



In Parliament - Session 2013-14

High Speed Rail (London - West Midlands)

SECTIONS | Volume 4 Euston - Ickenham

Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

Winckworth Sherwood
Minerva House
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Eversheds LLP
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HS2 Ltd
Eland House
Bressenden Place
London SW1E 5DU

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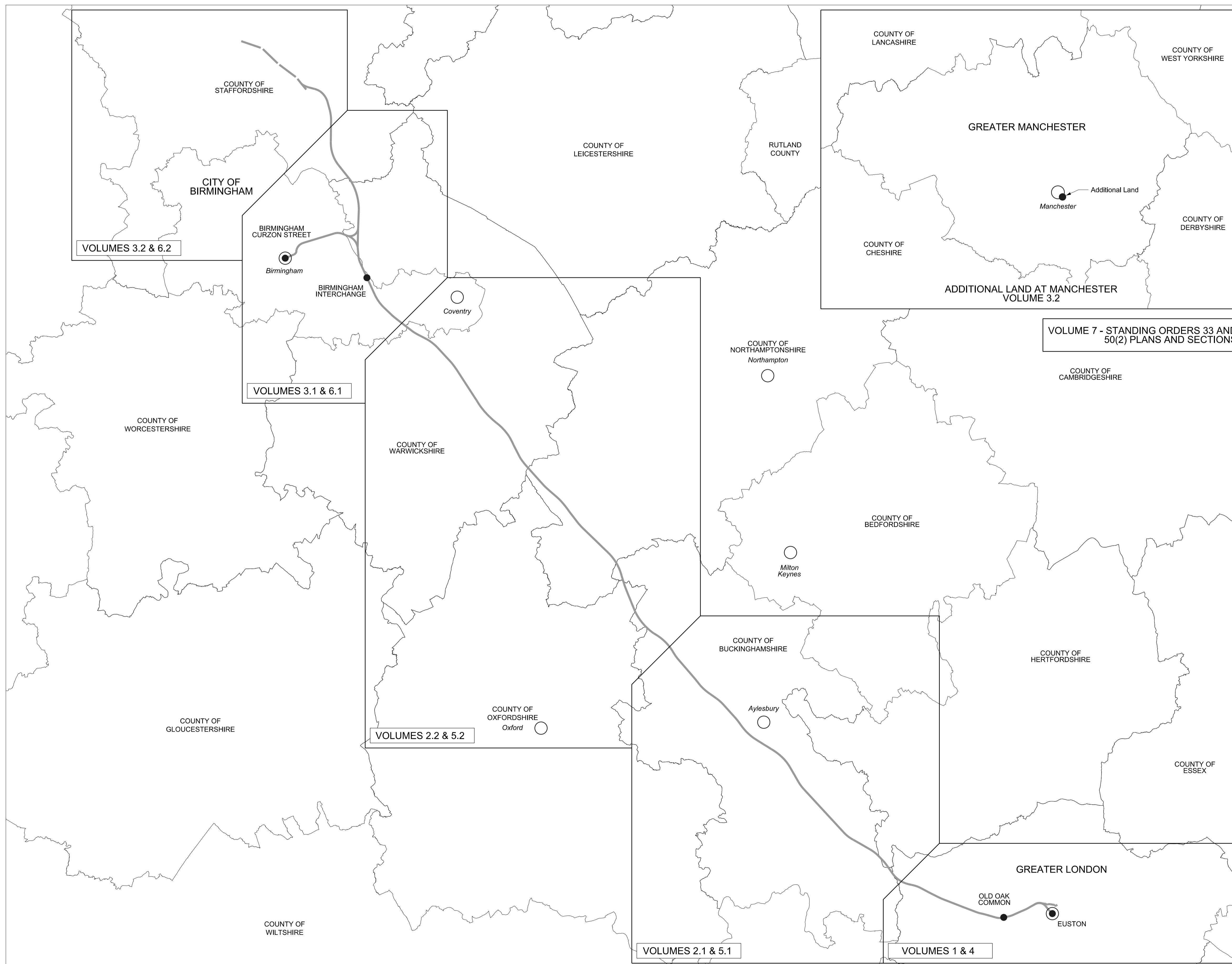
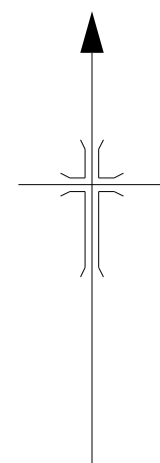
Eversheds LLP

1 Wood Street
London EC2V 7WS
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London SW1E 5DU

SCHEME DIAGRAM



KEY TO PLANS

<p>———— Centre Line of Surface Work</p> <p>----- Limit of Deviation</p> <p>----- Centre Line of Tunnel or other Subsurface Work</p> <p>----- Limit of Land to be Acquired or Used</p>	<p>--- County / Borough / District Boundary</p> <p>--- Parish Boundary</p>	<p>⊗ Commencement of Work</p> <p>⊕ Termination of Work</p> <p>⊗ Commencement and Termination of Work</p>	<p>⊕ New / Improved Access</p> <p>⬆ Datum Point</p>
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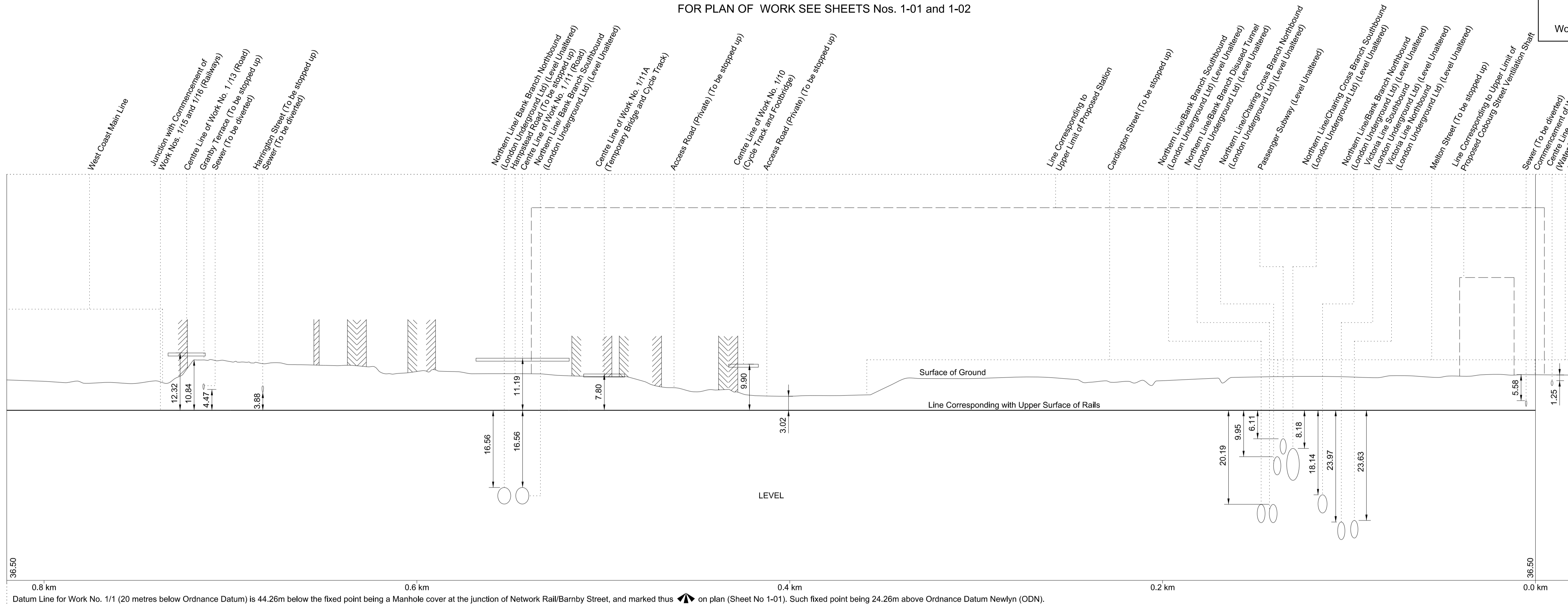
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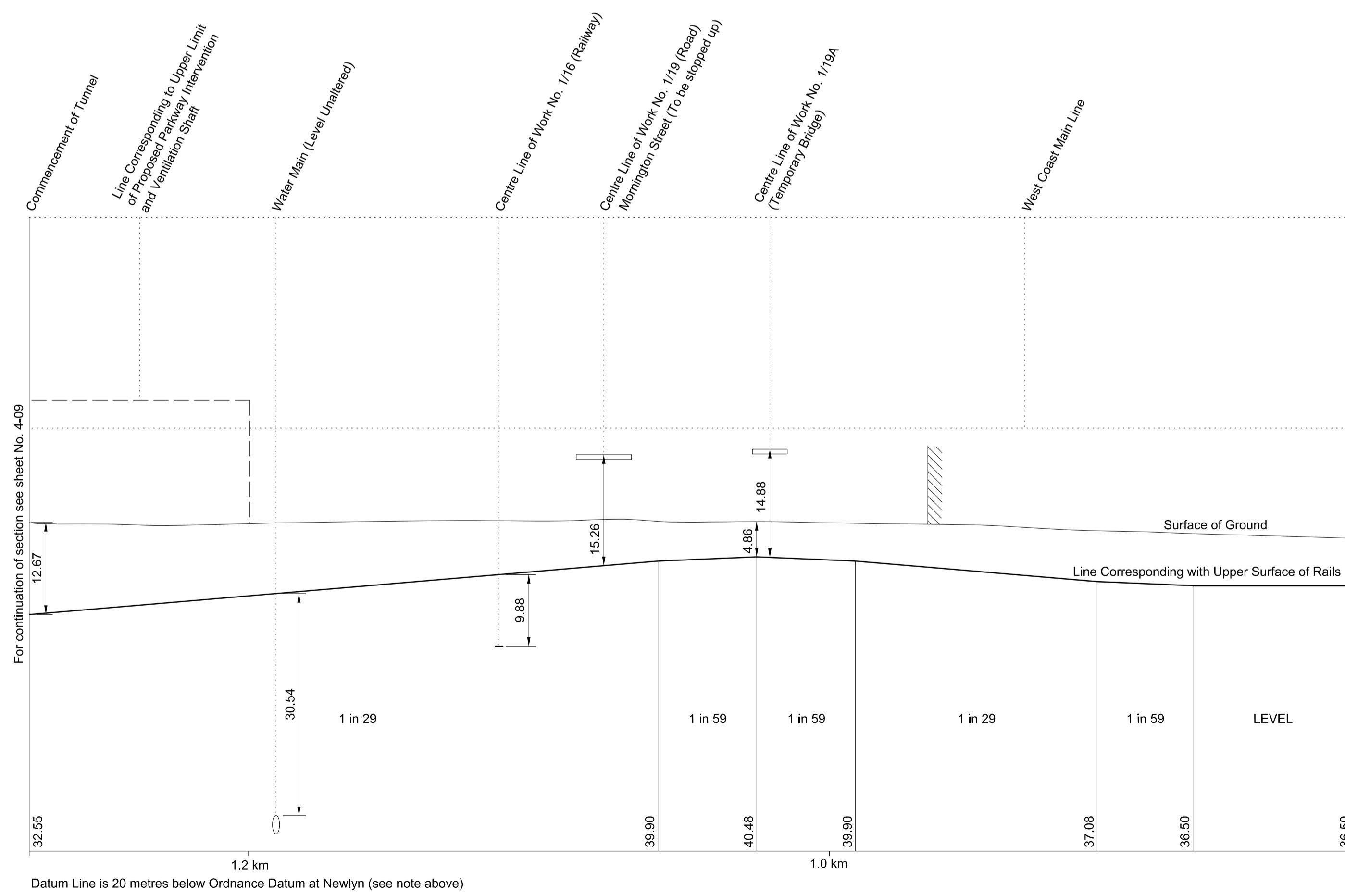
SECTIONS

WORK No. 1/1

FOR PLAN OF WORK SEE SHEETS Nos. 1-01 and 1-02



Datum Line for Work No. 1/1 (20 metres below Ordnance Datum) is 44.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).



Datum Line is 20 metres below Ordnance Datum at Newlyn (see note above)



WORK No. 1/3

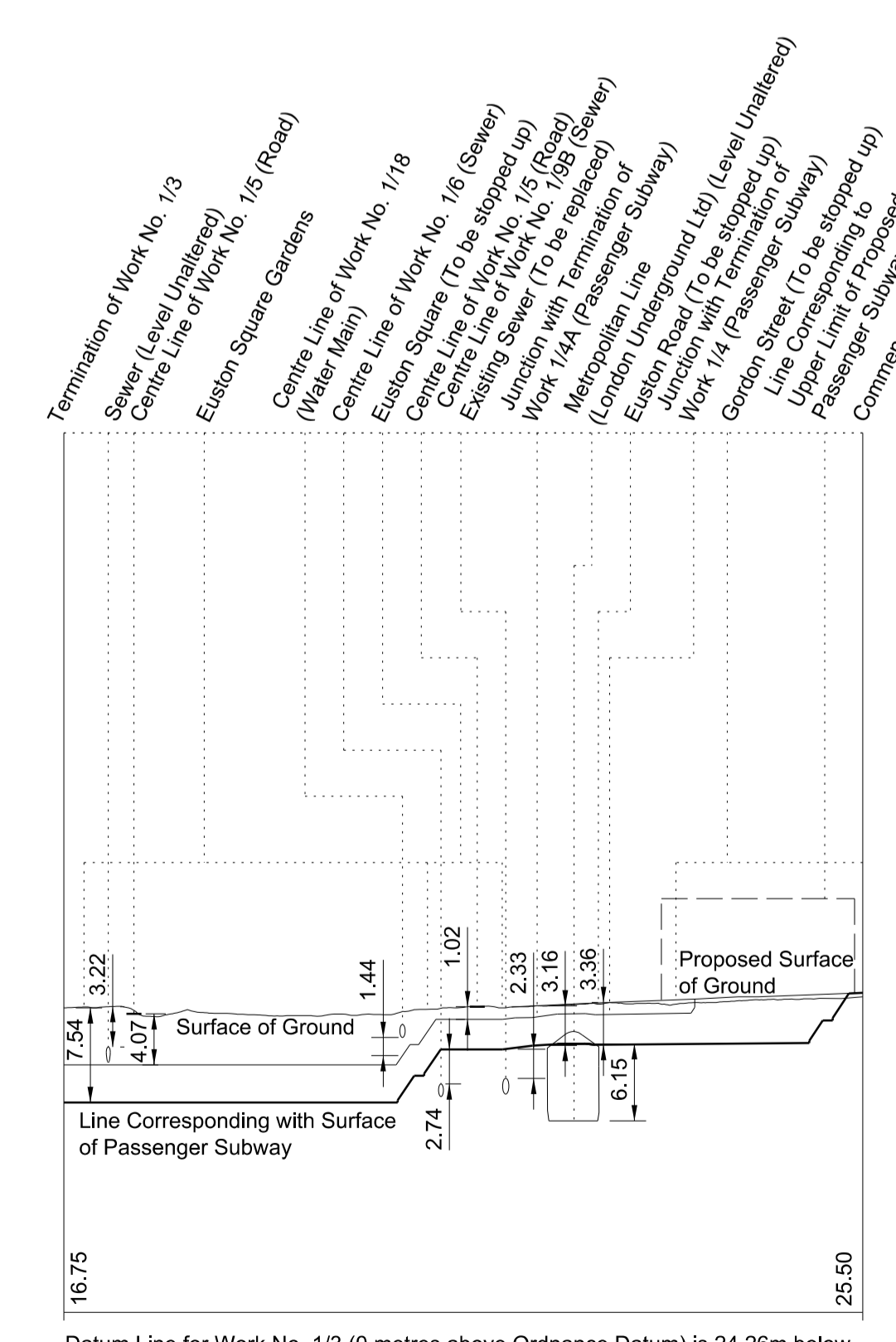
FOR PLAN OF WORK SEE SHEET No. 1-01

WORK No. 1/4

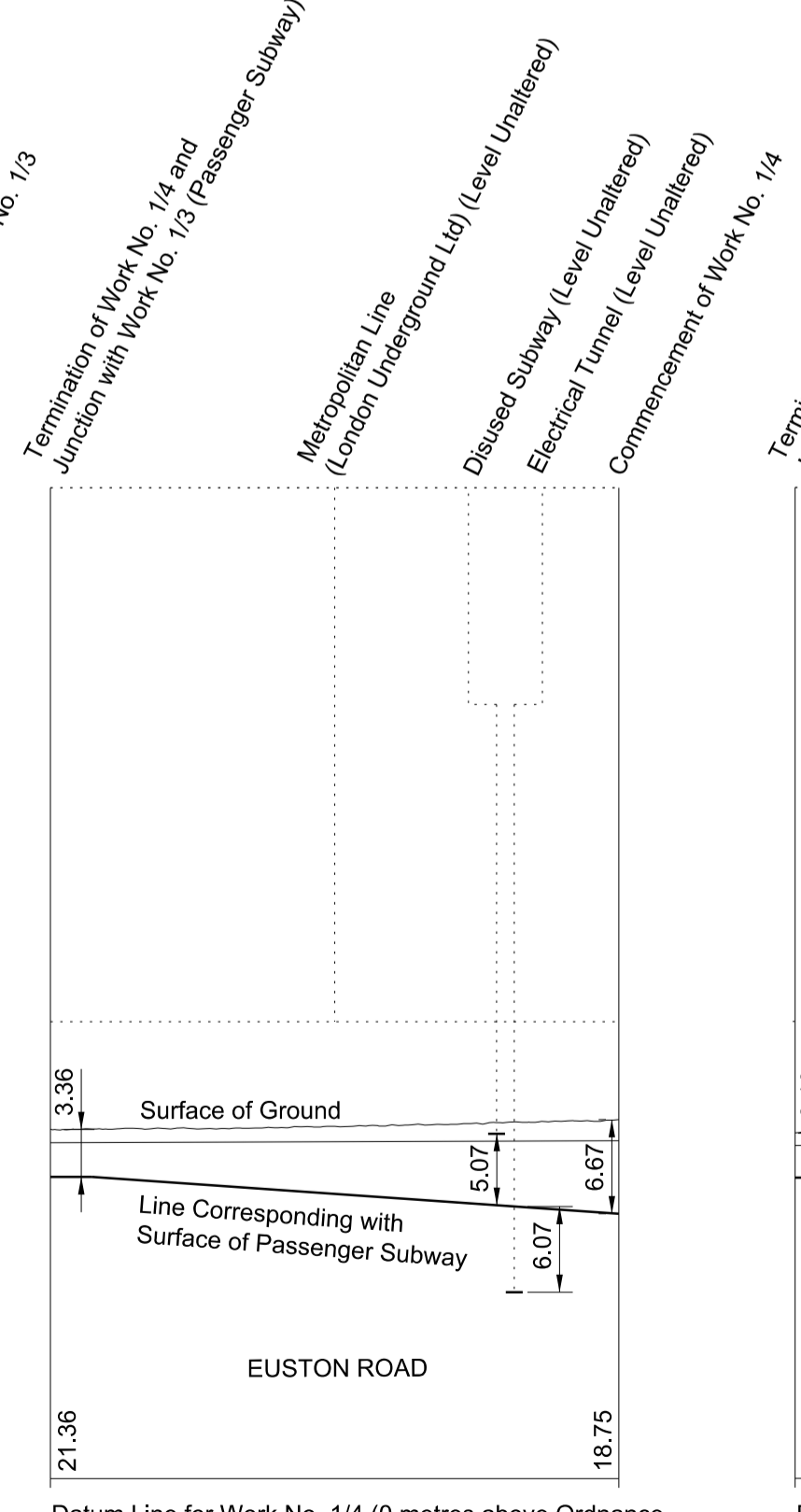
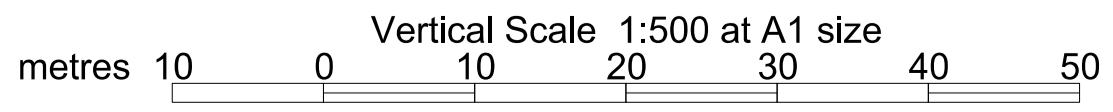
FOR PLAN OF WORK SEE SHEET No. 1-01

WORK No. 1/4A

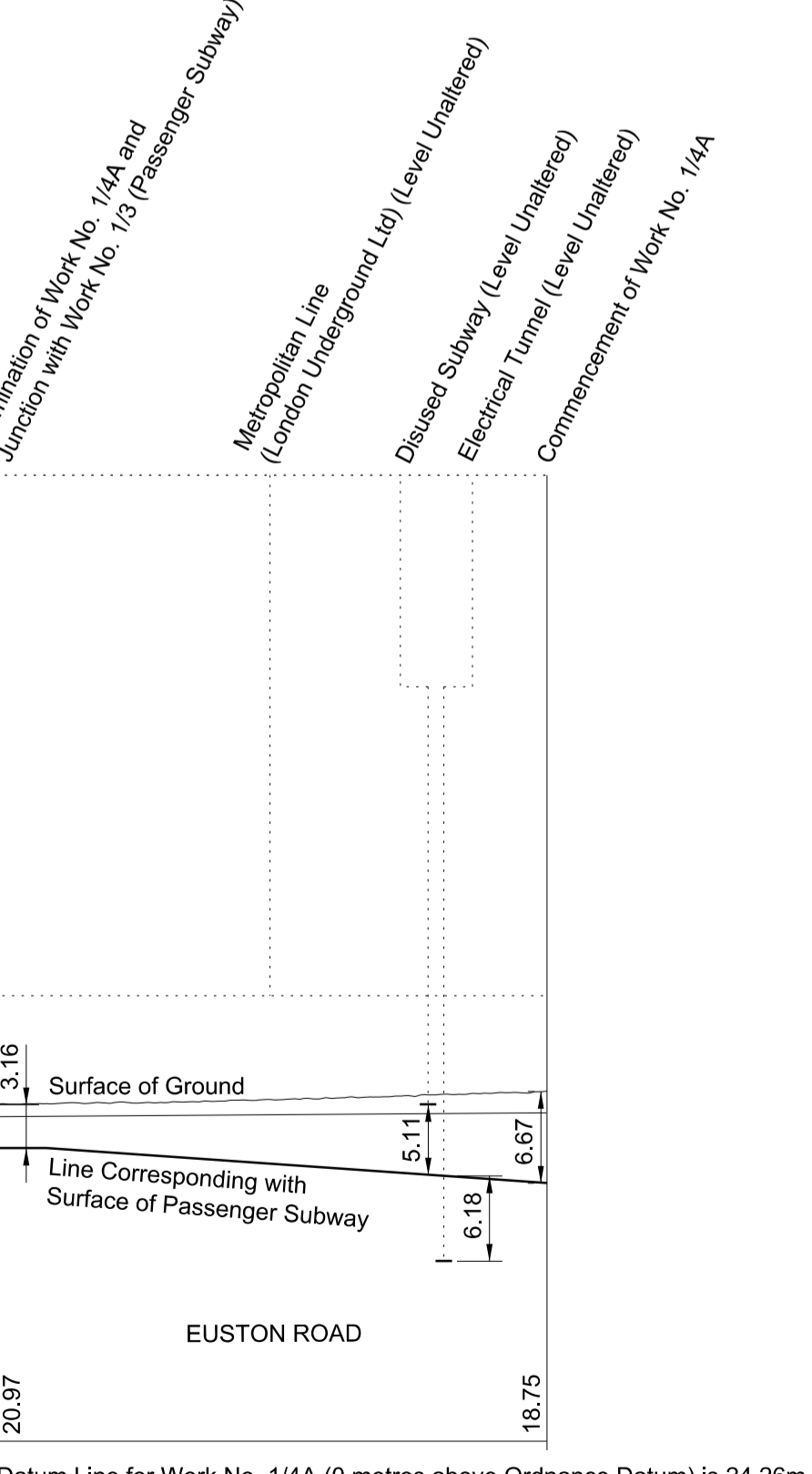
FOR PLAN OF WORK SEE SHEET No. 1-01



Datum Line for Work No. 1/3 (0 metres above Ordnance Datum) is 24.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).



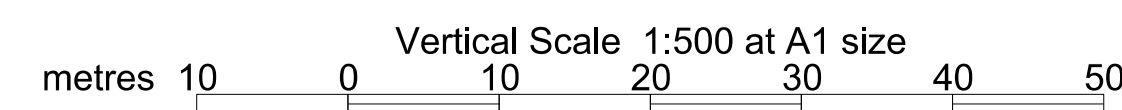
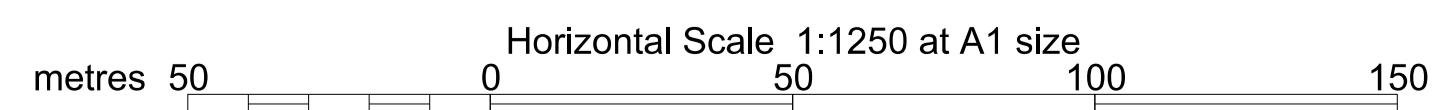
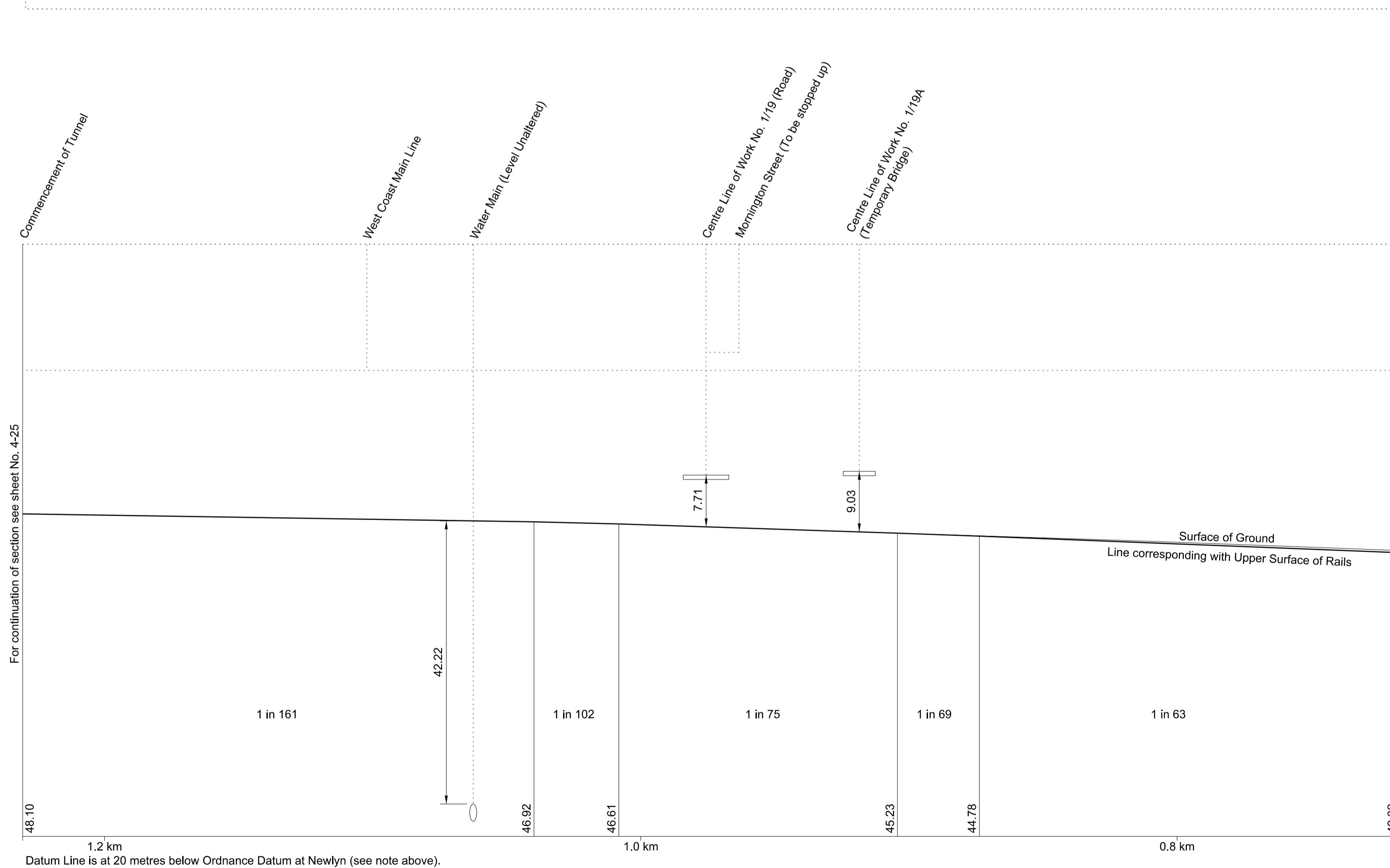
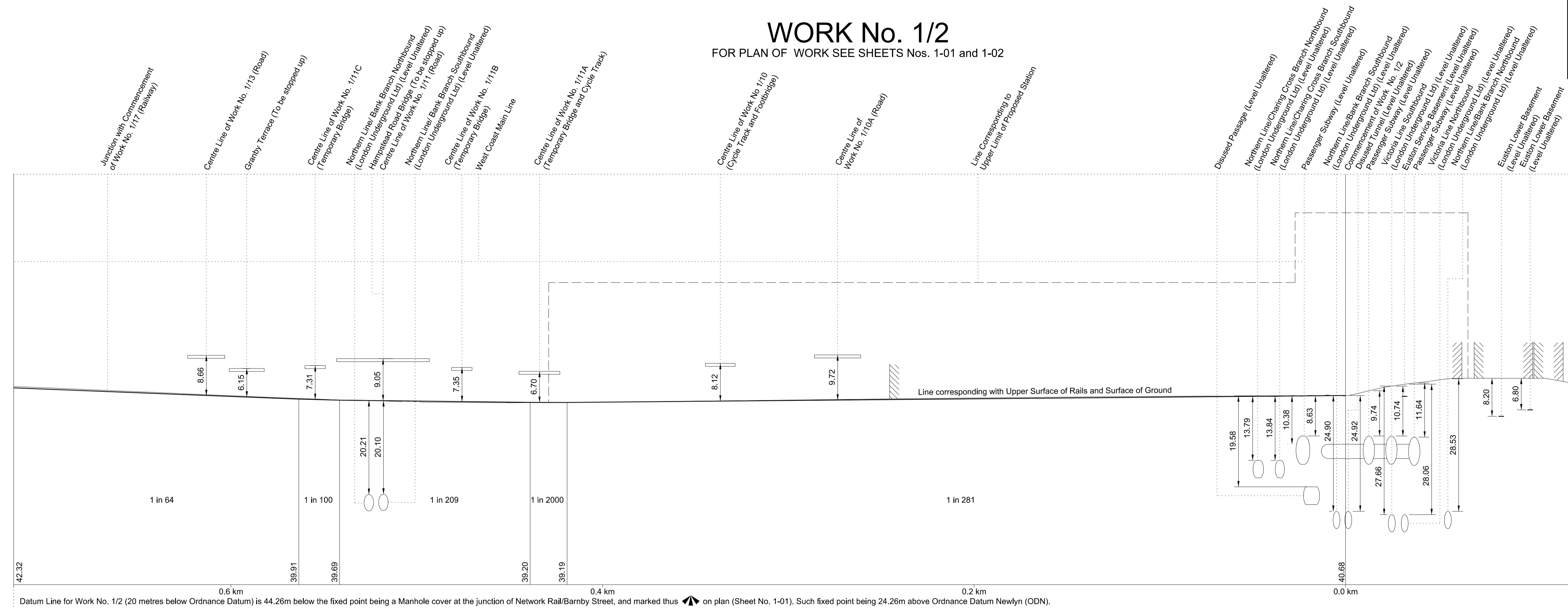
Datum Line for Work No. 1/4 (0 metres above Ordnance Datum) is 24.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).



Datum Line for Work No. 1/4A (0 metres above Ordnance Datum) is 24.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).

SECTIONS

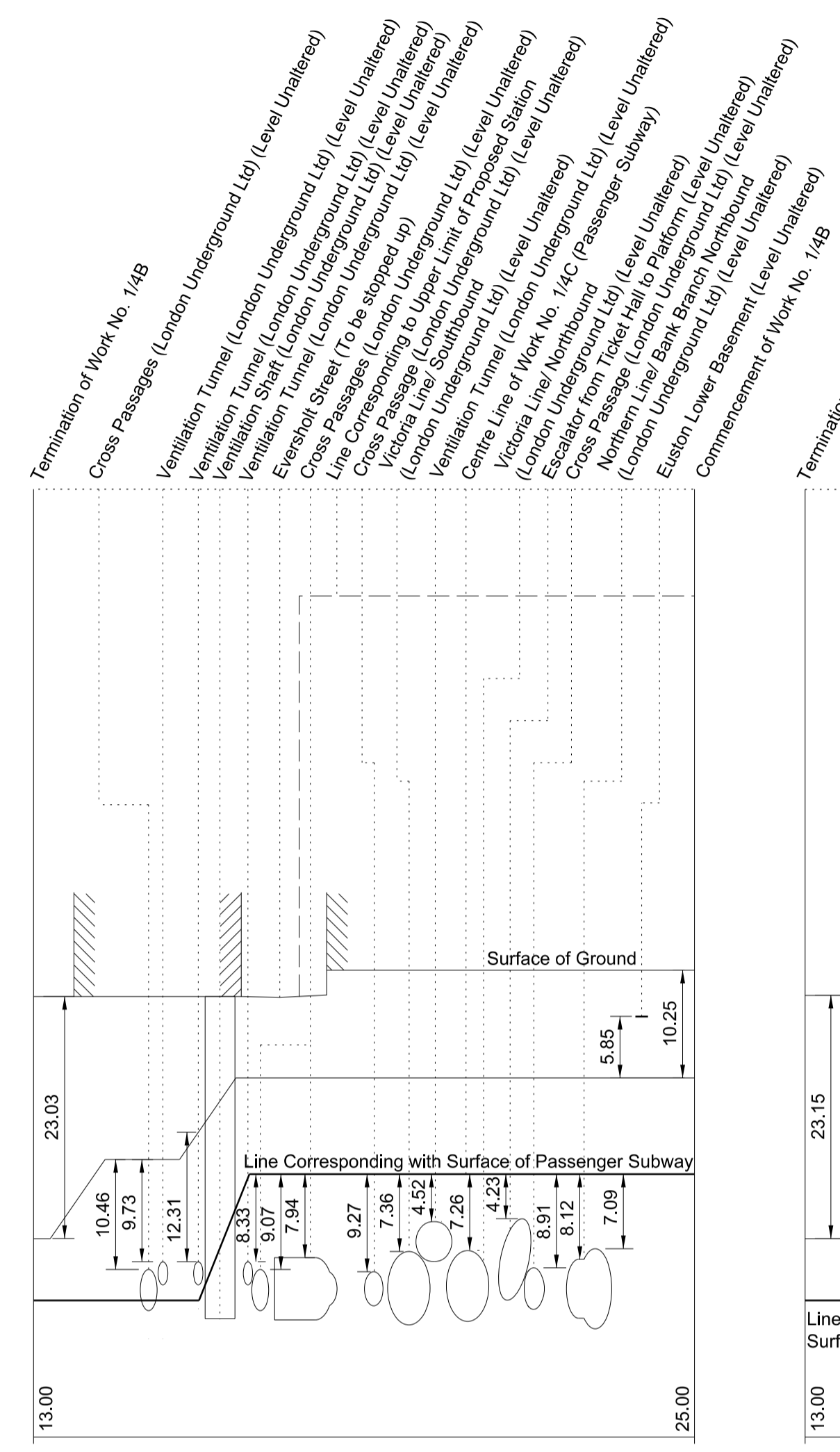
WORK No. 1/2 FOR PLAN OF WORK SEE SHEETS Nos. 1-01 and 1-02



SECTIONS

WORK No. 1/4B

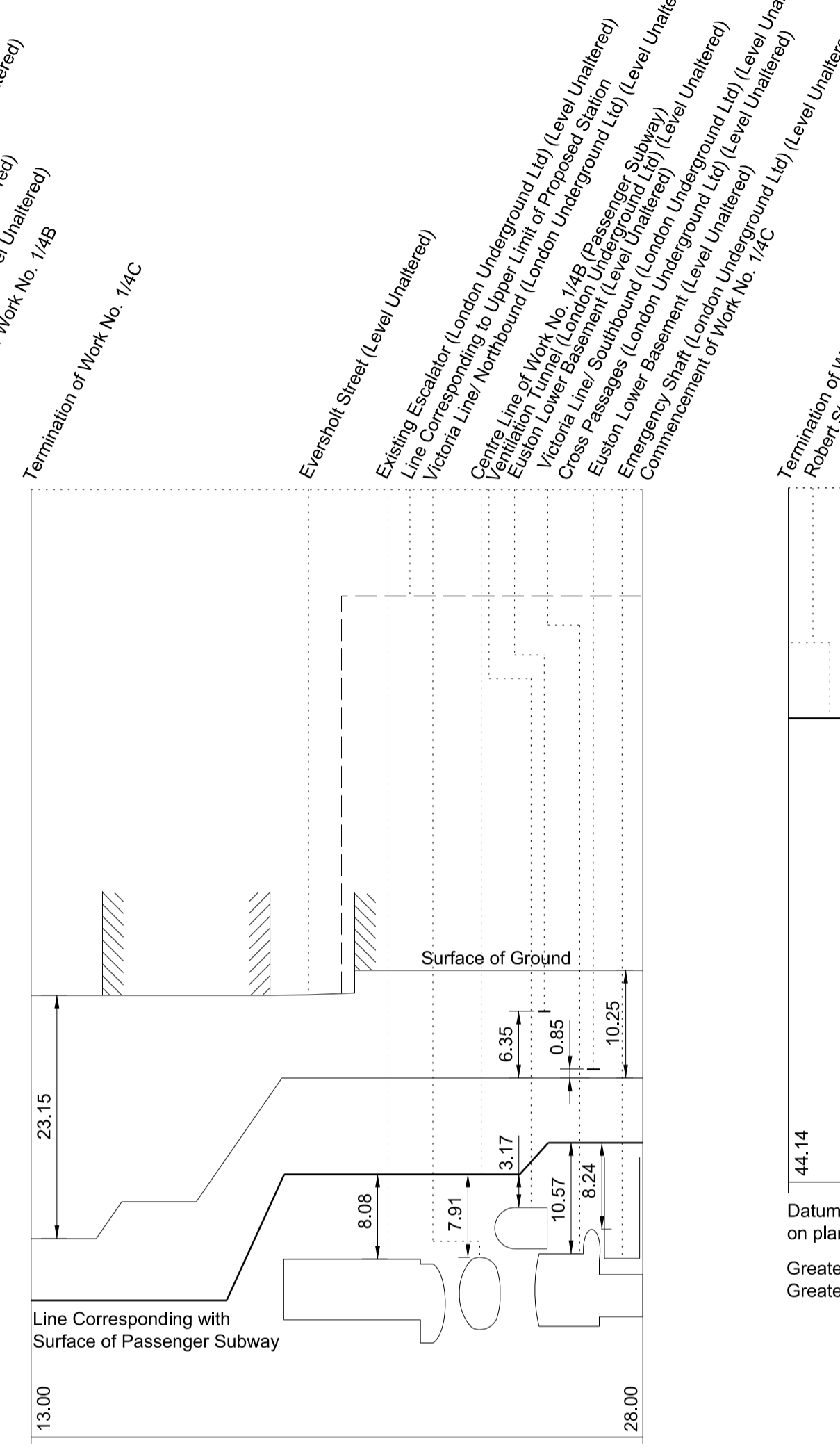
FOR PLAN OF WORK SEE SHEET No. 1-01



Datum Line for Work No. 1/4B (20 metres below Ordnance Datum) is 44.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).

WORK No. 1/4C

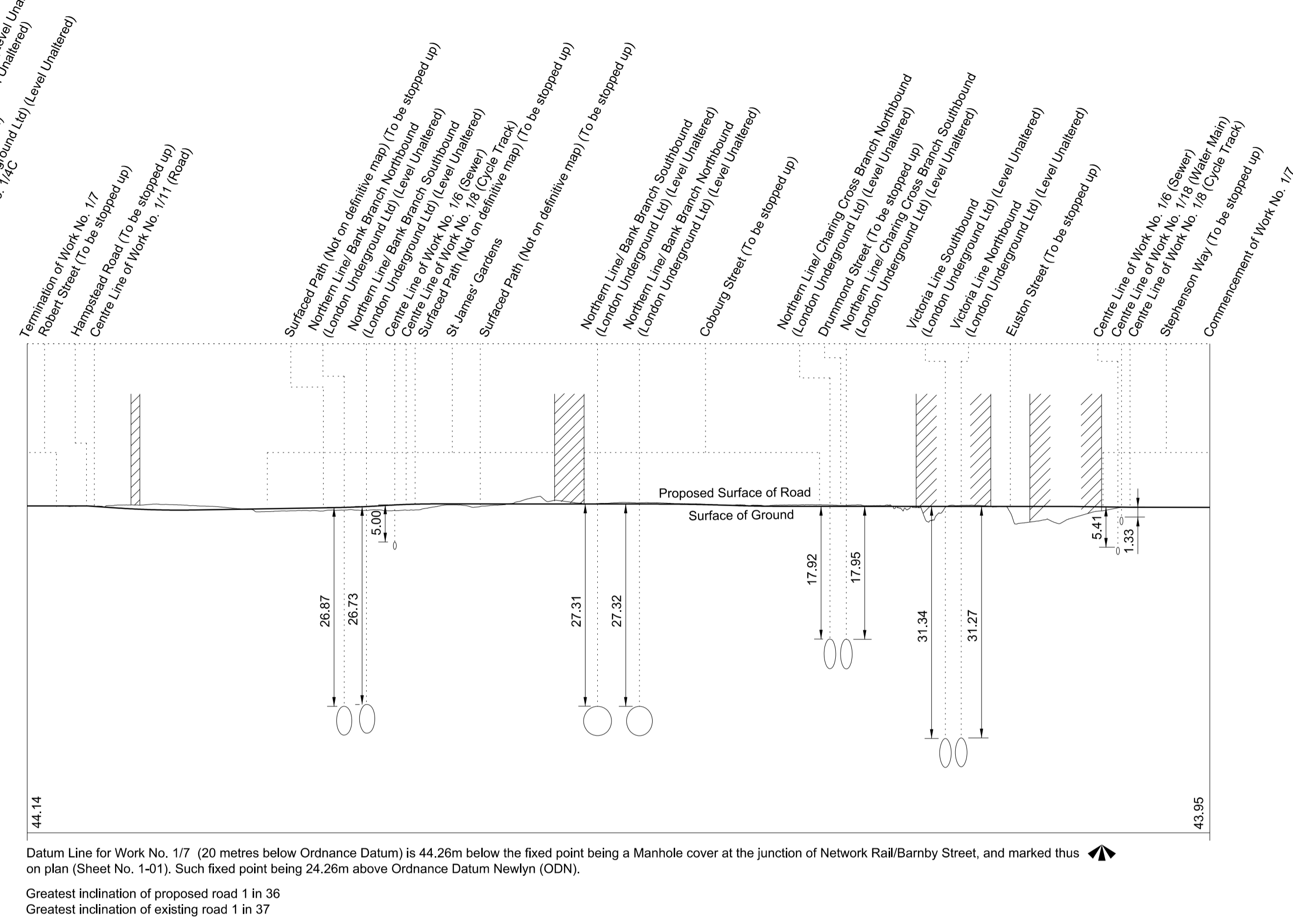
FOR PLAN OF WORK SEE SHEET No. 1-01



Datum Line for Work No. 1/4C (20 metres below Ordnance Datum) is 44.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).

WORK No. 1/7

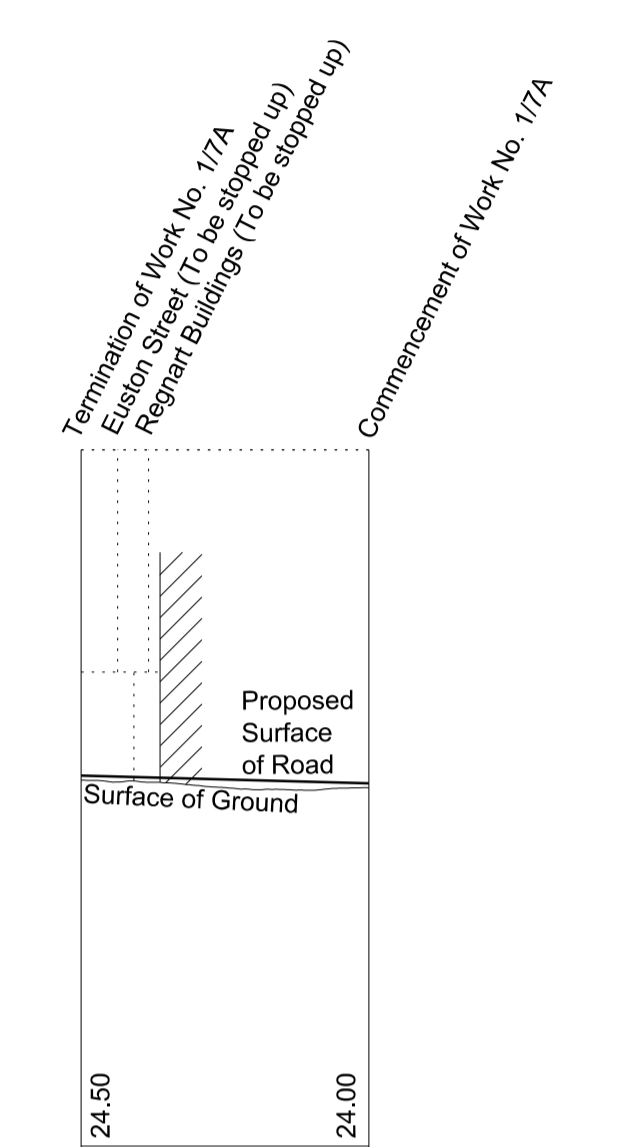
FOR PLAN OF WORK SEE SHEET No. 1-01



Datum Line for Work No. 1/7 (20 metres below Ordnance Datum) is 44.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).
Greatest inclination of proposed road 1 in 36
Greatest inclination of existing road 1 in 37

WORK No. 1/7A

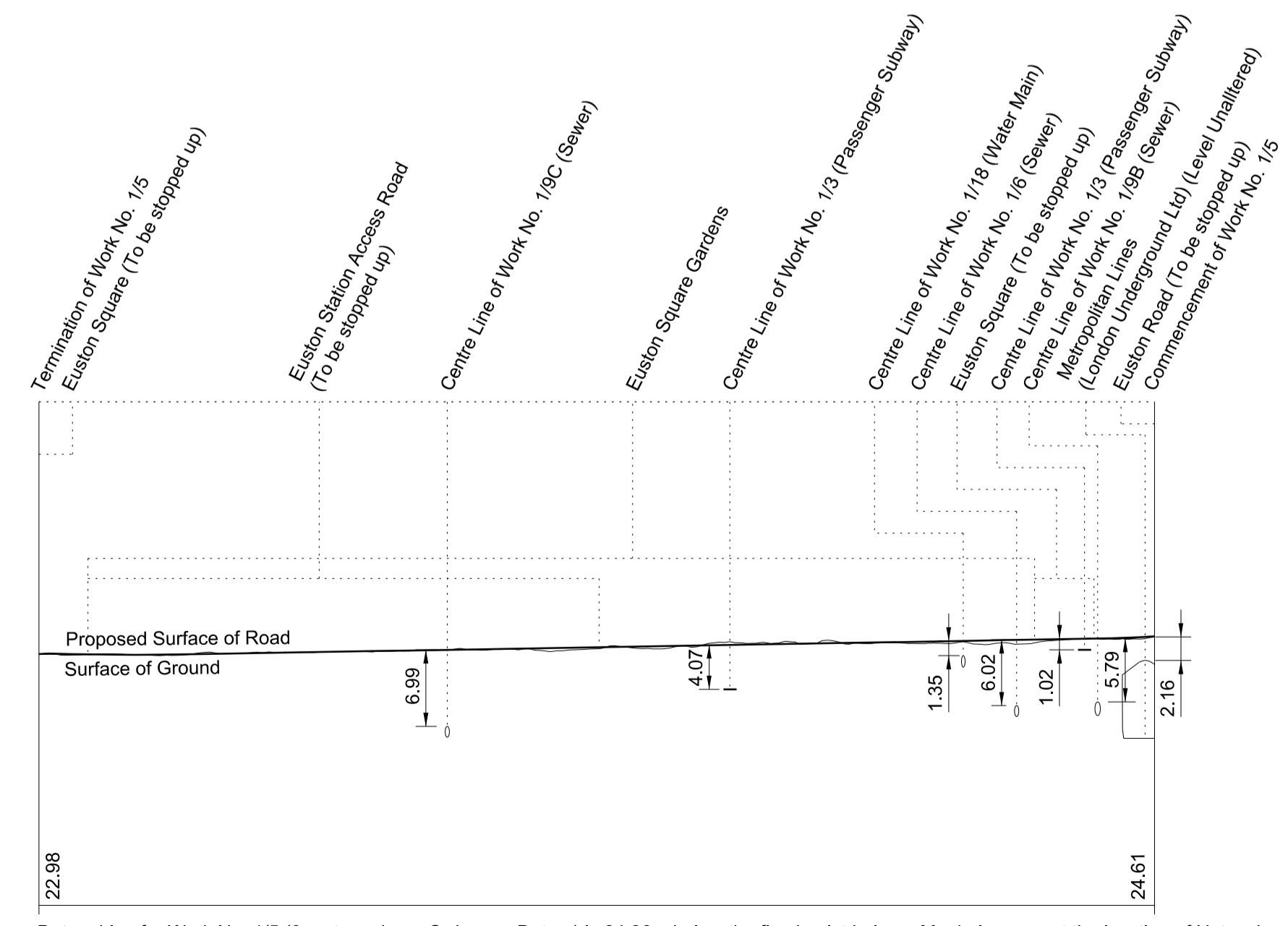
FOR PLAN OF WORK SEE SHEET No. 1-01



Datum Line for Work No. 1/7A (0 metres above Ordnance Datum) is 24.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).
Greatest inclination of proposed road 1 in 102
Greatest inclination of existing road 1 in 45

WORK No. 1/5

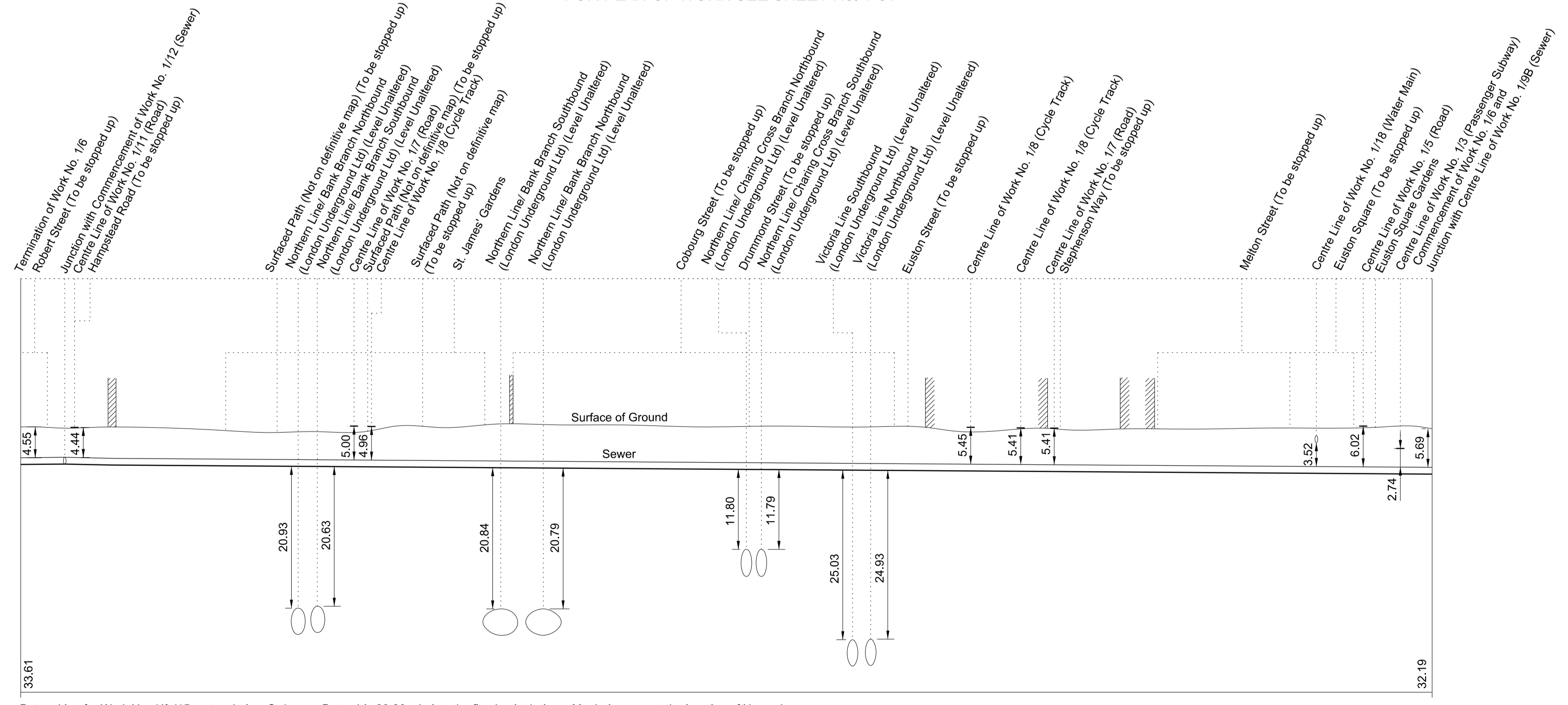
FOR PLAN OF WORK SEE SHEET No. 1-01



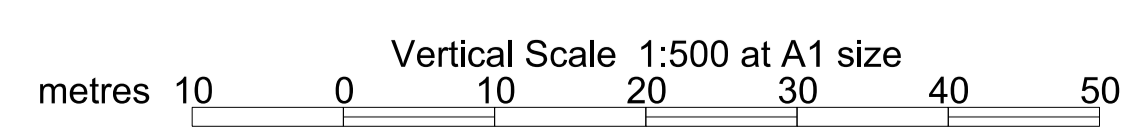
Datum Line for Work No. 1/5 (0 metres above Ordnance Datum) is 24.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).

WORK No. 1/6

FOR PLAN OF WORK SEE SHEET No. 1-01



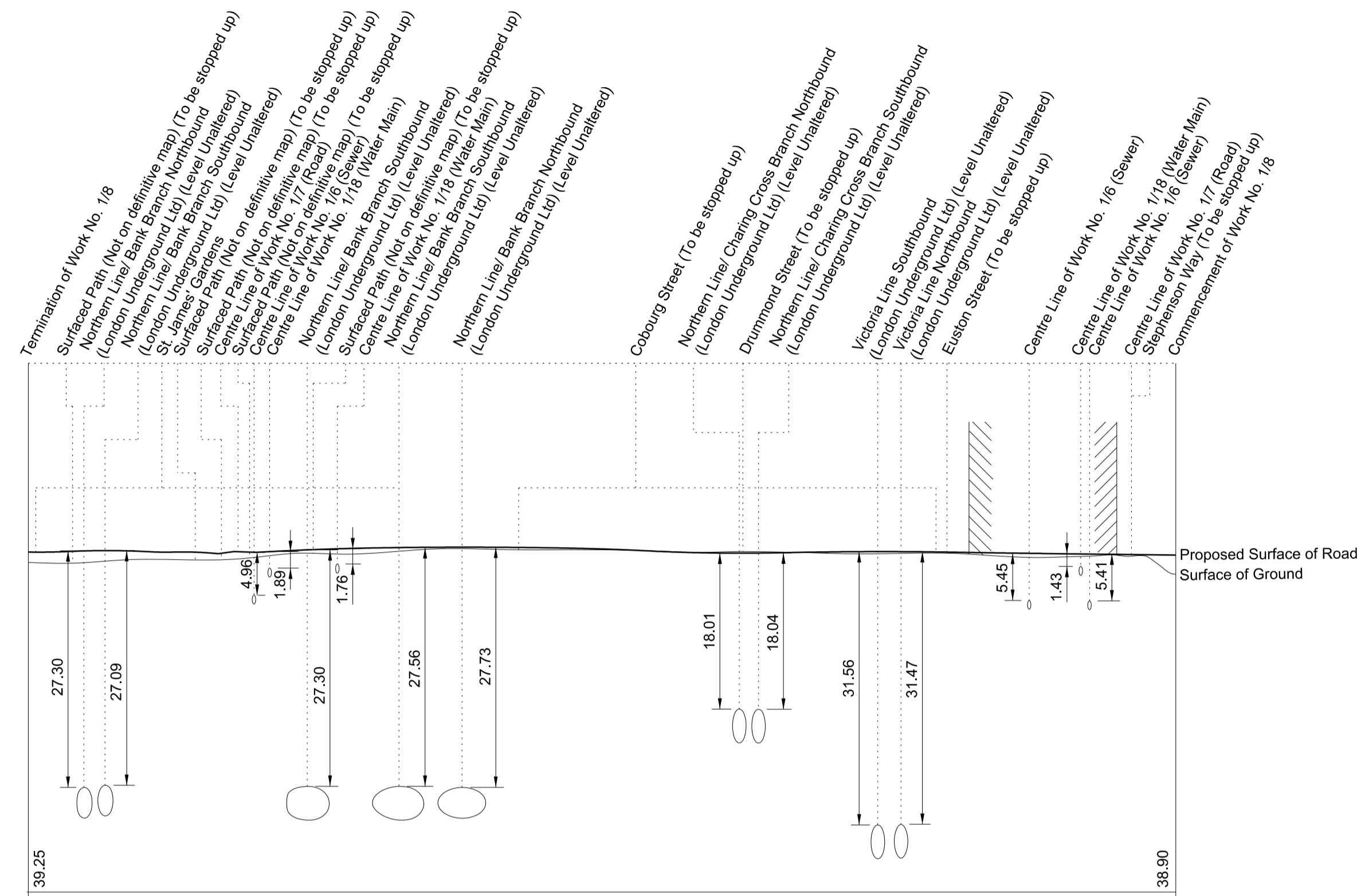
Datum Line for Work No. 1/6 (15 metres below Ordnance Datum) is 39.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).



SECTIONS

WORK No. 1/8

FOR PLAN OF WORK SEE SHEET No. 1-01

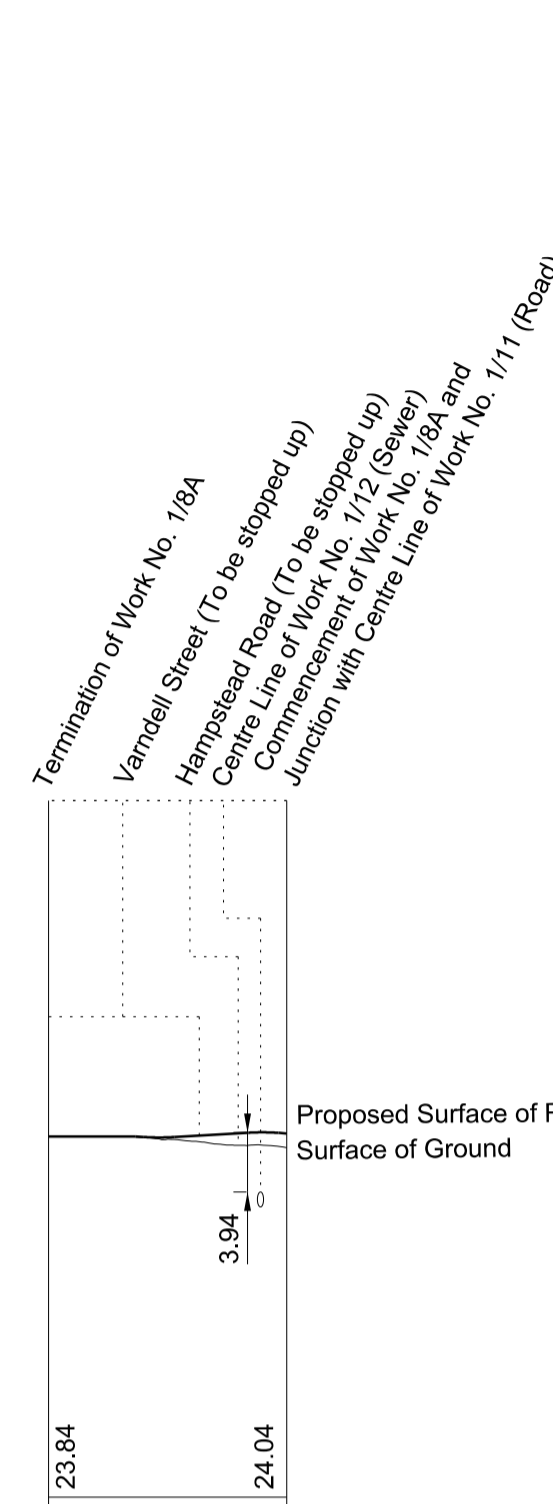


Datum Line for Work No. 1/8 (15 metres below Ordnance Datum) is 39.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).

Greatest inclination of proposed road 1 in 27

WORK No. 1/8A

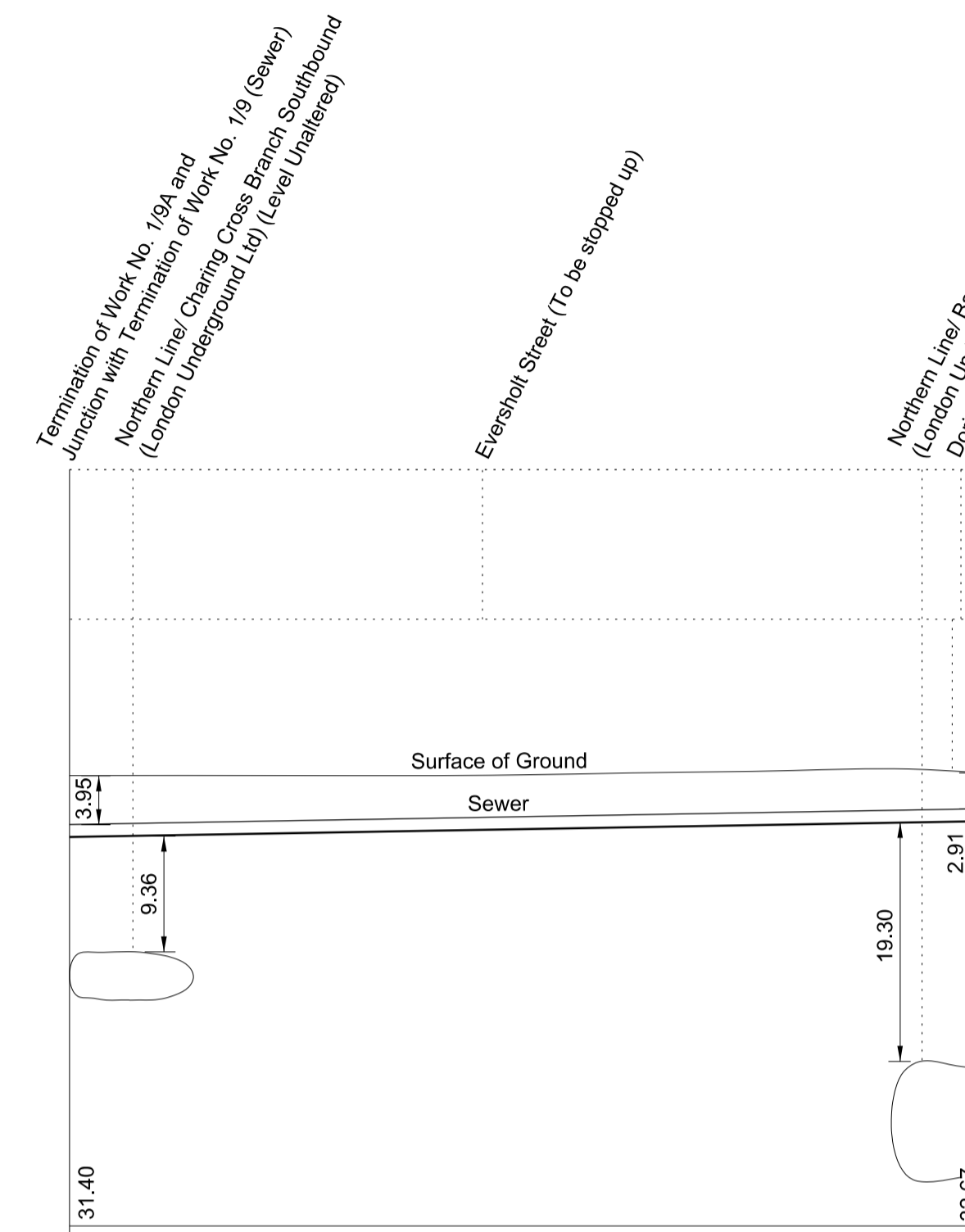
FOR PLAN OF WORK SEE SHEET No. 1-01



Datum Line for Work No. 1/8A (0 metres above Ordnance Datum) is 24.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).

WORK No. 1/9A

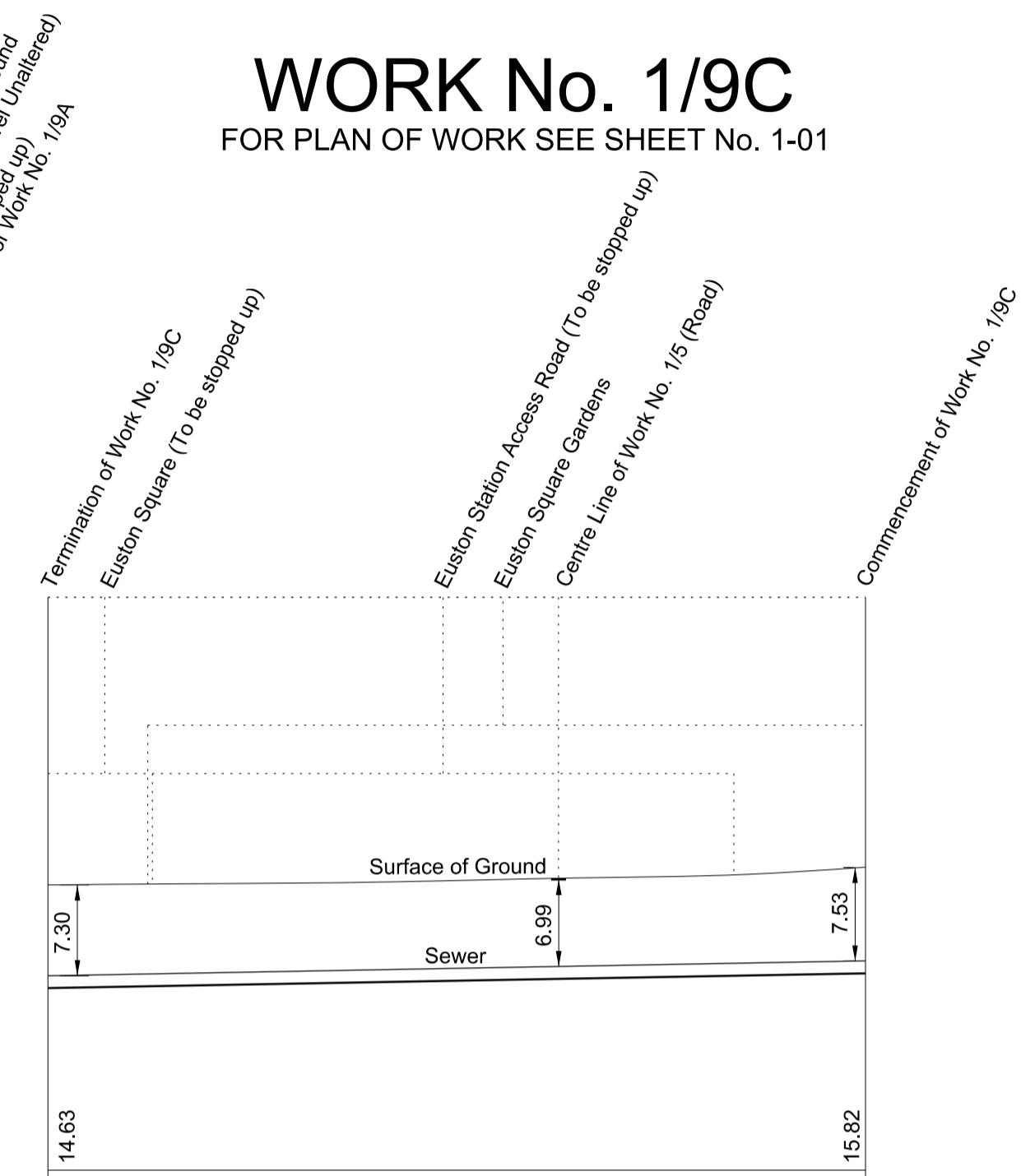
FOR PLAN OF WORK SEE SHEET No. 1-01



Datum Line for Work No. 1/9A (15 metres below Ordnance Datum) is 39.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).

