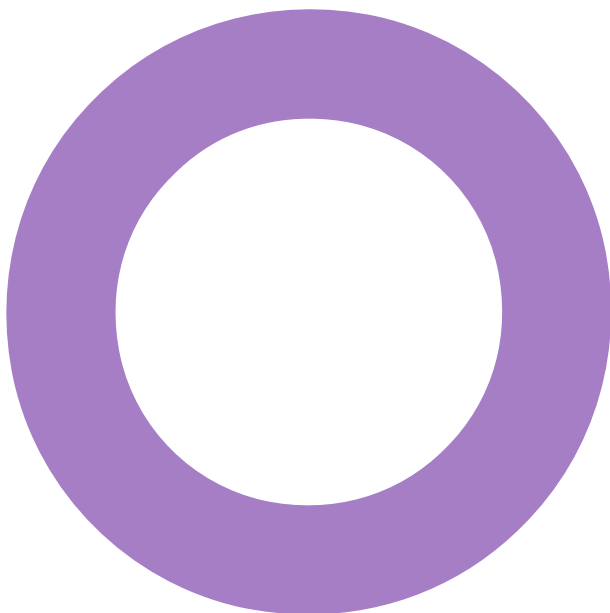


Toton West.
Toton.
Bloor Homes East Midlands.

ACOUSTICS
PLANNING REPORT

REVISION 00 – 10 OCTOBER 2024



Audit sheet.

Rev.	Date	Description of change / purpose of issue	Prepared	Reviewed	Authorised
00	10/10/2024	Initial report	AM	MW	MW

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1. Introduction.

Hoare Lea Acoustics have been appointed by Bloor Homes East Midlands to provide acoustic advice for the proposed development known as 'Toton West'. The site is located within the jurisdiction of Nottingham City Council.

An environmental noise survey has been carried out over 5 days commencing on Friday 01 December 2023 and 3 days commencing Tuesday 08 October 2024. The aim of the survey was to determine the existing sound levels around the site, with the purpose of establishing the prevalent ambient, maximum, and background sound levels across the site.

This report presents the findings of the sound survey and reviews this data with respect to the requirements of the relevant standards. Preliminary recommendations for control measures are provided where appropriate.

2. Site and development details.

2.1 Site location.

The proposed site for development is located to the west of the B6003 Stapleford Lane. It is proposed that the scheme will consist of new build residential dwellings. The location of this parcel of land is indicated in Figure 1 below.



Figure 1 Aerial site plan showing development location.

2.2 Surrounding area.

To the east of the site is the A6003 Stapleford Lane, a short access road leading from the Bardills Roundabout in the north with Toton in the south. Beyond Stapleford Lane is car parking associated with the Toton Lane Park and Ride and a large area of open farmland which is earmarked for further residential development (Toton East).

To the north of the eastern half of the site lies an electrical substation. To the north of the western half of the site is the Stapleford Sewage Treatment Works.

To the west of site is the Toton Freight Yard and railway sidings as operated by DB Cargo Ltd.

To the south of site are existing residential dwellings.

Approximately 2km to the west of site is the M1 Motorway.

3. Policy and Guidance.

The following policy and guidance documents have been reviewed when preparing this report:

Local and national policy.

- Noise Policy Statement for England.
- National Planning Policy Framework.
- Planning Practice Guidance.
- Approved Document O.

Recognised guidance.

- British Standard 8233.

A review of the documents, along with applicable criteria, has been included in Appendix A.

4. Environmental noise survey.

The environmental noise survey was carried out on site over a period of 5 days between 01 December 2023 and 05 December 2023. During this time, long-term unattended measurements were carried out. Full details of the method and equipment used, as well as weather information are provided in Appendix B.

The survey measurement positions and prevalent sound levels around the site are summarised in the annotated 3D rendered image presented in Figure 2.



Figure 2 Aerial photograph indicating measurement positions.

