north and south. The Proposed Scheme passes within 10m to 15m of Travelodge Dublin Phoenix Park and a Health Club within 25m of the Proposed Scheme.
Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction	The key noise and vibration sensitive areas are predominately residential dwellings, which are located between 5m to 75m to the north and south of the R147 Navan Road. The Proposed Scheme will pass within 10m to 50m of Ashgrove House, St. Vincent's Special National School, St Vincent's Centre- Chapel, Daughters of Charity Disability Support, St. John Bosco Junior Boy's School, Our Lady Help of Christians Parish Church, Holy Family School for the Deaf, Deaf Village Ireland and Navan Road Medical and Dental. Medical receptors within 100m to 200m of the Proposed Scheme include Assisi House and Santa Sabina House Nursing Home. Amenity areas within 10m to 20m south of the Proposed Scheme are Belvedere Sports Ground and Cabra Library.
Navan Road / Old Cabra Road Junction to Ellis Quay	The key noise and vibration sensitive areas are predominately residential dwellings, which are located less than 20m from the Proposed Scheme, lining either side of the R147 Navan Road, R805 Old Cabra Road, Prussia Street, Manor Street, Stoneybatter, Blackhall Place, R804 Brunswick Street North, George Lane, King Street, Queen Street, Cabra Road, Phibsborough Road, Church Street and Constitution Hill. On Grangegorman Lower the educational receptor Technological University Dublin is within 20m of the Proposed Scheme.

1.2.2 Survey Locations

Baseline noise surveys have been conducted at locations representative of the nearest noise sensitive areas which have the potential to be impacted by construction works and/or those likely to be impacted during the

Operational Phase of the Proposed Scheme. Baseline noise measurements were made over both long-term and short-term periods to inform the assessment.

- Long-term surveys (typically one week in duration) were made at a total of two locations.
- Short-term surveys (attended day-time measurements) were made at a total of eighteen locations along the length of the Proposed Scheme.

Figure 9.2, in Volume 3 of this EIAR illustrates the baseline noise monitoring locations. Each is discussed in the relevant geographical zone in the following sections.

1.2.2.1 N3 Blanchardstown Junction to Snugborough Road

A total of two attended monitoring locations were surveyed within this study area. The location reference and a description of survey positions are included in Table 2.

Table 2: Noise Monitoring Locations – N3 Blanchardstown Junction to Snugborough Road

Location	Description of Survey Location
Attended Monitoring Locations	
CBC0005ANML001	On footpath too northwest of R121 at Blanchardstown Road South / Blakestown Way junction, in line with residential facades facing R121. Located approximately 8m to R121 road edge.
CBC0005ANML002	On tarmac to east of Crowne Plaza Hotel, 50 m from N3, in line with façade of hotel.

1.2.2.2 Snugborough Road to N3 / M50 Junction

A total of one long-term unattended monitoring location and two attended survey locations were surveyed within this study area. The location reference and a description of survey positions are included in Table 3.

Table 3: Noise Monitoring Locations – Snugborough Road to N3 / M50 Junction

Location	Description of Survey Location
Unattended Monitoring Locations	
CBC0005UNML001	On grass in rear residential garden to north of Old River Road, in line with façade of the house. Located approximately 15m from N3 Navan Road.
Attended Monitoring Locations	
CBC0005ANML003	On grass in Springlawn Heights estate, in line with closest house façades. Located approximately 20 m from R843 Snugborough Road with 6ft wall screening from road.
CBC0005ANML004	Green area at eastern end of Millstead housing estate with cluster of trees screening estate from N3 Navan Road.

1.2.2.3 N3 / M50 Junction to Navan Road / Ashtown Road Junction

A total of one long-term unattended monitoring location and two attended survey locations were surveyed within this study area. The location reference and a description of survey positions are included in Table 4.

Table 4: Noise Monitoring Locations – N3 / M50 Junction to Navan Road / Ashtown Road Junction

Location	Description of Survey Location
Unattended Monitoring Locations	
CBC0005UNML002	On paving in rear residential garden to south of Castleknock Manor, 5m from façade of property. Located approximately 30m to R147 Navan Road.
Attended Monitoring Locations	
CBC0005ANML005	Green area in Auburn Green housing estate, in line with closest residential NSLs approximately 100m from N3 Navan Road.
CBC0005ANML006	Green area to side of Phoenix Park Racecourse apartment complex, in line with façade. Located approximately 30m to R147 Navan Road.

1.2.2.4 Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction

A total of six attended survey locations were surveyed within this study area. The location reference and a description survey positions are included Table 5.

Table 5: Noise Monitoring Locations – Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction

Location	Description of Survey Location
Attended Monitoring Locations	
CBC0005ANML007	Green area to north of Belleville housing estate. Located approximately 15m from R147 Navan Road.
CBC0005ANML008	Green area to eastern side of Paddock housing estate, in line with closest facades to R147 Navan Road. Located approximately 20m from R147 Navan Road.
CBC0005ANML009	On footpath at R147 Navan Road / Kinvara Avenue junction, in line with residential NSLs. Located approximately 15m to R147 road edge
CBC0005ANML010	On footpath located between two house gables along R147 Navan Road, opposite Our Lady Help of Christians Parish Church. Located approximately 15m to road edge.
CBC0005ANML011	On footpath to northwest of R147 Navan Road / Nephin Road junction, in line with closest facades to R147 Navan Road. Located approximately 15m to road edge.
CBC0005ANML012	Green area to the side of Cabra Library on R147 Navan Road. Located approximately 10m to R147 road edge.

1.2.2.5 Navan Road / Old Cabra Road Junction to Ellis Quay

A total of six attended survey locations were surveyed within this study area. The location reference and a description survey positions are included in Table 6.

Table 6: Noise Monitoring Locations – Navan Road / Old Cabra Road Junction to Ellis Quay

Location	Description of Survey Location
Attended Monitoring Locations	
CBC0005ANML013	On footpath at R147 Navan Road / St. Peter's Road junction, in line with residential NSLs. Located approximately 15m to R147 road edge
CBC0005ANML014	Paved area in Drumalee Grove housing estate on Drumalee Road. Located approximately 20m to R805 Prussia Street.
CBC0005ANML015	Paved area at front of Aughrim Street Parish church on St. Joseph's Road. Located approximately 6m to St Joseph's Road edge.
CBC0005ANML016	On footpath at entrance of TU Campus on Grangegorman Lower Road.
CBC0005ANML017	On footpath at R805 Manor Street / Kirwin Street junction, in line with residential NSLs facades. Located approximately 10m from R805 road edge.
CBC0005ANML018	On footpath to north of Brunswick Street North, 40m to Stoneybatter Road. Located approximately 5m to Brunswick Street North road edge.

1.2.3 Survey Periods

Unattended noise surveys were undertaken between 3 September 2020 and 21 September 2020. The specific survey dates for each location are included in the survey result tables in Section 1.3

Attended noise surveys were undertaken between 2 July 2020 and 29 September 2020. The specific survey dates and times for each location are included in the survey results tables in Section 1.3.

1.2.4 Survey Equipment and Personnel

The unattended surveys were undertaken using RION NL-52 sound level meter. The attended surveys were undertaken using either RION NL-52 and Brυel and Kjær 2250L sound level meters. The specific equipment details are summarised in Table 7.

Table 7: Noise Monitoring Equipment

Survey Type	Equipment	Serial Number	Calibration Date
Unattended	Rion NL-52	976162	17/07/2020
Attended	Brυel and Kjær 2250L	3008402	04/11/2019

Calibration certificate of the monitoring equipment are included within Section 4.

For unattended surveys, a Rion WS-15 Outdoor Microphone Protection System with microphone extension cable and outdoor peli-case was used. An image of the equipment install at each monitoring location is included in Section 0.

The surveys were conducted by Jack Brennan and Alex Ryan, acoustic technicians, AWN Consulting.

1.2.5 Survey Parameters

The following noise parameters were measured and are discussed within this report.

$L_{Aeq,T}$ is the A-weighted equivalent continuous steady sound level during the sample period and effectively represents an average value of the defined measurement period, T.

$L_{Aeq,16hr}$ refers to the ambient daytime period between 07:00 and 23:00hrs.

$L_{A10,T}$ is the A-weighted sound level that is exceeded for 10% of the sample period; this parameter gives an indication of the upper limit of fluctuating noise such as that from road traffic. The T is the sample period the parameter is measured over.

