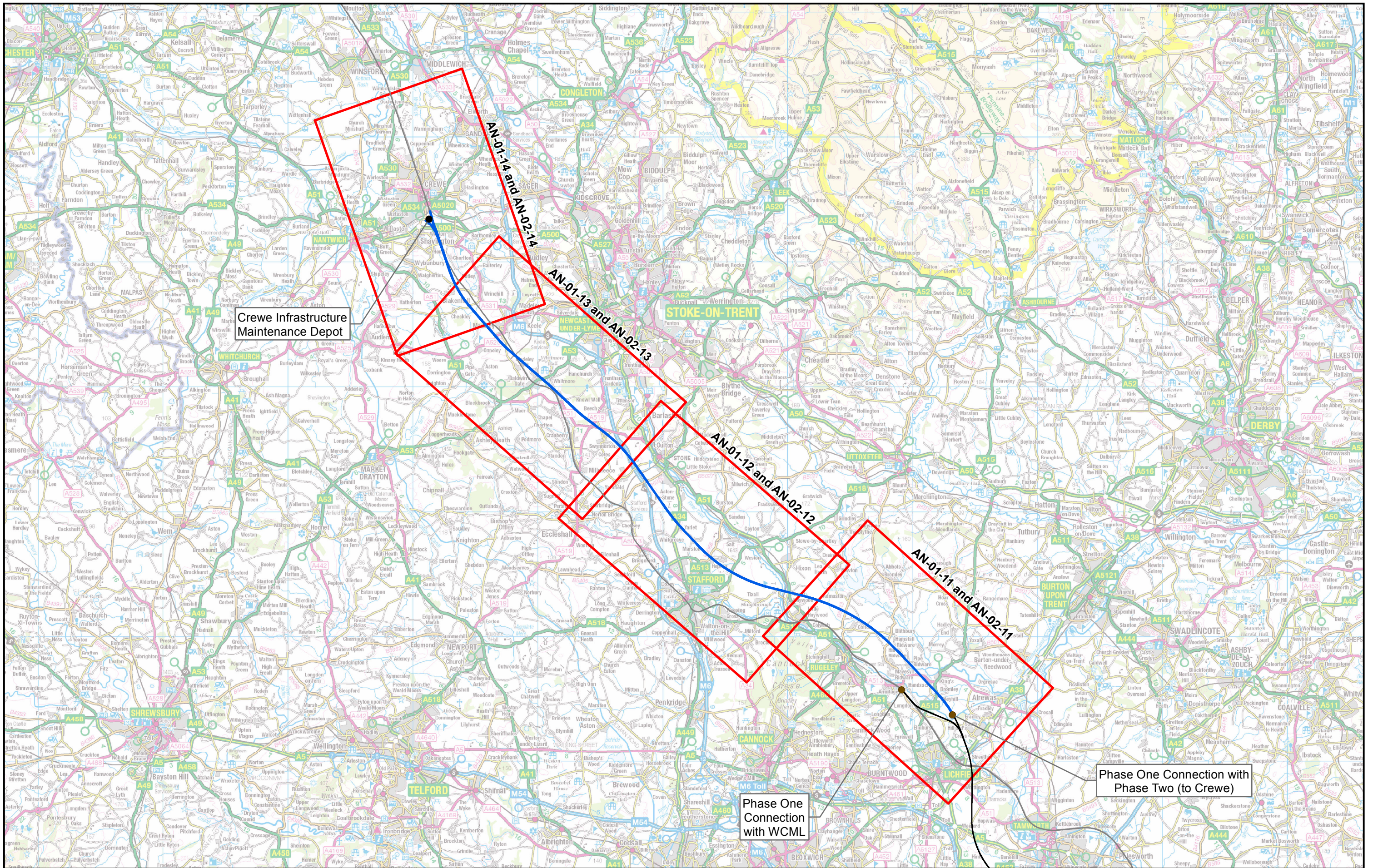


**Fradley to Crewe**  
**Residential Airborne Noise Mapping**  
**Set 1 to 2: without and with additional mitigation**








- Route Alignment**
- Post Consultation Route to Crewe
  - Connection
  - Depot
  - Station
  - WCML
  - HS2 Phase One
  - Map Windows

Figure Number: **Overview - Keyplan**

Drawing Title: **Map Index Overview  
Preferred Route to Crewe  
Residential Airborne Noise Appraisal**

Route Reference: **Preferred Route to Crewe**




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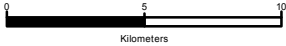
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Scale at A3: 1:275,000

