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Tom Blackman
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Letter Reference: 1MC06-CEK-TP-CRO-CS06_CL09-000026 Rev. C01

Date 12/01/26

Dear Mr Blackman

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) ACT 2017
HS2 SUBMISSION No. BCL.PS.10076 (PLANS & SPECIFICATIONS)

Calvert South R2 Revised Noise Source Terms Letter.

This letter provides an updated noise predictions using the revised noise source terms and speed profiles issued by HS2 in 2025.

The noise information is provided using a similar format to that used for the Noise Demonstration Reports. This will enable comparison with the noise information provided in the latest Noise Demonstration Report [1MC06-CEK-TP-REP-CS06_CL09-000015].

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ID	Area Represented	No of Impacts	Do Nothing (Opening Year baseline)		ES Design Scheme Noise Only		ES Design Opening Year Baseline +Year 15 Traffic LAeq dB		Scheme Only - Proposed Design 5m Noise Barrier		Scheme only: - 6m Noise Barrier	
			Day	**Night**	**Day**	**Night**	**Day**	**Night**	**Day**	**Night**	**Day**	**Night**
289606	West Street, Steeple Claydon (Nature reserve)	1	55	51	50	42	55	51	54	45	53	45
286395	Charndon, Bicester	1	46	41	37	28	46	41	37	28	37	28
286439	School Hill, Charndon	14	50	42	42	33	50	43	46	37	45	36
283758	Cotswolds Way, Calvert	24	46	41	37	29	46	41	40	30	38	29
284026	Kiln Close, Calvert	27	46	41	39	30	47	41	41	32	40	31
284303	Tudors Close, Calvert	21	46	41	40	31	47	41	42	33	41	32
285533	Cotswolds Way, Calvert	16	46	33	48	39	50	39	49	40	48	38
285709	Heathers Close, Calvert	16	52	42	46	37	53	43	48	39	47	38
285731	Cotswolds Way, Calvert	3	55	37	52	43	56	43	54	44	52	43
285737	Cotswolds Way, Calvert	14	55	45	51	42	56	47	54	44	52	43
286466	Werner Terrace, Calvert	7	63	52	50	41	63	52	53	44	51	42
286506	Werner Terrace, Calvert	14	63	52	53	45	63	53	54	45	53	45
286585	Brackley Lane, Calvert	11	55	45	51	42	56	47	54	45	52	43
286608	Brackley Lane, Calvert	2	48	40	56	47	56	47	56	47	55	45
286616	Brackley Lane, Calvert	1	48	40	56	47	56	47	56	46	54	45
286631	Brackley Lane, Calvert	2	48	40	53	44	54	45	53	44	52	43
286928	Sandy Road, Calvert	5	52	42	51	42	54	45	53	44	51	42
286954	Brickhill Way, Calvert	10	52	42	50	41	54	44	53	43	51	42
284336	Cotswolds Way, Calvert	34	46	41	42	32	47	41	43	34	42	33
284438	Kiln Close, Calvert	26	46	41	40	31	47	41	43	33	41	32
284601	Sandstone Close, Calvert	7	52	42	47	38	53	43	49	40	48	39
284685	Sandstone Close, Calvert	6	46	41	45	36	48	42	47	38	47	37
284834	Sandy Road, Calvert	29	52	42	46	37	53	43	48	39	47	38
285186	Sandy Road, Calvert	8	52	42	49	39	54	44	50	41	49	39
285268	Brindles Close, Calvert	21	46	33	45	36	48	37	46	37	45	36
285332	Rustics Close, Calvert	24	46	33	44	35	48	37	46	37	45	36
285447	Cotswolds Way, Calvert	19	59	45	48	38	59	46	50	40	48	39
285464	Brickhill Way, Calvert	4	55	37	50	40	56	42	52	42	50	41
	Non-Residential											

Table 1 Consideration of Receptors above LOAEL (Leq) at affected receptor grouping – Calvert South.

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The predicted number of exceedances above LOAEL (LAeq daytime and night-time) are summarised in Table 2.