4.1 Observations.

The site is bounded by Stapleford Lane to the east and the railway sidings to the west. The prevalent noise source across the site is currently road traffic on the nearby roads with localised noise along the western site boundary from train pass-bys, trains idling, and occasional train horns associated with the railway sidings to the west.

There was no audible noise from either the park and ride, nor the electrical sub-station, nor the Water Treatment Works at any time during the attended portions of the site survey.

4.2 Unattended measurement results.

The results of the unattended noise measurements are presented below. A graph showing the results from the unattended logging survey is provided in Appendix C.

4.2.1 Position L1 – Stapleford Road (West).

The ambient noise levels measured at Position L1 located adjacent to Stapleford Road to the west are presented in Table 1 below.

Table 1 Ambient noise levels measured during unattended measurements

Date	Day time (07:00-23:00)	Night time (23:00 - 07:00)
	L _{Aeq,16hr} (dB)	L _{Aeq,8hr} (dB)
01/12/2023	64	57
02/12/2023	64	55
03/12/2023	64	59
04/12/2023	66	60
05/12/2023	67	#N/A
Typical level	65	58

4.2.2 Position L2 – Railway Sidings (West).

The ambient noise levels measured at Position L2 located overlooking the sidings to the west are presented in Table 2 below.

Table 2 Ambient noise levels measured during unattended measurements

Date	Day time (07:00-23:00)	Night time (23:00 - 07:00)
	L _{Aeq,16hr} (dB)	L _{Aeq,8hr} (dB)
07/10/2024	51	55
08/10/2024	53	53
09/10/2024	56	#N/A
Typical level	54	54

5. Assessment of Noise from Railway Sidings.

An investigation of the noise levels measured at Position L2 located to the west of the site indicated that the sound of trains was dominant at all times of the day and night. At all times, the sound of trains idling was audible, with occasional train pass-bys, and the sounding of train horns. An assessment of the data indicated that there were 5 or fewer horns per night exceeding a level of L_{Amax} 78dB at the site boundary.

Given that the soundscape to the west of site is dominated at all times by train noise activity absolute noise levels will be assessed in accordance with the requirements of BS8233.

6. Building Envelope Design.

6.1 Basis of external noise levels the site.

The prevalent ambient and maximum sound levels at the development site on the building facades overlooking the railway sidings to the west and the Stapleford Road to the east were determined on the basis of unattended site measurements. Noise levels at the rear (south) of the site are expected to be significantly lower as a result of additional distance from the road and railway.

6.2 External Incident Noise Levels.

On the basis of the environmental survey results and the analysis discussed above, the typical measured external ambient sound levels are provided in Table 3 below along with the maximum sound levels not typically exceeded for more than 10 times during the night (23:00 – 07:00).

Table 3: Measured external noise levels for outline façade analysis.

Location	Period	Sound Levels
Measurement Position L1 Stapleford Road (Eastern Site Perimeter)	Daytime	65 dB $L_{Aeq,16-hour}$
	Night-time	58 dB $L_{Aeq,8-hour}$ 78 dB $L_{Amax(fast)}$ (not normally exceeded)
Measurement Position L2 Railway Sidings (Western Site Perimeter)	Daytime	54 dB $L_{Aeq,16-hour}$
	Night-time	54 dB $L_{Aeq,8-hour}$ 78 dB $L_{Amax(fast)}$ (not normally exceeded)

6.3 Facades, Glazing and Ventilation.

During the daytime, external intrusive noise is to be limited to 35 dB $L_{Aeq,1hour}$, and for night-time external intrusive noise is to be limited to 30 dB $L_{Aeq,1hour}$. It is also considered that a maximum sound level of L_{AFmax} 45 dB should not be exceeded more than 10 times per night.

On the basis of the above, the building fabric of dwellings on the eastern site perimeter overlooking Stapleford Lane would need to provide a minimum composite sound reduction of 30 dB for daytime resting and 33 dB for night time sleeping.