$L_{A10,18hr}$ is the L_{A10} parameter between 06:00 and 00:00hrs as defined within the Calculation of Road Traffic Noise (hereafter referred to as CRTN) (UK Department of Transport 1998).

$L_{A90,T}$ is the A-weighted sound level that is exceeded for 90% of the sample period; generally used to quantify background noise. The T is the sample period the parameter is measured over.

$L_{A90,16hr,}$ refers to the background daytime noise level between 07:00 and 23:00hrs

$L_{A90,8hr}$, refers to the background night-time noise level between 23:00 and 07:00hrs

The L_{den} parameter is also discussed within the report. For long-term survey locations, this parameter is derived from the L_{Aeq} data over each 24 hour period as is defined as follows:

L_{den} is the 24hour noise rating level determined by the averaging of the L_{day} with the $L_{evening}$ (plus a 5dB penalty) and the L_{night} (plus a 10dB penalty). L_{den} is calculated using the following formula, as defined within the Environmental Noise Regulations (S.I.140 / 2006):

$$L_{\text{den}} = 10log\left(\frac{1}{24}\right)\left(12 * \left(10^{\frac{Lday}{10}}\right) + 4 * \left(10^{\frac{Levening+5}{10}}\right) + 8 * \left(10^{\frac{Lnight+10}{10}}\right)\right)$$

Where:

L_{day} is the A-weighted long-term average sound level as defined in ISO 1996-2:2017 Part 2: Determination of sound pressure levels (hereafter referred to as ISO 1996-2) (ISO 2017), determined over all the day periods of a year. The 12hr daytime period is between 07:00 to 19:00hrs.

$L_{evening}$ is the A-weighted long-term average sound level as defined in ISO 1996-2, determined over all the evening periods of a year. The 4hr evening period is between 19:00 to 23:00hrs.

L_{night} is the A-weighted long-term average sound level as defined in ISO 1996-2, determined over all the night periods of a year. The 8hr night-time period is between 23:00 to 07:00hrs.

1.2.6 Survey Procedure

Noise measurements were conducted in general accordance with the guidance contained in ISO 1996-1:2016 Acoustics – Description measurement and assessment and environmental noise. Part 1: Basic quantities and assessment procedures (hereafter referred to as ISO 1996-1) (ISO 2016) and ISO 1996-2 (ISO 2017).

1.2.6.1 Unattended Measurements

For unattended noise surveys, the monitoring equipment was installed within the private grounds of residential properties. For all unattended locations, the microphone was installed at a height of approximately 3.8m above ground. The equipment was set to log for 15 minute intervals on a continual basis over a one week period.

1.2.6.2 Attended Measurements

Attended noise surveys were undertaken at public locations at positions representative of the adjacent noise sensitive locations (e.g. on green areas in residential areas, footpaths, parks etc.). For all attended surveys, the microphone was positioned at height of approximately 1.2m above ground.

The attended surveys were undertaken in accordance with the shortened measurement procedure described in CRTN (UK Department of Transport 1998) and Transport Infrastructure Ireland's (TII) document Guidelines for the Treatment of Noise and Vibration on National Road (TII 2004).

This methodology involves a method whereby $L_{A10(18hour)}$ and L_{den} values are obtained through a combination of measurement and calculation as follows:

- Noise level measurements are undertaken at the chosen location over three consecutive hours between 10:00 and 17:00hrs.
- Each sample period was measured over a 15 minute duration.
- The $L_{A10(18hour)\ for}$ the location is derived by subtracting 1 dB from the arithmetic average of the three hourly sample values, i.e.
  $L_{A10(18hour)} = ((\sum L_{A10(15\ minutes)}) \div 3) - 1$ dB.
- The derived L_{den} value is calculated from the $L_{A10(18hour)}$ value, i.e.
  $L_{den} = 0.86 \times L_{A10(18hr)} + 9.86$ dB.

1.3 Survey Results

1.3.1 N3 Blanchardstown Junction to Snugborough Road

1.3.1.1 Attended Surveys

The attended noise survey results recorded during the baseline surveys within this study area are presented in Table 8.

Table 8: Attended Noise Survey Results for N3 Blanchardstown Junction to Snugborough Road

Attended Location	Date	Start Time	Measured Noise Levels (dB re.2x10^{-5}Pa)			Derived L_{den} (dB)	Survey Notes
			L_{Aeq}	L_{A10}	L_{A90}		
CBC0005ANML001	28/09/2020	09:59	67	71	62	70	Road traffic noise from R121 Blanchardstown Road South and Blakestown Way Roundabout dominant noise source.
	29/09/2020	10:55	67	70	63		Road traffic noise from R121 Blanchardstown Road South and Blakestown Way Roundabout dominant noise source, intermittent car horn.
		12:12	68	71	63		Road traffic noise from R121 Blanchardstown Road South and Blakestown Way Roundabout dominant noise source, dog barking.
CBC0005ANML002	28/09/2020	10:22	61	62	58	62	Road traffic noise from N3 Navan Road dominant noise source and Blanchardstown Shopping Centre car park.
	29/09/2020	11:19	60	61	57		
		12:35	60	62	58		

1.3.2 Snugborough Road to N3 / M50 Junction

1.3.2.1 Unattended Surveys

The noise survey results recorded during the baseline surveys within this study area are presented in Table 9.

Table 9: Unattended Noise Survey Results for Snugborough Road to N3 / M50 Junction

Survey Date	Daytime (dB)				Evening (dB)	Night-Time (dB)			L_{den} (dB)
	$L_{Aeq,16hr}$	L_{day}	$L_{A10,16hr}$	$L_{A90,16hr}$	$L_{evening}$	L_{night}	$L_{A10,8hr}$	$L_{A90,8hr}$	
CBC0005UNML001									
14/09/2020	67	68	68	63	65	62	64	52	70
15/09/2020	67	68	68	64	66	62	64	53	70
16/09/2020	67	68	69	64	66	63	64	52	70
17/09/2020	67	68	68	64	66	63	64	53	70
18/09/2020	68	69	69	65	67	61	64	53	70
19/09/2020	67	68	68	63	65	59	62	49	69
20/09/2020	65	66	67	61	64	62	63	52	70
Average	**67**	**68**	**68**	**64**	**66**	**62**	**64**	**52**	**70**

Road traffic from N3 is the dominant noise source at the monitoring position in the vicinity of the Proposed Scheme. During daytime periods, average ambient noise levels were recorded in range of 65 to 68 dB $L_{Aeq,16hr}$. Average background daytime noise levels were measured in the range of 61 to 65 dB $L_{A90,16hr}$.

Night-time noise levels at the monitoring locations are dominated by road traffic from N3. Average ambient night-time noise levels were measured in the range of 59 to 63 dB $L_{Aeq,8hr}$. Average background noise levels during this time period were measured in the range of 49 to 53 dB $L_{A90,8hr}$.

The measured L_{den} values in this study area ranged between 69 to 70 dB L_{den}.

1.3.2.2 Attended Surveys

The attended noise survey results recorded during the baseline surveys within this study area are presented in Table 10.

Table 10: Attended Noise Survey Results for Snugborough Road to N3 / M50 Junction

Attended Location	Date	Start Time	Measured Noise Levels (dB re.2x10^{-5}Pa) (dB)			Derived L_{den} (dB)	Survey Notes
			L_{Aeq}	L_{A10}	L_{A90}		
CBC0005ANML003	28/09/2020	10:44	60	57	52	57	Road traffic noise from R843 Snughborough Road and Blanchardstown Main Street dominant noise source.
	29/09/2020	11:44	54	55	51		
		13:00	54	55	51		
CBC0005ANML004	13/07/2020	10:05	66	68	64	67	Road traffic noise from N3 Navan Road dominant noise source, faint construction noise, birdsong.
		11:05	65	67	64		
		11:55	66	67	64		

1.3.3 N3 / M50 Junction to Navan Road / Ashtown Road Junction

1.3.3.1 Unattended Surveys

The noise survey results recorded during the baseline surveys within this study area are presented in Table 11.