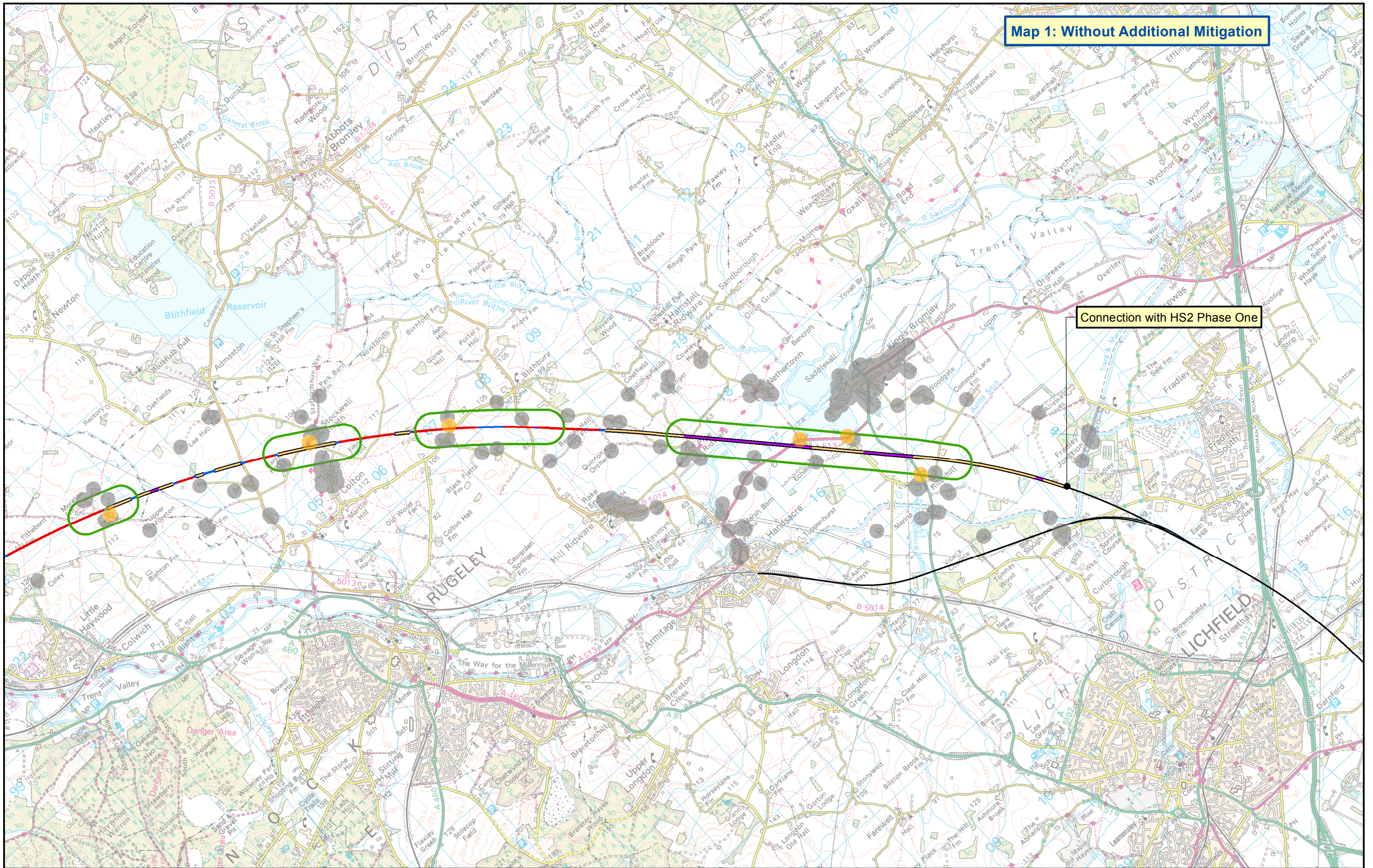


Kilometers

**Doc No: C331-TRK-EV-MAP-210-000025**      **Date: 30/07/15**



Map 1: Without Additional Mitigation



**Route Alignment**

- At Grade
- Tunnel
- Cut and Cover Tunnel
- Cutting
- Embankment
- Viaduct
- Depot Operational Boundary

**Without Additional Indicative Mitigation, Areas Where Dwellings:**


- Potentially Experience High Noise Levels
- Are Potentially Eligible for Noise Insulation
- Potentially Experience a Noticeable Noise Increase

Preliminary Candidate Areas for Mitigation

Figure Number: AN-01-11

Drawing Title: Residential Airborne Noise Appraisal Preferred Route to Crewe Without Additional Indicative Mitigation

