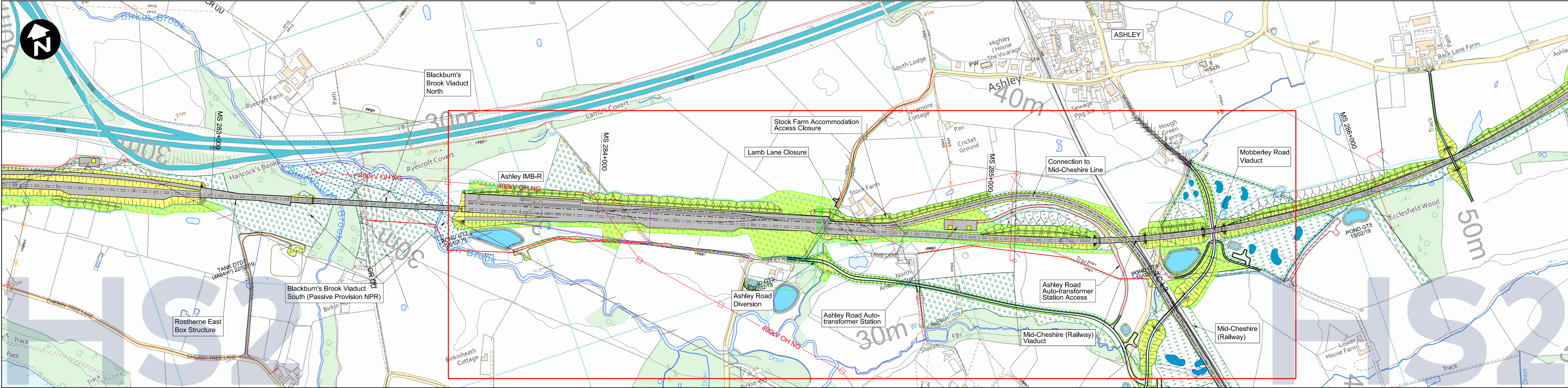
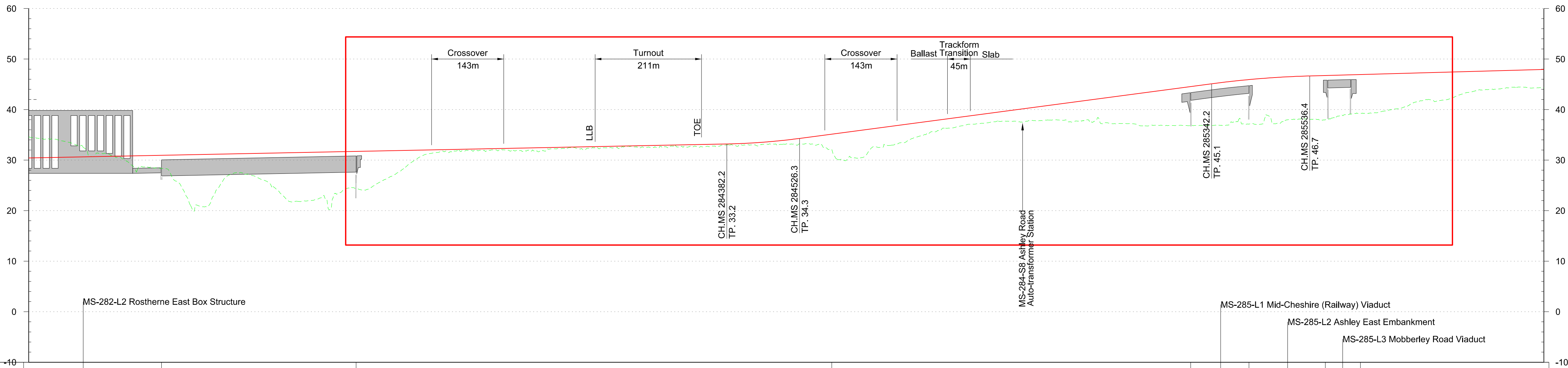




