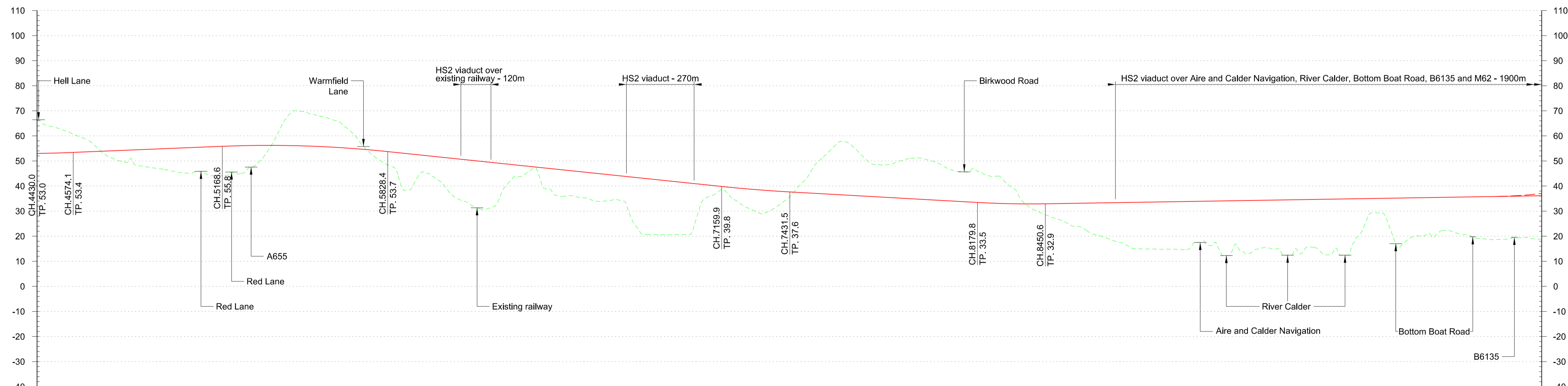


Plan

Scale 1:10,000 @ A1

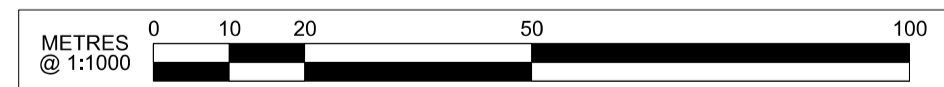
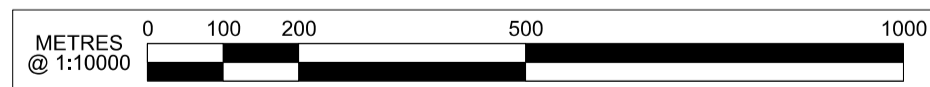
HSL17A — HSL17B