Table 11: Unattended Noise Survey Results for N3 / M50 Junction to Navan Road / Ashtown Road Junction

Survey Date	Daytime (dB)				Evening (dB)	Night-Time (dB)			L_{den}
	$L_{Aeq,16hr}$	L_{day}	$L_{A10,16hr}$	$L_{A90,16hr}$	$L_{evening}$	L_{night}	$L_{A10,8hr}$	$L_{A90,8hr}$	
CBC0005UNML002									
03/09/2020	70	71	73	61	69	64	66	48	72
04/09/2020	70	71	73	62	69	64	67	49	73
05/09/2020	69	70	72	60	68	63	67	46	72
06/09/2020	69	69	72	58	68	63	65	46	72
07/09/2020	69	71	72	60	68	63	64	45	72
08/09/2020	69	70	72	60	68	64	65	47	72
Average	**69**	**70**	**72**	**60**	**68**	**63**	**66**	**47**	**72**

Road traffic from R147 is the dominant noise source at the monitoring position in the vicinity of the Proposed Scheme. During daytime periods, average ambient noise levels were recorded in range of 69 to 70 dB $L_{Aeq,16hr}$. Average background daytime noise levels were measured in the range of 58 to 62 dB $L_{A90,16hr}$.

Night-time noise levels at the monitoring locations are dominated by road traffic from R147. Average ambient night-time noise levels were measured in the range of 63 to 64 dB $L_{Aeq,8hr}$. Average background noise levels during this time period were measured in the range of 45 to 49 dB $L_{A90,8hr}$.

The measured L_{den} values in this study area ranged between 72 to 73 dB L_{den}.

1.3.3.2 Attended Surveys

The attended noise survey results recorded during the baseline surveys within this study area are presented in Table 12.

Table 12: Attended Noise Survey Results for N3 / M50 Junction to Navan Road / Ashtown Road Junction

Attended Location	Date	Start Time	Measured Noise Levels (dB re.2x10^{-5}Pa)			Derived L_{den} (dB)	Survey Notes
			L_{Aeq}	L_{A10}	L_{A90}		
CBC0005ANML005 Note 1	13/07/2020	10:33	59	60	58	60	Road traffic noise from N3 Navan Road and Auburn Avenue dominant noise source.
		11:29	76	60	57		Road traffic noise from N3 Navan Road and Auburn Avenue dominant noise source, intermittent helicopter flyover and children playing nearby.
		12:20	58	59	56		Road traffic noise from N3 Navan Road and Auburn Avenue dominant noise source.
CBC0005ANML006	13/07/2020	13:42	62	64	58	64	Road traffic noise from N3 Navan Road dominant noise source.
		14:54	62	64	57		
		16:09	62	65	57		

Note 1: Noise monitoring undertaken at CBC0005ANML005 during the second 15-minute measurement period was elevated due erroneous interference at end of measurement. Average calculated based on first and third measurement periods.

1.3.4 Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction

1.3.4.1 Attended Surveys

The attended noise survey results recorded during the baseline surveys within this study area are presented in Table 13.

Table 13: Attended Noise Survey Results for Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction

Attended Location	Date	Start Time	Measured Noise Levels (dB re.2x10^{-5}Pa)			Derived L_{den} (dB)	Survey Notes
			L_{Aeq}	L_{A10}	L_{A90}		
CBC0005ANML007	13/07/2020	13:10	62	60	55	60	Road traffic noise from R147 Navan Road and Castleknock Road Roundabout dominant noise source, intermittent siren.
		14:30	58	60	56		Road traffic noise from R147 Navan Road and Castleknock Road Roundabout dominant noise source, intermittent car horn.
		15:42	58	60	55		Road traffic noise from R147 Navan Road and Castleknock Road Roundabout dominant noise source.
CBC0005ANML008	13/07/2020	12:44	63	65	55	65	Road traffic noise from R147 Navan Road dominant noise source.
		14:09	62	65	55		
		15:20	63	65	56		
CBC0005ANML009	14/07/2020	10:00	69	72	61	71	Road traffic noise from R147 Navan Road / Kinvara Avenue junction dominant noise source.
		11:07	69	71	59		Road traffic noise from R147 Navan Road / Kinvara Avenue junction dominant noise source, intermittent siren and car horn.
	15/07/2020	11:07	69	72	59		Road traffic noise from R147 Navan Road / Kinvara Avenue junction dominant noise source, intermittent car horn.
CBC0005ANML010	14/07/2020	10:22	64	67	53	66	Road traffic noise from R147 Navan Road dominant noise source, occasional beeping from pedestrian crossing.
		11:29	63	66	53		
	15/07/2020	11:31	65	67	55		
CBC0005ANML011	14/07/2020	10:45	72	73	58	72	Road traffic noise from R147 Navan Road / Nephin Road junction dominant noise source, flag hitting pole nearby, beeping from pedestrian crossing, intermittent siren.
		12:00	70	73	62		
	15/07/2020	11:53	71	73	58		Road traffic noise from R147 Navan Road / Nephin Road junction dominant noise source, flag hitting pole nearby, beeping from pedestrian crossing, intermittent siren, car horn.
CBC0005ANML012	14/07/2020	12:15	69	72	60	71	Road traffic noise from R147 Navan Road dominant noise source.
		13:36	68	72	59		
		14:42	68	72	58		

1.3.5 Navan Road / Old Cabra Road Junction to Ellis Quay

1.3.5.1 Attended Surveys

The attended noise survey results recorded during the baseline surveys within this study area are presented in Table 14.

Table 14: Attended Noise Survey Results for Navan Road / Old Cabra Road Junction to Ellis Quay

Attended Location	Date	Start Time	Measured Noise Levels (dB re.2x10^{-5}Pa)			Derived L_{den} (dB)	Survey Notes
			L_{Aeq}	L_{A10}	L_{A90}		
CBC0005ANML013	15/07/2020	10:47	72	70	55	69	Road traffic noise from R147 Navan Road / St. Peter's Road junction dominant noise source, squealing breaks passby, pedestrian conversation, car parking close to meter, bin lorry pass by and intermittent siren.
		12:03	67	70	56		Road traffic noise from R147 Navan Road / St. Peter's Road junction dominant noise source.
		13:12	67	69	56		
CBC0005ANML014	15/07/2020	12:54	61	63	53	63	Road traffic noise from R805 Prussia Street and R101 North Circular Road dominant noise source, construction noise.
		13:59	61	62	52		Road traffic noise from R805 Prussia Street and R101 North Circular Road dominant noise source, construction noise, children playing close by.
		15:08	63	62	52		Road traffic noise from R805 Prussia Street and R101 North Circular Road dominant noise source, construction noise, pedestrian conversation, loud car horn.
CBC0005ANML015	15/07/2020	13:15	52	54	46	59	Road traffic noise from R805 Prussia Street and St Joseph's Road dominant noise source, birdsong.
		14:19	59	63	45		Road traffic noise from R805 Prussia Street and St Joseph's Road dominant noise source, increased birdsong.
		15:28	53	56	46		Road traffic noise from R805 Prussia Street and St Joseph's Road dominant noise source.
CBC0005ANML016	16/07/2020	10:36	54	55	46	58	Road traffic noise from Grangegorman Upper dominant noise source, construction noise.
		11:37	55	56	50		
		12:34	58	60	50		
CBC0005ANML017	16/07/2020	10:58	68	71	58	70	Road traffic noise from R805 Manor Street dominant noise source, intermittent drilling noise.
		11:57	67	71	57		
		12:56	67	70	56		
CBC0005ANML018	16/07/2020	10:13	67	71	54	69	Road traffic noise from Brunswick Street North dominant noise source.
		11:17	65	70	53		
		12:15	67	70	54		

Baseline Vibration Monitoring

1.4 Introduction

This section includes the relevant survey details and results associated with baseline vibration surveys conducted as part of the overall Bus Connects Dublin – Core Bus Corridor Infrastructure Works (hereafter referred to as the Proposed Works). Baseline vibration data obtained from this study has been used to information all individual Bus Connects Core Bus Corridor Schemes.

1.5 Survey Methodology

1.5.1 Survey Locations

Attended vibration monitoring was undertaken a at sample locations adjacent to existing bus lanes within Dublin City. The surveys were undertaken to obtain typical baseline vibration levels along roads with both mixed vehicular traffic lanes and individual bus lanes. This information has been used to inform the operational vibration impact assessment for the Proposed Works.

Surveys were also undertaken along an access road to the Harristown Bus Depot, Horizon Logistics Park, Swords, Co. Dublin, to obtain a measurement of vibration relating to specific bus drive by in isolation at a controlled sampling location to characterise the specific vibration level associated with buses in the absence of other traffic. A description of the survey locations is set out in Table 15.