The building fabric of dwellings on the western site perimeter overlooking the Railway Sidings would need to provide a minimum composite sound reduction of 19 dB for daytime resting and 33 dB for night time sleeping.

Where dwellings are set further back from the road and railway sidings, a lower level of sound reduction would be appropriate.

In practice, the structural components of the building envelope would typically be expected to provide a sound reduction in excess of 45dB and will not provide a significant pathway for noise break-in and greatest sound break-in can be expected to occur via windows.

Data given in BRE IP 12/89 and BS 8233 indicates that, for road traffic noise, standard thermal double glazing provides a typical sound reduction of the order of 33dB(A).

The sound reductions discussed above apply to closed windows.

The sound reduction achieved by an open window depends on many factors including opening area, opening arrangement and other factors. On this basis, it is not possible to accurately calculate noise break-in through an open window.

With a partially open window, it is often stated that up to a 15 dB sound reduction can be assumed (as guidance within BS 8233:2014). For the control of overheating, a higher ventilation rate is often required than for

background ventilation, and therefore a wider window opening would be required. An approximate sound reduction value at this stage of 9 dB has been assumed. This requires development as the design progresses.

On the basis of the noise levels presented above, the internal noise levels with windows open are anticipated to be as below to the most exposed areas within the development:

Table 4: Measured external noise levels for outline façade analysis (Stapleford Lane, West).

Condition	Period	Ambient sound level, dB $L_{Aeq, T}$	Maximum sound level, dB L_{AFmax}
Background Ventilation	Daytime	$65 - 15 = 50$	-
	Night-time	$58 - 15 = 43$	$78 - 15 = 63$
Control of Overheating	Daytime	$65 - 9 = 56$	-
	Night-time	$58 - 9 = 49$	$78 - 9 = 69$

Table 5: Measured external noise levels for outline façade analysis (Tramway, North).

Condition	Period	Ambient sound level, dB $L_{Aeq, T}$	Maximum sound level, dB L_{AFmax}
Background Ventilation	Daytime	$54 - 15 = 39$	-
	Night-time	$54 - 15 = 39$	$78 - 15 = 63$
Control of Overheating	Daytime	$54 - 9 = 45$	-
	Night-time	$54 - 9 = 45$	$78 - 9 = 69$

The internal noise levels presented above are indicative only and will vary significantly based on the location of the buildings and the residential areas.

The above shows the following:

- Internal noise levels with open windows for background ventilation would be too high for dwellings overlooking either the railway sidings the west or Stapleford Road to the east to comply with recognised guidance. It is therefore recommended that alternative measures such as trickle vents be considered.
- Noise levels in bedrooms towards Stapleford Lane and the Railway Sidings would be too high to comply with Approved Document O with windows open for cooling. A mechanical ventilation system may therefore be required to provide suitable control of overheating in such rooms.
- It is likely to be possible to rely on open windows to rooms with additional distance or screening from the key noise sources. This would require development once the specific suite layout is known.

6.4 External amenity areas.

BS 8233 states that for gardens, 'it is desirable that the steady noise level does not exceed $L_{Aeq, T}$ 50 dB whilst a level of $L_{Aeq, T}$ 55 dB would be acceptable in noisier environments'. Section 5.2 above confirms that sound levels across the site are likely to meet the 'acceptable' criteria for some of the site, with this level likely to be exceeded to the elevations facing Stapleford Lane and the railway sidings. Where gardens are screened from Stapleford Lane and the railway sidings by the dwellings, this is likely to enable compliance with the above guidance.

7. Recommendations.

7.1 Glazing.

In accordance with the results of the noise survey, the requirements of BS8233 and ProPG, it is recommended that all habitable rooms overlooking Stapleford Lane to the east and the railway sidings to the west be fitted with windows with a minimum manufacturer's rating of $R_w + C_{tr}$ 30dB (R_w 33dB). Habitable windows to the remainder of the dwellings should be fitted with windows with a minimum manufacturer's rating of R_w 30dB.