	Observed Adverse Effect Level	Total Day	Total Night
ES Design	Number of dwellings exceeding lowest observed adverse effects level (LOAEL)	68	73
Proposed Design		81	89
6m Noise Barrier		71	73

Table 2 – Number of dwellings exceeding LOAEL in the Proposed Design and ES (LAeq) – Twyford Down Side

Table 3 below summarises the changes in noise levels due to each scenario, compared with Do Nothing scenario.

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ID	Area Represented	No of Impacts	Significant Effect	ES Design		Change in Noise Levels Compared with Do-Nothing Scenario			
				DM - ES Design		DM - Proposed Design		DM – 6m Barrier	
				Day	**Night**	**Day**	**Night**	**Day**	**Night**
289606	West Street, Steeple Claydon (Nature reserve)	1	$	0	0	2	1	2	1
286395	Charndon, Bicester	1		0	0	1	0	0	0
286439	School Hill, Charndon	14		1	0	1	1	1	1
283758	Cotswolds Way, Calvert	24		1	0	1	0	1	0
284026	Kiln Close, Calvert	27		1	0	1	0	1	0
284303	Tudors Close, Calvert	21		1	0	1	1	1	1
285533	Cotswolds Way, Calvert	16	#	4	7	5	7	4	6
285709	Heathers Close, Calvert	16		1	1	1	2	1	1
285731	Cotswolds Way, Calvert	3	OSV13-C01	2	6	2	8	2	6
285737	Cotswolds Way, Calvert	14		2	2	2	2	2	2
286466	Werner Terrace, Calvert	7		0	0	0	1	0	0
286506	Werner Terrace, Calvert	14		0	1	0	1	0	0
286585	Brackley Lane, Calvert	11		2	2	2	2	2	2
286608	Brackley Lane, Calvert	2		8	7	9	7	7	5
286616	Brackley Lane, Calvert	1	OSV13-C01	7	7	9	6	6	5
286631	Brackley Lane, Calvert	2	OSV13-C01	6	5	6	5	6	5
286928	Sandy Road, Calvert	5	OSV13-C01	2	3	4	4	3	3
286954	Brickhill Way, Calvert	10	OSV13-C01	2	3	3	4	2	3
284336	Cotswolds Way, Calvert	34		1	1	2	1	2	1
284438	Kiln Close, Calvert	26		1	0	2	1	1	1
284601	Sandstone Close, Calvert	7		1	1	2	2	1	2
284685	Sandstone Close, Calvert	6	#	3	1	4	2	3	2
284834	Sandy Road, Calvert	29		1	1	1	2	1	1
285186	Sandy Road, Calvert	8		2	2	2	2	2	2
285268	Brindles Close, Calvert	21	#	2	5	3	5	3	5
285332	Rustics Close, Calvert	24	#	2	4	3	5	2	5
285447	Cotswolds Way, Calvert	19		0	1	0	1	0	1
285464	Brickhill Way, Calvert	4	OSV13-C01	1	5	2	6	1	5

Table 3 Consideration of Significant Effect at affected receptor grouping- Calvert South

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The minor, moderate and major impacts for the Proposed Design and the 6m noise barrier are summarised in Table 4.

	Major Impacts		Moderate Impacts		Minor Impacts	
	Day	Night	Day	Night	Day	Night
Proposed Design	0	0	5	12	15	15
6m Noise Barrier	0	0	5	12	5	15
ES	0	0	5	12	0	15

Table 4 – Number of receptors identifying impacts in the Proposed Design and ES (LAeq) – Calvert South

The information presented within Tables 1 to 4 shows that the Proposed Design results in 13 more exceedances of the LOAEL for daytime and 16 more exceedances of LOAEL for night-time, compared to the ES.

The 6m noise barrier shows 3 more exceedances of LOAEL for daytime and the same number of exceedances LOAEL for night-time as the ES.
The Proposed Design shows the same number of moderate impacts for daytime and night-time as the ES.

The Proposed Design results in 15 more daytime minor impacts than the ES Design. The 15 new minor impacts are at ID 286928 with 5 impacts and ID 286954 with 10 impacts.

The 6m noise reduces the 15 minor daytime impacts for the Proposed Design to 5 minor impacts, with the impact at ID 286954 reduced to a minor impact. The noise change at this receptor is 2.3dB. This would have been rounded up to 3dB and a minor impact at 2.5 dB.