Plan  
Scale 1:5,000 @ A1



| Route Element ID     |                      |            |            | MS-283-L3 Blackburn's Brook Viaduct North |            |            |            |            |            | MS-283-L4 Blackburn's Brook Embankment |                       |            |                     |            |                      |            |                     |            |            | MS-284-L1 Ashley West Embankment |            |            |            |            |            |            |            |            |            |            |            |  |              |  |         | MS-285-L4 Thorns Green Embankment |              |  |          |  |          |  |  |  |  |  |  |  |
|----------------------|----------------------|------------|------------|-------------------------------------------|------------|------------|------------|------------|------------|----------------------------------------|-----------------------|------------|---------------------|------------|----------------------|------------|---------------------|------------|------------|----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--|--------------|--|---------|-----------------------------------|--------------|--|----------|--|----------|--|--|--|--|--|--|--|
| Chainage             | MS 283+000           | MS 283+100 | MS 283+200 | MS 283+300                                | MS 283+400 | MS 283+500 | MS 283+600 | MS 283+700 | MS 283+800 | MS 283+900                             | MS 284+000            | MS 284+100 | MS 284+200          | MS 284+300 | MS 284+400           | MS 284+500 | MS 284+600          | MS 284+700 | MS 284+800 | MS 284+900                       | MS 285+000 | MS 285+100 | MS 285+200 | MS 285+300 | MS 285+400 | MS 285+500 | MS 285+600 | MS 285+700 | MS 285+800 | MS 285+900 | MS 286+000 |  |              |  |         |                                   |              |  |          |  |          |  |  |  |  |  |  |  |
| Horizontal Alignment | L=2286.9             |            |            |                                           |            |            |            |            |            |                                        |                       |            |                     |            |                      |            |                     |            |            |                                  |            |            |            |            |            |            |            |            |            |            |            |  | MS 284+637.4 |  | L=295.0 |                                   | MS 285+327.4 |  | R=2325.0 |  | L=1815.1 |  |  |  |  |  |  |  |
| Vertical Alignment   | L=2768.5<br>G=0.200% |            |            |                                           |            |            |            |            |            |                                        | L=144.1<br>R=-12810.0 |            | L=815.8<br>G=1.325% |            | L=194.2<br>R=18500.0 |            | L=756.3<br>G=0.275% |            |            |                                  |            |            |            |            |            |            |            |            |            |            |            |  |              |  |         |                                   |              |  |          |  |          |  |  |  |  |  |  |  |
| Existing Level       | 34.5                 | 32.8       | 29.3       | 25.2                                      | 27.2       | 23.3       | 21.3       | 25.9       | 31.4       | 31.9                                   | 31.9                  | 32.0       | 32.6                | 32.7       | 32.9                 | 33.2       | 30.2                | 32.9       | 35.9       | 37.4                             | 37.8       | 37.7       | 36.6       | 36.9       | 37.6       | 38.0       | 38.9       | 40.0       | 41.9       | 44.0       | 47.9       |  |              |  |         |                                   |              |  |          |  |          |  |  |  |  |  |  |  |
| Proposed Level       | 30.4                 | 30.6       | 30.8       | 31.0                                      | 31.2       | 31.4       | 31.6       | 31.8       | 32.0       | 32.2                                   | 32.4                  | 32.6       | 32.8                | 33.0       | 33.2                 | 34.0       | 35.3                | 36.6       | 37.9       | 39.2                             | 40.6       | 41.9       | 43.2       | 44.5       | 45.8       | 46.5       | 46.8       | 47.1       | 47.4       | 47.7       | 47.9       |  |              |  |         |                                   |              |  |          |  |          |  |  |  |  |  |  |  |
| Cut and Fill         | -4.1                 | -2.2       | +1.5       | +5.8                                      | +4.0       | +8.1       | +10.3      | +5.9       | +0.6       | +0.3                                   | +0.5                  | +0.6       | +0.2                | +0.3       | +0.3                 | +0.8       | +5.1                | +3.7       | +2.0       | +1.8                             | +2.8       | +4.2       | +6.4       | +7.6       | +8.2       | +8.5       | +7.9       | +7.1       | +5.5       | +3.7       | +3.6       |  |              |  |         |                                   |              |  |          |  |          |  |  |  |  |  |  |  |
| Design Speed         | 230km/h              |            |            |                                           |            |            |            |            |            |                                        |                       |            |                     |            |                      |            |                     |            |            |                                  |            |            |            |            |            |            |            |            |            |            |            |  |              |  |         |                                   |              |  |          |  |          |  |  |  |  |  |  |  |

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| Rev | Description    | Drawn      | Checked    | Con App    | HS2 App |
|-----|----------------|------------|------------|------------|---------|
| P01 | Issued for DRC | EP         | GHU        | DCL        |         |
|     |                | 29/05/2019 | 28/05/2019 | 28/05/2019 |         |

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Scale with caution as distortion can occur.

Legends/Notes:

- Depot, station, headhouse, shaft or portal building
- Tunnel portal
- Electricity substation
- Ecological mitigation pond
- Balancing pond
- Pumping station
- Replacement floodplain storage area
- Denotes Area of Consultation

- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Local placement
- Public realm

- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary
- Major contour

- Community area boundary
- Existing watercourse
- Watercourse diversions
- New Ditches
- Hedgerow habitat creation
- Major utility works
- Noise fence barrier

- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Tunnels external extent
- HS2 access road
- Realigned highway
- Rail alignment
- Chainage (e.g. 10+000)

**HS2**

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Registration No. 06791686  
Registered office:  
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Birmingham, B4 6GA

Creator/Originator  
MW JV (Mott MacDonald and WSP Joint Venture)

| Zone          | M3 Wide – Hulseheath to Manchester             | Project/Contract    | CDES Area 1 (CE1)            |
|---------------|------------------------------------------------|---------------------|------------------------------|
| Design Stage  | Hybrid Bill - Draft Interim Preliminary Design | Discipline/Function | Civil                        |
| Drawing Title | Ashley IMB-R                                   | Drawn               | GW                           |
|               | Plan & Profile Sheet 1 of 1                    | Checked             | GHU                          |
|               |                                                | Approved            | DCL                          |
|               |                                                | Date                | 20/05/2019                   |
|               |                                                | Scale               | AS SHOWN                     |
|               |                                                | Size                | A1                           |
|               |                                                | Drawing No.         | 2DE01-MWJ-CV-DPP-M003-020604 |
|               |                                                | Rev.                | P01                          |