

Cycling Future Route 3

Noise Impact Assessment

January 2020



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1. Noise & Vibration

1.1. Introduction

A Cycling Future Route 3 (CFR-3) Scheme is proposed between Dalston and Lea Bridge, around the A104 corridor. This Scheme is a combination of segregated track, Quietway-style intervention on local roads and cyclists being separated in time and space from other road users. The aim of the Scheme is to contribute to increasing the proportion of journeys made by sustainable modes of transport and the levels of cycling in London, through improving cycling conditions, including the perception of safety and comfort, providing new connections for cyclists and introducing cycling networks in closer proximity to a larger proportion of the London population.

This Scheme could potentially lead to a redistribution of traffic around the Scheme and this assessment aims to appraise the effects of the proposed Scheme on the noise levels at sensitive receptors during the operational phases of the Scheme.

1.2. Legislative and Policy Framework

Current noise policy in England is based on the Noise Policy Statement for England (NPSE, 2010), which through the effective management and control of environmental noise within the context of Government policy on sustainable development, aims to:

- Avoid significant adverse impacts on health and quality of life
- Mitigate and minimise other adverse impacts on health and quality of life
- Contribute to improvements to health and quality of life, where possible

These aims are reflective of those contained in the National Planning Policy Framework (NPPF 2019) and are further echoed in the National Policy Statement for National Networks (NPSNN) and Planning Practice Guidance concerning noise.

The Explanatory Note to the NPSE assists in the definition of significant adverse and adverse with the following concepts:

- NOEL – no observed effect level. This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise.
- LOAEL – lowest observed 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.

The Government policy and guidance do not state values for the NOEL, LOAEL and SOAEL; rather, they consider the values to vary depending on the noise sources, for different receptors and at different times and should be defined on a strategic or project basis taking into account the specific features of that area, source or project.

The NPSE also states that sustainable development is a core principle underpinning all government policy. The goal is pursued in ways that protect and enhance the physical and natural environment, and that use resources and energy as efficiently as possible.

As set out in the Planning Practice Guidance – Noise, 2014 (PPG-N), it is not intended that noise should be considered in isolation, separate from the economic, social and other environmental dimensions of the proposed development. The PPG-N guidance also states: “In cases where existing noise sensitive locations already experience high noise levels, a development that is expected to cause even a small increase in the overall noise level may result in a significant adverse effect occurring even though little to no change in behaviour would be

likely to occur". "High noise levels", in the context given above, are considered to be noise levels at or above the SOAEL and/or noise levels in Noise Important Areas.

The legislation and policies considered in undertaking this noise and vibration assessment are detailed in Table 1-1 below.

Table 1-1 – Legislation and policies considered in undertaking this assessment

Regulation/policy	Summary of requirements
Environmental Noise (England) Regulations 2006	Take into account Noise Action Plans.
Noise Policy Statement for England (NPSE) 2010	<p>Within the context of Government policy on sustainable development:</p> <ul style="list-style-type: none"> • Avoid significant adverse effects as a result of the scheme. • Mitigate and minimise adverse effects as a result of the scheme. • Contribute to the enhancement of the acoustic environment.
National Planning Policy Framework (NPPF) 2019	<p>Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:</p> <ul style="list-style-type: none"> • Mitigate and reduce to a minimum potential adverse impact resulting from noise from the development – and avoid noise giving rise to significant adverse impacts on health and quality of life. • Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.
Planning Practice Guidance Noise (PPG-N) 2014	PPG-N provides advice on how planning can manage potential noise impacts in new development. Noise should not be considered in isolation and should instead be viewed in relation to social, economic and environmental context.
Land Compensation Act 1973, Part I	Compensation for depreciation caused by use of public works.
Noise Insulation Regulations 1975 (as amended)	<p>Regulation 3 imposes a duty on authorities to undertake or make a grant in respect of the cost of undertaking noise insulation work in or to eligible buildings. This is subject to meeting certain criteria given in the Regulation.</p> <p>Regulation 4 provides authorities with discretionary powers to undertake or make a grant in respect of the cost of undertaking noise insulation work in or to eligible buildings, subject to meeting certain criteria given in the Regulation.</p>

1.3. Assessment Methodology

1.3.1. Operational Assessment

A proportional simple assessment based on the methodology contained within Design Manual for Roads and Bridges LA111 'Noise and Vibration' November 2019 (DMRB) has been undertaken for this stage. Under DMRB, typically four sets of traffic data are used to assess changes in the short and long term, i.e. Do Minimum and Do Something forecasts for both the Opening Year of the Scheme and Design Year of the Scheme (typically 15 years after opening). The terms Do Minimum and Do Something refer to the situation without the proposed Scheme in operation, and with the proposed Scheme in operation, respectively.

As described in the scoping report, a proportional approach has been taken and this assessment utilises Do Minimum and Do Something traffic data only in the opening year to assess the changes in the short-term. Night time road noise impacts are outside of the scope of this assessment.