The LAmax levels for the Proposed Design have been compared against the Phase 1 ES as presented in Table 5 below.

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ID	Area Represented	No of Impacts	Proposed Design Lmax	6m Barrier Lmax	ES Lmax
289606	West Street, Steeple Claydon (Nature reserve)	1	69	69	59/63
286395	Charndon, Bicester	1	55	55	52/55
286439	School Hill, Charndon	14	63	63	52/56
283758	Cotswolds Way, Calvert	24	57	55	50/53
284026	Kiln Close, Calvert	27	57	56	52/55
284303	Tudors Close, Calvert	21	62	62	55/58
285533	Cotswolds Way, Calvert	16	67	65	58/62
285709	Heathers Close, Calvert	16	67	67	58/61
285731	Cotswolds Way, Calvert	3	71	69	63/66
285737	Cotswolds Way, Calvert	14	71	69	63/66
286466	Werner Terrace, Calvert	7	71	70	61/64
286506	Werner Terrace, Calvert	14	72	73	64/67
286585	Brackley Lane, Calvert	11	71	70	63/66
286608	Brackley Lane, Calvert	2	77	76	69/72
286616	Brackley Lane, Calvert	1	75	75	68/71
286631	Brackley Lane, Calvert	2	71	71	66/69
286928	Sandy Road, Calvert	5	70	69	62/66
286954	Brickhill Way, Calvert	10	70	69	61/65
284336	Cotswolds Way, Calvert	34	61	61	54/57
284438	Kiln Close, Calvert	26	60	57	51/55
284601	Sandstone Close, Calvert	7	68	68	60/63
284685	Sandstone Close, Calvert	6	67	67	59/62
284834	Sandy Road, Calvert	29	65	65	57/61
285186	Sandy Road, Calvert	8	68	67	59/64
285268	Brindles Close, Calvert	21	63	62	56/59
285332	Rustics Close, Calvert	24	63	62	55/58
285447	Cotswolds Way, Calvert	19	67	65	58/61
285464	Brickhill Way, Calvert	4	69	67	60/64

Table 5 Consideration of Receptors above LOAEL (L_{max}) – Calvert South

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The Lmax impacts associated with the Proposed Design and the 6m noise barrier are summarised in Table 6 below.

Barrier Design Option	Observed Adverse Effect Level	Total Night
Proposed Design	Number of dwellings exceeding lowest observed adverse effects level (LOAEL)	314
6m Noise Barrier		288
ES		145

Table 6 – Number of dwellings exceeding LOAEL in the Proposed Design and ES for Lmax – Calvert South

The Proposed Design and the 6m noise barrier do not show any impacts above SOAEL, matching the ES. The Proposed Design and the 6m noise barrier show more exceedances of LOAEL than the ES Design.

The exceedances of LOAEL were also shown for the design submitted under Schedule 17 (Application no. 21/03275/HS2) for the 2018 source terms and can mainly be attributed to the 3m track lift associated with the Scheme Design and Detailed Design changes to barrier alignment to tie in with the School Hill Green Overbridge.

Consideration of AFARP

The noise assessment, conducted using the 2025 source terms, has been used to assess the proposed noise mitigation to determine if it reduces railway noise levels As Far As Reasonably Practicable.

A 6m barrier would provide a modest, if not small, improvement in the acoustic performance of the barrier compared to the Proposed Design. This modest to small improvement is far outweighed by the engineering, maintenance and visual disbenefits as well as the additional costs. It is concluded therefore that the results of this assessment do not affect the results of the noise assessment presented in the Noise Demonstration Report [1MC06-CEK-TP-REP-CS06_CL09-000015].

We trust the above gives you sufficient information to determine the request for approval. Should you wish to discuss this matter further, please contact Mark Roberts at Mark.Roberts@ekfb.com (EKFB Senior Planning Consents Manager).

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Yours sincerely,

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High Speed Two (HS2) Limited,
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Cc Mark Roberts – EKFB Senior Planning Consents Manager

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Appendix A

Comparison of TNPM and Supplementary Method

Number of Pages: 5

As described in Section 3, the noise barriers have been designed to tie in with the wingwalls at School Hill Green Overbridge. Railway noise has been predicted using the Train Noise Prediction Method (TNPM), implemented with the NoiseMap™ software. It has been necessary however to supplement these predictions using detailed methods that are capable of assessing the influence of the bridge structure and non-vertical surfaces details near the railway tracks, which cannot be accommodated by NoiseMap™.