Route Reference: HSM03




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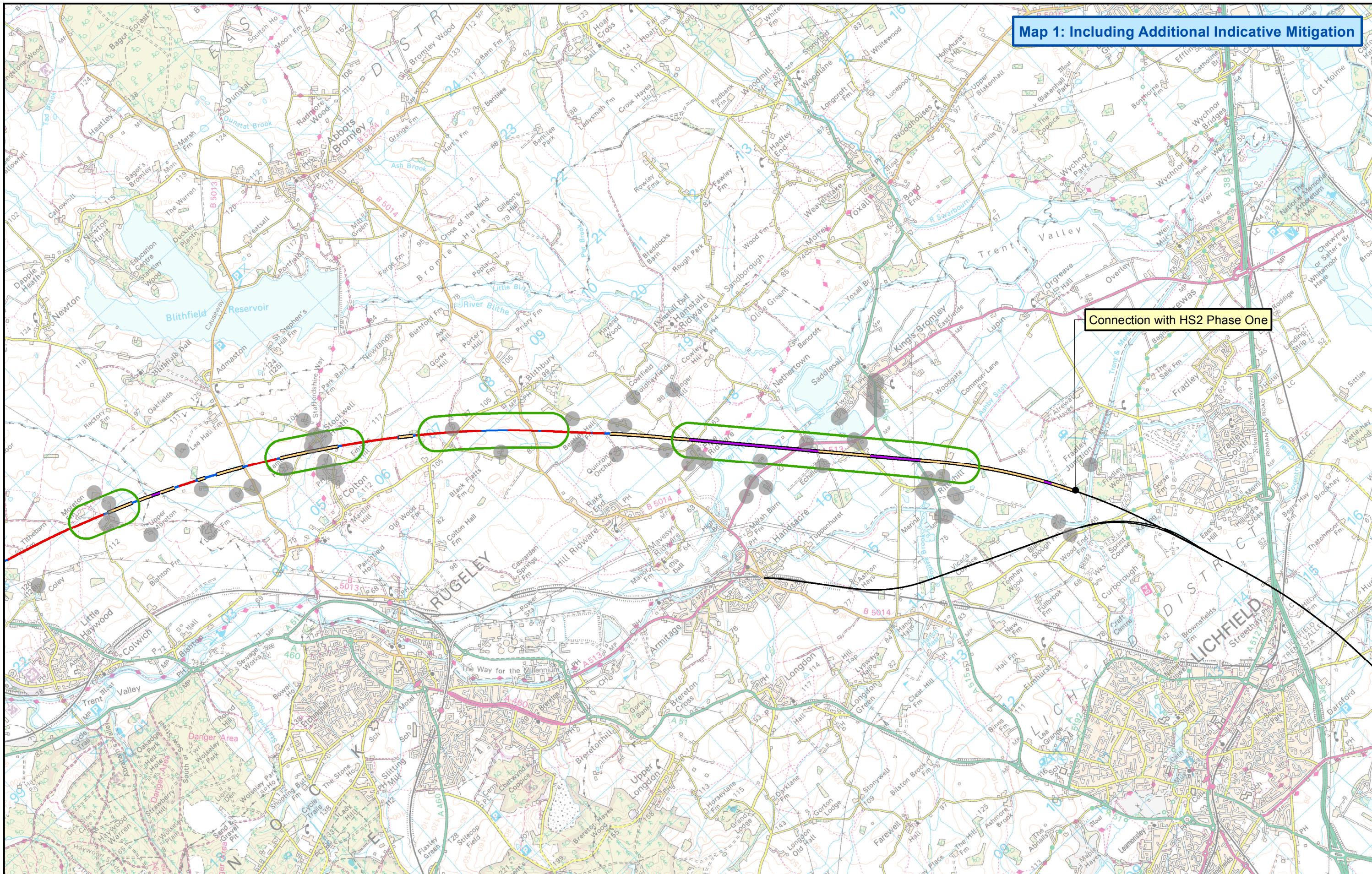
Kilometers



Doc No: C331-TRK-EV-MAP-210-000026 Date: 30/07/15



Map 1: Including Additional Indicative Mitigation




Connection with HS2 Phase One


- Route Alignment**
- At Grade
  - Tunnel
  - Cut and Cover Tunnel
  - Cutting
  - Embankment
  - Viaduct
  - Depot Operational Boundary


- Including Additional Indicative Mitigation, Areas Where Dwellings:**
- Potentially Experience High Noise Levels
  - Are Potentially Eligible for Noise Insulation
  - Potentially Experience a Noticeable Noise Increase

■ Preliminary Candidate Areas for Mitigation

Figure Number: AN-02-11  
 Drawing Title: Residential Airborne Noise Appraisal Preferred Route to Crewe Including Additional Indicative Mitigation  
 Route Reference: HSM03


