EV Charging Site
Tottenham Hale Station
London

Environmental Noise Survey
and Plant Noise Assessment Report

32118/NIA2 Rev3

12 August 2026

For:
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Hann Tucker Associates

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Document Control

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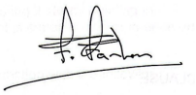
2	12/08/2026	Updated Drawings			
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1.0 Introduction

Hann Tucker Associates Limited (Hann Tucker) has been commissioned by Fast Places Limited, a joint venture between Fastned and Places for London, to undertake a noise impact assessment for a site adjacent to Tottenham Hale Station, London.

The site, which is located on Watermead Way, is proposed to be a new EV charging station.

Hann Tucker Associates has therefore been commissioned to undertake a detailed environmental noise survey at the site to establish baseline noise conditions as presented herein.

Suitable plant noise emission criteria based on the requirements of the Local Authority and/or the application of BS 4142: 2014+ A1:2019 have been established and limiting noise levels have been established.

2.0 Objectives

To undertake an environmental noise survey to establish the existing L_{Amax}, L_{Aeq} and L_{A90} environmental road and rail traffic noise levels at selected accessible positions.

The survey will enable noise emission limits from the development to be identified with reference to the requirements of the Local Authority and/or the application of BS 4142: 2014 + A1:2019 and to minimise the possibility of noise nuisance to neighbours.

To assess the noise emissions from the proposed plant, based upon data with which we are provided, and comment upon the acceptability.

To review the impact of vehicles entering and exiting the proposed site.

To advise on noise control measures if required.

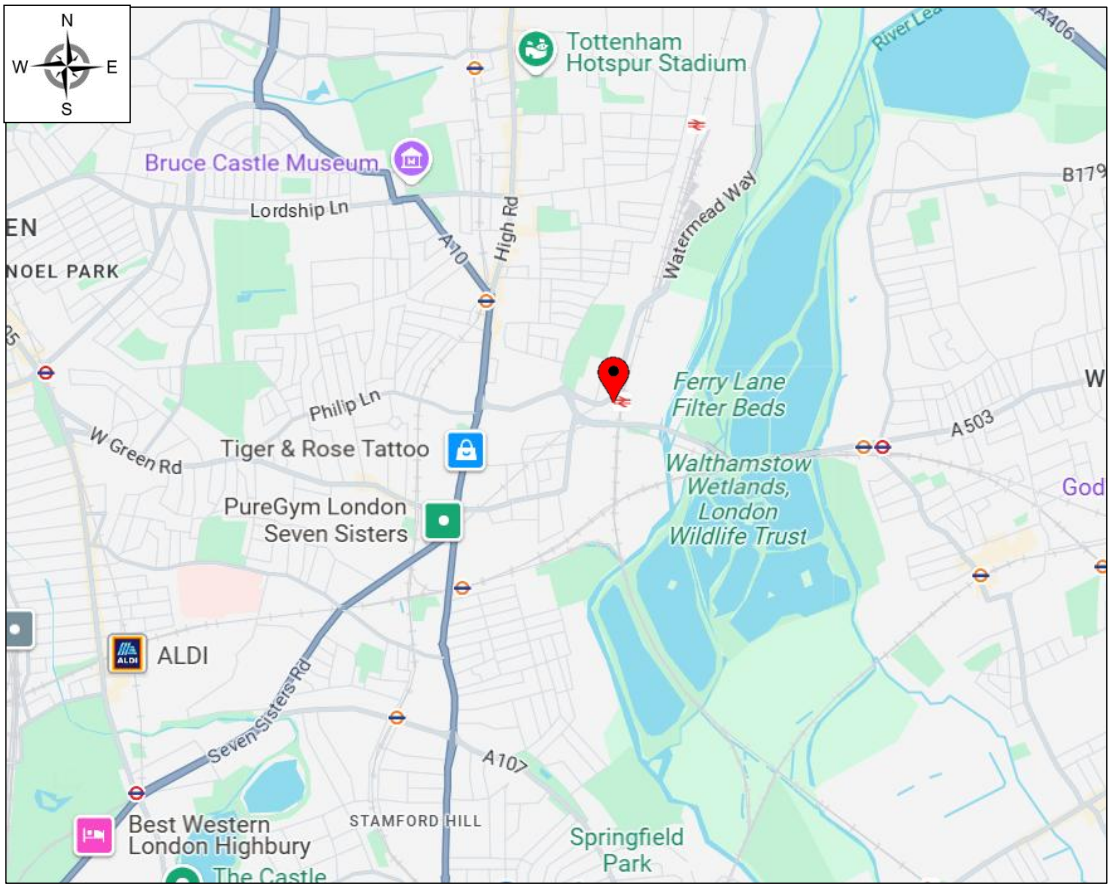
3.0 Acoustic Terminology

For an explanation of the acoustic terminology used in this report please refer to Appendix A enclosed.

4.0 Site Description

4.1 Location

The site is located on Watermead Way next to Tottenham Hale Station in Tottenham, London. The location is presented in the Location Map below.



Location Map (Map Data © 2025 Google)

The site falls within the jurisdiction of the London Borough of Haringey.