The operational noise levels for the TNPM method and the results considering the supplementary prediction method are set out below.

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ID	Location	Alternate Prediction Adjustment	Proposed Design Scheme Noise TNPM Method		Proposed Design Adjusted		6m barrier TNPM Method		6m barrier Adjusted	
			Day	**Night**	**Day**	**Night**	**Day**	**Night**	**Day**	**Night**
289606	West Street, Steeple Claydon (Nature reserve)	0	54	45	54	45	53	45	53	45
286395	Charndon, Bicester	0	37	28	37	28	37	28	37	28
286439	School Hill, Charndon	0	46	37	46	37	45	36	45	36
283758	Cotswolds Way, Calvert	0	40	30	40	30	38	29	38	29
284026	Kiln Close, Calvert	0	41	32	41	32	40	31	40	31
284303	Tudors Close, Calvert	0	42	33	42	33	41	32	41	32
285533	Cotswolds Way, Calvert	0	49	40	49	40	48	38	48	38
285709	Heathers Close, Calvert	0	48	39	48	39	47	38	47	38
285731	Cotswolds Way, Calvert	0	54	44	54	44	52	43	52	43
285737	Cotswolds Way, Calvert	0	54	44	54	44	52	43	52	43
286466	Werner Terrace, Calvert	0.2	53	44	53	44	51	43	51	42
286506	Werner Terrace, Calvert	1.2	55	46	54	45	54	45	53	45
286585	Brackley Lane, Calvert	0.2	54	45	54	45	52	43	52	43
286608	Brackley Lane, Calvert	3.1	59	50	56	47	57	48	55	45
286616	Brackley Lane, Calvert	2.8	58	49	56	46	57	47	54	45
286631	Brackley Lane, Calvert	1.7	55	46	53	44	54	45	52	43
286928	Sandy Road, Calvert	0	53	44	53	44	51	42	51	42
286954	Brickhill Way, Calvert	0	53	43	53	43	51	42	51	42
284336	Cotswolds Way, Calvert	0	43	34	43	34	42	33	42	33
284438	Kiln Close, Calvert	0	43	33	43	33	41	32	41	32
284601	Sandstone Close, Calvert	0	49	40	49	40	48	39	48	39
284685	Sandstone Close, Calvert	0	47	38	47	38	47	37	47	37
284834	Sandy Road, Calvert	0	48	39	48	39	47	38	47	38
285186	Sandy Road, Calvert	0	50	41	50	41	49	39	49	39
285268	Brindles Close, Calvert	0	46	37	46	37	45	36	45	36
285332	Rustics Close, Calvert	0	46	37	46	37	45	36	45	36
285447	Cotswolds Way, Calvert	0	50	40	50	40	48	39	48	39
285464	Brickhill Way, Calvert	0	52	42	52	42	50	41	50	41

Table A1 Comparison of Exceedances of LOAEL for TNPM and Adjusted Model – Calvert South

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Table A1 shows that the adjustment to include the effects of the School Hill Green Overbridge results in the same number of exceedances of the LOAEL compared to the TNPM methodology for the Proposed Design.

The noise change associated with the Proposed Design, modelled with and without the adjustments is shown in Table A2 below.