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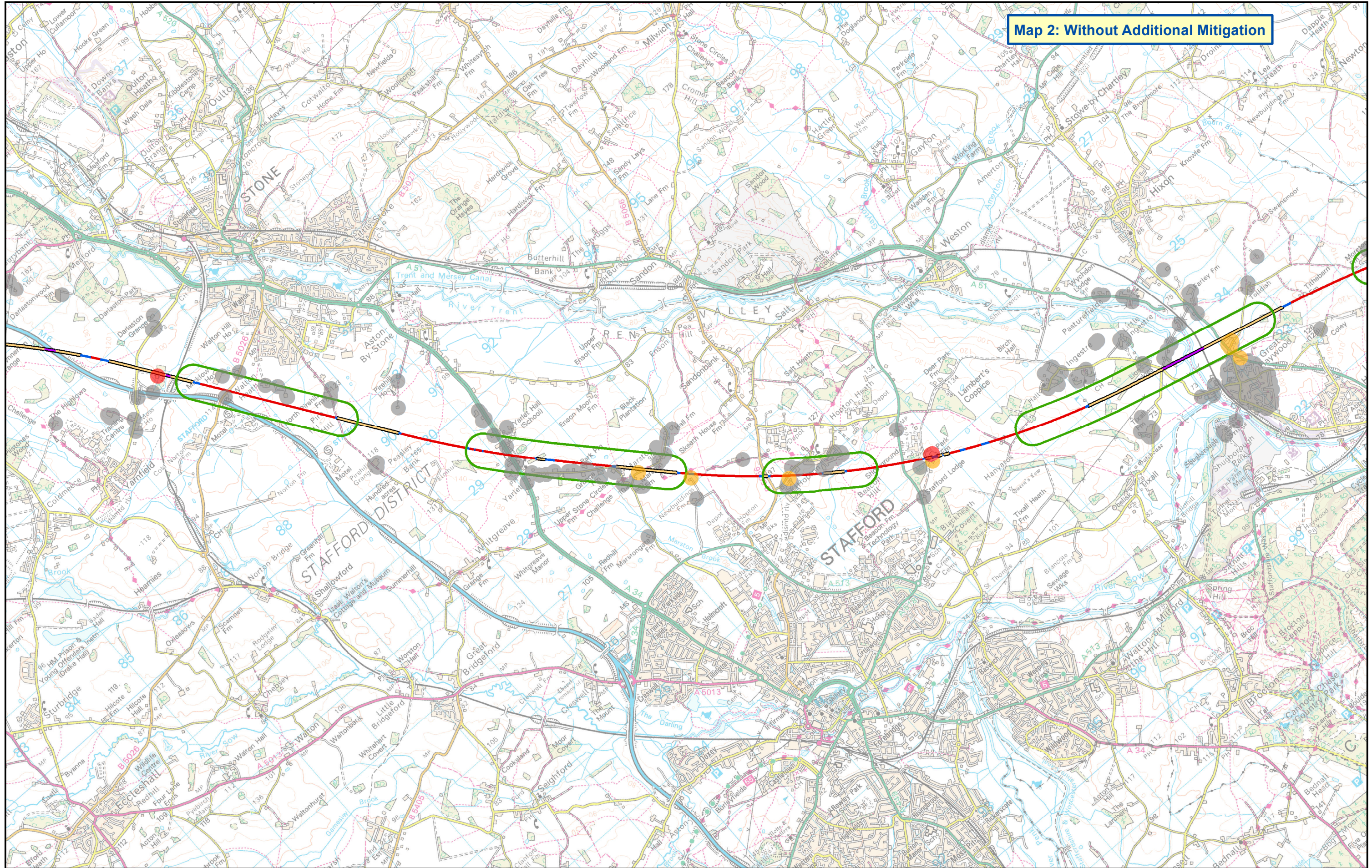

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 Kilometers

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Map 2: Without Additional Mitigation



**Route Alignment**

- At Grade
- Tunnel
- Cut and Cover Tunnel
- Cutting
- Embankment
- Viaduct
- Depot Operational Boundary

**Without Additional Indicative Mitigation, Areas Where Dwellings:**


- Potentially Experience High Noise Levels
- Are Potentially Eligible for Noise Insulation
- Potentially Experience a Noticeable Noise Increase

Preliminary Candidate Areas for Mitigation

Figure Number: AN-01-12

Drawing Title: Residential Airborne Noise Appraisal Preferred Route to Crewe Without Additional Indicative Mitigation

Route Reference: HSM03




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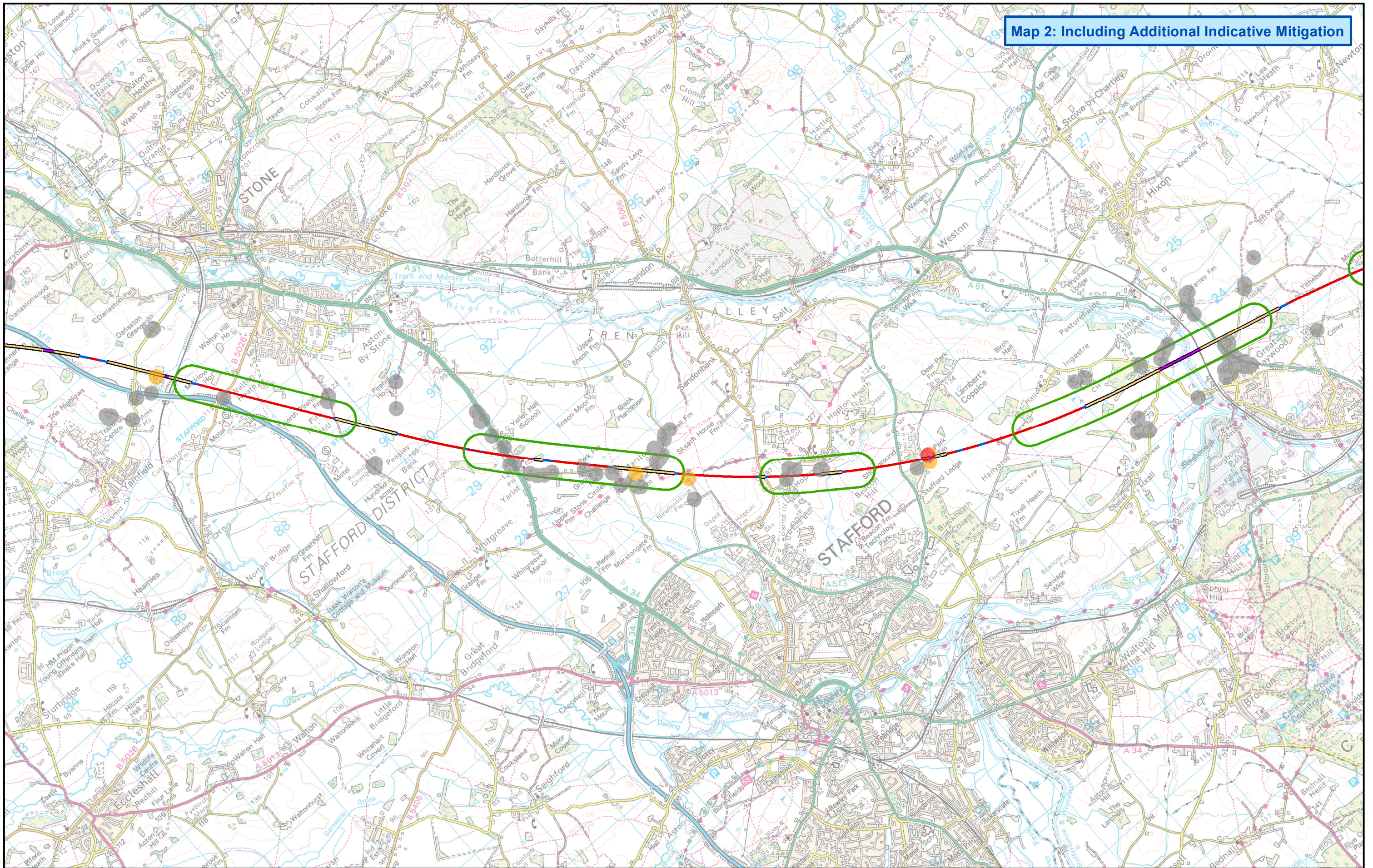
0 1 2 Kilometers