WORK No. 1/9C

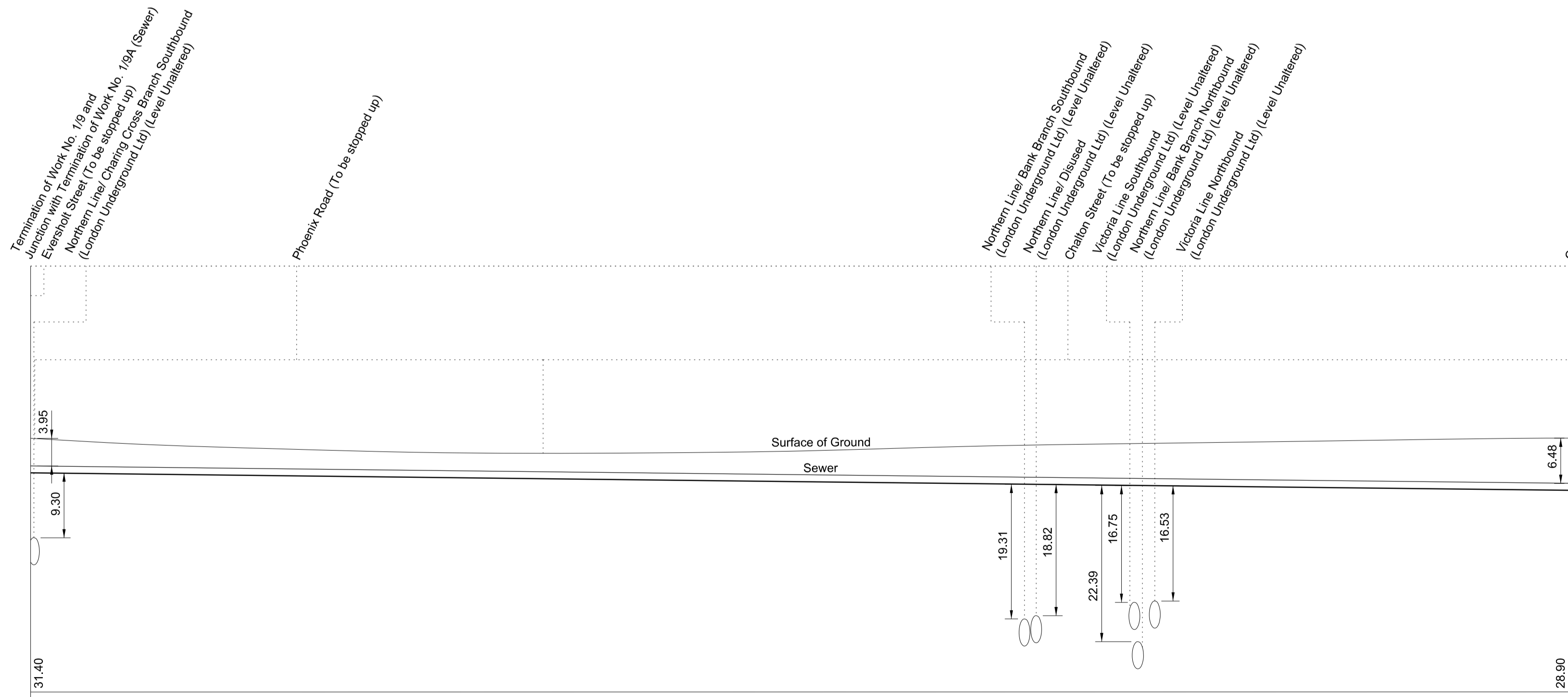
FOR PLAN OF WORK SEE SHEET No. 1-01



Datum Line for Work No. 1/9C (0 metres above Ordnance Datum) is 24.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).

WORK No. 1/9

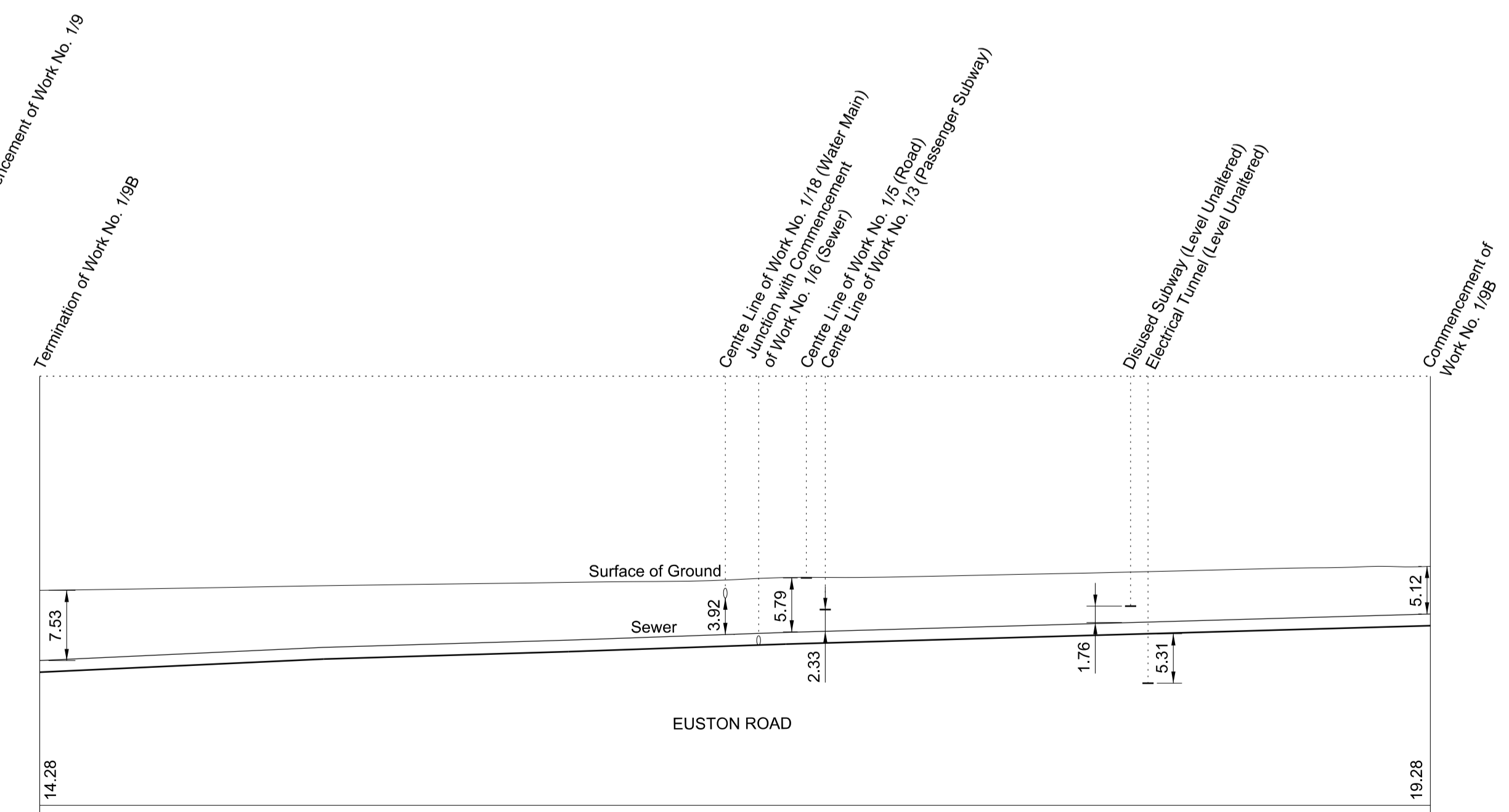
FOR PLAN OF WORK SEE SHEETS Nos. 1-01 and 1-04



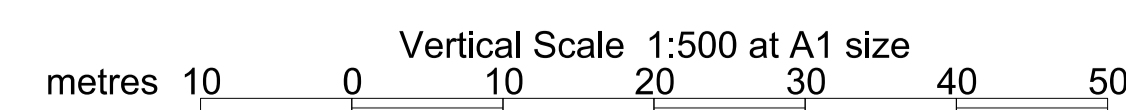
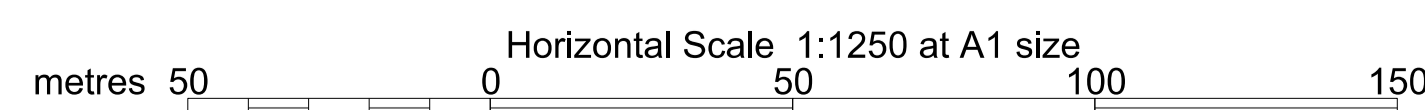
Datum Line for Work No. 1/9 (15 metres below Ordnance Datum) is 39.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).

WORK No. 1/9B

FOR PLAN OF WORK SEE SHEET No. 1-01



Datum Line for Work No. 1/9B (0 metres above Ordnance Datum) is 24.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).

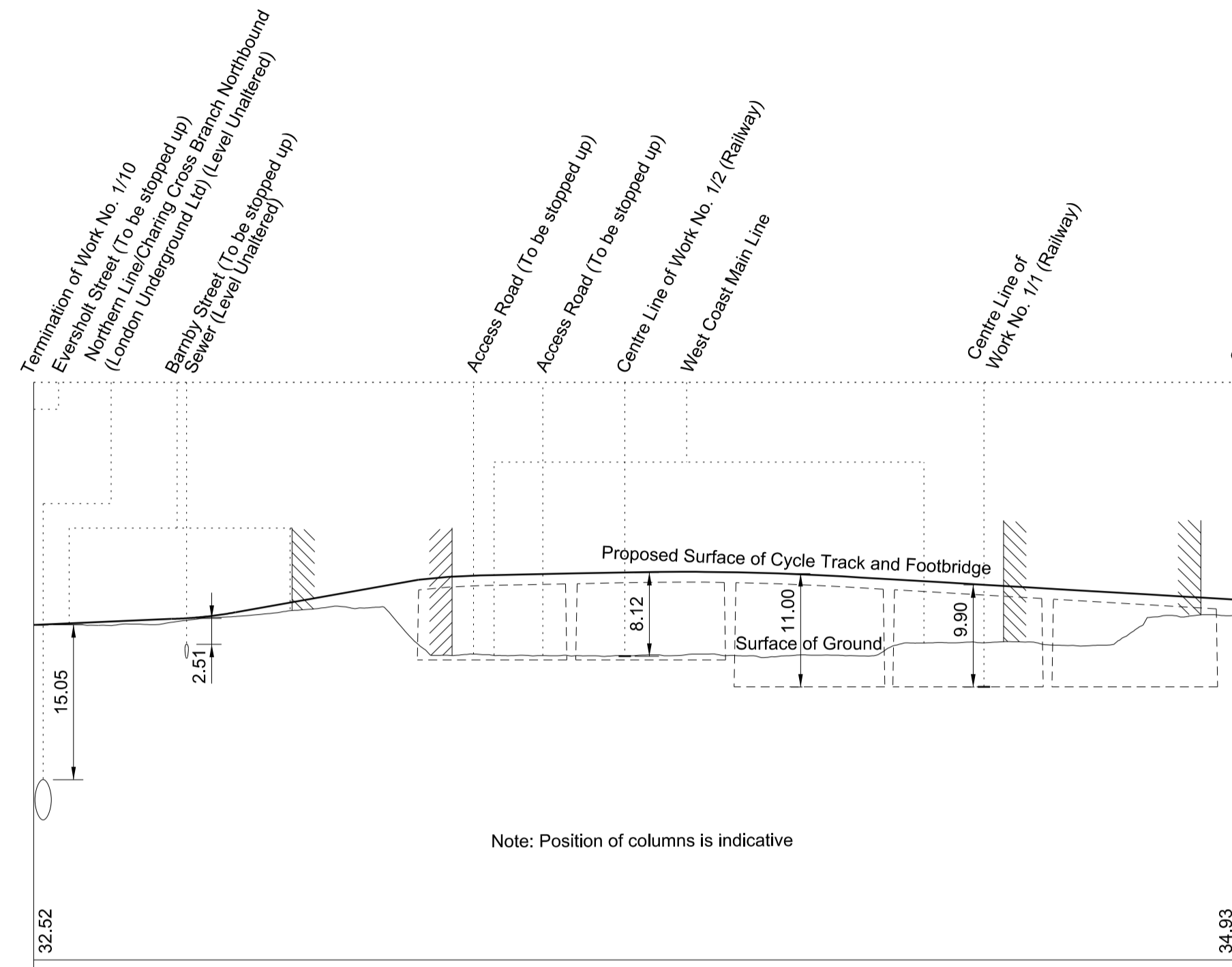


SECTIONS

IN PARLIAMENT - SESSION 2013-14
 HIGH SPEED RAIL
 (LONDON - WEST MIDLANDS)
 Works Nos. 1/10A, 1/11 (Roads)
 Work No. 1/11A (Temporary Bridge and Cycle Track)
 Works Nos. 1/11B, 1/11C (Temporary Bridges)
 Work No. 1/10 (Cycle Track and Footbridge)

WORK No. 1/10

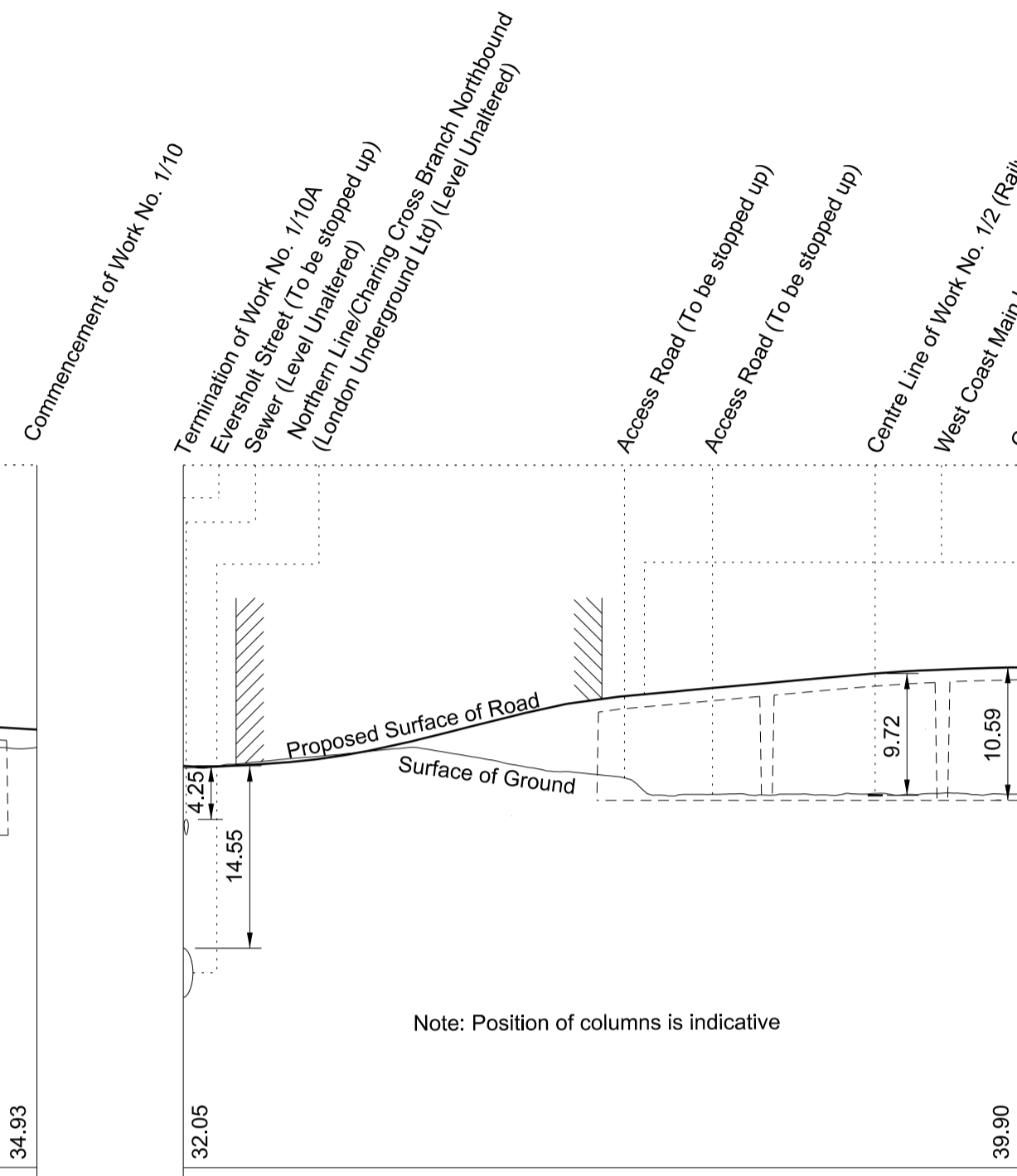
FOR PLAN OF WORK SEE SHEET No. 1-01



Datum Line for Work No. 1/10 (10 metres below Ordnance Datum) is 34.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).
 Greatest inclination of proposed road 1 in 21

WORK No. 1/10A

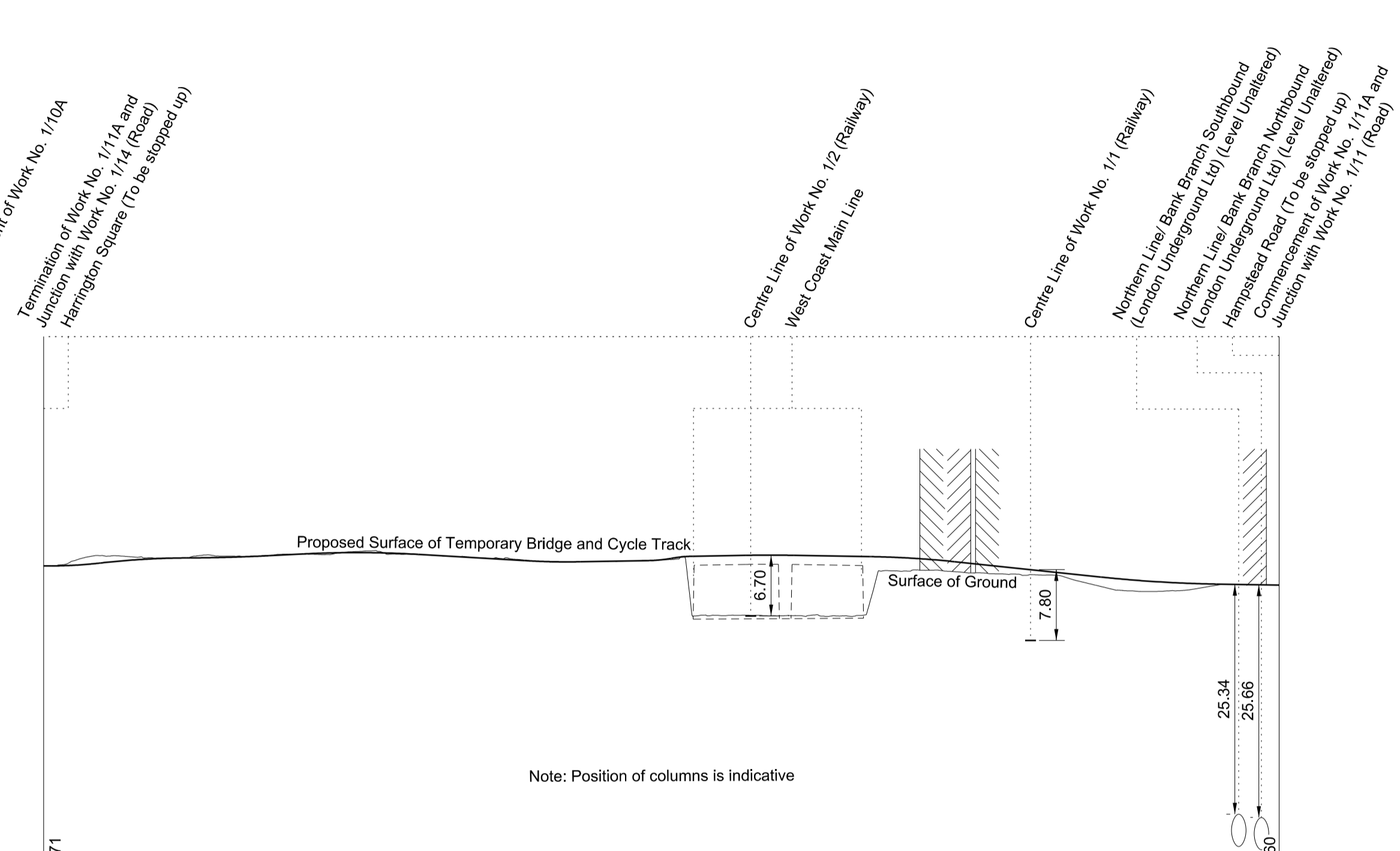
FOR PLAN OF WORK SEE SHEET No. 1-01



Datum Line for Work No. 1/10A (10 metres below Ordnance Datum) is 34.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).
 Greatest inclination of proposed road 1 in 10
 Greatest inclination of existing road 1 in 13

WORK No. 1/11A

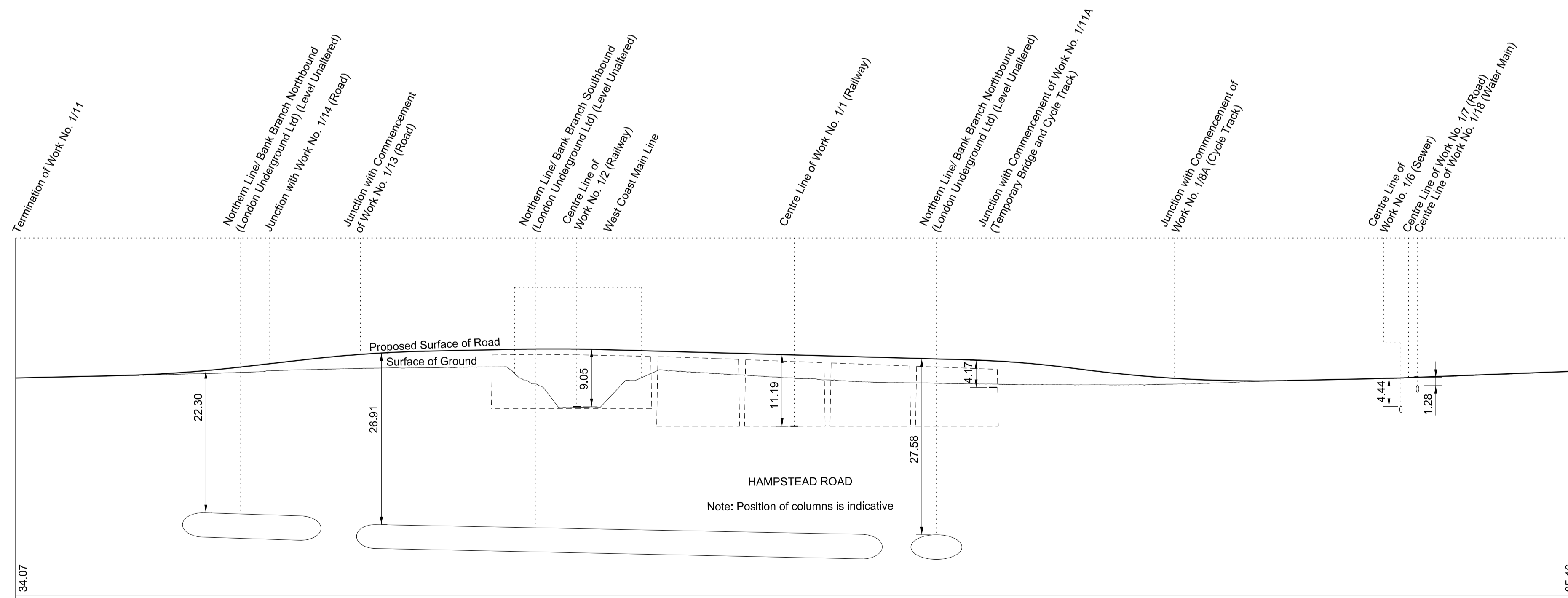
FOR PLAN OF WORK SEE SHEETS Nos. 1-01 and 1-02



Datum Line for Work No. 1/11A (10 metres below Ordnance Datum) is 34.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).
 Greatest inclination of proposed road 1 in 20

WORK No. 1/11

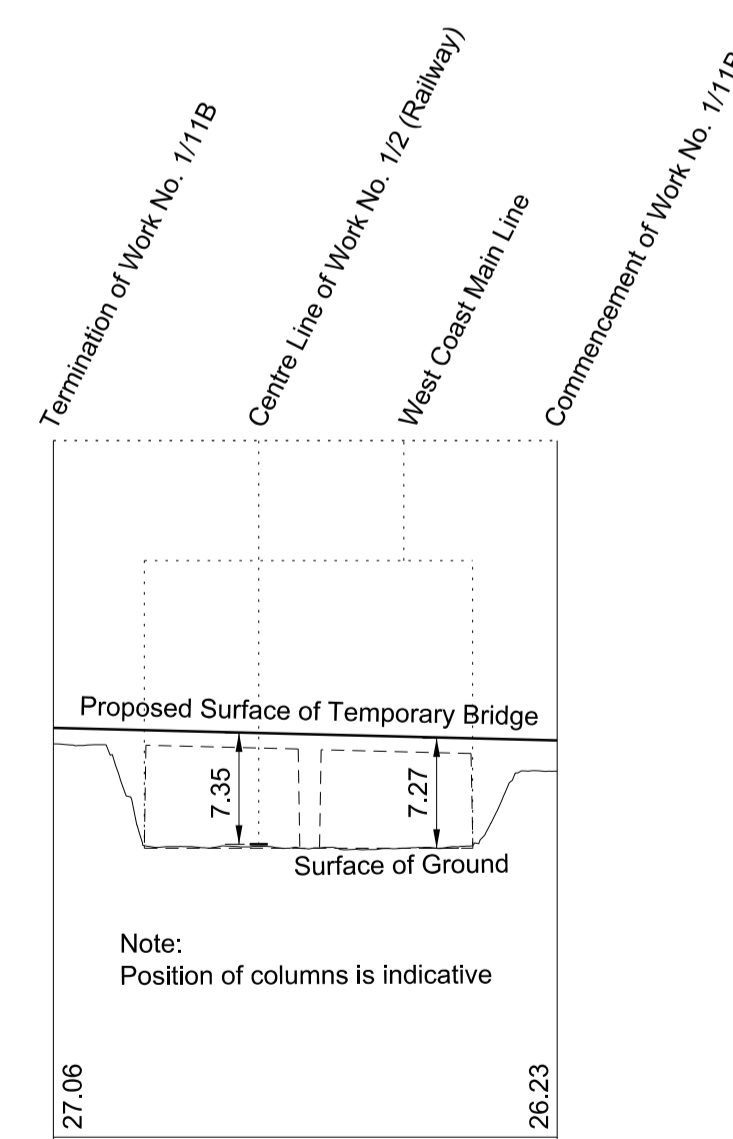
FOR PLAN OF WORK SEE SHEETS Nos. 1-01 and 1-02



Datum Line for Work No. 1/11 (10 metres below Ordnance Datum) is 34.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).
 Greatest inclination of proposed road 1 in 20
 Greatest inclination of existing road 1 in 40

WORK No. 1/11B

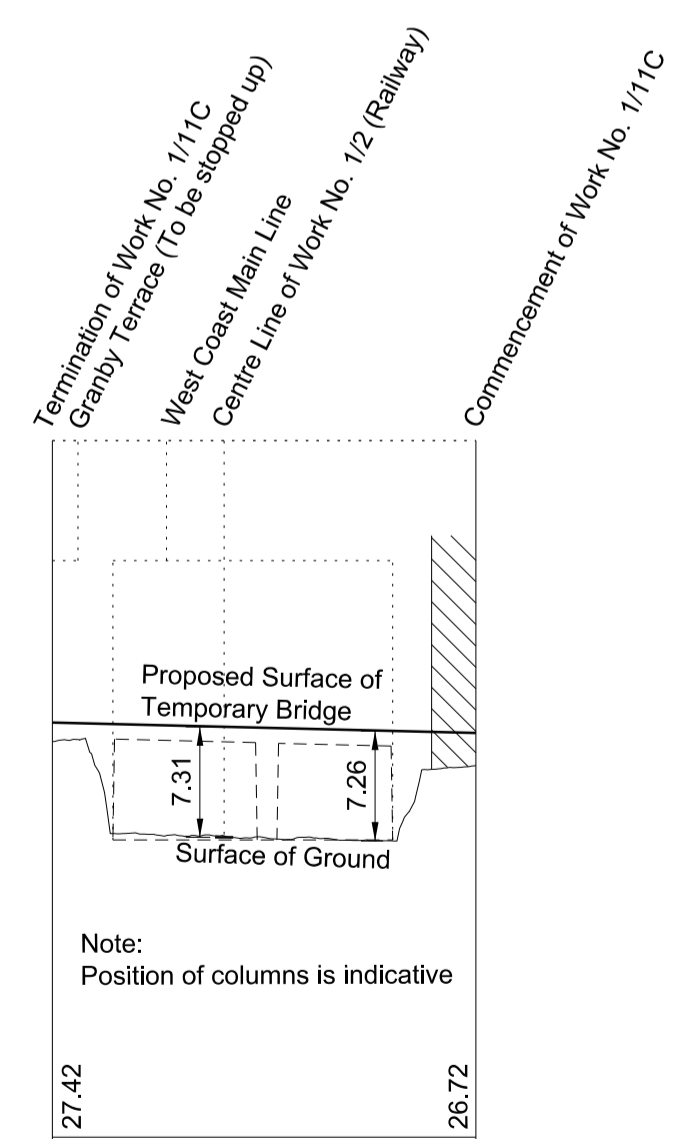
FOR PLAN OF WORK SEE SHEETS Nos. 1-01 and 1-02



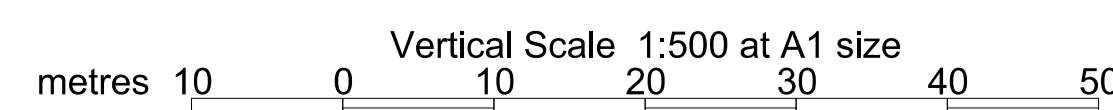
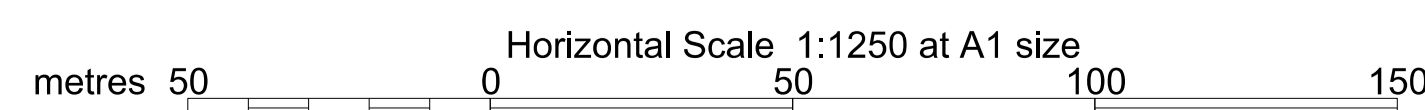
Datum Line for Work No. 1/11B (0 metres above Ordnance Datum) is 24.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).
 Greatest inclination of proposed road 1 in 20

WORK No. 1/11C

FOR PLAN OF WORK SEE SHEET No. 1-02



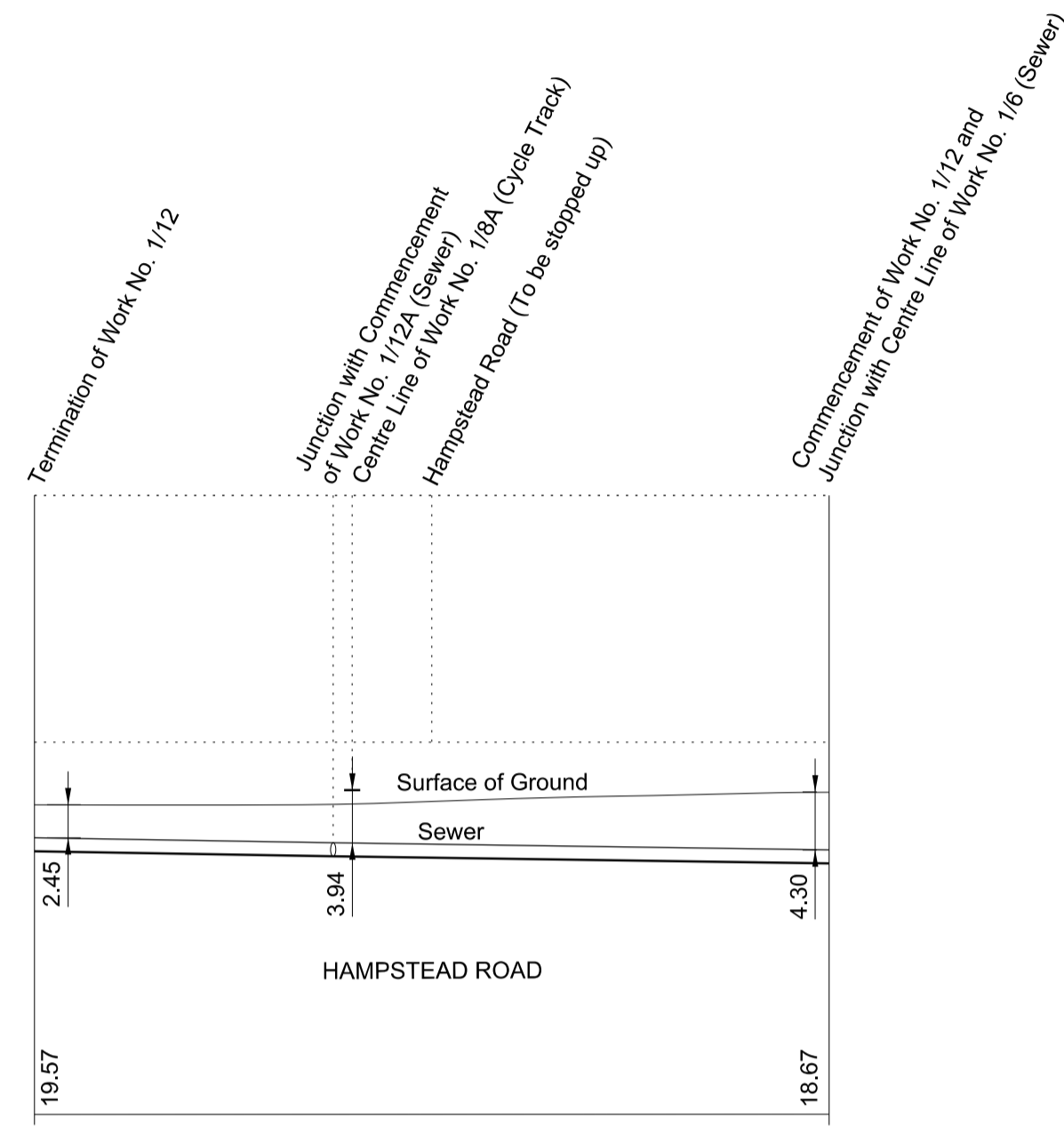
Datum Line for Work No. 1/11C (0 metres above Ordnance Datum) is 29.92m below the fixed point being an Inspection cover, parking bay, 45 Albert Street, and marked thus on plan (Sheet No. 1-02). Such fixed point being 29.92m above Ordnance Datum Newlyn (ODN).
 Greatest inclination of proposed road 1 in 20



SECTIONS

WORK No. 1/12

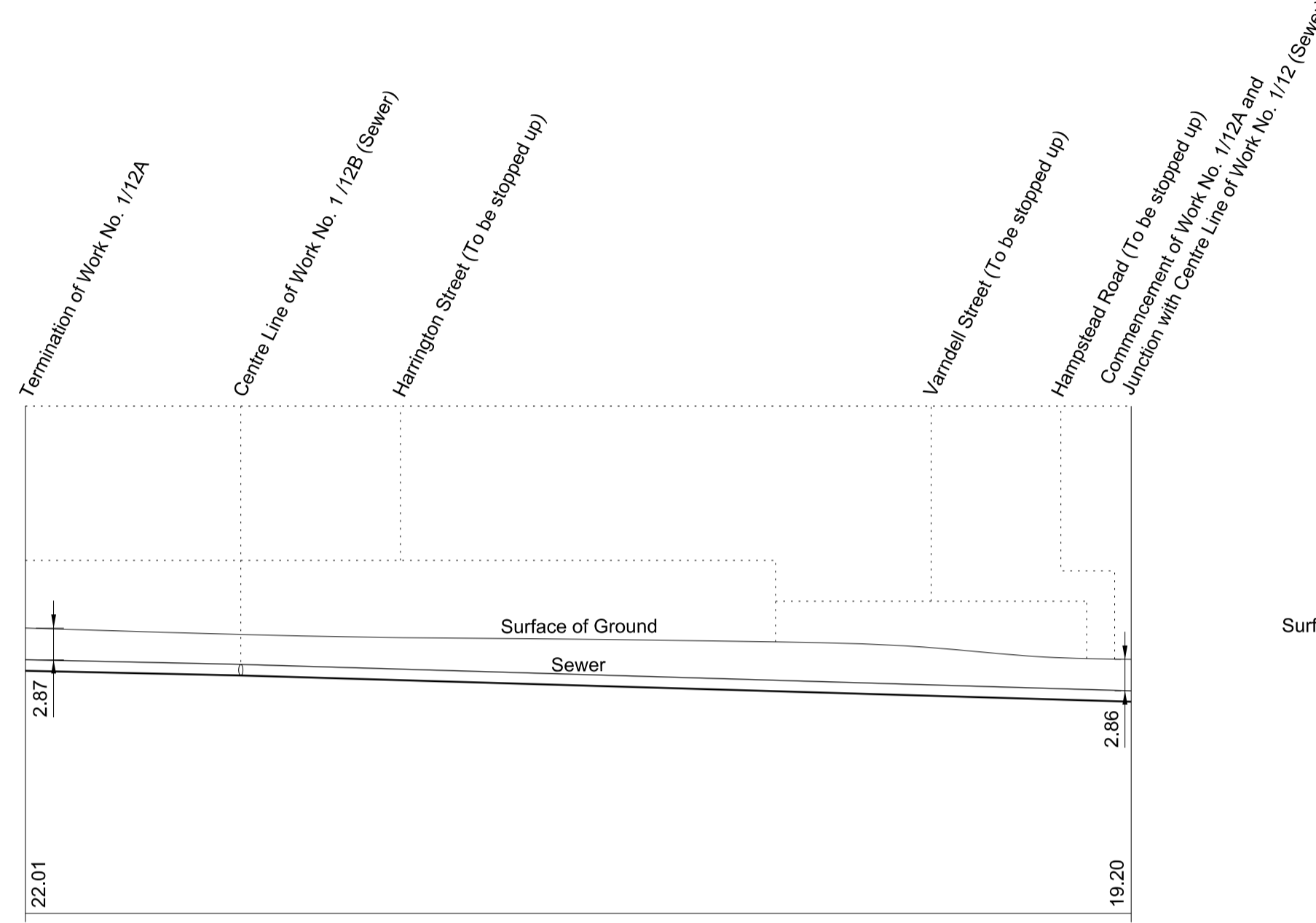
FOR PLAN OF WORK SEE SHEET No. 1-01



Datum Line for Work No. 1/12 (0 metres above Ordnance Datum) is 24.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).

WORK No. 1/12A

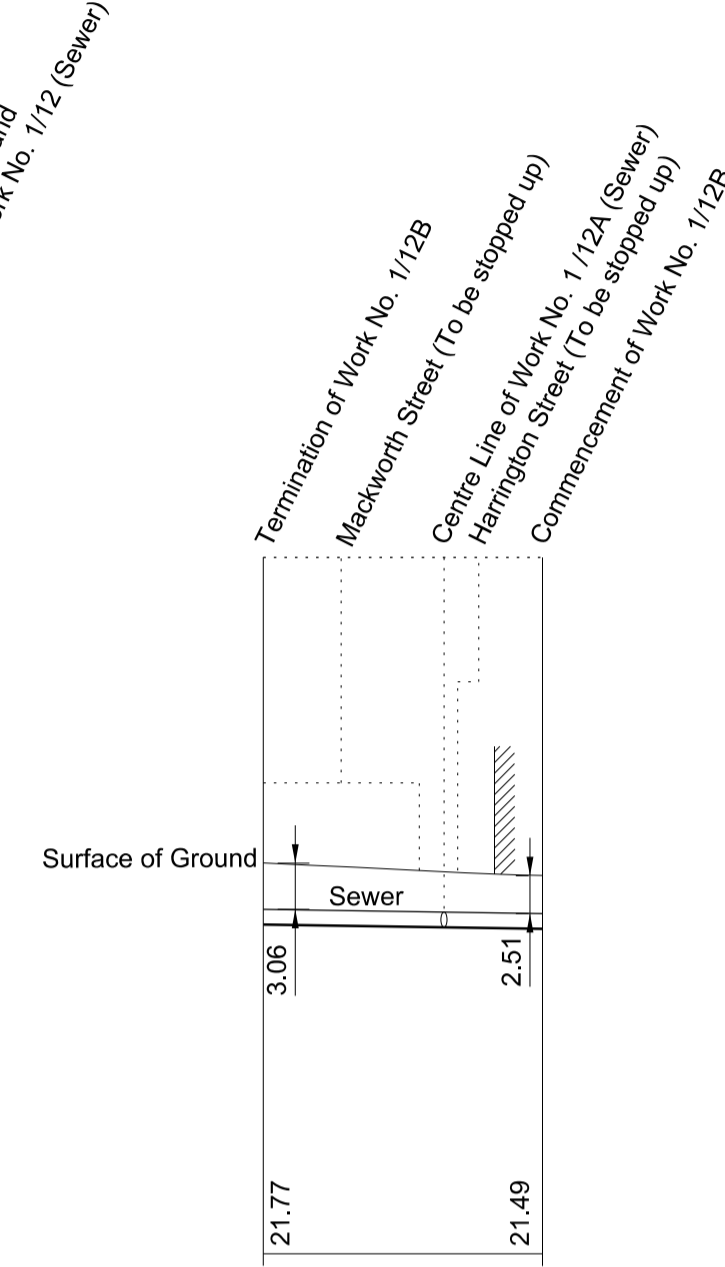
FOR PLAN OF WORK SEE SHEETS Nos. 1-01 and 1-02



Datum Line for Work No. 1/12A (0 metres above Ordnance Datum) is 24.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).

WORK No. 1/12B

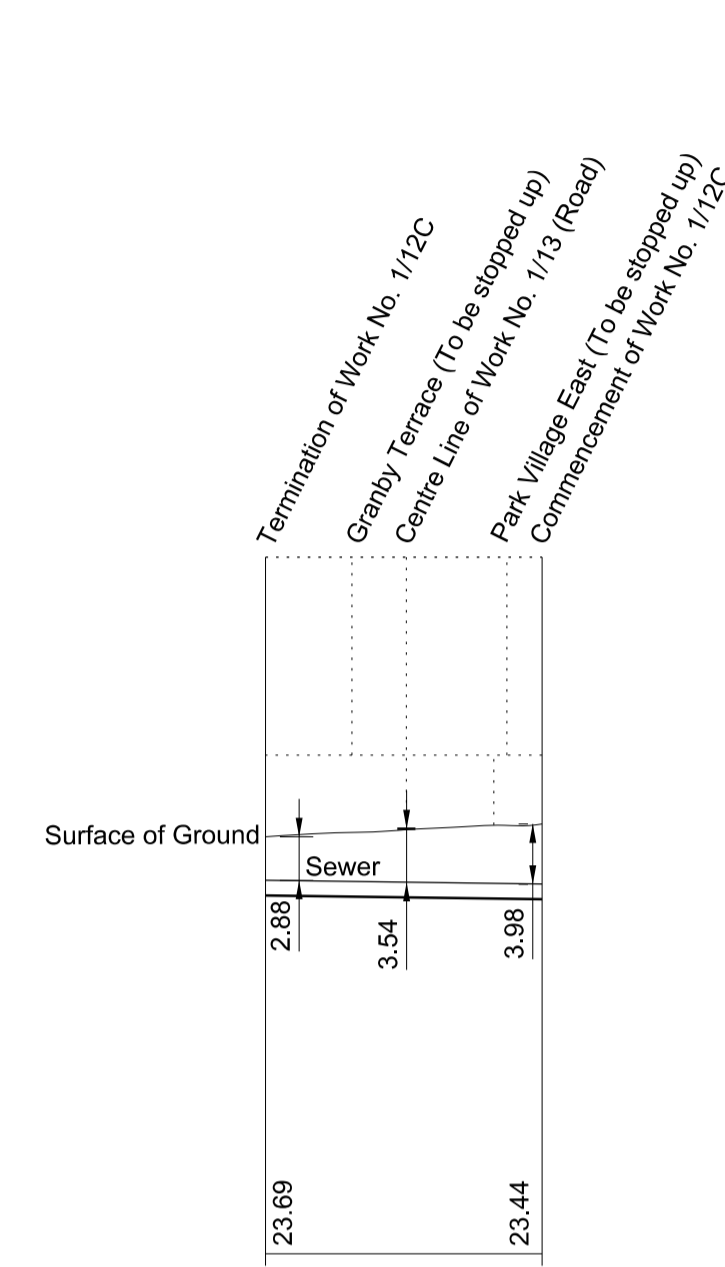
FOR PLAN OF WORK SEE SHEET No. 1-01



Datum Line for Work No. 1/12B (0 metres above Ordnance Datum) is 24.26m below the fixed point being a Manhole cover at the junction of Network Rail/Barnby Street, and marked thus \blacktriangle on plan (Sheet No. 1-01). Such fixed point being 24.26m above Ordnance Datum Newlyn (ODN).

WORK No. 1/12C

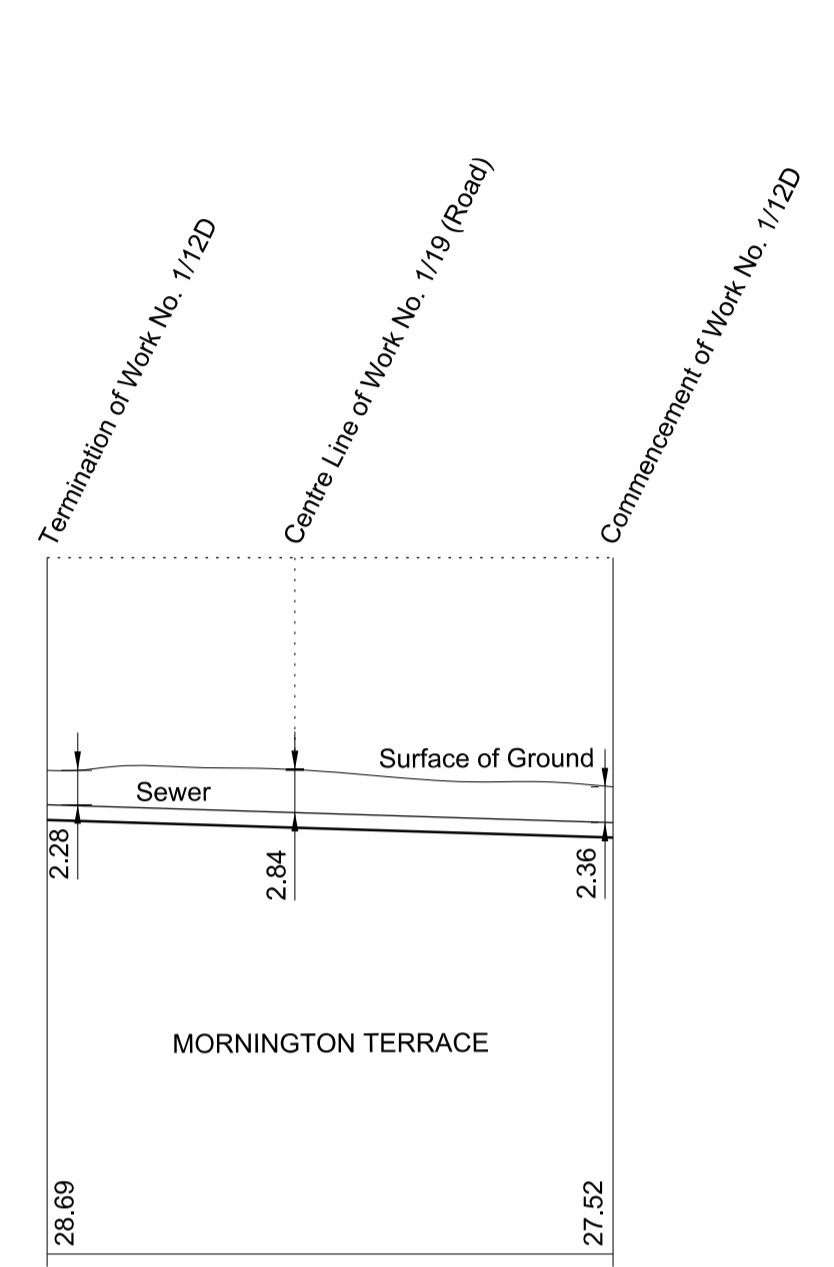
FOR PLAN OF WORK SEE SHEET No. 1-02



Datum Line for Work No. 1/12C (0 metres above Ordnance Datum) is 29.92m below the fixed point being an Inspection cover, parking bay, 45 Albert Street, and marked thus \blacktriangle on plan (Sheet No. 1-02). Such fixed point being 29.92m above Ordnance Datum Newlyn (ODN).

WORK No. 1/12D

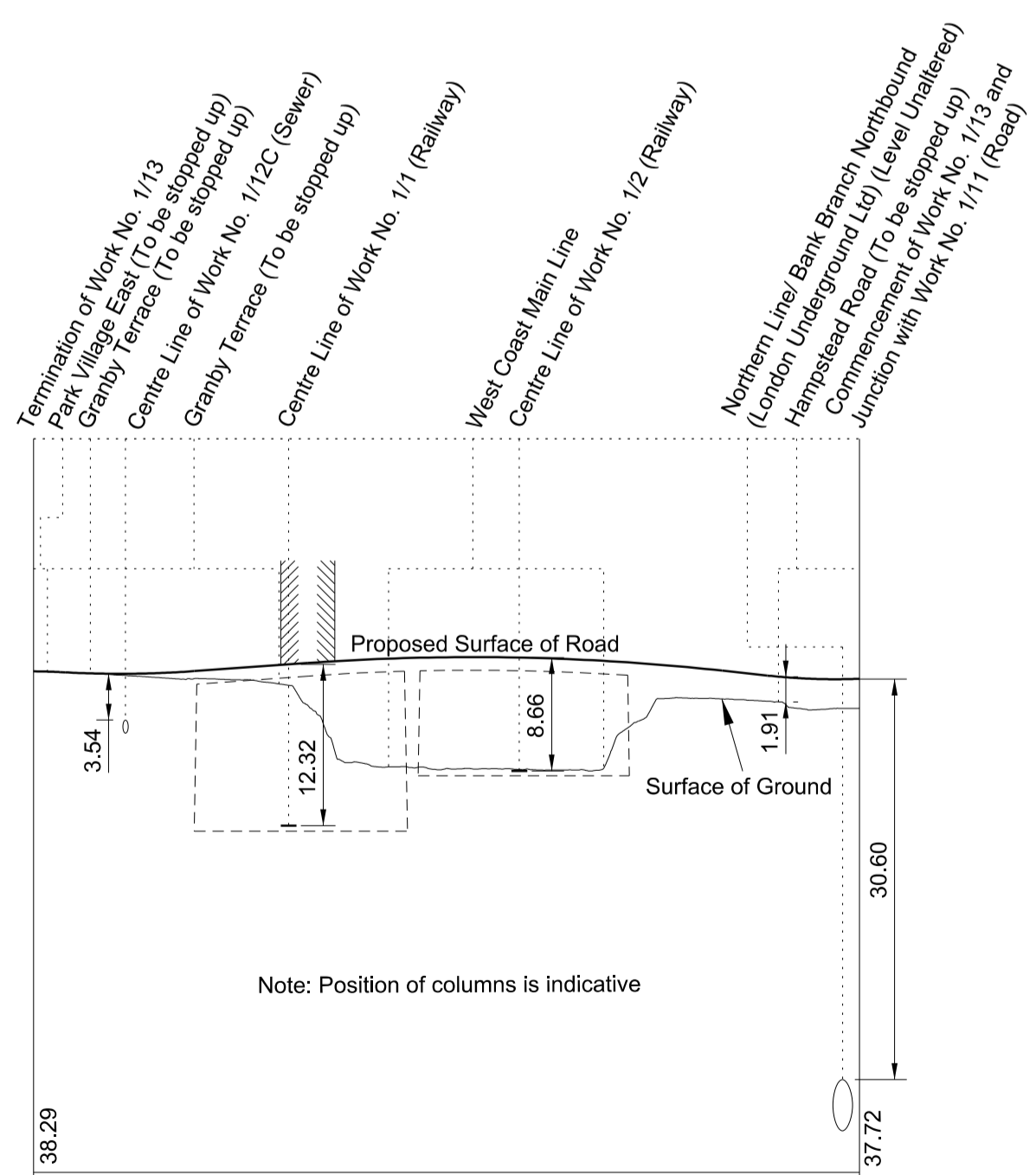
FOR PLAN OF WORK SEE SHEET No. 1-02



Datum Line for Work No. 1/12D (0 metres above Ordnance Datum) is 29.92m below the fixed point being an Inspection cover, parking bay, 45 Albert Street, and marked thus \blacktriangle on plan (Sheet No. 1-02). Such fixed point being 29.92m above Ordnance Datum Newlyn (ODN).

WORK No. 1/13

FOR PLAN OF WORK SEE SHEETS Nos. 1-02

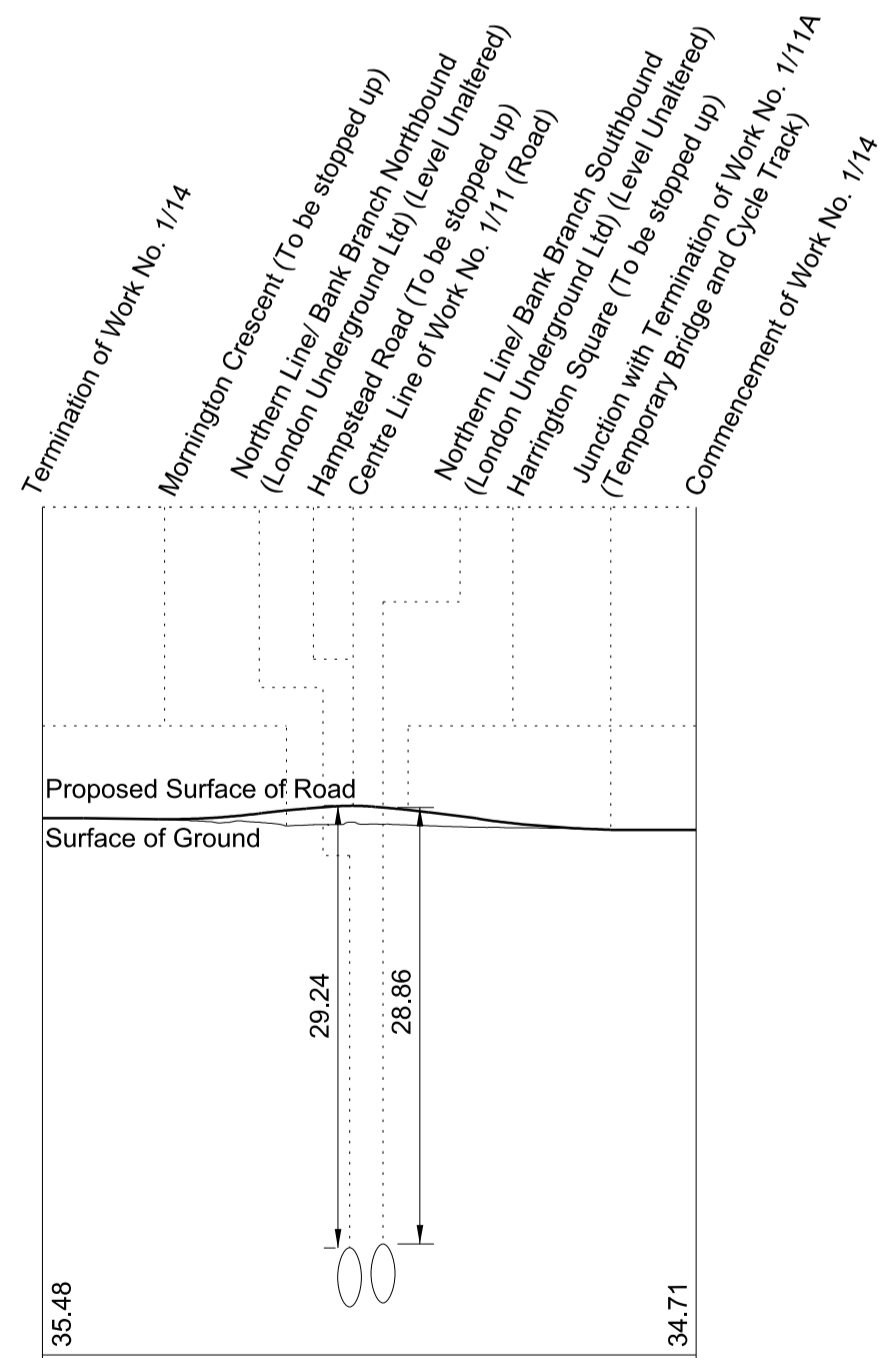


Datum Line for Work No. 1/13 (10 metres below Ordnance Datum) is 39.92m below the fixed point being an Inspection cover, parking bay, 45 Albert Street, and marked thus \blacktriangle on plan (Sheet No. 1-02). Such fixed point being 29.92m above Ordnance Datum Newlyn (ODN).

Greatest inclination of proposed road 1 in 20
Greatest inclination of existing road 1 in 48

WORK No. 1/14

FOR PLAN OF WORK SEE SHEET No. 1-02

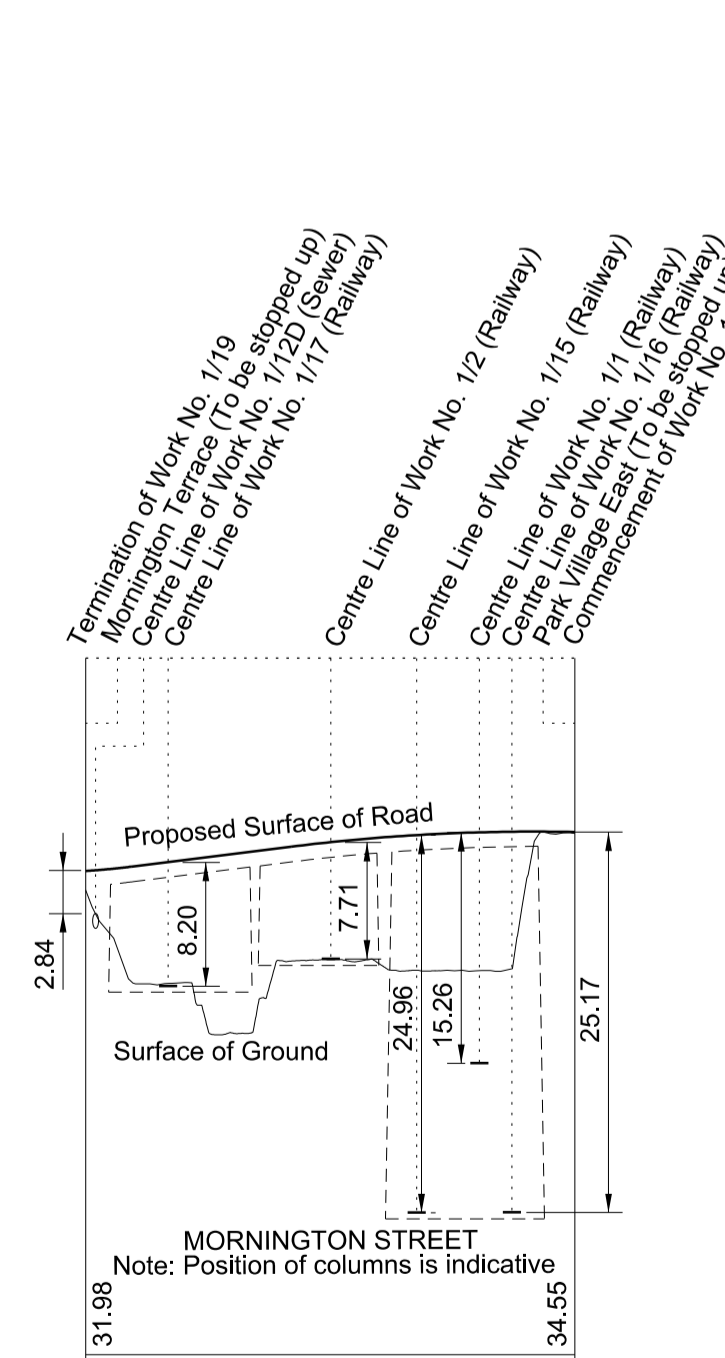


Datum Line for Work No. 1/14 (10 metres below Ordnance Datum) is 39.92m below the fixed point being an Inspection cover, parking bay, 45 Albert Street, and marked thus \blacktriangle on plan (Sheet No. 1-02). Such fixed point being 29.92m above Ordnance Datum Newlyn (ODN).

Greatest inclination of proposed road 1 in 20
Greatest inclination of existing road 1 in 93

WORK No. 1/19

FOR PLAN OF WORK SEE SHEET No. 1-02

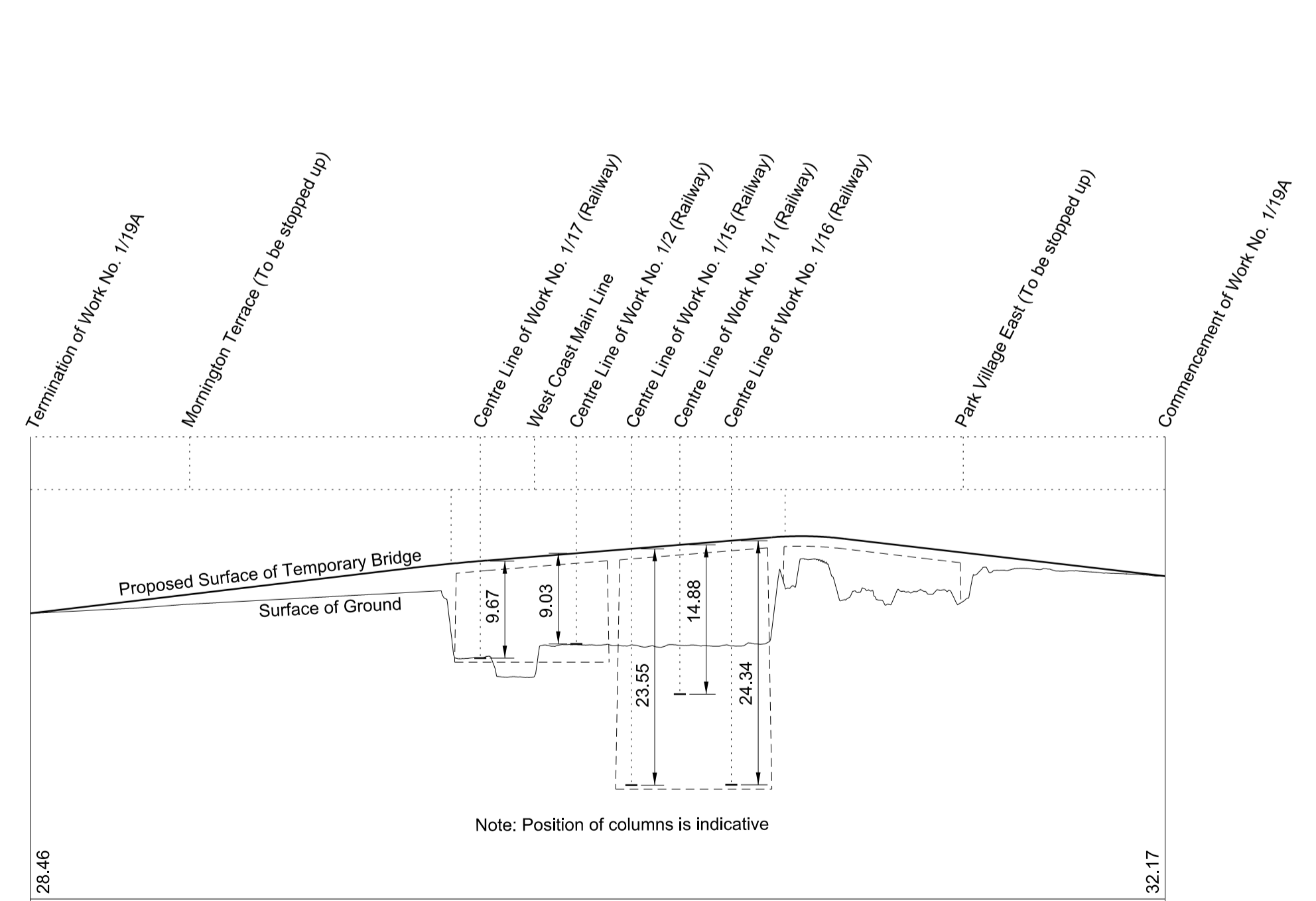


Datum Line for Work No. 1/19 (0 metres above Ordnance Datum) is 29.92m below the fixed point being an Inspection cover, parking bay, 45 Albert Street, and marked thus \blacktriangle on plan (Sheet No. 1-02). Such fixed point being 29.92m above Ordnance Datum Newlyn (ODN).

Greatest inclination of proposed road 1 in 20
Greatest inclination of existing road 1 in 24

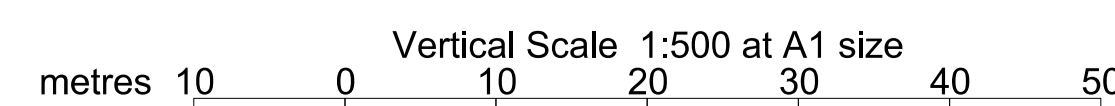
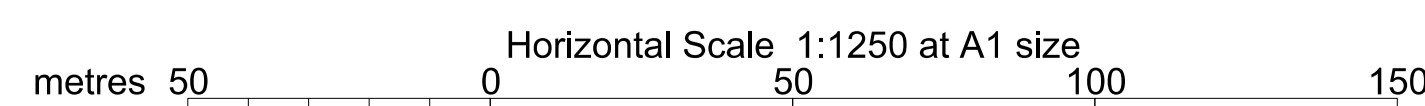
WORK No. 1/19A

FOR PLAN OF WORK SEE SHEET No. 1-02



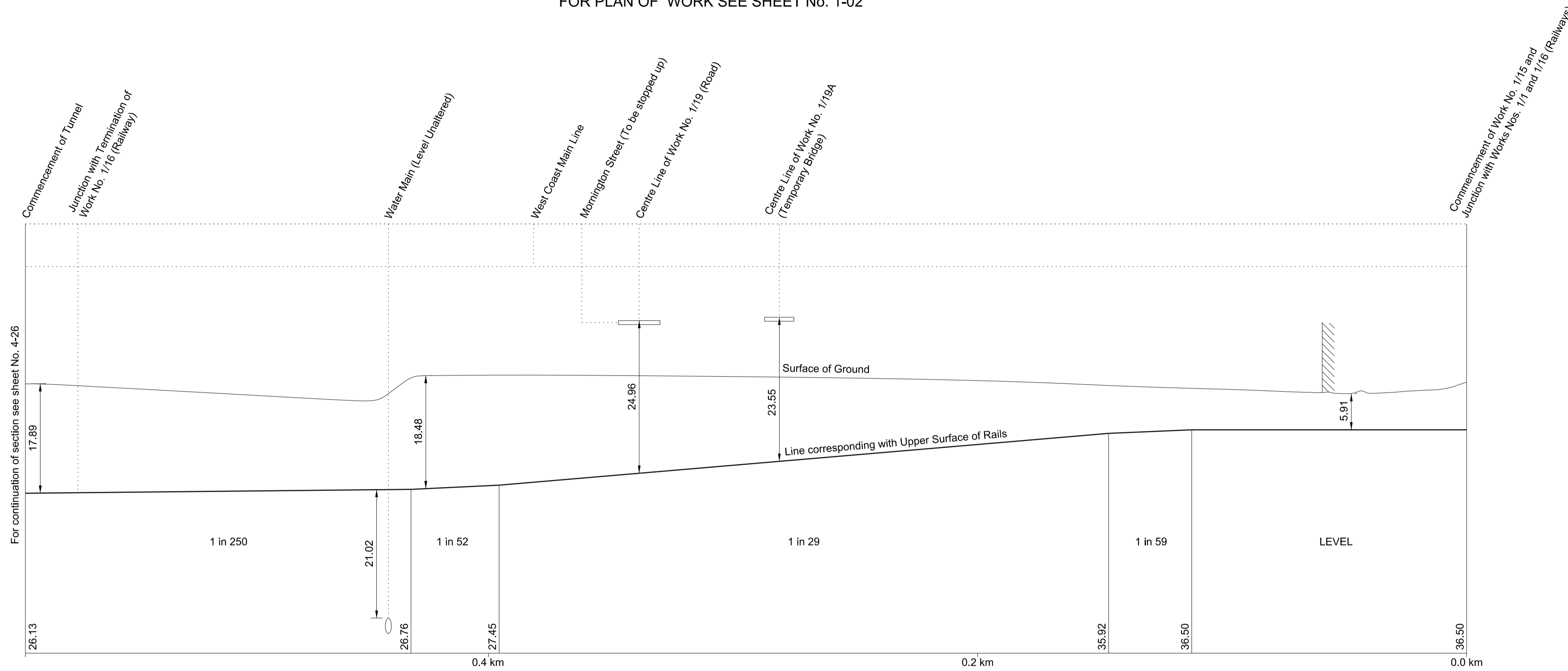
Datum Line for Work No. 1/19A (0 metres above Ordnance Datum) is 29.92m below the fixed point being an Inspection cover, parking bay, 45 Albert Street, and marked thus \blacktriangle on plan (Sheet No. 1-02). Such fixed point being 29.92m above Ordnance Datum Newlyn (ODN).