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ID	Area Represented	No of Impacts	Significant Effect	ES Design		Change in Noise Levels Compared with Do-Nothing Scenario							
				DM - ES Design		DM - Proposed Design TNPM		DM - Proposed Design Adjusted		DM - 6m Barrier TNPM		DM - 6m Barrier Adjusted	
				Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
289606	West Street, Steeple Claydon (Nature Reserve)	1	$	0	0	2	1	2	1	2	1	2	1
286395	Charndon, Bicester	1		0	0	1	0	1	0	0	0	0	0
286439	School Hill, Charndon	14		1	0	1	1	1	1	1	1	1	1
283758	Cotswolds Way, Calvert	24		1	0	1	0	1	0	1	0	1	0
284026	Kiln Close, Calvert	27		1	0	1	0	1	0	1	0	1	0
284303	Tudors Close, Calvert	21		1	0	1	1	1	1	1	1	1	1
285533	Cotswolds Way, Calvert	16	#	4	7	5	7	5	7	4	6	4	6
285709	Heathers Close, Calvert	16		1	1	1	2	1	2	1	1	1	1
285731	Cotswolds Way, Calvert	3	OSV13-C01	2	6	2	8	2	8	2	6	2	6
285737	Cotswolds Way, Calvert	14		2	2	2	2	2	2	2	2	2	2
286466	Werner Terrace, Calvert	7		0	0	0	1	0	1	0	0	0	0
286506	Werner Terrace, Calvert	14		0	1	1	1	0	1	0	1	0	0
286585	Brackley Lane, Calvert	11		2	2	2	3	2	2	2	2	2	2
286608	Brackley Lane, Calvert	2	OSV13-C01	8	7	11	10	9	7	9	8	7	5
286616	Brackley Lane, Calvert	1	OSV13-C01	7	7	10	9	9	6	9	7	6	5
286631	Brackley Lane, Calvert	2	OSV13-C01	6	5	8	7	6	5	7	6	6	5
286928	Sandy Road, Calvert	5	OSV13-C01	2	3	4	4	4	4	3	3	3	3
286954	Brickhill Way, Calvert	10	OSV13-C01	0	3	3	4	3	4	2	3	2.3	3
284336	Cotswolds Way, Calvert	34		1	1	2	1	2	1	2	1	2	1
284438	Kiln Close, Calvert	26		1	0	2	1	2	1	1	1	1	1
284601	Sandstone Close, Calvert	7		1	1	2	2	2	2	1	2	1	2
284685	Sandstone Close, Calvert	6	#	3	1	4	2	4	2	3	2	3	2
284834	Sandy Road, Calvert	29		1	1	1	2	1	2	1	1	1	1
285186	Sandy Road, Calvert	8		2	2	2	2	2	2	2	2	2	2
285268	Brindles Close, Calvert	21	#	2	5	3	5	3	5	3	5	3	5
285332	Rustics Close, Calvert	24	#	2	4	3	5	3	5	2	5	2	5
285447	Cotswolds Way, Calvert	19		0	1	0	1	0	1	0	1	0	1
285464	Brickhill Way, Calvert	4	OSV13-C01	1	5	2	6	2	6	1	5	1	5

Table E2 Comparison of Noise Change for TNPM and Adjusted Method – Calvert South.

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Table 4 below summarises the minor, moderate and major exceedances of LOAEL for the TNMPM method and the adjusted method as compared with the ES.

	ES Design		Proposed Design TNPM Method		Proposed Design Adjusted Method		6m Barrier TNPM Method		6m Barrier Adjusted Method	
	Day	**Night**	**Day**	**Night**	**Day**	**Night**	**Day**	**Night**	**Day**	**Night**
Negligible	69	47	49	62	61	62	59	46	61	46
Minor	0	15	15	26	15	15	5	15	5	15
Moderate	5	12	2	10	5	12	5	12	5	12
Major	0	0	3	2	0	0	0	0	0	0

Table E3 Comparison of Materiality for TNPM and Adjusted Method – Calvert South.

The application of absorptive material to the wing wall was considered. However this was dismissed because of challenges associated with inspecting the absorptive panels. General and principal inspections would require the removal of the panels. This design iteration is therefore impractical because of the implications for health and safety and the frequency of the inspections. In addition, introduction of the demountable brackets would introduce additional elements to be inspected.

Without any adjustment, the Proposed Design shows major impacts at ID 286608 (2 impacts) and ID 286616 (1 impact) that were moderate impacts in the ES. The major impacts are on Brackley Lane, located near the School Hill Green Overbridge.

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Appendix B

Overall Operational Noise for Design Compared to ES – Calvert South

Number of Pages: 1

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Registered office: Two Snowhill, Snow Hill Queensway, Birmingham B4 6GA. Company registration number: 06791686. VAT registration number: 181 4312 30.