Table 15: Vibration Monitoring Locations

Vibration Monitoring Locations	Description of Survey Location
AVML001	Harristown – Entrance Road to Bus Depot, midway along inbound road, 5m from road edge
AVML002	Harristown – Roundabout at Bus Depot entrance, buses entering depot, 5m from road edge
AVML003	Harristown – Roundabout at Bus Depot entrance, buses exiting depot, 5m from road edge
AVML004	Harristown – Entrance Road to Bus Depot, midway along outbound road, 5m from road edge
AVML005	Harristown – Entrance Road to Bus Depot, midway along inbound road, 7m from road edge
AVML006	Malahide Road / St. Johns Court – 5m from edge of Inbound Bus Lane
AVML007	Malahide Road / St. Johns Court – 10m from edge of Inbound Bus Lane
AVML008	Malahide Road / Donnycarney Church – 2.5m from edge of Inbound Bus Lane
AVML009	Malahide Road– 2.5m from edge of outbound Bus Lane

The survey locations undertaken along the Harristown Bus Depot entrance are illustrated in Image 1. The survey locations undertaken along the Malahide Road are illustrated in Image 2.

Image 1: Vibration Monitoring Locations Harristown Bus Depot (source Google Earth)

Image 2: Vibration Monitoring Locations Malahide Road (source Google Earth)

1.5.2 Survey Periods

Vibration monitoring was undertaken on the following dates:

- AVML001 - AVML005: 30th July 2020; and
- AVML005 – AMML009: 13th August 2020

1.5.3 Survey Equipment and Personnel

The survey was undertaken using a RION VM-56 vibration meter (S/N 680043) with PV-83D tri-axial accelerometer. Calibration certificate of monitoring equipment are included within Section 0.

The surveys were conducted Alex Ryan and David O'Donoghue, acoustic technicians, AWN Consulting.

1.5.4 Survey Procedure

Vibration measurements were conducted in general accordance with the guidance contained in British Standard BS 7385. Part 1: Guide for measurement of vibrations and evaluation of their effects on buildings (1990).

Vibration was measured in the three orthogonal axes. The accelerometer was secured in place with a 5kg sandbag at all monitoring locations.

The equipment was set to log for one minute intervals on a continual basis with an instantaneous storage interval of 100ms. Vibration monitoring periods at AVML001 to AVML005 along the entrance road to Harristown Bus Depot were undertaken for a period of 15 minutes at each position. Vibration monitoring periods at AVML006 to AVML009 along the Malahide Road were undertaken for a period of 30 minutes at each position.

1.5.5 Survey Parameters

The following vibration parameters are discussed within this report.

PPV Peak Particle Velocity (PPV) is a measure of the velocity of vibration displacement in terms of millimetres per second (mm/s). It is defined as follows within BS 7385: (1990) as:

> *"the maximum instantaneous velocity of a particle at a point during a given time interval"*

VDV Vibration Dose Value (VDV) is an evaluation of human exposure to vibration in buildings. It defines a relationship that yields a consistent assessment of continuous, intermittent, occasional and impulsive vibration and correlates well with subjective response. It is defined as follows within British Standard BS 6472: (2008) Guide to evaluation of human exposure to vibration in buildings (2008): Part 1 - Vibration sources other than blasting, as:

> *"The VDV is the fourth root of the integral of the fourth power of acceleration after it has been frequency-weighted (as defined in BS6472: 2008). The frequency-weighted acceleration is measured in m/s2 and the time period over which the VDV is measured is in seconds. This yields VDVs in m/s1.75"*

The frequency weightings used in the BS 6472 (2008) document is Wb weighting for vertical axis and Wd for the horizontal axes.

1.6 Survey Results – Harristown Bus Depot

The vibration survey results measured at each location are presented for each pass by event (bus drive by) in terms of the PPV parameter in mm/s and in terms of the VDV parameter in $m/s^{1.75}$ for each axis.

1.6.1 Location AVML001

Table 16 presents the results of vibration values associated with individual bus drive events by during the monitoring period at this location.

Table 16: Vibration Monitoring Results at ANML001

Event Time	PPV, mm/s			$VDV_{,b}$, $m/s^{1.75}$		
	X	Y	Z	X	Y	Z
14:57	0.05	0.05	0.06	0.0003	0.0003	0.0020
15:01	0.03	0.04	0.04	0.0002	0.0003	0.0016
15:02	0.03	0.03	0.03	0.0002	0.0002	0.0008
15:03	0.02	0.04	0.04	0.0001	0.0002	0.0016
15:04	0.03	0.02	0.06	0.0002	0.0002	0.0022
15:05	0.04	0.05	0.08	0.0002	0.0002	0.0028
15:06	0.03	0.04	0.03	0.0002	0.0002	0.0013
15:07	0.03	0.04	0.05	0.0002	0.0002	0.0018
Minimum event	0.02	0.02	0.03	0.0001	0.0002	0.0008
Maximum event	0.05	0.05	0.08	0.0003	0.0003	0.0028

1.6.2 Location AVML002

Table 17 presents the results of vibration values associated with individual bus drive events by during the monitoring period at this location.

Table 17: Vibration Monitoring Results at ANML002

Event Time	PPV, mm/s			$VDV_{,b}$, $m/s^{1.75}$		
	X	Y	Z	X	Y	Z
15:22	0.03	0.03	0.08	0.0002	0.0002	0.0019
15:26	0.02	0.03	0.03	0.0002	0.0002	0.0012
15:29	0.02	0.07	0.09	0.0002	0.0003	0.0014
15:30	0.02	0.02	0.07	0.0001	0.0002	0.0019
15:31	0.03	0.04	0.06	0.0002	0.0002	0.0024
15:32	0.02	0.03	0.07	0.0002	0.0002	0.0022
15:33	0.03	0.03	0.06	0.0002	0.0002	0.0014
15:34	0.02	0.02	0.04	0.0001	0.0002	0.0016
Minimum event	0.03	0.07	0.09	0.0002	0.0003	0.0024
Maximum event	0.02	0.02	0.03	0.0001	0.0002	0.0012

1.6.3 Location AVML003

Table 18 presents the results of vibration values associated with individual bus drive events by during the monitoring period at this location.

Table 18: Vibration Monitoring Results at ANML003

Event Time	PPV, mm/s			$VDV_{,b,d}$, $m/s^{1.75}$		
	X	Y	Z	X	Y	Z
15:40	0.06	0.06	0.09	0.0003	0.0003	0.0031
15:43	0.07	0.05	0.07	0.0003	0.0003	0.0027
15:44	0.04	0.05	0.06	0.0002	0.0003	0.0021
15:45	0.07	0.05	0.07	0.0003	0.0003	0.0032
15:49	0.03	0.03	0.03	0.0002	0.0002	0.0014
15:50	0.06	0.06	0.05	0.0003	0.0004	0.0027
Minimum event	0.07	0.06	0.09	0.0003	0.0004	0.0032
Maximum event	0.03	0.03	0.03	0.0002	0.0002	0.0014

1.6.4 Location AVML004

Table 19 presents the results of vibration values associated with individual bus drive events by during the monitoring period at this location.

Table 19: Vibration Monitoring Results at ANML004

Event Time	PPV, mm/s			$VDV_{,b}$, $m/s^{1.75}$		
	X	Y	Z	X	Y	Z
16:04	0.08	0.12	0.1	0.0006	0.0008	0.0060
16:06	0.09	0.1	0.13	0.0004	0.0006	0.0061
16:08	0.1	0.13	0.11	0.0005	0.0008	0.0049
16:09	0.07	0.1	0.12	0.0005	0.0006	0.0049
16:10	0.11	0.12	0.15	0.0006	0.0007	0.0072
16:11	0.08	0.09	0.1	0.0005	0.0006	0.0046
16:12	0.07	0.08	0.11	0.0004	0.0006	0.0059
16:13	0.07	0.09	0.11	0.0004	0.0005	0.0054
Minimum event	0.11	0.13	0.15	0.0006	0.0008	0.0072
Maximum event	0.07	0.08	0.1	0.0004	0.0005	0.0046

1.6.5 Location AVML005

Table 20 presents the results of vibration values associated with individual bus drive events by during the monitoring period at this location.