The sound reductions should be achieved by the window unit as a whole including frames and furniture.

7.2 External walls.

The external walls should achieve a sound insulation performance at least 10 dB greater than the windows.

7.3 Ventilation.

Section 5.2 above confirms that the sound levels predicted for dwellings overlooking Stapleford Lane to the east and the railway to the west fail in terms of compliance with recognised guidance with open windows. This will require further consideration as the design progresses. On this basis, if residential dwellings are to be proposed on the more exposed elevations, background such as trickle vents should be considered. To achieve the criteria within Approved Document O, an alternative means of cooling which does not rely on open windows may also be required.

7.4 External amenity.

Section 5.4 above confirms that sound levels across the site are likely to meet the 'acceptable' criteria for some of the site, with this level likely to be exceeded to the elevations facing Stapleford Lane. It is recommended that these external areas be relocated where possible behind dwellings where they will benefit from additional distance attenuation and barrier screening provided by the dwellings. Under these circumstances, the 'acceptable' BS8233 criteria will likely be achieved.

7.5 Railway Sidings mitigation.

With consideration that the western section of the development site is exposed to a degree of train-associated noise from the railway sidings, it is recommended that configuration of the western-most dwellings considers incorporating some of the following in order of preference:

- Gardens to be relocated to the rear
- Dwellings overlooking the railway sidings to the west to be made single-aspect
- Dwellings to be moved away from the western site boundary
- Barrier screening along the western site boundary

In order to protect any gardens that would otherwise have a view of the railway sidings, relocating all gardens on the western boundary will then benefit from additional distance attenuation and a high degree of barrier screening as provided by the dwellings. It is calculated that the combination of these two aspects will provide in excess of 15dB attenuation.

Additional localised screening, if required, could be provided through the installation of barrier fencing on the western site boundary.

Where barrier fencing is provided, it should have a minimum mass of 10kg/m² and be continuous to ground level without any significant gaps. In practice, this requirement can be achieved with close-boarded panels and gravel boards.

Where dwellings can be moved away from the western site boundary, say behind a private access drive, this will marginally increase the level of distance propagation from the nearest railway lines.

Where dwellings on the western perimeter of the site can be made single-aspect (i.e. bedrooms and living rooms) will not have a view of the railway sidings.

At this stage, the design is not sufficiently advanced to specify specific attenuation measures on a plot by plot basis and this will need to be assessed in detail as the design progresses; however, the mitigation measures proposed above are deemed sufficient to achieve a reasonable level of internal noise at the nearest dwellings to the railway sidings.

Specific attenuation measures will depend on the location, orientation and internal layout of each plot and this will be developed as the design progresses to ensure compliance with the limits set by BS8233 and ProPG.

Appendix A: Policy and Guidance.

National policy

Noise Policy Statement for England

Noise Policy Statement for England (NPSE) (Department for Environment, Food & Rural Affairs, 2010) advises that noise impacts should be assessed on the basis of adverse and significant adverse effect but does not provide any specific guidance on assessment methods or numerical noise limits.

Paragraphs 2.20 and 2.22 of NPSE introduce the concepts summarised in Table 4, which can be applied when considering the significance of noise impacts, as defined by the World Health Organization.

Paragraph 2.15 of the document advises that it is not possible to have 'a single objective noise-based measure that is... applicable to all sources of noise in all situations'. NPSE further advises in paragraph 2.22 that the sound level at which an adverse effect occurs is likely to be 'different for different noise sources, for different receptors at different times'.

Effect Level	Description
No Observed Effect Level (NOEL)	This is the noise 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.
Lowest Observed Adverse Effect Level (LOAEL)	This is the level above which adverse effects on health and quality of life can be detected.
Significant Observed Adverse Effect Level (SOAEL)	This is the level above which significant adverse effects on health and quality of life occur.