To highlight any changes between the Do Minimum and Do Something scenarios, the short-term impact magnitude criteria stated in DMRB have been applied to the comparison of the traffic scenarios. A 3D digital noise model has been created in NoiseMap v5.2 software which predicts noise levels in accordance with the Calculation of Road Traffic Noise (CRTN). Together the methodologies are used to predict the road traffic noise level at receptor locations, by correcting a Basic Noise Level (BNL) emission at 10 m from each road segment for distance, ground absorption, angle-of-view, road gradient, screening and reflections. The BNL is calculated using the following outputs from the traffic model for each road link:

- 18-hour AAWT;
- Average traffic speed for each traffic link, and
- Percentage of Heavy Duty Vehicles (HGVs), defined as all vehicles with an unladen weight greater than 3.5 tonnes.

All noise predictions are made in terms of the $L_{A10,18hr}$ noise level, which is defined as the arithmetic average of the values of L_{A10} for each one-hour period between 06:00 and 24:00. The L_{A10} hourly noise levels are the noise levels exceeded for 10% of the time over a period of one hour.

When assessing results of the comparison of scenarios, reference is made to Table 3.54a of DMRB. A moderate (+3 to +4.9 dB) or major adverse magnitude of impact ($\geq +5$ dB) constitutes a significant adverse effect. Where overall exposure is already greater than the SOAEL, or exceeds the SOAEL with the Scheme, a 1 dB increase may constitute a significant adverse impact. The prevailing noise climate and context of the area also influence any determination of impact significance.

1.3.2. Data Sources

Traffic data requirements are set out in DMRB which is used for the assessment of daytime impacts.

In addition to the outputs required to calculate road traffic noise levels listed above, geographically accurate link and node coordinates of each traffic model are required, and have been supplied.

For multi-lane highways, traffic data has been provided separately for each carriageway. In addition to traffic data, open source OS Mastermap data has been used in the modelling process to identify building outlines. Open source LIDAR data has been acquired from DEFRA and processed to extract contour data.

Online mapping resources were used to identify sensitive receptors and key areas of interest that could be affected by the proposals. Strategic noise maps created by DEFRA under the terms of the Environmental Noise (England) Regulations 2006 have been utilised to identify key areas.

1.4. Assessment Criteria

1.4.1. Magnitude of Impact

The magnitude of a noise change is perceived differently dependent on whether it is a sudden change, or a change over a longer period of time. In the short-term (e.g. on proposed Scheme opening) a change in road traffic noise of 1dB $L_{A10,18h}$ is the smallest that is considered to cause a minor impact. In the long-term, a 3dB $L_{A10,18h}$ change is considered the minimum required to cause a minor impact.

DMRB defines the short-term as being the year that the proposed Scheme opens, and a 1dB change is the smallest change that is considered to be perceptible. The long-term is considered as typically being 15 years after the opening of the proposed Scheme and over this period a change of 3dB is considered to be the lowest perceptible difference.

As stated, the assessment is based on opening year data only and, therefore, the magnitude of noise impacts will be assessed using the Do Minimum (2021) versus Do Something (2021) scenarios. Short-term noise change criteria will be applied during this comparison, and the comparison of Do Minimum (2021) with Do Something (2021), to illicit any changes to the noise climate as a result of the Scheme (see below, Table 1-2). Road noise change maps showing the difference in road traffic noise levels between these scenarios are provided in Appendix B).

Table 1-2 – Classification of magnitude of noise impacts

Short-term Noise Change $L_{A10,18h}$	Magnitude of Impact (Adverse or Beneficial)
0	No Change
0.1 – 0.9	Negligible
1 – 2.9	Minor
3 – 4.9	Moderate
5+	Major

1.4.2. Significance Criteria

Table 3.49 of DMRB contains guidance on the significance of predicted noise levels. This guidance is in line with World Health Organisation (WHO) guidance for the onset of adverse effects in 'Environmental Noise Guidelines for the European Region 2018' (ENG). This guidance is used to determine the LOAELs in Table 1-3, below.

For a number of recent road projects, significance in policy terms has tended to equate the SOAEL with the thresholds for entitlement under the Noise Insulation Regulations (NIR)¹ i.e. above an absolute noise level of 68 dB $L_{A10,18h}$ (façade noise level which is assumed to be 2.5 dB higher than the equivalent free-field noise level).

The LOAELs and SOAELs for operational noise levels are provided in Table 1-3 below.

Table 1-3 – Operational noise level significance thresholds

Time Period	LOAEL	SOAEL	Notes
18hr 0600-2400	55 dB $L_{A10,18hr}$ (façade)	68 dB $L_{A10,18hr}$ (façade)	The daytime SOAEL is based on the Noise Insulation Regulation Threshold.

As stated previously, where the level of overall exposure is between the LOAEL and SOAEL, a significant impact is identified with reference to Table 3.54a of DMRB. A moderate or major adverse magnitude of impact constitutes a significant adverse effect. Where overall exposure is already greater than the SOAEL, or exceeds the SOAEL with the Scheme, a 1 dB increase may constitute a significant adverse impact, depending on the noise context of the locale. Certain locations in the study area already have a designated status in terms of exposure to high levels of road traffic noise (i.e. Noise Important Areas, or NIA). It is therefore considered appropriate to give greater weight to changes in noise where the existing baseline noise level already exceeds the relevant SOAEL, as discussed above. To identify any such instances a comparison of Do Minimum 2021 and Do Something 2021 scenarios is made using the short-term DMRB criteria, i.e. +/-1 dB or greater.