Doc No: C331-TRK-EV-MAP-210-000027      Date: 30/07/15



Map 2: Including Additional Indicative Mitigation



- Route Alignment**
- At Grade
  - Tunnel
  - Cut and Cover Tunnel
  - Cutting
  - Embankment
  - Viaduct
  - Depot Operational Boundary

- Including Additional Indicative Mitigation, Areas Where Dwellings:**
- Potentially Experience High Noise Levels
  - Are Potentially Eligible for Noise Insulation
  - Potentially Experience a Noticeable Noise Increase

Preliminary Candidate Areas for Mitigation

Figure Number: AN-02-12  
 Drawing Title: Residential Airborne Noise Appraisal Preferred Route to Crewe Including Additional Indicative Mitigation  
 Route Reference: HSM03

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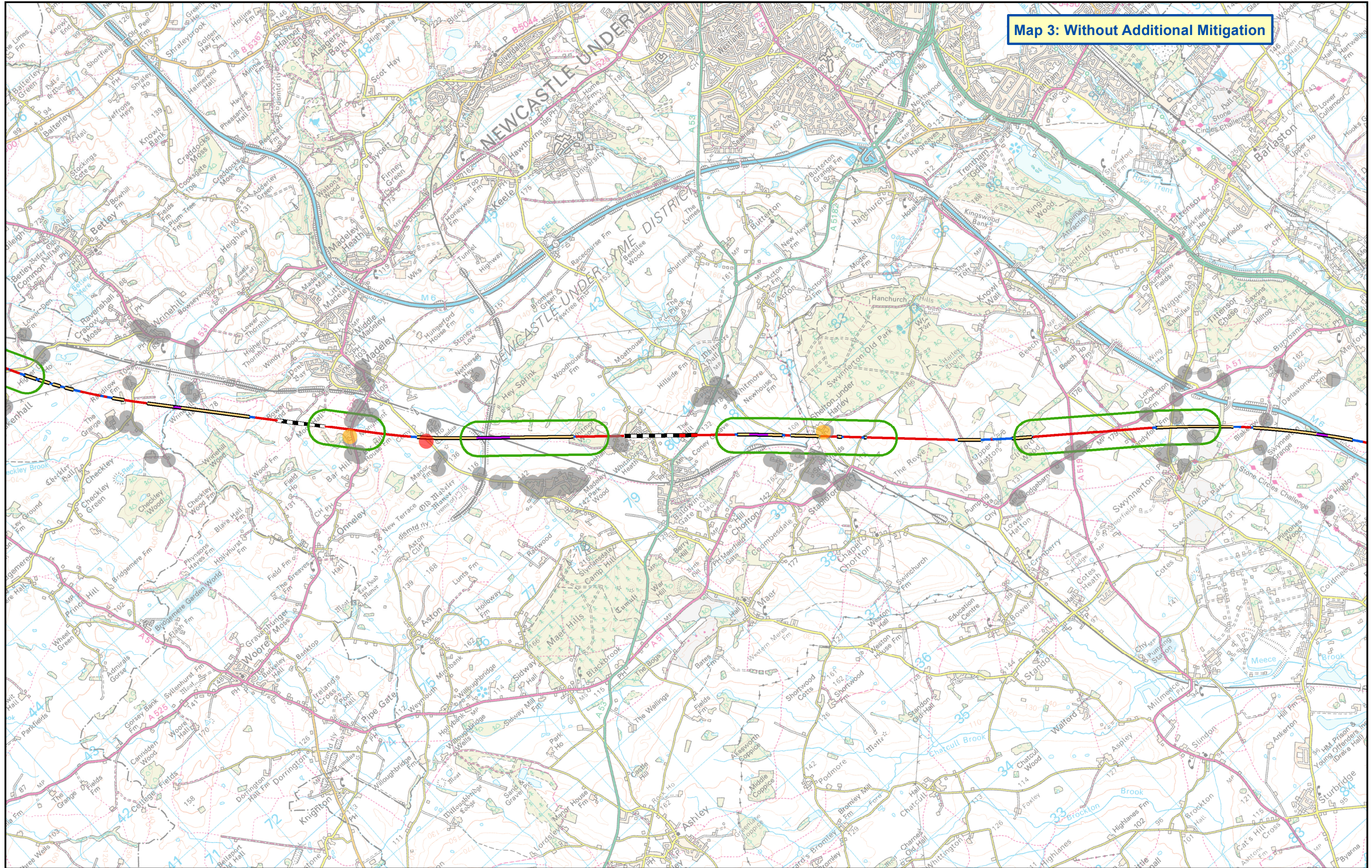
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Map 3: Without Additional Mitigation