Table 4: NPSE observed effect levels.

National Planning Policy Framework

National Planning Policy Framework (NPPF) (Ministry of Housing, Communities & Local Government, 2021) sets out the Government's planning policies and how these are expected to be applied. In relation to noise and vibration, NPPF section 15 paragraphs 180, 191 and 194 are presented below:

'180. Planning policies and decisions should contribute to and enhance the natural and local environment by:

...

preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution...'

'191. 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:

- a. *mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;*
 - b. *identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason;*
- and*
- c. *limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.*

'194. Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.'

Planning Practice Guidance

Online Planning Practice Guidance (PPG) (Ministry of Housing, Communities & Local Government, 2019) has been published to provide greater details in relation to the relevance of noise to the planning process following the introduction of NPPF and NPSE.

This guidance states, under the heading *'How can noise impacts be determined'*, that the following should be considered by local authorities:

- *'whether or not a significant adverse effect is occurring or likely to occur;*
- *whether or not an adverse effect is occurring or likely to occur; and*
- *whether or not a good standard of amenity can be achieved.'*

In line with NPSE, this includes identifying where noise exposure is above or below the significant observed adverse effect level and the lowest observed adverse effect level for a given situation during the operation of the Proposed Development.

Further guidance on each of the various observed effect levels set out in NPSE is provided in the table contained within the section headed *'How can it be established whether noise is likely to be a concern?'* which is reproduced below in Table 5.

It is important to note that no specific noise parameters or target noise levels are defined in the text.

Under the heading *'What factors influence whether noise could be a concern?'*, the subjective nature of noise is discussed. It is stated that the relationship between noise levels and the impact on those affected is not simple, as this depends on how various factors combine in particular situations.

Perception	Example of outcomes	Increasing effect level	Action
Not present	No effect	No Observed Effect	No specific measures required
No Observed Adverse Effect Level			
Present and not intrusive	Noise can be heard, but does not cause any change in behaviour, attitude or other physiological response. Can slightly affect the acoustic character of the area but not such that there is a change in the quality of life.	No Observed Adverse Effect	No specific measures required
Lowest Observed Adverse Effect Level			
Present and intrusive	Noise can be heard and causes small changes in behaviour, attitude or other physiological response, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a small actual or perceived change in the quality of life.	Observed Adverse Effect	Mitigate and reduce to a minimum

Perception	Example of outcomes	Increasing effect level	Action
Significant Observed Adverse Effect Level			
Present and disruptive	The noise causes a material change in behaviour, attitude, or other physiological response, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant Observed Adverse Effect Level	Avoid
Present and very disruptive	Extensive and regular changes in behaviour, attitude or other physiological response and/or an inability to mitigate effect of noise leading to psychological stress, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory.	Unacceptable Adverse Effect	Prevent

Table 5: PPG Observed Effects.

Approved Document O: 2021.

The scheme is required to comply with the requirements of Approved Document O (2021 Edition) to the Building Regulations 2010 (ADO).

ADO requires the overheating strategy to take account of the likelihood that windows will be closed in bedrooms during sleeping hours (23:00 – 07:00) due to external noise. The document states the internal noise level above which occupants are likely to close windows to avoid noise disturbance / sleep disruption. These are defined in Paragraph 3.3 as follows:

Windows are likely to be closed during sleeping hours if noise within bedrooms exceeds the following limits.

- a. 40dB $L_{Aeq,T}$, averaged over 8 hours (between 11pm and 7am).*
- b. 55dB L_{AFmax} , more than 10 times a night (between 11pm and 7am).*

The ventilation strategy to mitigate overheating in line with the requirements of ADO must therefore be developed such that there is no reliance on open windows in bedrooms between 23:00 to 07:00 if this would cause the above noise levels to be exceeded.

Recognised Guidance.

BS 8233:2014.