Greatest inclination of proposed road 1 in 21



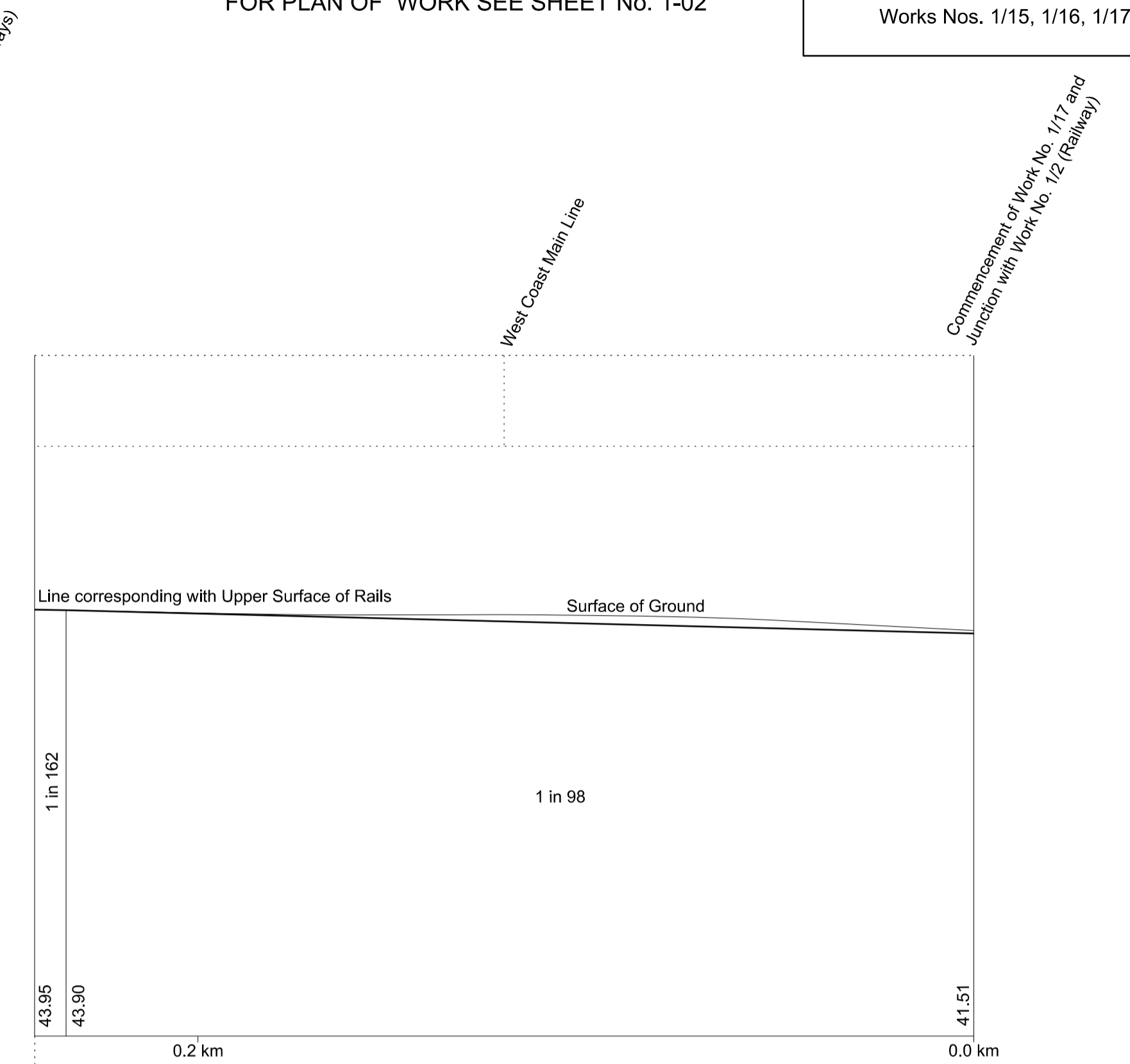
SECTIONS

WORK No. 1/15 FOR PLAN OF WORK SEE SHEET No. 1-02



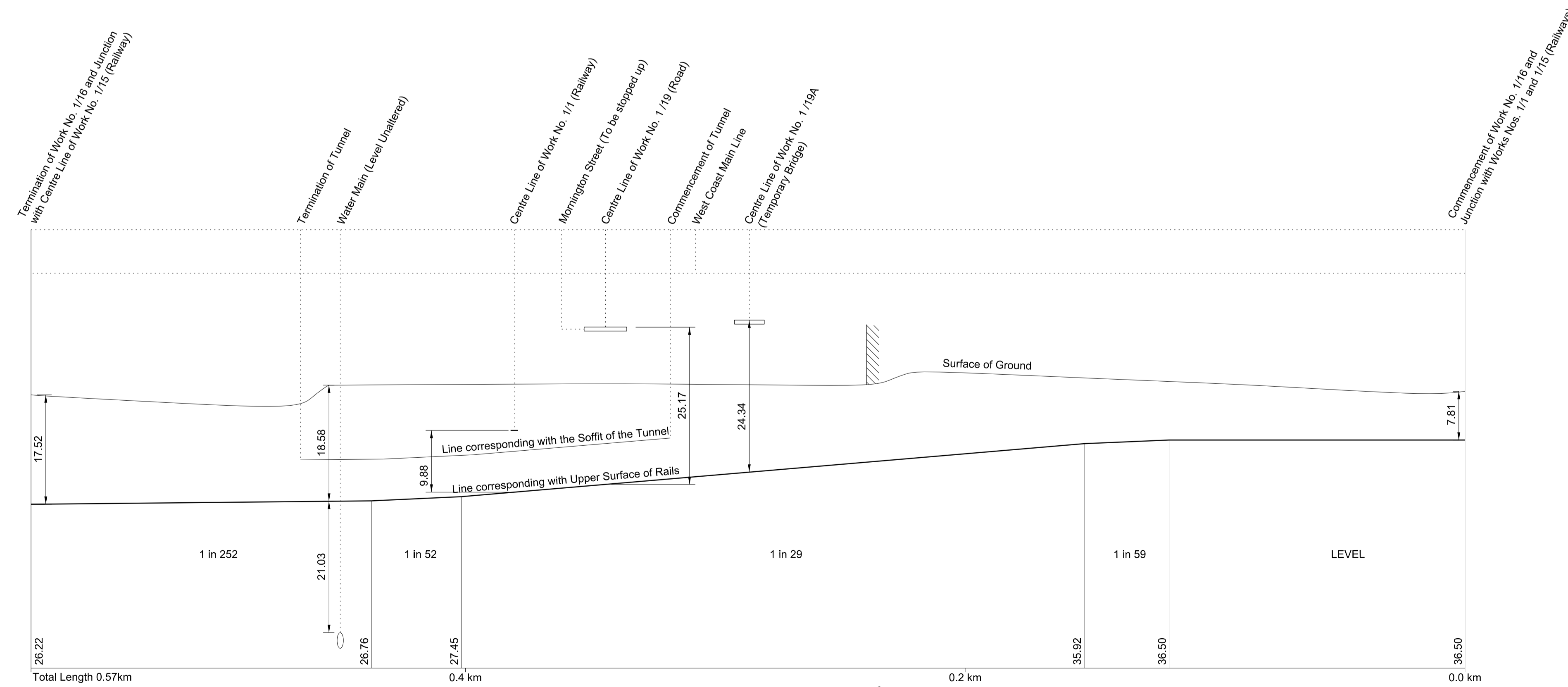
Datum Line for Work No. 1/15 (20 metres below Ordnance Datum) is 49.92m below the fixed point being an Inspection cover, parking bay, 45 Albert Street, and marked thus \blacktriangle on plan (Sheet No. 1-02). Such fixed point being 29.92m above Ordnance Datum Newlyn (ODN).

WORK No. 1/17 FOR PLAN OF WORK SEE SHEET No. 1-02

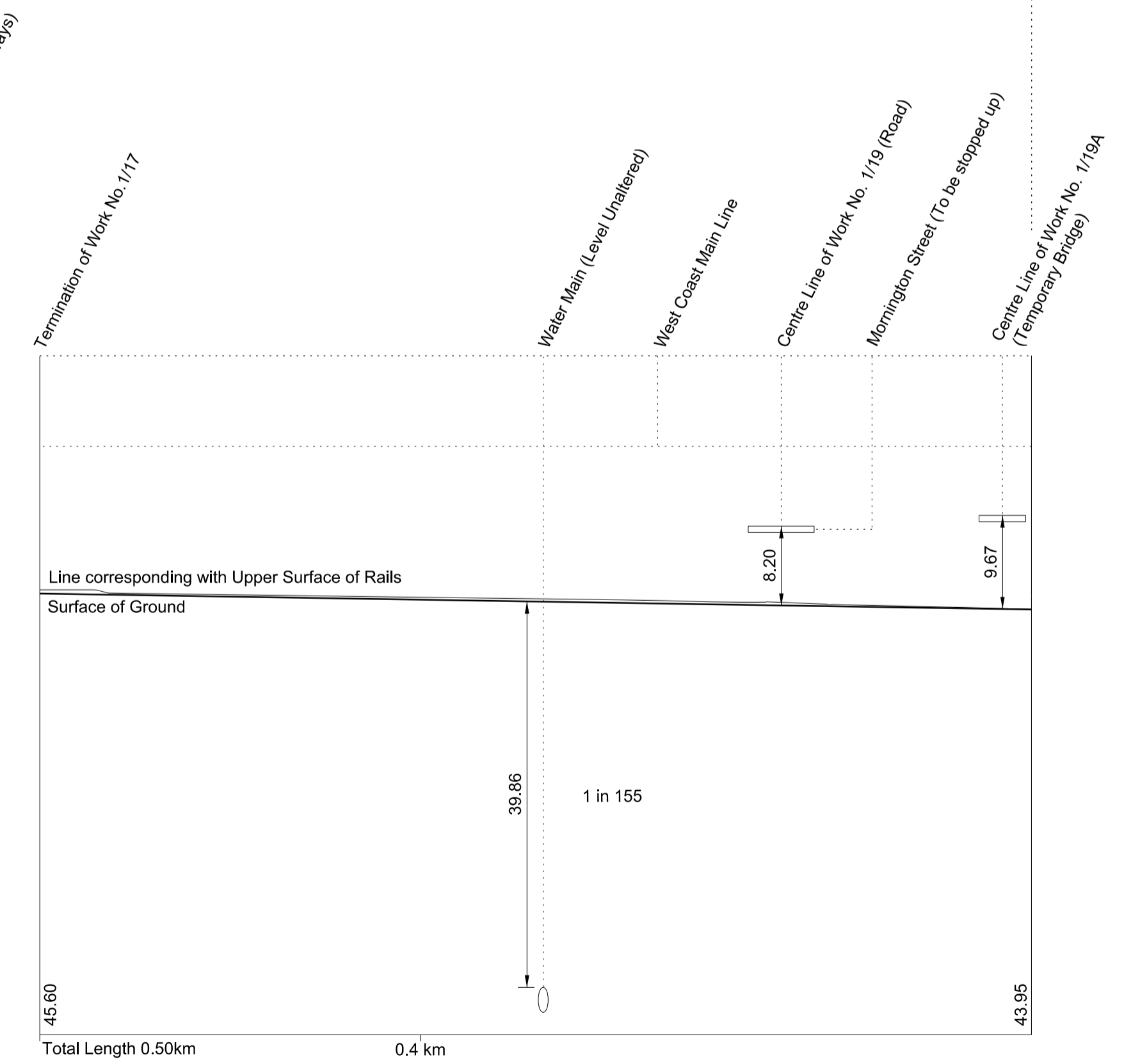


Datum Line for Work No. 1/17 (20 metres below Ordnance Datum) is 49.92m below the fixed point being an Inspection cover, parking bay, 45 Albert Street, and marked thus \blacktriangle on plan (Sheet No. 1-02). Such fixed point being 29.92m above Ordnance Datum Newlyn (ODN).

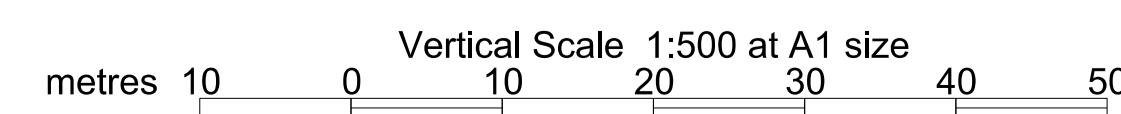
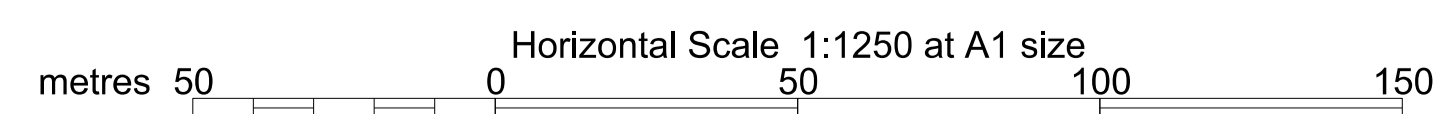
WORK No. 1/16 FOR PLAN OF WORK SEE SHEET No. 1-02



Datum Line for Work No. 1/16 (20 metres below Ordnance Datum) is 49.92m below the fixed point being an Inspection cover, parking bay, 45 Albert Street, and marked thus \blacktriangle on plan (Sheet No. 1-02). Such fixed point being 29.92m above Ordnance Datum Newlyn (ODN).



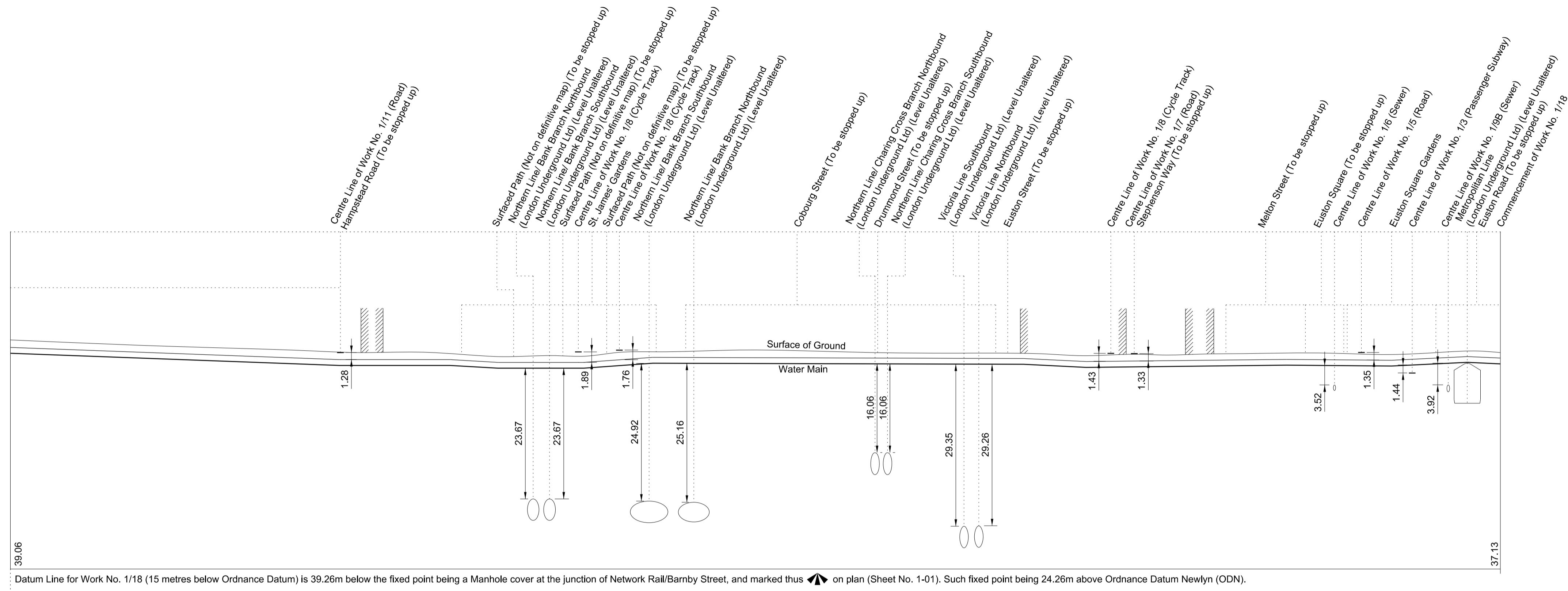
Datum Line is 20 metres below Ordnance Datum at Newlyn (see note above).



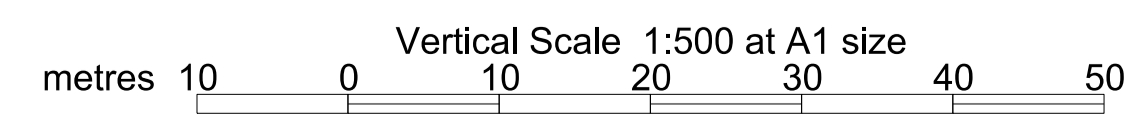
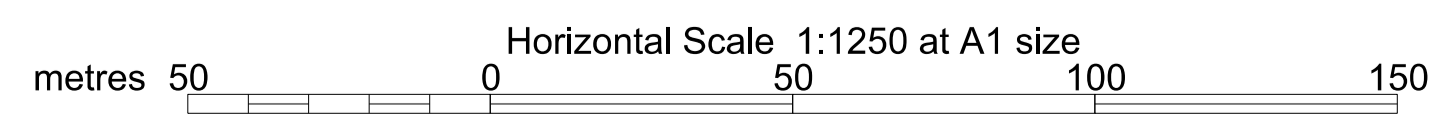
SECTIONS

WORK No. 1/18

FOR PLAN OF WORK SEE SHEETS Nos. 1-01 and 1-03



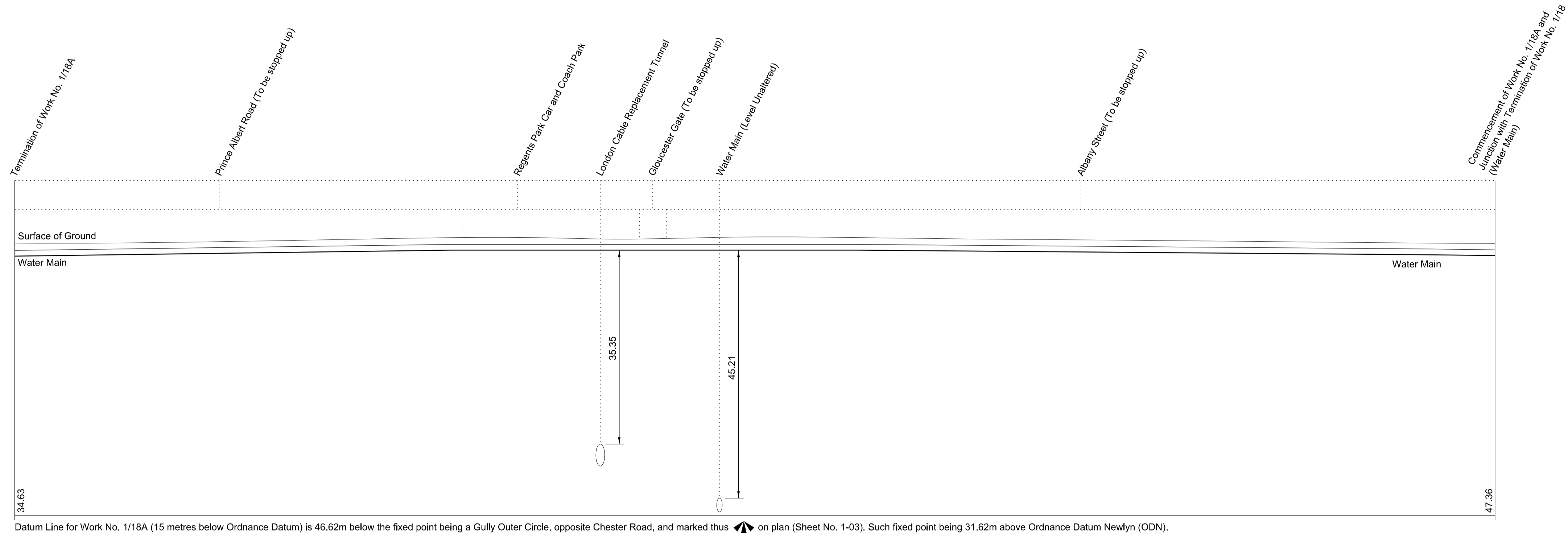
Termination of Work No. 1/18 and Junction with Commencement of Work No. 1/18A (Water Main)



SECTIONS

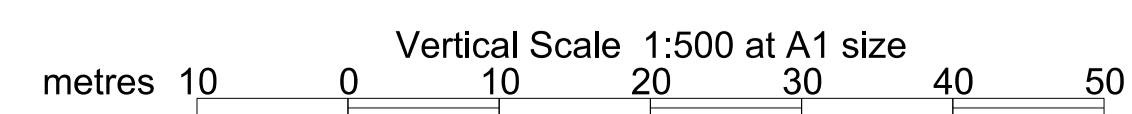
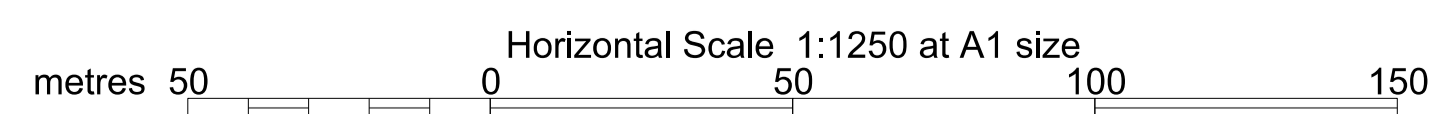
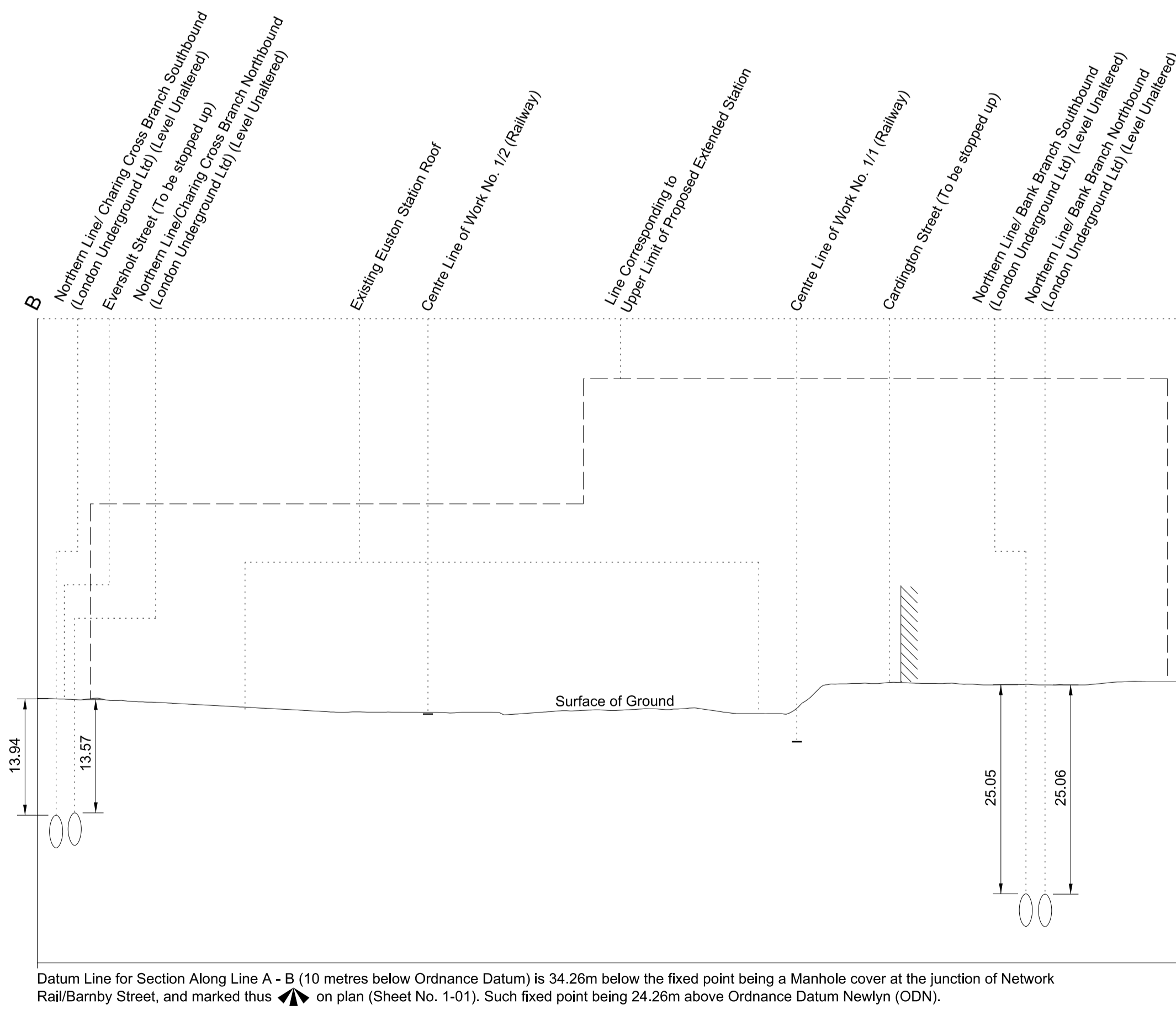
WORK No. 1/18A

FOR PLAN OF WORK SEE SHEETS Nos. 1-02, 1-03 and 1-05



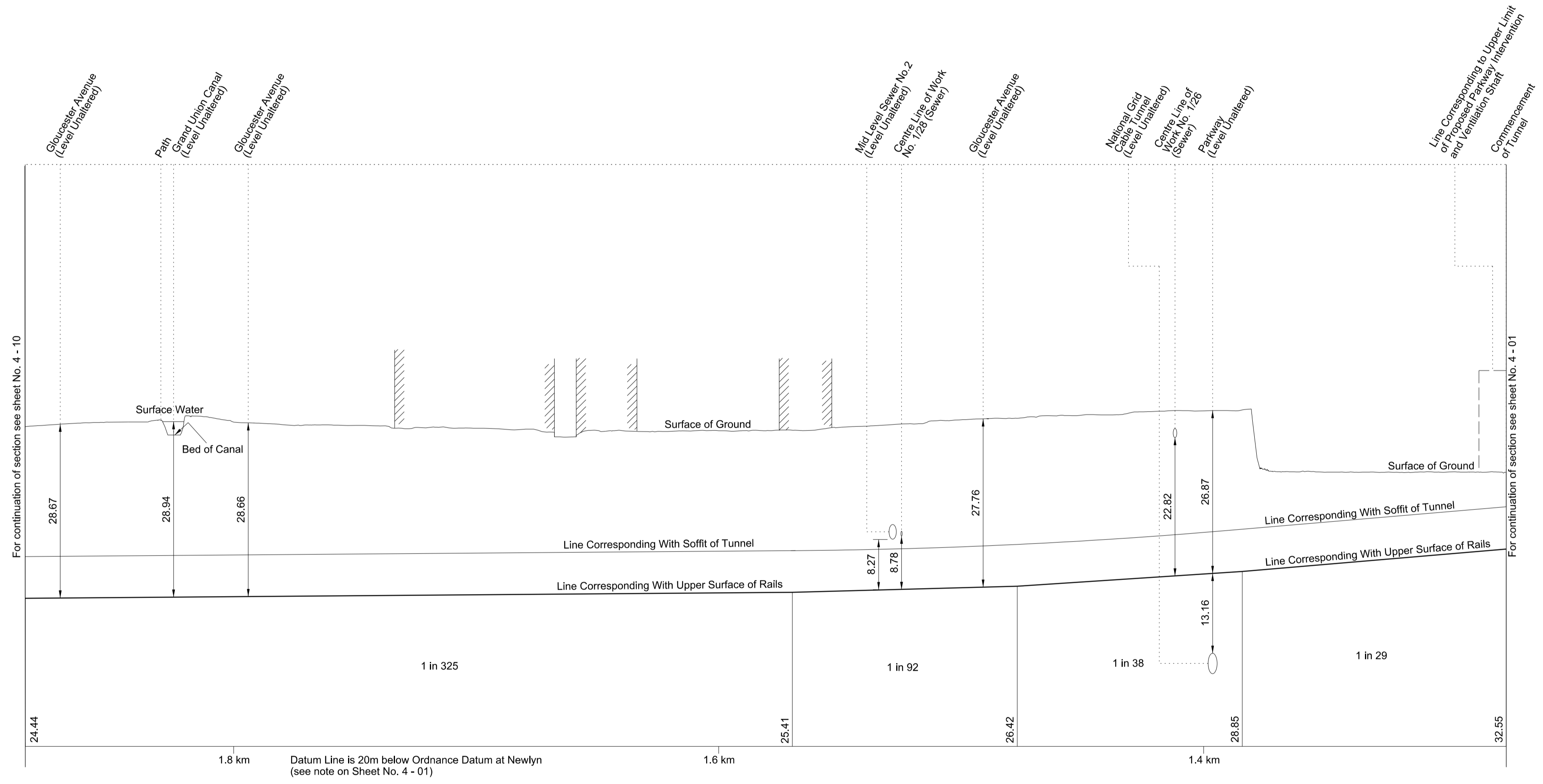
Section Along Line A - B

FOR PLAN OF WORK SEE SHEET No. 1-01



SECTIONS

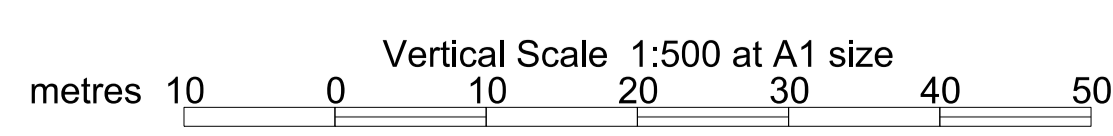
FOR PLAN OF WORK SEE SHEET No. 1 - 02 and 1 - 05



For continuation of section see sheet No. 4 - 10

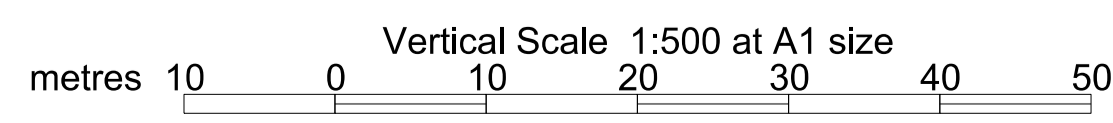
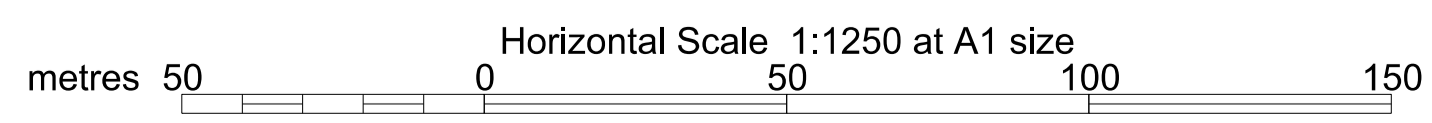
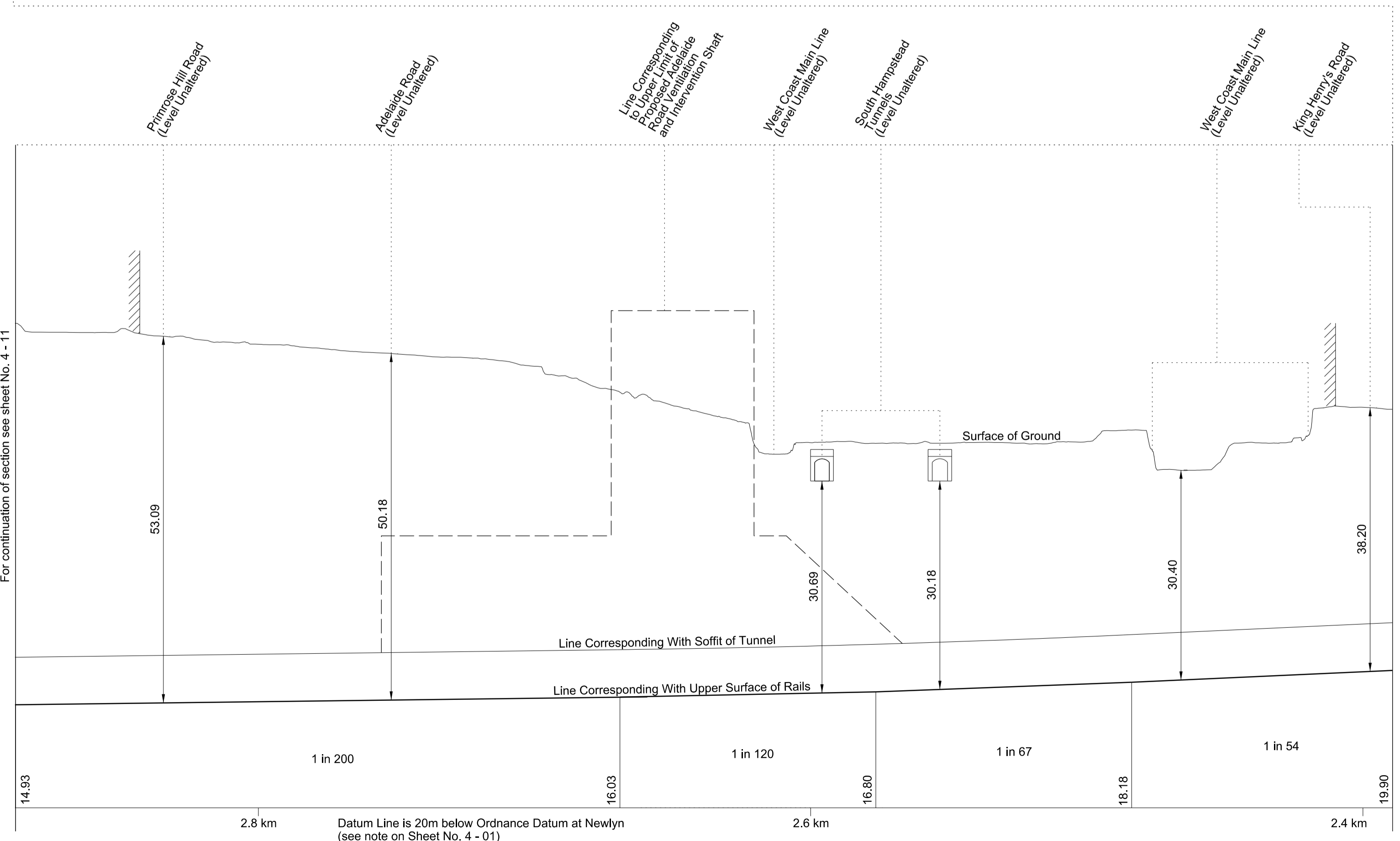
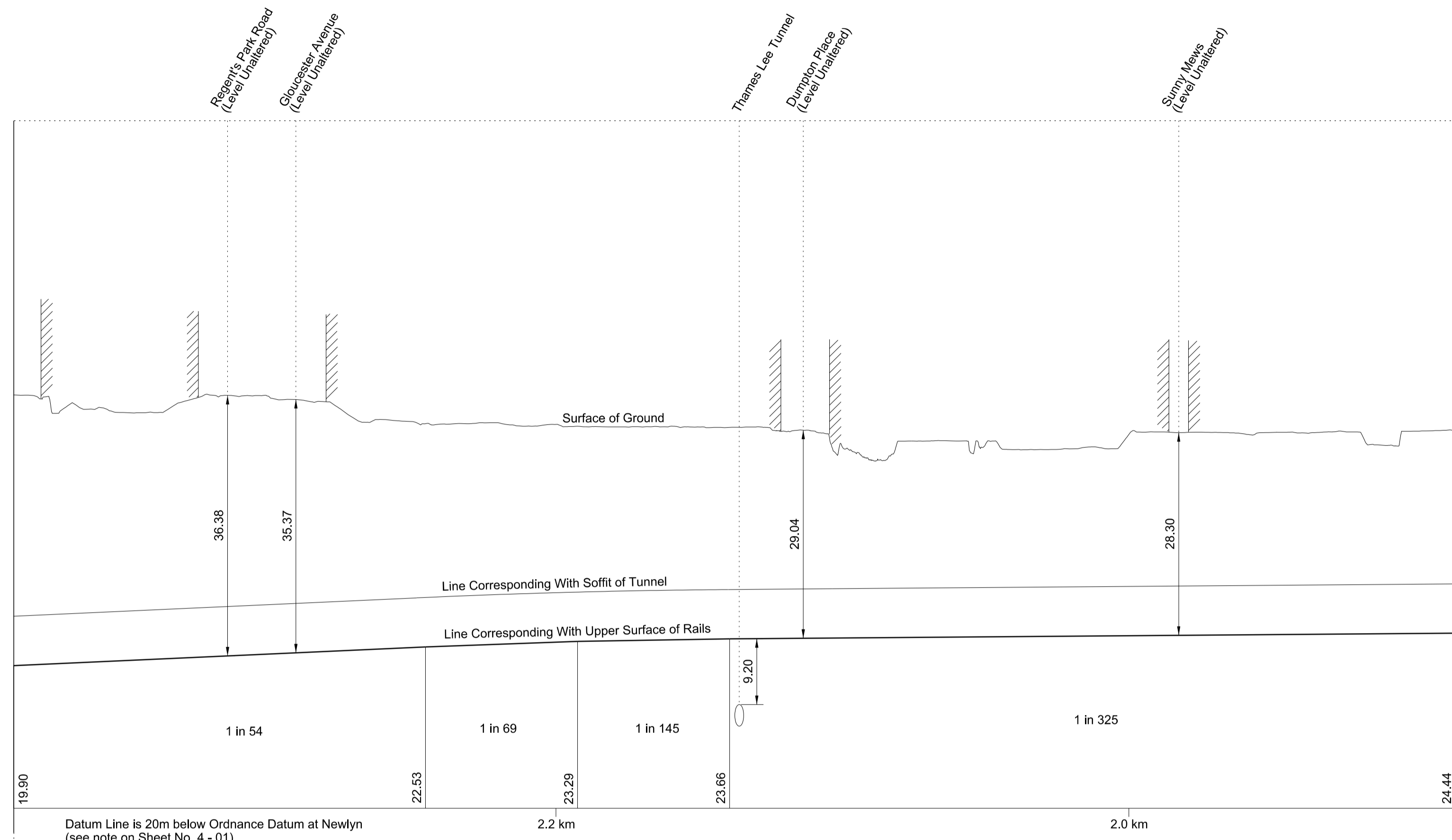
For continuation of section see sheet No. 4 - 01

Datum Line is 20m below Ordnance Datum at Newlyn
 (see note on Sheet No. 4 - 01)



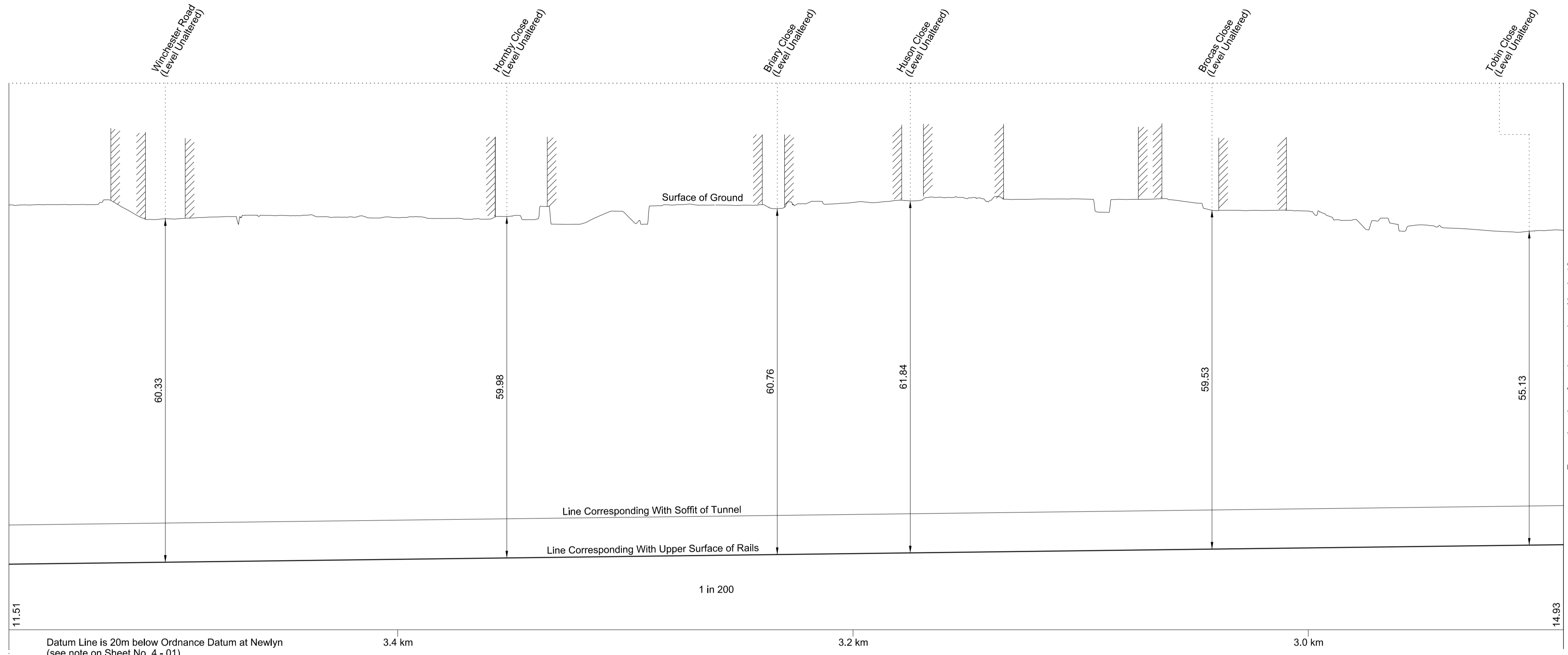
SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 06 and 1 - 07

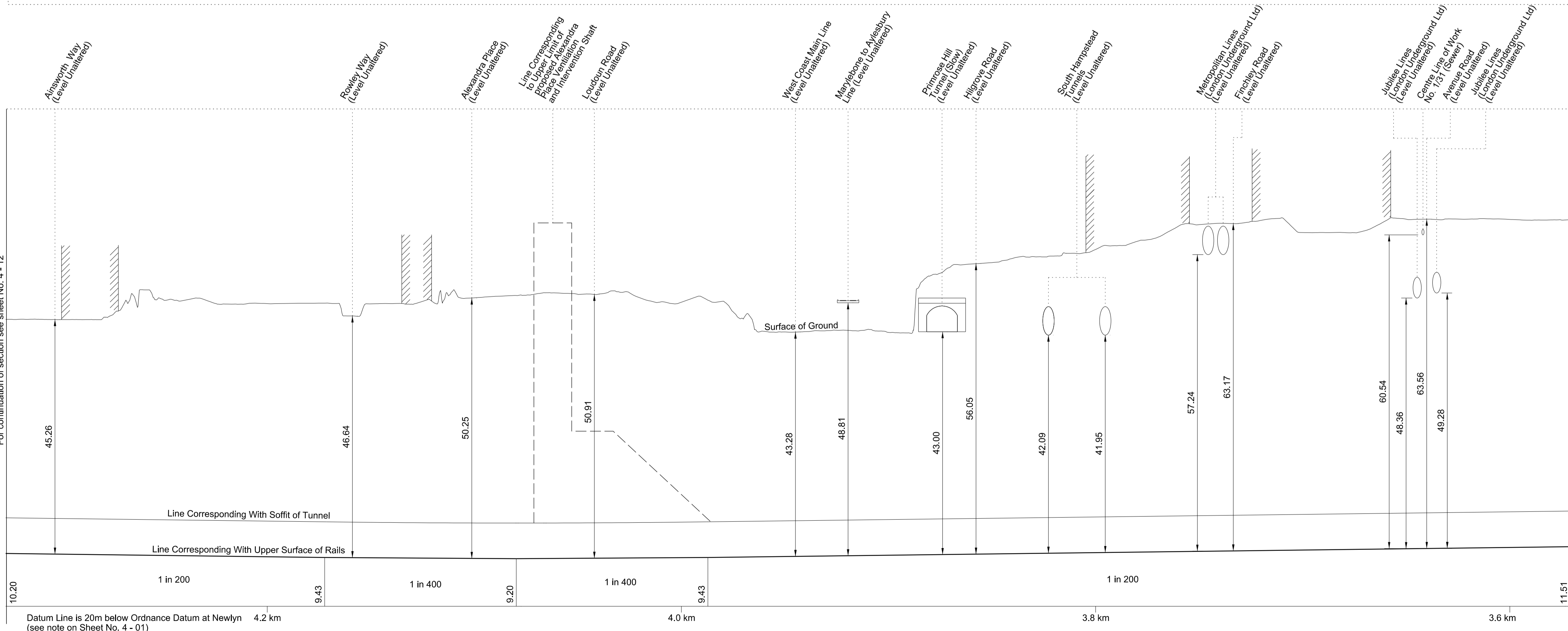


SECTIONS

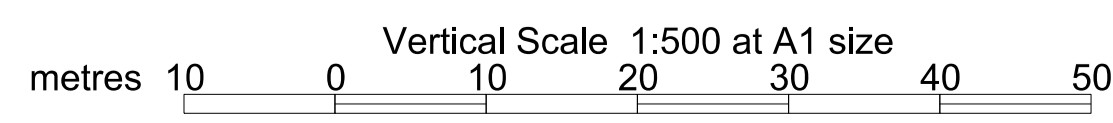
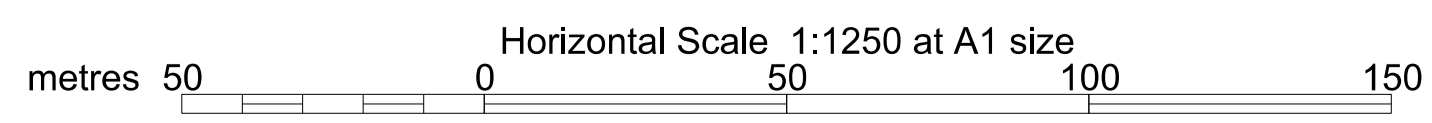
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 08 and 1 - 09



For continuation of section see sheet No. 4 - 10

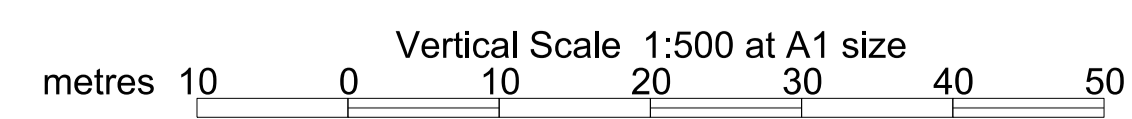
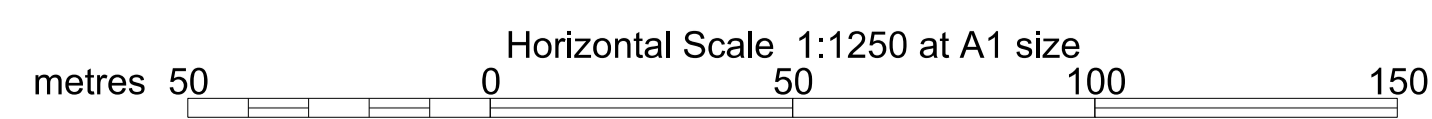
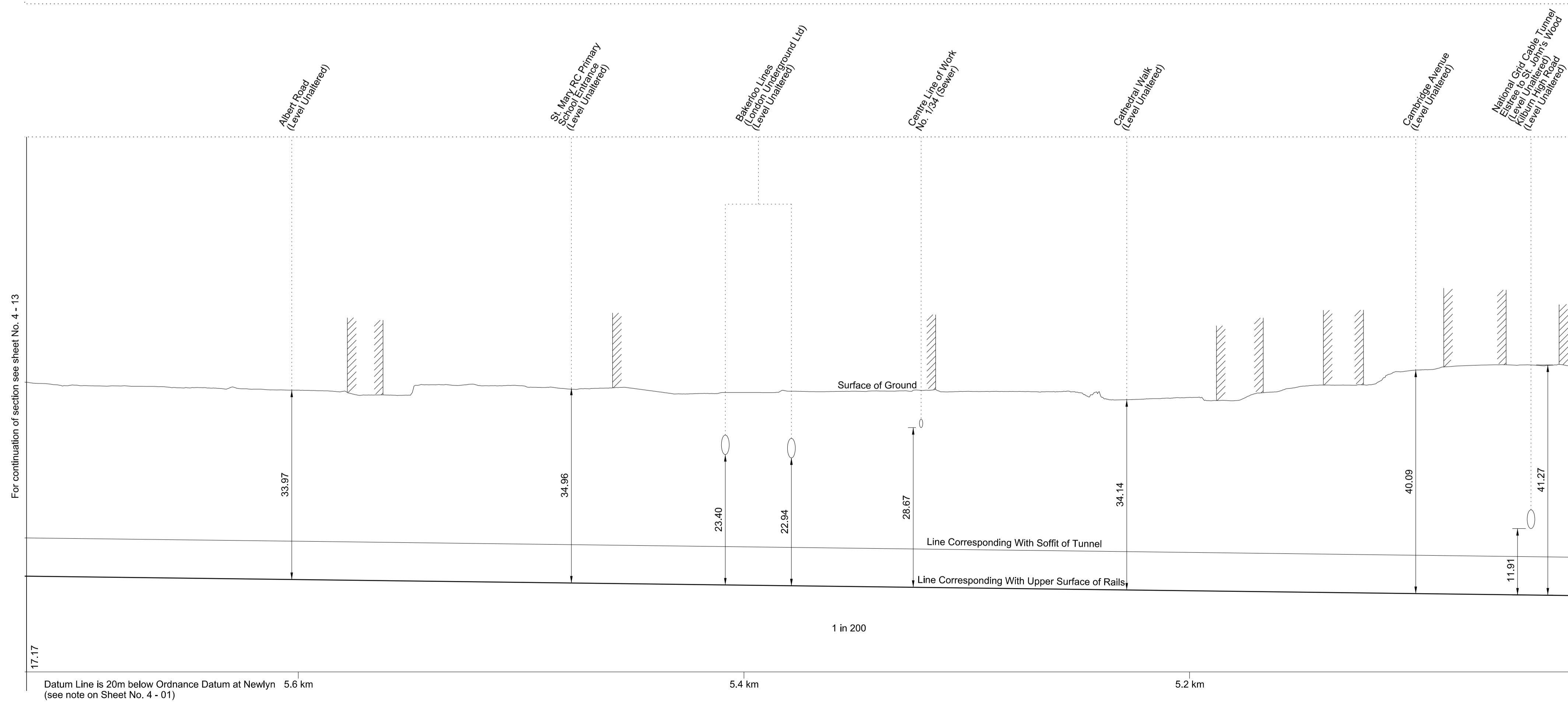
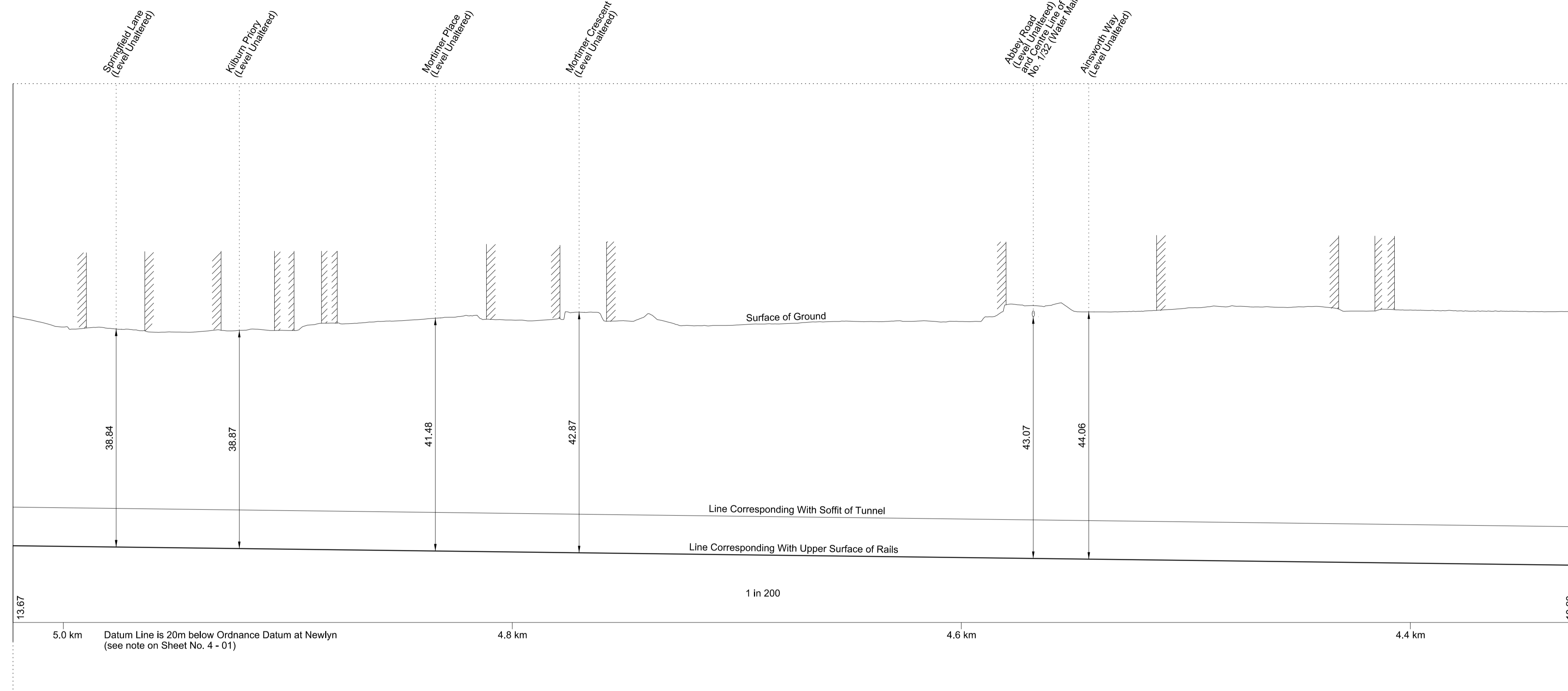


For continuation of section see sheet No. 4 - 12



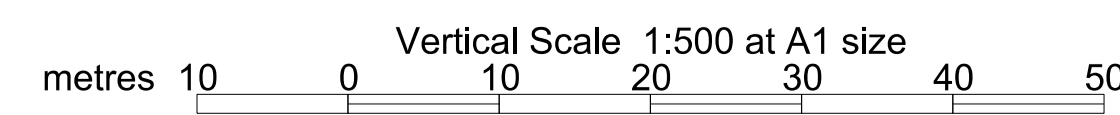
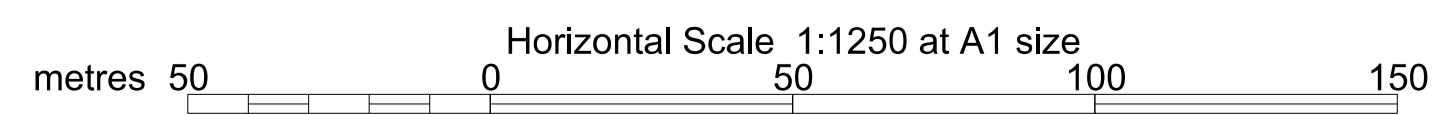
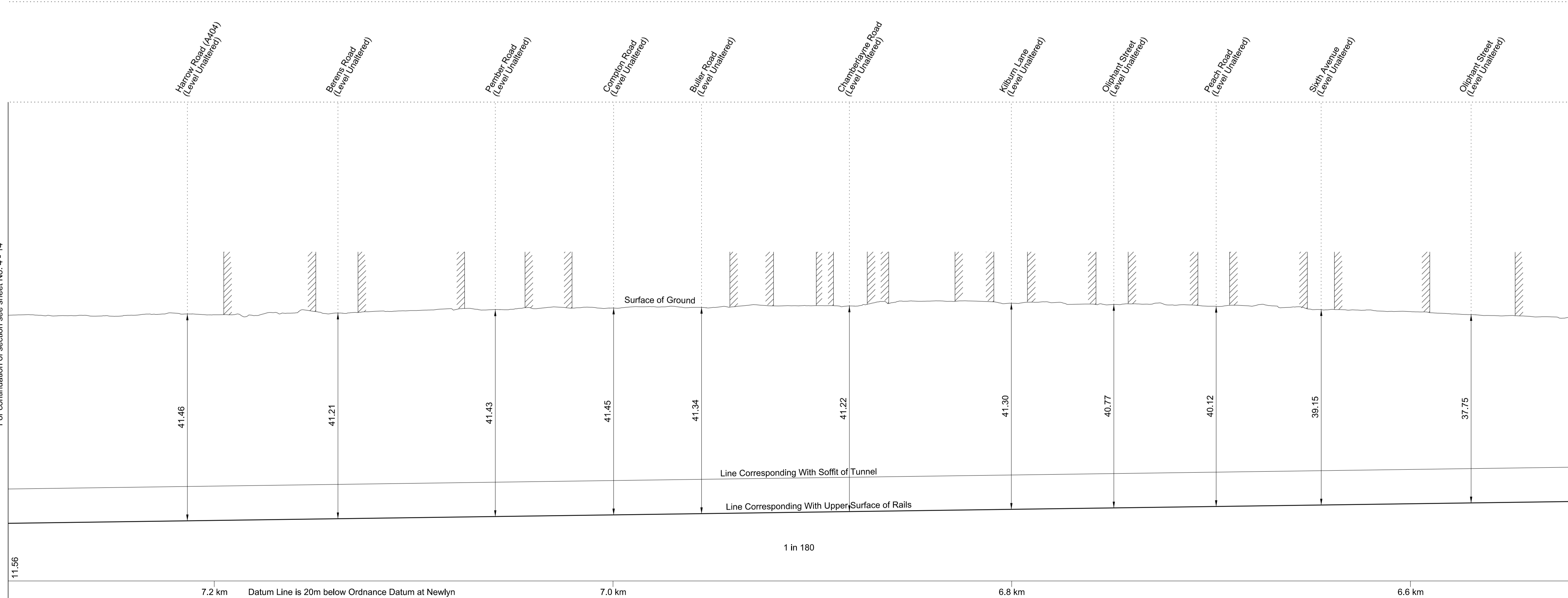
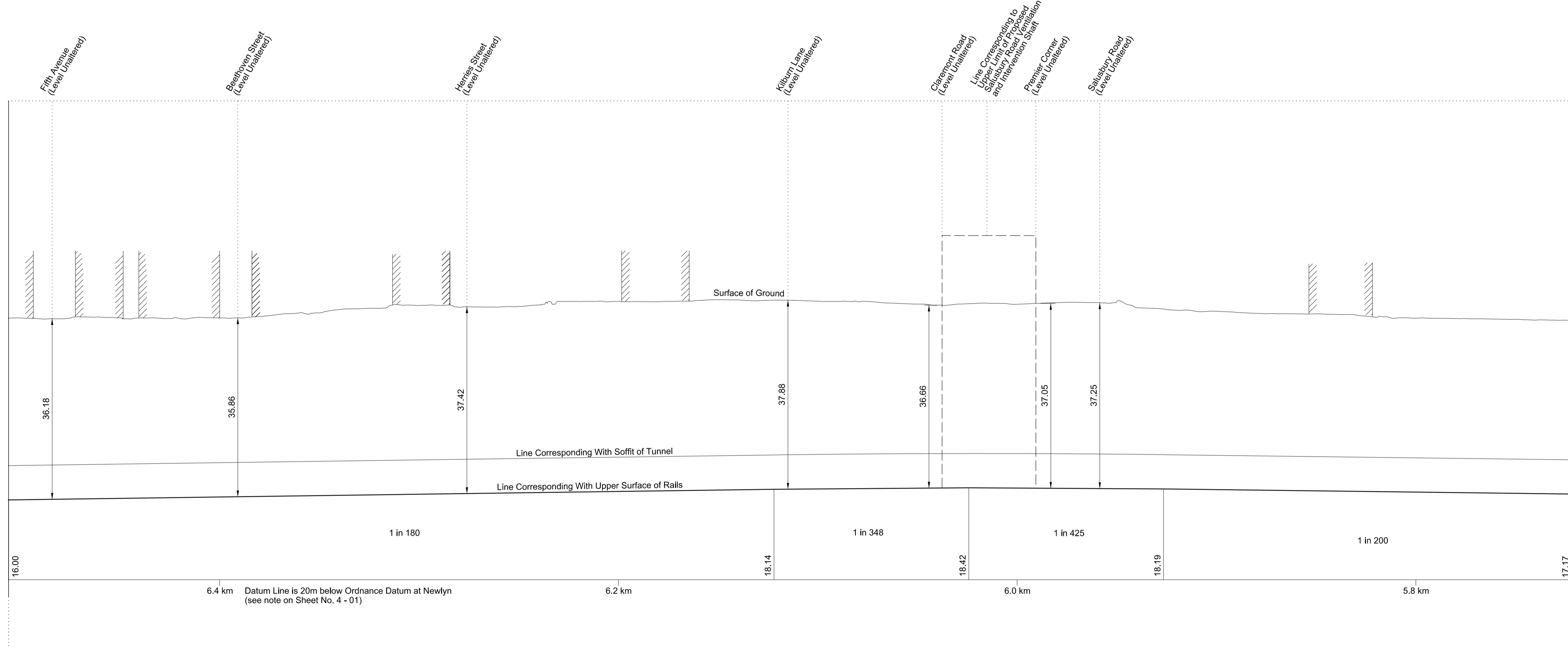
SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 10 and 1 - 11



SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 12 and 1 - 13

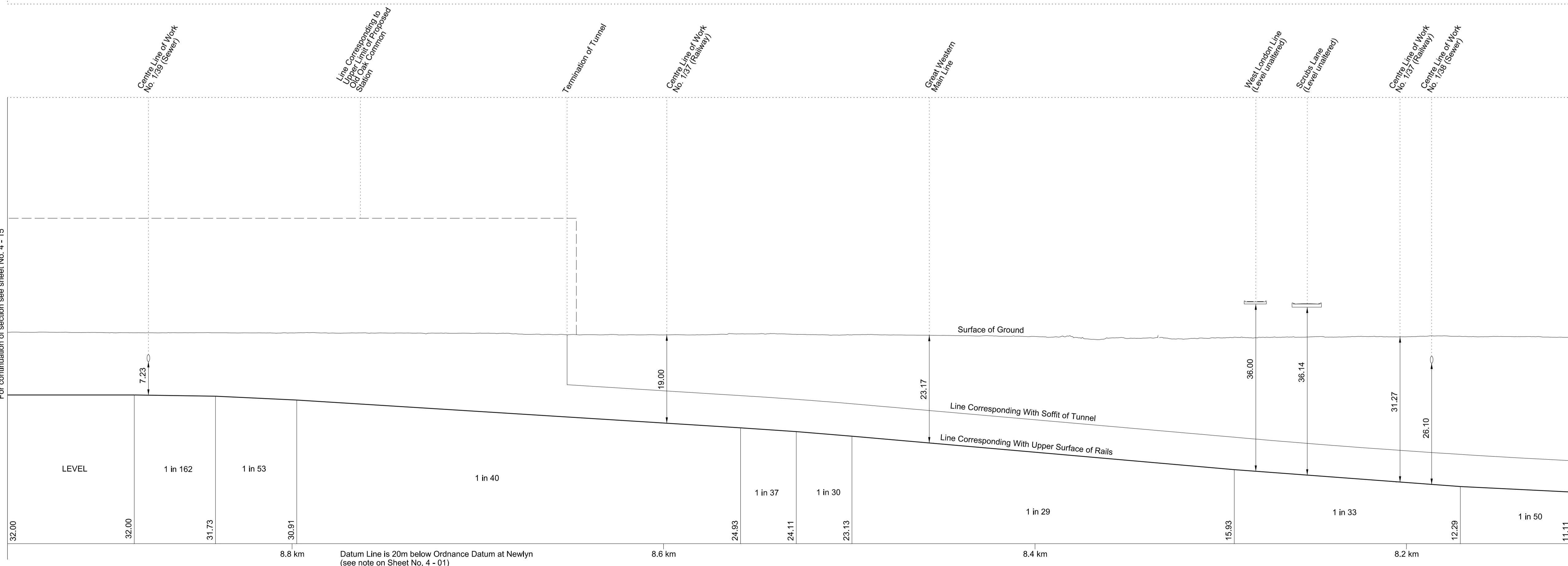


SECTIONS

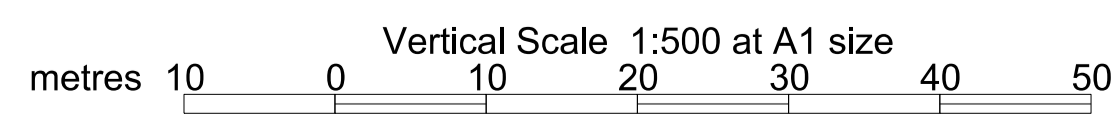
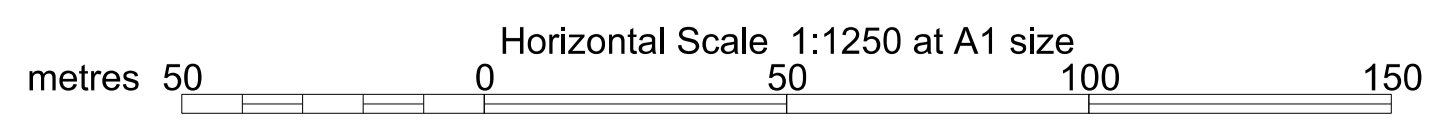
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 14 and 1 - 15