Table 20: Vibration Monitoring Results at ANML005

Event Time	PPV, mm/s			$VDV_{,b}$, $m/s^{1.75}$		
	X	Y	Z	X	Y	Z
16:36	0.03	0.02	0.03	0.0002	0.0002	0.0013
16:39	0.02	0.03	0.03	0.0002	0.0002	0.0017
16:40	0.03	0.04	0.04	0.0002	0.0003	0.0015
16:44	0.03	0.04	0.06	0.0002	0.0003	0.0021

Event Time	PPV, mm/s			$VDV_{,b}$, $m/s^{1.75}$		
	X	Y	Z	X	Y	Z
16:46	0.03	0.03	0.03	0.0002	0.0002	0.0012
16:47	0.03	0.03	0.03	0.0002	0.0002	0.0013
16:48	0.03	0.03	0.04	0.0002	0.0002	0.0012
Minimum event	0.02	0.02	0.03	0.0002	0.0002	0.0012
Maximum event	0.03	0.04	0.06	0.0002	0.0003	0.0021

1.7 Survey Results – Malahide Road

1.7.1 Location AVML006

Table 21 presents the results of vibration values measured during each 1 minute sample period at this location with periods during a bus or HGV drive by noted.

Table 21: Vibration Monitoring Results at ANML006

Event Time	PPV, mm/s			$VDV_{,b}$, $m/s^{1.75}$			Notes
	X	Y	Z	X	Y	Z	
11:23	0.03	0.03	0.07	0.0002	0.0002	0.0020	
11:24	0.03	0.02	0.06	0.0002	0.0001	0.0018	
11:25	0.03	0.03	0.10	0.0002	0.0002	0.0030	Bus
11:26	0.02	0.02	0.06	0.0002	0.0002	0.0015	HGV
11:27	0.03	0.03	0.07	0.0002	0.0002	0.0030	
11:28	0.02	0.02	0.05	0.0001	0.0001	0.0019	
11:29	0.05	0.03	0.08	0.0002	0.0002	0.0033	Bus
11:30	0.04	0.16	0.17	0.0002	0.0008	0.0027	HGV
11:31	0.02	0.02	0.03	0.0001	0.0001	0.0017	
11:32	0.04	0.05	0.07	0.0002	0.0002	0.0029	HGV
11:33	0.03	0.03	0.05	0.0002	0.0002	0.0020	
11:34	0.02	0.02	0.04	0.0002	0.0001	0.0015	Bus
11:35	0.04	0.04	0.13	0.0002	0.0002	0.0050	HGV
11:36	0.02	0.02	0.04	0.0001	0.0002	0.0015	
11:37	0.02	0.02	0.05	0.0002	0.0002	0.0020	Bus
11:38	0.02	0.02	0.03	0.0001	0.0001	0.0014	
11:39	0.04	0.03	0.10	0.0002	0.0002	0.0037	
11:40	0.03	0.04	0.12	0.0002	0.0002	0.0026	
11:41	0.07	0.06	0.15	0.0003	0.0002	0.0056	
11:42	0.05	0.03	0.11	0.0002	0.0002	0.0040	
11:43	0.04	0.04	0.05	0.0002	0.0002	0.0023	HGV
11:44	0.03	0.08	0.08	0.0002	0.0004	0.0021	
11:45	0.03	0.03	0.05	0.0002	0.0002	0.0025	HGV
11:46	0.04	0.04	0.06	0.0002	0.0002	0.0027	HGV
11:47	0.02	0.03	0.04	0.0001	0.0002	0.0012	
11:48	0.04	0.04	0.10	0.0003	0.0002	0.0036	
11:49	0.06	0.04	0.08	0.0003	0.0002	0.0028	
11:50	0.03	0.02	0.05	0.0002	0.0002	0.0020	
11:51	0.03	0.04	0.05	0.0002	0.0003	0.0021	
11:52	0.04	0.05	0.21	0.0003	0.0003	0.0053	
Maximum all traffic	0.07	0.16	0.17	0.0003	0.0008	0.0056	

Event Time	PPV, mm/s			$VDV_{,b}$, $m/s^{1.75}$			Notes
	X	Y	Z	X	Y	Z	
Maximum bus	0.05	0.03	0.10	0.0002	0.0002	0.0033	

1.7.2 Location AVML007

Table 22 presents the results of vibration values measured during each 1 minute sample period at this location with periods during a bus or HGV drive by noted.

Table 22: Vibration Monitoring Results at ANML007

Event Time	PPV, mm/s			$VDV_{,b}$, $m/s^{1.75}$			Notes
	X	Y	Z	X	Y	Z	
11:55	0.03	0.02	0.04	0.0002	0.0001	0.0011	HGV
11:56	0.03	0.04	0.03	0.0002	0.0002	0.0011	
11:57	0.02	0.06	0.06	0.0002	0.0003	0.0011	
11:58	0.03	0.03	0.02	0.0002	0.0002	0.0004	
11:59	0.02	0.03	0.03	0.0001	0.0002	0.0008	
12:00	0.02	0.02	0.02	0.0001	0.0001	0.0005	
12:01	0.02	0.03	0.02	0.0001	0.0002	0.0005	
12:02	0.03	0.02	0.03	0.0002	0.0002	0.0009	
12:03	0.03	0.03	0.02	0.0002	0.0002	0.0008	
12:04	0.02	0.03	0.02	0.0001	0.0001	0.0004	
12:05	0.02	0.02	0.03	0.0002	0.0002	0.0011	
12:06	0.03	0.03	0.02	0.0002	0.0002	0.0006	Bus
12:07	0.02	0.05	0.05	0.0001	0.0002	0.0008	Bus
12:08	0.02	0.02	0.02	0.0002	0.0001	0.0007	Bus
12:09	0.02	0.02	0.03	0.0001	0.0002	0.0008	
12:10	0.02	0.03	0.02	0.0002	0.0002	0.0005	Bus
12:11	0.02	0.02	0.02	0.0001	0.0002	0.0009	
12:12	0.02	0.02	0.02	0.0001	0.0002	0.0003	
12:13	0.02	0.02	0.02	0.0001	0.0001	0.0007	Bus
12:14	0.02	0.02	0.02	0.0001	0.0002	0.0009	
12:15	0.02	0.02	0.02	0.0001	0.0001	0.0008	
12:16	0.02	0.02	0.02	0.0001	0.0001	0.0005	
12:17	0.02	0.02	0.02	0.0001	0.0001	0.0005	Bus
12:18	0.02	0.03	0.03	0.0002	0.0002	0.0008	
12:19	0.03	0.03	0.03	0.0002	0.0002	0.0010	
12:20	0.02	0.02	0.02	0.0002	0.0002	0.0009	Bus
12:21	0.02	0.02	0.04	0.0001	0.0001	0.0012	
12:22	0.02	0.03	0.03	0.0001	0.0002	0.0010	
Maximum all traffic	0.03	0.06	0.06	0.0002	0.0003	0.0012	
Maximum bus	0.03	0.05	0.05	0.0002	0.0002	0.0009	

1.7.3 Location AVML008

Table 23 presents the results of vibration values measured during each 1 minute sample period at this location with periods during a bus or HGV drive by noted.