BS 8233:2014 'Guidance on sound insulation and noise reduction for buildings' provides guidance for control of noise in and around buildings. The British Standard advises appropriate criteria and limits for different situations including rooms for residential purposes. The advice for living accommodation (Table 4 of BS 8233:2014) is reproduced below in Table 6. These are desirable internal ambient noise levels for spaces when they are unoccupied. These values are based on the guidelines published by the WHO in *Guidelines for Community Noise*.

Table 6 BS8233 guideline indoor ambient noise levels for dwellings

Activity	Location	Daytime (07:00 to 23:00)	Night-time (23:00 to 07:00)
Resting	Living room	35 dB $L_{Aeq,16\text{ h}}$	-
Sleeping (daytime resting)	Bedroom	35 dB $L_{Aeq,16\text{ h}}$	30 dB $L_{Aeq,8\text{ h}}$

Supplementary Notes 2, 4 and 7 to Table 4 within BS 8233 are reproduced below for reference:

'NOTE 2 The levels shown in Table 4 are based on the existing guidelines issued by the World Health Organization...'

NOTE 4 Regular individual noise events (for example, scheduled aircraft or passing trains) can cause sleep disturbance. A guideline value may be set in terms of SEL or $L_{Amax,F}$ depending on the character and number of events per night....'

NOTE 7 Where development is considered necessary or desirable, despite external noise levels above the WHO guidelines, the internal target levels may be relaxed by up to 5 dB and reasonable conditions still achieved.'

As no specific value is provided in BS 8233 for noise from individual events (see Note 4 above), it is common practice to consider the guidance from the World Health Organization 'Night noise guidelines for Europe'. The WHO document states that for a good night's sleep, a maximum sound level of L_{AFmax} 45 dB should not be exceeded more than 10-15 times per night.

For gardens and terraces, the Standard states that it is desirable that the steady noise level does not exceed $L_{Aeq,T}$ 50dB whilst a level of $L_{Aeq,T}$ 55dB would be acceptable in noisier environments. However, BS 8233 states that, 'it is also recognized that these guideline values are not achievable in all circumstances where development might be desirable...In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces, but should not be prohibited'.

Appendix A: Site Layout.



Appendix B: Survey and equipment details.

Unattended Measurements.

Unattended noise measurements were carried out between 14:00hrs on 01 December 2023 and 13:00hrs on 05 December 2023, and between 16:15hrs on 07 October 2024 and 14:05hrs on 09 October 2024.

Prior to commencement of the unattended survey, a subjective assessment of the noise climate was undertaken which indicated that the chosen logger positions were deemed to be representative of the noise levels along the western and eastern perimeters of the development site.

The microphone was fitted with a windshield. The meter was calibrated before and after the survey and no significant drift was noted.

Equipment details.

Table B1 summarises the details of the equipment used during the environmental noise survey. All equipment used was within dates of calibration and calibration certificates are available on request.