For continuation of section see sheet No. 4 - 13

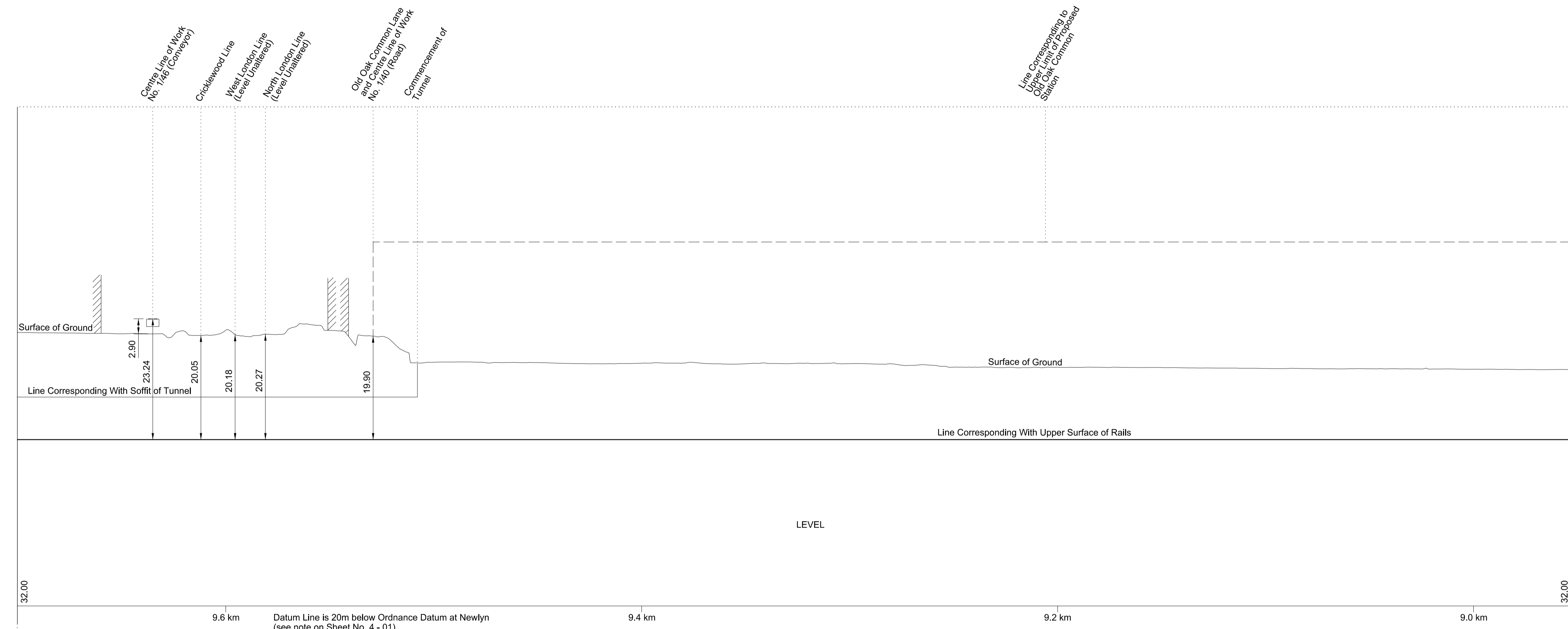


For continuation of section see sheet No. 4 - 15

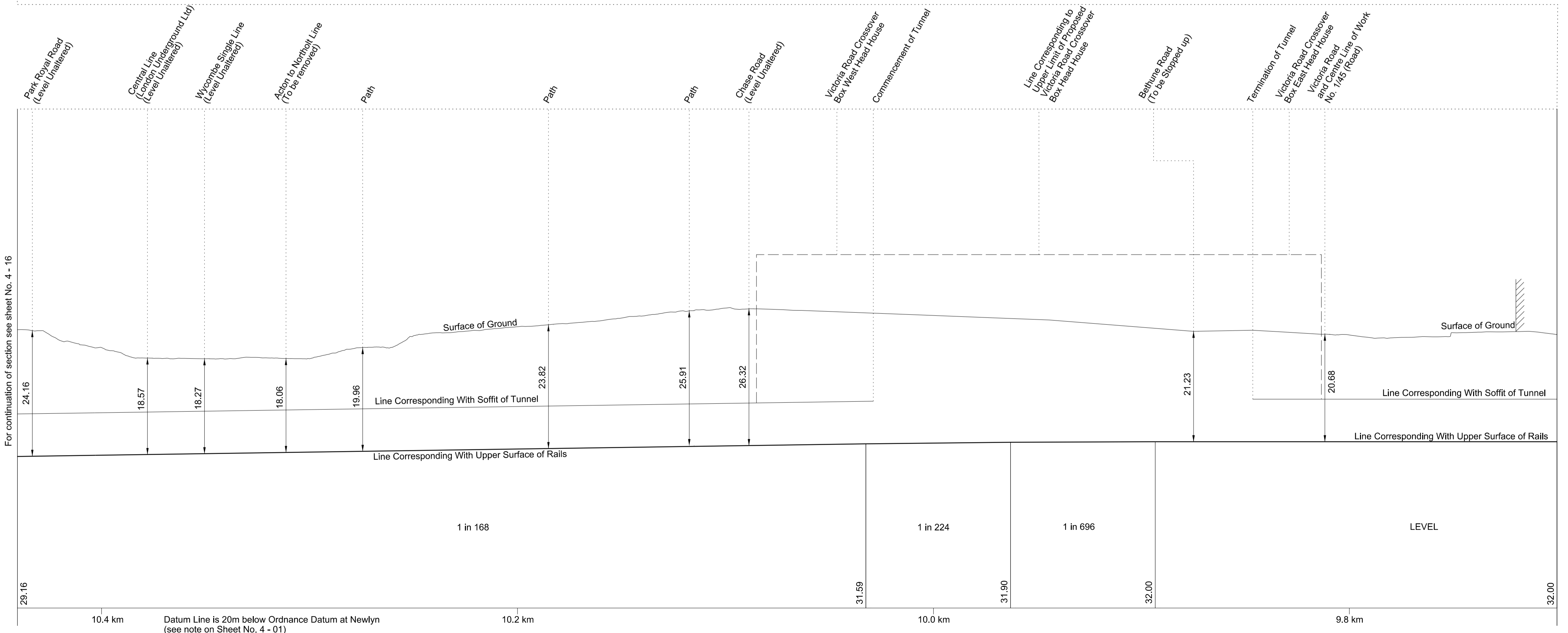


SECTIONS

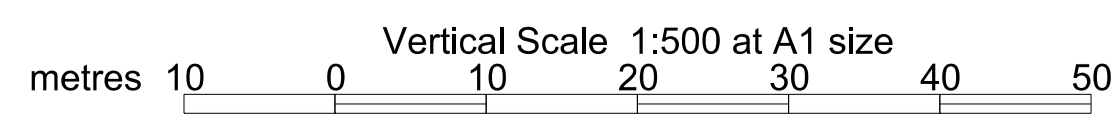
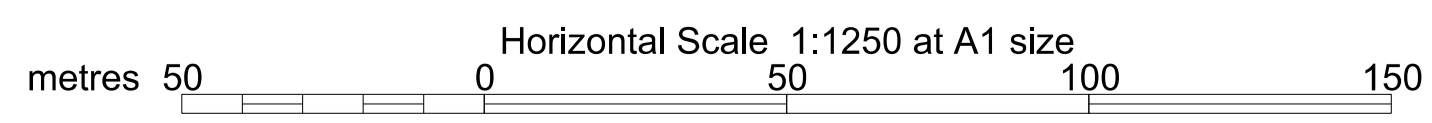
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 16 and 1 - 17



For continuation of section see sheet No. 4 - 14

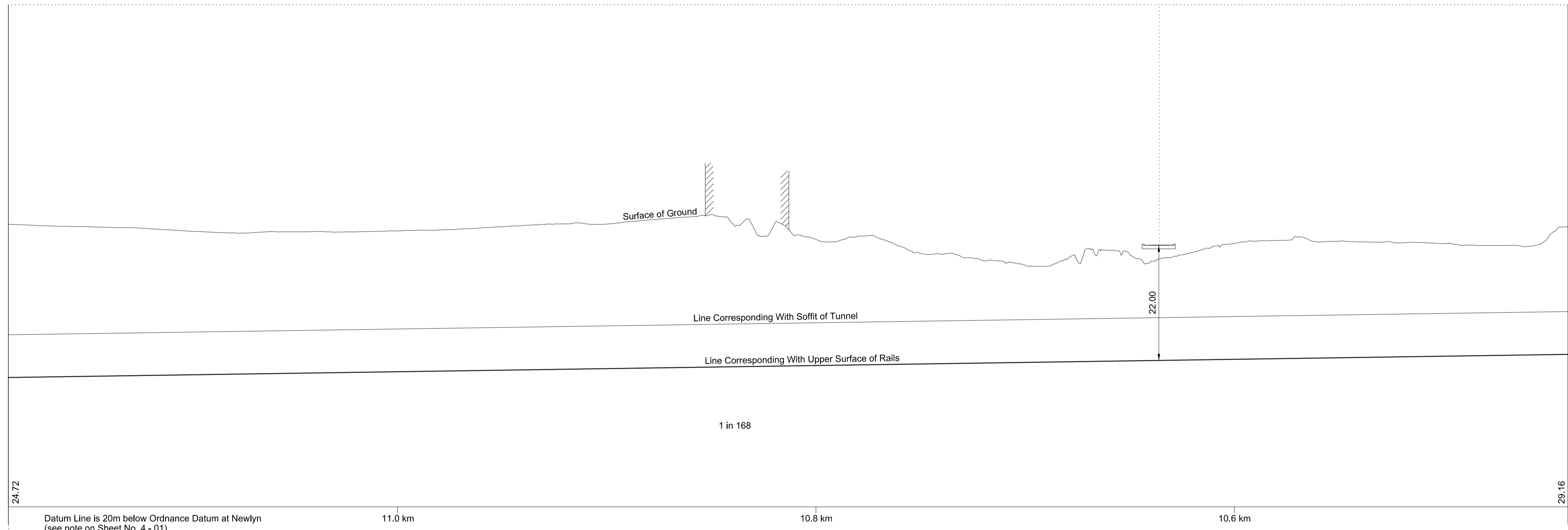


For continuation of section see sheet No. 4 - 16

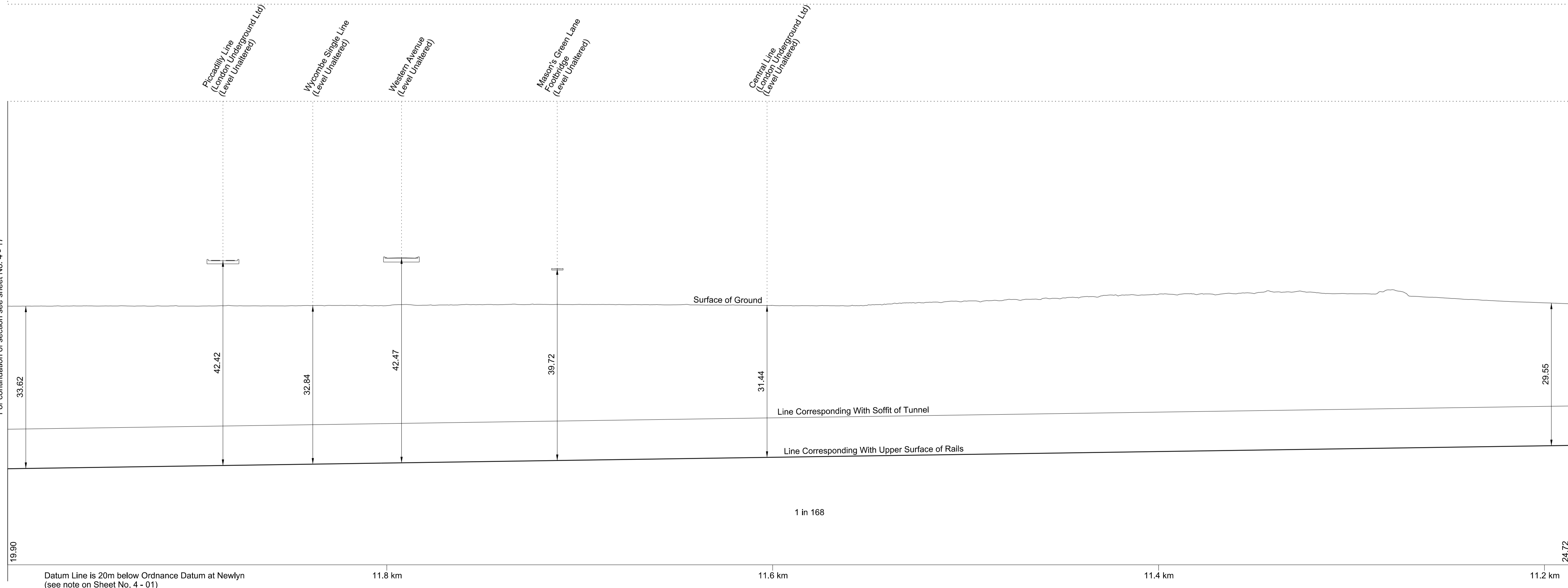


SECTIONS

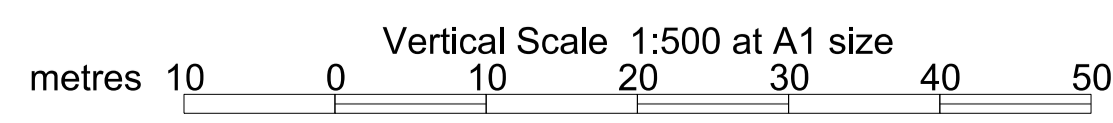
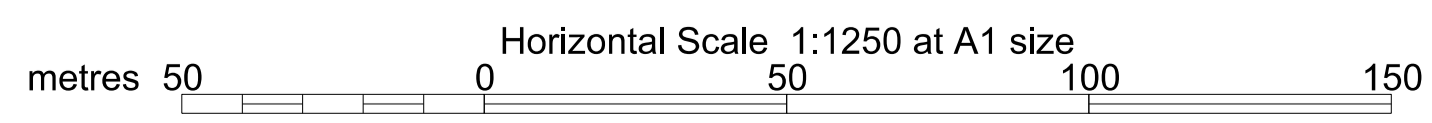
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 18 and 1 - 19



For continuation of section see sheet No. 4 - 15

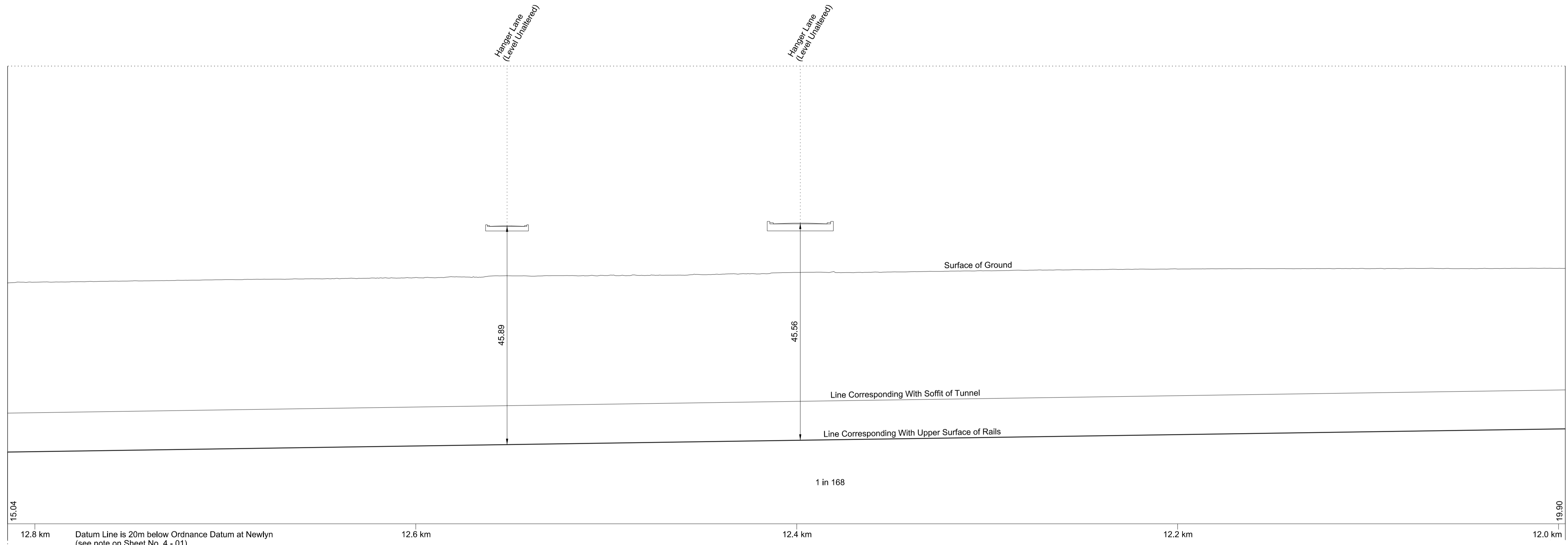


For continuation of section see sheet No. 4 - 17

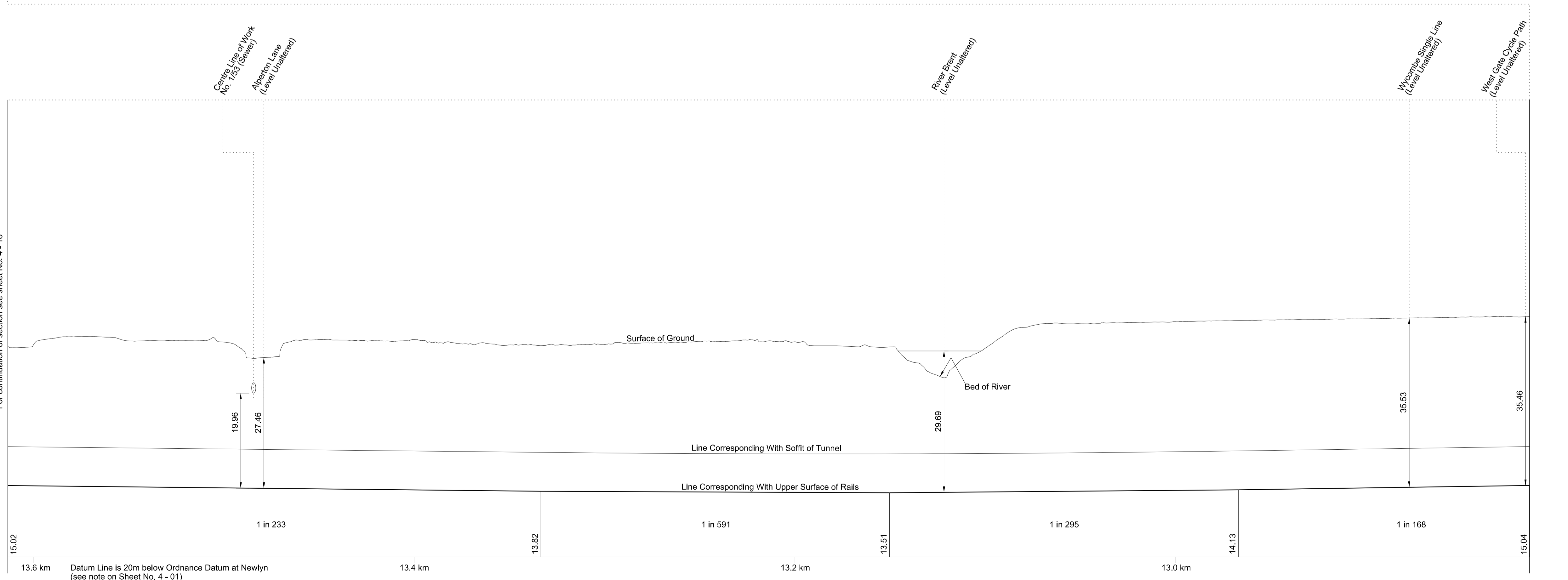


SECTIONS

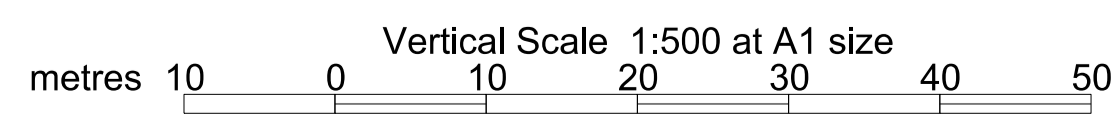
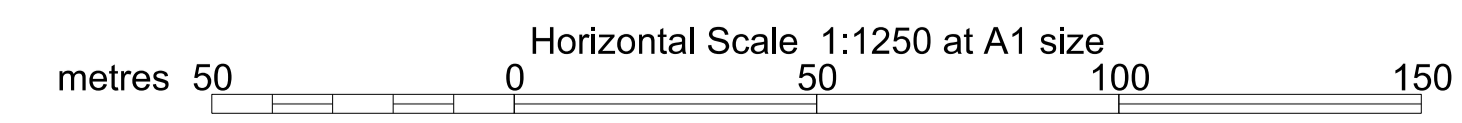
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 20 and 1 - 21



For continuation of section see sheet No. 4 - 16

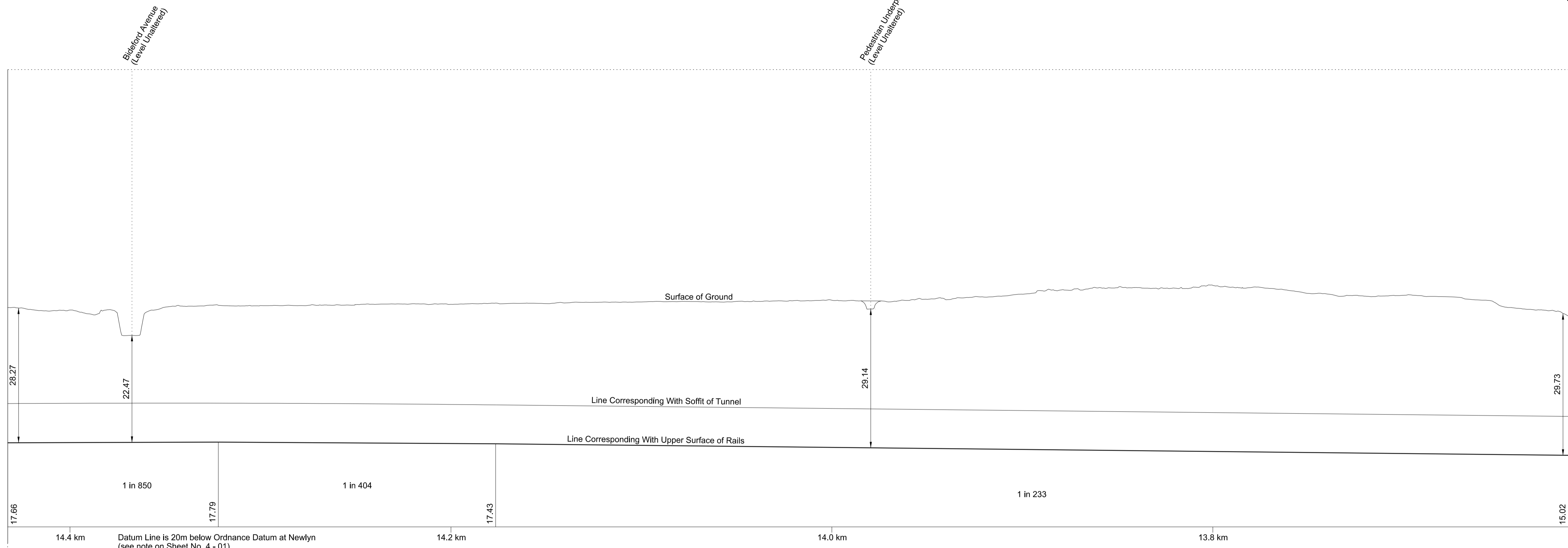


For continuation of section see sheet No. 4 - 18

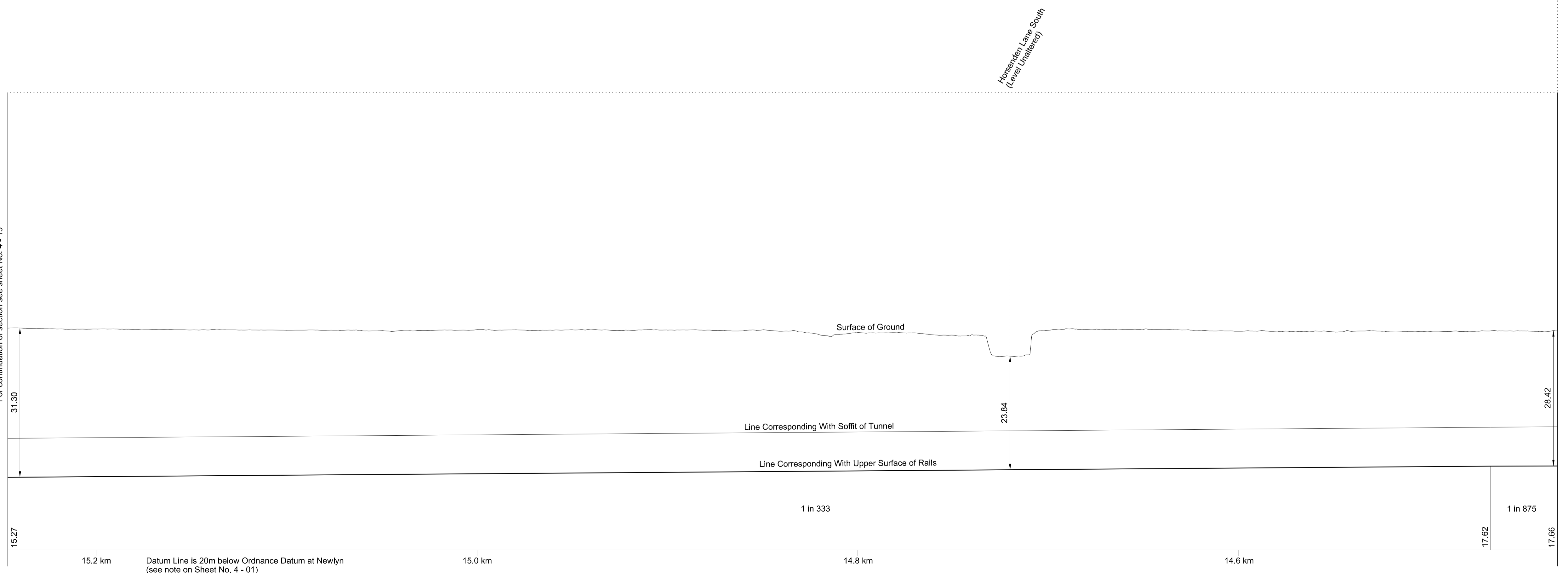


SECTIONS

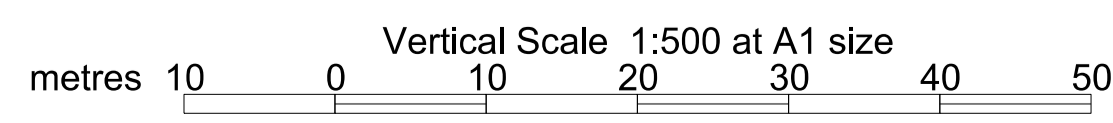
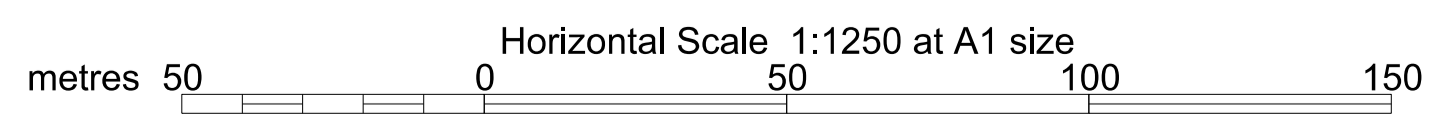
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 22 and 1 - 23



For continuation of section see sheet No. 4 - 17

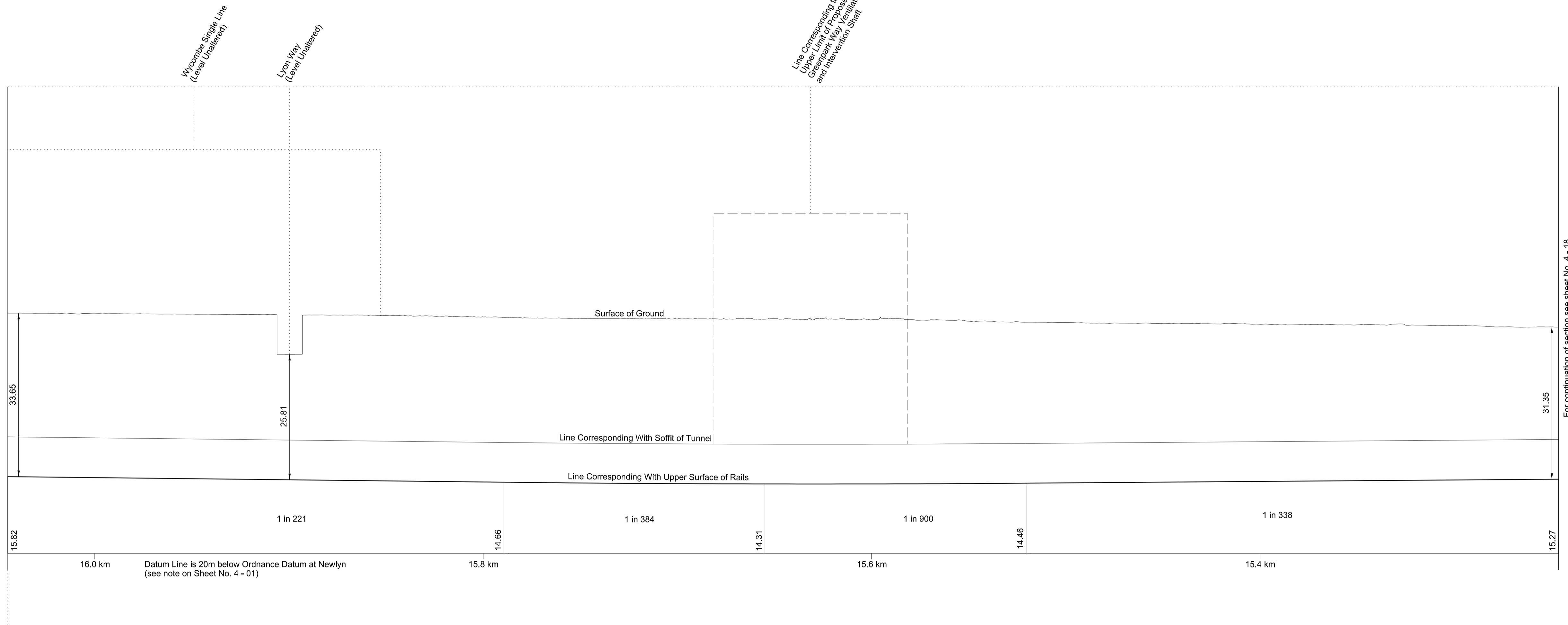


For continuation of section see sheet No. 4 - 19

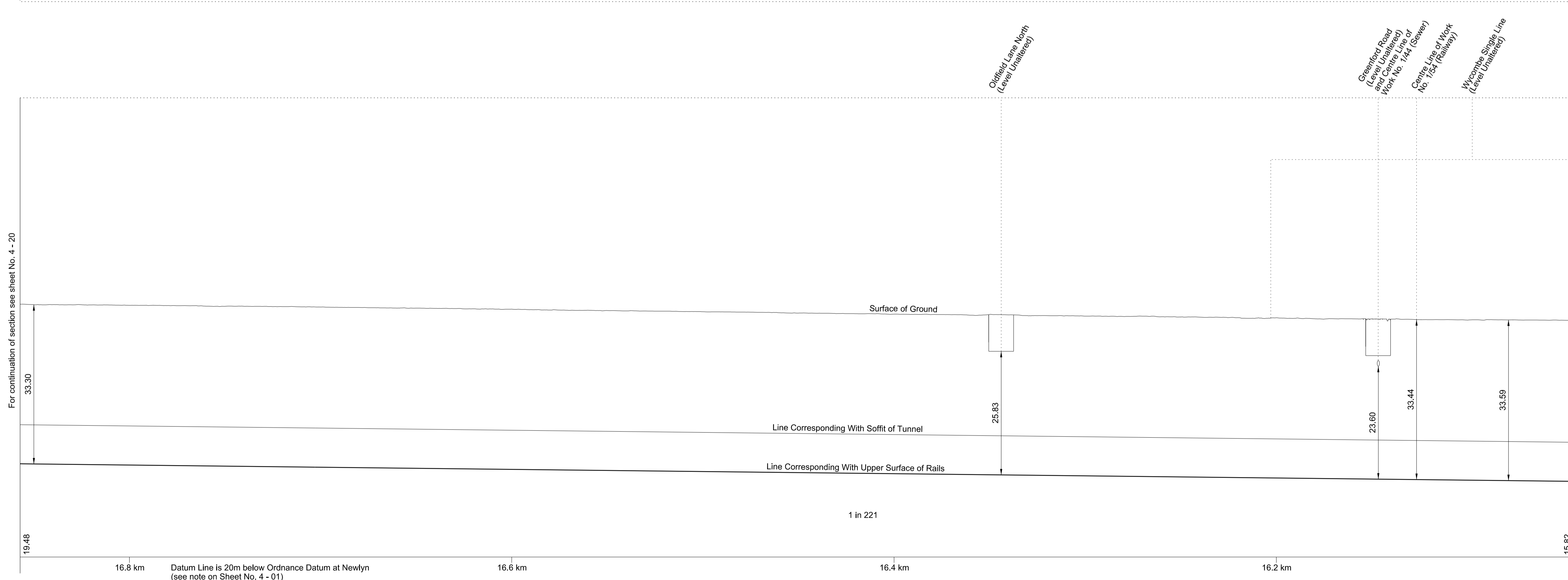


SECTIONS

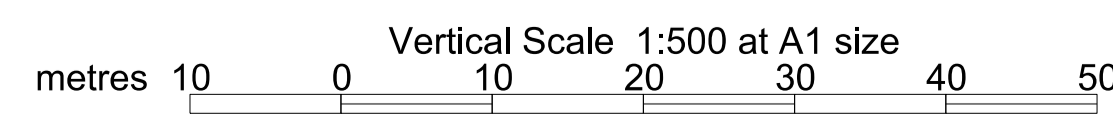
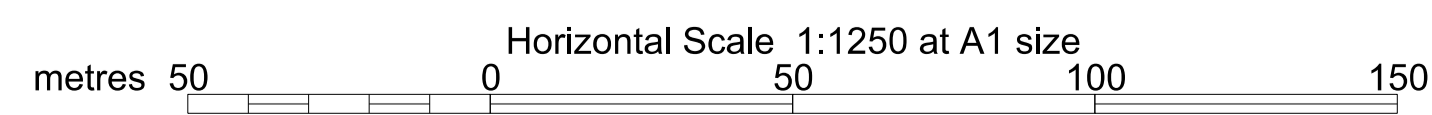
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 24 and 1 - 25



For continuation of section see sheet No. 4 - 18

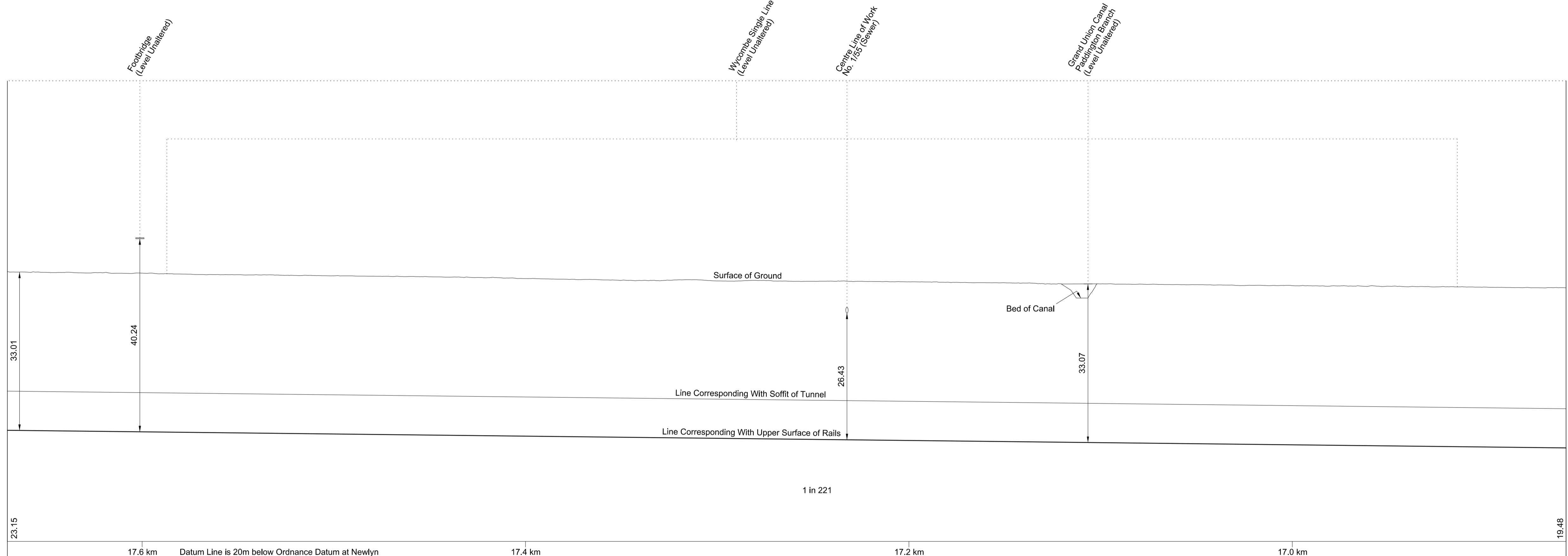


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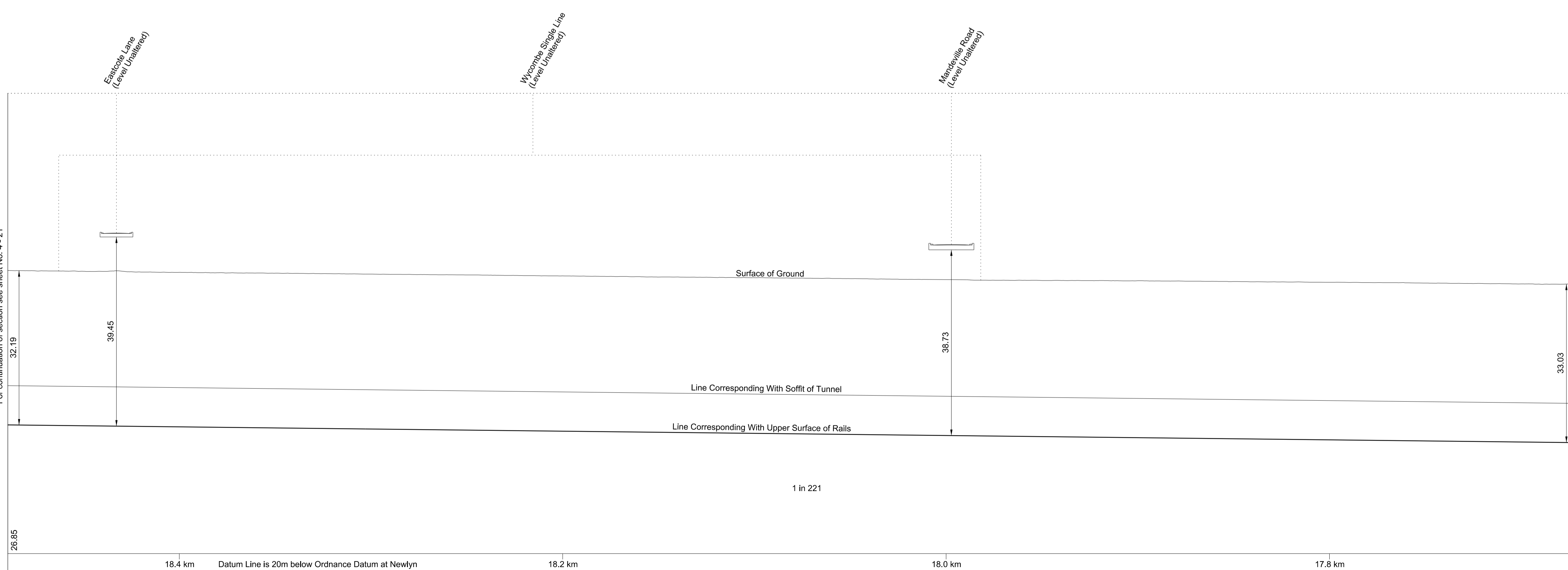


SECTIONS

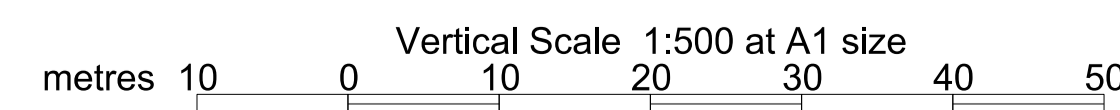
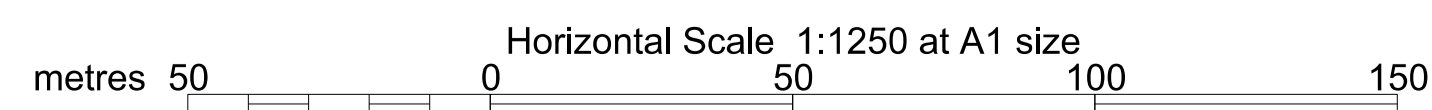
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 26 and 1 - 27



For continuation of section see sheet No. 4 - 19

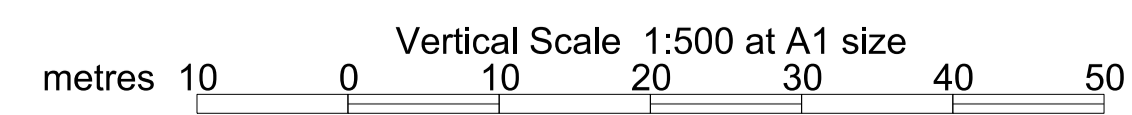
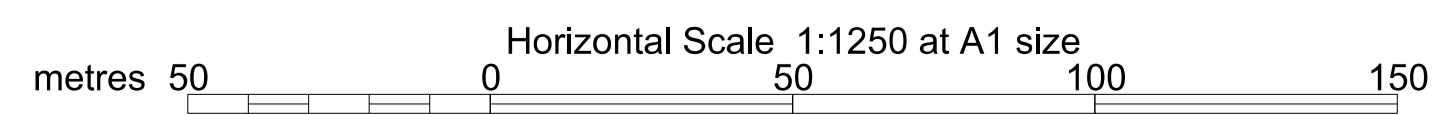
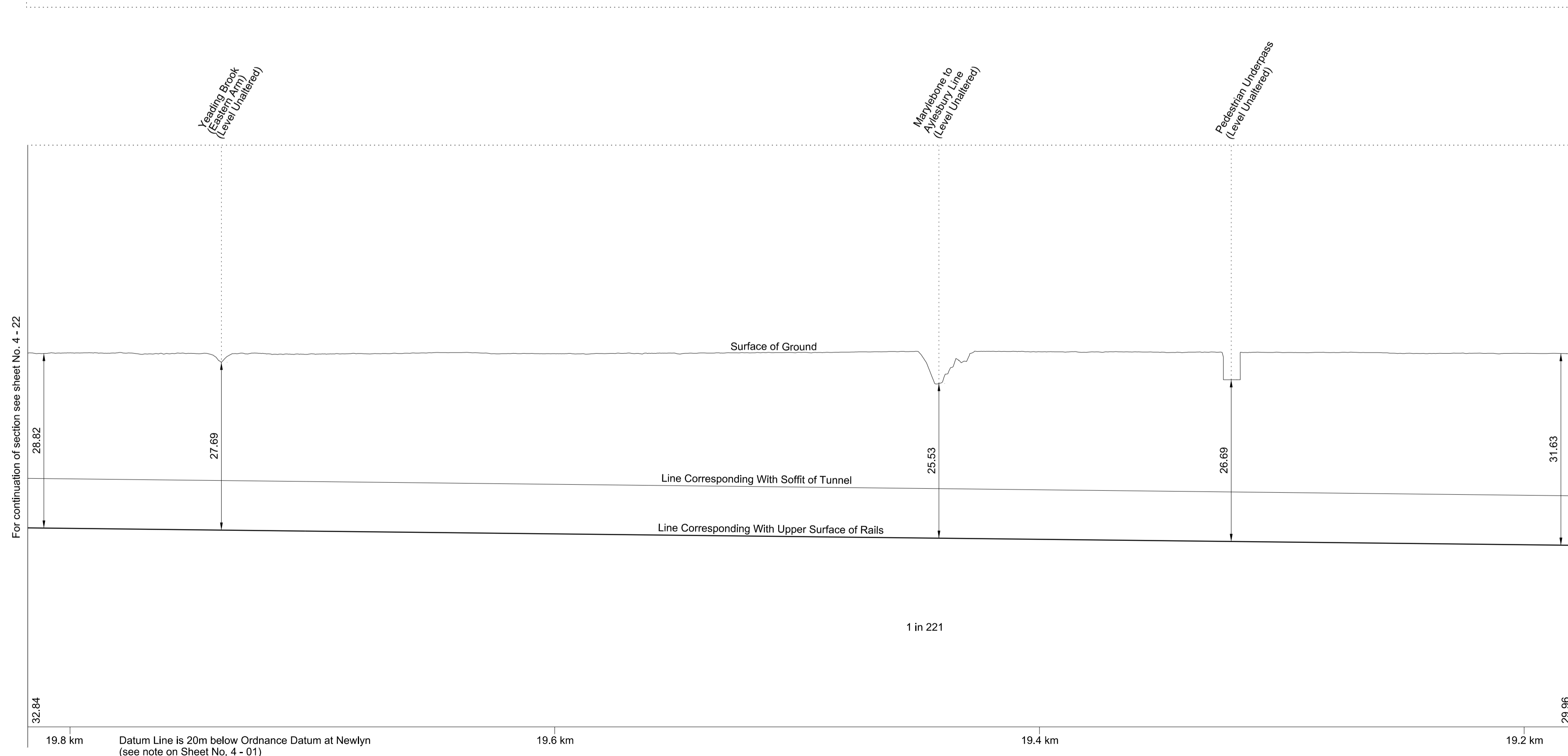
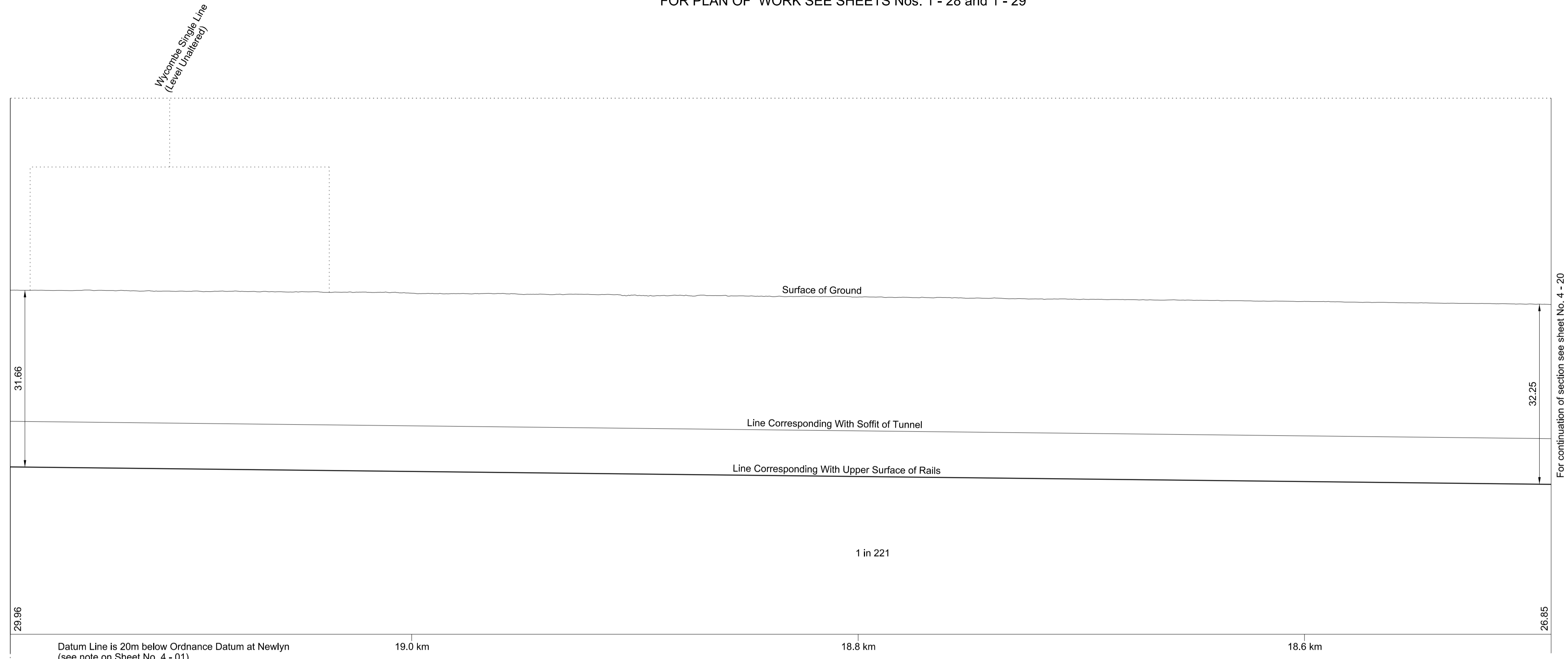


For continuation of section see sheet No. 4 - 21



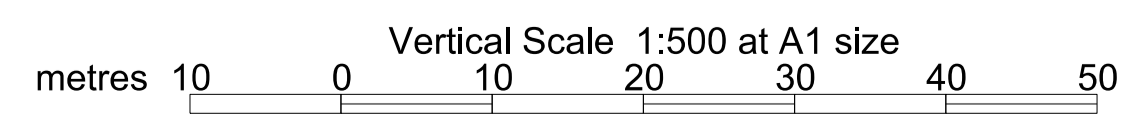
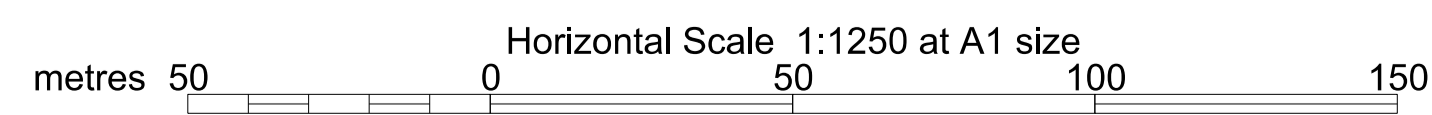
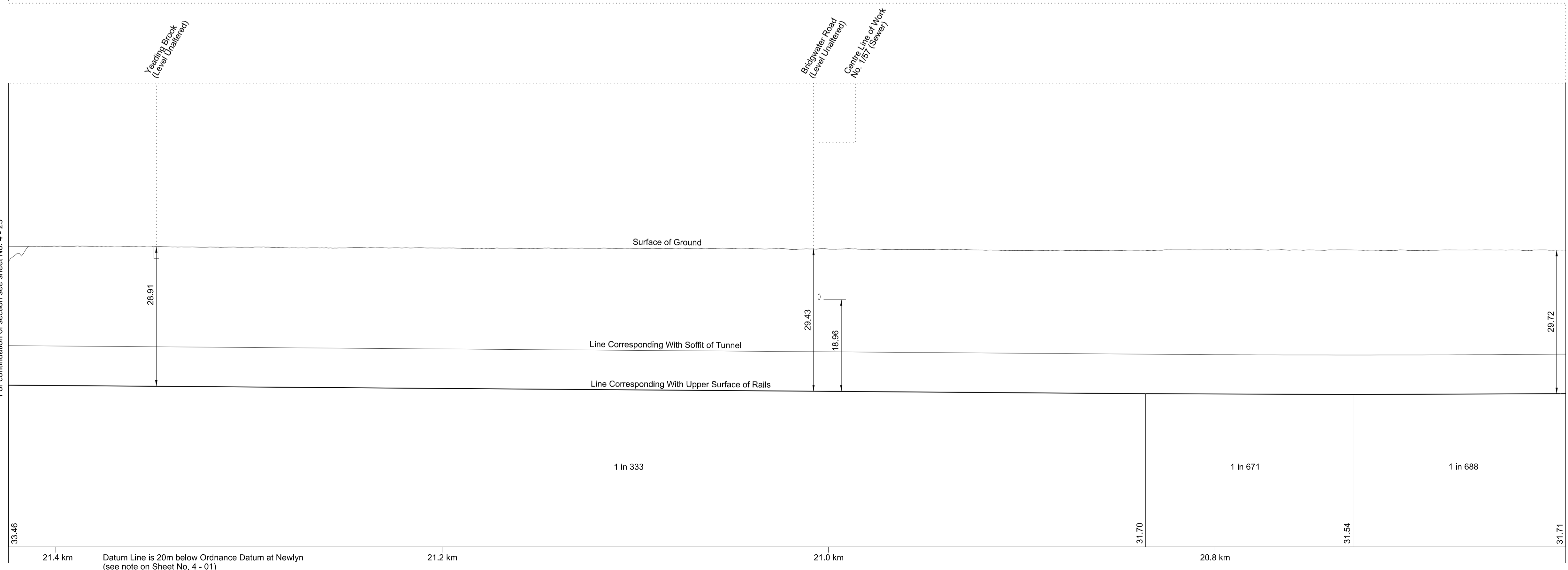
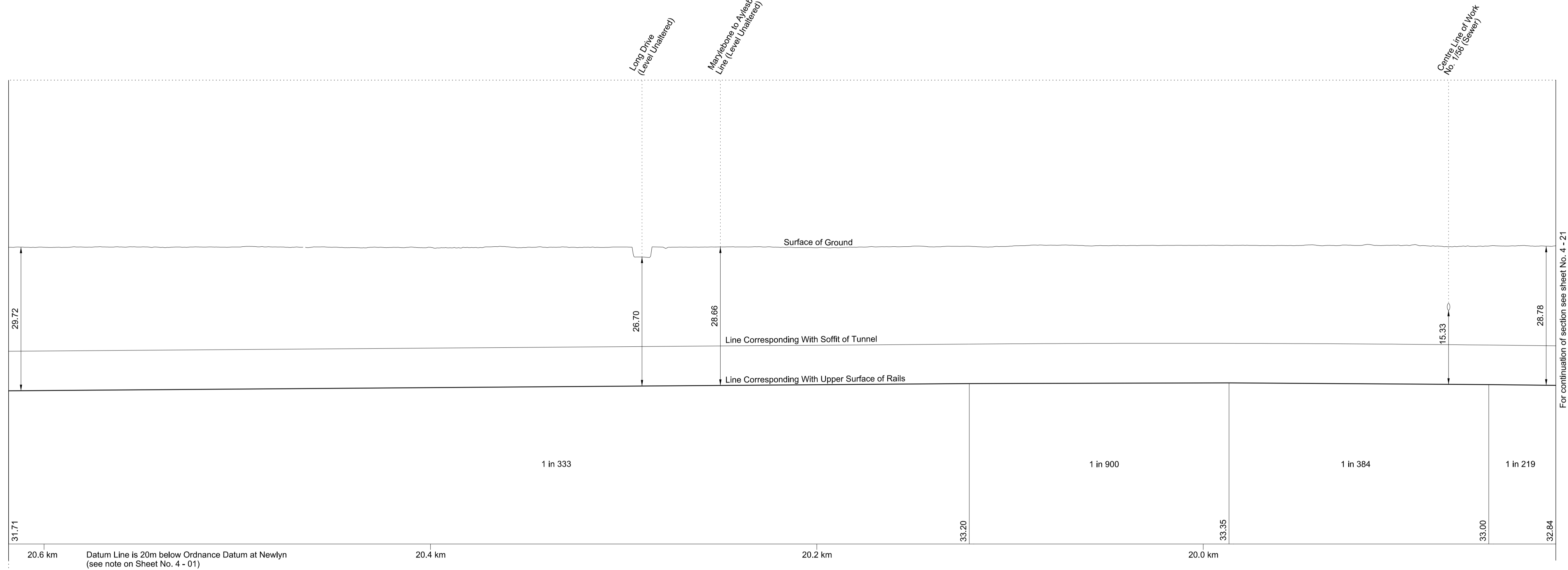
SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 28 and 1 - 29



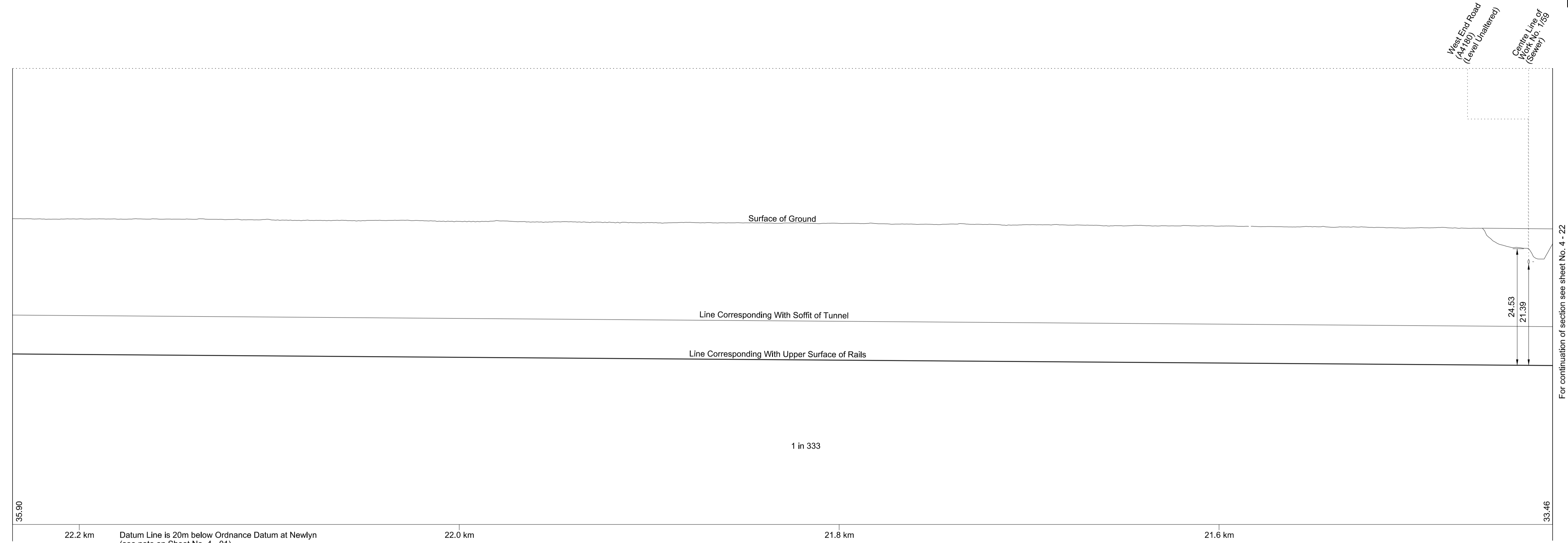
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FOR PLAN OF WORK SEE SHEETS Nos. 1 - 30 and 1 - 31

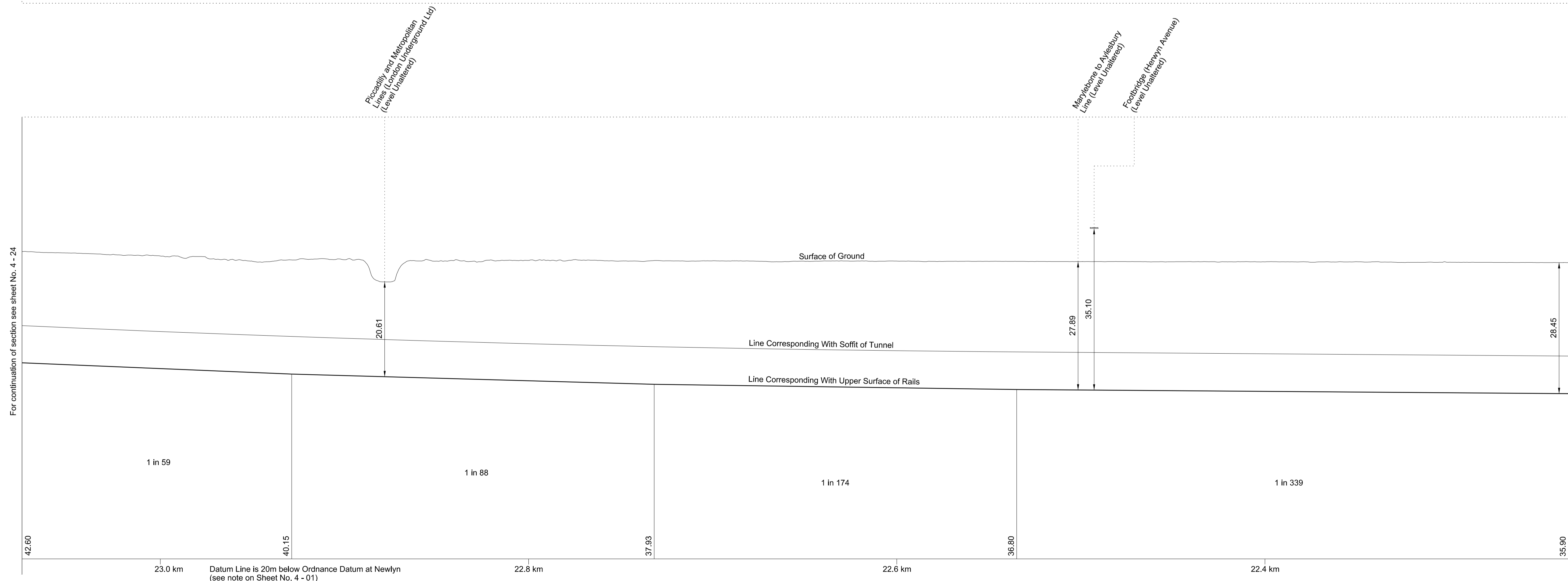


SECTIONS

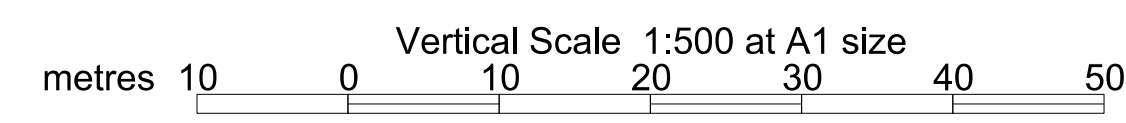
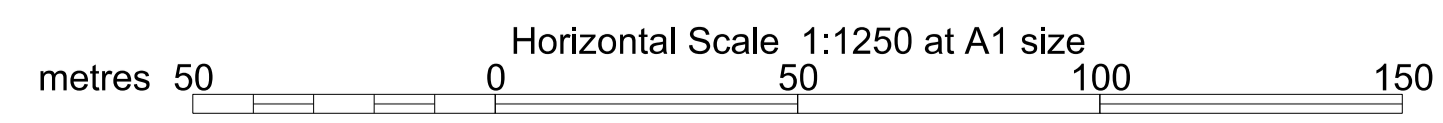
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 32 and 1 - 33



For continuation of section see sheet No. 4 - 22

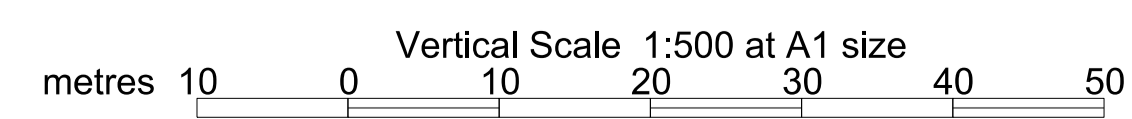
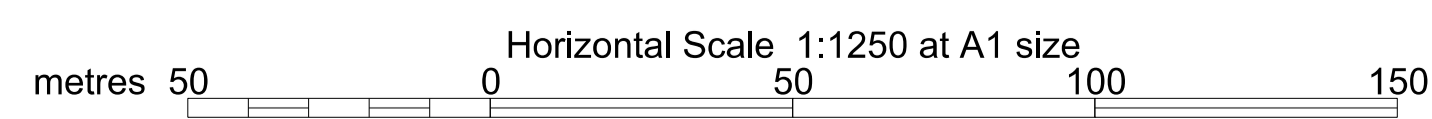
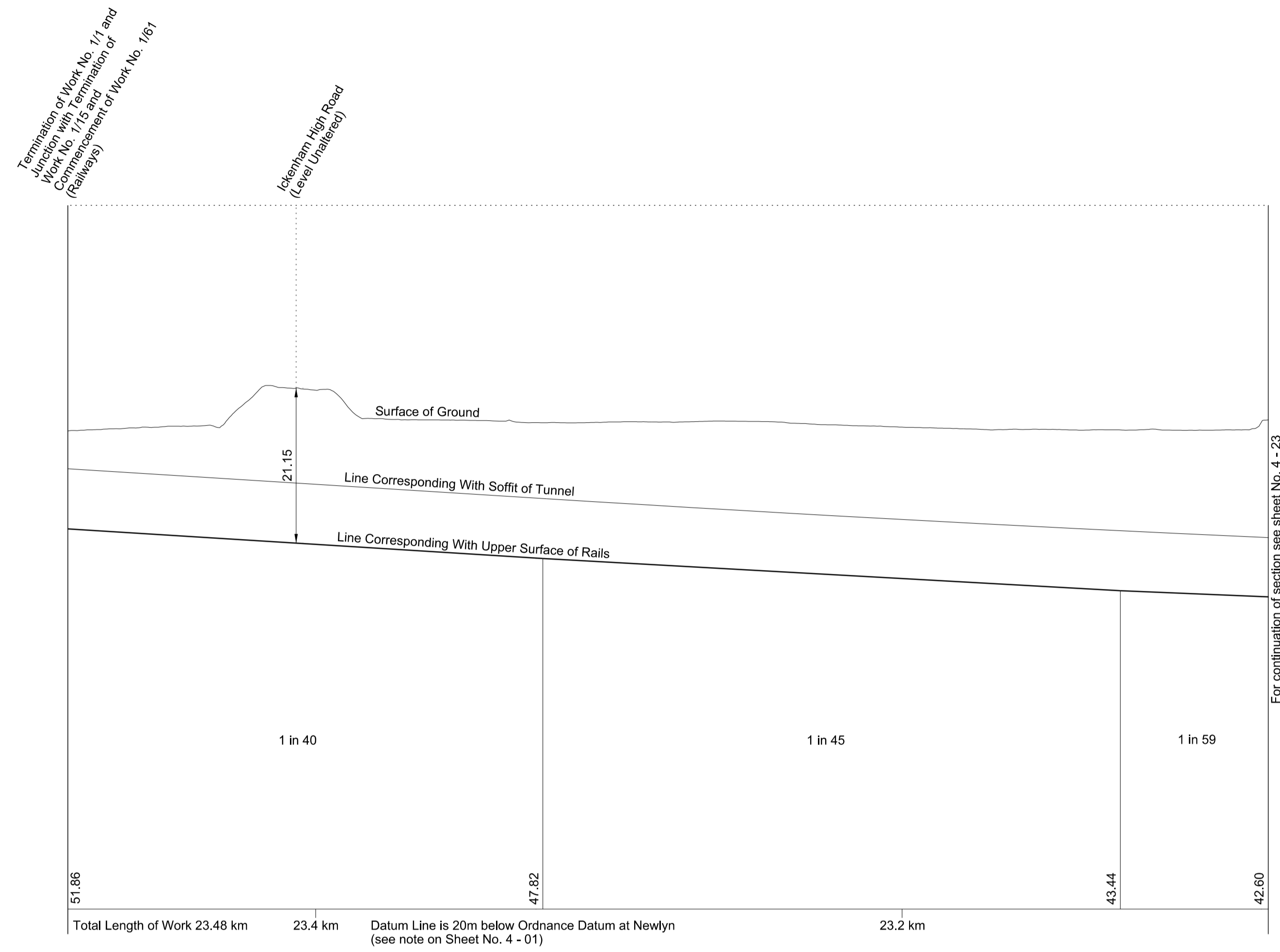