When justifying a judgement on the significance of environmental effects on a receptor or groups of receptors, other factors may require consideration including:

- the absolute noise level,

¹ Statutory Instrument, 1975, No. 1763. Building and Buildings. The Noise Insulation Regulations 1975. As amended by Statutory Instrument 1988 No. 2000. Building and Buildings. The Noise Insulation (Amendment) Regulations 1988.

- the magnitude of change,
- the sensitivity of the receptor(s), and,
- other contextual considerations.

1.5. Assessment Assumptions and Limitations

For the purpose of the 'Magnitude of Impacts' DMRB assessment, the façade receiver representing the "least beneficial change" at a given receptor has been used for assessment, as specified within DMRB.

The accuracy of the noise model predictions will be limited by the accuracy of the traffic flow, speed and %HGV forecasts in the Do Minimum 2021 and Do Something 2021 scenarios.

Typically, noise models of major roads are considered accurate within a +/-1dB uncertainty when in proximity to the road, reducing to +/-3dB for distances further back. Uncertainty increases with separation distance from the noise source(s). Uncertainty is likely to further increase where there are physical features such as: complex topography, acoustic screening and multiple noise sources.

1.6. Study Area

The process for identifying the study area for the assessment is defined within DMRB as to include:

- 1) noise sensitive receptors that are potentially affected by operational noise changes generated by the project, either on the route of the project or other roads not physically changed by the project;
- 2) noise sensitive receptors in areas where there is a reasonable stakeholder expectation that noise assessment is undertaken.

DMRB goes on to state:

An operational study area defined as the following can be sufficient for most projects, but it can be reduced or extended to ensure it is proportionate to the risk of likely significant effects:

- 1) the area within 600m of new road links or road links physically changed or bypassed by the project;
- 2) the area within 50m of other road links with potential to experience a short term BNL change of more than 1.0dB(A) as a result of the project.

Variations in the study area can be defined for individual projects.

The 'wider area' study area, is defined by point 2 above.

Determination of the affected routes, and consequently the study area, may be constrained by the geographical extent, and area of validity, of the traffic modelling made available for the proposed Scheme appraisal. All study / calculation areas are provided in Appendix C.

The study area as shown in Appendix B and Appendix C is determined by considering a 600 m boundary from the cycling route and the affected route (BNL change >1 dB) shown in Appendix B. The study area towards south west is restricted to Amhurst Road due to limitations in traffic data.

1.7. Baseline Conditions

1.7.1. Noise Sensitive Receptors

The area is characterised by a mixture of commercial and residential buildings. The properties along A107 (north and south of Lea Bridge Roundabout) are predominantly commercial in nature. The Kenninghall Rd and A104

(east and west of Lea Bride Roundabout) is lined by residential properties and high-rise apartments. Large residential areas are found across the wider locale on all four quadrants around Lea Bride Roundabout.

The sensitivity of residential and non-residential noise sensitive receptors (such as hospitals, schools, churches) is considered high. The non-residential properties in the study area include Saint James the Great Church, B6 Sixth Form College, Al Falah Primary School, Millfields Community School and Homerton University Hospital. Commercial receptors are of low sensitivity and are not reported in this assessment. A further judgement on sensitivity may be made when considering potential significance of environmental effects, depending on contextual factors.

Noise Important Areas (NIAs) are where the top 1% of the population that are affected by the highest noise levels are located. These are derived from the results of the strategic noise mapping undertaken by Defra under the terms of the Environmental Noise (England) Regulations 2006, as amended. NIAs are situated in the vicinity of the proposed Scheme, and are described below, and shown in Appendix A:

- NIA 13705* - envelopes the scheme east of the Lea Bridge Roundabout (A104),
- NIA 13706 - approximately 100 metres south of the Lea Bridge Roundabout (A107),
- NIA 854, NIA 13707, NIA 1196 and NIA 1194 - NIAs located at southern boundary of the Study Area (B112), and
- NIA 13704, NIA 759, NIA RI_234 - NIAs located north of the scheme (A107), all properties here are commercial in nature and are not noise sensitive

Noise sensitive receptors appraised in this assessment were selected to take into account the areas that have the potential to be affected by the Scheme in the operational phases. The properties are considered to be representative of their general location. Receptors used in this assessment are provided in Appendix C and Appendix D.

1.7.2. Noise Climate

Around the Lea Bridge Roundabout, road traffic on the A107 and A104 is the dominant noise source. Road noise emanating from the A10, Amhurst Rd, B112, Kenninghall Road, and Chatsworth road also contributes to the prevailing noise climate in the study area. Other noise sources include aircraft noise (travelling to London hubs, notably London City Airport), and noise generated by the local community.

In the wider area, road noise is still dominant, with additional noise sources include rail noise (rail traffic travelling between Stamford Hill and Hackney Downs, and traffic passing between St James street and Hackney Downs), aircraft noise, and noise generated by the local community.

Noise survey were not carried out to ascertain the ambient noise levels, hence the assessment would be purely based on noise model predictions based on Calculation of Road Traffic Noise only.

1.8. Assessment of Likely Impacts and Significant Effects

1.8.1. Assessment of Impacts

The anticipated potential impacts during the operational phases based on the current information available are presented below.

Multiple dwellings and other sensitive receptors were selected to assist in the identification of potential significant effects due to the operation of the Scheme. The noise change observed at the assessed locations are provided below in Table 1-4.

