



HS2 (rail only) noise level $L_{Aeq,T}$		Potential noise effect
Night-time $L_{Aeq,T}$ (T=23:00 to 07:00)	Daytime $L_{Aeq,T}$ (T=07:00 to 23:00)	Residential ¹ Likely significant effect on dwellings indicated by *avoided by noise insulation Effect dependent on noise level change and significance criteria. Likely significant effects on groups of dwellings and associated facilities indicated by OSV#-C# Generally no adverse effect expected ²
> 60 dB	> 70 dB	
55 to 60 dB	65 to 70 dB	
50 to 55 dB	60 to 65 dB	
45 to 50 dB	55 to 60 dB	
40 to 45 dB	50 to 55 dB	
< 40 dB	< 50 dB	

1. Effect on non-residential receptors and quiet areas will be assessed further before the formal EIA report.
2. For further information see Volume 2 report.

Legend - General features

- Route in bored tunnel
- Route in green tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary

Engineering earthworks: Non engineering earthworks:

- Embankment
- Cutting
- Embankment
- Cutting

Legend - Noise related features

- Envisaged mitigation to avoid / reduce significant noise effects:
- Landscaping and/or fence barriers*
- Engineering e.g. cuttings (green tunnels separately marked)
- Envisaged features further reducing noise effects:
- Other environmental e.g. landscaping
- Engineering e.g. cuttings

Envisaged mitigation to avoid / reduce significant noise effects:

- Airborne noise study area
- Potential noise insulation qualifier
- Key non-residential receptors identified for assessment
- Noise Important Areas defined in national noise action plans (Defra 2014)

Map Number: **SV-01-356**

Map Name: **Operational Noise Contour Maps and Likely Significant Effects WDES**

Community Area LA03: Appleby Parva to Ashby-de-la-Zouch

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OS 100049150.

Scale at A3: 1:10,000

Doc Number: ZDE02-ACL-EVAMAP-1001-001023_P05

Date: 13/07/18