For continuation of section see sheet No. 4 - 24



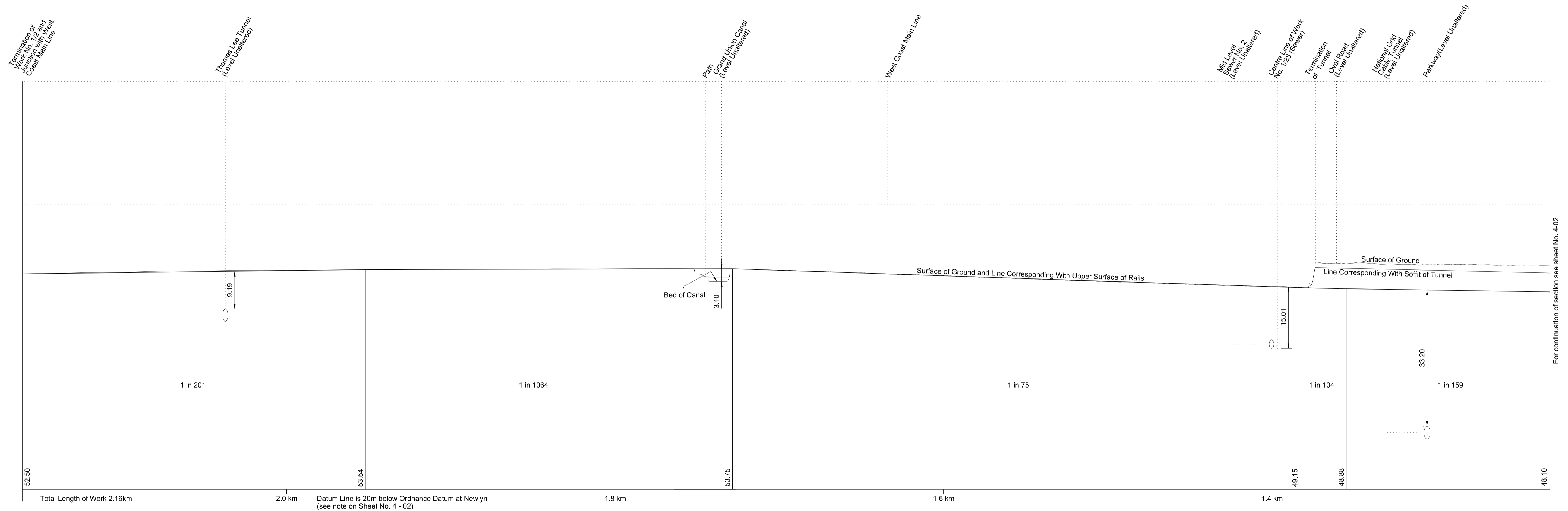
SECTIONS

FOR PLAN OF WORK SEE SHEET No. 1 - 34

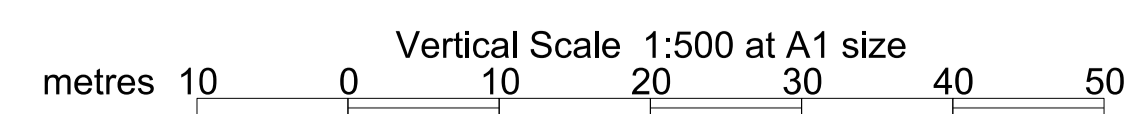
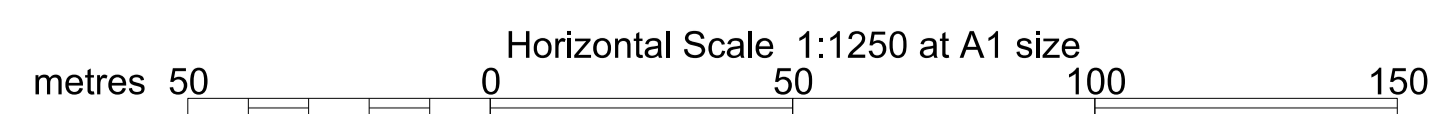


SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 02, 1 - 05 and 1 - 06

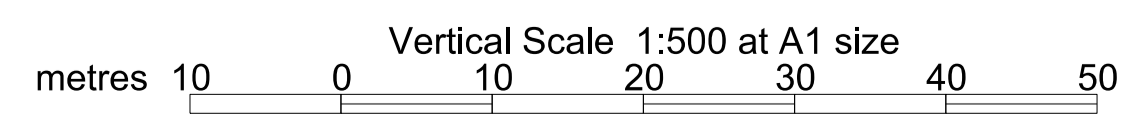
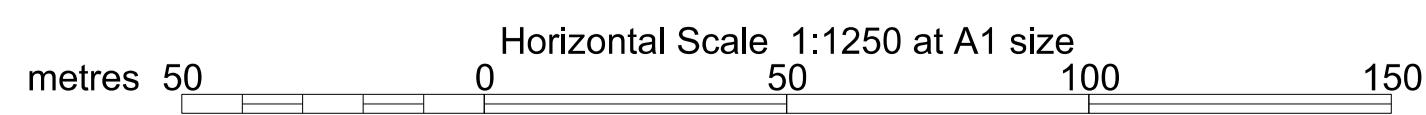
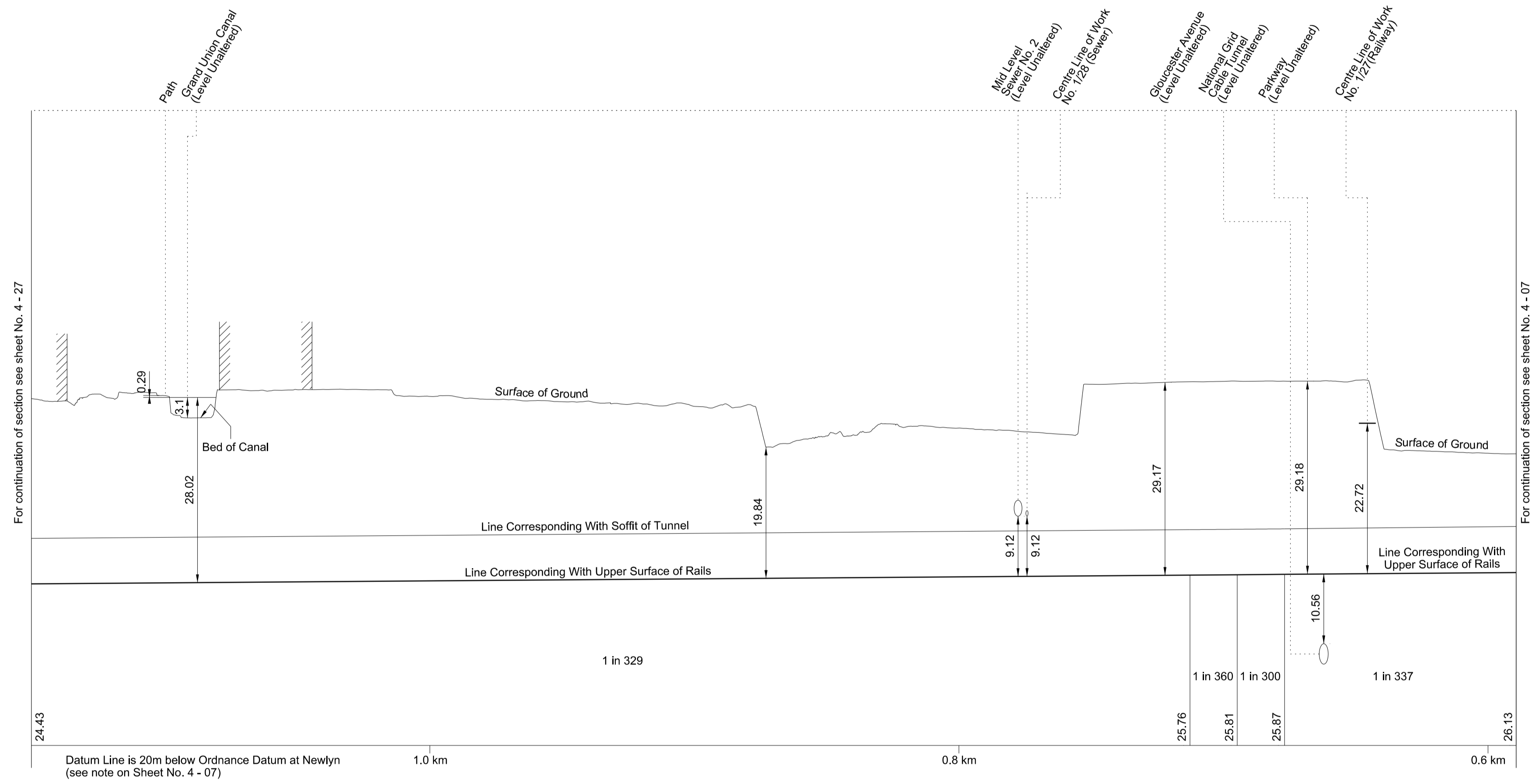


For continuation of section see sheet No. 4-02



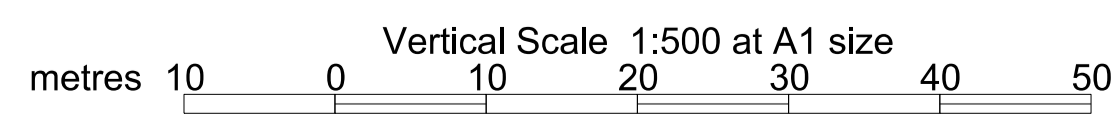
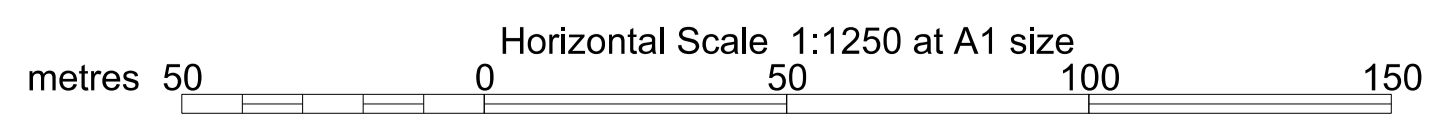
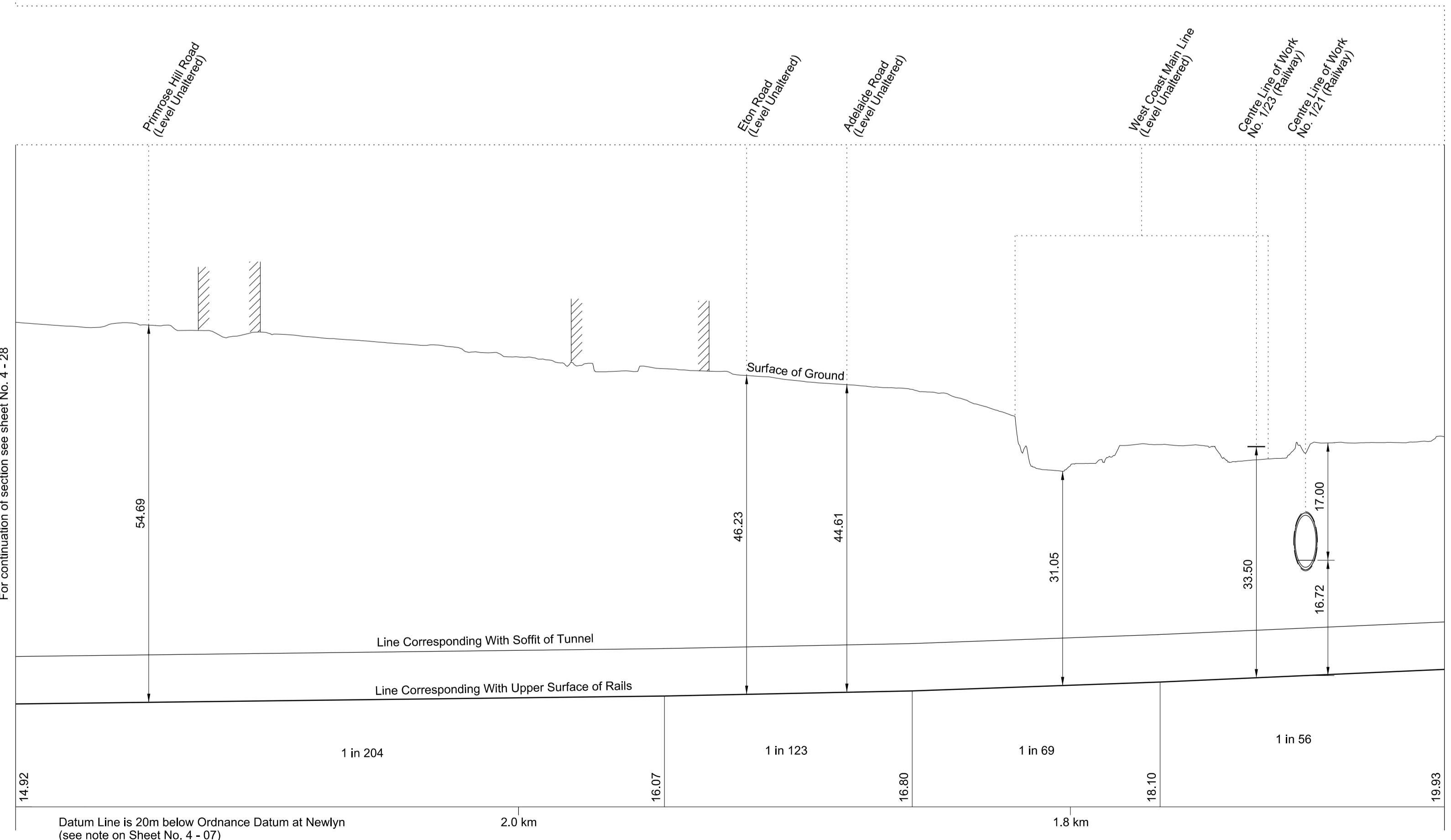
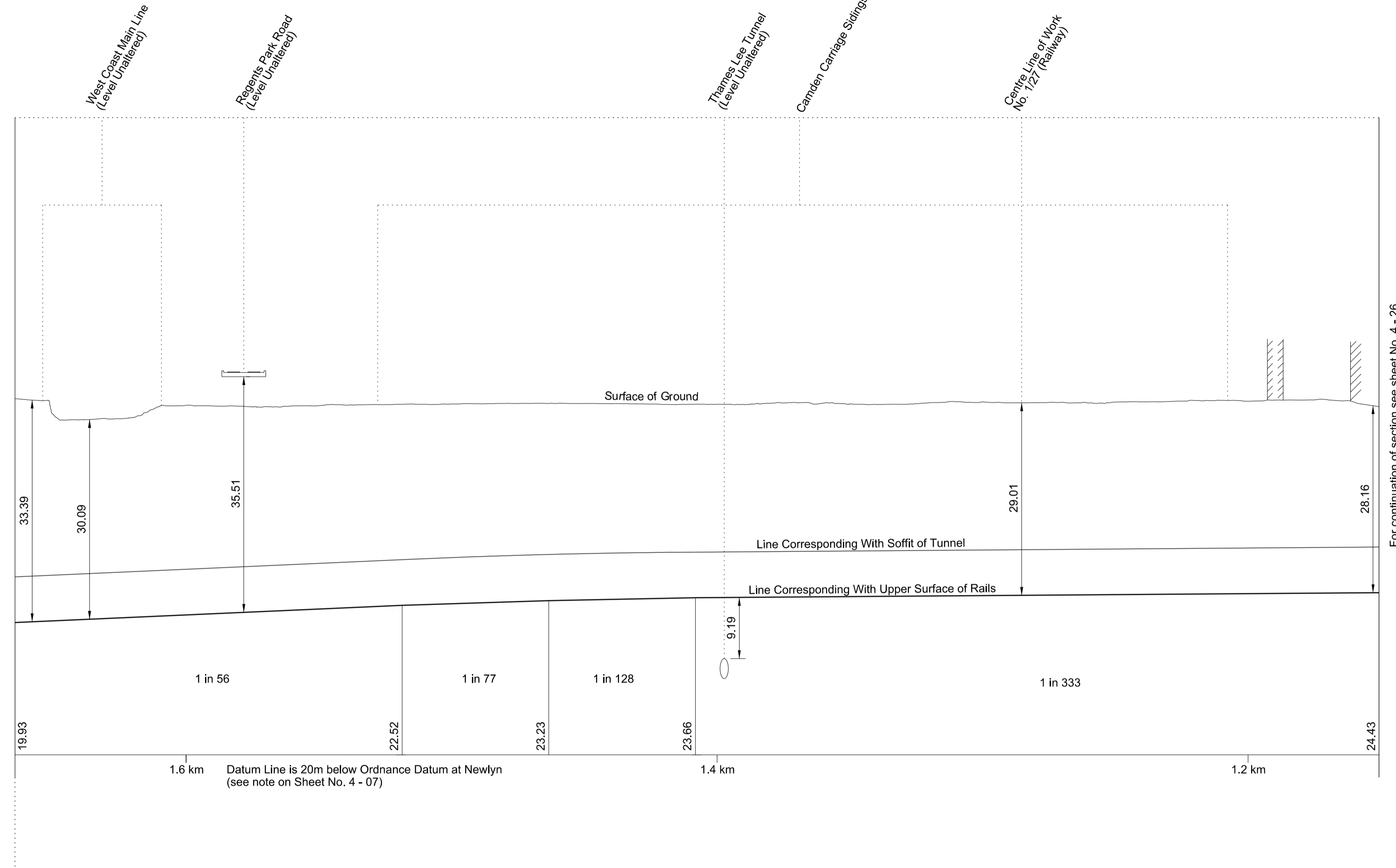
SECTIONS

FOR PLAN OF WORK SEE SHEET Nos. 1 - 02 and 1 - 05



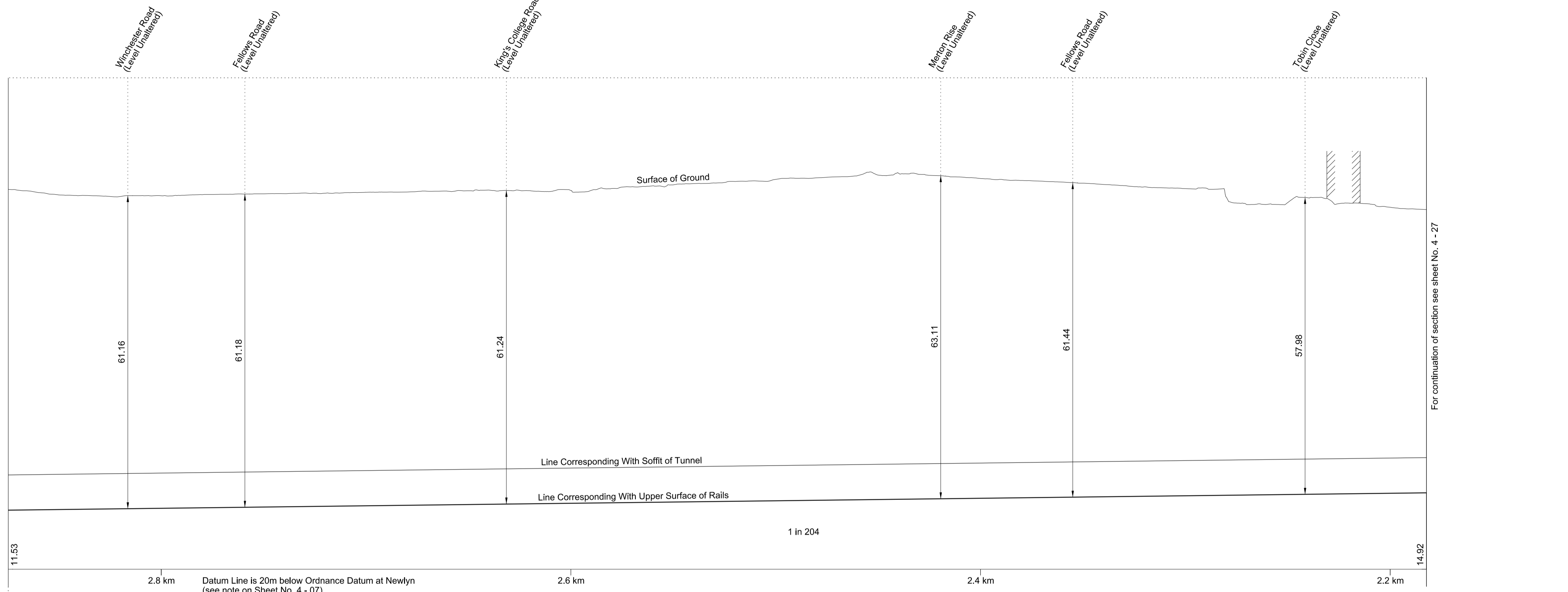
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FOR PLAN OF WORK SEE SHEETS Nos. 1 - 06 & 1 - 07

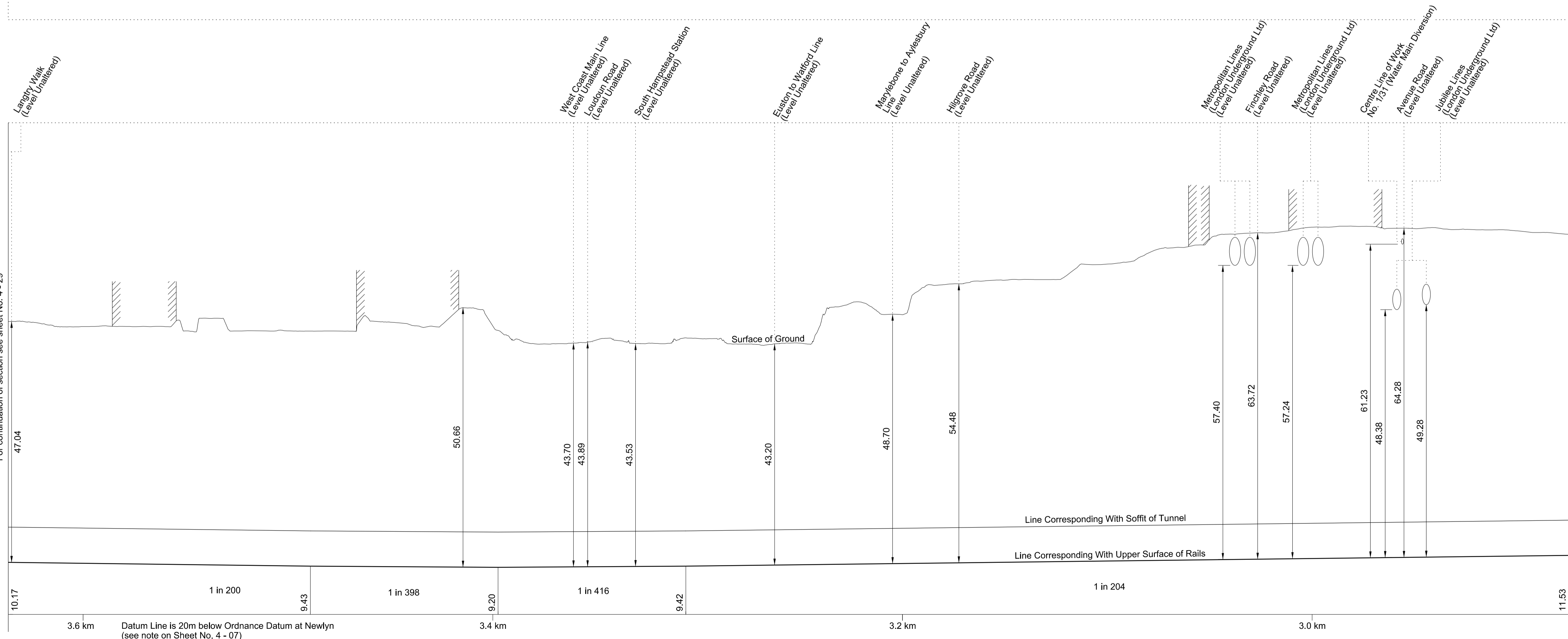


SECTIONS

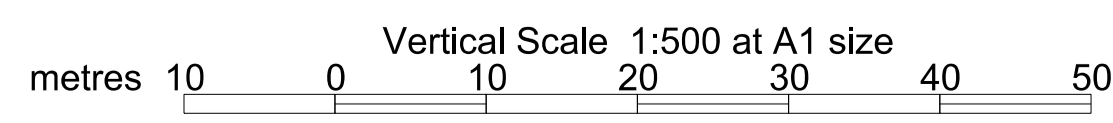
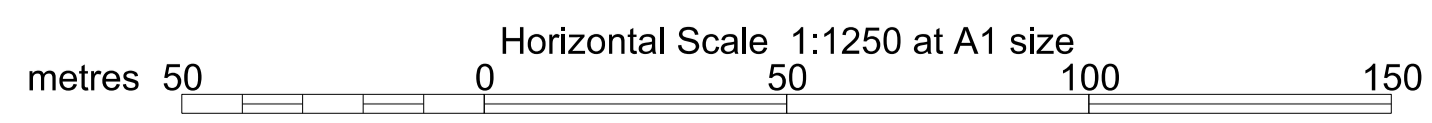
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 08 & 1 - 09



For continuation of section see sheet No. 4 - 27

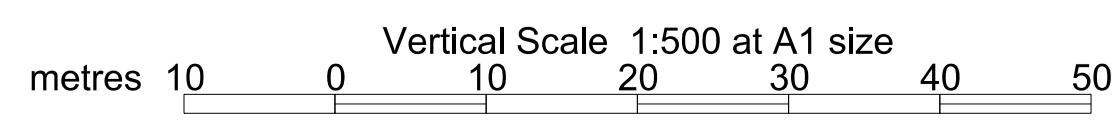
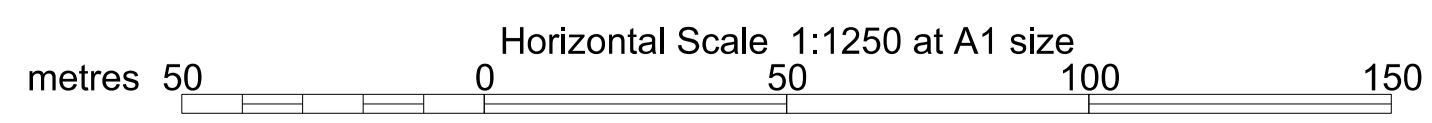
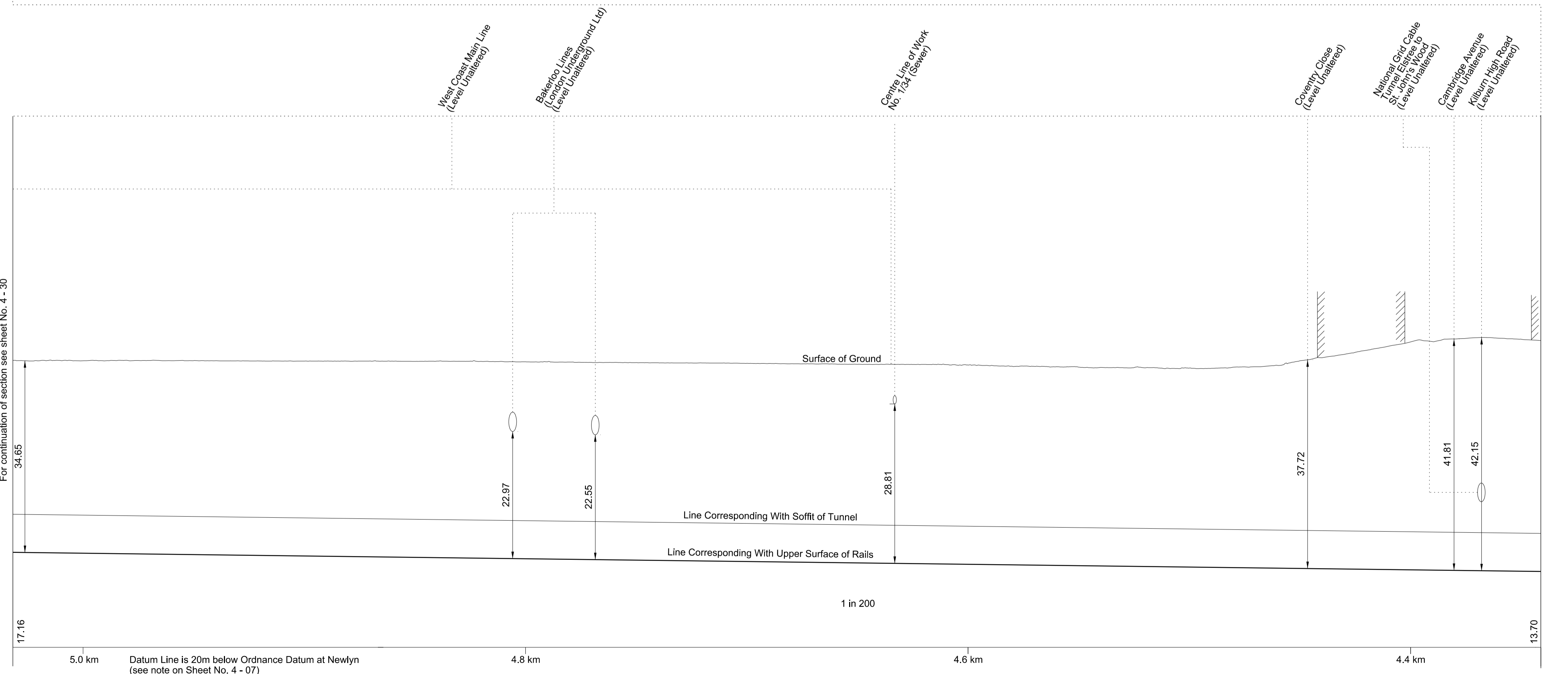
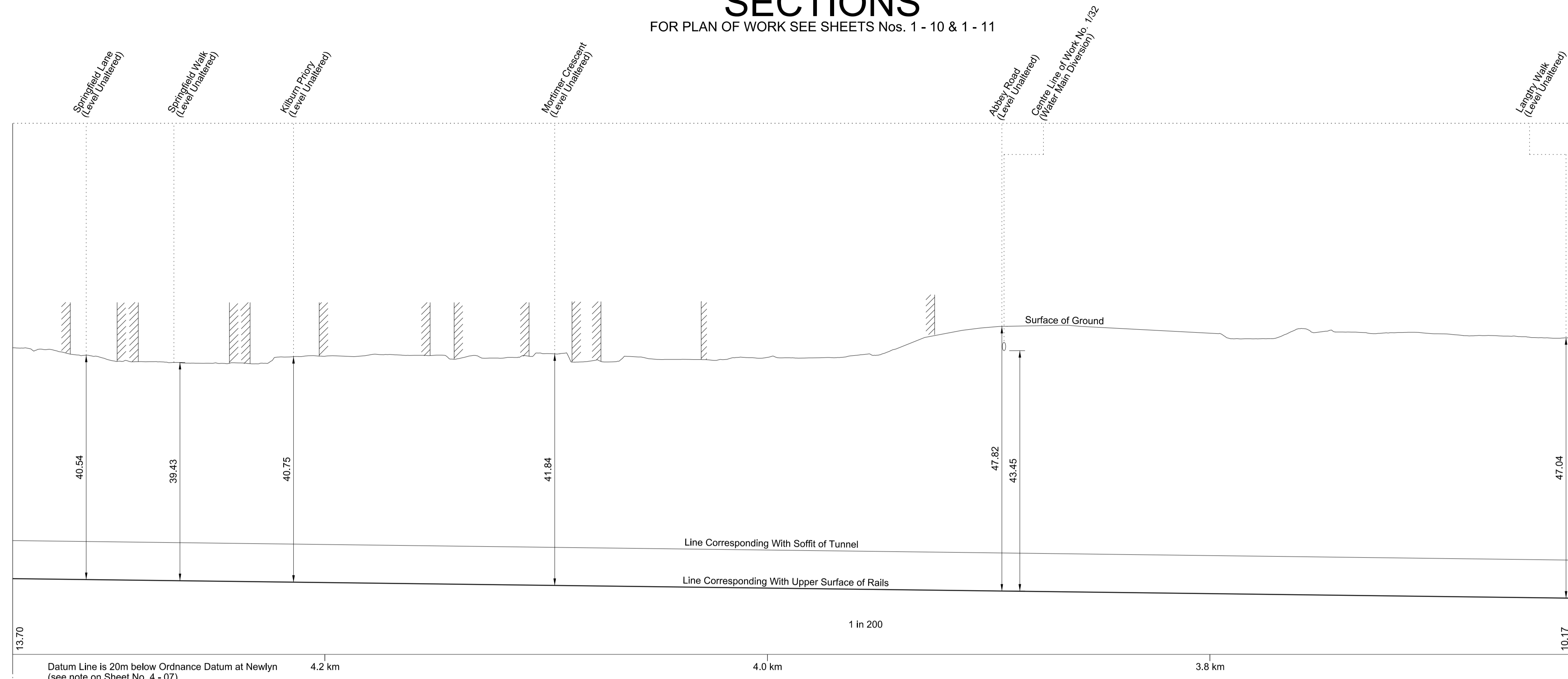


For continuation of section see sheet No. 4 - 29



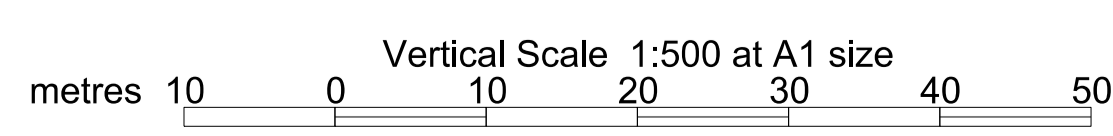
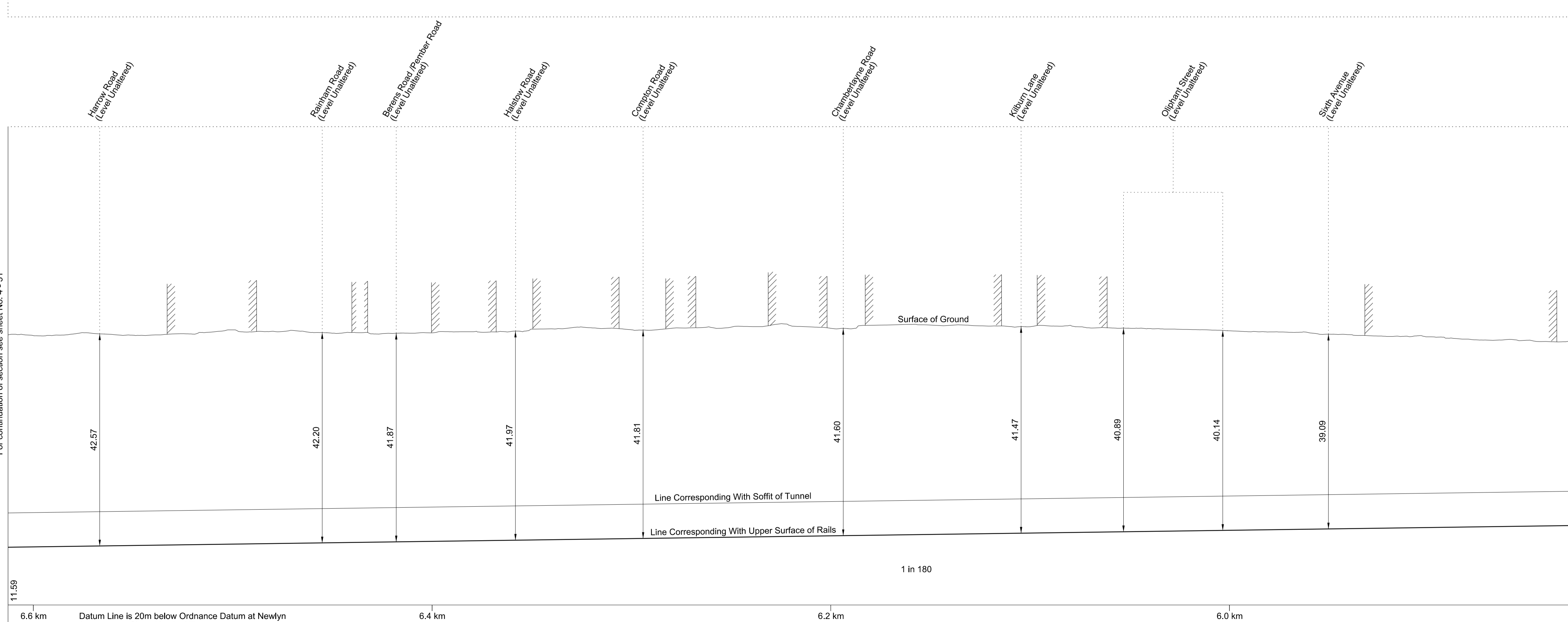
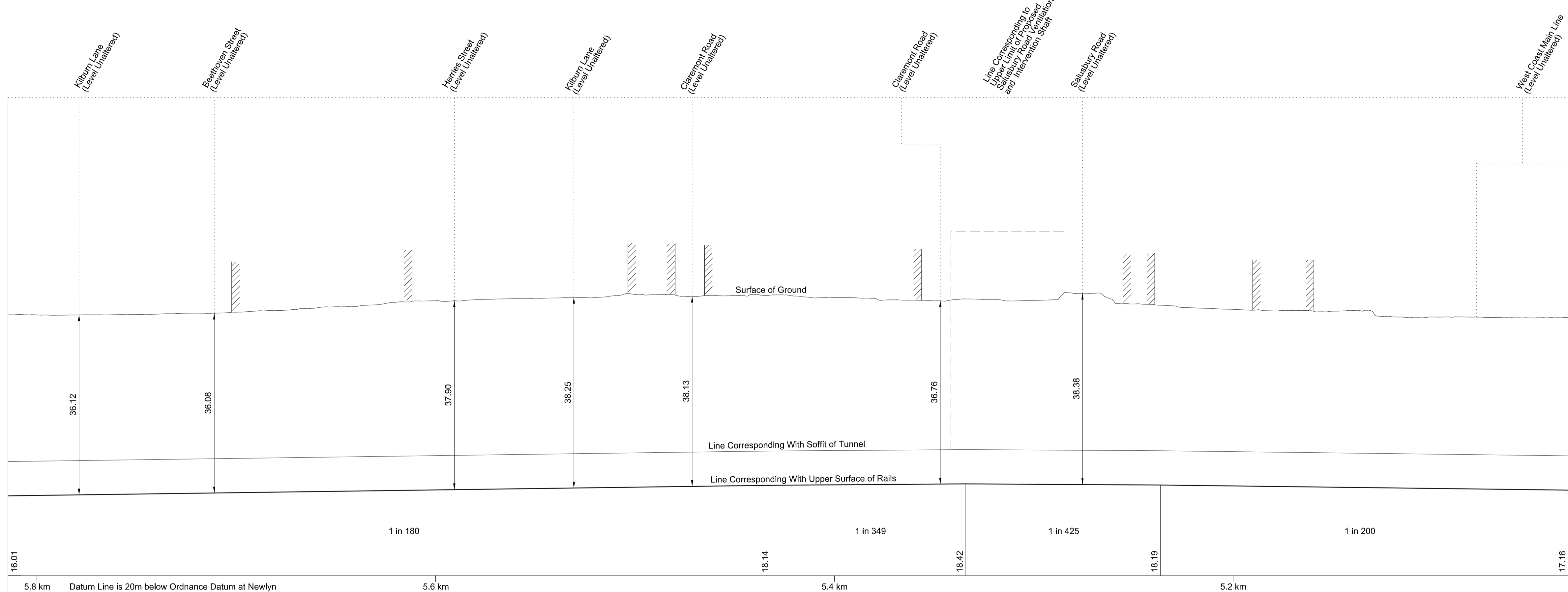
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FOR PLAN OF WORK SEE SHEETS Nos. 1 - 10 & 1 - 11



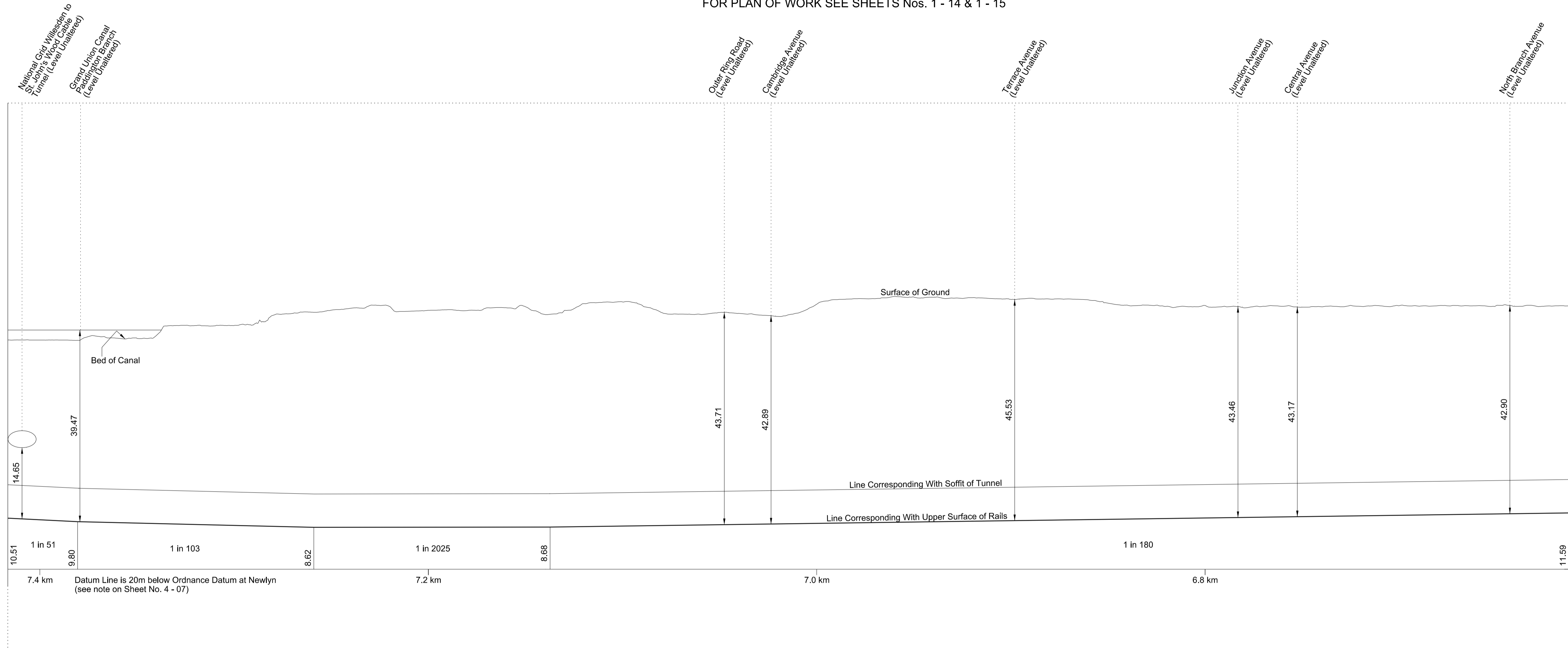
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FOR PLAN OF WORK SEE SHEETS Nos. 1 - 12 & 1 - 13

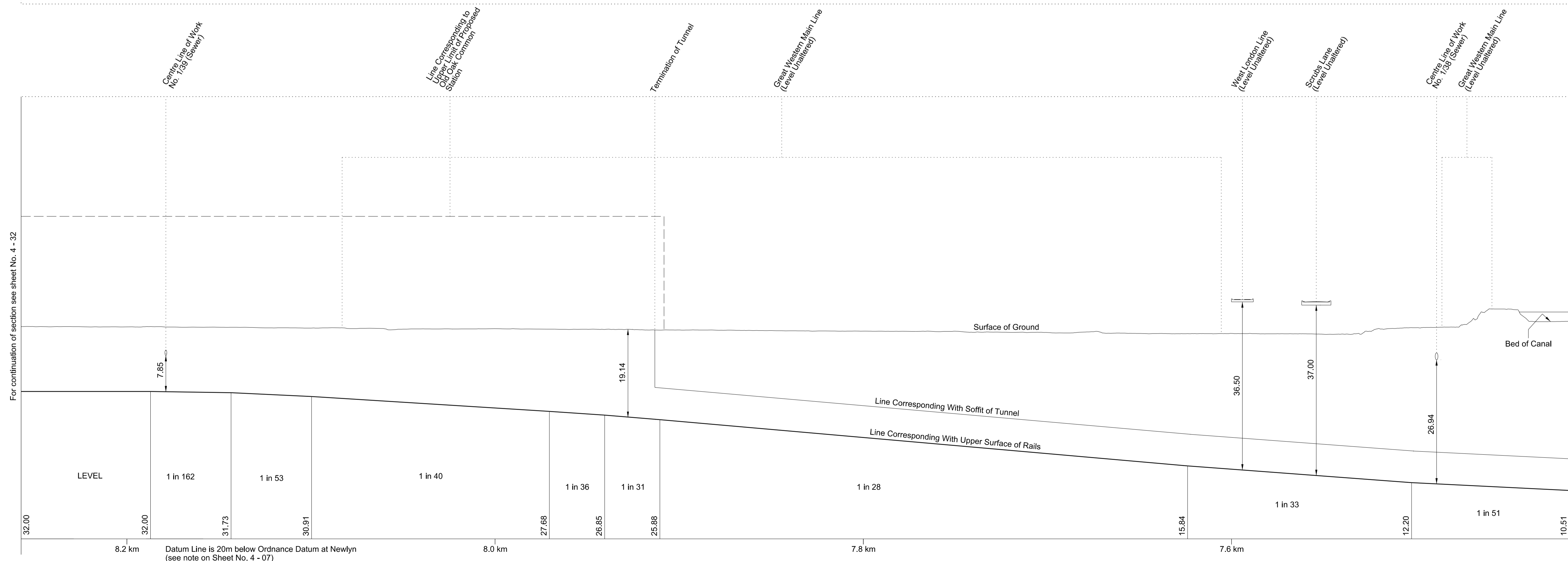


SECTIONS

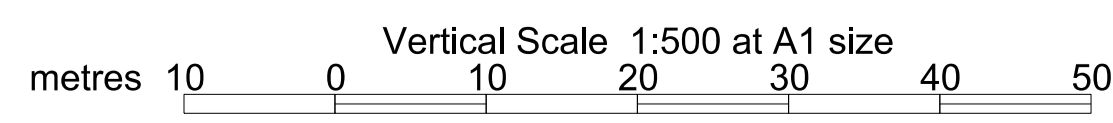
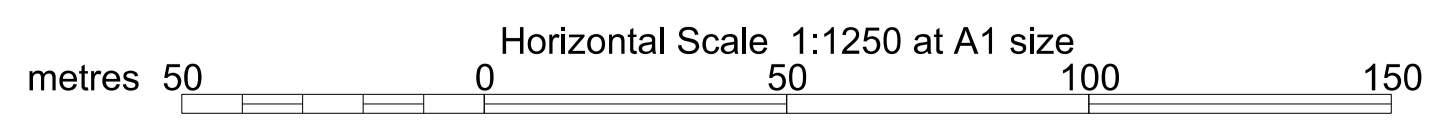
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 14 & 1 - 15



For continuation of section see sheet No. 4 - 30



For continuation of section see sheet No. 4 - 32

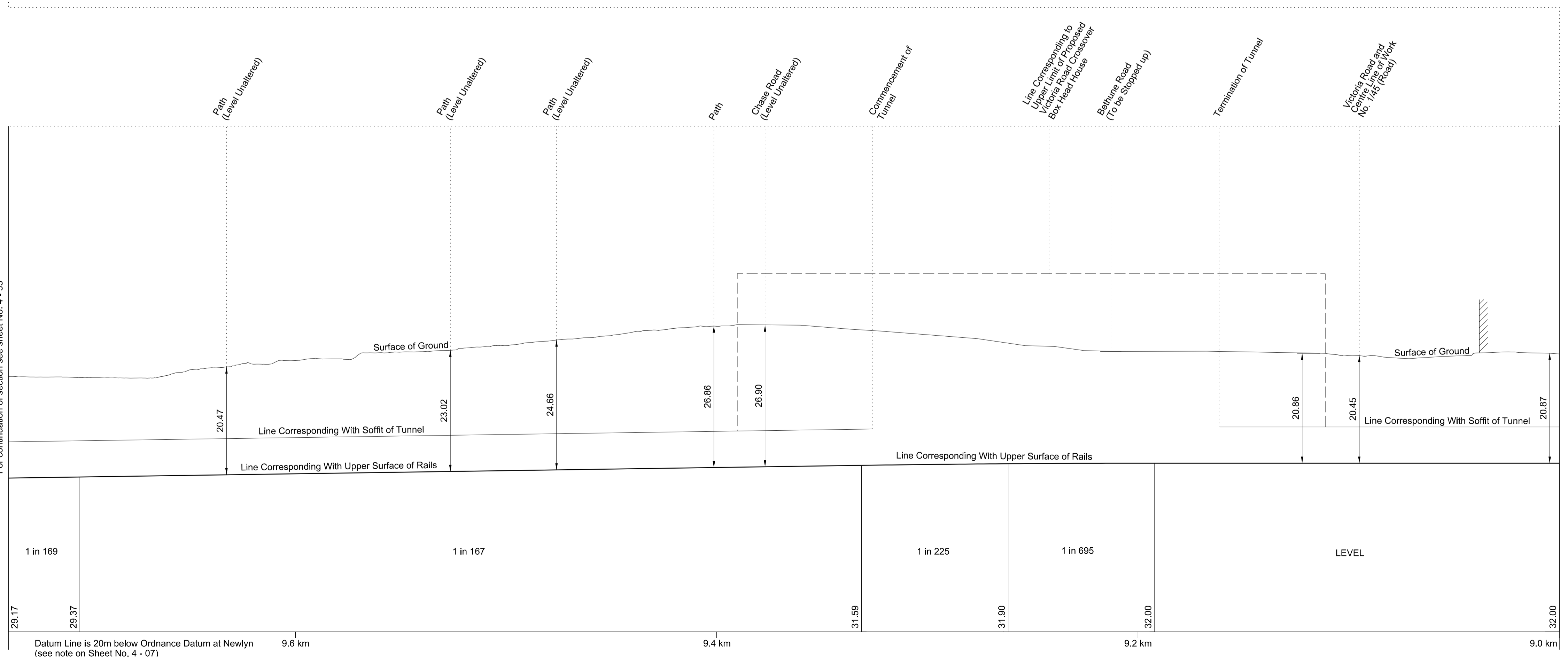


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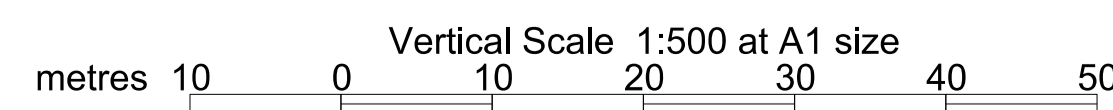
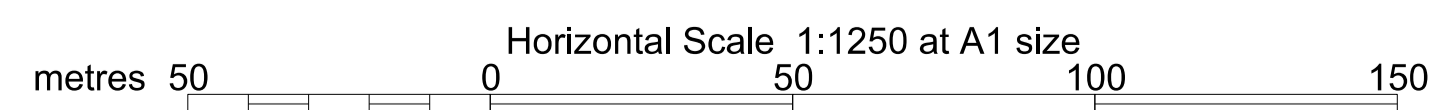
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 16 & 1 - 17



For continuation of section see sheet No. 4 - 31

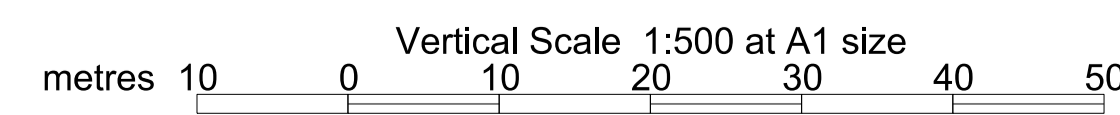
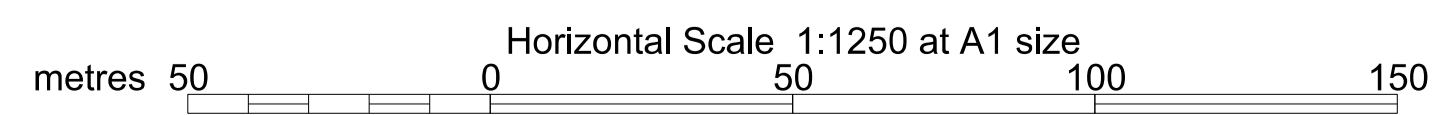
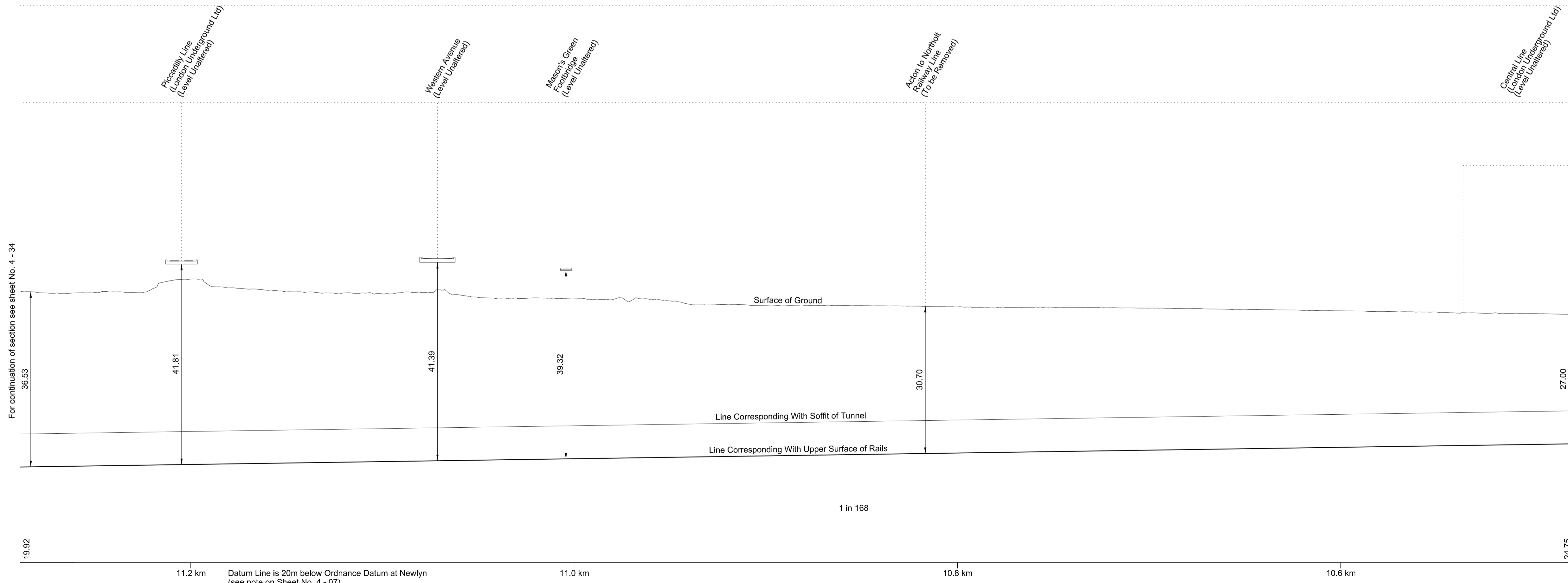
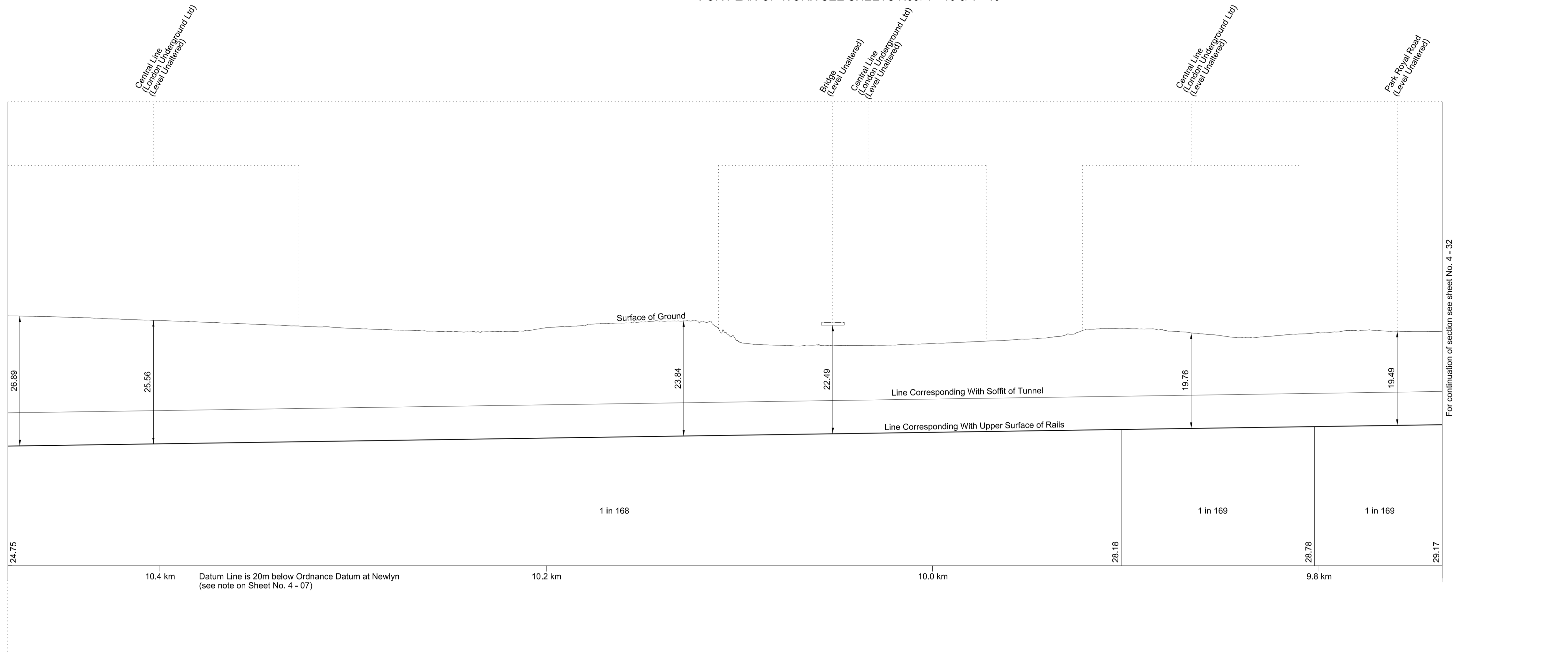


For continuation of section see sheet No. 4 - 33



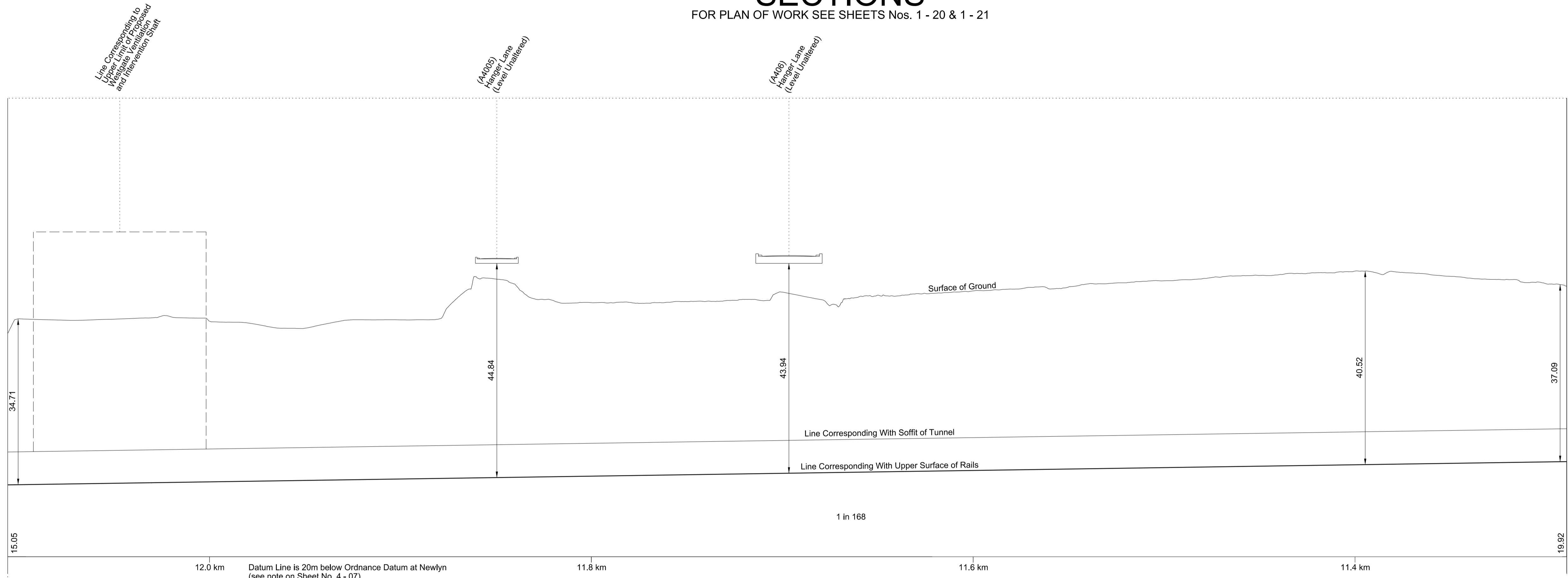
SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 18 & 1 - 19

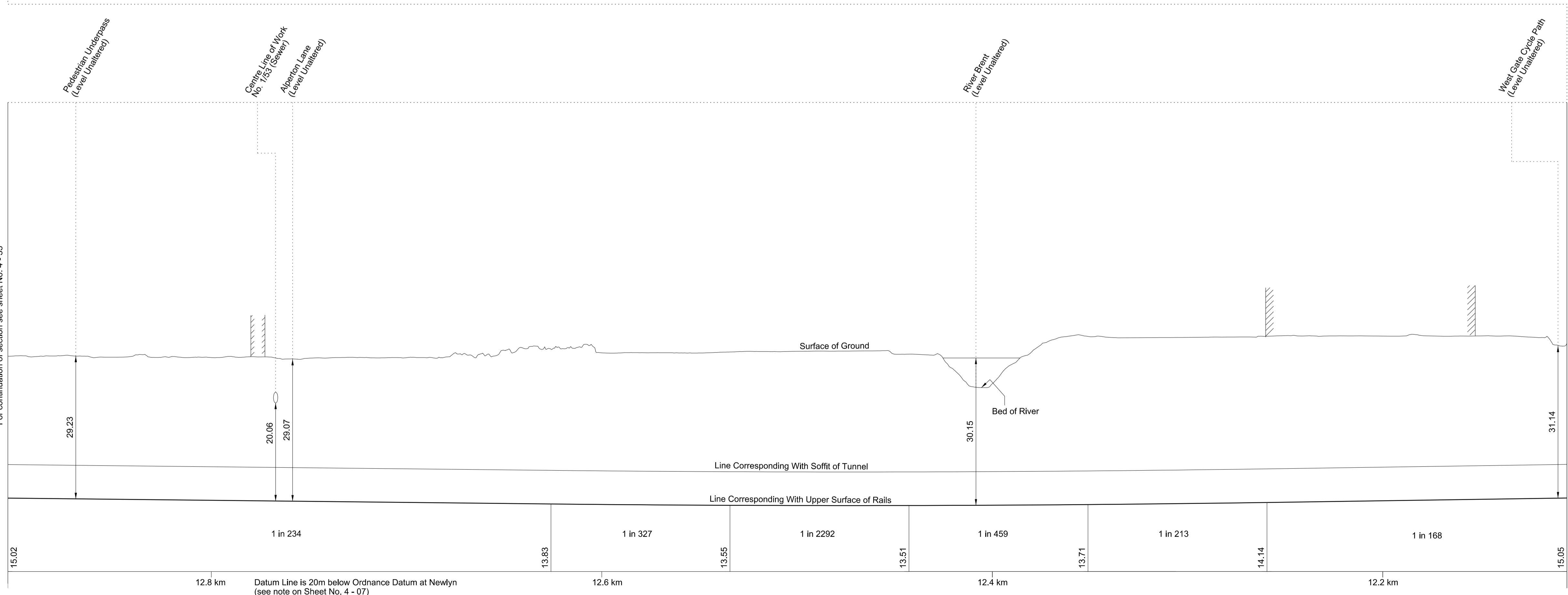


SECTIONS

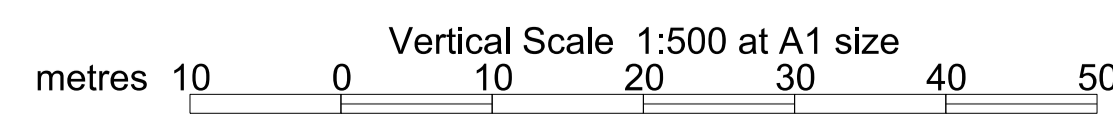
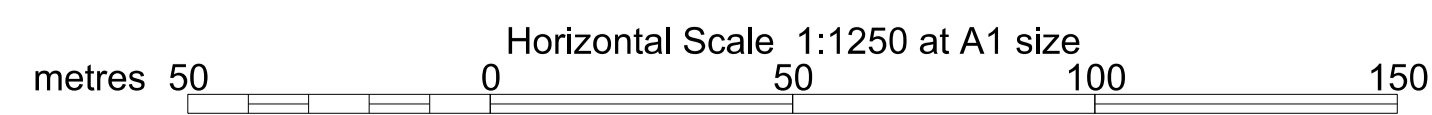
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 20 & 1 - 21



For continuation of section see sheet No. 4 - 33

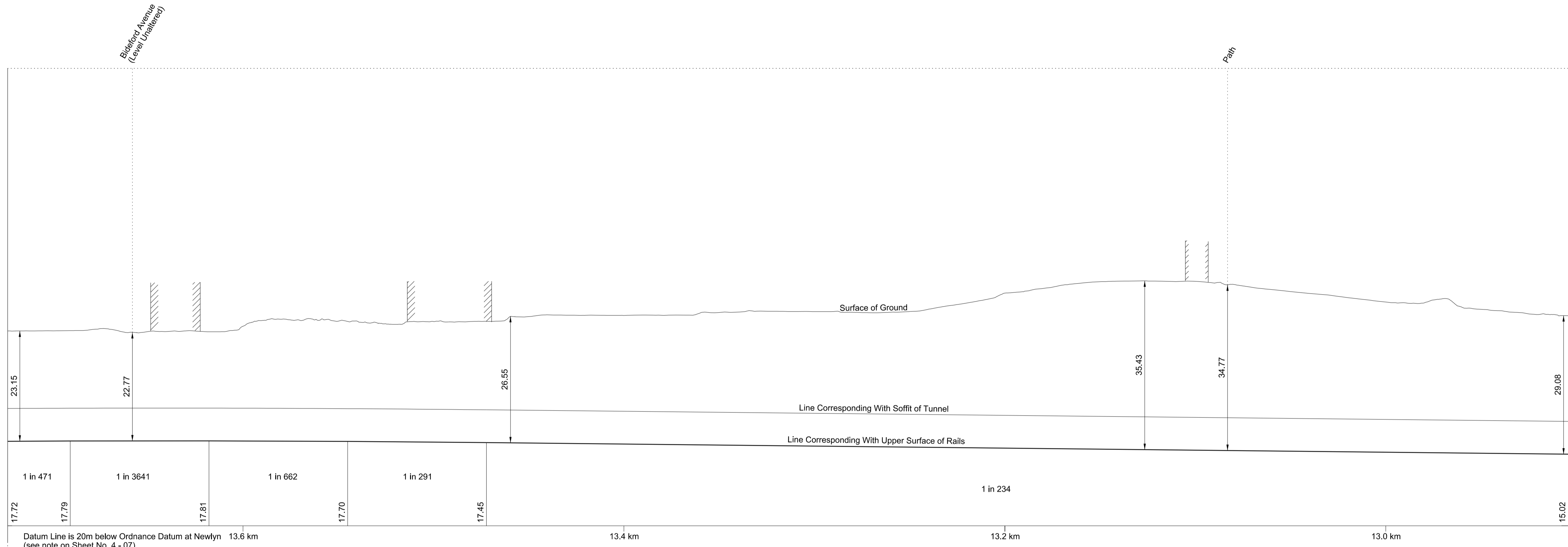


For continuation of section see sheet No. 4 - 35

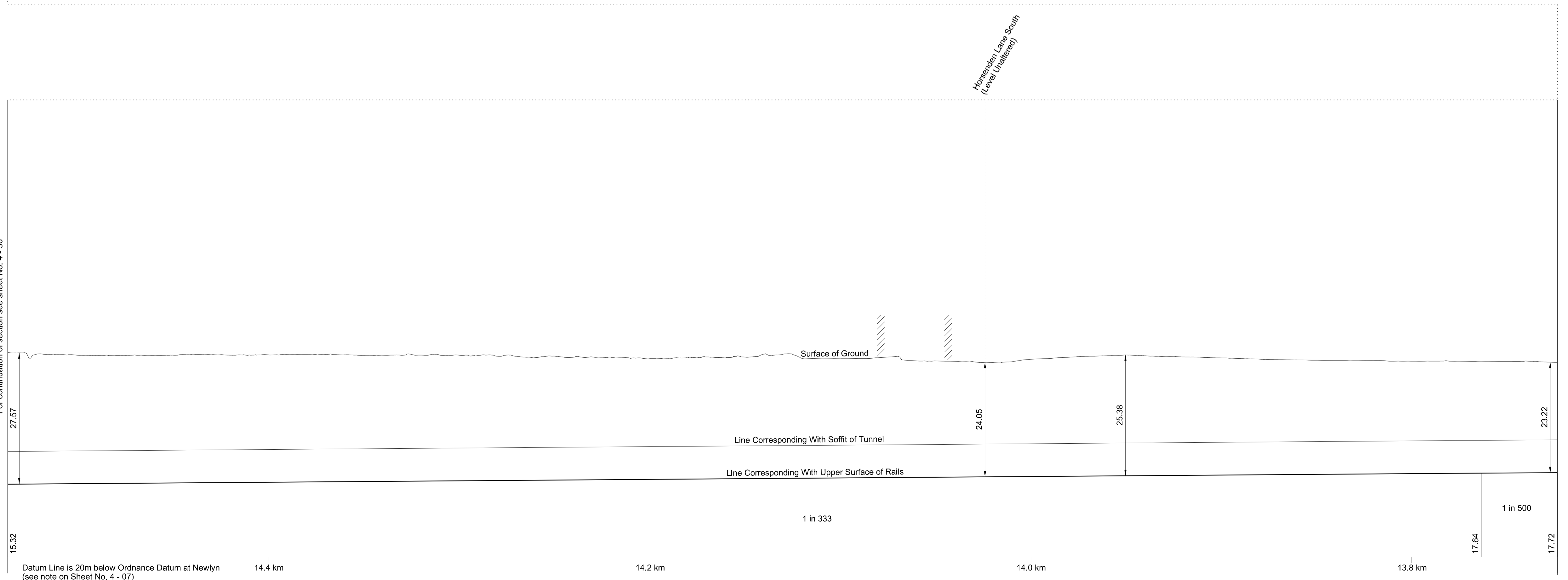


SECTIONS

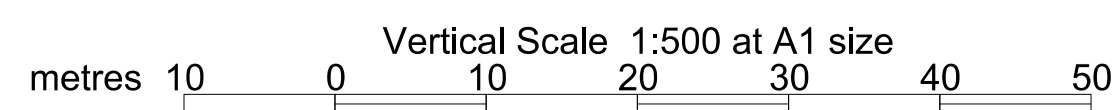
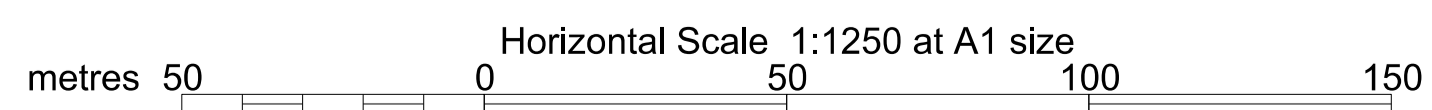
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 22 & 1 - 23