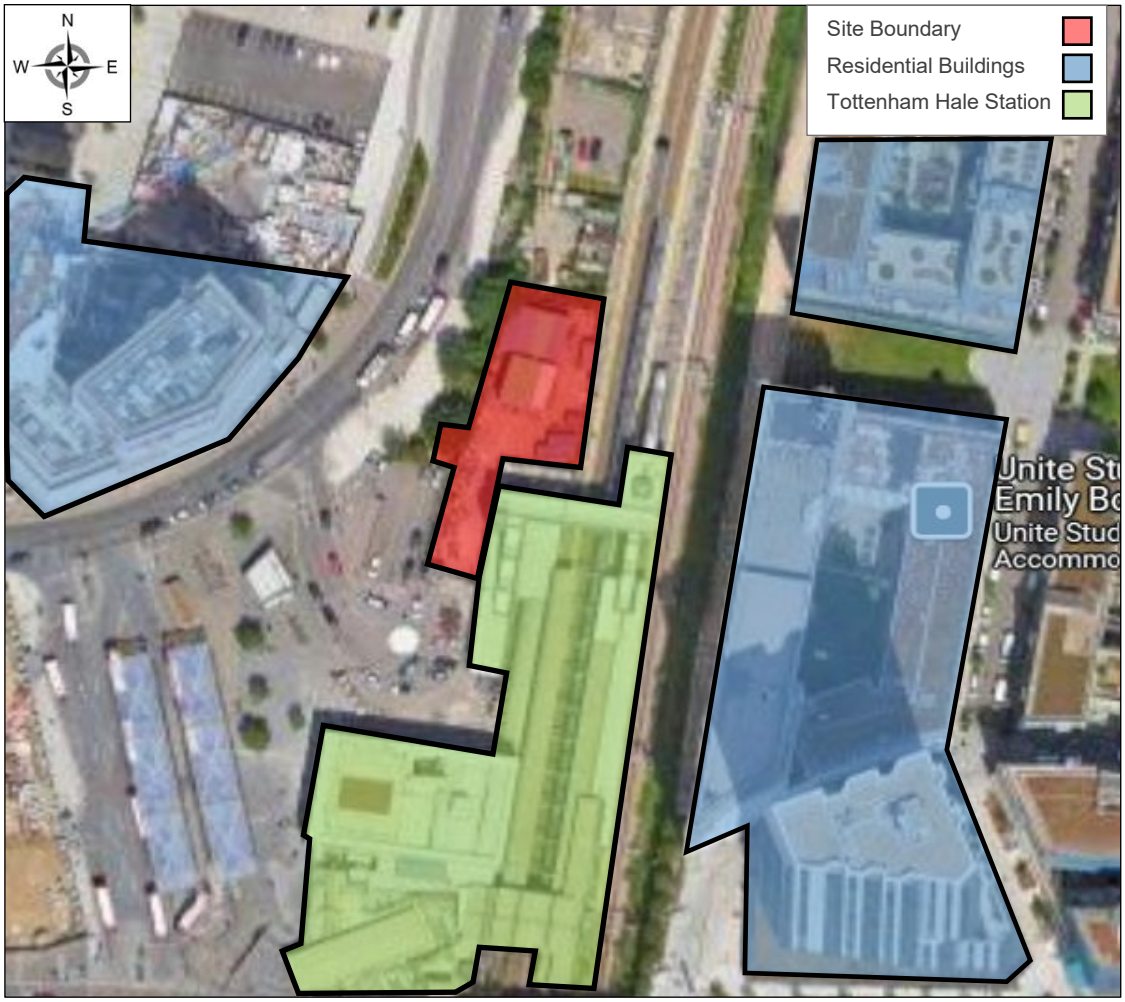
4.2 Description

The site is located on Watermead Way and Cygnet Way next to Tottenham Hale Station in Tottenham, London. The site is mostly surrounded by Tottenham Hale Station, with residential properties located to the west and east.

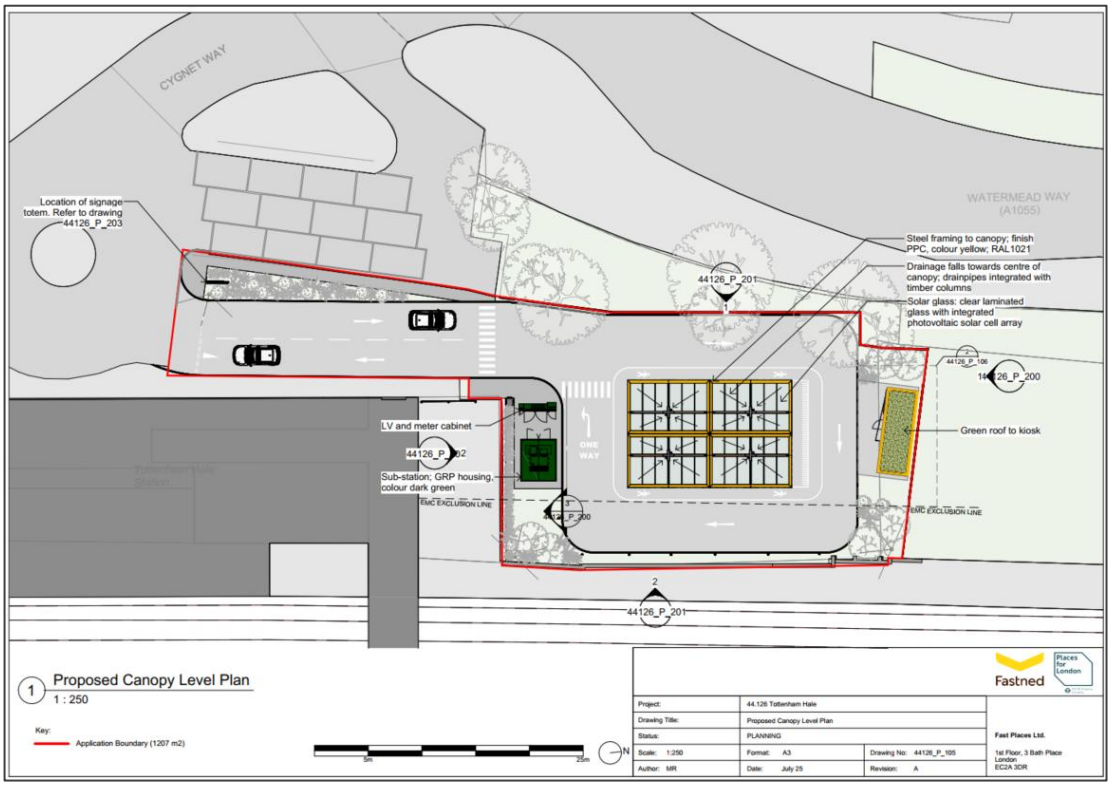
The noise sources associated with the proposal are understood to include following:

- EV Chargers
- Transformers associated with the site
- Vehicles using EV Chargers
- Vehicles entering and exiting the site (although this will be negligible in the context of the existing traffic flows.)

The site is presented in the Site Plans below:



Site Plan (I Imagery 2025 © Bluesky, Getmapping plc, Infoterra Ltd & Bluesky, Maxar Technologies, The Geoinformation, Map Data © 2025 Google).



Site Plan provided by Fast Places Limited

5.0 Planning Policies, Standards & Guidance

5.1 Policies & Guides

To provide a suitable assessment a number of national planning policies have been considered.

All guidance used to form a noise impact assessment is taken from various standards, guidance, and Local Authority requirements as summarised below:

- Local Planning Policy
- The London Plan (2021)
- British Standard 4142:2014 + A1:2019
- Noise Policy Statement for England
- Statutory Noise Nuisance

Detailed information for relevant planning policies and guidance can be found within Appendix B.

5.2 Specific Local Authority Criteria

5.2.1 Local Planning Policy

The site lies within London Borough of Haringey. We understand their typical requirements for atmospheric plant noise emissions is as follows:

The design and installation of new items of fixed plant shall be such that, when in operation, the cumulative noise level LAeq arising from the proposed plant, measured or predicted at 1m from the facade of any residential premises shall be a rating level of at least 5dB(A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014.

6.0 Baseline Noise Survey

6.1 Procedure

Fully automated environmental noise monitoring was undertaken by Sandy Wilson (Hons) between approximately 11:30 hours on Friday 14 February 2025 to approximately 12:30 hours on Monday 17 February 2025 to establish existing baseline noise levels. Measurements were taken continuously of the A-weighted (dBA) L_{90}, L_{eq}, and L_{max} sound pressure levels over discrete 15-minute periods.

6.2 Measurement Position

The noise level measurements were undertaken at a single position. The sound level meter was fixed to the site hording around next to Watermead Way, approximately 2m above ground level. The nearest façade was over 10m away and therefore the results are considered to be in free field conditions. This position is considered representative of the nearest noise-sensitive receptors because the distance between the primary noise sources and the measurement position is similar to that between the sources and the receptors.

The measurement position is indicated on the plan below.



Plan Showing Measurement Positions (Imagery 2025 © Bluesky, Getmapping plc, Infoterra Ltd & Bluesky, Maxar Technologies, The Geoinformation, Map Data © 2025 Google).

6.3 Weather Conditions

For the unattended survey between Friday 14 February 2025 and Monday 17 February 2025, local weather reports indicated no notable periods of rainfall, with temperatures ranging from 2°C (night) to 6°C (day) and wind speeds less than 3m/s. During our time on site, skies were clear, wind conditions were light and from an easterly direction and road surfaces were dry.

6.4 Instrumentation

The instrumentation used during the survey is presented in the table below:

Description	Manufacturer	Type	Serial Number	Calibration
Type 1 ½" Condenser Microphone	ACO Pacific	7052E	71787	Calibration on 18/07/2024
Preamp	Svantek	SV18	75744	Calibration on 18/07/2024
Type 1 Data Logging Sound Level Meter	Svantek	971	74410	Calibration on 18/07/2024
Type 1 Calibrator	Bruel & Kjaer	4230	1511010	Calibration on 26/07/2024

The sound level meter, including the extension cable, was calibrated prior to and on completion of the survey. No significant change was found to have occurred (no more than 0.2dB).

The sound level meter was located in an environmental case with the microphone connected to the sound level meter via an extension cable. The microphone was fitted with a windshield.