Table 1-4 – Noise Impacts - Do Minimum 2021 vs Do Something 2021

Change in noise level		Number of selected dwellings	Number of other selected sensitive receptors
Increase in noise level, $L_{A10,18h}$	0.1 – 0.9	16	7
	1 – 2.9	1	0
	3 – 4.9	0	0
	≥ 5	0	0
No change	= 0	14	12
Decrease in noise level, $L_{A10,18h}$	0.1 – 0.9	37	13
	1 – 2.9	11	1
	3 – 4.9	0	1
	≥ 5	0	0

Table 1-5 shows that eleven residential and one non-residential property would experience a minor beneficial noise impact (-1 to -2.9 dB) and one non-residential property (St James the Great Church 70 m south of Lea Bridge Roundabout) would experience moderate beneficial noise impact (-3 to -4.9 dB).

One residential property located on Clifden Road is predicted to experience a minor adverse noise impact (+1 to +2.9 dB) and no moderate or major adverse impacts are predicted.

Out of 113 assessed properties only 24 receptors are predicted to experience an increase in noise levels and 63 receptors are predicted to experience a decrease in noise levels. The remaining 26 properties show a negligible change, or no change in levels.

Most of the minor beneficial noise levels are observed at properties located southeast of Lea Bridge Roundabout along A107, Chatsworth Road and Powerscroft Road. None of the properties in the NIAs are predicted to experience a noise change of more than 1dB. The detailed receptor wise daytime noise predictions and short-term changes are provided in Appendix D.

No operational vibration effects are anticipated, as the road surfaces will be smooth and is assumed to be regularly maintained.

1.8.2. Assessment of Significance

The predicted changes in noise have been reviewed alongside the absolute noise levels at the receptors and the overall site context, to arrive at a conclusion on the potential significance of the predicted changes in noise.

As above, where the level of overall exposure is between the LOAEL and SOAEL, a significant impact is identified with reference to Table 3.54a of DMRB. A moderate or major adverse magnitude of impact constitutes a significant adverse effect. Where overall exposure is already greater than the SOAEL, or exceeds the SOAEL with the Scheme, a 1 dB increase may constitute a significant adverse impact, depending on the noise context of the locale.

The minor increase in operational noise level observed at 98A Clifden Road within the Do Something scenario is not considered to result in a significant effect. None of the properties within NIAs experience a minor increase or decrease of noise levels, hence no significant effects are observed at NIAs.

Most of the properties would either experience no change in noise levels or a negligible/minor beneficial change. Therefore, no significant environmental effects have been identified in the study area.

1.9. Design, Mitigation and Enhancement Measures

The scheme as a whole is predicted to be beneficial from a noise perspective. Most of the properties observe a negligible, or no change, in noise levels, with 11 properties predicted to experience a minor decrease. The one property which is predicted to experience minor adverse impact is classified as not significant since the noise levels are below SOAEL level, therefore, no noise mitigation for operational road traffic noise is recommended.

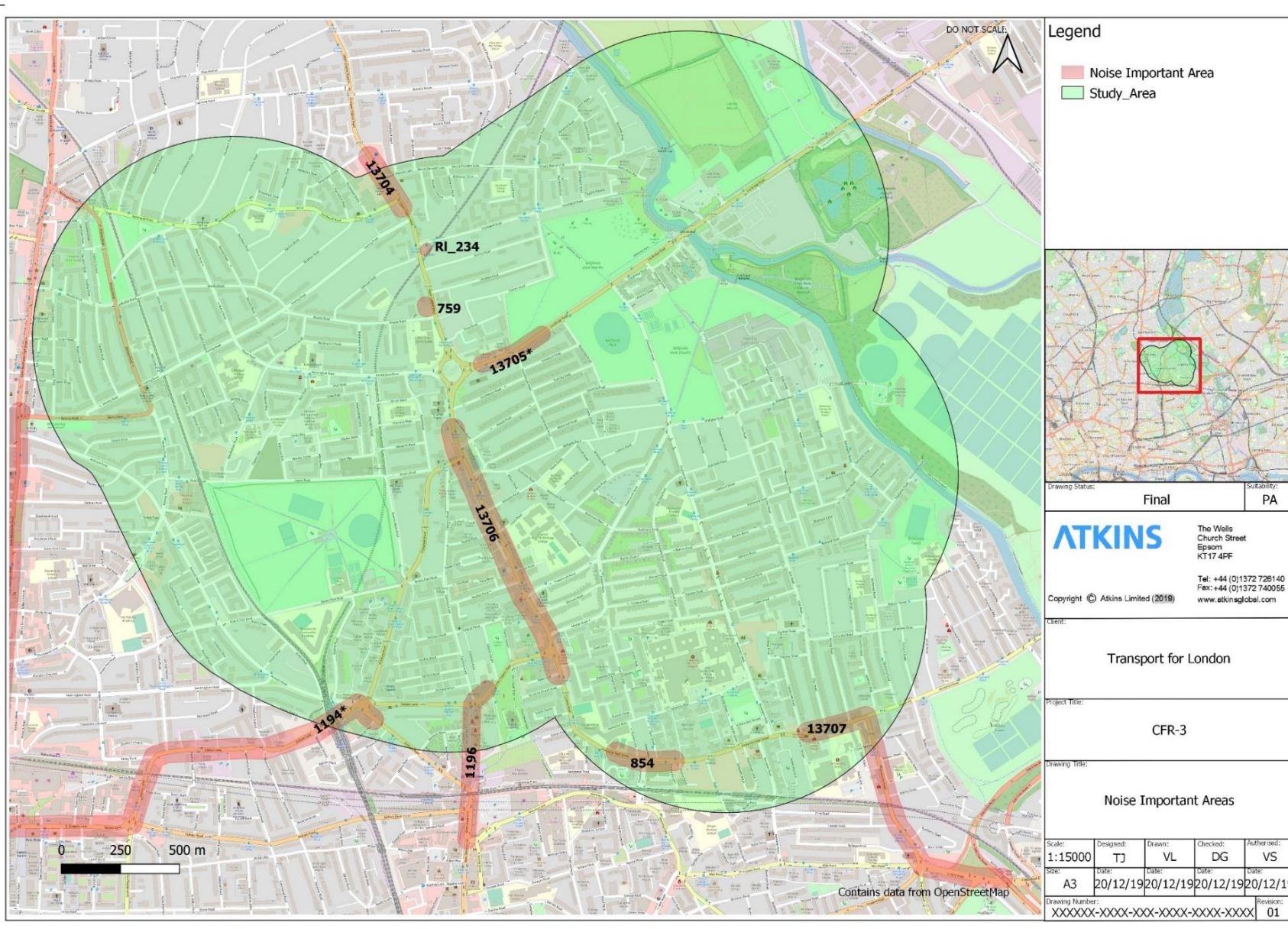
No specific Scheme noise mitigation has been included within the noise modelling.