- Route Alignment**
- At Grade
  - Tunnel
  - Cut and Cover Tunnel
  - Cutting
  - Embankment
  - Viaduct
  - Depot Operational Boundary


- Without Additional Indicative Mitigation, Areas Where Dwellings:**
- Potentially Experience High Noise Levels
  - Are Potentially Eligible for Noise Insulation
  - Potentially Experience a Noticeable Noise Increase

  Preliminary Candidate Areas for Mitigation

Figure Number: AN-01-13

Drawing Title: Residential Airborne Noise Appraisal Preferred Route to Crewe Without Additional Indicative Mitigation

Route Reference: HSM03 / 06 / 08




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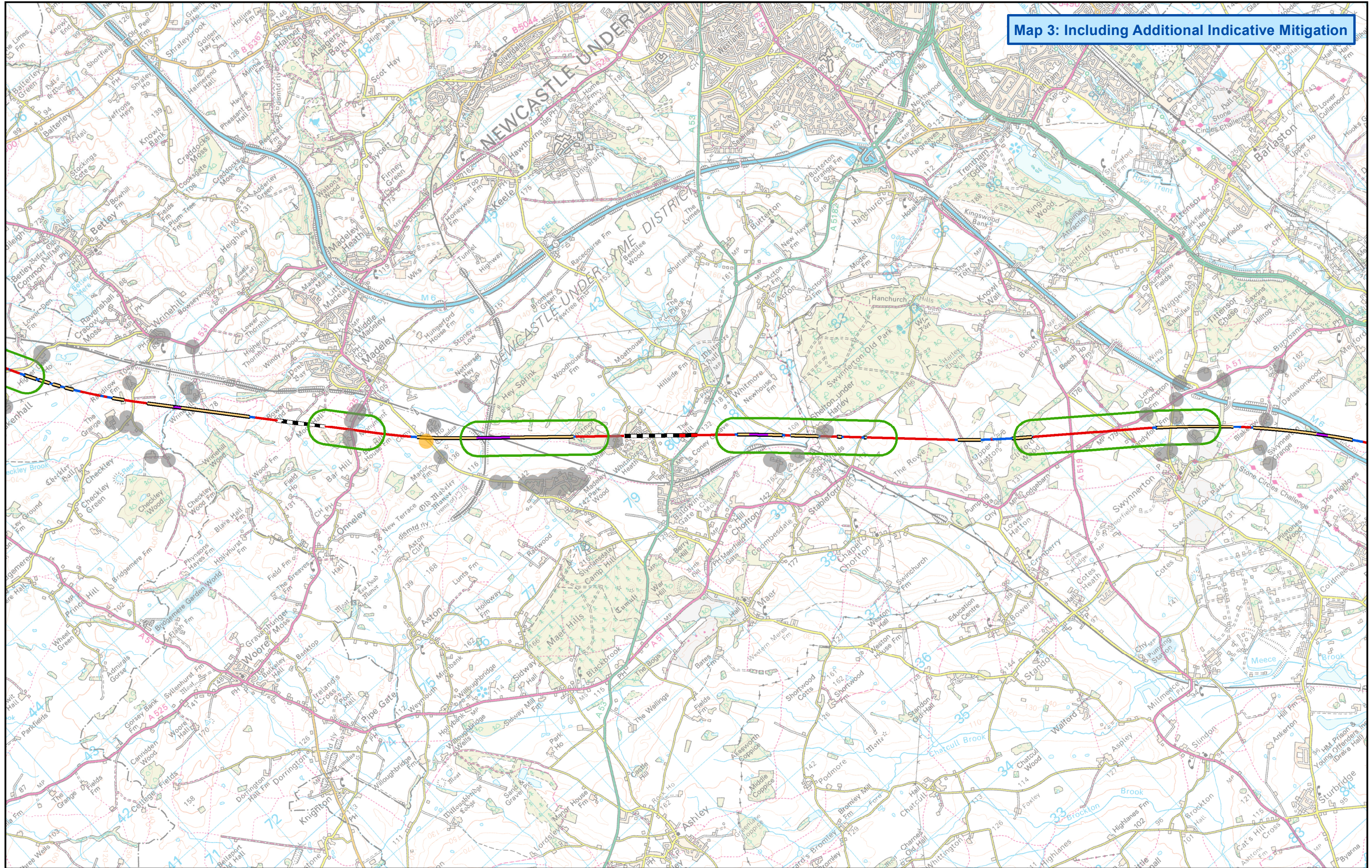
Kilometers