For continuation of section see sheet No. 4 - 34

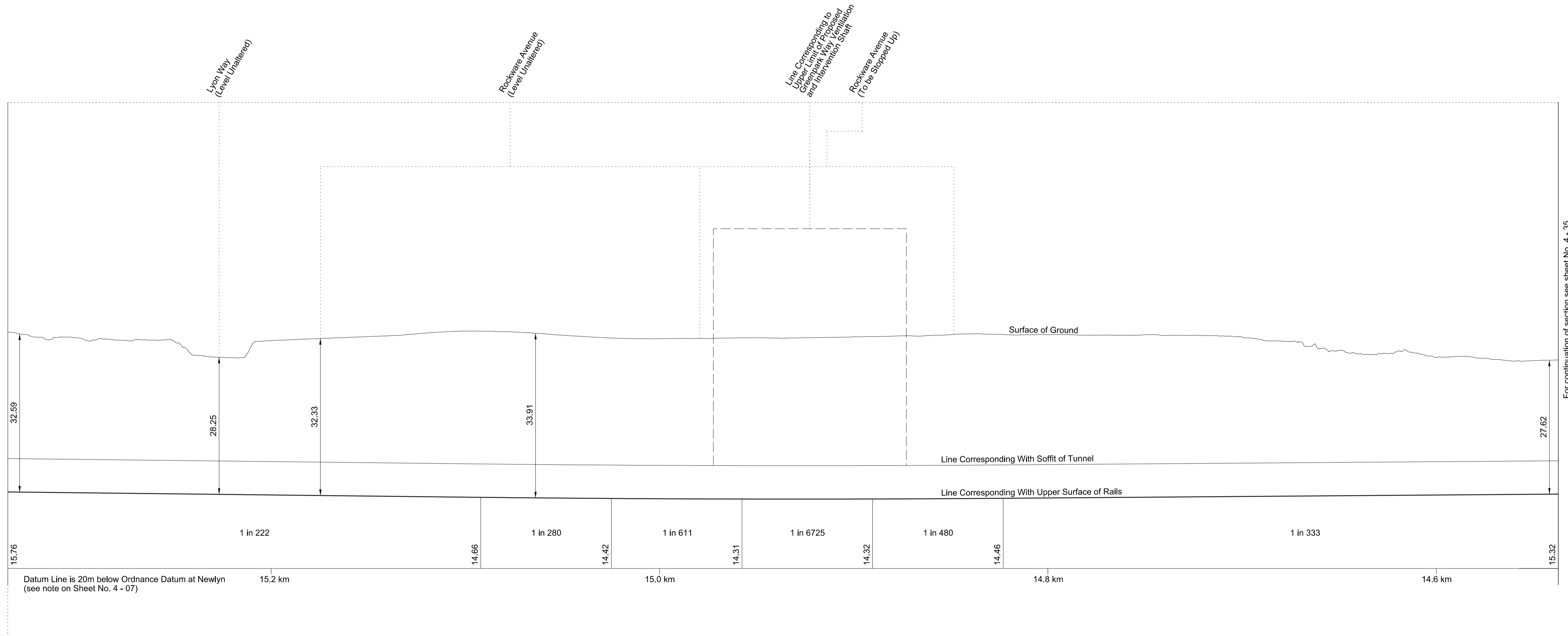


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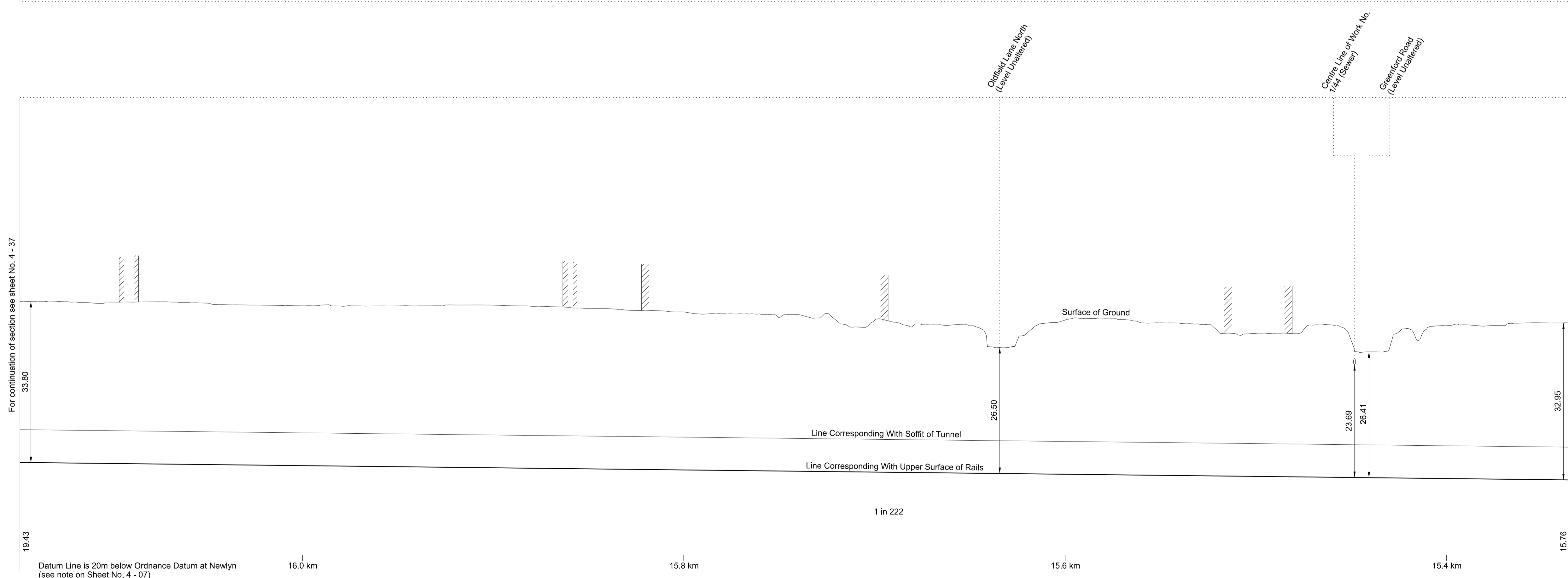


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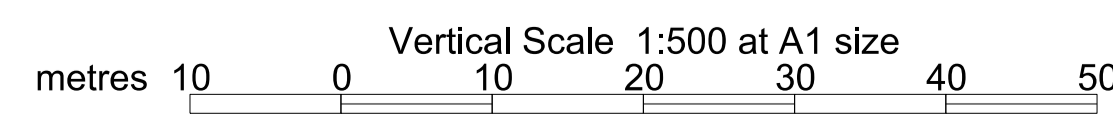
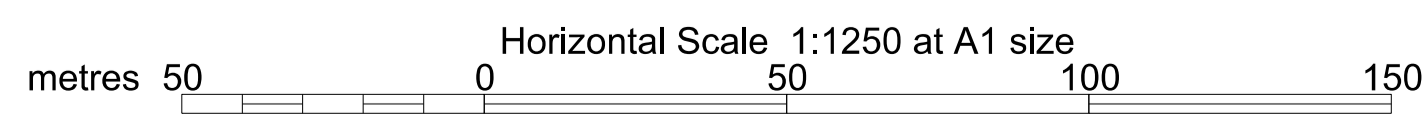
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 24 & 1 - 25



For continuation of section see sheet No. 4 - 35

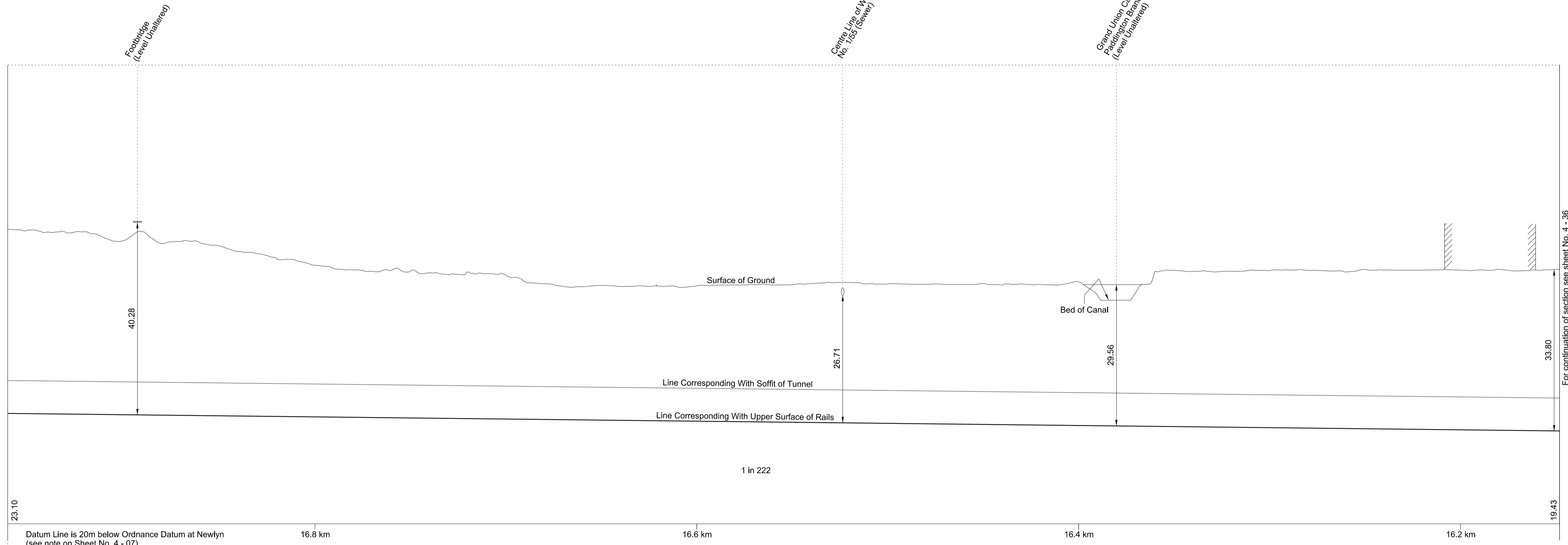


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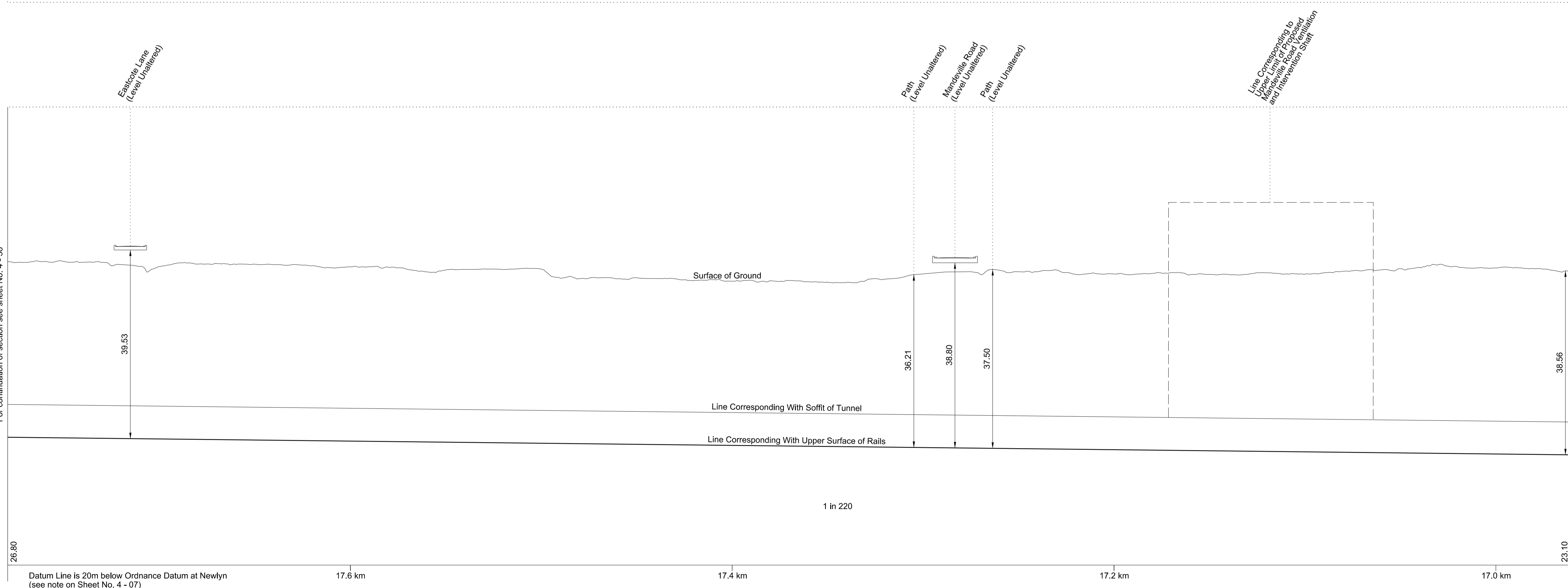


SECTIONS

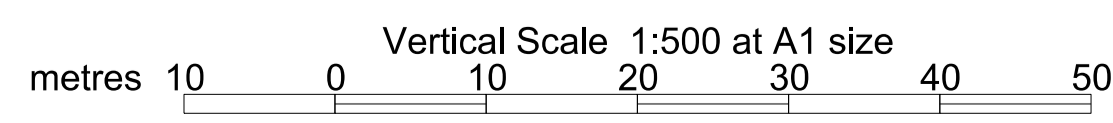
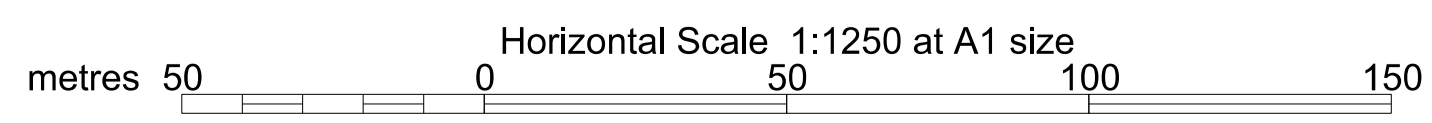
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 26 & 1 - 27



For continuation of section see sheet No. 4 - 36

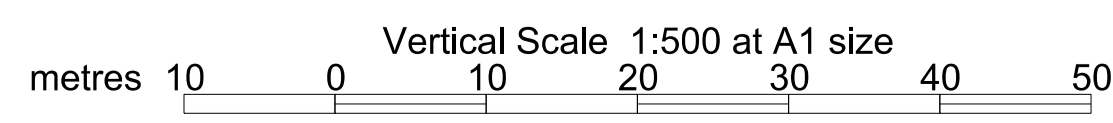
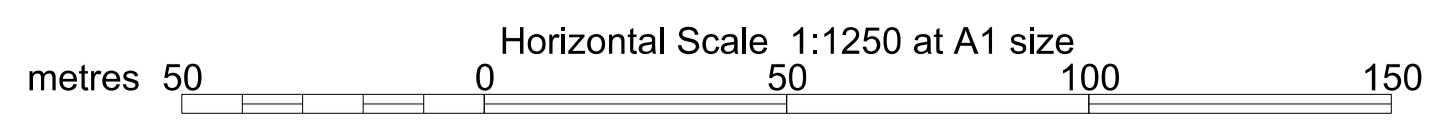
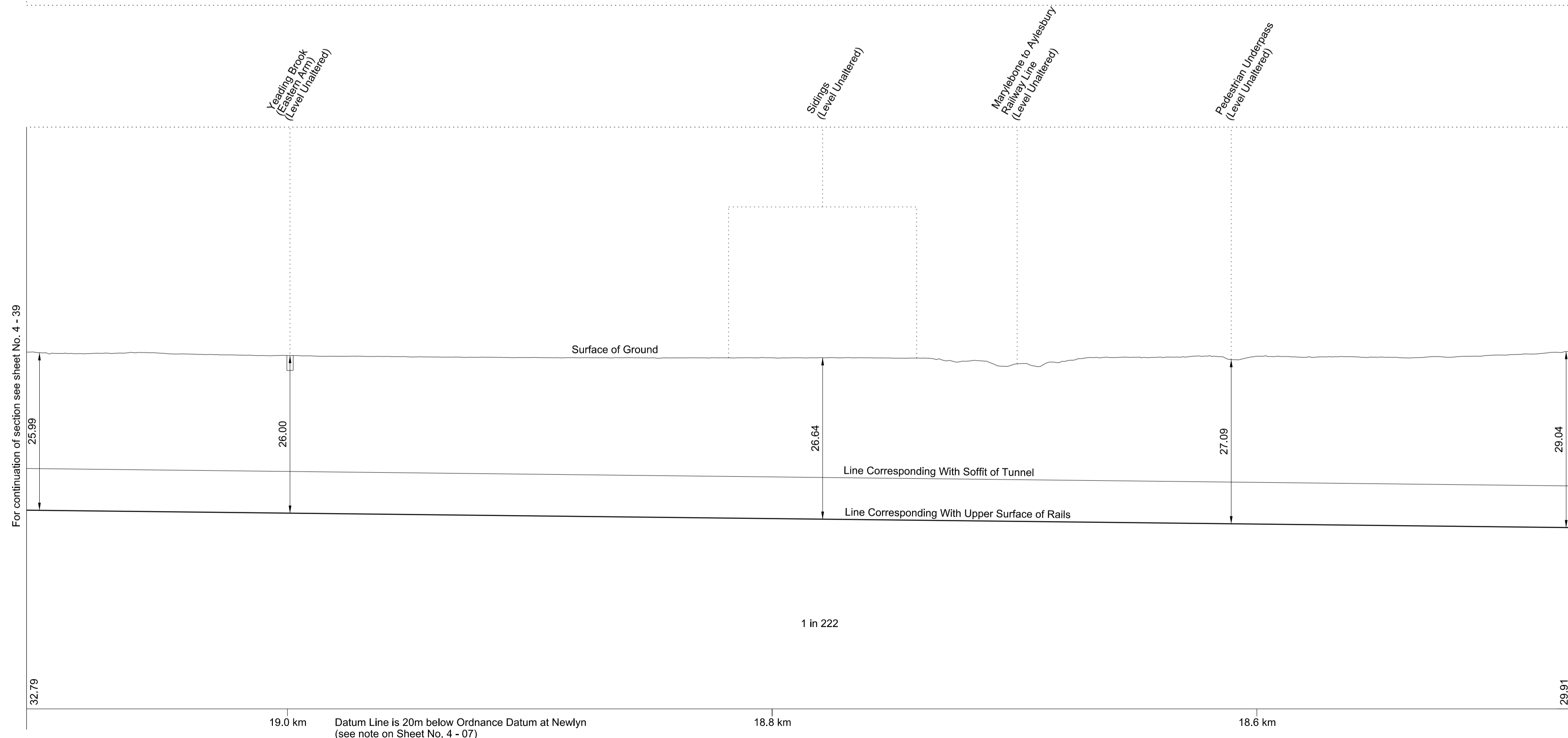
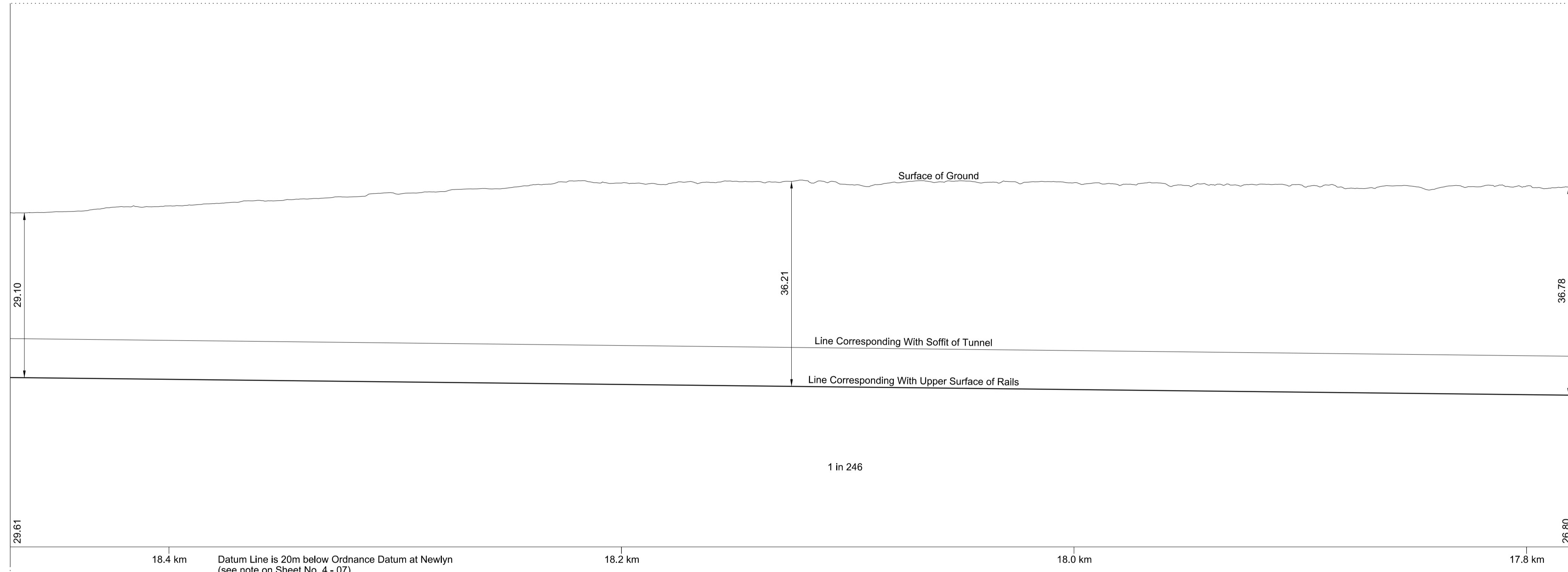


For continuation of section see sheet No. 4 - 38



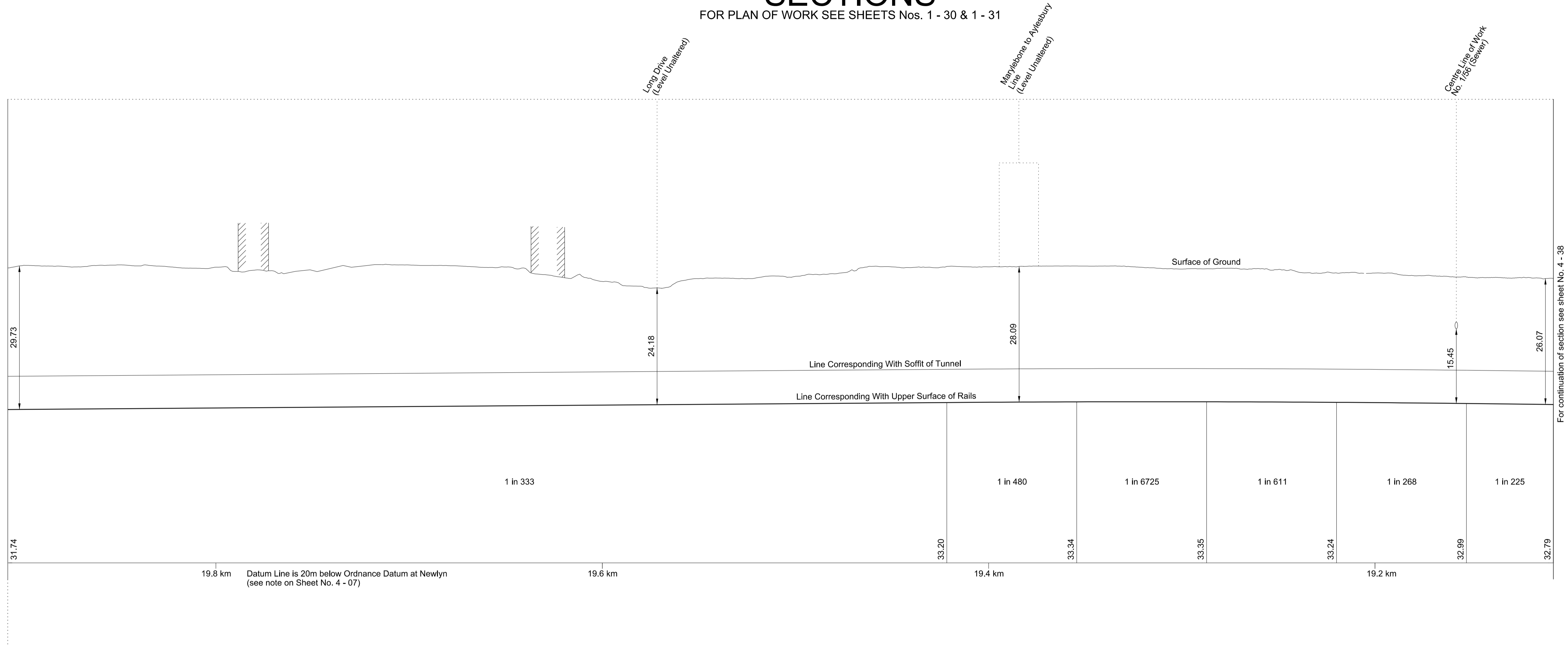
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FOR PLAN OF WORK SEE SHEETS Nos. 1 - 28 & 1 - 29

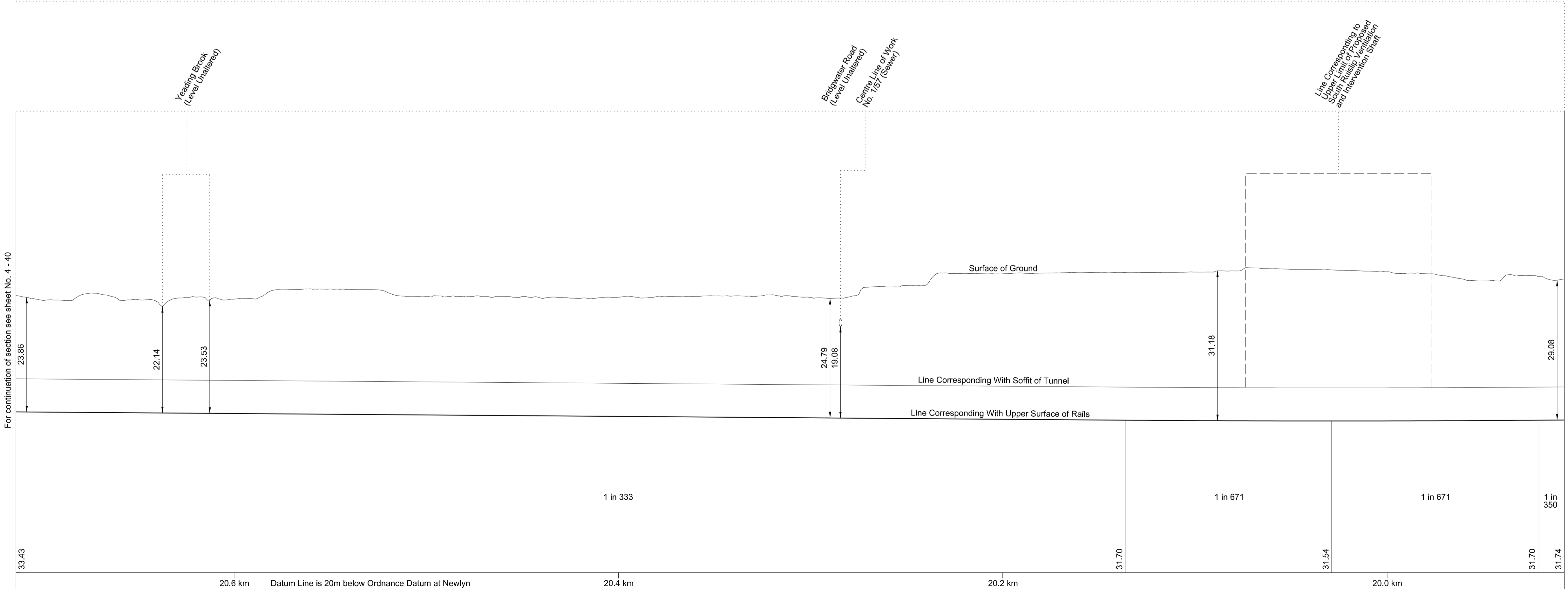


SECTIONS

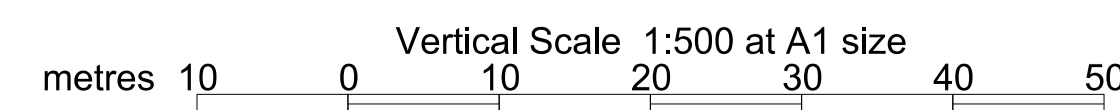
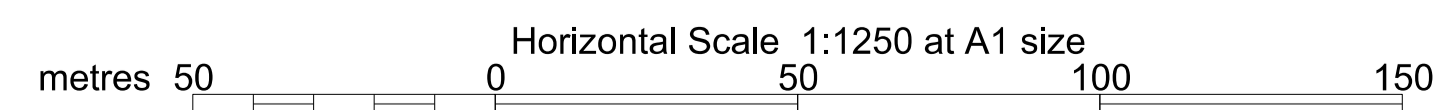
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 30 & 1 - 31



For continuation of section see sheet No. 4 - 38

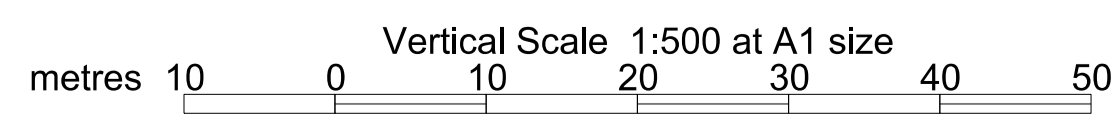
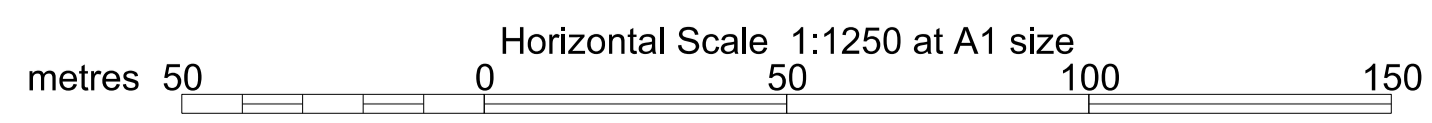
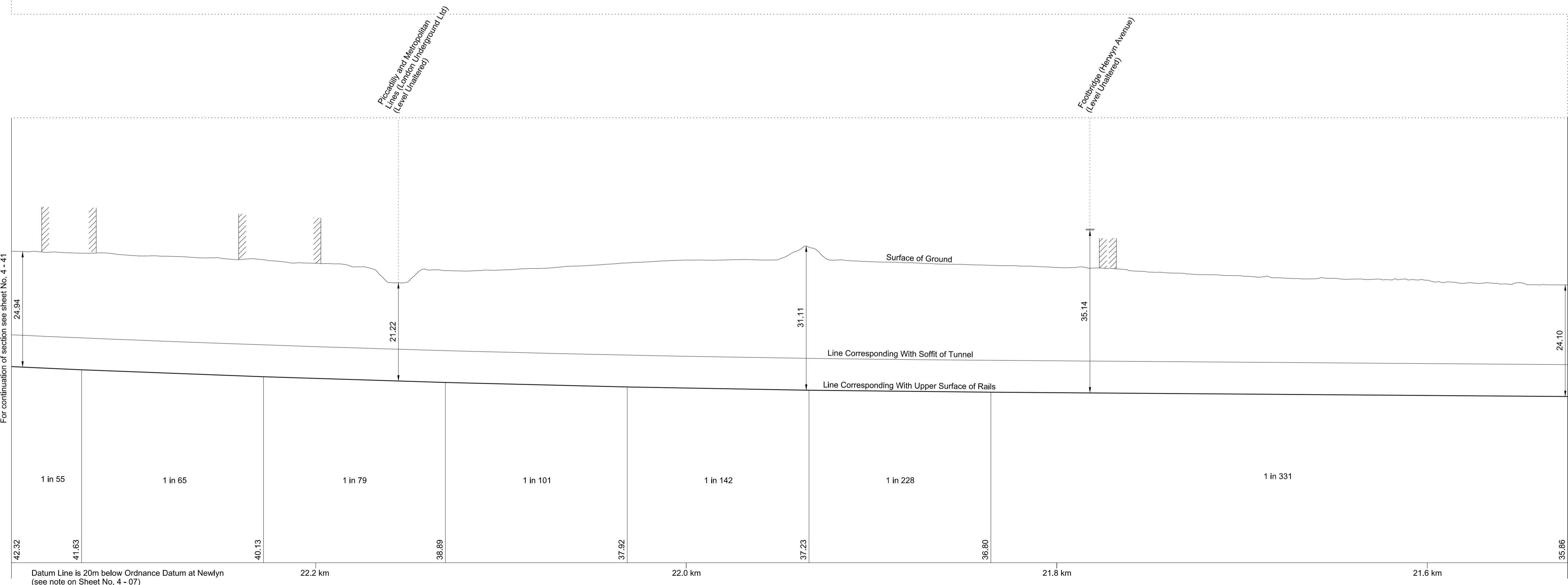
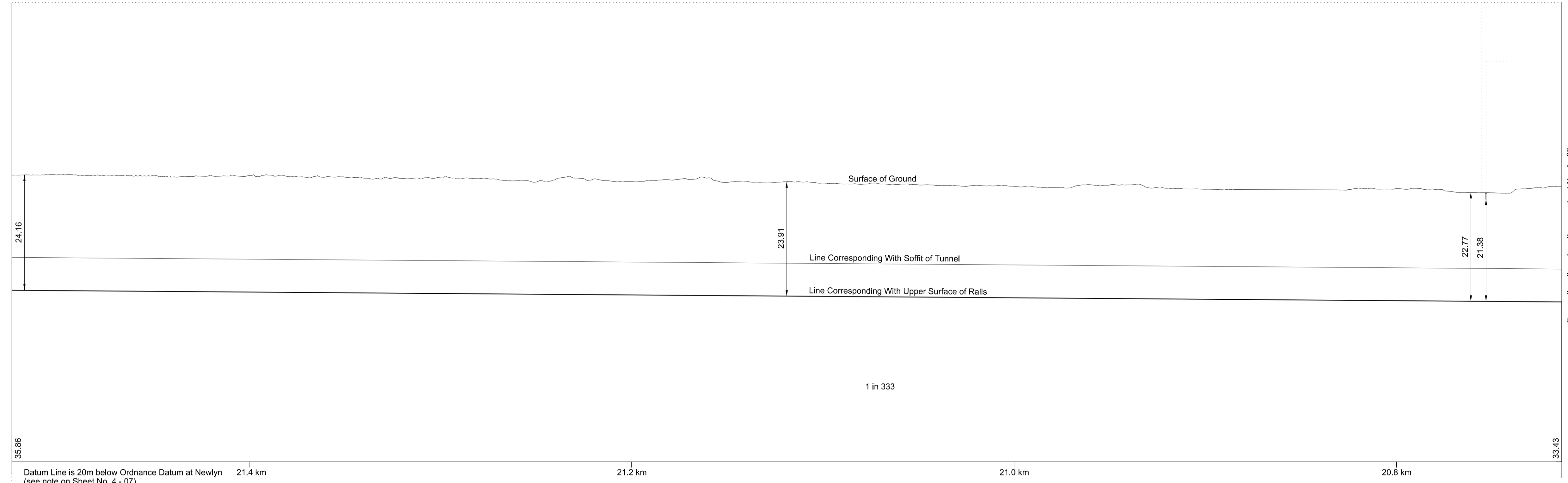


For continuation of section see sheet No. 4 - 40



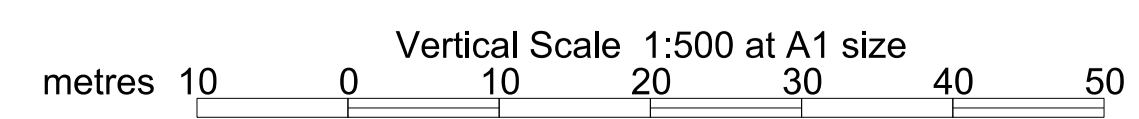
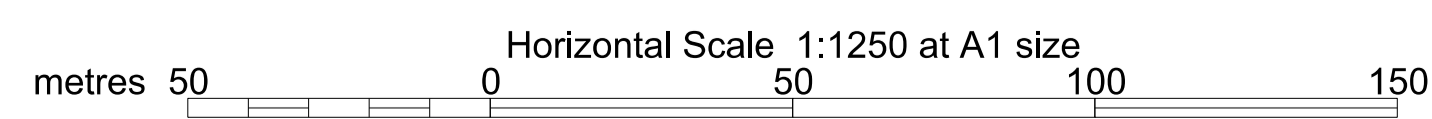
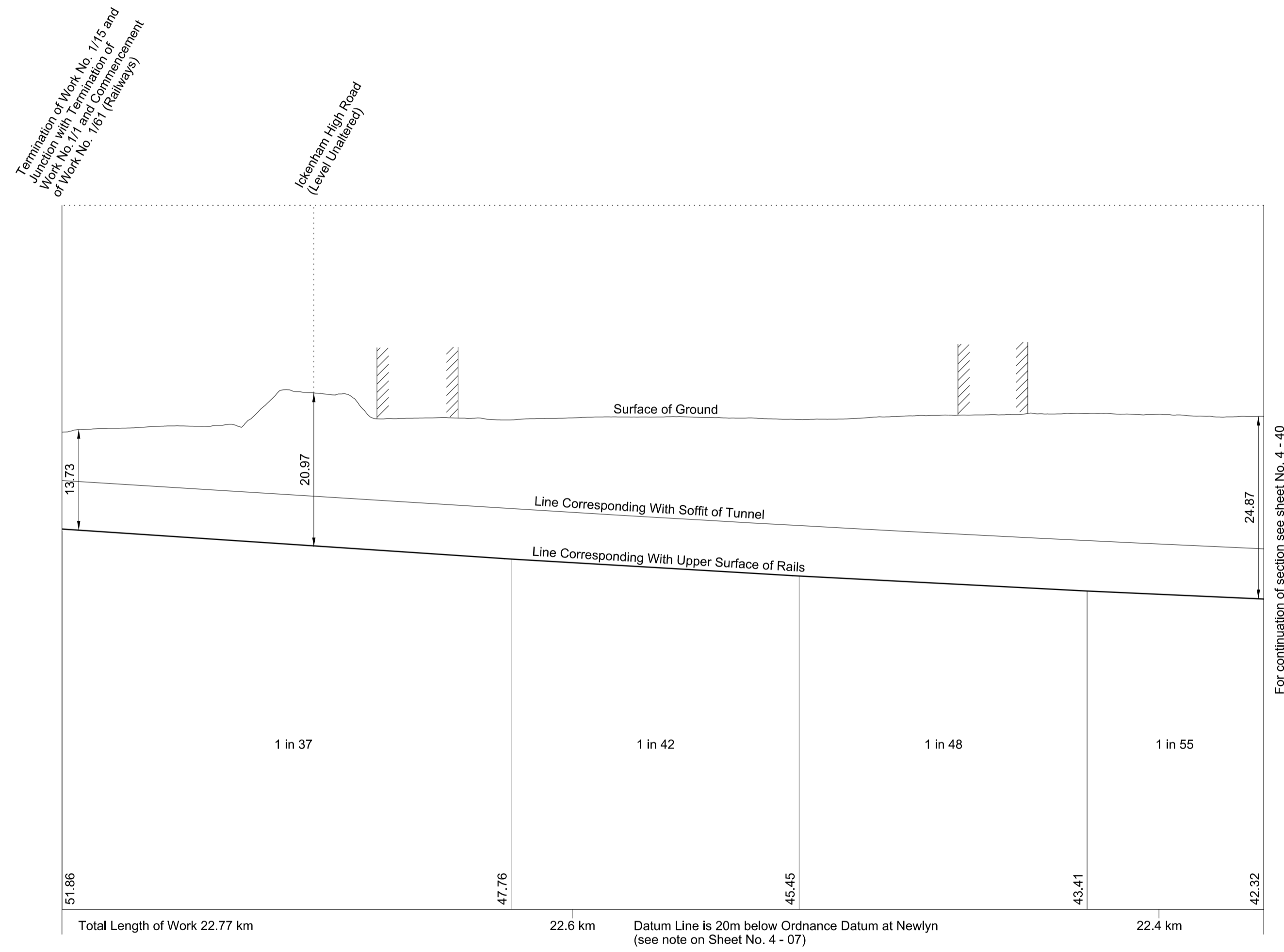
SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 32 & 1 - 33



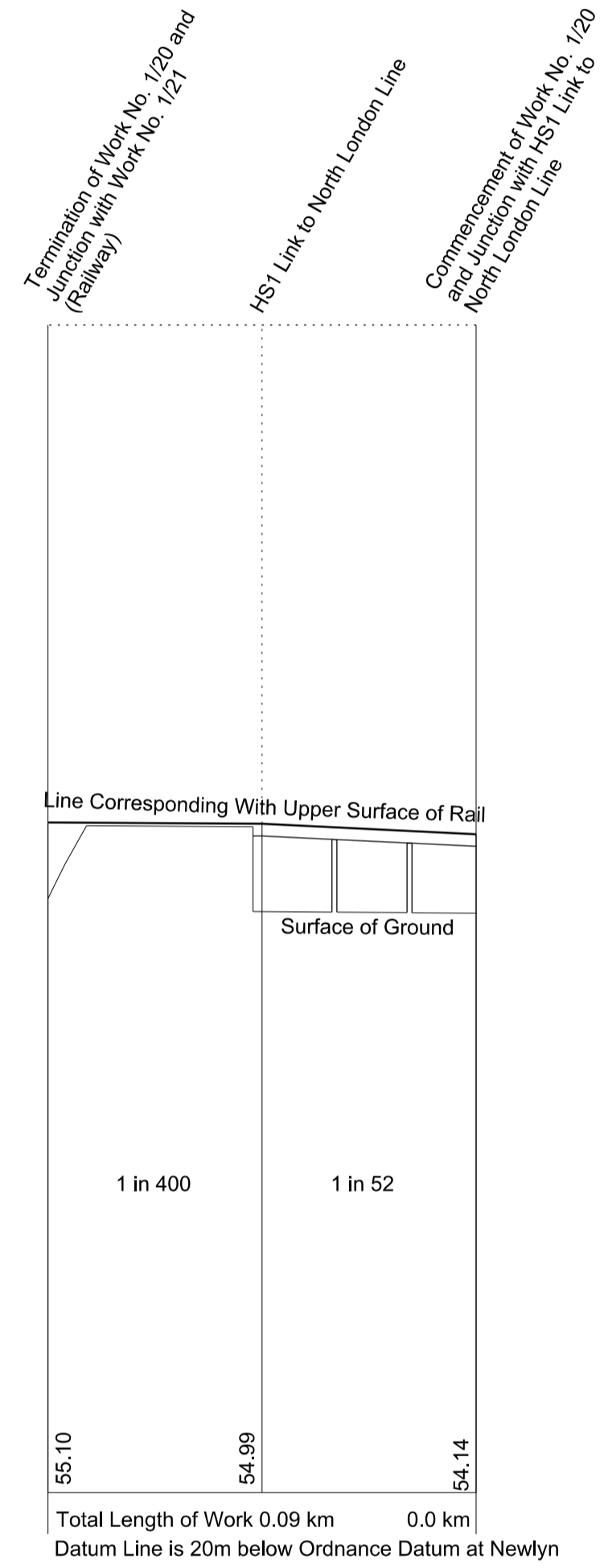
SECTIONS


FOR PLAN OF WORK SEE SHEET No. 1 - 34

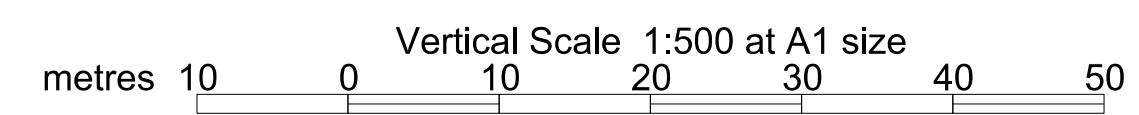
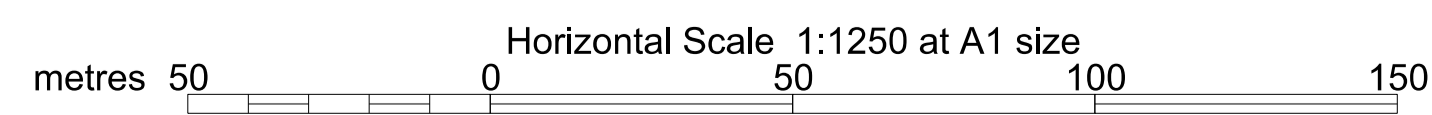


SECTIONS

FOR PLAN OF WORK SEE SHEETS No. 1 - 38

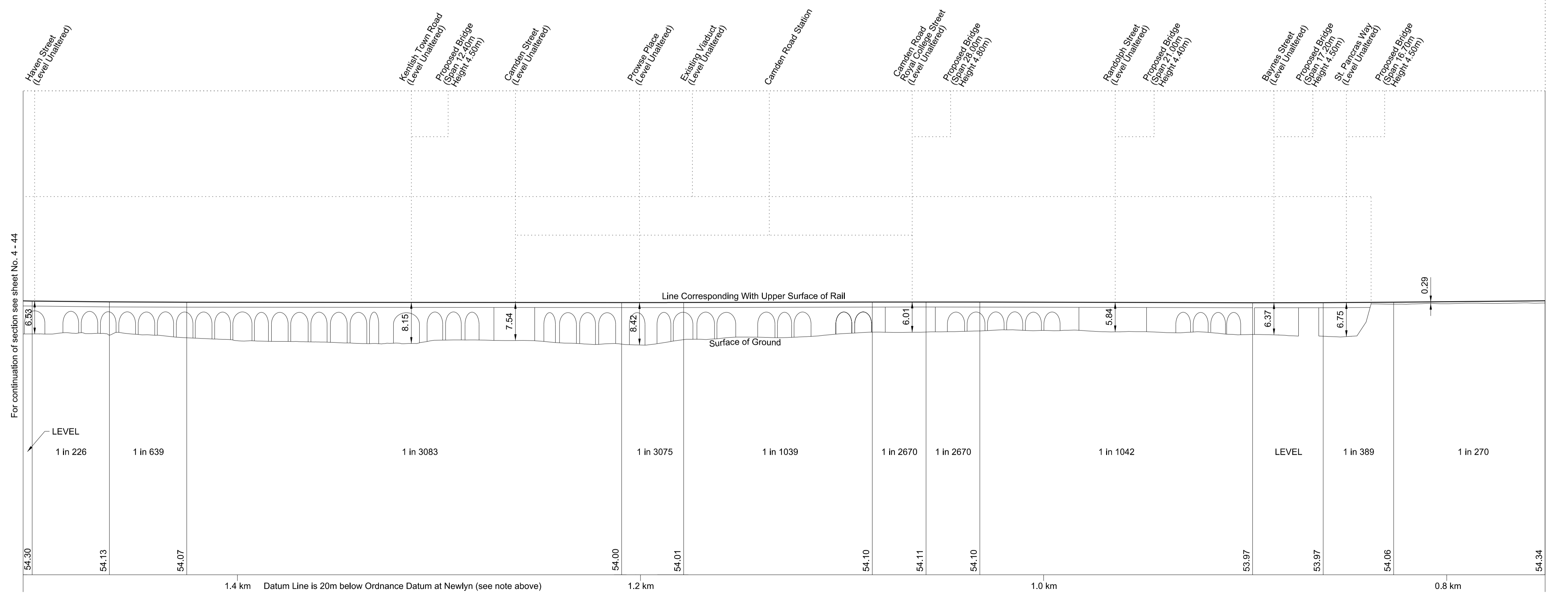
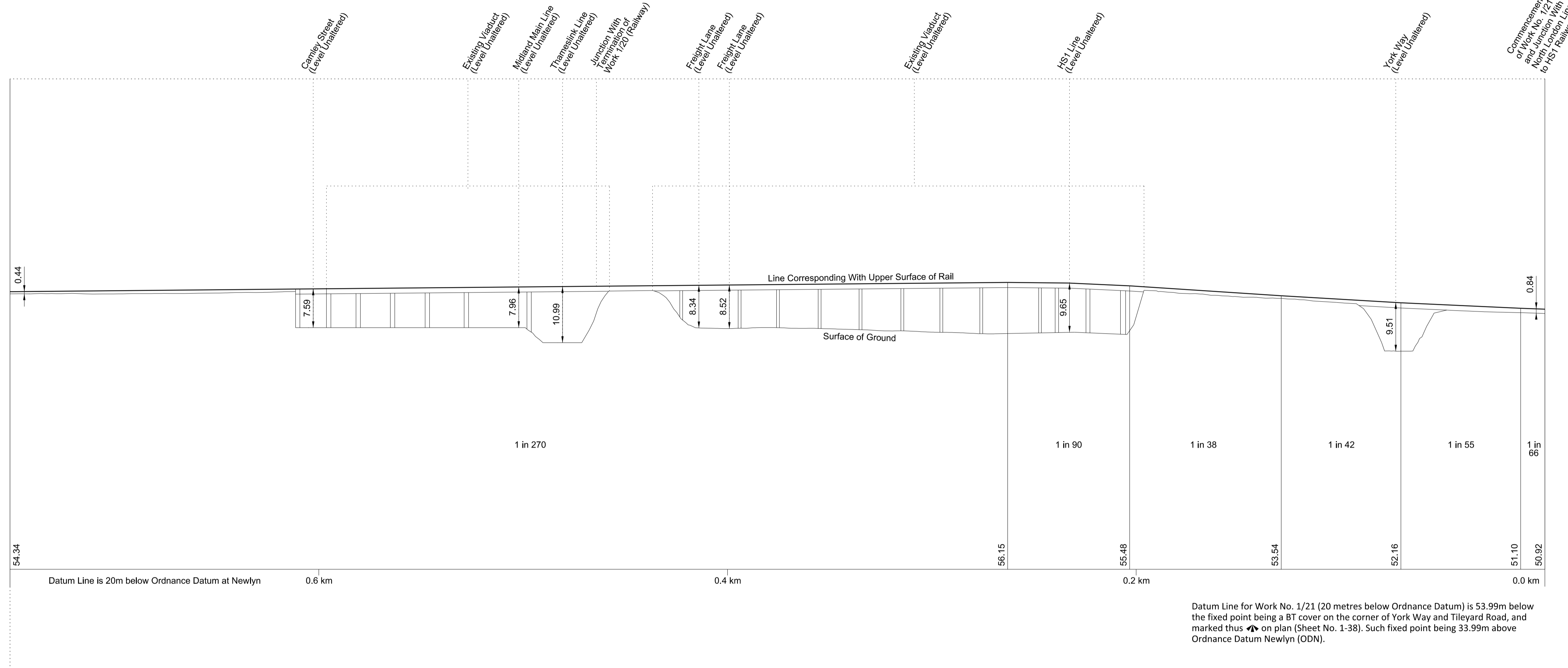


Datum Line for Work No. 1/20 (20 metres below Ordnance Datum) is 53.99m below the fixed point being a BT cover on the corner of York Way and Tileyard Road, and marked thus  on plan (Sheet No. 1-38). Such fixed point being 33.99m above Ordnance Datum Newlyn (ODN).

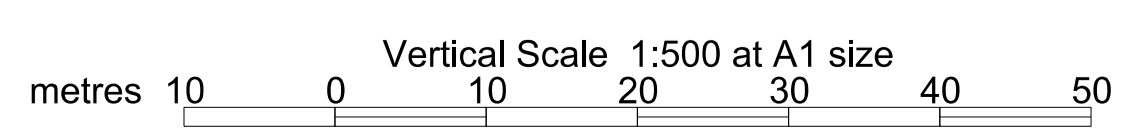


SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 38 and 1 - 39

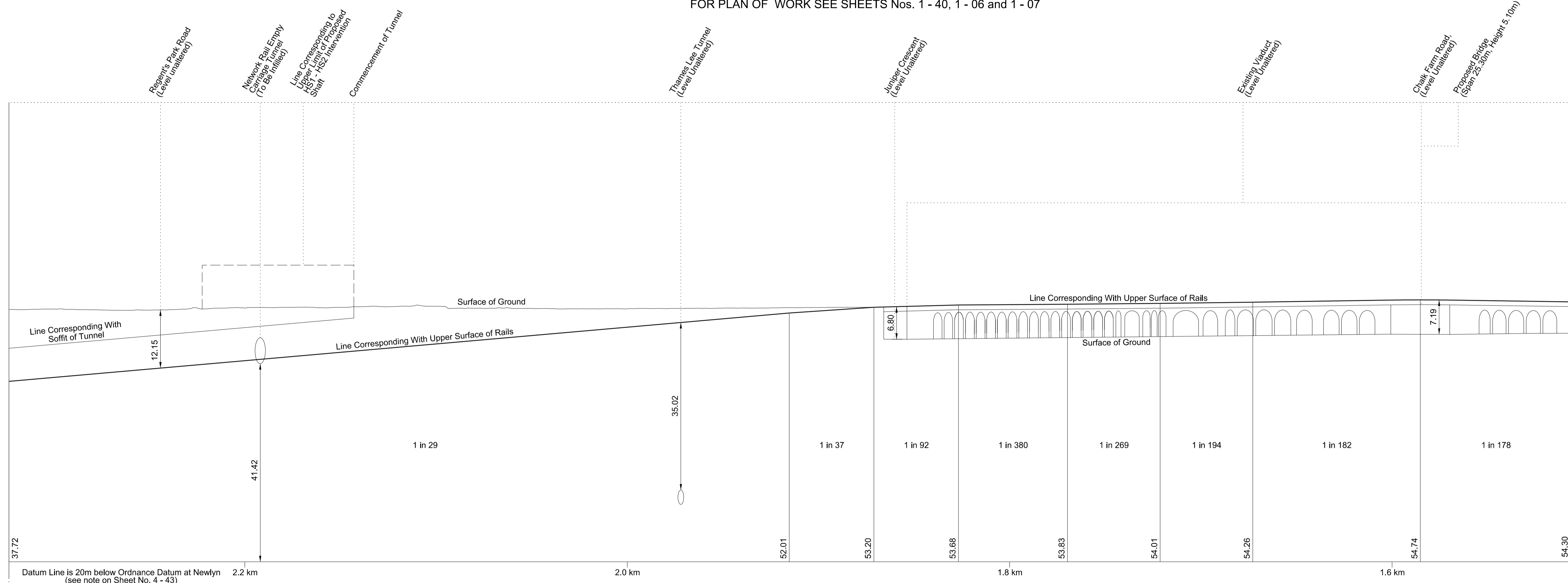


For continuation of section see sheet No. 4 - 44

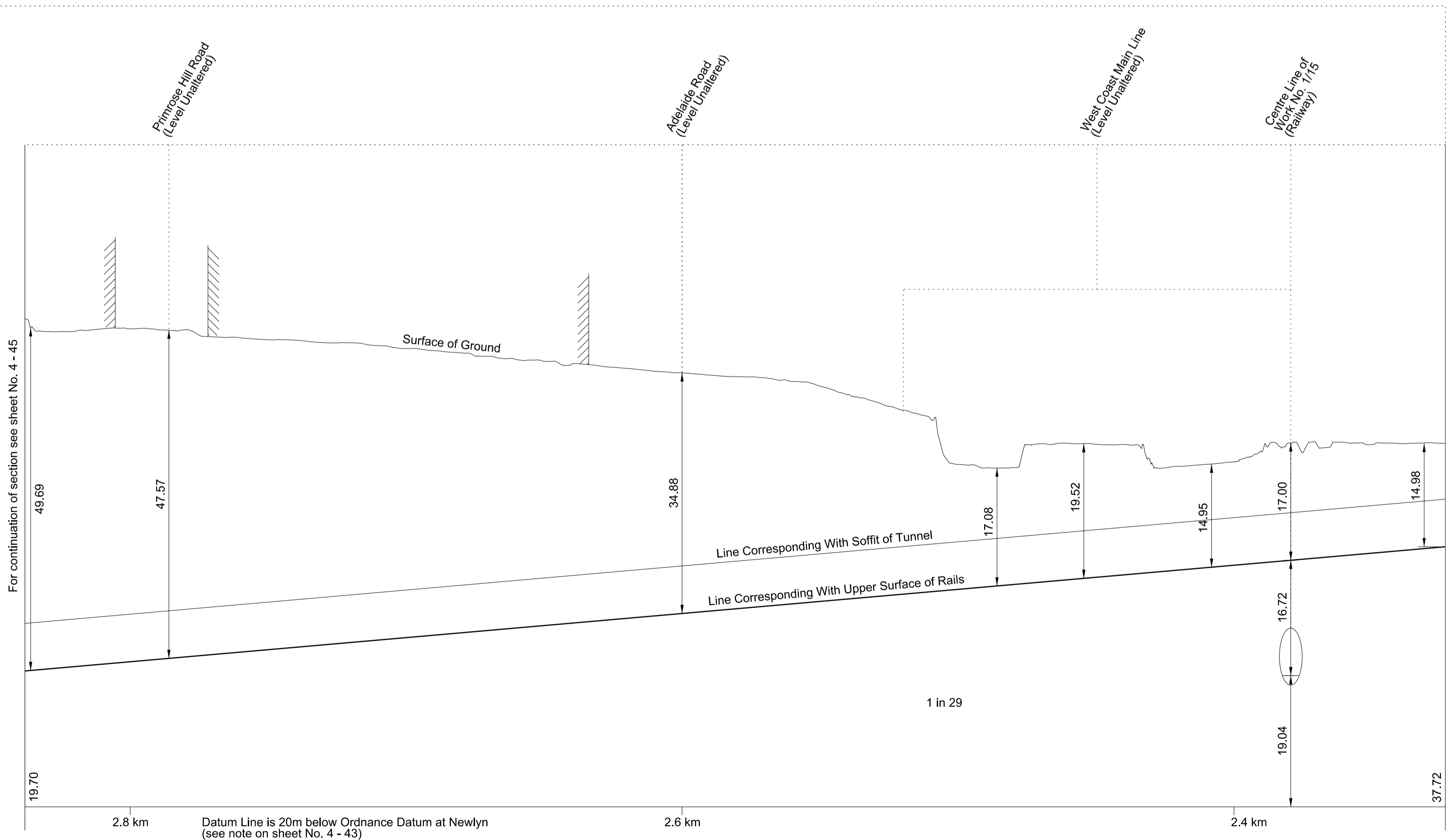


SECTIONS

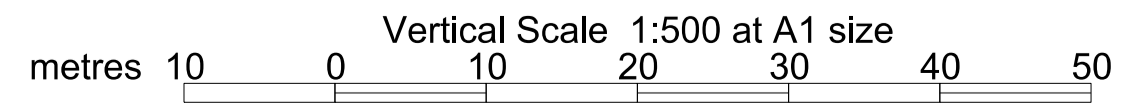
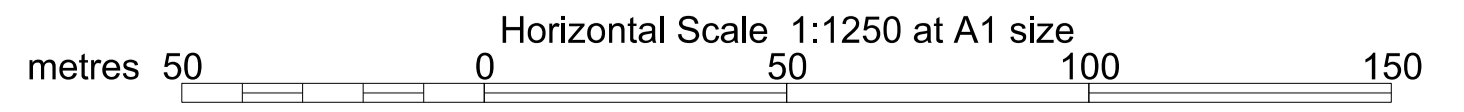
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 40, 1 - 06 and 1 - 07



For continuation of section see sheet No. 4 - 43



For continuation of section see sheet No. 4 - 45

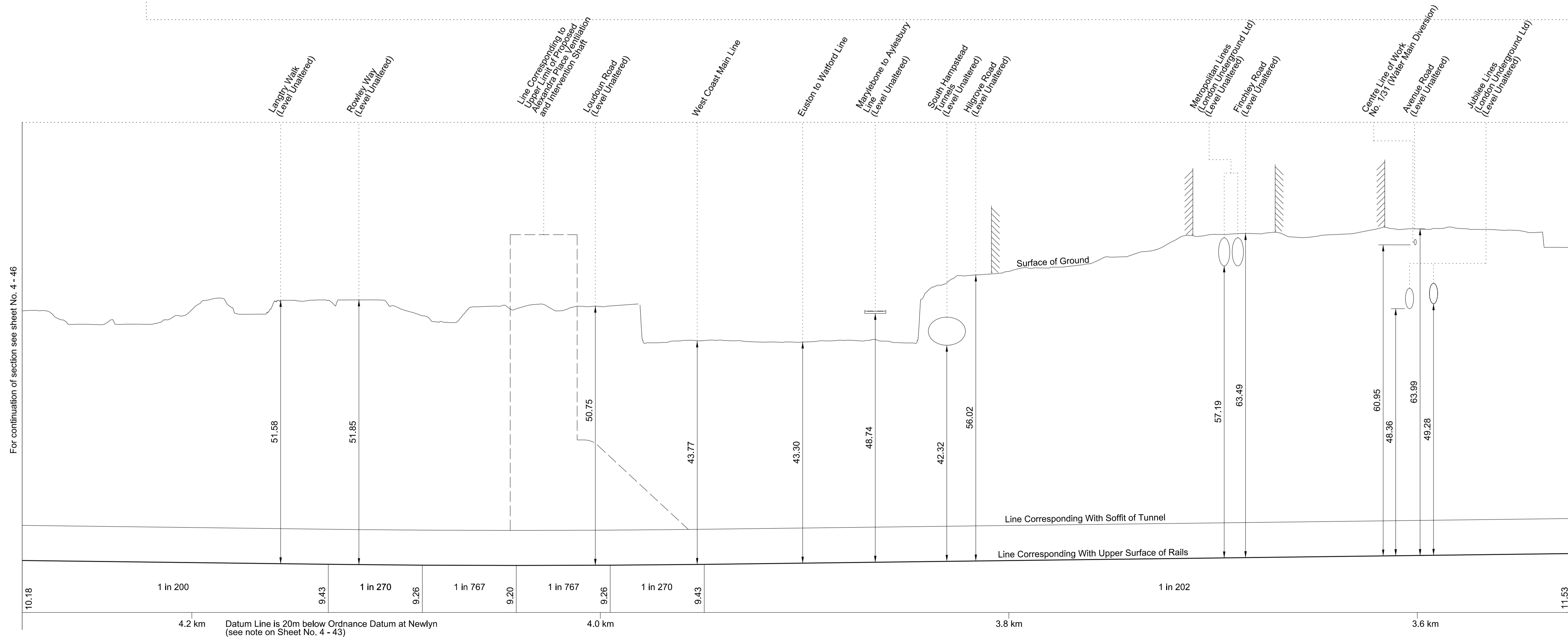


SECTIONS

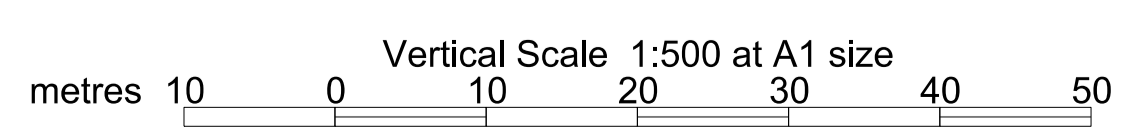
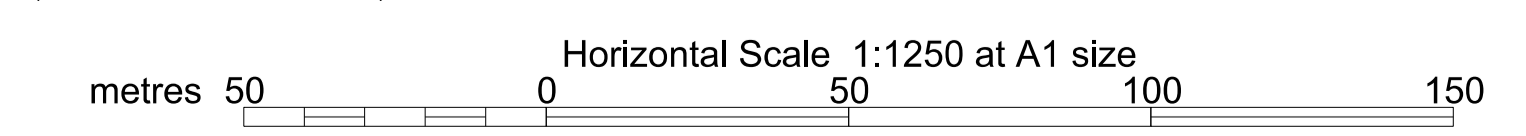
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 08 and 1 - 09