Table 23: Vibration Monitoring Results at ANML008

Event Time	PPV, mm/s			$VDV_{,b}$, $m/s^{1.75}$			Notes
	X	Y	Z	X	Y	Z	
12:31	0.02	0.02	0.06	0.0001	0.0001	0.0004	Bus
12:32	0.02	0.06	0.08	0.0001	0.0003	0.0009	
12:33	0.02	0.03	0.04	0.0001	0.0002	0.0012	Bus
12:34	0.02	0.02	0.02	0.0001	0.0001	0.0004	HGV
12:35	0.02	0.02	0.04	0.0002	0.0002	0.0010	
12:36	0.02	0.02	0.02	0.0002	0.0002	0.0006	
12:37	0.02	0.02	0.02	0.0001	0.0001	0.0003	
12:38	0.02	0.03	0.03	0.0001	0.0002	0.0005	
12:39	0.02	0.03	0.02	0.0001	0.0002	0.0005	
12:40	0.03	0.03	0.02	0.0002	0.0002	0.0006	
12:41	0.04	0.03	0.02	0.0003	0.0002	0.0005	
12:42	0.03	0.02	0.03	0.0002	0.0001	0.0013	Bus
12:43	0.06	0.07	0.18	0.0003	0.0003	0.0057	
12:44	0.01	0.02	0.02	0.0001	0.0001	0.0004	Bus
12:45	0.02	0.03	0.05	0.0001	0.0002	0.0015	
12:46	0.02	0.02	0.03	0.0001	0.0001	0.0010	
12:47	0.02	0.03	0.03	0.0001	0.0001	0.0007	HGV
12:48	0.02	0.03	0.03	0.0001	0.0002	0.0010	HGV
12:49	0.02	0.02	0.02	0.0001	0.0001	0.0005	
12:50	0.02	0.02	0.02	0.0001	0.0001	0.0004	
12:51	0.02	0.02	0.02	0.0001	0.0002	0.0004	
12:52	0.02	0.02	0.02	0.0001	0.0002	0.0005	Bus
12:53	0.02	0.02	0.03	0.0001	0.0002	0.0009	
12:54	0.02	0.03	0.04	0.0001	0.0002	0.0012	
12:55	0.02	0.02	0.02	0.0001	0.0002	0.0003	
12:56	0.04	0.05	0.23	0.0002	0.0003	0.0056	HGV
12:57	0.02	0.03	0.05	0.0001	0.0002	0.0017	Bus
12:58	0.02	0.02	0.04	0.0001	0.0001	0.0012	
12:59	0.02	0.03	0.02	0.0001	0.0002	0.0006	
Maximum all traffic	0.06	0.07	0.23	0.0003	0.0003	0.0057	
Maximum bus	0.03	0.03	0.06	0.0002	0.0002	0.0017	

1.7.4 Location AVML009

Table 24 presents the results of vibration values measured during each 1 minute sample period at this location with periods during a bus or HGV drive by noted.

Table 24: Vibration Monitoring Results at ANML009

Event Time	PPV, mm/s			$VDV_{,b}$, $m/s^{1.75}$			Notes
	X	Y	Z	X	Y	Z	
13:05	0.03	0.02	0.05	0.0001	0.0001	0.0012	
13:06	0.02	0.04	0.03	0.0002	0.0001	0.0011	Bus
13:07	0.04	0.05	0.08	0.0002	0.0002	0.0028	HGV
13:08	0.04	0.05	0.06	0.0002	0.0002	0.0019	
13:09	0.04	0.03	0.03	0.0002	0.0002	0.0011	
13:10	0.03	0.04	0.04	0.0002	0.0001	0.0012	
13:11	0.03	0.04	0.04	0.0002	0.0001	0.0011	
13:12	0.02	0.03	0.04	0.0002	0.0001	0.0012	Bus
13:13	0.03	0.06	0.04	0.0002	0.0003	0.0013	
13:14	0.03	0.04	0.03	0.0002	0.0002	0.0012	Bus
13:15	0.04	0.04	0.04	0.0002	0.0003	0.0014	Bus
13:16	0.04	0.04	0.09	0.0002	0.0001	0.0028	HGV
13:17	0.06	0.06	0.05	0.0002	0.0002	0.0016	
13:18	0.03	0.04	0.05	0.0002	0.0002	0.0016	Bus
13:19	0.02	0.03	0.03	0.0001	0.0001	0.0008	
13:20	0.04	0.04	0.03	0.0002	0.0002	0.0011	Bus
13:21	0.03	0.03	0.03	0.0001	0.0001	0.0011	Bus
13:22	0.04	0.04	0.09	0.0002	0.0002	0.0030	
13:23	0.03	0.03	0.03	0.0001	0.0001	0.0013	
13:24	0.02	0.03	0.05	0.0001	0.0002	0.0012	HGV
13:25	0.03	0.03	0.05	0.0002	0.0002	0.0014	
13:26	0.03	0.05	0.05	0.0002	0.0003	0.0015	Bus
13:27	0.03	0.04	0.04	0.0002	0.0002	0.0012	
13:28	0.02	0.04	0.04	0.0001	0.0002	0.0008	Bus
13:29	0.04	0.05	0.04	0.0003	0.0003	0.0022	
13:30	0.03	0.03	0.08	0.0002	0.0002	0.0022	
13:31	0.04	0.04	0.03	0.0002	0.0002	0.0011	
13:32	0.02	0.02	0.04	0.0001	0.0001	0.0011	
13:33	0.02	0.03	0.04	0.0002	0.0002	0.0014	
13:05	0.03	0.02	0.05	0.0001	0.0001	0.0012	
Maximum all traffic	0.06	0.06	0.09	0.0003	0.0003	0.0030	
Maximum bus	0.04	0.05	0.05	0.0002	0.0003	0.0016	

References

British Standard Institute (BSI) (1990). British Standard (BS) 7385: 1990: Evaluation and measurement for vibration in buildings. Part 1: Guide for measurement of vibrations and evaluation of their effects on buildings.

BSI (2008). BS 6472-1: 2008 Guide to evaluation of human exposure to vibration in buildings. Part 1 Vibration sources other than blasting.

ISO (2016). ISO 1996-1:2016 Acoustics - Description, measurement and assessment of environmental noise. Part 1: Basic quantities and assessment procedures.

ISO (2017). ISO 1996-2:2017 - Description, measurement and assessment of environmental noise - Part 2: Determination of sound pressure levels.

Transport Infrastructure Ireland (TII) (previously National Roads Authority (NRA)) (2014). Guidelines for the Treatment of Noise and Vibration in National Road Schemes, Revision 1.

UK Department of Transport (1998). The UK Department of Transport Calculation of Road Traffic Noise.

Directives and Legislation

S.I. No. 140/2006 – European Communities (Environmental Noise) Regulations 2006.

Calibration Certificates for Monitoring Equipment

1.8 Rion NL-52 S/N 976162

ANV MEASUREMENT SYSTEMS

CERTIFICATE OF CALIBRATION

ilac-MRA UKAS CALIBRATION 0653

Date of Issue: 17 July 2020

Certificate Number: UCRT20/1661

Issued by:
ANV Measurement Systems
Beaufort Court
17 Roebuck Way
Milton Keynes MK5 8HL
Telephone 01908 642846 Fax 01908 642814
E-Mail: info@noise-and-vibration.co.uk
Web: www.noise-and-vibration.co.uk
Acoustics Noise and Vibration Ltd trading as ANV Measurement Systems

Approved Signatory

K. Mistry

Customer	AWN Consulting The Tecpro Building IDA Business and Technology Park Clonshaugh Dublin 17
Order No.	2055
Description	Sound Level Meter / Pre-amp / Microphone / Associated Calibrator

Identification	*Manufacturer*	*Instrument*	*Type*	*Serial No. / Version*
	Rion	Sound Level Meter	NL-52	00976162
	Rion	Firmware		2.0
	Rion	Pre Amplifier	NH-25	76279
	Rion	Microphone	UC-59	12055
	Rion	Calibrator	NC-74	34536109
		Calibrator adaptor type if applicable		NC-74-002

Performance Class	1
Test Procedure	TP 2.SLM 61672-3 TPS-49
	Procedures from IEC 61672-3:2006 were used to perform the periodic tests.
Type Approved to IEC 61672-1:2002	YES Approval Number 21.21 / 13.02
	If YES above there is public evidence that the SLM has successfully completed the applicable pattern evaluation tests of IEC 61672-2:2003
Date Received	16 July 2020 ANV Job No. UKAS20/07375
Date Calibrated	17 July 2020

The sound level meter submitted for testing has successfully completed the class 1 periodic tests of IEC 61672-3:2006, for the environmental conditions under which the tests were performed. As public evidence was available, from an independent testing organisation responsible for approving the results of pattern evaluation tests performed in accordance with IEC 61672-2:2003, to demonstrate that the model of sound level meter fully conformed to the requirements in IEC 61672-1:2002, the sound level meter submitted for testing conforms to the class 1 requirements of IEC 61672-1:2002.

Previous Certificate	*Dated*	*Certificate No.*	*Laboratory*
	23 August 2019	UCRT19/1930	0653

CERTIFICATE OF CALIBRATION

UKAS Accredited Calibration Laboratory No. 0653	**Certificate Number** UCRT20/1661
	Page 2 of 2 Pages

Sound Level Meter Instruction manual and data used to adjust the sound levels indicated.