1.10. Summary

Operational noise effects have been assessed based on traffic forecasts (changes in traffic flow, speed and %HGVs) incorporated into 3D computer noise models of the Do-Minimum (2021) and Do-Something (2021) scenarios. Most of the properties observe a negligible, or no change, in noise levels, with 11 properties predicted to experience a minor decrease. One assessed property showed a minor increase attributable to operational road noise. However, it is not considered a significant adverse effect. Overall the Scheme has a beneficial effect from noise perspective.

There are no significant adverse effects in the wider area (roads outside the calculation area).

Appendix A. Noise Important Areas



Legend

- Noise Important Area
- Study_Area



Drawing Status: **Final** Sub-Station: **PA**

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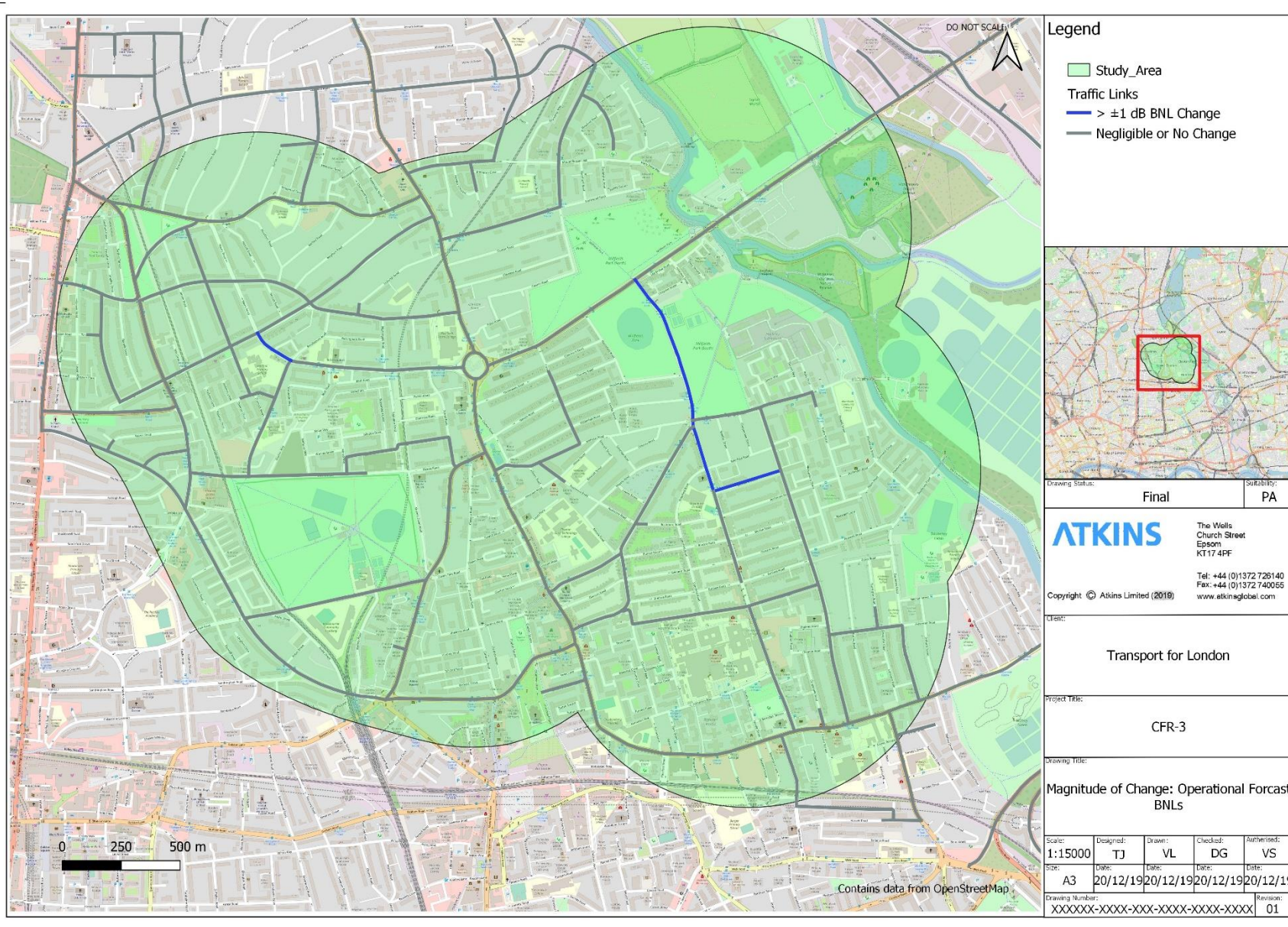
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Drawing Title:
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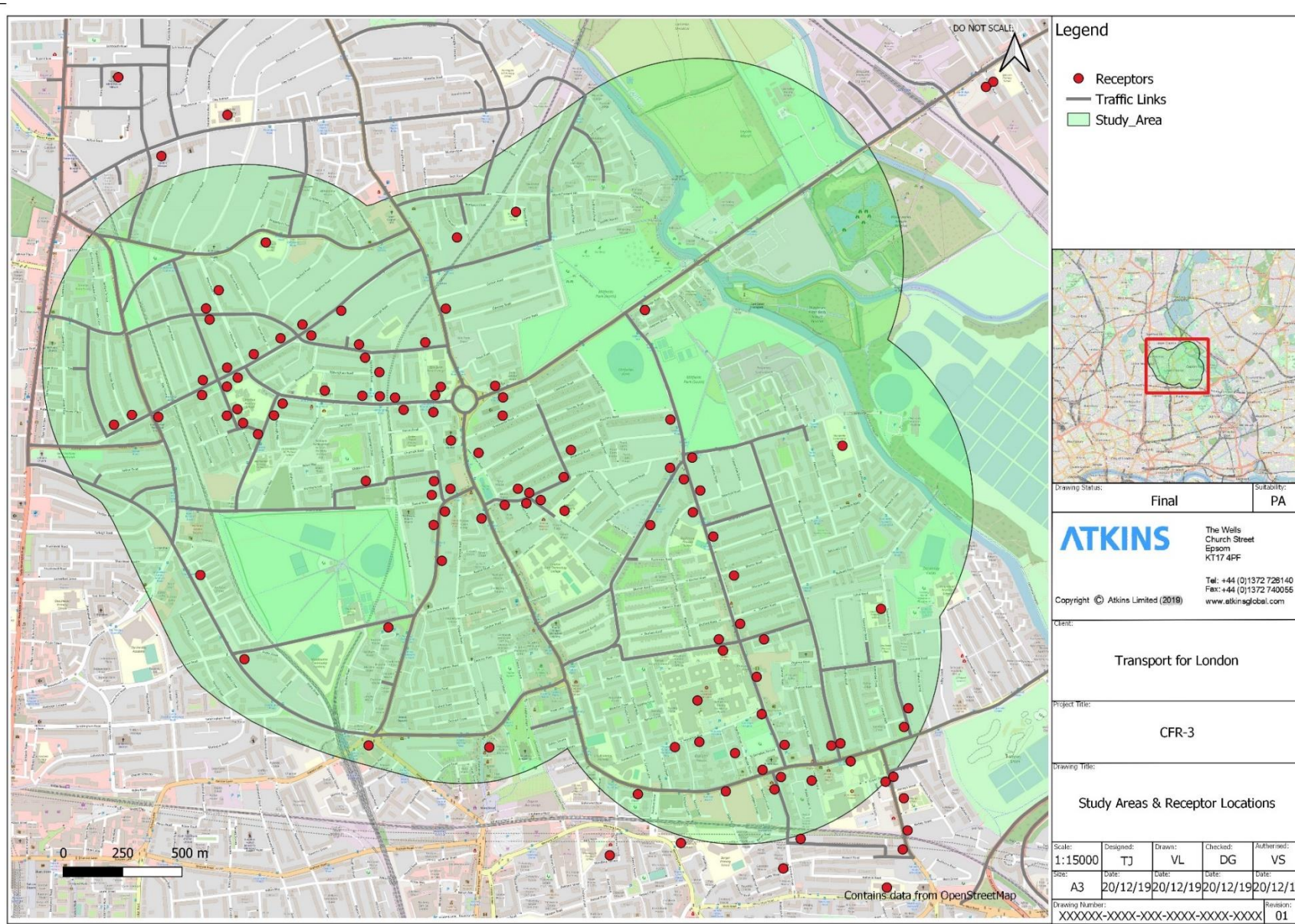
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Contains data from OpenStreetMap

Appendix B. Road Noise BNL Change Maps



Appendix C. Study Areas and Receptor Locations



Legend

- Receptors
- Traffic Links
- Study_Area

DO NOT SCALE

Drawing Status: **Final** Suitability: **PA**

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Study Areas & Receptor Locations

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Appendix D. Assessed Road Noise Results