For continuation of section see sheet No. 4 - 44

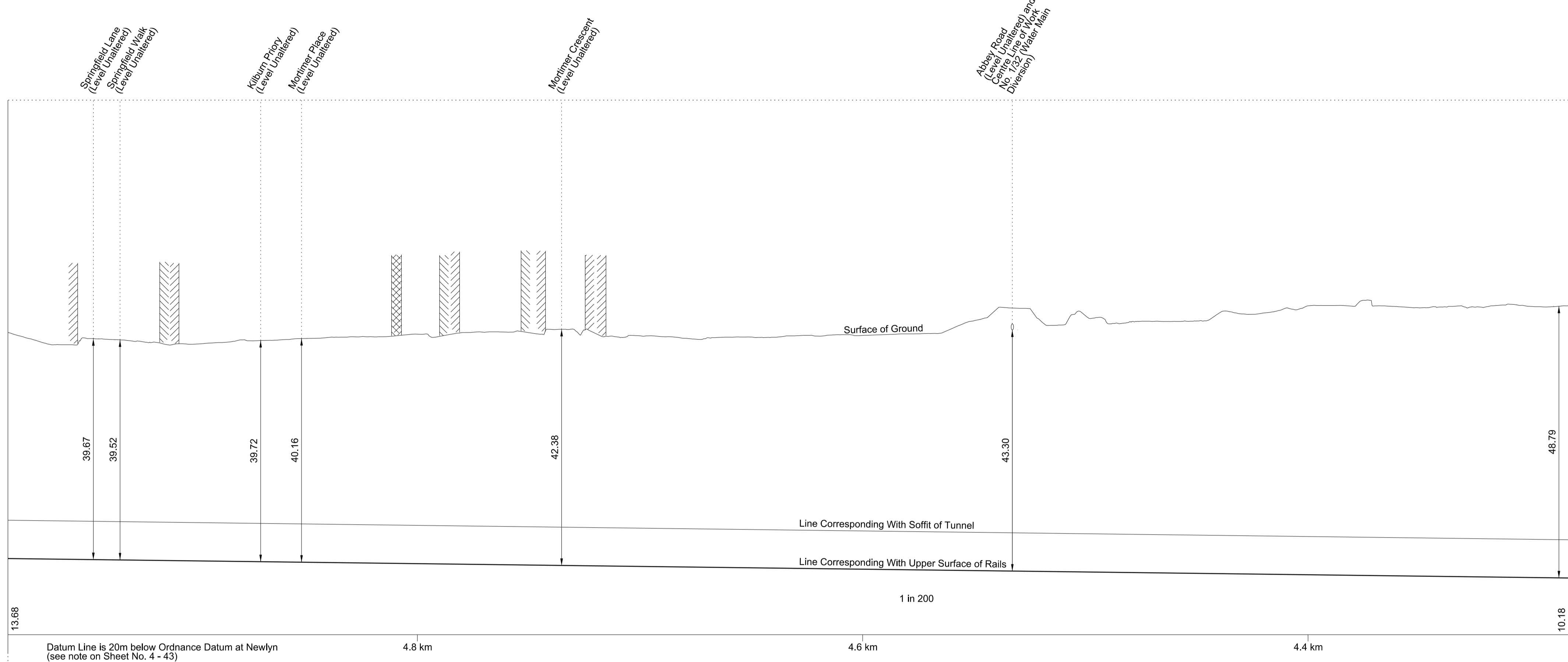


For continuation of section see sheet No. 4 - 46

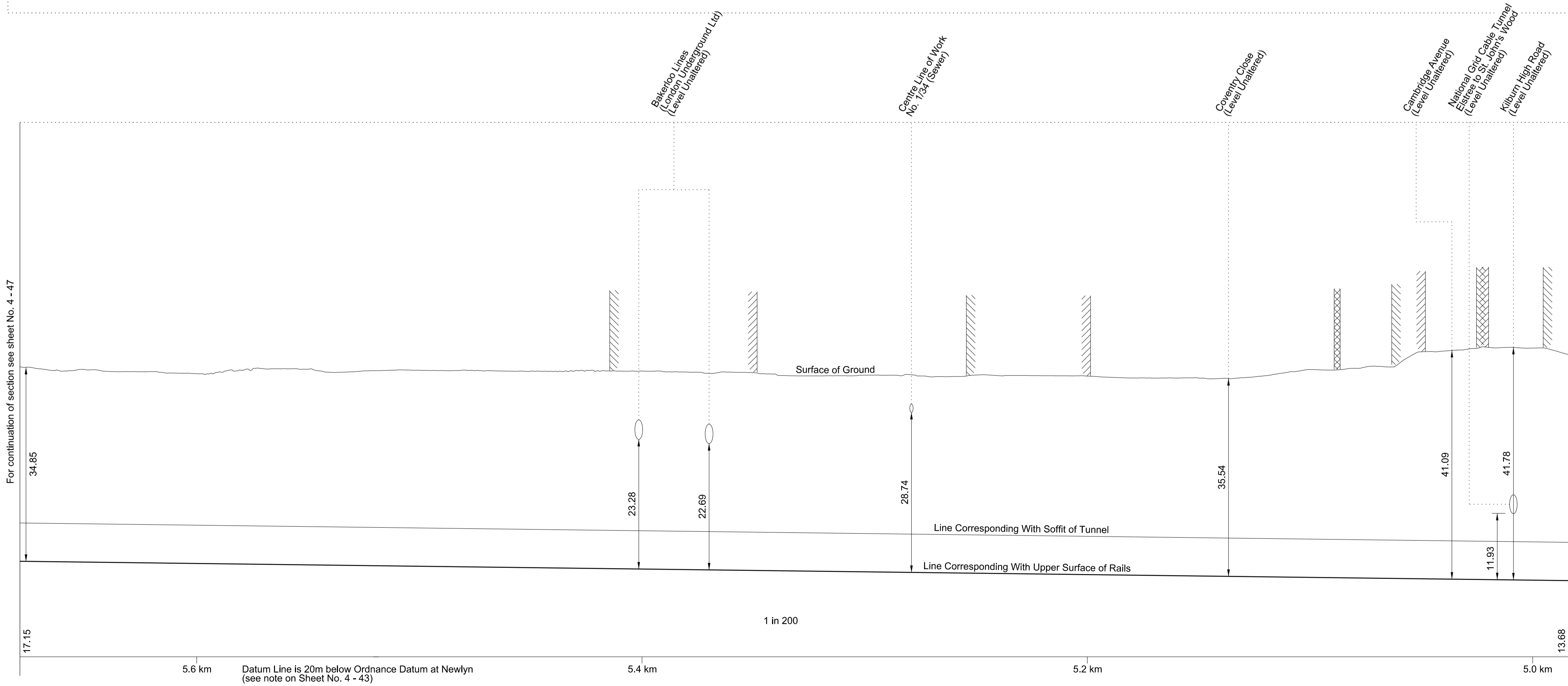


SECTIONS

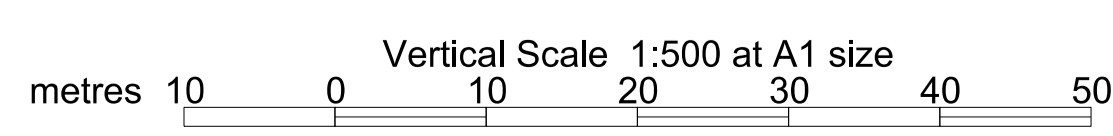
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 10 and 1 - 11



For continuation of section see sheet No. 4 - 45

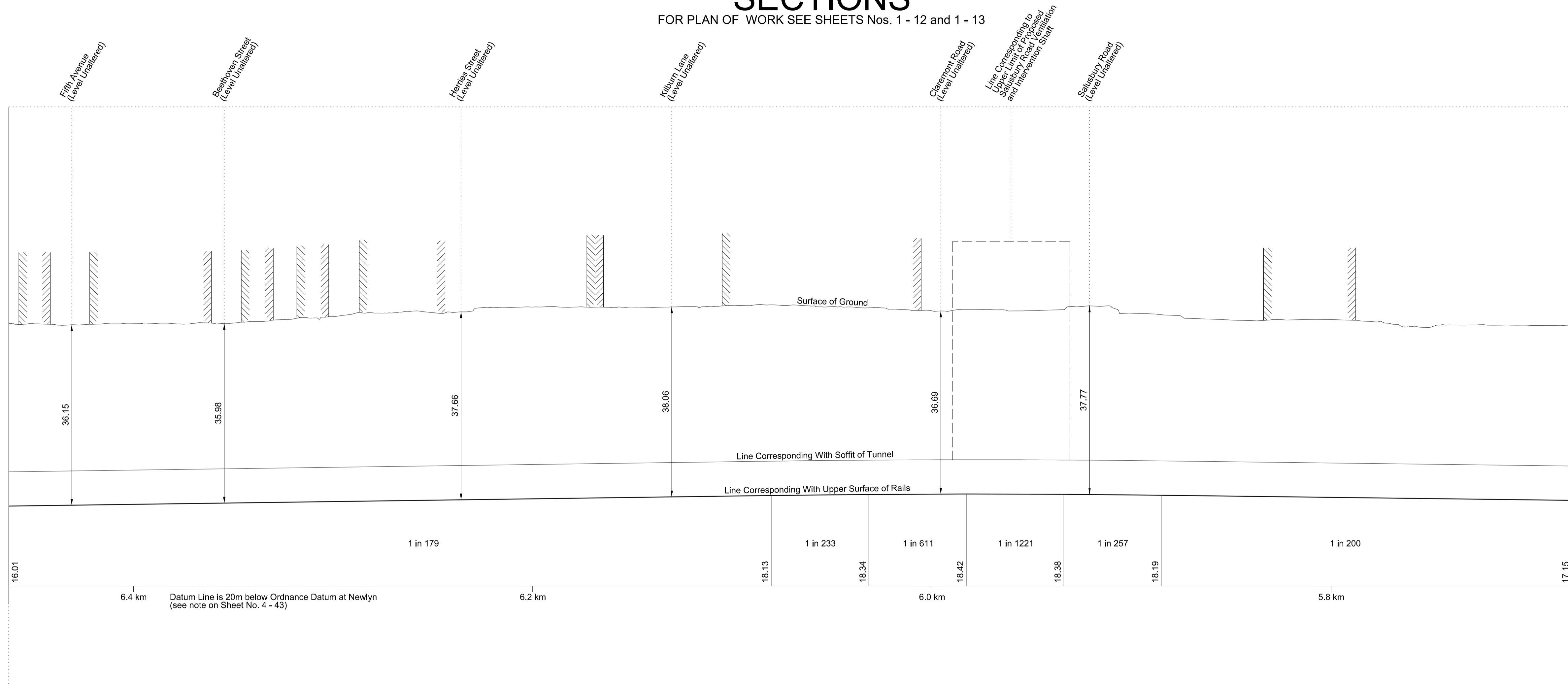


For continuation of section see sheet No. 4 - 47

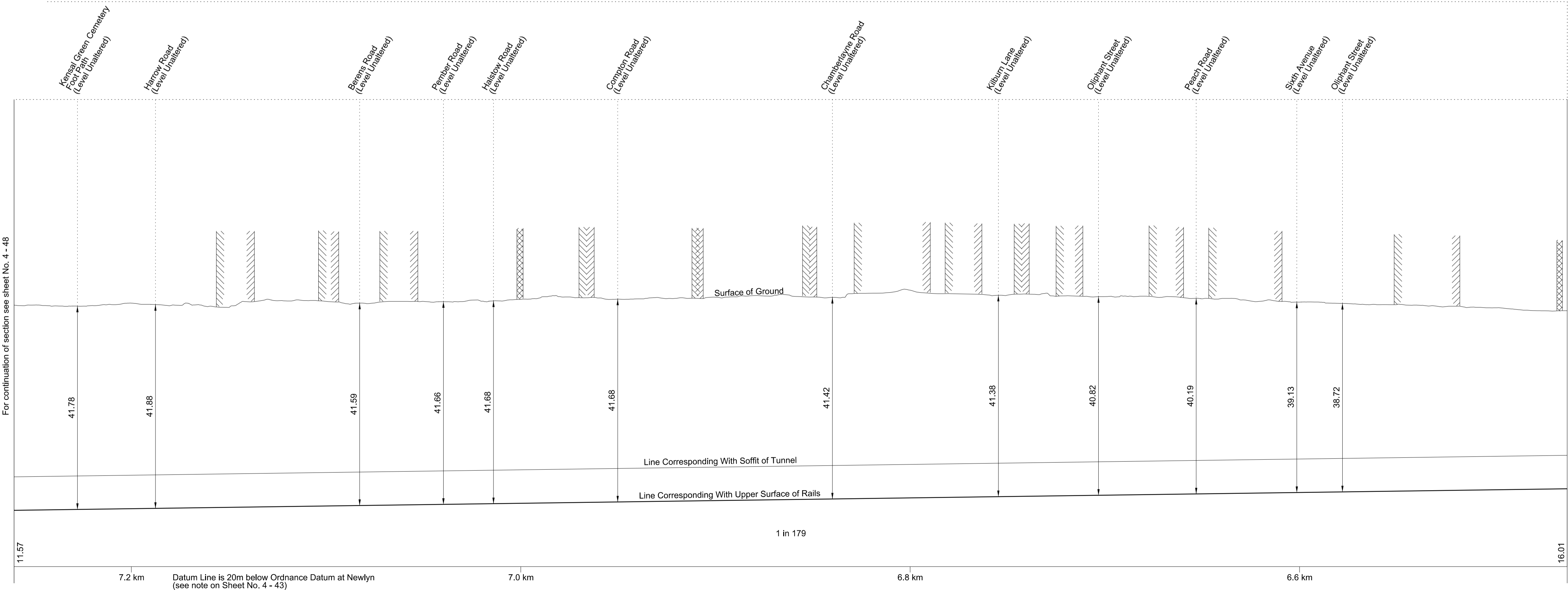


SECTIONS

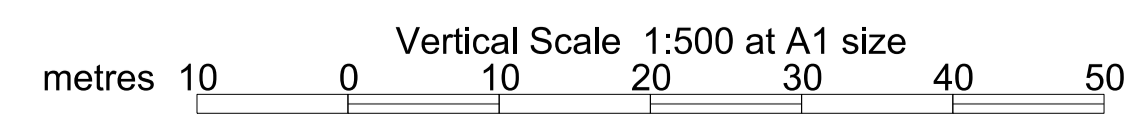
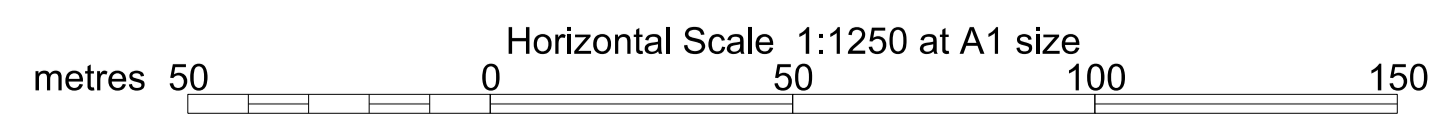
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 12 and 1 - 13



For continuation of section see sheet No. 4 - 46

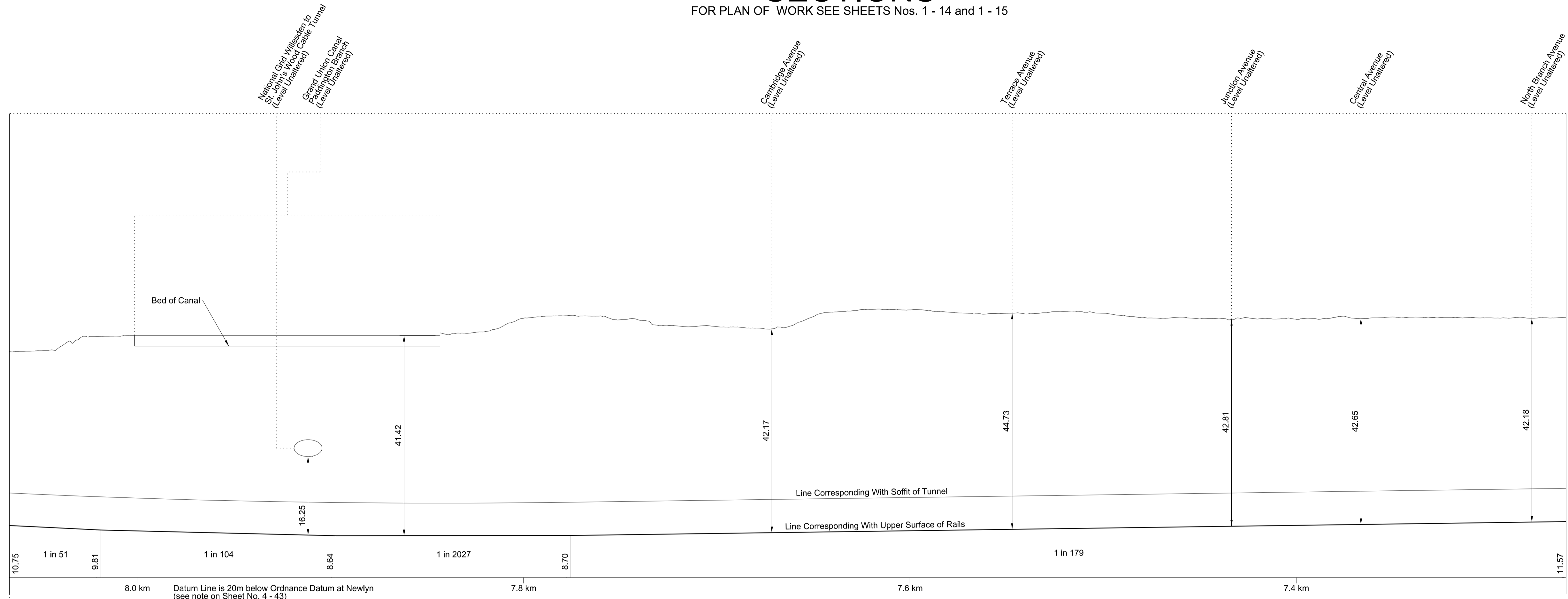


For continuation of section see sheet No. 4 - 48

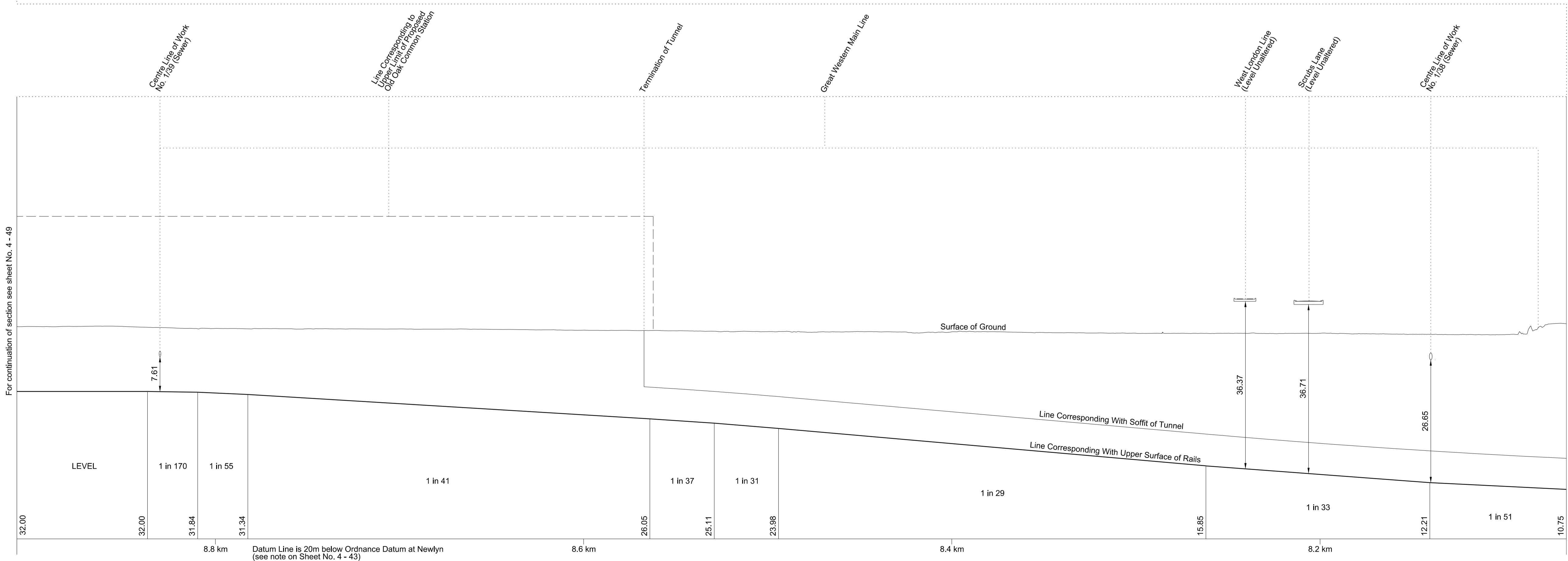


SECTIONS

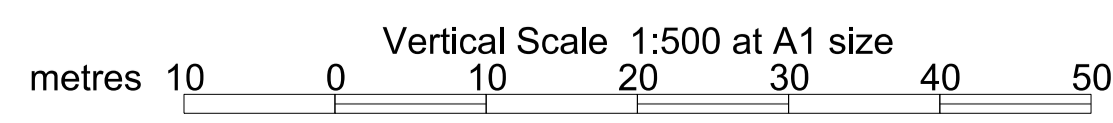
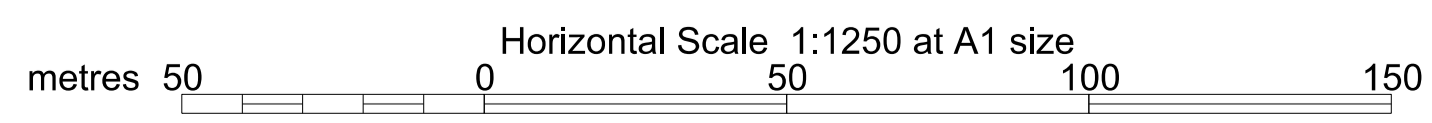
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 14 and 1 - 15



For continuation of section see sheet No. 4 - 47

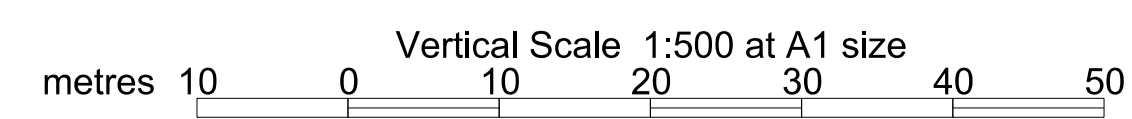
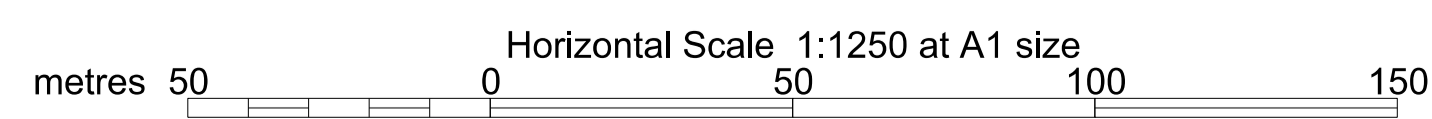
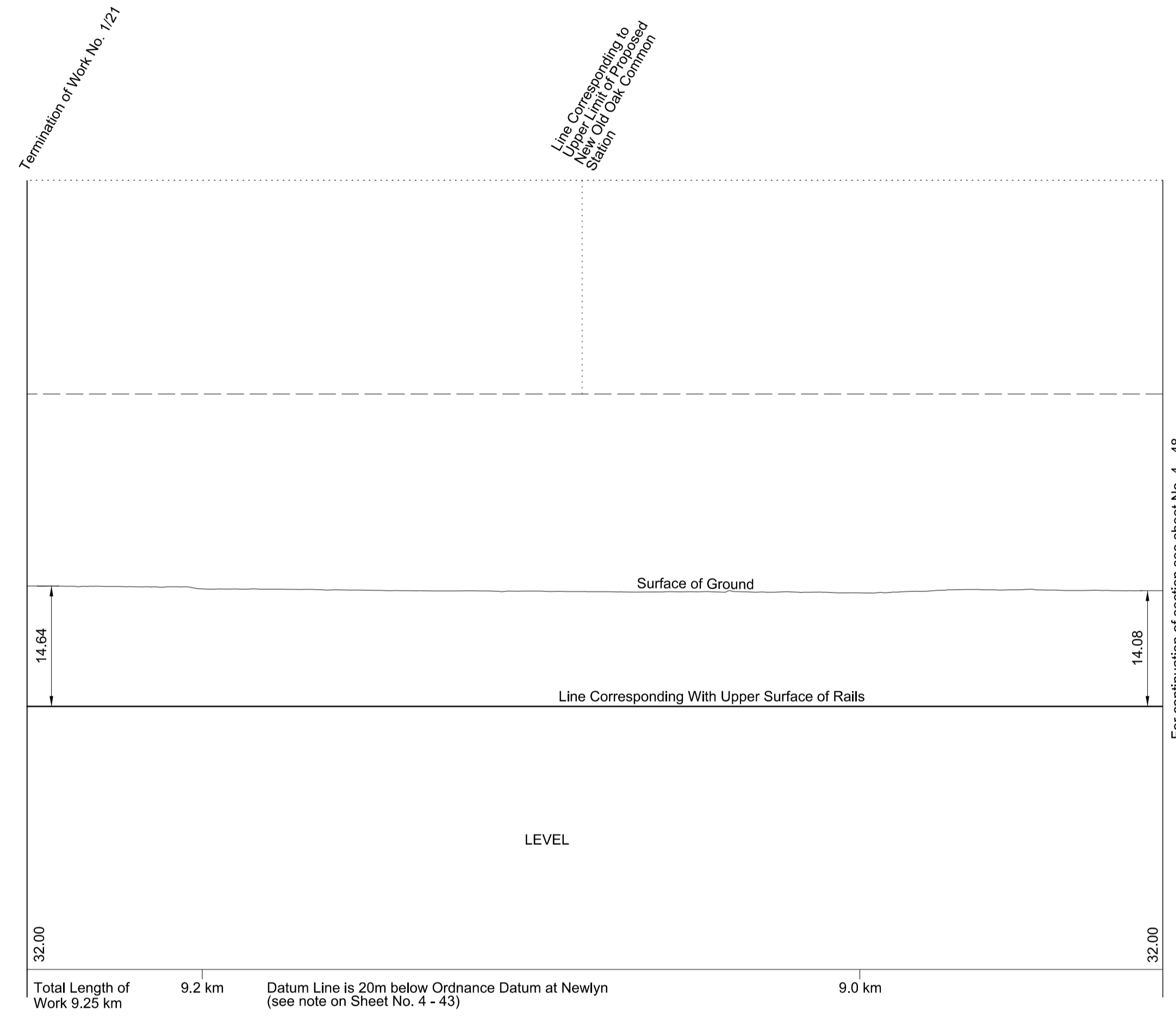


For continuation of section see sheet No. 4 - 49



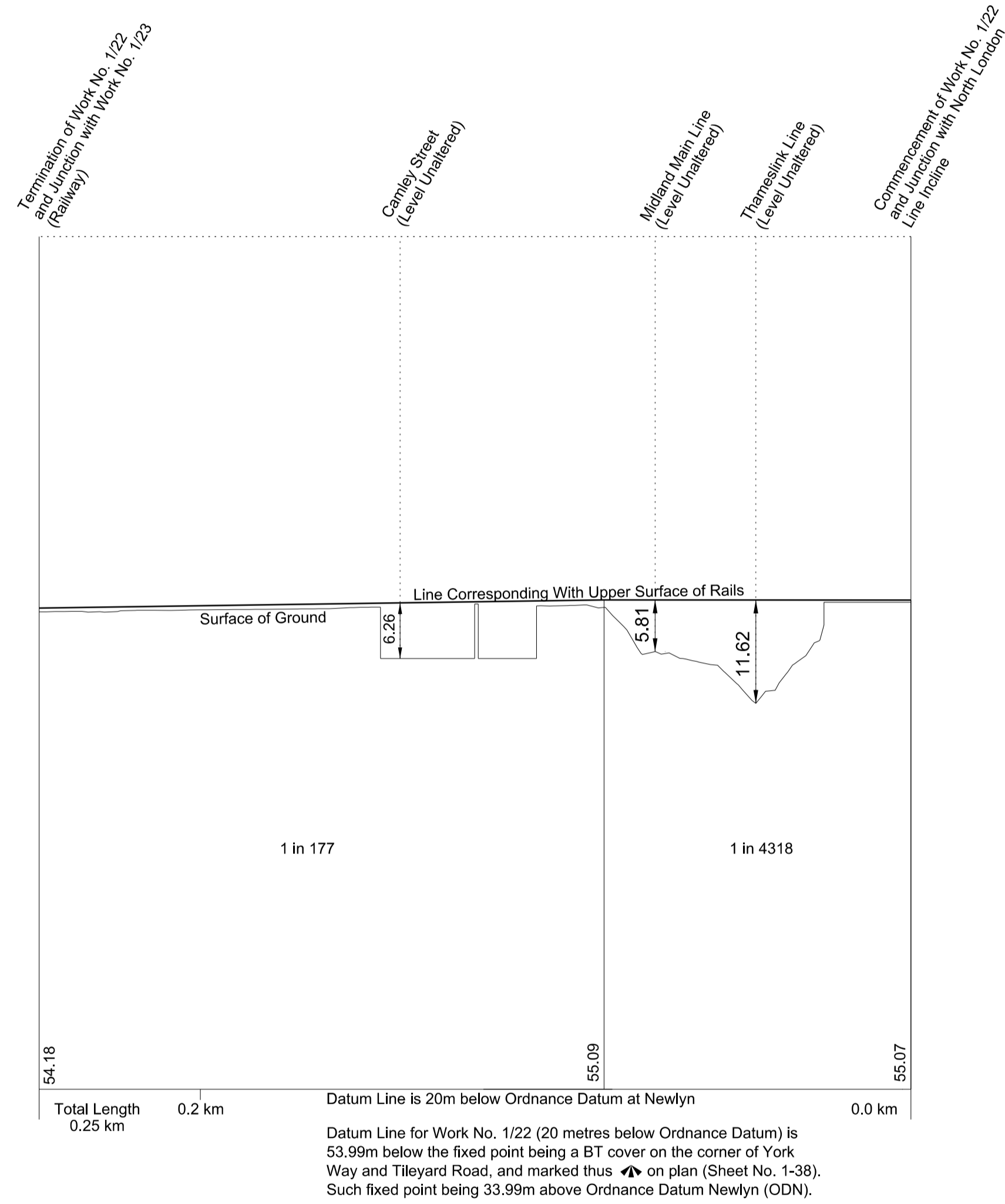
SECTIONS

FOR PLAN OF WORK SEE SHEET No. 1 - 16

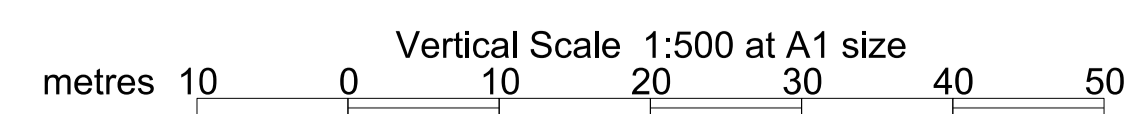
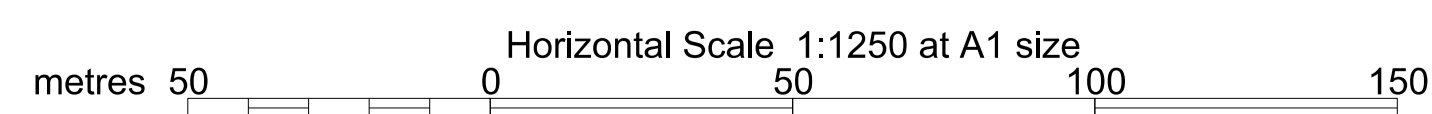
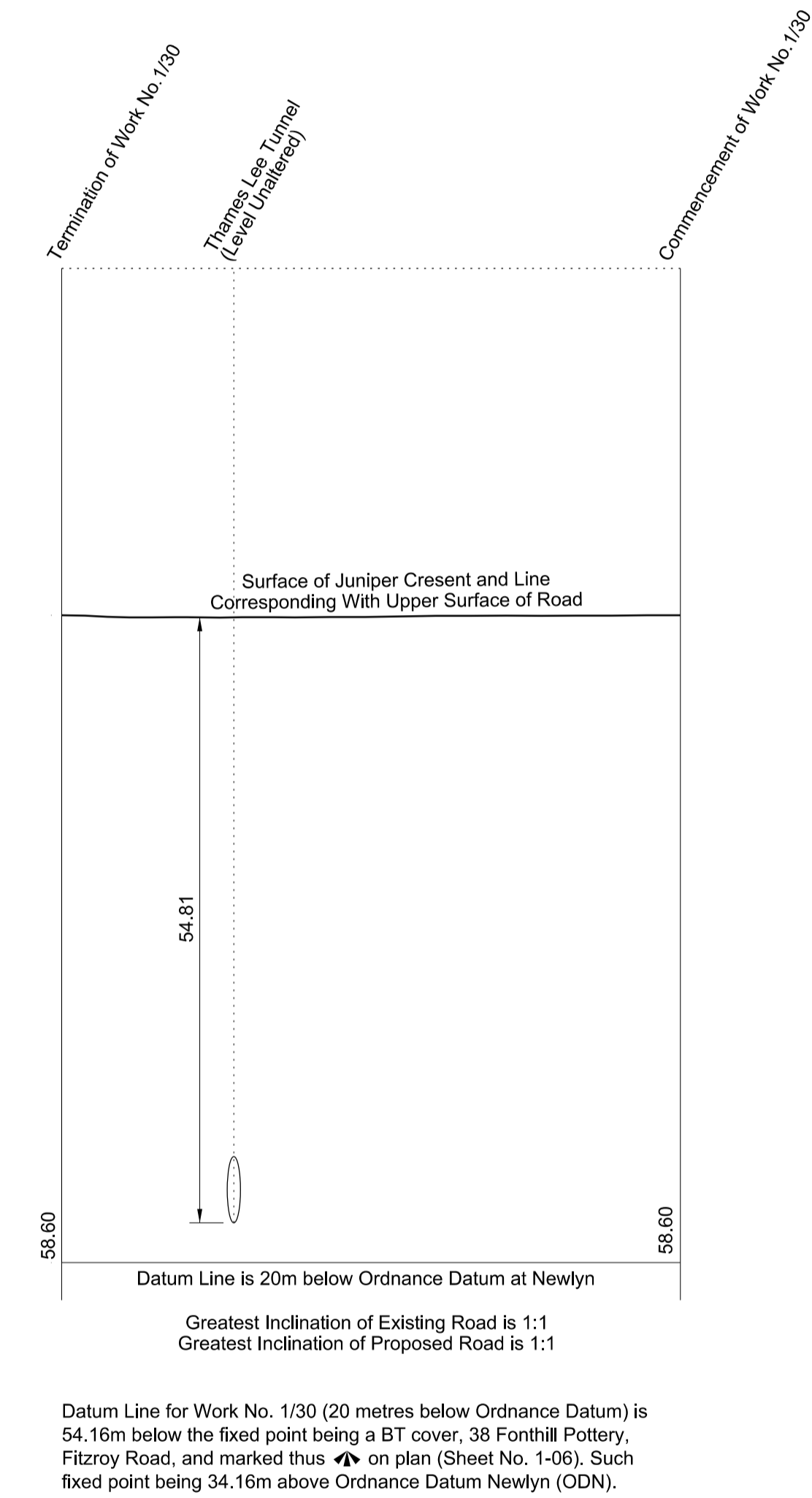


SECTIONS

WORK No. 1/22 FOR PLAN OF WORK SEE SHEET No. 1 - 38



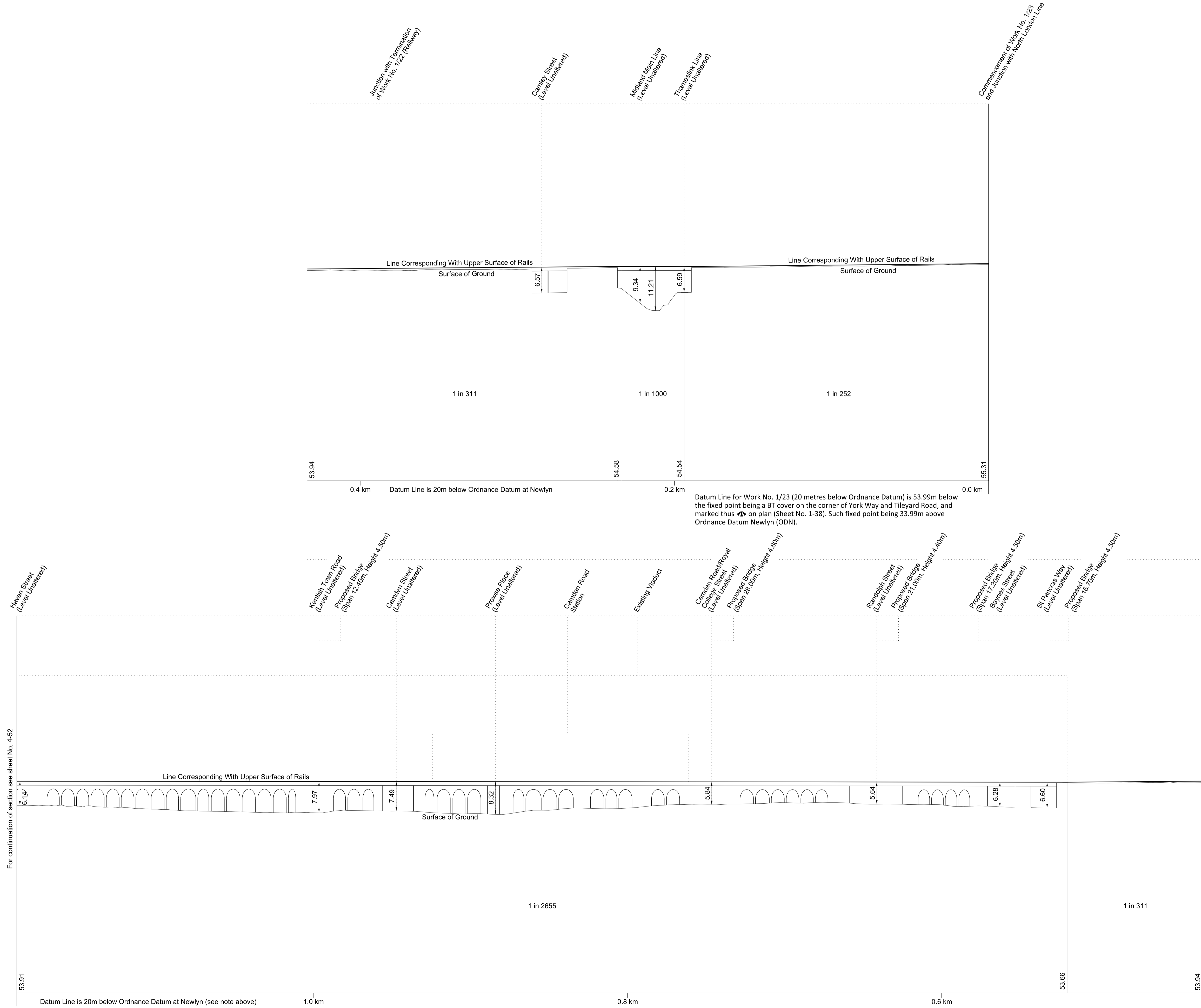
WORK No. 1/30 FOR PLAN OF WORK SEE SHEET No. 1 - 06



SECTIONS

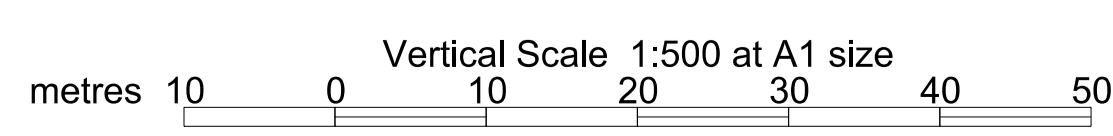
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 38 and 1 - 39

IN PARLIAMENT - SESSION 2013-14
 HIGH SPEED RAIL
 (LONDON - WEST MIDLANDS)
 Work No. 1/23 (Railway)



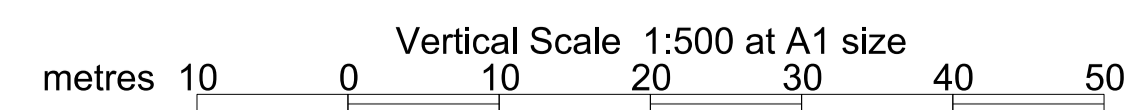
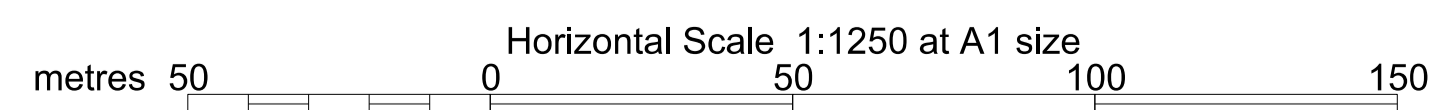
Datum Line for Work No. 1/23 (20 metres below Ordnance Datum) is 53.99m below the fixed point being a BT cover on the corner of York Way and Tileyard Road, and marked thus \blacktriangleright on plan (Sheet No. 1-38). Such fixed point being 33.99m above Ordnance Datum Newlyn (ODN).

For continuation of section see sheet No. 4-52



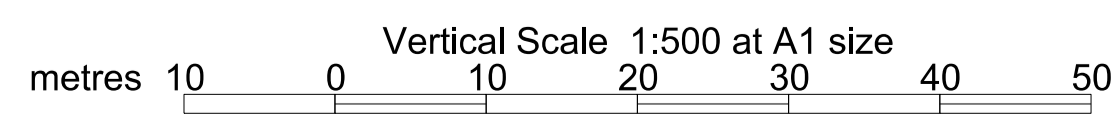
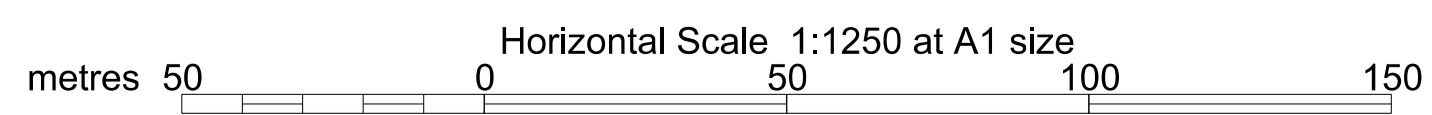
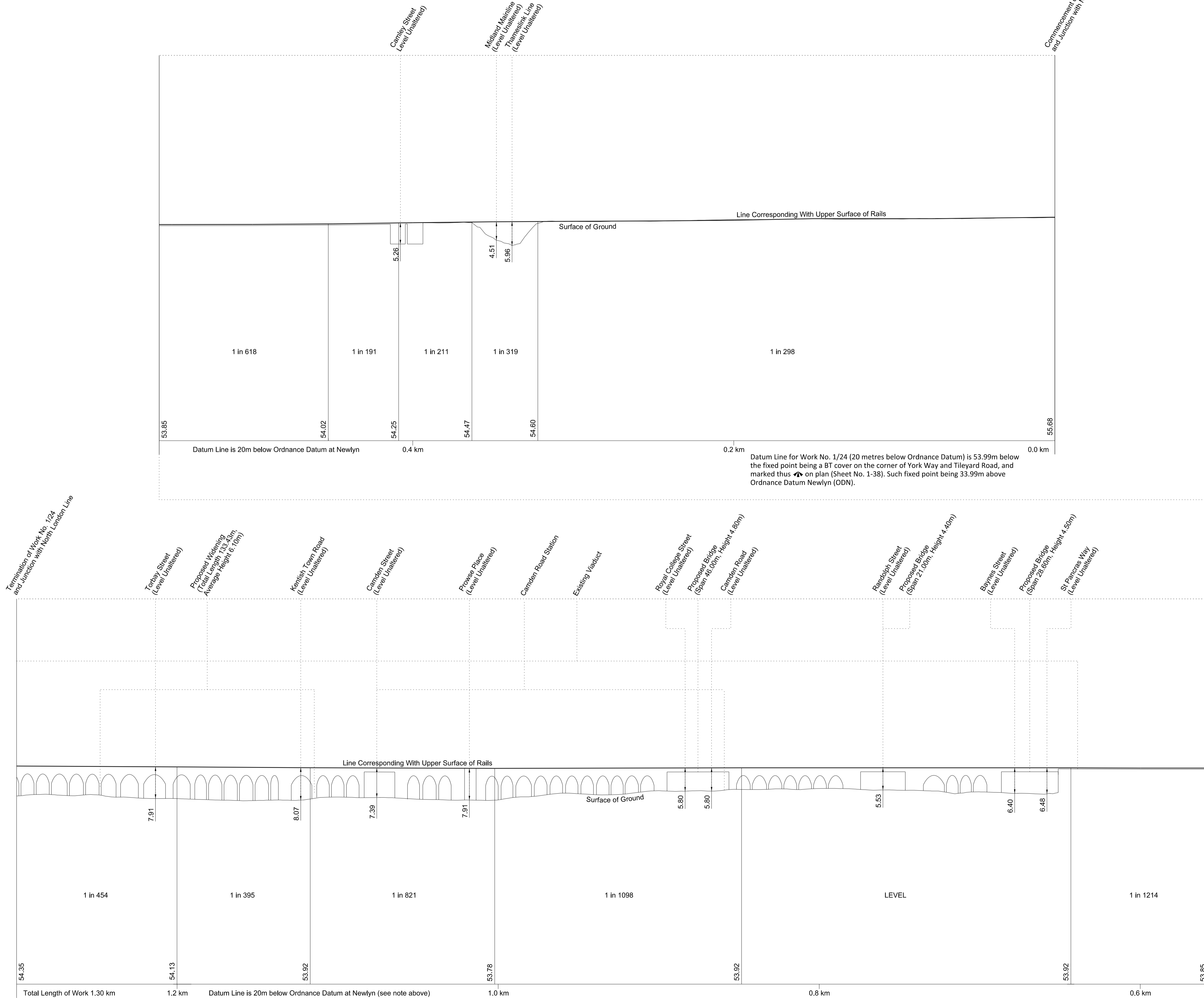
SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 40, 1 - 06 and 1 - 07



SECTIONS

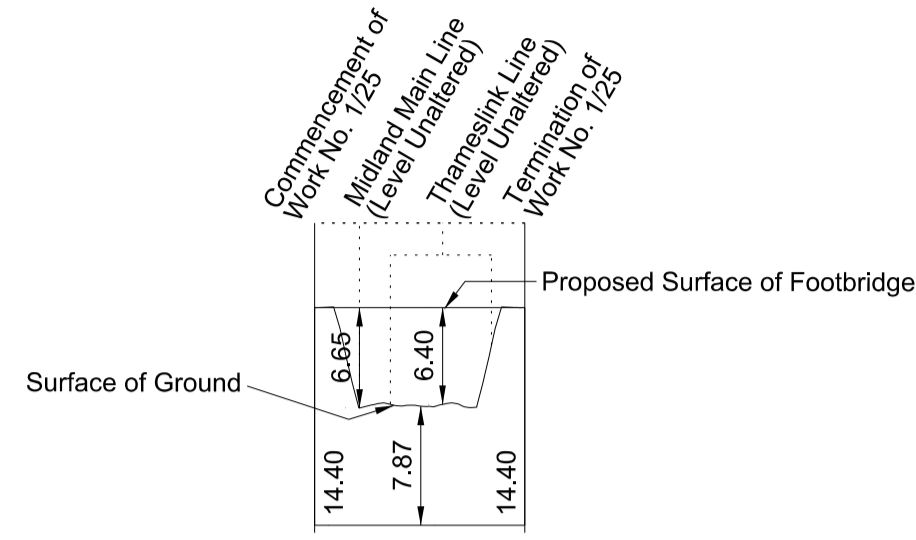
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 38 and 1 - 39



SECTIONS

WORK No. 1/25

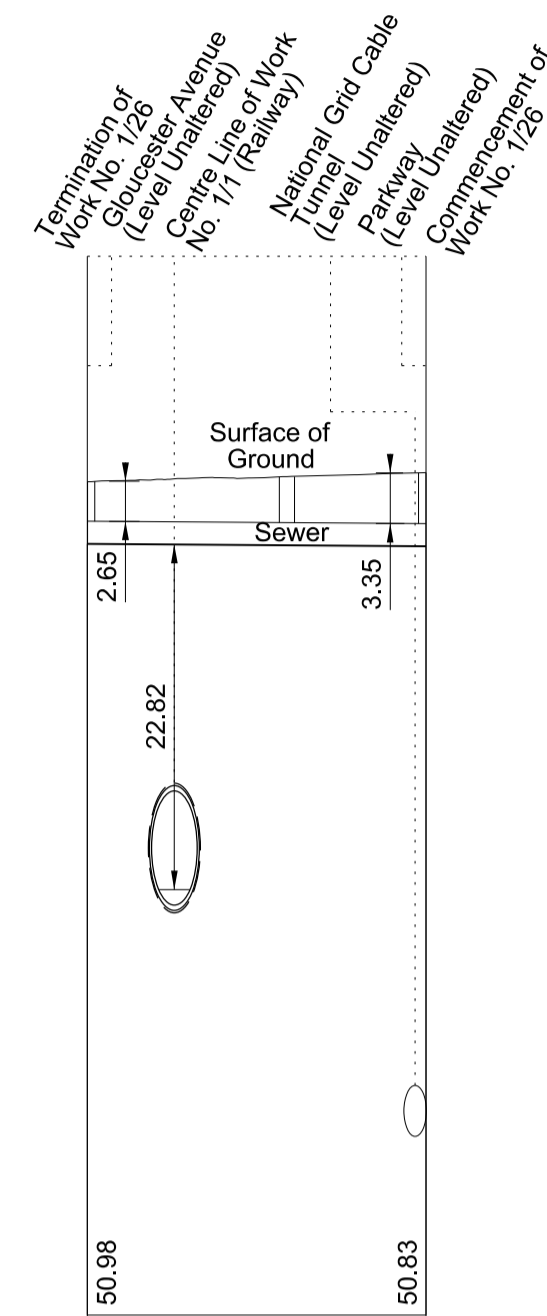
FOR PLAN OF WORK SEE SHEET No. 1 - 38



Datum Line is 20m above Ordnance Datum at Newlyn
Datum Line for Work No. 1/25 (20 metres above Ordnance Datum) is 14.00m below the fixed point being a BT cover on the corner of York Way and Tileyard Road, and marked thus \blacktriangledown on plan (Sheet No. 1-38). Such fixed point being 34.00m above Ordnance Datum Newlyn (ODN).

WORK No. 1/26

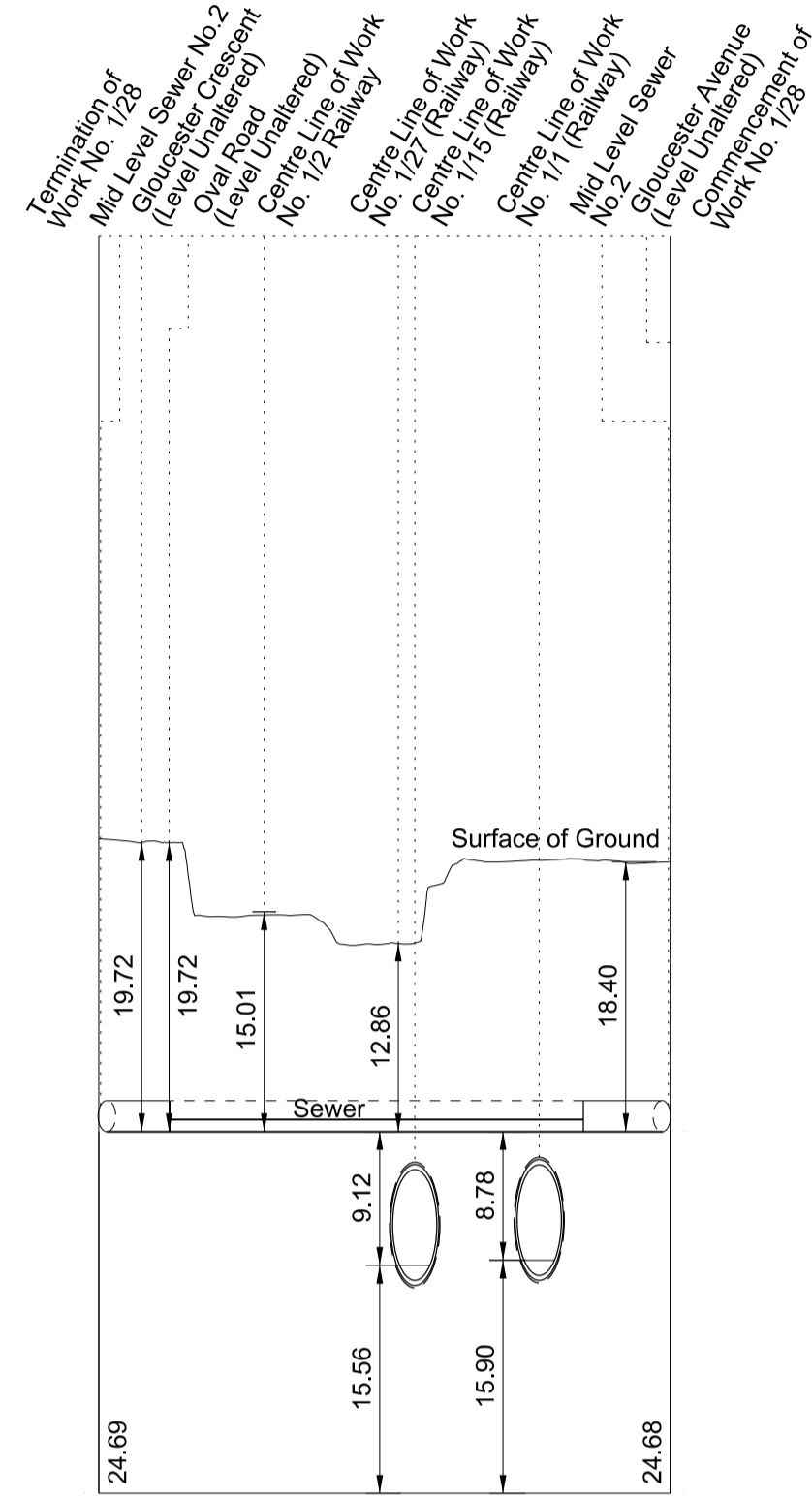
FOR PLAN OF WORK SEE SHEET No. 1 - 05



Datum Line is 20m below Ordnance Datum at Newlyn
Datum Line for Work No. 1/26 (20 metres below Ordnance Datum) is 52.74m below the fixed point being a Cable TV cover, on the corner of Regents Park Road and St Mark's Crescent, and marked thus \blacktriangledown on plan (Sheet No. 1-05). Such fixed point being 32.74m above Ordnance Datum Newlyn (ODN).

WORK No. 1/28

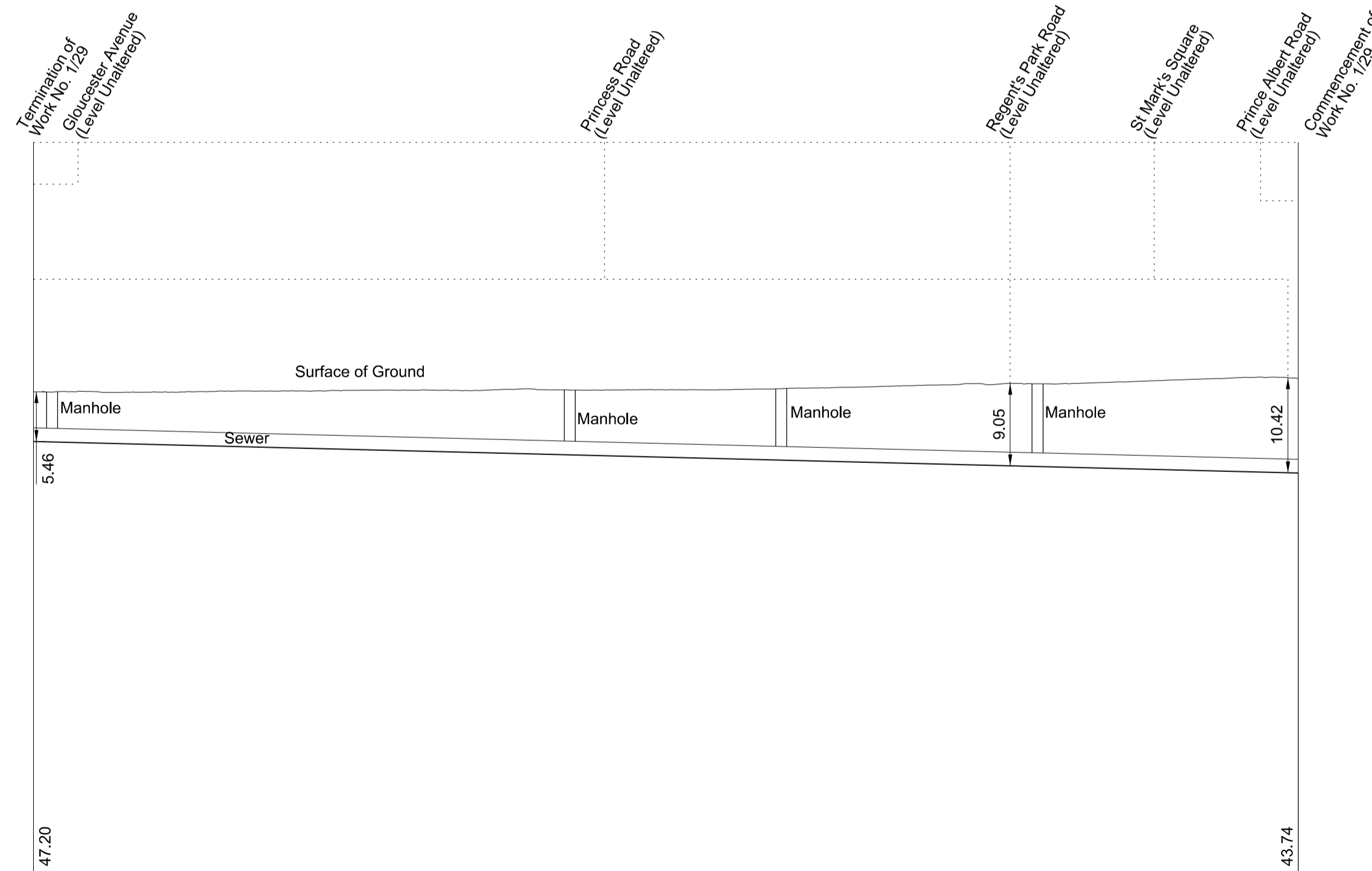
FOR PLAN OF WORK SEE SHEET No. 1 - 05



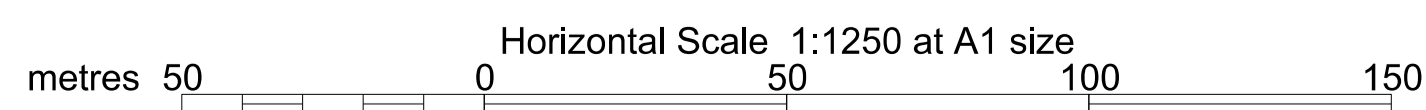
Datum Line is 10m below Ordnance Datum at Newlyn
Datum Line for Work No. 1/28 (10 metres below Ordnance Datum) is 42.74m below the fixed point being a Cable TV cover, on the corner of Regents Park Road and St Mark's Crescent, and marked thus \blacktriangledown on plan (Sheet No. 1-05). Such fixed point being 32.74m above Ordnance Datum Newlyn (ODN).

WORK No. 1/29

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 05 and 1 - 06

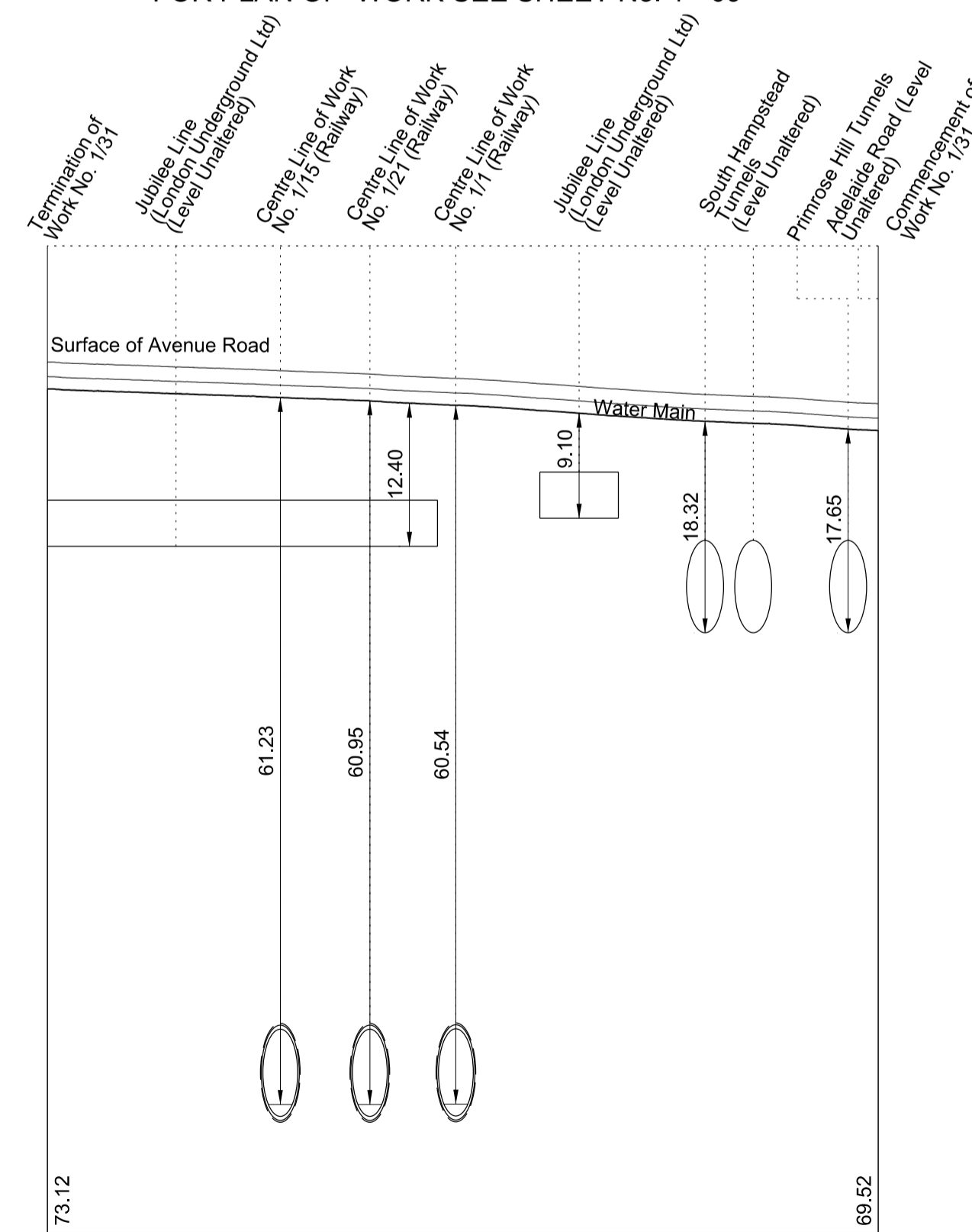


Datum Line is 20m below Ordnance Datum at Newlyn
Datum Line for Work No. 1/29 (20 metres below Ordnance Datum) is 52.74m below the fixed point being a Cable TV cover, on the corner of Regents Park Road and St Mark's Crescent, and marked thus \blacktriangledown on plan (Sheet No. 1-05). Such fixed point being 32.74m above Ordnance Datum Newlyn (ODN).

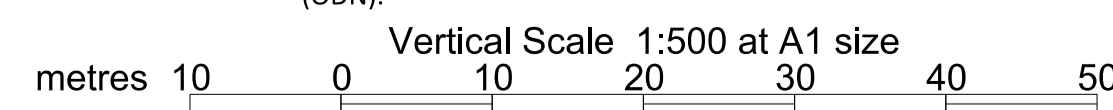


WORK No. 1/31

FOR PLAN OF WORK SEE SHEET No. 1 - 09



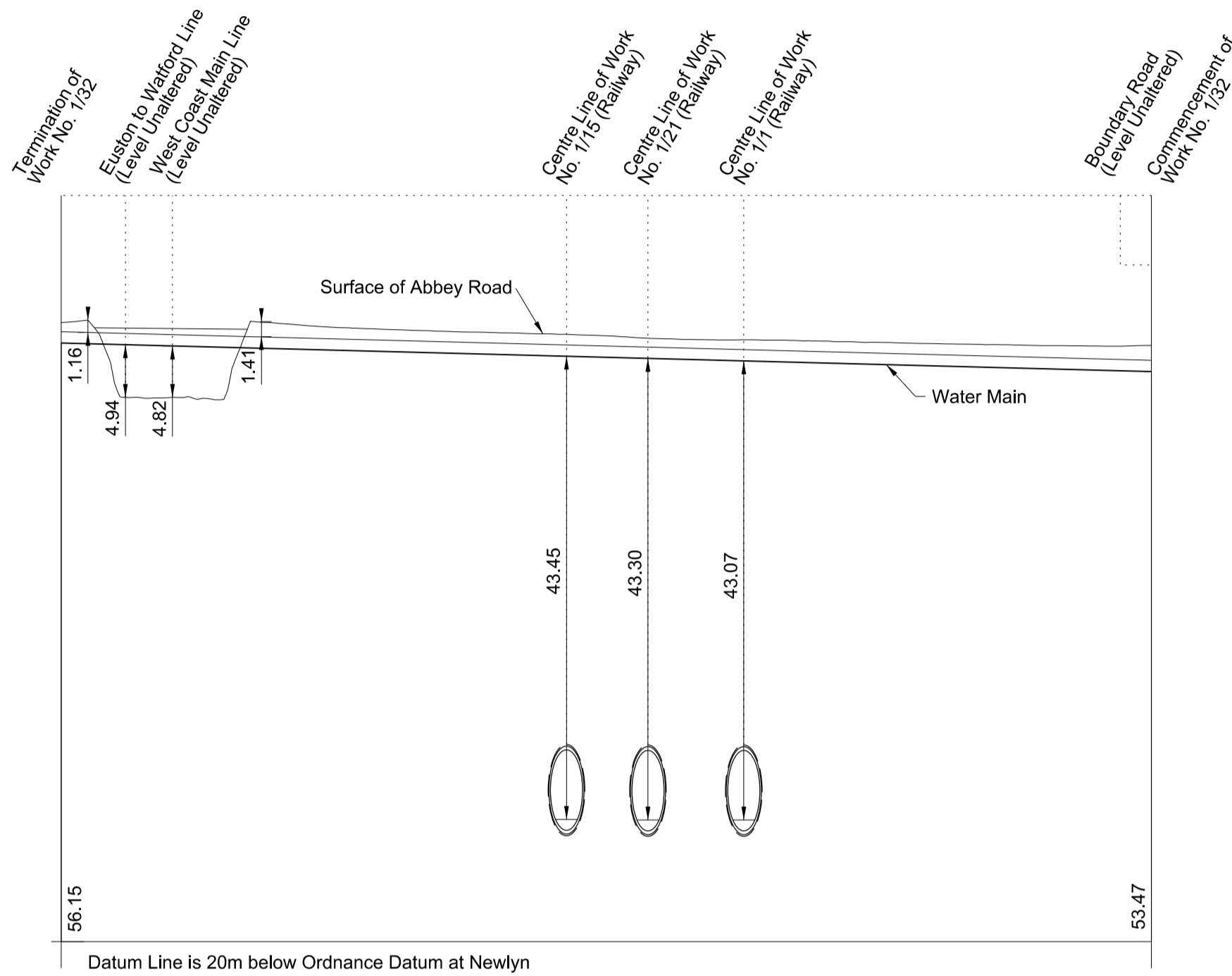
Datum Line is 20m below Ordnance Datum at Newlyn
Datum Line for Work No. 1/31 (20 metres below Ordnance Datum) is 62.21m below the fixed point being a BT cover, 32, Boundary Road, and marked thus \blacktriangledown on plan (Sheet No. 1-09). Such fixed point being 42.21m above Ordnance Datum Newlyn (ODN).