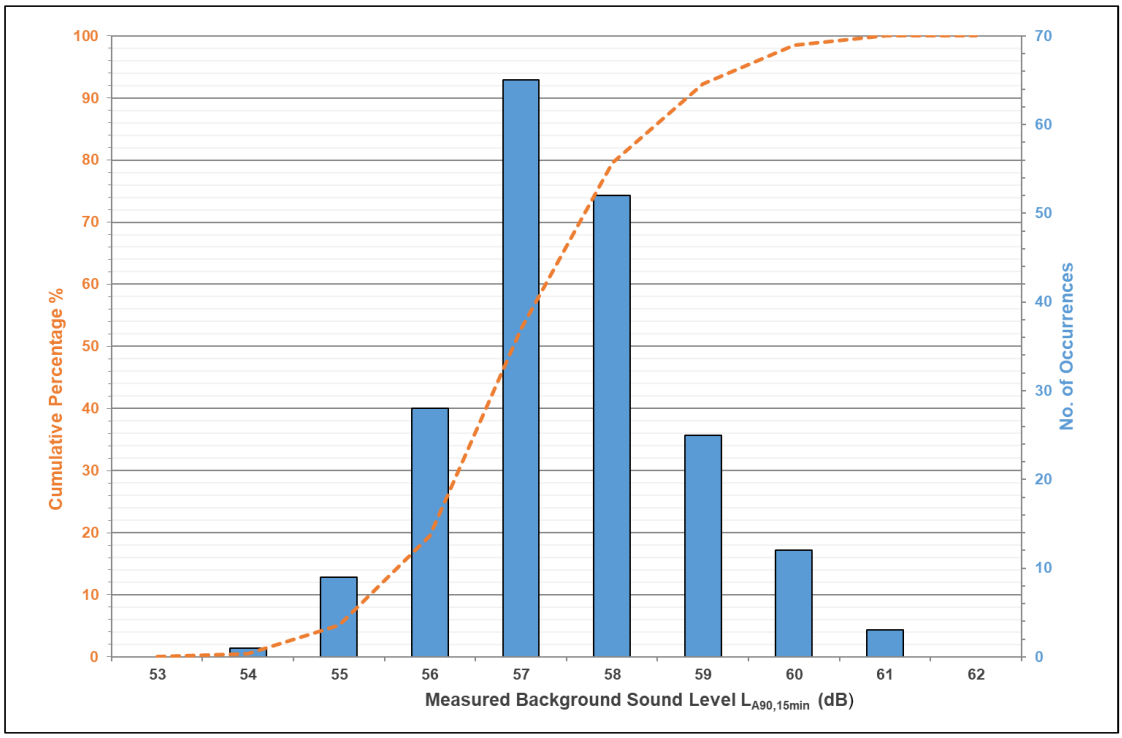
6.5 Results

The results have been plotted on Time History Graph 32118/TH2 enclosed presenting the 15-minute A-weighted (dBA) L_{90}, L_{eq} and L_{max} levels at the measurement position throughout the duration of the survey.

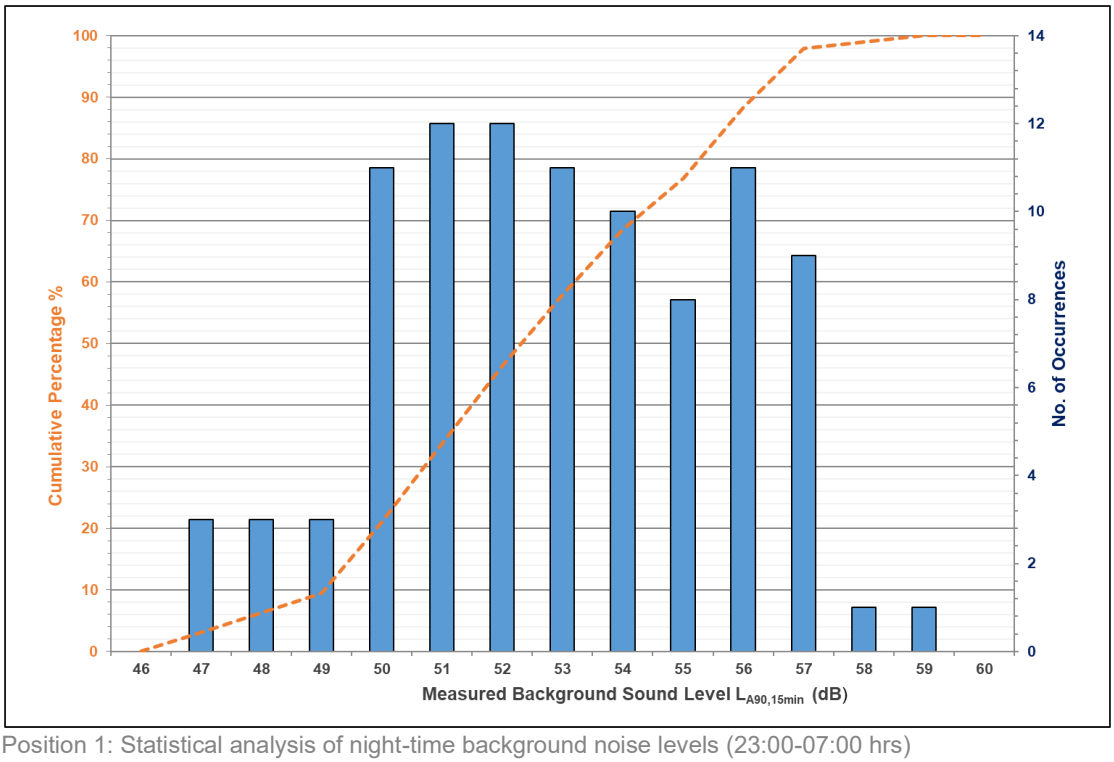
In order to compare the results of our survey with the relevant guidelines it is necessary to convert the measured $L_{Aeq(15\text{-minute})}$ noise levels into single figure daytime $L_{Aeq(16\text{-hour})}$ (07:00-23:00 hours) and night-time $L_{Aeq(8\text{-hour})}$ (23:00-07:00 hours) levels.

BS 4142 states that *"the background sound level must be reliable and suitably represent he particular circumstances and periods of interest. For this purpose, the objective is not simply to ascertain a lowest measured background sound level, but rather to quantify what is typical during particular time periods." Taking this into account, the following histograms have been created which display the occurrence of each sound level (L_{A90}) for the day and night-time periods.*

The following histograms have been created and display the occurrence of each background noise level (L_{A90}) for the daytime and night-time period at each measurement position.