Table B1 Equipment used during environmental noise survey

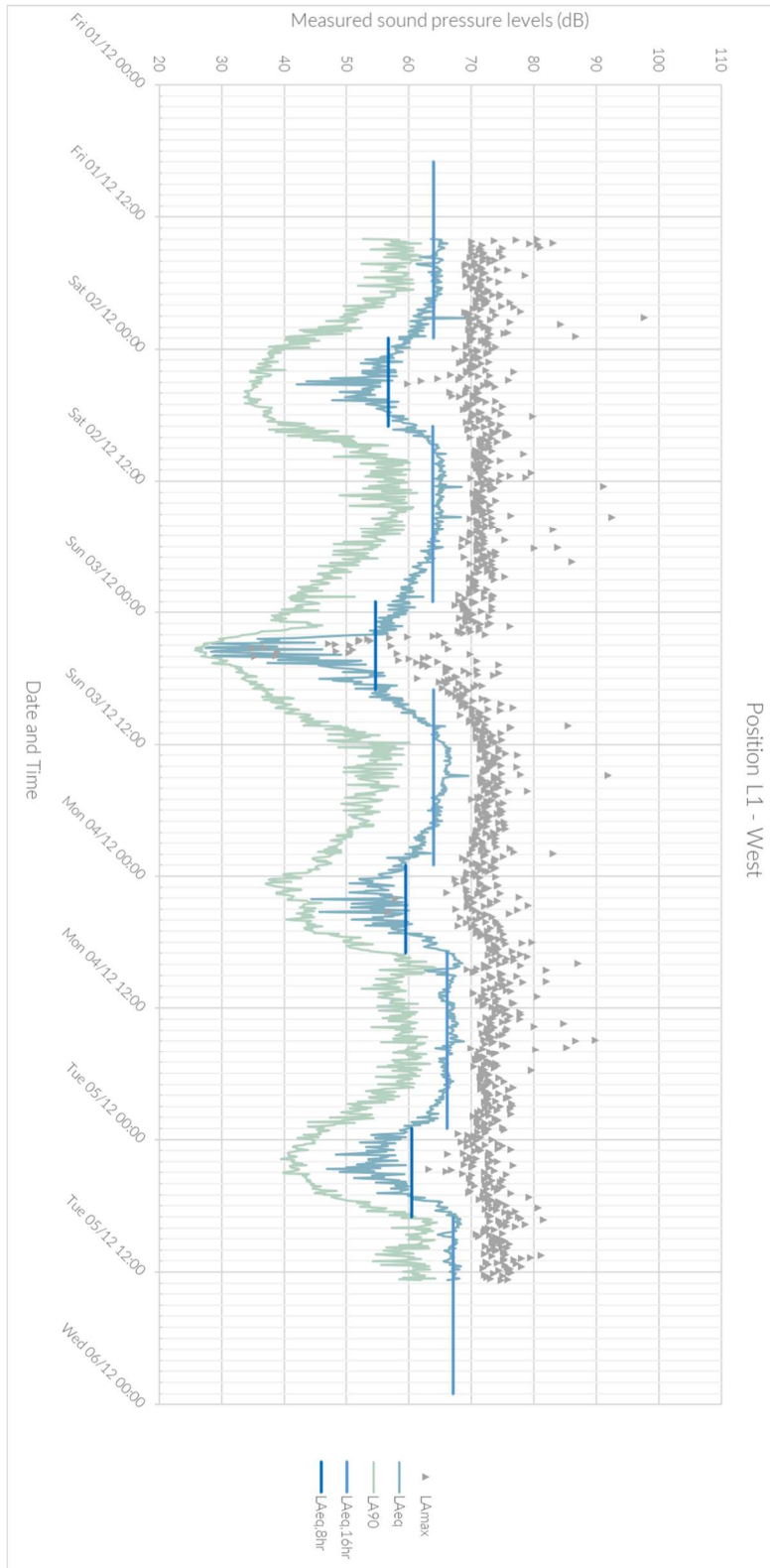
Unattended Sound Level Meter	Description	Serial Number	Calibration Expiration Date
Position L1	Rion - Sound Level Meter: NL-52 Rion - Microphone: UC-59 Rion - Pre-amplifier: NH-25	00632046 18987 32074	18/08/2025
Position L2	Rion - Sound Level Meter: NL-52 Rion - Microphone: UC-59 Rion - Pre-amplifier: NH-25	00710261 18984 10255	18/08/2025

Weather information.