| Chainage | Horizontal Alignment | Vertical Alignment | Existing Level | Proposed Level | Cut and Fill | Design Speed |
|----------|----------------------|--------------------|----------------|----------------|--------------|--------------|
| 4+430 | | R=56000.0 | 66.2 | 53.0 | -13.2 | 340km/h |
| 4+500 | | L=144.1 | 63.4 | 53.1 | -10.3 | |
| 4+600 | | R=56000.0 | 59.6 | 53.5 | -6.1 | |
| 4+700 | | L=594.5 | 52.6 | 53.9 | +1.3 | |
| 4+800 | | G=0.409% | 50.7 | 54.3 | +3.6 | |
| 4+900 | | L=659.7 | 47.1 | 54.7 | +7.6 | |
| 5+000 | | R=45400.0 | 45.4 | 55.1 | +9.7 | |
| 5+100 | | L=1331.6 | 45.1 | 55.6 | +10.5 | |
| 5+200 | | G=-1.045% | 45.3 | 56.0 | +10.7 | |
| 5+300 | | R=56000.0 | 48.2 | 56.2 | +8.0 | |
| 5+400 | | L=271.6 | 63.1 | 56.2 | -6.9 | 300km/h |
| 5+500 | | R=56000.0 | 69.5 | 56.0 | -13.5 | |
| 5+600 | | L=735.1 | 66.7 | 55.5 | -11.2 | |
| 5+700 | | L=250.0 | 59.9 | 54.9 | -5.0 | |
| 5+800 | | R=4275.0 | 50.0 | 54.0 | +4.0 | |
| 5+900 | | L=735.1 | 38.2 | 53.0 | +14.8 | |
| 6+000 | | L=735.1 | 44.4 | 51.9 | +7.5 | |
| 6+100 | | L=735.1 | 35.4 | 50.9 | +15.5 | |
| 6+200 | | L=735.1 | 30.7 | 49.9 | +19.2 | |
| 6+300 | | L=735.1 | 40.1 | 48.8 | +8.7 | |
| 6+400 | | L=735.1 | 46.5 | 47.8 | +1.3 | |
| 6+500 | | L=735.1 | 36.2 | 46.7 | +10.5 | |
| 6+600 | | L=735.1 | 35.4 | 45.7 | +10.3 | |
| 6+700 | | L=735.1 | 34.1 | 44.6 | +10.5 | |
| 6+800 | | L=735.1 | 27.1 | 43.6 | +16.5 | |
| 6+900 | | L=735.1 | 20.6 | 42.5 | +21.9 | |
| 7+000 | | L=735.1 | 20.6 | 41.5 | +20.9 | |
| 7+100 | | L=735.1 | 35.4 | 40.5 | +5.1 | |
| 7+200 | | L=735.1 | 35.2 | 39.4 | +4.2 | |
| 7+300 | | L=735.1 | 29.7 | 38.5 | +8.8 | |
| 7+400 | | L=735.1 | 33.2 | 37.8 | +4.6 | |
| 7+500 | | L=735.1 | 43.3 | 37.3 | -6.0 | |
| 7+600 | | L=735.1 | 55.1 | 36.7 | -18.4 | |
| 7+700 | | L=735.1 | 54.1 | 36.1 | -18.0 | |
| 7+800 | | L=735.1 | 48.4 | 35.6 | -12.8 | |
| 7+900 | | L=735.1 | 50.8 | 35.0 | -15.8 | |
| 8+000 | | L=735.1 | 49.9 | 34.5 | -15.4 | |
| 8+100 | | L=735.1 | 45.8 | 33.9 | -11.9 | |
| 8+200 | | L=735.1 | 45.2 | 33.4 | -11.8 | |
| 8+300 | | L=735.1 | 40.6 | 33.0 | -7.6 | |
| 8+400 | | L=735.1 | 30.8 | 32.9 | +2.1 | |
| 8+500 | | L=735.1 | 26.7 | 33.0 | +6.3 | |
| 8+600 | | L=735.1 | 23.2 | 33.2 | +10.0 | |
| 8+700 | | L=735.1 | 19.1 | 33.3 | +14.2 | |
| 8+800 | | L=735.1 | 15.1 | 33.5 | +18.4 | |
| 8+900 | | L=735.1 | 14.8 | 33.7 | +18.9 | |
| 9+000 | | L=735.1 | 14.6 | 33.8 | +19.2 | |
| 9+100 | | L=735.1 | 16.4 | 34.0 | +17.6 | |
| 9+200 | | L=735.1 | 15.3 | 34.1 | +18.8 | |
| 9+300 | | L=735.1 | 14.9 | 34.3 | +19.4 | |
| 9+400 | | L=735.1 | 12.4 | 34.5 | +22.1 | |
| 9+500 | | L=735.1 | 15.8 | 34.6 | +18.8 | |
| 9+600 | | L=735.1 | 14.1 | 34.8 | +20.7 | |
| 9+700 | | L=735.1 | 20.1 | 35.0 | +14.9 | |
| 9+800 | | L=735.1 | 29.0 | 35.1 | +6.1 | |
| 9+900 | | L=735.1 | 18.9 | 35.3 | +16.4 | |
| 10+000 | | L=735.1 | 19.5 | 35.4 | +15.9 | |
| 10+100 | | L=735.1 | 21.0 | 35.6 | +14.6 | |
| 10+200 | | L=735.1 | 18.9 | 35.8 | +16.9 | |
| 10+300 | | L=735.1 | 18.9 | 35.9 | +17.0 | |
| 10+400 | | L=735.1 | 18.9 | 36.1 | +17.2 | |
| 10+430 | | L=735.1 | 18.9 | 36.1 | +17.2 | |

Profile

Scale H:1:10,000 V:1:1000 @ A1



| Rev | Description | Drawn | Checked | Con App | HS2 App |
|-----|-----------------------------|-------|---------|---------|---------|
| P02 | Client's Comments Addressed | JV | AR | MM | |
| P01 | First Issue | JV | AR | MM | |

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Scale with caution as distortion can occur.

Key Environmental Features Legend

- World Heritage Site
- Ramsar
- Special Areas of Conservation
- Special Protection Areas
- SSSI
- National Nature Reserves
- Area of Outstanding Natural Beauty
- National Park
- Major Development Sites
- Additional Development Sites
- Scheduled Monuments
- Registered Parks and Gardens
- Historical Battlefields
- Active and/or Authorised Landfill
- Historical Landfill
- Flood Zones
- Listed Building Grade I
- Listed Building Grade II*
- Listed Building Grade II

Legend

- Track Centrelines
- Viaduct
- Tunnel
- Existing Railway Connection
- HS2 Connection
- Fully Retained Cutting/Fill
- Major Contour
- Ground Profile
- Track Profile
- Minor Contour
- Node
- Railway Cutting
- Railway Embankment
- HS2 Depot/Station Operational Boundary

Engineering Earthworks

- Railway Cutting
- Railway Embankment
- HS2 Depot/Station Operational Boundary

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Creator/Organiser
Mott MacDonald

| | | | |
|---------------|--------------------------------|---------------------|------------------------------|
| Zone | Leeds Leg North | Project/Contract | West Midlands to Leeds Route |
| Design Stage | Post-Consultation | Discipline/Function | Railway Track |
| Drawing Title | HSL17B 2017 Preferred Route | Drawn | JV |
| | | Checked | AR |
| | | Approved | MM |
| | | Date | 07/06/2017 |
| | | Scale | 1:10000 |
| | | Size | A1 |
| | | Drawing No. | C321-MMD-RT-DPP-130-591702 |
| | | Rev. | P02 |

Sheet 1 of 5