Position 1: Statistical analysis of daytime background noise levels (07:00-23:00 hrs)



Position 1: Statistical analysis of night-time background noise levels (23:00-07:00 hrs)

A summary of the results, as used to inform subsequent assessments against current guidelines, is presented in the table below. The L_{A90} values presented are the 'representative' levels determined through statistical analysis of the 15-minute readings, in line with BS 4142.

Position	Day/Period	Daytime (07:00 – 23:00 hrs)		Night-time (23:00 – 07:00 hrs)		
		$L_{Aeq,16hr}$	Representative $L_{A90(15\text{-}minutes)}$	$L_{Aeq,8hr}$	Representative $L_{A90(15\text{-}minutes)}$	10th Highest $L_{Amax((2\text{-}minutes)}$
1	14/02/2025	*66	57	63	50	85
	15/02/2025	65		64		84
	16/02/2025	65		64		82
	17/02/2025	*65		-		-

*Incomplete Period

6.6 Discussion Of Noise Climate

Due to the nature of the survey, i.e. unattended, it is not possible to accurately describe the dominant noise sources, or specific noise events throughout the entire survey period. However, at the beginning and end of the survey period the noise climate was noted to be dominated by road traffic noise from the surrounding road network, noise from the adjacent railway network and building services that are associated with the railway station.

7.0 Plant Noise Emission Criteria

Based on the results of the noise survey and the requirements of the Local Authority set out in Section 5.2.1, we propose that the following plant noise emission criteria be achieved at 1m from the nearest noise sensitive residential windows with all plant operating simultaneously.

BS 4142 Rating Level Limit Criteria ($L_{Ar,Tr}$ dB)	
Daytime (07:00 – 23:00 hours)	Night-time (23:00 – 07:00 hours)
55	48

The above plant noise limits have been corrected by +3dB to consider façade reflections. I.e. the limits are façade levels that apply at 1m from the noise sensitive receptor façade.

The above criteria are to be achieved with all of the proposed plant operating simultaneously.

Noise shall be assessed in accordance with BS 4142:2014 + A1:2019 with corrections applied for any plant emitting noise of a tonal or irregular quality.

It should be noted that the above are subject to the final approval of the Local Authority.

8.0 Plant Noise Impact Assessment

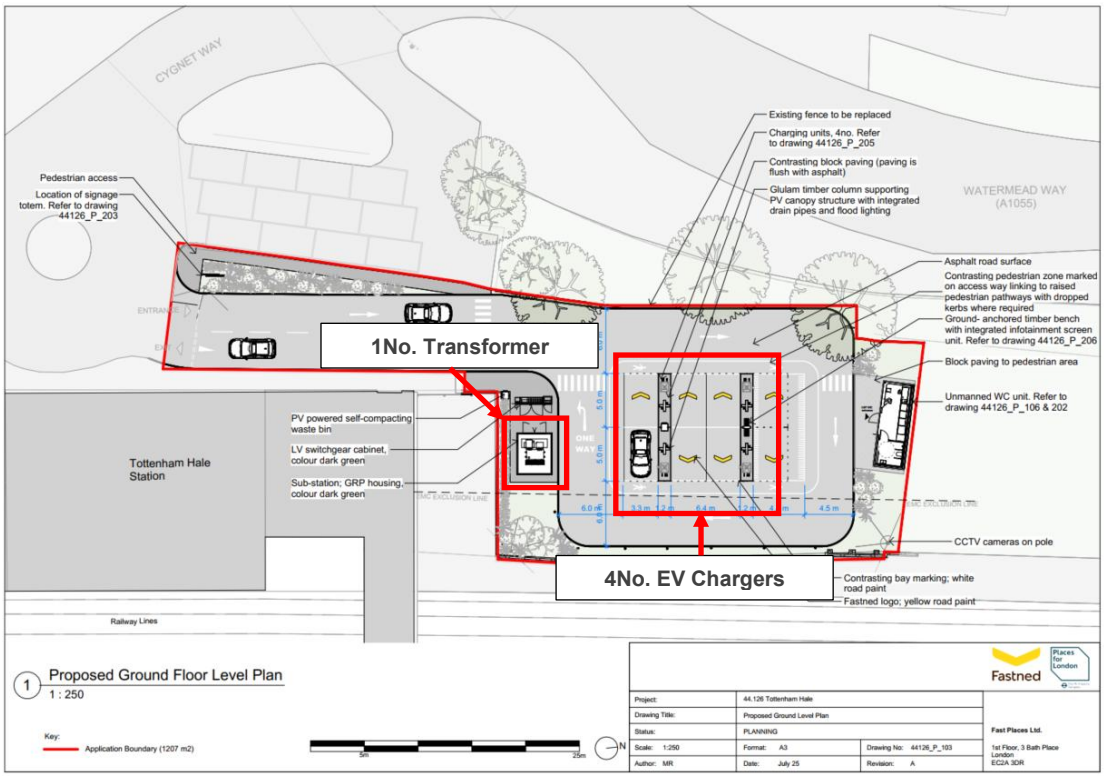
8.1 Proposed Plant

8.1.1 Plant Location

We understand that is it proposed to install the following items of plant:

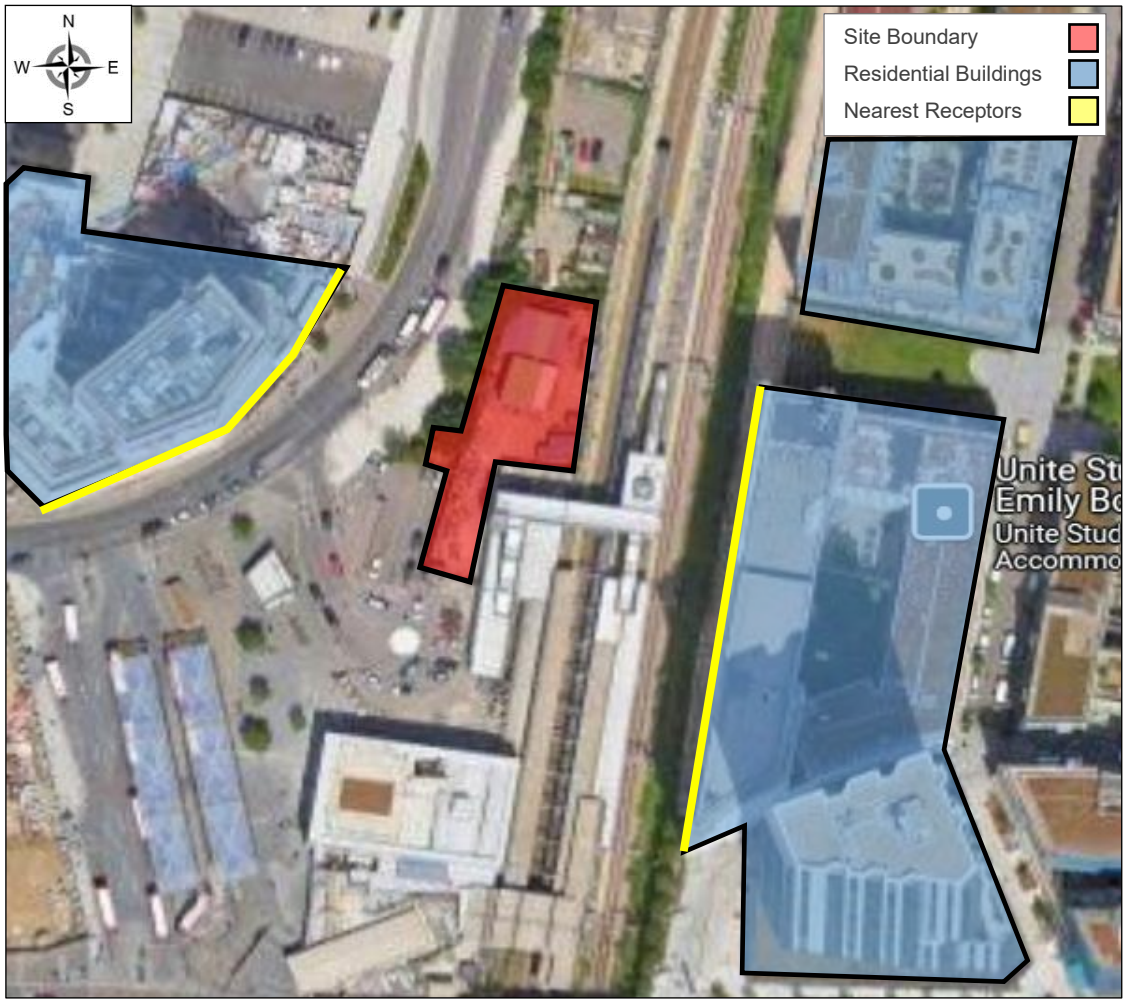
Plant	Manufacturer	Model	Quantity
EV Charger	Alpitronic	HYC400	4
Transformer	ECO Design	2000kVA	1

The location of the plant is presented in the plan below:



Site Plan provided by Fastned

The nearest noise sensitive receptors are presented in the plan below:



Site Plan (Imagery 2025 © Bluesky, Getmapping plc, Infoterra Ltd & Bluesky, Maxar Technologies, The Geoinformation, Map Data © 2025 Google).

The nearest receptors are noted to be East Apartments on Ashley Road and Unite Student Halls on Lebus Street depending on the location of the plant. East apartments are approximately 35m from the site boundary and Unite Student Halls are approximately 32m from the site boundary.

8.1.2 Plant Operation

The plant (i.e EV chargers and Transformers) will operate 24 hours a day, 7 days a week. Therefore, all assessments have been carried out for the night-time scenario as this is worst case.

8.1.3 Plant Noise Data

We understand the manufacturer's noise data for the equipment to be as follows:

Plant Description	L_w/L_p	Noise Level (dBA)
Alpitronic Hypercharger	L_p at 3m	52
Transformer 2000kVA	L_w	62

8.2 Plant Noise Impact Assessment

We have undertaken 2No. assessments to 2No. different receptors, as the nearest receptor depends on the location of the plant within the site.

8.2.1 East Apartments Assessment

The following table summarises our predictions of atmospheric noise emissions from the proposed plant to the nearest noise sensitive residential window.

Description	Sound Pressure Level (dBA)
EV Charger SPL at 3m	52
Correction for 4No.	+6
Point Source Distance Loss (3-55m)	-25
Calculated Noise Level at Receptor	33
Transformer (2000vKA) SWL	62
Point Source Distance Loss (SWL to SPL 0-62m)	-44
Calculated Noise Level at Receptor	18
Façade Correction	+3
Cumulative Noise Level at Receptor	**36**

Based on the above predictions of atmospheric noise emissions the table below provides an initial BS4142:2014 assessment.

