



A5 Western Transport Corridor (A5 WTC)

Appendix TNI – Theme Report: Noise

25 July 2016

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Noise and Vibration

1. The A5 Western Transport Corridor (A5WTC) will provide 85 kilometres of new dual carriageway from Londonderry to Aughnacloy.
2. The A5WTC will effectively replace the existing A5 and the new road will inevitably introduce noise and vibration impacts during the construction phase, and noise impacts once the scheme is operational. Our assessments are focused on the likely impacts and effects associated with the construction and operation of the A5WTC.

Construction

3. Principal construction activities will include earthworks, carriageway construction, bridge building and local road realignment. Works access associated with the dual carriageway would be on-line and would not involve significant vehicle movements along local roads.
4. A programme for these activities has yet to be agreed with the contractors should the proposed scheme be approved for implementation. The road construction is linear, as such, impacts would be of relatively short duration in any one location during the intended two-year phases of construction.
5. Where activities involve relatively high noise levels, mitigation measures and protocols for the implementation of the work would be agreed with the relevant local council. Such protocols would include any timing restrictions and procedures for notifying residents within the area prior to commencement of the works.

Operation

6. The operational assessment has demonstrated that a greater number of receptors would experience perceptible reductions of 3 decibels or more in traffic-related noise than would experience perceptible increases of 3 decibels or more.
7. Vibration is not anticipated to be an issue during operation as ground borne vibrations from traffic are only generally perceptible where the road surface is uneven.

8. It is recognised that the effect for receptors subject to higher orders of noise increase would be likely to be more marked than for receptors subject to reductions of higher order. It is the case that many of the receptors experiencing higher orders of increase would be doing so in a context where traffic-related noise is not currently a significant aspect of the local environment whereas those experiencing higher orders of reduction would be doing so in a context where traffic-related noise is, and would remain, a significant aspect of the local environment.
9. The Proposed Scheme includes noise mitigation in the form of low-noise surfacing on the main carriageways and environmental barriers in 9 locations, these will provide acoustic shielding to nearby dwellings.