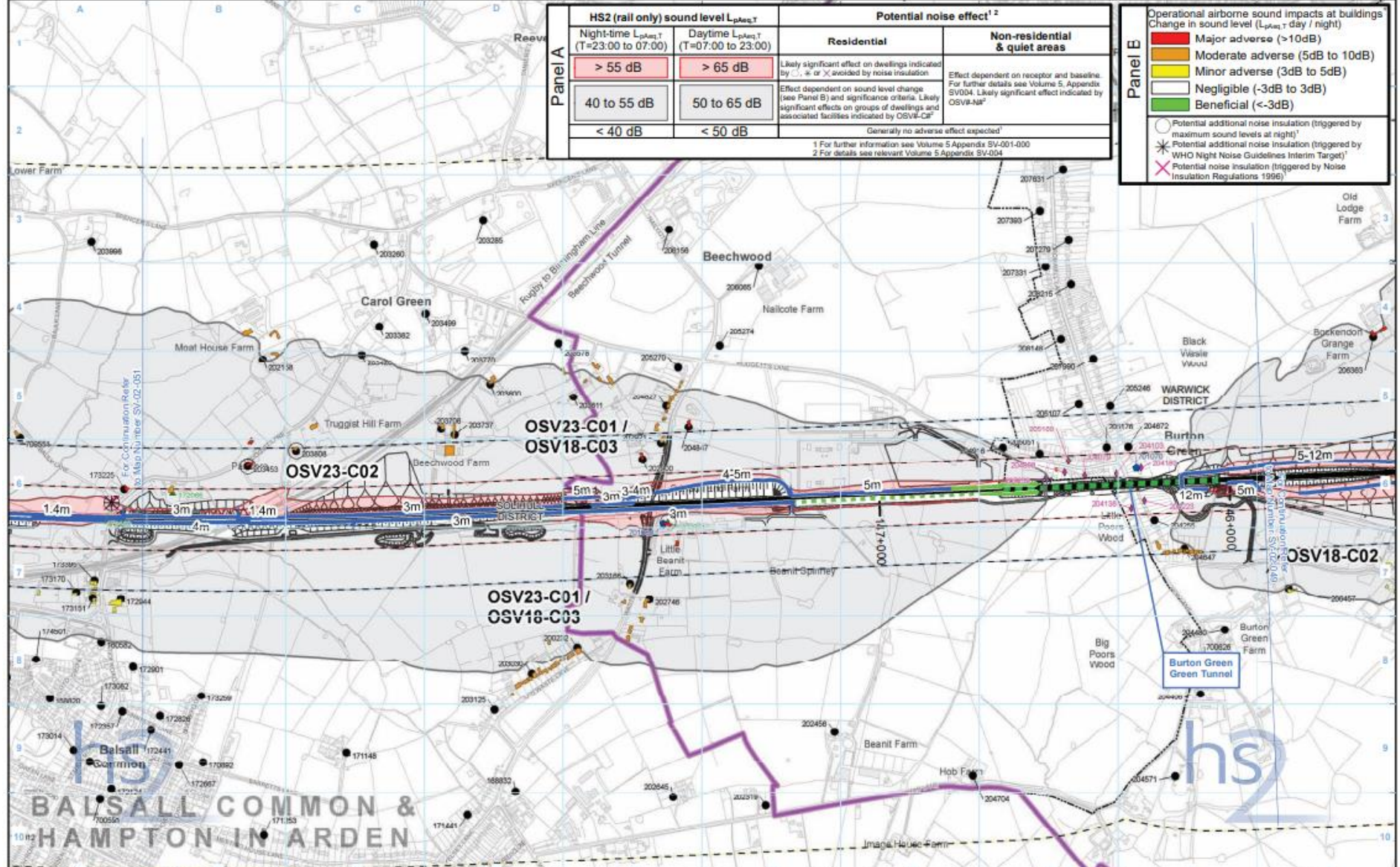


HS2 Noise maps for Balsall Common

Produced by Andrew Burrow from extracts of HS2 Ltd
Environmental Statement. These noise maps were
used in petitions to parliament by the Berkswell
Society and B&B Raid

Notes on maps

- Produced by HS2 noise experts for HS2 Environment Statement to parliament in 2014
- Do not include the positive noise reductions achieved by the Berkswell Society petition to parliament in Station Rd and Waste Lane areas
- Maps show
 - Average noise levels are shown using contours. Noise is complicated and average is not a simple arithmetical concept but is calculated to represent the perceived impact of peak noise events over a period of time.
 - Peak HS2 noise levels which will last for about 2 seconds
 - Worth noting that humans speak at about 60-65 dB and a washing machine about 70 dB
 - HS2 assumed 18 trains per hour each way
 - Trains will cease by midnight and start at 6 am, hence night average lower than day average. Peak noise does not change.



HS2 (rail only) sound level $L_{pAeq,T}$		Potential noise effect ^{1,2}	
Night-time $L_{pAeq,T}$ (T=23:00 to 07:00)	Daytime $L_{pAeq,T}$ (T=07:00 to 23:00)	Residential	Non-residential & quiet areas
> 55 dB	> 65 dB	Likely significant effect on dwellings indicated by ○, * or X avoided by noise insulation	Effect dependent on receptor and baseline. For further details see Volume 5, Appendix BV004. Likely significant effect indicated by OSVW-NA*
40 to 55 dB	50 to 65 dB	Effect dependent on sound level change (see Panel B) and significance criteria. Likely significant effects on groups of dwellings and associated facilities indicated by OSVW-Ca*	
< 40 dB	< 50 dB	Generally no adverse effect expected ¹	

Operational airborne sound impacts at buildings
Change in sound level ($L_{pAeq,T}$ day / night)

Major adverse (>10dB)
Moderate adverse (5dB to 10dB)
Minor adverse (3dB to 5dB)
Negligible (-3dB to 3dB)
Beneficial (<-3dB)

○ Potential additional noise (triggered by maximum sound levels at night)
* Potential additional noise insulation (triggered by WHO Night Noise Guidelines Interim Target)
X Potential noise insulation (triggered by Noise Insulation Regulations 1996)

- Legend - General features**
- Route in bored tunnel
 - Route in green tunnel
 - Route on surface
 - Depot, station, headhouse or port building
 - Community forum boundary
 - District/Borough boundary
 - County boundary
- Engineering earthworks:**
- Embankment
 - Cutting
- Non engineering earthworks:**
- Embankment
 - Cutting
- Legend - Sound related features**
- Committed developments (label as CFA#/#)
 - Envisaged mitigation to avoid / reduce significant noise effects:
 - Landscaping and/or fence barriers
 - Engineering e.g. cuttings (green tunnels separately marked)
 - Envisaged measures further reducing noise effects:
 - Other environmental features e.g. landscaping
 - Engineering e.g. cuttings
 - Airborne sound study area
 - Ground-borne sound & vibration study area (residential and non-residential)
 - Ground-borne sound & vibration study area (highly sensitive non-residential)
 - Airborne sound assessment location
 - Airborne sound and vibration assessment location
 - Ground-borne sound and/or vibration assessment location
 - Airborne sound, ground-borne sound and vibration assessment location
 - Minor ground-borne noise or vibration impact

Map Number: SV-02-050a

Map Name: Operational Noise and Vibration Impacts and Likely Significant Effects (with Assessment Locations)

Community Forum Area CFA18: Stoneleigh, Kenilworth & Burton Green

hs

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Scale at A3: 1:10,000

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Date: 31/10/13

Areas of Berkswell/Balsall Common above 60 dB max

(assumes noisier TS1 compliant trains will not run)

