

51M, Bucks and CDC Noise forum 20th November 2012

Quinton and Waddesdon

Key Impacts

- Elevation of A41 and Blackgrove Road over HS2 increased noise from road over surroundings
- HS2 passing Bucks Railway Centre Increased noise affecting viability of attraction
- Pantograph Noise must be considered and mitigated

Key Questions

- What is the rationale for 85dBLMax (Luton Airport 80dBLMax by 2020)
- What is the rationale for 50dBLEQ as in rural areas Leq may well be less than 40dB day time requiring a doubling of the noise before the change is considered
- What recourse will residents have if mitigation does not reduce noise levels to that estimated by HS2 Ltd. Will additional mitigation be required

Noise Monitoring Locations

We need advice on the best locations for baseline noise to be measured

- A. within 300m High Ambient Noise
 - B. within 300m quiet ambient Noise
 - C. within 500m moderate ambient Noise
 - D. within 1000m Quiet ambient Noise
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Central Chilterns

Key Impacts

- Chilterns tunnel exit (Mantles Wood)
- Green tunnel construction camps etc (Frith Hill)
- Shallow cuttings, Wendover Dean Viaduct & (Out of Area)

Key Questions

- How to manage traffic (A413 & B485 in particular)
- Will the ES Contain options on alignment in the AONB?
- What noise standards are to be used and the mitigation

Noise Monitoring Locations

Noisy

- B485 – Kings Lane Junction
- Woodlands Care Home by line
- Chapel Farm

Quieter

- Prestwood- Across valley
 - Mantles Wood
 - Woodlands Care Home by road
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Stoke Mandeville and Aylesbury

Key Impacts

- Visual and noise impact of viaduct – viaduct design/cost trade off
 - Construction traffic – impact on communities
 - Road realignments
 - 75% of population of Stoke Mandeville within 1km impact zone of 85dB level
 - Aylesbury – proximity of line to dense population
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Calvert, Chetwode and Twyford

- Noise – level area, railway on 4m embankment – Twyford
- Cutting – Chetwode – green, tunnel instead
- IMD – in middle of 3 rural villages
- Vibration – impact on listed building – vibration in clay
- Road closures/realignments
- Land severance

Key Questions

- What's the basis for 85dB as LMax?
 - How is this linked to AoS?
 - Can we have a noise map so we can have basis for discussion of what mitigation is appropriate?
 - What's the difference between noise and vibration – effects of different geology
 - BCC to raise question of how much money will be spent on mitigation outside London and Birmingham
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Great Worth to Boddington

Key Impacts

- Noise from viaducts at the bottom of the valley
- Practicalities of construction around the floodplain

Questions for HS2

- Why are you not following best practice for setting noise standards?
 - Is there going to be any independent scrutiny?
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Wendover and Dunsmore

Key Impacts

- One embankment; 2 viaducts
- Noise along route and each end of green tunnel
- Construction noise and disruption

Key Questions

- Why aren't you being benchmarked in setting noise thresholds (in line with WHO as Chiltern Evergreen Project has done?)
- How are you going to mitigate the viaducts and high embankments at Wendover/Wendover Dean?
- What are your reasons for not putting a full enclosure on the viaducts /embankments?

Noise Monitoring Locations

- Along the route at intervals of 100-200m a distances of 50m, 100m, 250m, 500m, 1000m
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Chalfonts and Amersham

Key Impacts

Construction phase – effects on community

- Camps
- Road closures/congestion
- Loss of tourism
- Loss of business

Operational

- Noise from access/intervention shafts
- From trains and electrical “booster” stations
- Noise from:
 - Tunnel portals
 - Long term screening of access shafts
 - Lighting of access shafts

Noise Monitoring Locations

- At all access shafts and tunnel portals
- Vibration at NS Epilepsy – MRI scanner (Chalfont St Peter)
- Vibration where route immediately below buildings

Key Questions

- More openness about route and construction thereof
 - Damage to aquifers
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Cherwell

Key impacts

- Indirect noise impact due to raising of major road (A421) to cross the railway
- Impact of short viaduct between 2 deep cuttings (Mixbury-Fulwell)

Key Questions

- Please will you provide noise contours
 - Now
 - With line no mitigation
 - With line and mitigation (defined)
- How will the HS2 Limited Mitigation budget (£250M...) be distributed
- What will/can be done to help those who miss out on above