Table D-1 – Operational road noise assessment results

Address	NIA Reference	Do Minimum 2021 dB L _{A10,18hr}	Do Something 2021 dB L _{A10,18hr}	Difference
12 Elm Park Rd, Leyton E10 7NX		69.4	69.5	0.1
7 Elm Park Rd, Leyton E10 7NX		70.1	70	-0.1
173 Chatsworth Rd, Lower Clapton E5 0LA		71	69.5	-1.5
114 Lea Bridge Rd, Lower Clapton E5 9RB		76.9	76.7	-0.2
Comberton Childrens Centre, 10 Comberton Rd E5 9PU		59.3	59.3	0
50 Upper Clapton Rd, Clapton E5 9JP		77.1	77.1	0
Southwold Primary School, Detmold Rd E5 9NL		49.6	49.6	0
177 Brooke Rd, Hackney Downs E5 8AP		69.4	69.1	-0.3
*Clapton Delivery Office, Hackney Downs E5 8AA	759	69.5	69.1	-0.4
194 Evering Rd, Hackney Downs E5 8AJ		66.3	66.3	0
Northwold Primary School, Northwold Rd E5 8RN		63	63.6	0.6
110 Evering Rd, Lower Clapton N16 7AX		68.2	67.2	-1
131 Evering Rd, Clapton N16 7BU		68.2	68	-0.2
155 Evering Rd, Clapton N16 7BL		64.3	64.3	0
173 Evering Rd, Clapton N16 7BH		71.6	70.9	-0.7
162 Evering Rd, Hackney Downs E5 8AH		68.8	68.4	-0.4
189 Evering Rd, Clapton E5 8AN		70.7	70.1	-0.6
107 Evering Rd, Clapton N16 7SL		68.2	68.1	-0.1
83A Brooke Rd, Clapton N16 7RD		69.5	69.1	-0.4
Heatherley Court, Lower Clapton N16 7SW		68.6	68.2	-0.4
102 Brooke Rd, Clapton N16 7RT		70.6	70.2	-0.4
58 Maury Rd, Clapton N16 7BT		59.2	58.7	-0.5

Address	NIA Reference	Do Minimum 2021	Do Something 2021	Difference
		dB L _{A10,18hr}	dB L _{A10,18hr}	
21 Benthall Rd, Lower Clapton N16 7AT		68.4	68	-0.4
Cazenove Mosque, Cazenove N16 6AA		69.3	69.7	0.4
Jubilee Primary School, Cazenove N16 6NR		64.3	64.3	0
49 Evering Rd, Clapton N16 7PU		64.7	64.6	-0.1
Rectory Road URC Church, Hackney N16 7QE		73.2	73.2	0
Rectory Road URC Church, Hackney N16 7QE		74.8	74.7	-0.1
Chaim Meirim Association, Cazenove N16 6XB		68.8	68.8	0
St Scholastica's Catholic primary School, Hackney Downs		71.7	71.6	-0.1
53C Kenninghall Rd, Hackney Downs E5 8BS		70.9	70.8	-0.1
63E Nightingale Rd, Hackney Downs E5 8NB		71.4	71.1	-0.3
86A Nightingale Rd, Hackney Downs E5 8NB		70.3	69.9	-0.4
70B Nightingale Rd, Hackney Downs E5 8NB		74.5	74.3	-0.2
51 Kenninghall Rd, Hackney Downs E5 8BS		72.7	72.5	-0.2
Al Falah Primary School, Lower Clapton E5 8BY		72.8	72.6	-0.2
B6 Sixth Form College, Hackney Downs E5 8BP		76.1	76.1	0
Gooch House, Lower Clapton W6 0JY		72.7	72.6	-0.1
Kenninghall Rd, Hackney Downs E5 8BP		73.3	73.2	-0.1
39B Thistlewaite Rd, Lower Clapton E5 0QG		73.7	72.4	-1.3
37 Lea Bridge Rd, Clapton E5 9QB	13705	79.8	80	0.2
16 Lea Bridge Rd, Lower Clapton E5 9QD	13705	77.8	77.9	0.1
2-1 Ottaway St, Lower Clapton N16 7AT		73.3	73.4	0.1
Roof top Nursery, Lower Clapton E5 8PX		69.9	69.8	-0.1
7 Benthall Rd, Lower Clapton N16 7AT		66.7	66.4	-0.3
Benthall Primary School, Lower Clapton N16 7AU		67.1	66.8	-0.3
84 Rendlesham Rd, Lower Clapton E5 8PJ		72.9	72.9	0