Doc No: C331-TRK-EV-MAP-210-000028      Date: 30/07/15



Map 3: Including Additional Indicative Mitigation



**Route Alignment**


- At Grade
- Tunnel
- Cut and Cover Tunnel
- Cutting
- Embankment
- Viaduct
- Depot Operational Boundary


**Including Additional Indicative Mitigation, Areas Where Dwellings:**

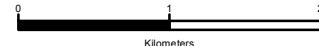
- Potentially Experience High Noise Levels
- Are Potentially Eligible for Noise Insulation
- Potentially Experience a Noticeable Noise Increase

○ Preliminary Candidate Areas for Mitigation

Figure Number: AN-02-13  
 Drawing Title: Residential Airborne Noise Appraisal Preferred Route to Crewe Including Additional Indicative Mitigation  
 Route Reference: HSM03 / 06 / 08


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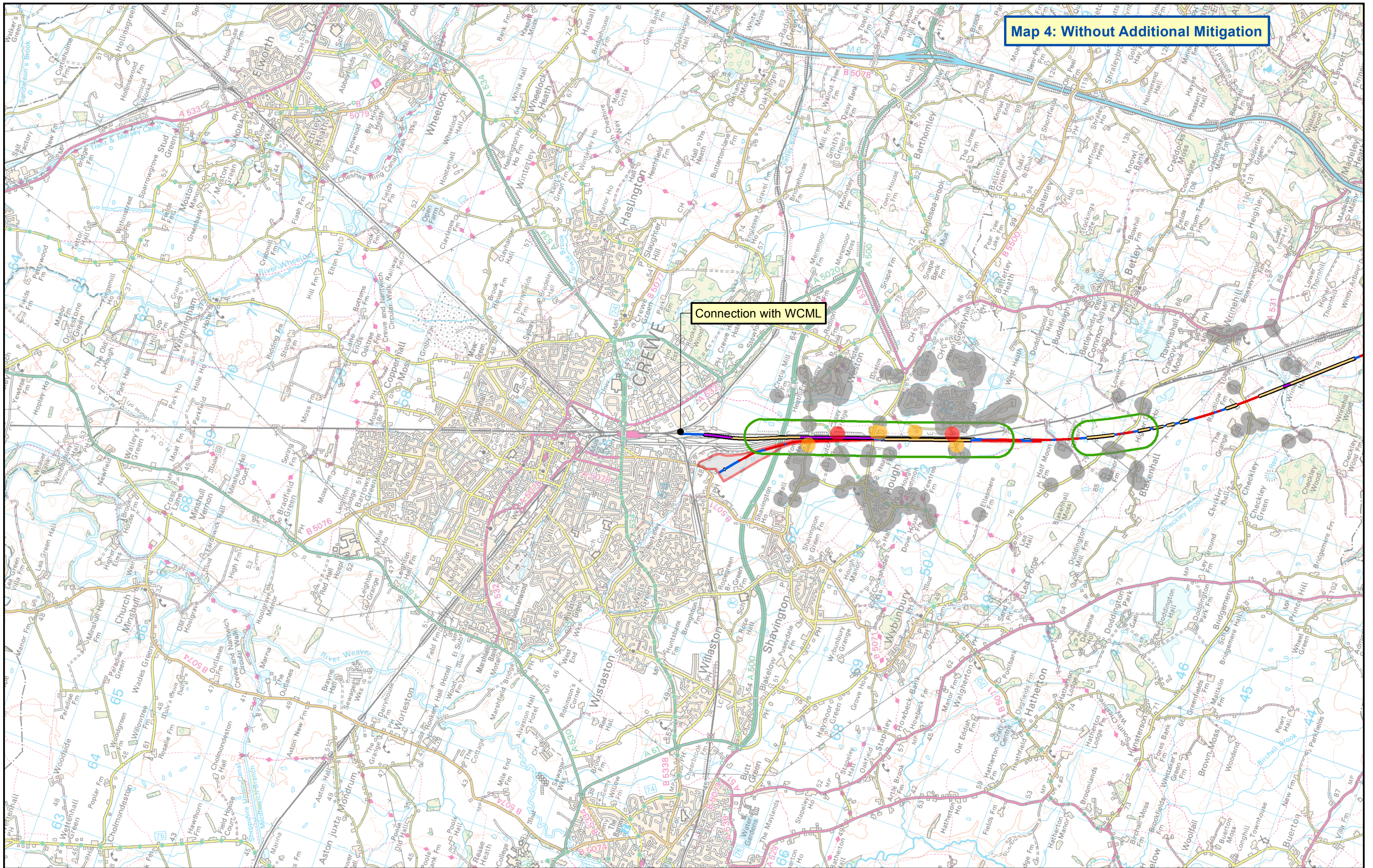

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 Kilometers

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Map 4: Without Additional Mitigation



**Route Alignment**

- At Grade
- Tunnel
- Cut and Cover Tunnel
- Cutting
- Embankment
- Viaduct
- Depot Operational Boundary