SLM instruction manual title	Sound Level Meter NL-42 / NL-52		
SLM instruction manual ref / issue	11-03		
SLM instruction manual source	Manufacturer		
Internet download date if applicable	N/A		
Case corrections available	Yes		
Uncertainties of case corrections	Yes		
Source of case data	Manufacturer		
Wind screen corrections available	Yes		
Uncertainties of wind screen corrections	Yes		
Source of wind screen data	Manufacturer		
Mic pressure to free field corrections	Yes		
Uncertainties of Mic to F.F. corrections	Yes		
Source of Mic to F.F. corrections	Manufacturer		
Total expanded uncertainties within the requirements of IEC 61672-1:2002	Yes		
Specified or equivalent Calibrator	Specified		
Customer or Lab Calibrator	Lab Calibrator		
Calibrator adaptor type if applicable	NC-74-002		
Calibrator cal. date	15 July 2020		
Calibrator cert. number	UCRT20/1634		
Calibrator cal cert issued by	0653		
Calibrator SPL @ STP	94.00	dB	Calibration reference sound pressure level
Calibrator frequency	1001.92	Hz	Calibration check frequency
Reference level range	25 - 130	dB	

Accessories used or corrected for during calibration - Extension Cable & Wind Shield WS-15
Note - if a pre-amp extension cable is listed then it was used between the SLM and the pre-amp.

Environmental conditions during tests	Start	End	
Temperature	24.52	24.70	± 0.30 °C
Humidity	58.4	59.6	± 3.00 %RH
Ambient Pressure	101.04	101.01	± 0.03 kPa

Response to associated Calibrator at the environmental conditions above.

Initial indicated level	94.5	dB	Adjusted indicated level	94.0	dB
The uncertainty of the associated calibrator supplied with the sound level meter ±				0.10	dB

Self Generated Noise — This test is currently not performed by this Lab.

Microphone installed (if requested by customer) = Less Than	N/A	dB	A Weighting
Uncertainty of the microphone installed self generated noise ±	N/A	dB	

Microphone replaced with electrical input device - UR = Under Range indicated

Weighting	A			C			Z		
	11.0	dB	UR	15.3	dB	UR	20.9	dB	UR
Uncertainty of the electrical self generated noise ±							0.12	dB	

The reported expanded uncertainty is based on a standard uncertainty multiplied by a coverage factor k=2, providing a coverage probability of approximately 95%. The uncertainty evaluation has been carried out in accordance with UKAS requirements.

For the test of the frequency weightings as per paragraph 12. of IEC 61672-3:2006 the actual microphone free field response was used.

The acoustical frequency tests of a frequency weighting as per paragraph 11 of IEC 61672-3:2006 were carried out using an electrostatic actuator.

..... END .....

Calibrated by: C. Hirlav R 1

Additional Comments The results on this certificate only relate to the items calibrated as identified above.
None

1.9 Bruel and Kjaer 2250L

MEASUREMENT SYSTEMS

CERTIFICATE OF CALIBRATION

0653

Date of Issue: 04 November 2019

Certificate Number: UCRT19/2218

Issued by:
ANV Measurement Systems
Beaufort Court
17 Roebuck Way
Milton Keynes MK5 8HL
Telephone 01908 642846 Fax 01908 642814
E-Mail: info@noise-and-vibration.co.uk
Web: www.noise-and-vibration.co.uk
Acoustics Noise and Vibration Ltd trading as ANV Measurement Systems

Approved Signatory

K. Mistry

CUSTOMER	AWN Consulting Limited The Tecpro Building IDA Business and Technology Park Clonshaugh Dublin 17 Ireland
ORDER No	DOD/19/Cal013 Job No UKAS19/11718
DATE OF RECEIPT	01 November 2019
PROCEDURE	Calibration Engineer's Handbook, section 25: periodic testing of sound level meters to IEC 61672-3:2006 (BS EN 61672-3:2006) as modified by UKAS TPS 49 Edition 2:June 2009
IDENTIFICATION	Sound level meter Brüel & Kjær type 2250-L serial No 3008402 connected via a preamplifier type ZC 0032 serial No 22882 to a half-inch microphone type 4950 serial No 3016830. Associated calibrator Brüel & Kjær type 4231 serial No 2263026 with a one-inch housing and adapter type UC 0210 for half-inch microphone.
CALIBRATED ON	04 November 2019
PREVIOUS CALIBRATION	Calibrated on 16 October 2017, Certificate No. UCRT17/1897 issued by this laboratory.

CERTIFICATE OF CALIBRATION

UKAS ACCREDITED CALIBRATION LABORATORY No 0653

Certificate No UCRT19/2218

The sound level meter was set up using the type 4231 sound calibrator supplied; it was set to frequency weighting A, and initially read 94.1 dB. It was then adjusted to read 93.9 dB (corresponding to 93.9 dB at standard atmospheric pressure). This reading was derived from Calibration Certificate no. UCRT19/2217 supplied by this laboratory and manufacturers' information on the free-field response of the sound level meter. The calibration check frequency was 1kHz. The final microphone sensitivity calculated and stored by the instrument was 45.25 mV/Pa.

Procedures from IEC 61672-3:2006 (BS EN 61672-3:2006) as modified by UKAS TPS 49 Edition 2:June 2009 were used to perform the periodic tests.

RESULTS

The sound level meter submitted for testing has successfully completed the class 1 periodic tests of IEC 61672-3:2006 (BS EN 61672-3:2006), for the environmental conditions under which the tests were performed. As public evidence was available, from an independent testing organization responsible for approving the results of pattern evaluation tests performed in accordance with IEC 61672-2 : 2003 (BS EN 61672-2 : 2003), to demonstrate that the model of sound level meter fully conformed to the requirements in IEC 61672-1 : 2002 (BS EN 61672-1 : 2003), the sound level meter submitted for testing conforms to the class 1 requirements of IEC 61672-1 : 2002 (BS EN 61672-1 2003).

The self-generated noise recorded with the microphone replaced by the electrical input device was:

13.4 dB (A) 13.8 dB (C) 19.5 dB (Z)

The environmental conditions recorded at the start and end of testing were:

Start: 23 to 24 °C, 31 to 41 %RH and 97.2 to 97.3 kPa
End: 24 to 25 °C, 34 to 44 %RH and 97.2 to 97.3 kPa

Technical information including adjustment data specified in the manufacturers' Instruction Manual BE 1774-11 (2007) and User Manual BE 1766 has been used to carry out this verification. These data include manufacturer-specified uncertainties.

Publicly-available evidence has been found that the B&K 2250-L sound level meter design has successfully undergone pattern evaluation in accordance with IEC 61672-2:2002 (BS EN 61672-2:2003) by Physikalisch-Technische Bundesanstalt (PTB), an independent testing organisation responsible for pattern approvals.

All measurement data are held at ANV Measurement Systems for a period of at least six years.

The reported expanded uncertainty is based on a standard uncertainty multiplied by a coverage factor *k*=2, providing a coverage probability of approximately 95%. The uncertainty evaluation has been carried out in accordance with UKAS requirements.

CERTIFICATE OF CALIBRATION

UKAS ACCREDITED CALIBRATION LABORATORY No 0653

Certificate No UCRT19/2218

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NOTES

Any opinions or interpretations which may be expressed in the following notes are not UKAS Accredited.

1 All tests were carried out in "Broad Band".

2 Windscreen correction was set to "None", soundfield to "Free-field" and microphone to "4950".

3 No suitable microphone frequency response information was supplied with the instrument. It was therefore measured by this laboratory using the electrostatic actuator method. This response in isolation is not UKAS Accredited.

4 It was noted that in order to obtain the correct A-weighted response to the sound calibrator, the relevant software setting in the meter had to be changed from '4231' to 'custom' with the appropriate calibration level entered.

5 The electrical tests have been carried out with the instrument set for the nominal microphone sensitivity, as specified in the Instruction Manual. This may mean that the instrument has a slightly different linearity range when in normal use.