Address	NIA Reference	Do Minimum 2021 dB L_{A10,18hr}	Do Something 2021 dB L_{A10,18hr}	Difference
12 Kenninghall, Rd Lower Clapton E5 8BY		72.3	72.2	-0.1
99 Downs Rd, Lower Clapton E5 8DS		69.6	69.3	-0.3
ABC Day Nursery A bright Child, Lower Clapton		77.2	77.3	0.1
6 Tiger Way, Lower Clapton E5 8LB		67.2	66.7	-0.5
3A Powell Rd, Lower Clapton E5 8DJ		68.5	68	-0.5
Saint James the Great Church, Lower Clapton		76.1	73.1	-3
Millfields Community School, Lower Clapton E5 0SH		55.2	55.2	0
13B Rushmore Rd, Lower Clapton E5 0ET		66	66	0
6 Mildenhall Rd, Lower Clapton E5 0RU		69.6	69.6	0
24 Millfields Rd, Lower Clapton E5 0SB		67.2	67.2	0
54 Millfields Rd, Lower Clapton E5 0SB		62.9	62.9	0
172C Lower Clapton Rd, Lower Clapton E5 0QA		74.6	71.8	-2.8
61 Mildenhall Rd, Lower Clapton E5 0RT		62.2	62.2	0
*175C Lower Clapton Rd, Lower Clapton E5 8EQ	13706	75.7	75.9	0.2
20 Millfields Rd, Lower Clapton E5 0SB		68.5	68.5	0
4 Millfields Rd, Lower Clapton E5 0AA		69.8	69.7	-0.1
Evelyn Ct, Lower Clapton E8 2BW		66.4	66.5	0.1
38 Pembury Rd, Lower Clapton E5 8LE		69.2	69.1	-0.1
73A Cricketfield Rd, Lower Clapton E5 8NR		72.7	72.9	0.2
40 Cricketfield Rd, Lower Clapton E5 8NS		73.4	73.6	0.2
184 Amhurst Rd, Lower Clapton E8 2AZ		67.9	68	0.1
*410 Mare St, E8 1HP	1196	77.2	77.2	0
236 Dalston Ln, E8 1 LX	1194	69.9	69.9	0
Ickburgh School, Kenworthy Rd E9 5RB		70.4	70	-0.4
47A Kenworthy Rd, E9 5RB		71	70.8	-0.2
*2 Crozier Terrace, Homerton E9 6AT	13707	78.4	78.4	0

Address	NIA Reference	Do Minimum 2021 dB L_{A10,18hr}	Do Something 2021 dB L_{A10,18hr}	Difference
*Bright Kids Nursery Hackney, Homerton E9 5RB	13707	72	71.6	-0.4
*19 Kenworthy Rd, E9 5RB	13707	72.6	72.2	-0.4
66 Kenworthy Rd, E9 5RA		75.1	75	-0.1
11 Glyn Rd, Homerton E5 0JB		64.8	65.2	0.4
16 Glyn Rd, Homerton E5 0JB		72.3	71.8	-0.5
3 Daubeney Rd, Clapton E5 0DX		73.1	73.3	0.2
20 Daubeney Rd, Clapton E5 0EF		69.4	69.5	0.1
Daubeney Primary School, Hackney E5 0EG		47.6	47.7	0.1
Mandeville Primary School, Hackney E5 0BT		45.7	45.6	-0.1
4 Barnabas Rd, Homerton E9 5SB		77.1	77.2	0.1
Nisbet House, Homerton E9 5SA		74.9	74.8	-0.1
Homerton Baptist Church, Homerton E9 5SD		57.6	57.7	0.1
3 oopersale Rd, Homerton E9 6BA		77.6	77.5	-0.1
3 Oriel Rd, Homerton E9 5SG		73	73.1	0.1
St Dominic's Catholic Primary School, Homerton E9 5SR		48.4	48.4	0
2 Brooksby's Walk, Homerton E9 6DG		70.6	69.3	-1.3
56 Brooksby's Walk, Homerton E9 6DA		73.6	72.9	-0.7
98A Clifden Rd, Clapton E5 0LN		63.5	64.8	1.3
37 Brooksby's Walk, Homerton E9 6DA		73.6	73.1	-0.5
3 Homerton Row, Homerton E9 6BX		70.5	70	-0.5
Saint Jude, Lower Clapton E5 0LS		55.8	55.1	-0.7
102 Chatsworth Rd, Lower Clapton E5 0LS		69.4	68.4	-1
Cardinal Pole Catholic School, Homerton E9 6LG		56.2	56.3	0.1
142 Homerton High St, Homerton E9 6JA		76.6	76.7	0.1
Wardle street, Homerton E9 6DJ		59.4	59.4	0

Address	NIA Reference	Do Minimum 2021 dB L_{A10,18hr}	Do Something 2021 dB L_{A10,18hr}	Difference
Homerton University Hospital, Homerton Row E9 6SR		73.3	72.7	-0.6
Clifden Centre, Homerton Row E9 6SR		68.5	68.5	0
Homerton Grove, Clapton E9 6BW		52.4	52.4	0
79B Clifden Rd, Lower Clapton E5 0LJ		70.9	69.6	-1.3
108 Powerscroft Rd, Lower Clapton E5 0PP		71.2	70.9	-0.3
Clapton Park Methodist Church, Lower Clapton		71.9	70.6	-1.3
129 Chatsworth Rd, Lower Clapton E5 0LT		72	70.8	-1.2
179 Powerscroft Rd, Lower Clapton E5 0PR		70.3	69.3	-1
146 Chatsworth Rd, Lower Clapton E5 0LT		71.2	69.9	-1.3
174 Millfields Rd, Lower Clapton E5 0AR		72	70.7	-1.3
St Luke at Hackney Church, Homerton Terrace E9 6RT		45.2	45.3	0.1
St Luke at Hackney Church, Homerton Terrace E9 6RT		45.2	45.3	0.1
*Marian Court, Link St E9 6DS	854	72.9	73	0.1
Homerton Grove, Clapton E9 6EA		49.2	49.2	0

*Representative of NIA