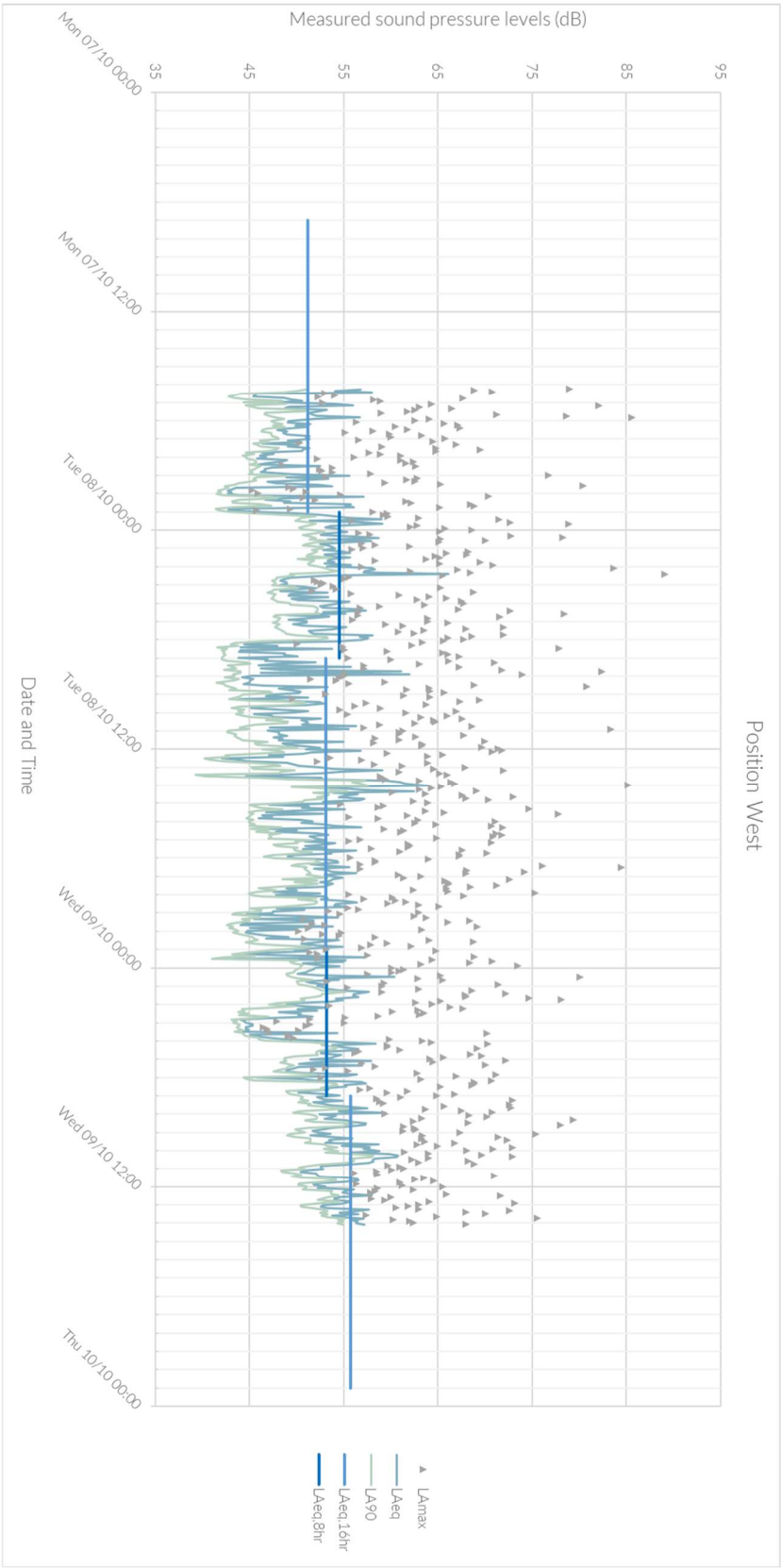
Weather reports for the area indicate that temperatures ranged between -6 °C to 5 °C. There was no recorded precipitation during this time. Wind speeds were consistently low over the measurement period; therefore, the measured data is considered suitable as being representative of typical conditions.

Appendix C: Time History of unattended measurements.

Position L1: Stapleford Road (East)



Position L2: Railway Sidings (West)





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