Results		Relevant Clause	Commentary
Specific Sound Level	$L_{Aeq,Tr}$ = 36 dB	7.3.8 7.3.9 7.3.10	Cumulative noise level at the nearest receptor for all items of plant.
Acoustic Feature Correction	+3 dB Intermittency	9.2	Plant is deemed to be intermittent. (i.e the plant has on/off conditions).
Rating level	(36+3) dB = $L_{Ar,Tr}$ 39 dB	9.2	

Results		Relevant Clause	Commentary
Background Sound Level	Representative L_{A90} = 48 dB	8.1.1 8.1.3 8.3	Representative background sound level measured at the proposed development site during the day.
Excess of rating over background sound level	**(39-48) dB = -9 dB**	**11**	**Assessment indicates the likelihood of a low impact on the nearby residents, depending on the context.**
Assessment indicates likelihood of a low impact on the nearby residents, depending on the context.		11	The rating level does not exceed the background during the daytime hours.
Uncertainty of the assessment	Low	10	The background sound level is based on repeatable measurements made over the duration of a number of days.

8.2.2 Unite Student Halls Assessment

The following table summarises our predictions of atmospheric noise emissions from the proposed plant to the nearest noise sensitive residential window.

Description	Sound Pressure Level (dBA)
EV Charger SPL at 3m	52
Correction for 4No.	+6
Point Source Distance Loss (3-45m)	-24
Calculated Noise Level at Receptor	34
Transformer (2000vKA) SWL	62
Point Source Distance Loss (SWL to SPL 0-47m)	-41
Calculated Noise Level at Receptor	21
Façade Correction	+3
Cumulative Noise Level at Receptor	**37**

Based on the above predictions of atmospheric noise emissions the table below provides an initial BS4142:2014 assessment.

Results		Relevant Clause	Commentary
Specific Sound Level	L_{Aeq} = 37 dB	7.3.8 7.3.9 7.3.10	Cumulative noise level at the nearest receptor for all items of plant.
Acoustic Feature Correction	+3 dB Intermittency	9.2	Plant is deemed to be intermittent. (i.e the plant has on/off conditions).
Rating level	(37+3) dB = 40 dB	9.2	

Results		Relevant Clause	Commentary
Background Sound Level	Representative L_{A90} = 48 dB	8.1.1 8.1.3 8.3	Representative background sound level measured at the proposed development site during the day.
Excess of rating over background sound level	**(40-48) dB = -8 dB**	**11**	**Assessment indicates the likelihood of a low impact on the nearby residents, depending on the context.**
Assessment indicates likelihood of a low impact on the nearby residents, depending on the context.		11	The rating level does not exceed the background during the daytime hours.
Uncertainty of the assessment	Low	10	The background sound level is based on repeatable measurements made over the duration of a number of days.

Our calculations indicate that the proposed plant, should be capable of achieving our proposed rating level limits outlined in Section 7.0, in accordance with BS:4142 guidelines.

The requirements of BS4142 state that a rating level should be predicted at the nearest façade in free field conditions. However, we have added a 3dB correction for façade reflections as the requirements of the local authority state that the rating level should be predicted at 1m from the nearest façade.

Our BS4142:2014 assessments indicate the likelihood of a low impact on the nearby residents, depending on the context.

BS4142 advises that an assessment is dependent on context. The noise impact is dependent on context of the area as the local residents are situated in an area defined by road traffic noise and rail noise from Tottenham Hale Station. Therefore, the acoustic character of the area would not change as the local residents would have already been exposed to road traffic noise. Therefore, the development is anticipated to cause a low impact upon neighbouring residential properties.

With reference to the Noise Policy Statement for England (NPSE) published in March 2010 (i.e. before the NPPF), our assessments indicate '**No Observed Effect Level'**. This is the level below which no effect can be detected and below which there is no detectable effect on health and quality of life due to noise.

8.3 Noise Impact from Vehicles Using the Site

The proposal is likely to generate very few wholly 'new' trips on the local road network, and the majority of visits to the charging hub will be trips of convenience for already passing traffic or diverted trips from the local area when in need of an EV charge. Therefore, the noise impact

on the local residents will be negligible as the change in general flow on Watermead Way would be minimal.

In addition, the vehicles using the site will be electric and would have much lower noise emissions than cars using internal combustion engines.

9.0 Conclusions

An environmental noise survey has been undertaken in order to establish the currently prevailing noise levels.

Plant noise emission criteria have been recommended based on the results of the noise survey and with reference to the Local Authority's requirements.

An assessment has been carried out to determine the plant noise emissions at the nearest noise sensitive windows.

Our calculations indicate that the proposed plant, should be capable of achieving the proposed rating level limits outlined in Section 7.0, in accordance with BS:4142 guidelines.

Our BS4142:2014 assessments indicate the likelihood of a low impact on the nearby residents.

Appendix A

The acoustic terms used in this report are defined as follows:

dB — Decibel - Used as a measurement of sound level. Decibels are not an absolute unit of measurement but an expression of ratio between two quantities expressed in logarithmic form. The relationships between Decibel levels do not work in the same way that non-logarithmic (linear) numbers work (e.g. 30dB + 30dB = 33dB, not 60dB).

dBA — The human ear is more susceptible to mid-frequency noise than the high and low frequencies. The 'A'-weighting scale approximates this response and allows sound levels to be expressed as an overall single figure value in dBA. The $_A$ subscript is applied to an acoustical parameter to indicate the stated noise level is A-weighted

It should be noted that levels in dBA do not have a linear relationship to each other; for similar noises, a change in noise level of 10dBA represents a doubling or halving of subjective loudness. A change of 3dBA is just perceptible.

$L_{90,T}$ — L_{90} is the noise level exceeded for 90% of the period *T* (i.e. the quietest 10% of the measurement) and is often used to describe the background noise level.