ID	Area Represented	No of Impacts	Do Nothing (Opening Year baseline)		ES Design Scheme Noise Only		ES Design Opening Year Baseline +Year 15 Traffic LAeq dB		Scheme Only - No Barrier		No Barrier Opening Year Baseline +Year 15 Traffic LAeq dB		Scheme Only - Proposed Design		Proposed Design + Opening Year Baseline +Year 15 Traffic LAeq dB		Scheme only: - Option 1 6m barrier		Option 1 + Opening Year Baseline +Year 15 Traffic LAeq dB	
			Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
289606	West Street, Steeple Claydon (Nature reserve)	1	55	51	50	42	55	51	55	47	58	52	55	46	57	52	54	46	57	52
286395	Charndon, Bicester	1	46	41	37	28	46	41	43	34	48	42	38	29	47	41	38	29	47	41
286439	School Hill, Charndon	14	50	42	42	33	50	43	50	40	53	44	46	37	52	43	46	37	51	43
283758	Cotswolds Way, Calvert	24	46	41	37	29	46	41	45	36	49	42	40	31	47	41	39	30	47	41
284026	Kiln Close, Calvert	27	46	41	39	30	47	41	47	38	50	43	41	32	47	42	41	31	47	41
284303	Tudors Close, Calvert	21	46	41	40	31	47	41	48	39	50	43	43	33	48	42	42	33	48	42
285533	Cotswolds Way, Calvert	16	46	33	48	39	50	39	58	49	59	49	49	40	51	41	48	39	50	40
285709	Heathers Close, Calvert	16	52	42	46	37	53	43	57	47	58	48	48	39	53	44	47	38	53	43
285731	Cotswolds Way, Calvert	3	55	37	52	43	56	43	65	55	65	55	53	44	57	44	52	42	57	43
285737	Cotswolds Way, Calvert	14	55	45	51	42	56	47	64	55	64	55	53	44	57	47	52	42	56	47
286466	Werner Terrace, Calvert	7	63	52	50	41	63	52	57	48	64	53	51	42	63	52	50	42	63	52
286506	Werner Terrace, Calvert	14	63	52	53	45	63	53	60	51	65	54	51	43	63	51	51	42	63	51
286585	Brackley Lane, Calvert	11	55	45	51	42	56	47	63	54	64	54	53	44	57	47	52	43	57	47
286608	Brackley Lane, Calvert	2	48	40	56	47	56	47	69	59	69	59	52	42	52	42	51	41	51	41
286616	Brackley Lane, Calvert	1	48	40	56	47	56	47	68	59	68	59	51	42	51	42	50	40	50	40
286631	Brackley Lane, Calvert	2	48	40	53	44	54	45	62	52	62	52	53	43	54	45	51	42	53	44
286928	Sandy Road, Calvert	5	52	42	51	42	54	45	64	55	64	55	53	43	55	46	51	42	55	45
286954	Brickhill Way, Calvert	10	52	42	50	41	54	44	64	54	64	54	52	43	55	45	51	41	54	44
284336	Cotswolds Way, Calvert	34	46	41	42	32	47	41	50	41	52	44	44	35	48	42	43	34	48	42
284438	Kiln Close, Calvert	26	46	41	40	31	47	41	48	39	50	43	43	34	48	42	42	33	47	42
284601	Sandstone Close, Calvert	7	52	42	47	38	53	43	57	48	58	49	49	40	54	44	48	39	54	44
284685	Sandstone Close, Calvert	6	46	41	45	36	48	42	53	44	54	46	48	38	50	43	47	38	50	43
284834	Sandy Road, Calvert	29	52	42	46	37	53	43	57	47	58	48	48	39	53	44	47	38	53	43
285186	Sandy Road, Calvert	8	52	42	49	39	54	44	59	49	59	50	50	41	54	44	49	39	54	44
285268	Brindles Close, Calvert	21	46	33	45	36	48	37	53	44	54	44	47	38	49	39	46	37	49	38
285332	Rustics Close, Calvert	24	46	33	44	35	48	37	54	45	55	45	46	37	49	38	45	36	49	38
285447	Cotswolds Way, Calvert	19	59	45	48	38	59	46	59	49	62	51	50	40	59	46	48	39	59	46
285464	Brickhill Way, Calvert	4	55	37	50	40	56	42	62	53	63	53	51	42	56	43	50	41	56	42
	Non-Residential																			