**Without Additional Indicative Mitigation, Areas Where Dwellings:**


- Potentially Experience High Noise Levels
- Are Potentially Eligible for Noise Insulation
- Potentially Experience a Noticeable Noise Increase

Preliminary Candidate Areas for Mitigation

Figure Number: AN-01-14

Drawing Title:  
**Residential Airborne Noise Appraisal Preferred Route to Crewe Without Additional Indicative Mitigation**


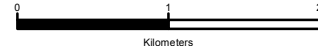
Route Reference: HSM08 / 09 / 10



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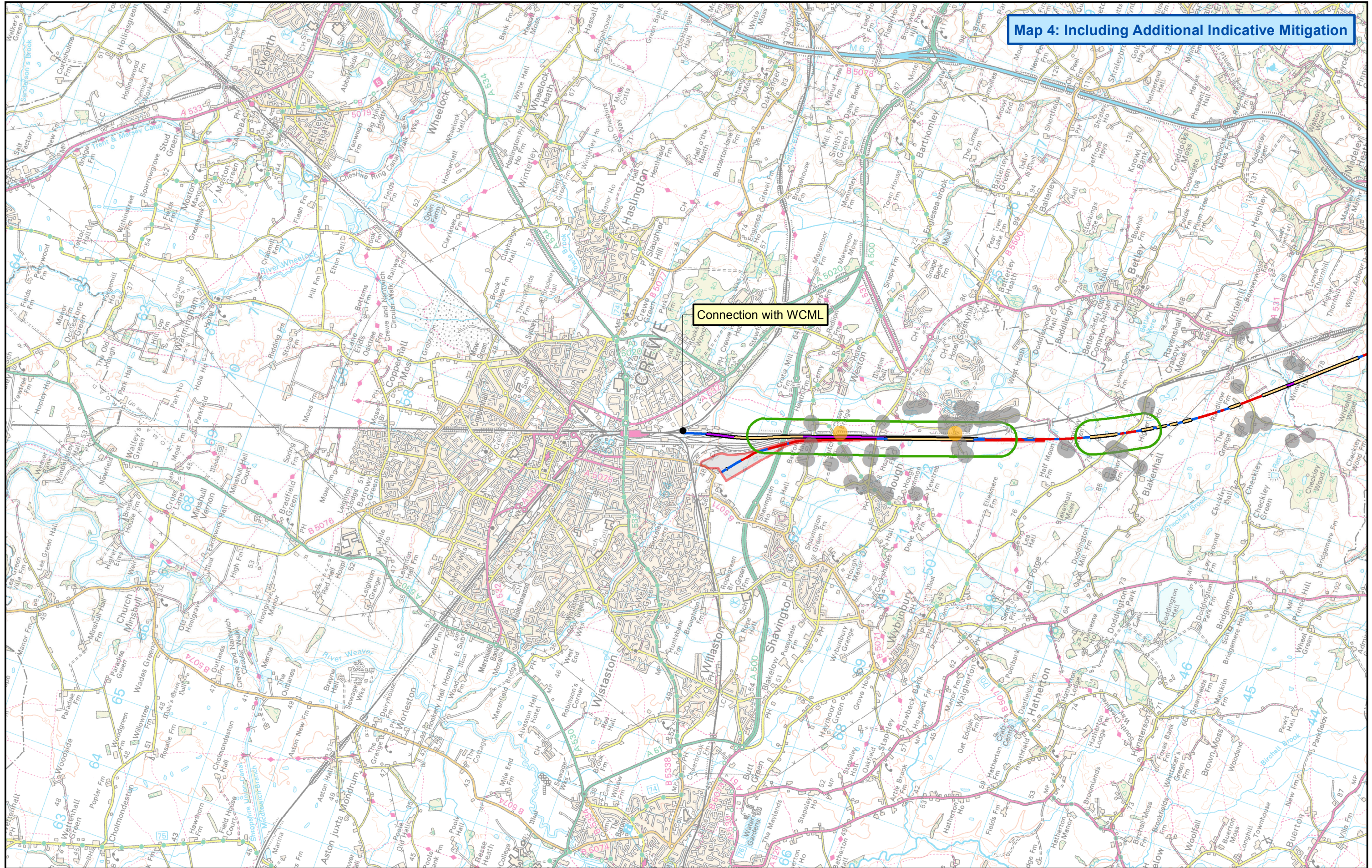
Scale at A3: 1:25,000

Kilometers

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- Route Alignment**
- At Grade
  - Tunnel
  - Cut and Cover Tunnel
  - Cutting
  - Embankment
  - Viaduct
  - Depot Operational Boundary

- Including Additional Indicative Mitigation, Areas Where Dwellings:**
- Potentially Experience High Noise Levels
  - Are Potentially Eligible for Noise Insulation
  - Potentially Experience a Noticeable Noise Increase

Preliminary Candidate Areas for Mitigation


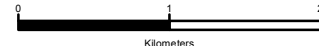
Figure Number: AN-02-14  
 Drawing Title: Residential Airborne Noise Appraisal Preferred Route to Crewe Including Additional Indicative Mitigation  
 Route Reference: HSM08 / 09 / 10



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Kilometers

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