$L_{eq,T}$ — $L_{eq,T}$ is the equivalent continuous sound pressure level. It is an average of the total sound energy measured over a specified time period, *T*.

L_{max} — L_{max} is the maximum sound pressure level recorded over the period stated. L_{max} is sometimes used in assessing environmental noise where occasional loud noises occur, which may have little effect on the L_{eq} noise level.

Sound Pressure Level (L_p) is the sound pressure relative to a standard reference pressure of 2×10^{-5} Pa. This level varies for a given source according to a number of factors (including but not limited to: distance from the source; positioning; screening and meteorological effects).

Sound Power Level (SWL or L_w) is the total amount of sound energy inherent in a particular sound source, independent of its environment. It is a logarithmic measure of the sound power in comparison to a specified reference level (usually 10^{-12} W).

Appendix B

Planning Policies, Standards & Guidance

B.1 BS 4142:2014 + A1:2019

When setting plant noise emission criteria reference is commonly made to BS 4142:2014 "*Methods for rating and assessing industrial and commercial sound".*

The procedure contained in BS 4142:2014 provides an assessment of the likely effects of sound on people when comparing the specific noise levels from the source with representative background noise levels. Where the noise contains "a tone, impulse or other characteristic" then various corrections can be added to the specific (source) noise level to obtain the "rating level".

BS 4142 states that: *"The significance of sound of an industrial and/or commercial nature depends upon both the margin by which the rating level of the specific sound source exceeds the background sound level and the context in which the sound occurs". An estimation of the impact of the specific noise can be obtained by the difference of the rating noise level and the background noise level and considering the following:*

• *"Typically, the greater this difference, the greater the magnitude of the impact."*

• *"A difference of around +10dB or more is likely to be an indication of a significant adverse impact, depending on the context."*

• *"A difference of around +5dB is likely to be an indication of an adverse impact, depending on the context."*

• *"The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context."*

The determination of the "rating level" and the "background level" are both open to interpretation, depending on the context.

B.2 Noise Policy Statement for England

The Noise Policy Statement for England (NPSE) was published in March 2010 (i.e. before the NPPF). The NPSE is the overarching statement of noise policy for England and applies to all forms of noise other than occupational noise, setting out the long term vision of Government noise policy which is to:

"Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development."

That vision is supported by the following NPSE noise policy aims which are reflected in three of the four aims of planning policies and decisions in paragraph 123 of the NPPF (see paragraph 8.2 (b) below):

"Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:

- *avoid significant adverse impacts on health and quality of life;*
- *mitigate and minimise adverse impacts on health and quality of life; and*
- *where possible, contribute to the improvement of health and quality of life."*

The Explanatory Note to the NPSE has three concepts for the assessment of noise in this country:

NOEL – No Observed Effect Level
This is the level below which no effect can be detected and below which there is no detectable effect on health and quality of life due to noise.

LOAEL – Lowest Observable Adverse Effect Level
This is the level above which adverse effects on health and quality of life can be detected.

SOAEL – Significant Observed Adverse Effect Level
This is the level above which significant adverse effects on health and quality of life occur.

None of these three levels are defined numerically and for the SOAEL the NPSE makes it clear that the noise level is likely to vary depending upon the noise source, the receptor and the time of day/day of the week, etc. The need for more research to investigate what may represent an SOAEL for noise is acknowledged in the NPSE and the NPSE asserts that not stating specific SOAEL levels provides policy flexibility in the period until there is further evidence and guidance.

The NPSE concludes by explaining in a little more detail how the LOAEL and SOAEL relate to the three NPSE noise policy aims listed above. It starts with the aim of avoiding significant adverse effects on health and quality of life, then addresses the situation where the noise impact falls between the LOAEL and the SOAEL when *"all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also taking into account the guiding principles of sustainable development."* The final aim envisages pro-active management of noise to improve health and quality of life, again taking into account the guiding principles of sustainable development which include the need to minimise travel distance between housing and employment uses in an area.

B.3 Statutory Noise Nuisance

S79(1)(g) of the Environmental Protection Act 1990 defines a statutory nuisance as *"noise emitted from a premises so as to be prejudicial to health or a nuisance".* A duty is placed on the Local Authority to serve an abatement notice under S80 if it becomes satisfied that a statutory nuisance exists.

There is however no quantitative definition/objective method in determining statutory noise nuisance, and as such we are not able to definitively advise or determine on such matters. Noise nuisance is subjective and requires multiple factors to be considered, including but not limited to:

- Straining to hear something is *generally* considered not a nuisance, however,
- Noise level (of source and relative to background), timing, duration, type of noise, frequency, location, continuous or repetitive, all factor into judging nuisance.

To mitigate against, though not remove entirely, the risk of a statutory noise nuisance, a noise assessment should be undertaken by a Suitably Qualified Acoustician. Adoption of appropriate and relevant industry standards/guides can provide a structured framework for such assessments, improving the credibility of mitigation efforts. It is also important to also recognise that ongoing management (both active and passive) may also be necessary depending on the context of the situation.

9.1.1 London Plan 2021

The London Plan (adopted in 2021) states the following in Policy D14 in regard to noise:

A. *In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:*

1) avoiding significant adverse noise impacts on health and quality of life

2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change

3) mitigating and minimising the existing and potential adverse impacts of

noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses

4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)

5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials – in preference to sole reliance on sound insulation

6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles

7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

B. *Boroughs, and others with relevant responsibilities, should identify and nominate new Quiet Areas and protect existing Quiet Areas in line with the procedure in Defra's Noise Action Plan for Agglomerations.*

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Appendix C - Time History Graph