6 Typical case reflection factors specified by the manufacturer have been used for this verification.

The instrument was running on hardware version 4.0

The instrument firmware settings were:

Module i.d.	Function	Version	Active?	Licenced?	Template used?
BZ 7130	SLM	4.7.5	Y	Y	Y
BZ 7131	Octave analysis	4.7.5	Y	N	N/A
BZ 7132	1/3-oct analysis	4.7.5	Y	Y	N/A
BZ 7133	Logging	4.7.5	Y	Y	N/A
BZ 7226	Signal Recording Option	4.7.5	Y	N	N/A
BZ 7231	Tone Assessment	4.7.5	Y	N	N/A
BZ 7232	Noise Monitoring Software	4.7.5	Y	N	N/A
BZ	N/A	N/A	N/A	N/A	N/A
BZ	N/A	N/A	N/A	N/A	N/A
BZ	N/A	N/A	N/A	N/A	N/A

The results on this certificate only relate to the items calibrated as identified above.

END R 3

1.10 Rion VM-56 (S/N 680043)

MEASUREMENT SYSTEMS

CERTIFICATE OF CALIBRATION

Date of Issue: 01 November 2019 **Certificate Number: TCRT19/1825**

Issued by:
ANV Measurement Systems
Beaufort Court
17 Roebuck Way
Milton Keynes MK5 8HL
Telephone 01908 642846 Fax 01908 642814
E-Mail: info@noise-and-vibration.co.uk
Web: www.noise-and-vibration.co.uk
Acoustics Noise and Vibration Ltd trading as ANV Measurement Systems

Approved Signatory

K. Mistry

Client	AWN Consulting Limited The Tecpro Building, IDA Business & Technology Park, Clonshaugh Dublin 17 Ireland
Purchase Order No.	DOD/19/Cal03
Instrument	Rion VM-56 Tri-Axial Vibration Meter
Serial No.	00680043
Accelerometer Type	VM-56
Accelerometer Serial No.	80047
Program	2.0
Client Asset No.	N/A
Procedure ID.	VM-56 Issue 1
Job Number	TRAC19/11477
Date of Calibration	01 Nov 2019
Previous Cert. number	N/A
Date of Previous Cert.	N/A
Rig Number	6
Kit Number	24
Calibration Status	**Passed Calibration**

This calibration is traceable to National Standards. ANV Measurement Systems sources used to perform calibrations are calibrated at the National Physical Laboratory or by UKAS laboratories accredited for the purpose.

The performance of the system (the meter, accelerometer) was found to be within the manufacturer's specification.

Comment
This certificate reports recorded values for the instrument 'As Received'.

CERTIFICATE OF CALIBRATION

Certificate Number
TCRT19/1825
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Environment
The ambient environmental conditions at the time of the calibration were;
Temperature: 22.9 ± 1°C, Humidity: 40 ± 5%RH, Atmospheric pressure 98.2 ± 1 kPa

Test results
Each accelerometer axis was mounted co-axially with a Rion LS-10C servo accelerometer, and tests conducted for the dynamic range, PPV linearity and frequency response of the complete system. Additional electrical tests were carried out on the amplitude linearity of the instrument.

PPV linearity response for the complete system at 16 Hz With PV-83CW serial No. 80047
Weightings for all channels turned OFF

Target Vel. mm/s	Actual Vel. mm/s	Indicated (X) mm/s	Error (X) %	Indicated (Y) mm/s	Error (Y) %	Indicated (Z) mm/s	Error (Z) %
0.50	0.51	0.57	11.56	0.55	7.65	0.54	5.69
1.00	1.02	1.09	6.67	1.08	5.69	1.06	3.73
2.50	2.55	2.67	4.51	2.66	4.12	2.60	1.77
5.00	5.11	5.31	3.93	5.30	3.73	5.18	1.38
10.00	10.13	10.59	4.50	10.43	2.92	10.35	2.13
20.00	20.27	21.24	4.80	21.03	3.76	20.61	1.69

Permitted tolerance ± 10% ± 1 LSD (Least Significant Digit).

Linearity errors in dB measured electrically at 40 Hz
Weightings for all channels turned OFF
Level changes in dB; reading error in dB given for each axis. "m/s^{2}" is actual reading in m/s^{2}.

1 m/s^{2} Range

Level dB	Error (X) dB	m/s^{2} (X)	Error (Y) dB	m/s^{2} (Y)	Error (Z) dB	m/s^{2} (Z)
0	REF	0.98154	REF	0.98129	REF	0.98130
-20	-0.01	0.09805	-0.01	0.09802	-0.01	0.09803
-40	-0.02	0.00979	-0.02	0.00979	-0.02	0.00979
-60	-0.10	0.00097	-0.10	0.00097	-0.10	0.00097
-66	-0.03	0.00049	-0.21	0.00048	-0.03	0.00049
-72	-0.23	0.00024	-0.23	0.00024	-0.23	0.00024

Permitted tolerance ±1.0 dB.

10 m/s^{2} Range

Level dB	Error (X) dB	m/s^{2} (X)	Error (Y) dB	m/s^{2} (Y)	Error (Z) dB	m/s^{2} (Z)
20	-0.03	9.79122	-0.03	9.75526	-0.03	9.73534
0	REF	0.98208	REF	0.97857	REF	0.97679
-20	-0.01	0.09808	-0.01	0.09775	-0.01	0.09758
-30	-0.01	0.03102	-0.03	0.03085	-0.06	0.03067
-40	0.04	0.00987	-0.02	0.00976	0.02	0.00979
-52	-0.31	0.00238	0.69	0.00266	-0.01	0.00245

Permitted tolerance ±1.0 dB.

CERTIFICATE OF CALIBRATION

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Frequency Responses For Complete System

Measured on the 1 m/s^2 range with weightings as indicated in the table and PV-83CW serial No. 80047

Frequency Hz	Applied Acc. m/s^2	X (Wd) rms m/s^2	Error X %	VDV (X) m/s$^{1.75}$	Error X %
3.981	0.285	0.15654	5.4	0.30765	5.3
5.012	0.355	0.15445	5.2	0.30359	5.1
6.310	0.355	0.12187	5.1	0.23974	5.0
7.943	0.355	0.09586	4.5	0.18849	4.4
10.00	0.355	0.07622	4.9	0.14987	4.8
12.59	0.355	0.06052	5.3	0.11912	5.3
15.85	0.355	0.04836	6.2	0.09515	6.2
19.95	0.550	0.06014	7.3	0.11834	7.3

Frequency Hz	Applied Acc. m/s^2	Y (Wd) rms m/s^2	Error Y %	VDV (Y) m/s$^{1.75}$	Error Y %
3.981	0.285	0.15640	5.3	0.30743	5.2
5.012	0.355	0.15372	4.7	0.30199	4.5
6.310	0.355	0.12149	4.7	0.23878	4.6
7.943	0.355	0.09627	5.0	0.18928	4.9
10.00	0.355	0.07622	4.9	0.14987	4.8
12.59	0.355	0.06054	5.3	0.11907	5.3
15.85	0.355	0.04850	6.5	0.09539	6.5
19.95	0.550	0.06064	8.2	0.11932	8.2

Frequency Hz	Applied Acc. m/s^2	Z (Wb) rms m/s^2	Error Z %	VDV (Z) m/s$^{1.75}$	Error Z %
3.981	0.285	0.26307	3.0	0.52192	3.8
5.012	0.355	0.37779	2.4	0.74853	3.1
6.310	0.355	0.38731	2.1	0.76723	2.7
7.943	0.355	0.37632	2.0	0.74338	2.4
10.00	0.355	0.35641	1.6	0.70262	1.7
12.59	0.355	0.32928	1.2	0.64883	1.3
15.85	0.355	0.29668	1.3	0.58400	1.3
19.95	0.550	0.39872	0.8	0.78497	0.8
25.12	0.550	0.33640	3.3	0.66184	3.3
31.62	0.550	0.27597	2.9	0.54310	2.9
39.81	0.550	0.21843	1.0	0.42982	1.0
50.12	0.550	0.17703	3.4	0.34836	3.3
63.10	0.550	0.13695	3.8	0.26950	3.8
79.43	0.550	0.10077	4.1	0.19832	4.1

Tolerance required @ 4 Hz to 63 Hz +12%/-11% ; @ 80 Hz +26%/-21%

All results meet the manufacturer's specification.

END OF CALIBRATION **CALIBRATED BY :- A. Lloyd**

Unattended Monitoring Equipment Set Up

Location	Equipment Set up
CBC0005UNML001 On grass in rear residential garden to north of Old River Road, in line with façade of the house. Located approximately 15m from N3 Navan Road.	 
CBC0005UNML002 On paving in rear residential garden to south of Castleknock Manor, 5m from façade of property. Located approximately 30m to R147 Navan Road.