SECTIONS

WORK No. 1/32

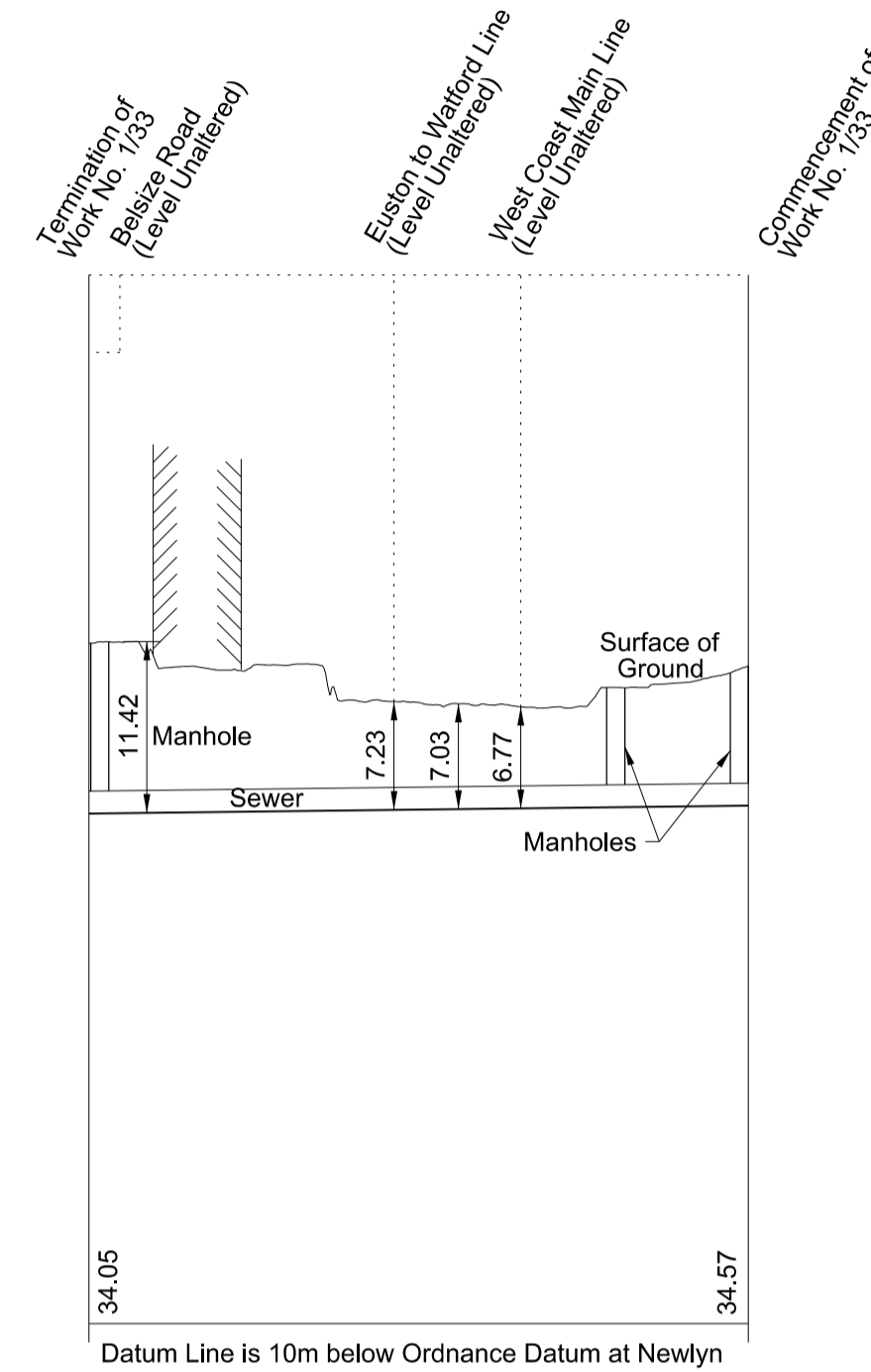
FOR PLAN OF WORK SEE SHEET No. 1 - 10



Datum Line for Work No. 1/32 (20 metres below Ordnance Datum) is 56.24m below the fixed point being a BT cover, on the corner of Boundary Road and Bolton Road, and marked thus on plan (Sheet No. 1-10). Such fixed point being 36.24m above Ordnance Datum Newlyn (ODN).

WORK No. 1/33

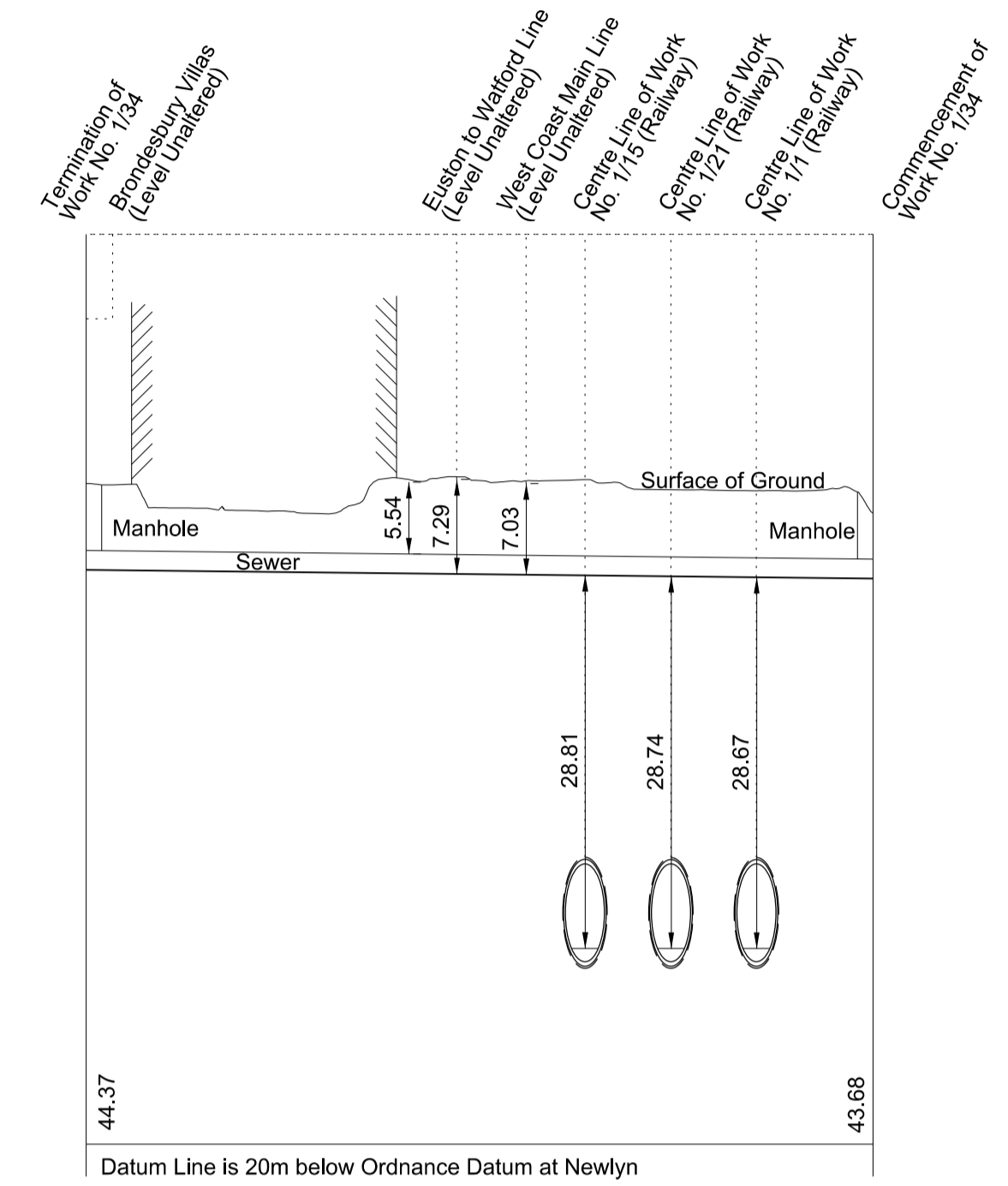
FOR PLAN OF WORK SEE SHEET No. 1 - 10



Datum Line for Work No. 1/33 (10 metres below Ordnance Datum) is 46.24m below the fixed point being a BT cover, on the corner of Boundary Road and Bolton Road, and marked thus on plan (Sheet No. 1-10). Such fixed point being 36.24m above Ordnance Datum Newlyn (ODN).

WORK No. 1/34

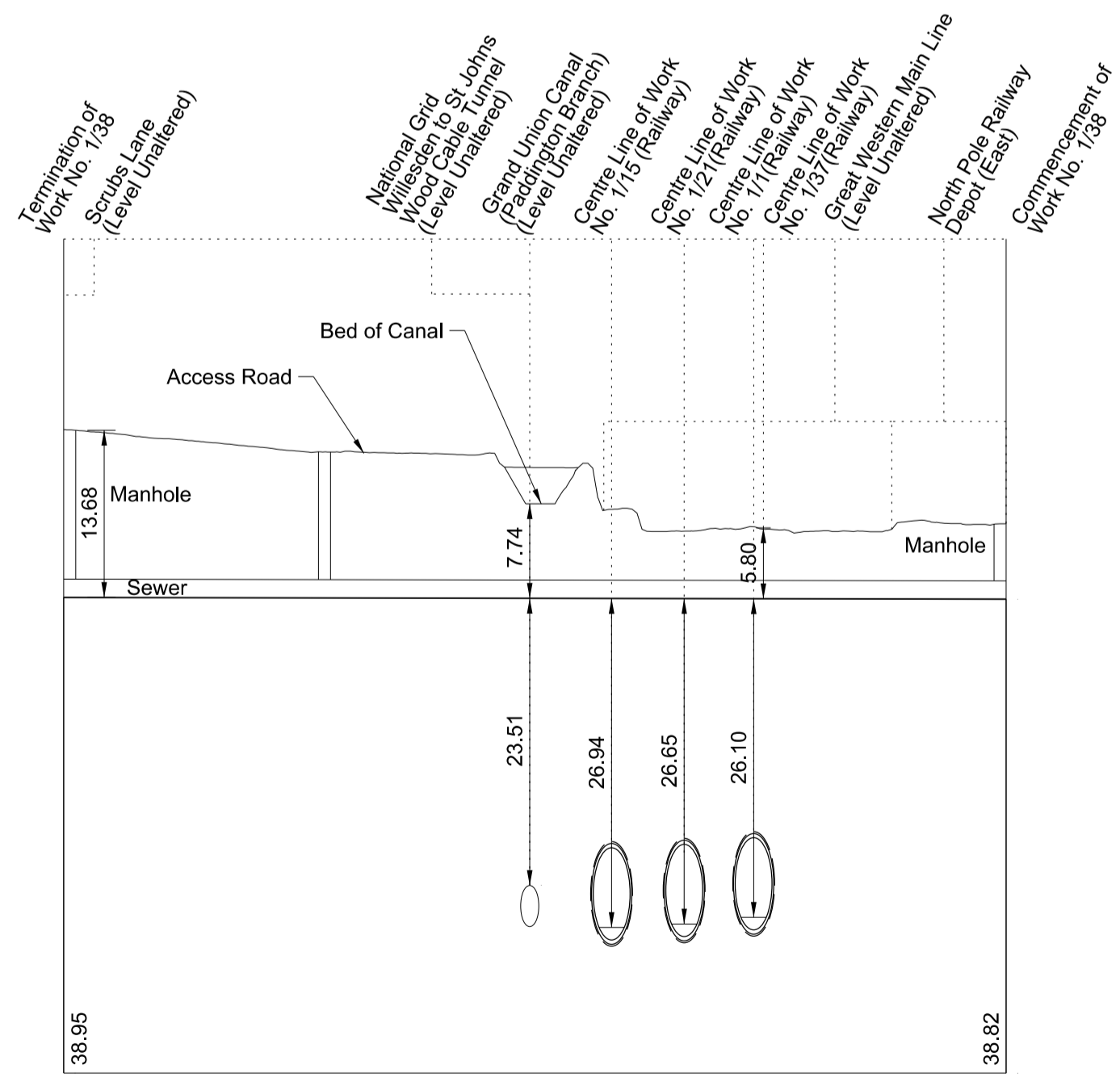
FOR PLAN OF WORK SEE SHEET No. 1 - 11



Datum Line for Work No. 1/34 (20 metres below Ordnance Datum) is 49.33m below the fixed point being a BT cover, on the corner of Woodville Road and Bronesbury Villas, and marked thus on plan (Sheet No. 1-11). Such fixed point being 29.33m above Ordnance Datum Newlyn (ODN).

WORK No. 1/38

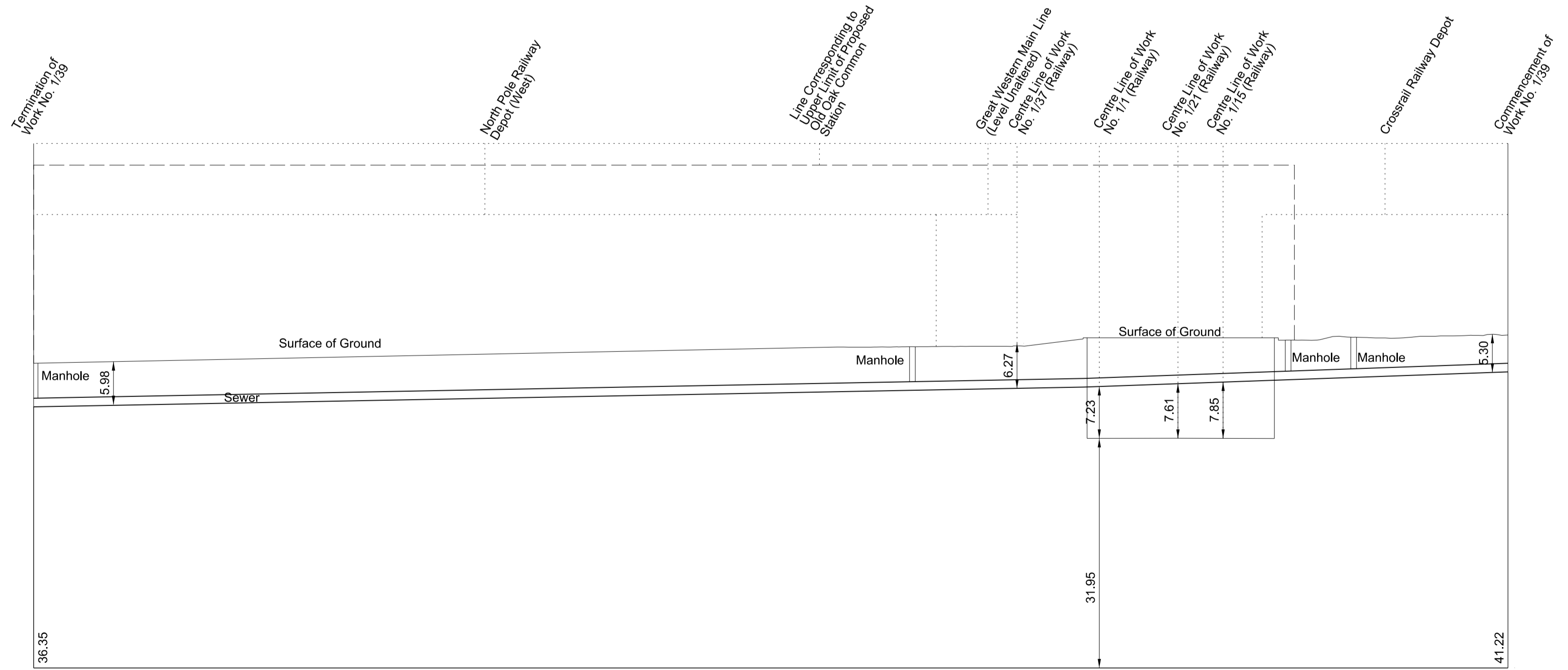
FOR PLAN OF WORK SEE SHEET No. 1 - 15



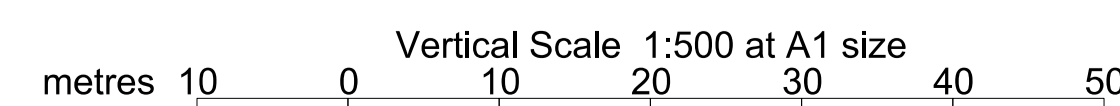
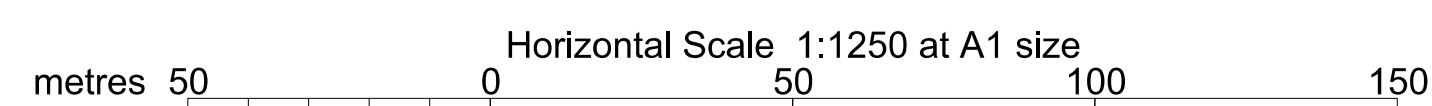
Datum Line for Work No. 1/38 (20 metres below Ordnance Datum) is 51.66m below the fixed point being a BT cover, Hythe Road, opposite Car Giant, and marked thus on plan (Sheet No. 1-15). Such fixed point being 31.66m above Ordnance Datum Newlyn (ODN).

WORK No. 1/39

FOR PLAN OF WORK SEE SHEET No. 1 - 15 and 1 - 16



Datum Line for Work No. 1/39 (20 metres below Ordnance Datum) is 51.66m below the fixed point being a BT cover, Hythe Road, opposite Car Giant, and marked thus on plan (Sheet No. 1-15). Such fixed point being 31.66m above Ordnance Datum Newlyn (ODN).



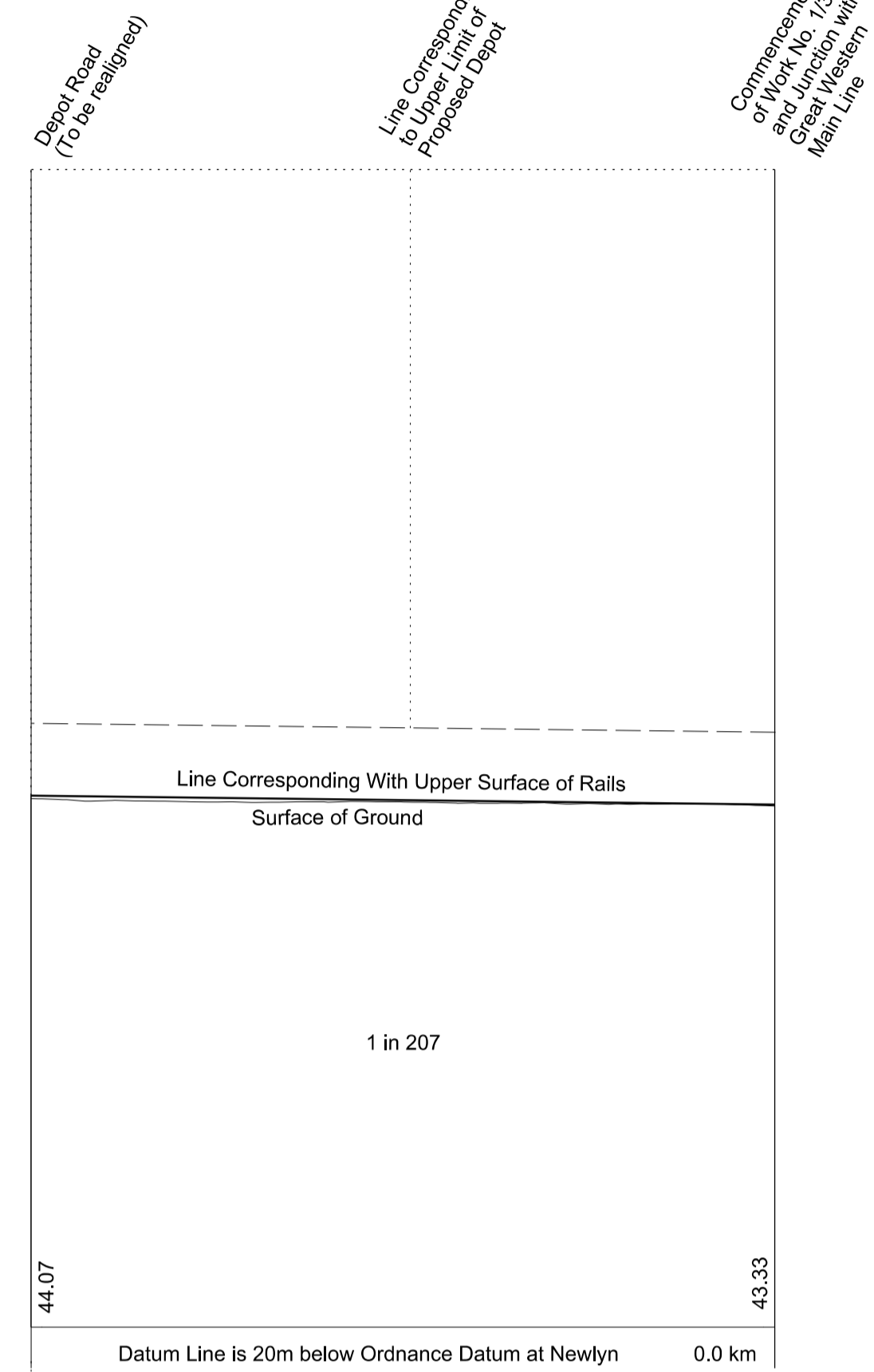
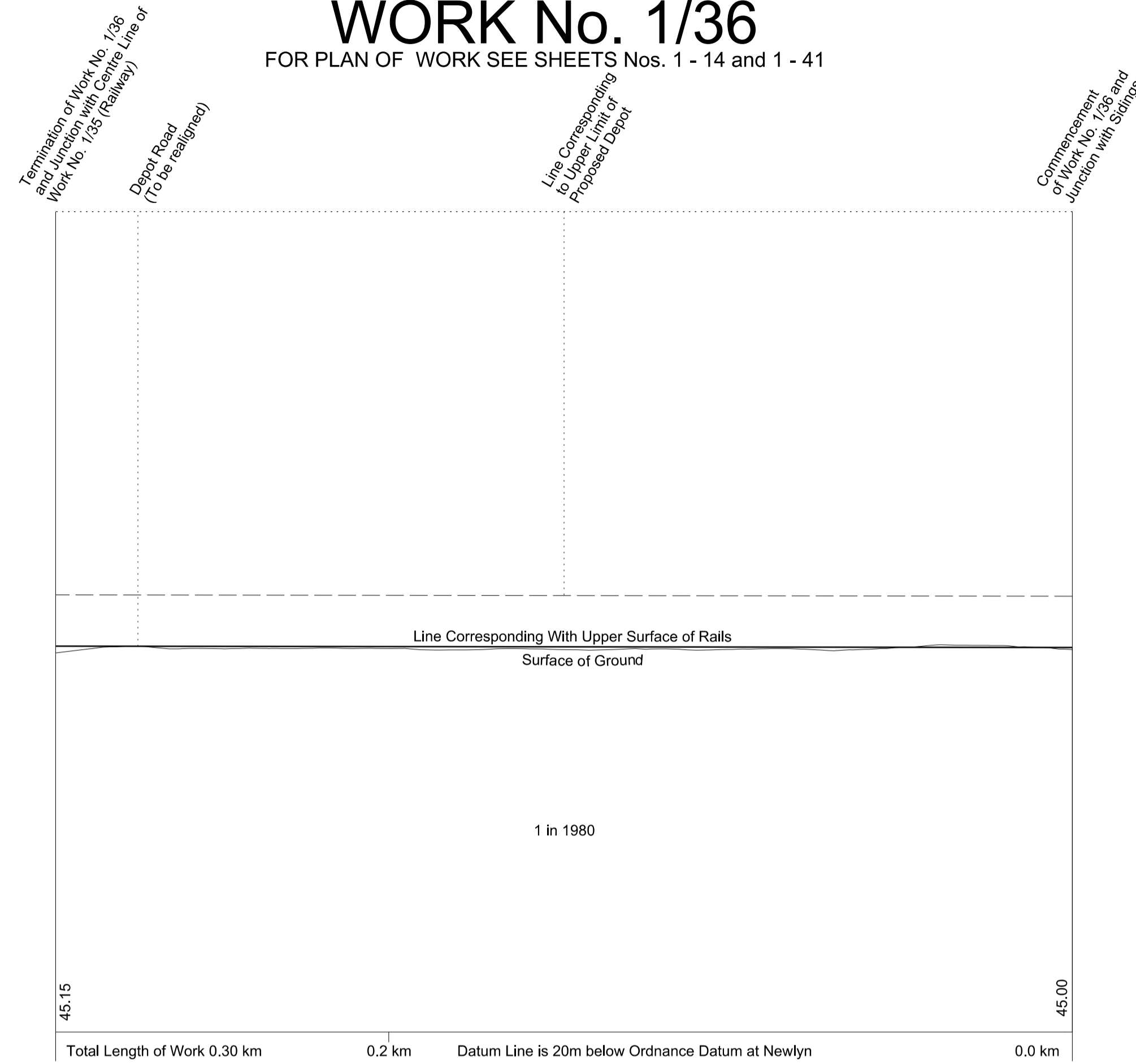
SECTIONS

WORK No. 1/36

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 14 and 1 - 41

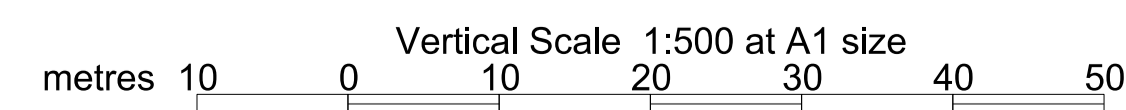
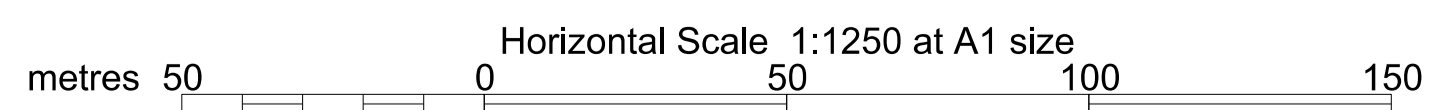
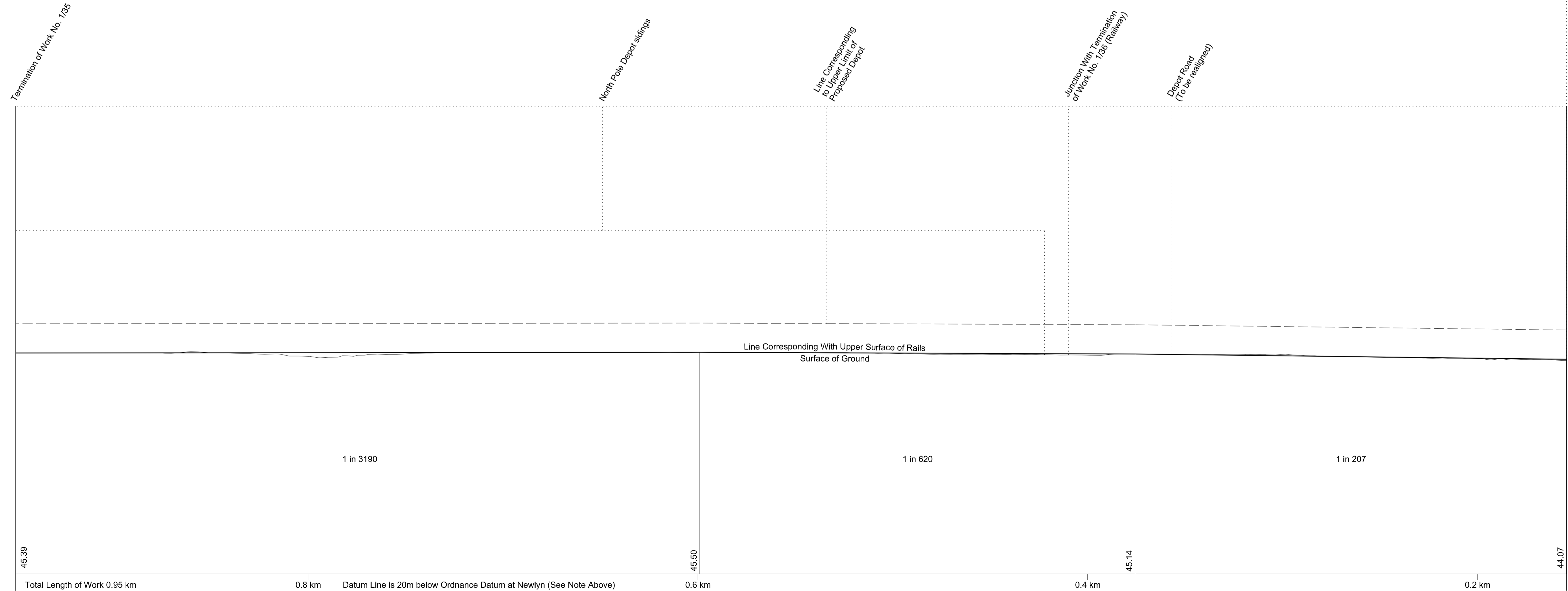
WORK No. 1/35

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 14 and 1 - 41



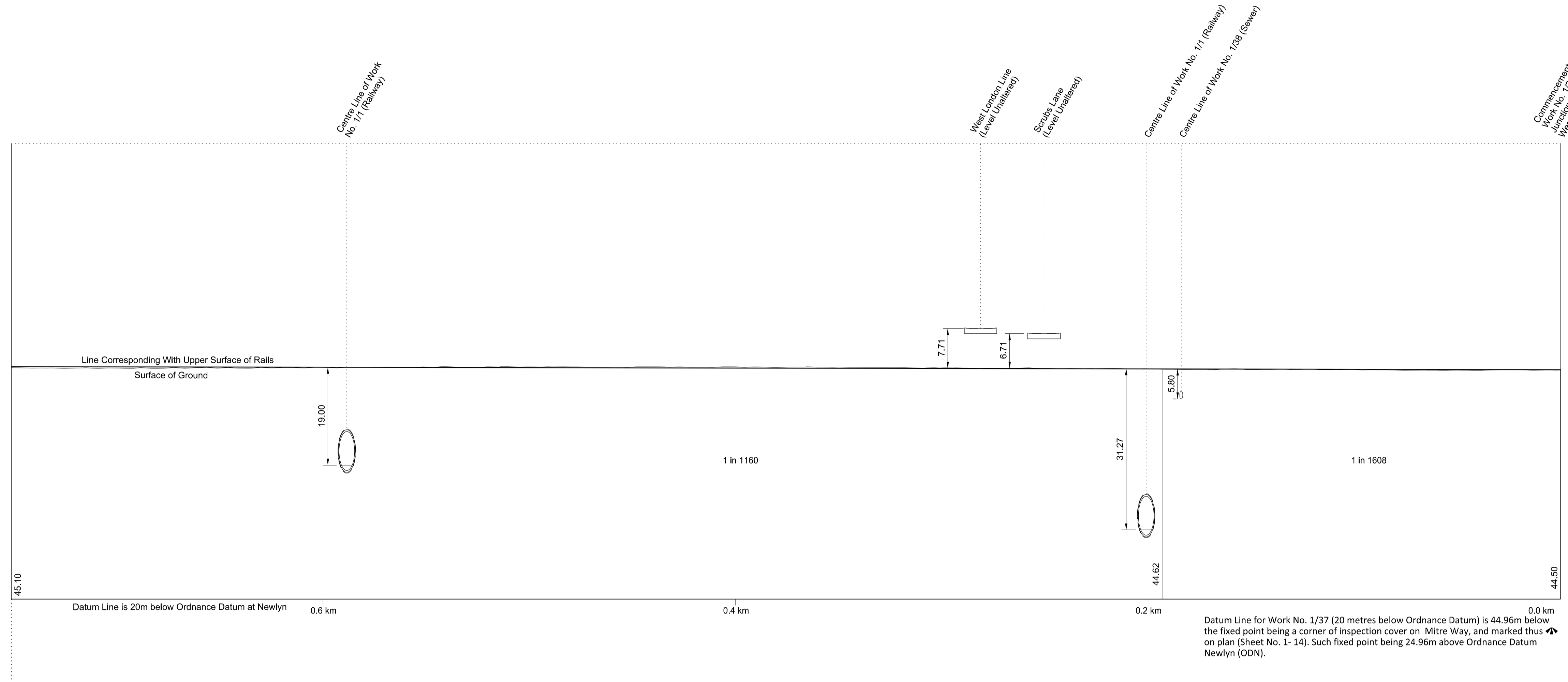
Datum Line for Work No. 1/36 (20 metres below Ordnance Datum) is 44.96m below the fixed point being a corner of inspection cover on Mitre Way, and marked thus ↖ on plan (Sheet No. 1-14). Such fixed point being 24.96m above Ordnance Datum Newlyn (ODN).

Datum Line for Work No. 1/35 (20 metres below Ordnance Datum) is 44.96m below the fixed point being a corner of inspection cover on Mitre Way, and marked thus ↖ on plan (Sheet No. 1-14). Such fixed point being 24.96m above Ordnance Datum Newlyn (ODN).

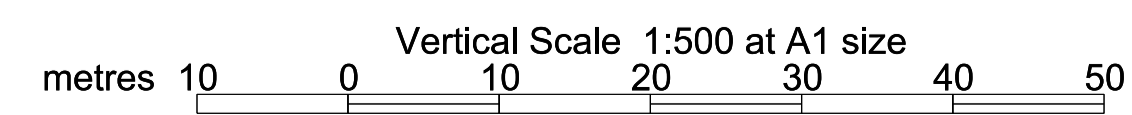
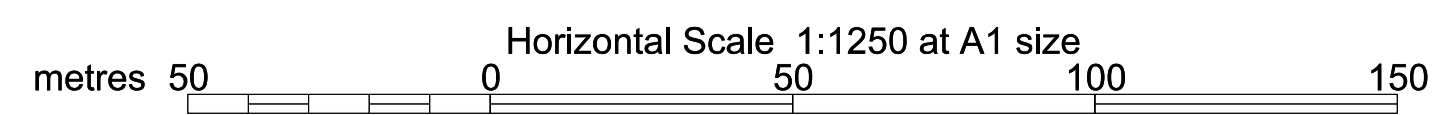
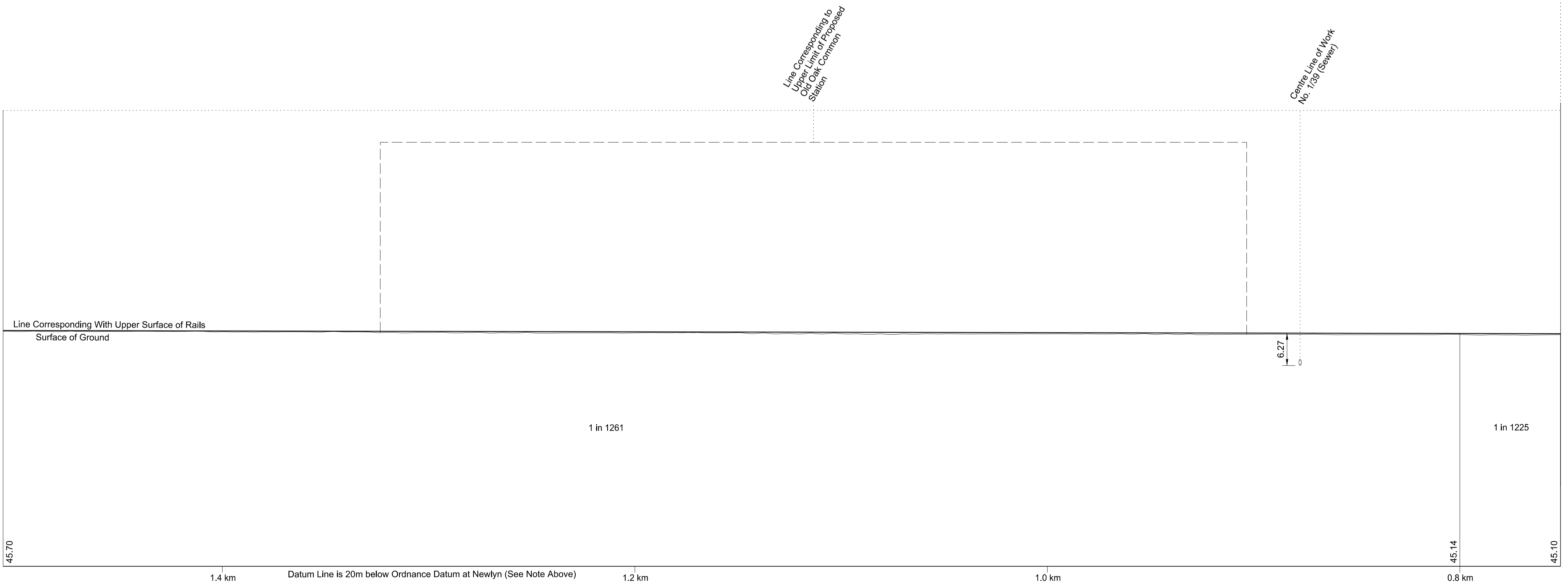


SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 14, 1 - 15 and 1 - 16

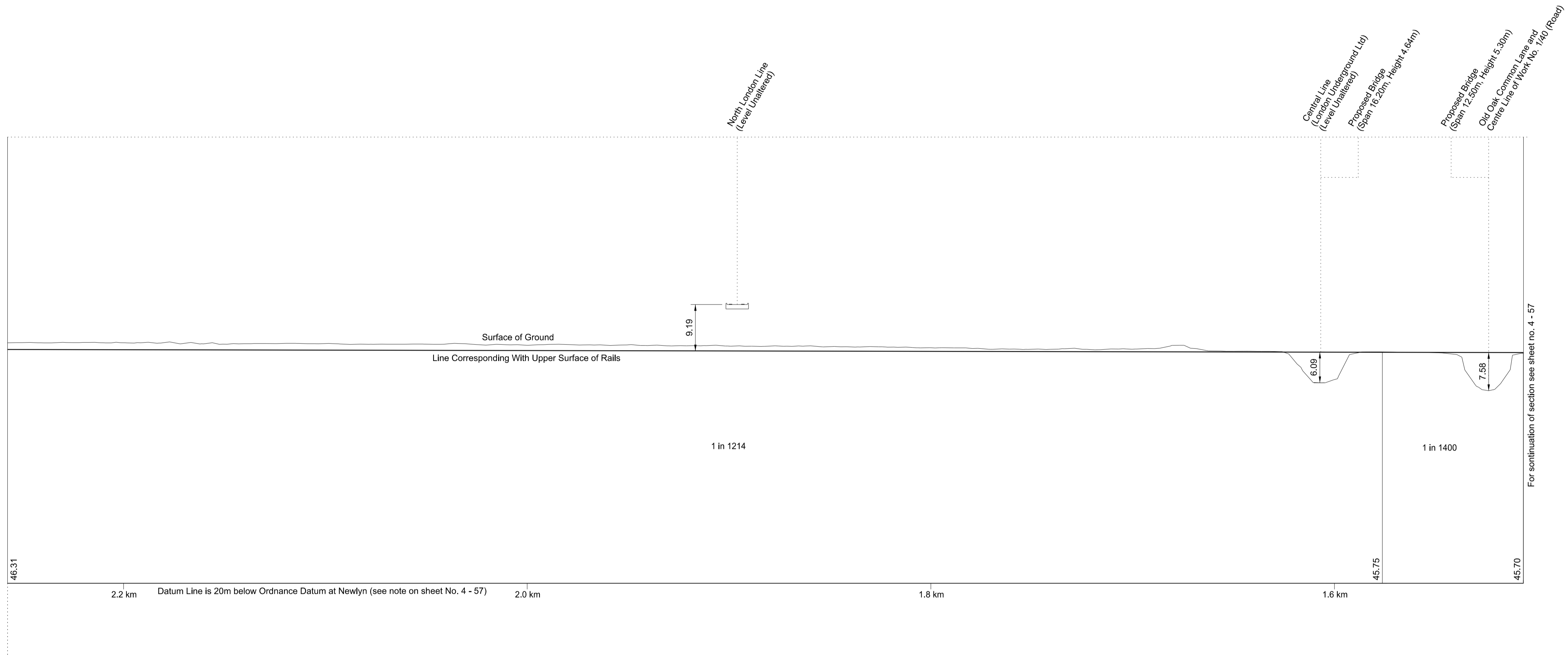


For continuation of section see sheet No. 4 - 58

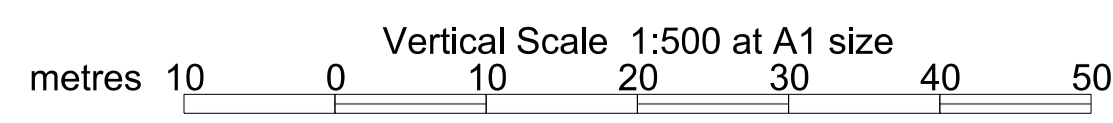
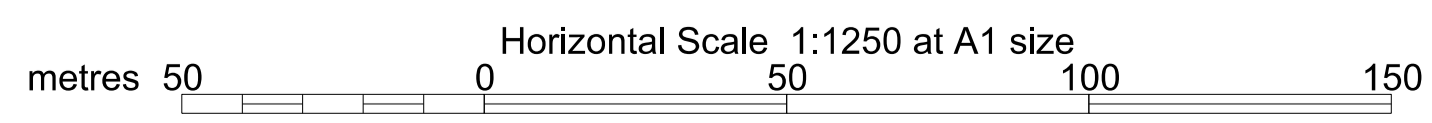
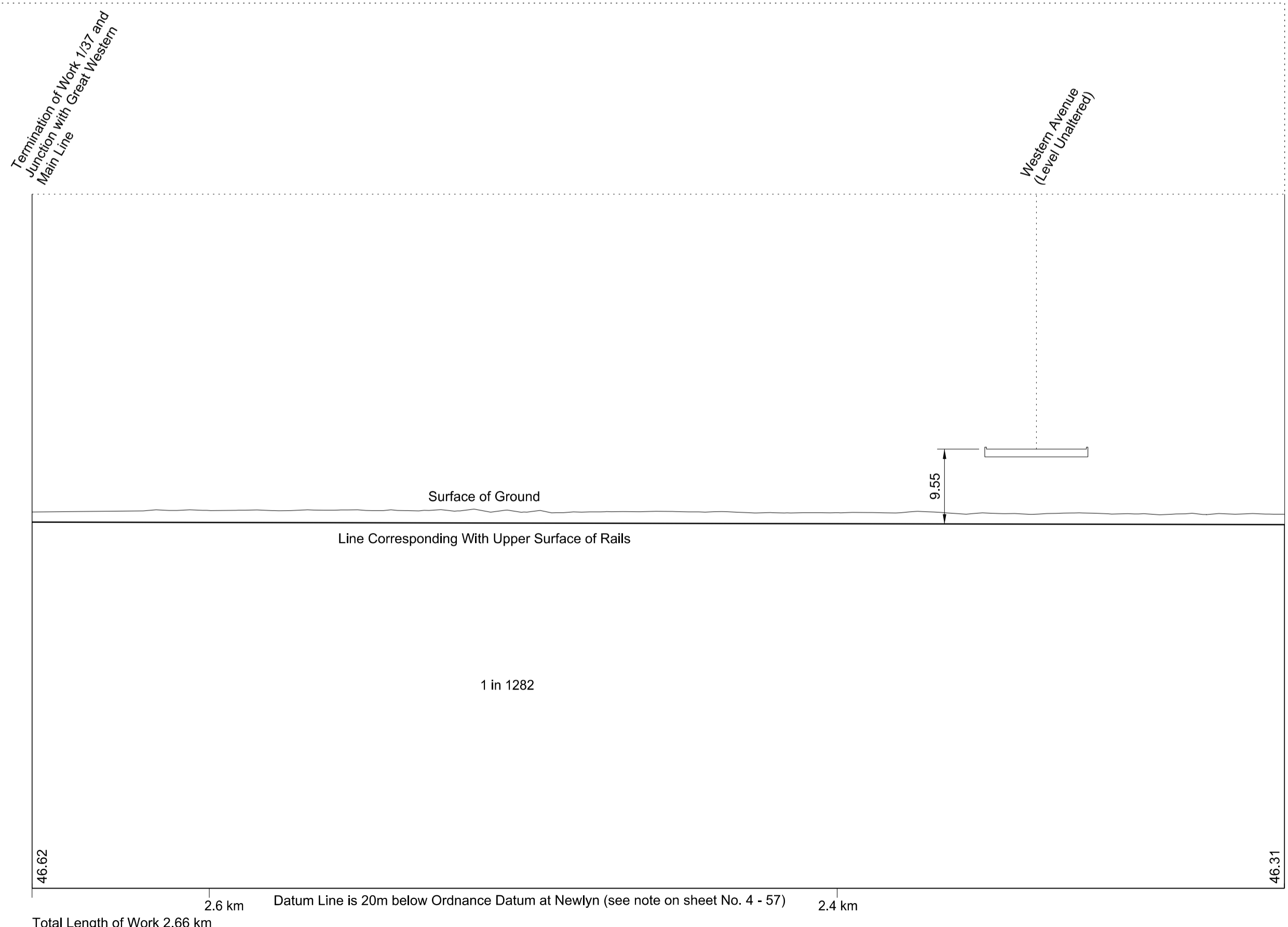


SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 16, 1 - 42 and 1 - 43



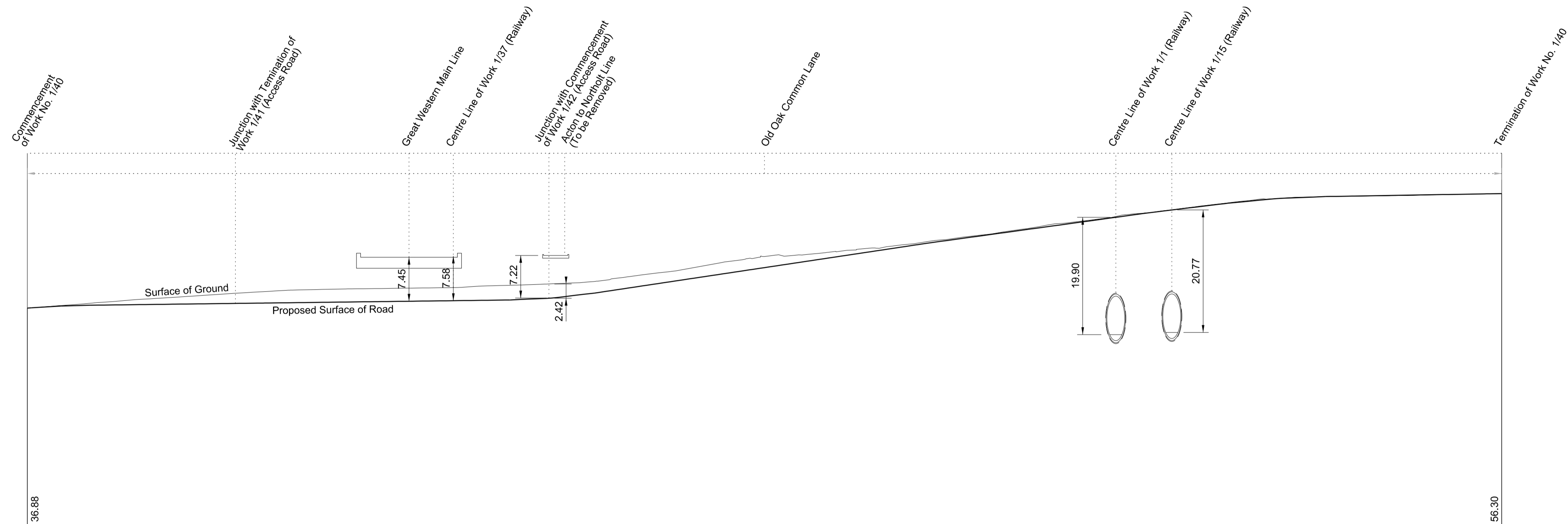
For continuation of section see sheet no. 4 - 57



SECTIONS


WORK No. 1/40

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 16 and 1 - 42



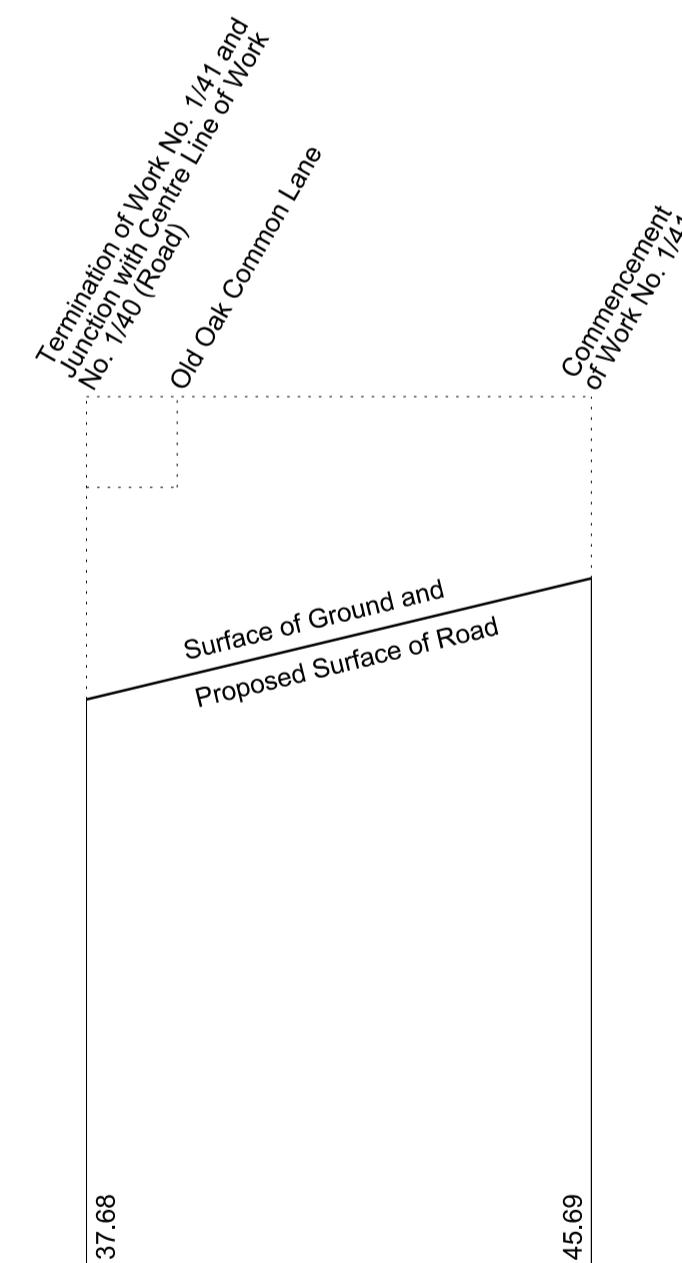
Datum Line is 20m below Ordnance Datum at Newlyn

Greatest Inclination of Existing Road 1:16
Greatest Inclination of Proposed Road 1:16

Datum Line for Work No. 1/40 (20 metres below Ordnance Datum) is 56.00m below the fixed point being a Gully on Old Oak Common Lane, near lamp post 1243, and marked thus  on plan (Sheet No. 1 - 16). Such fixed point being 36.00m above Ordnance Datum Newlyn (ODN).


WORK No. 1/41

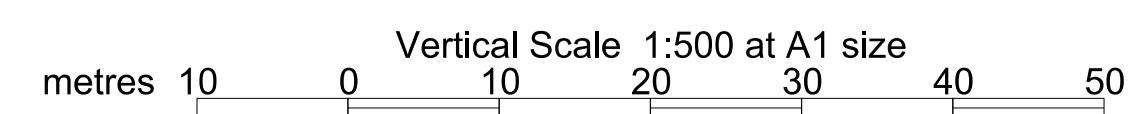
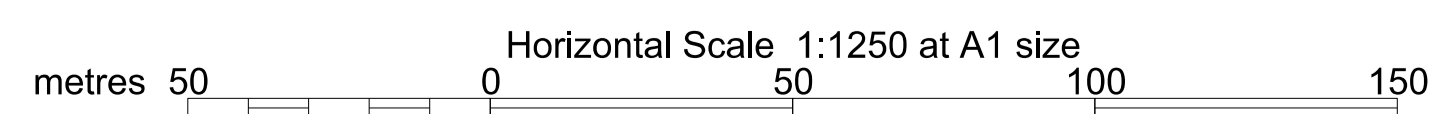
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 16 and 1 - 42



Datum Line is 20m below Ordnance Datum at Newlyn

Greatest Inclination of Existing Road 1:10
Greatest Inclination of Proposed Road 1:10

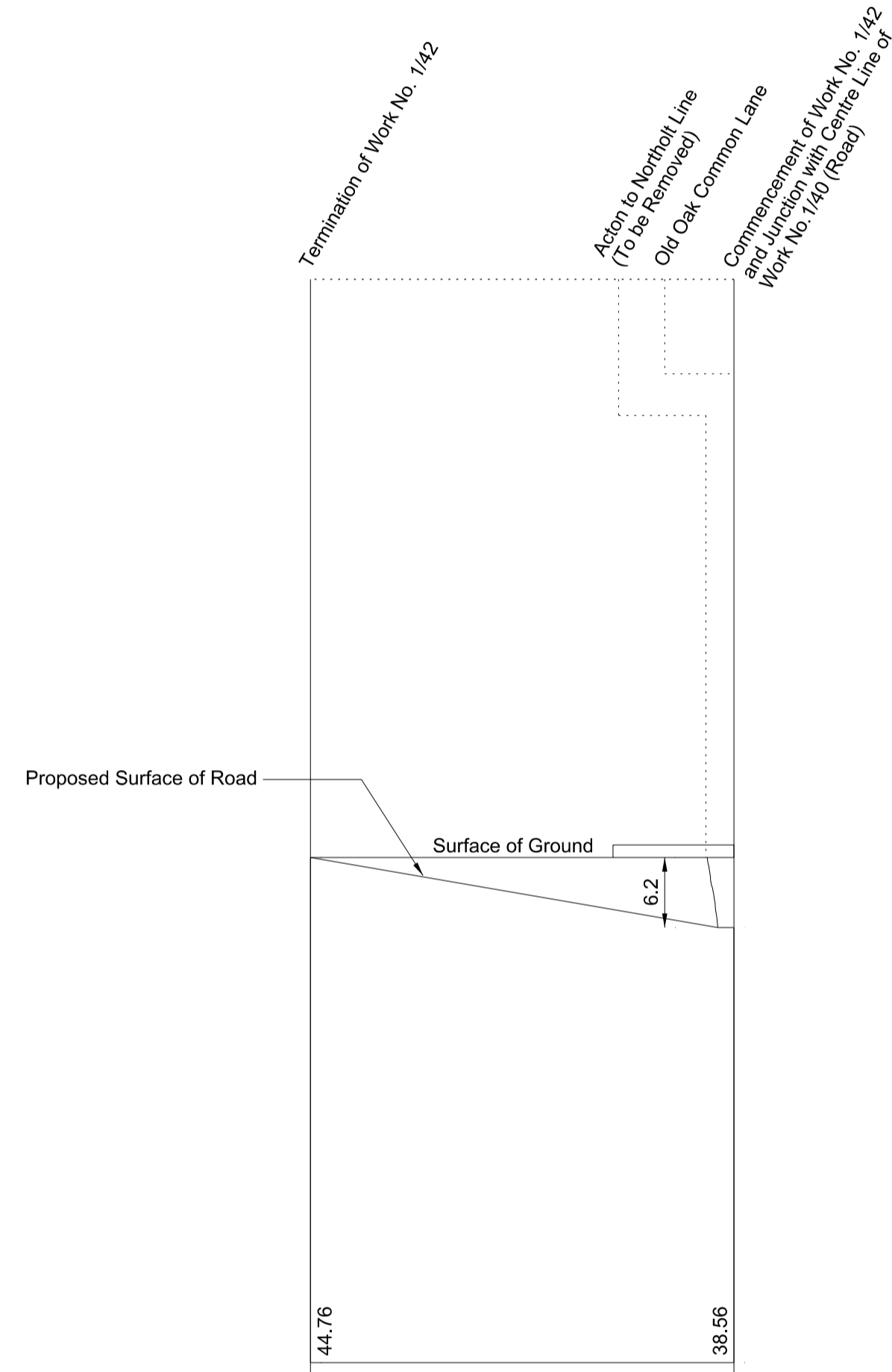
Datum Line for Work No. 1/41 (20 metres below Ordnance Datum) is 56.00m below the fixed point being a Gully on Old Oak Common Lane, near lamp post 1243, and marked thus  on plan (Sheet No. 1 - 16). Such fixed point being 36.00m above Ordnance Datum Newlyn (ODN).




SECTIONS

WORK No. 1/42

FOR PLAN OF WORK SEE SHEET No. 1 - 16

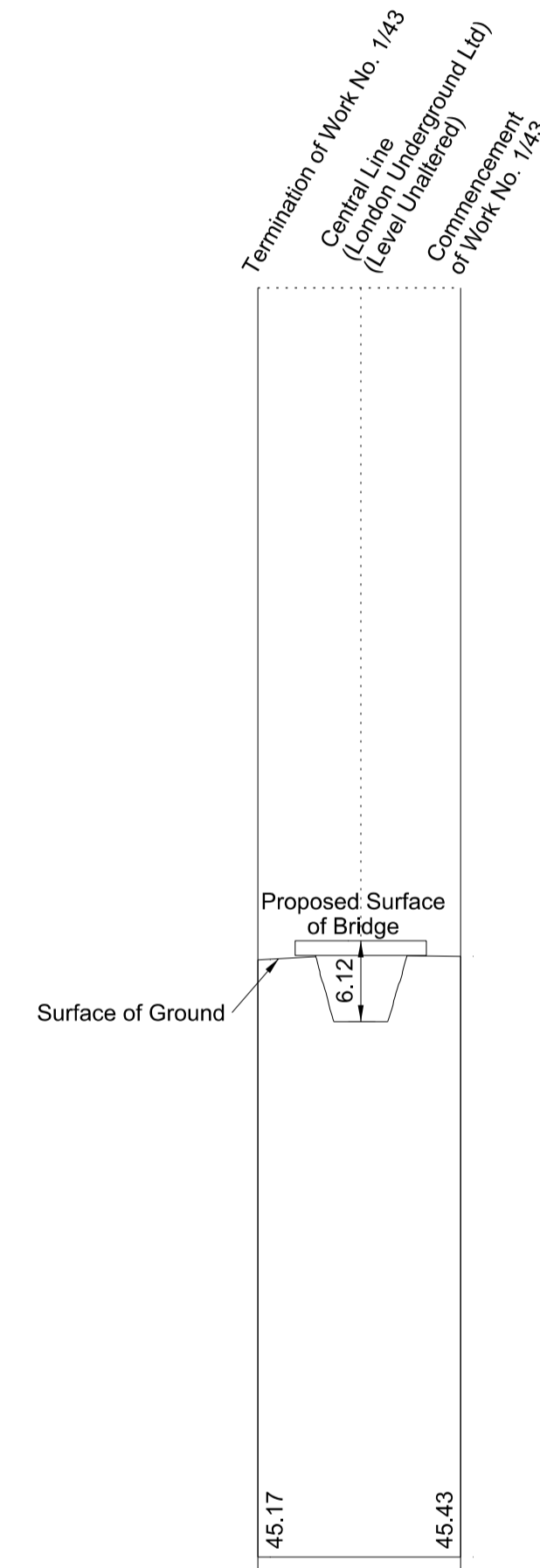


Datum Line is 20m below Ordnance Datum at Newlyn
Greatest inclination of proposed road 1:15.


Datum Line for Work No. 1/42 (20 metres below Ordnance Datum) is 56.00m below the fixed point being a Gully on Old Oak Common Lane, near lamp post 1243, and marked thus  on plan (Sheet No. 1- 16). Such fixed point being 36.00m above Ordnance Datum Newlyn (ODN).

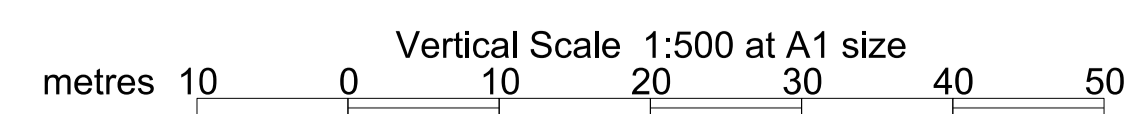
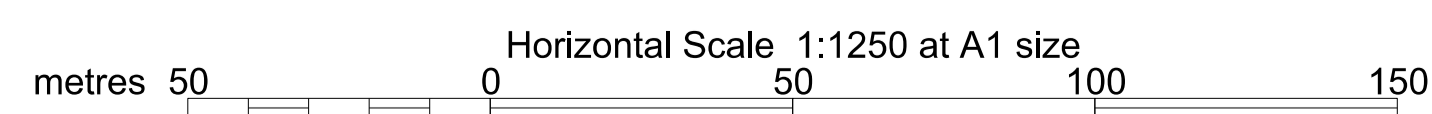
WORK No. 1/43

FOR PLAN OF WORK SEE SHEET No. 1 - 16



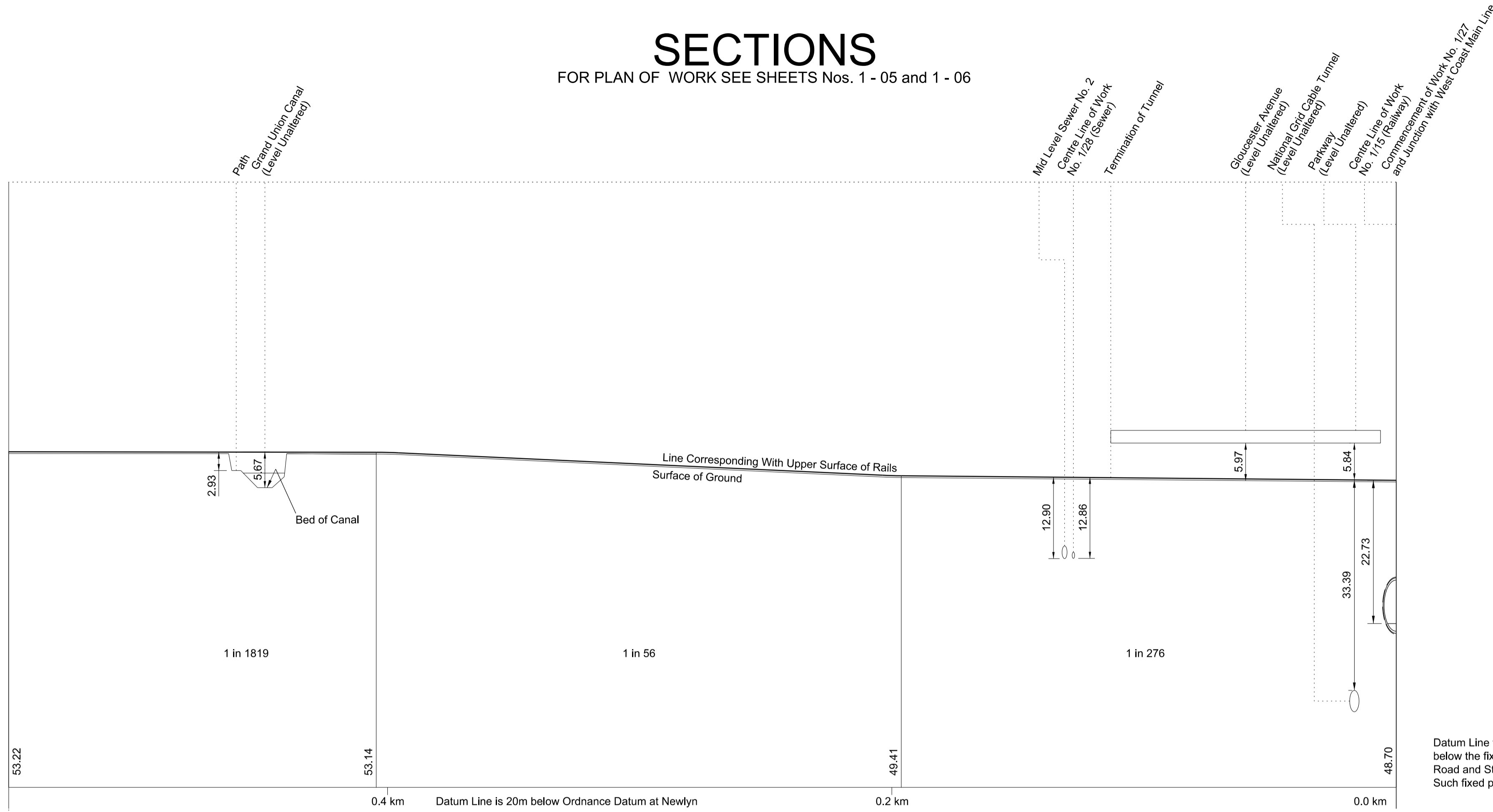
Datum Line is 20m below Ordnance Datum at Newlyn


Datum Line for Work No. 1/43 (20 metres below Ordnance Datum) is 56.00m below the fixed point being a Gully on Old Oak Common Lane, near lamp post 1243, and marked thus  on plan (Sheet No. 1- 16). Such fixed point being 36.00m above Ordnance Datum Newlyn (ODN).

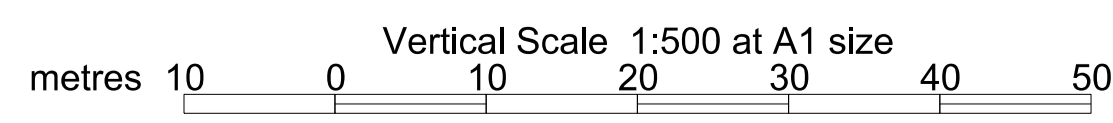
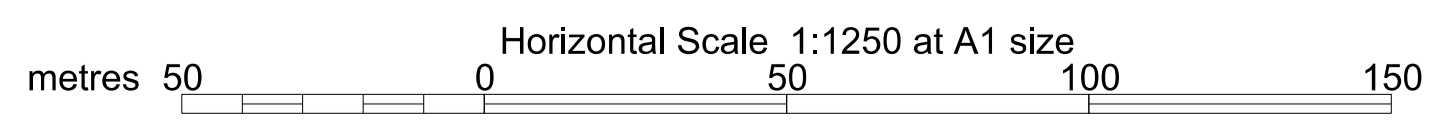
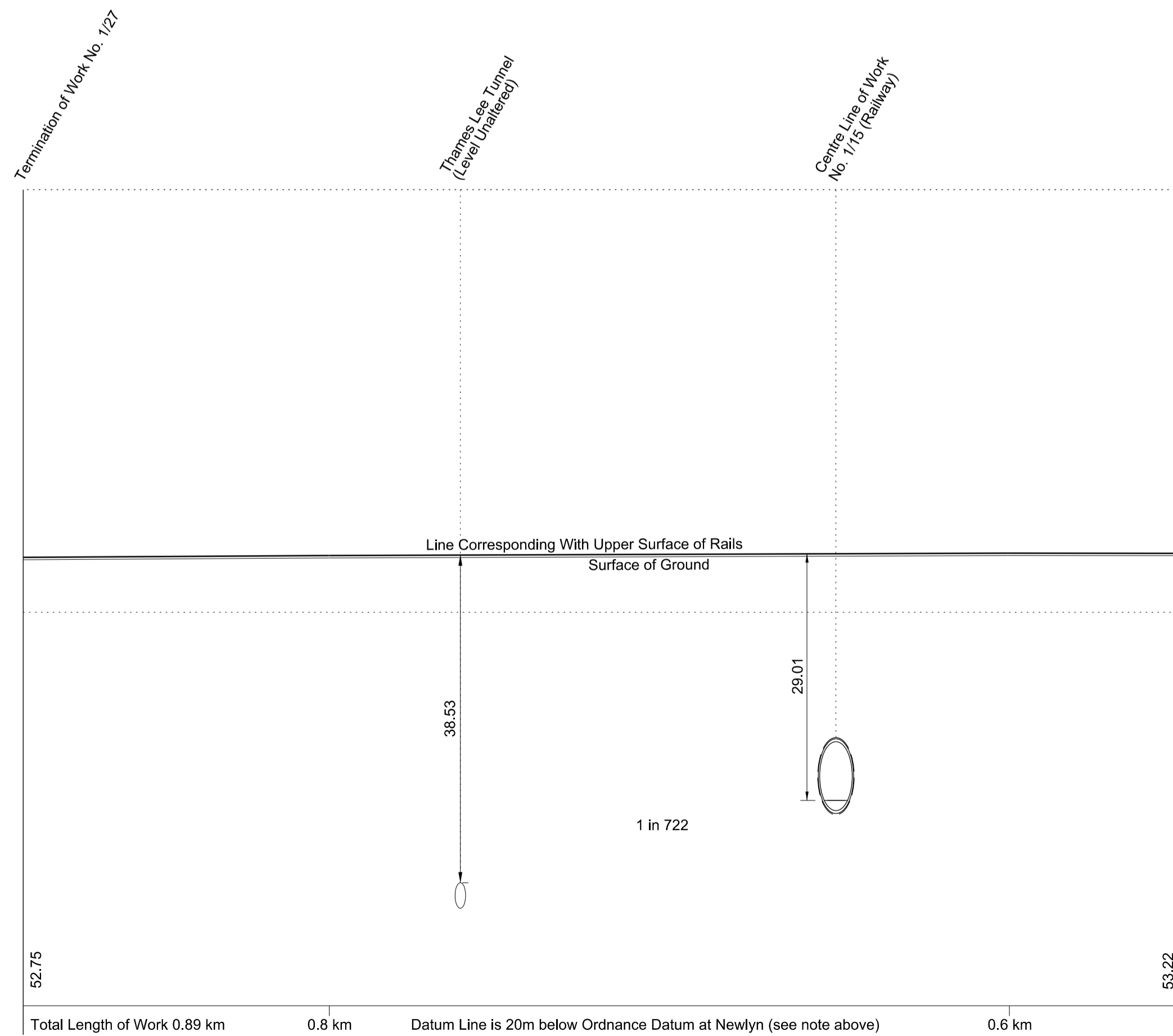


SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 05 and 1 - 06

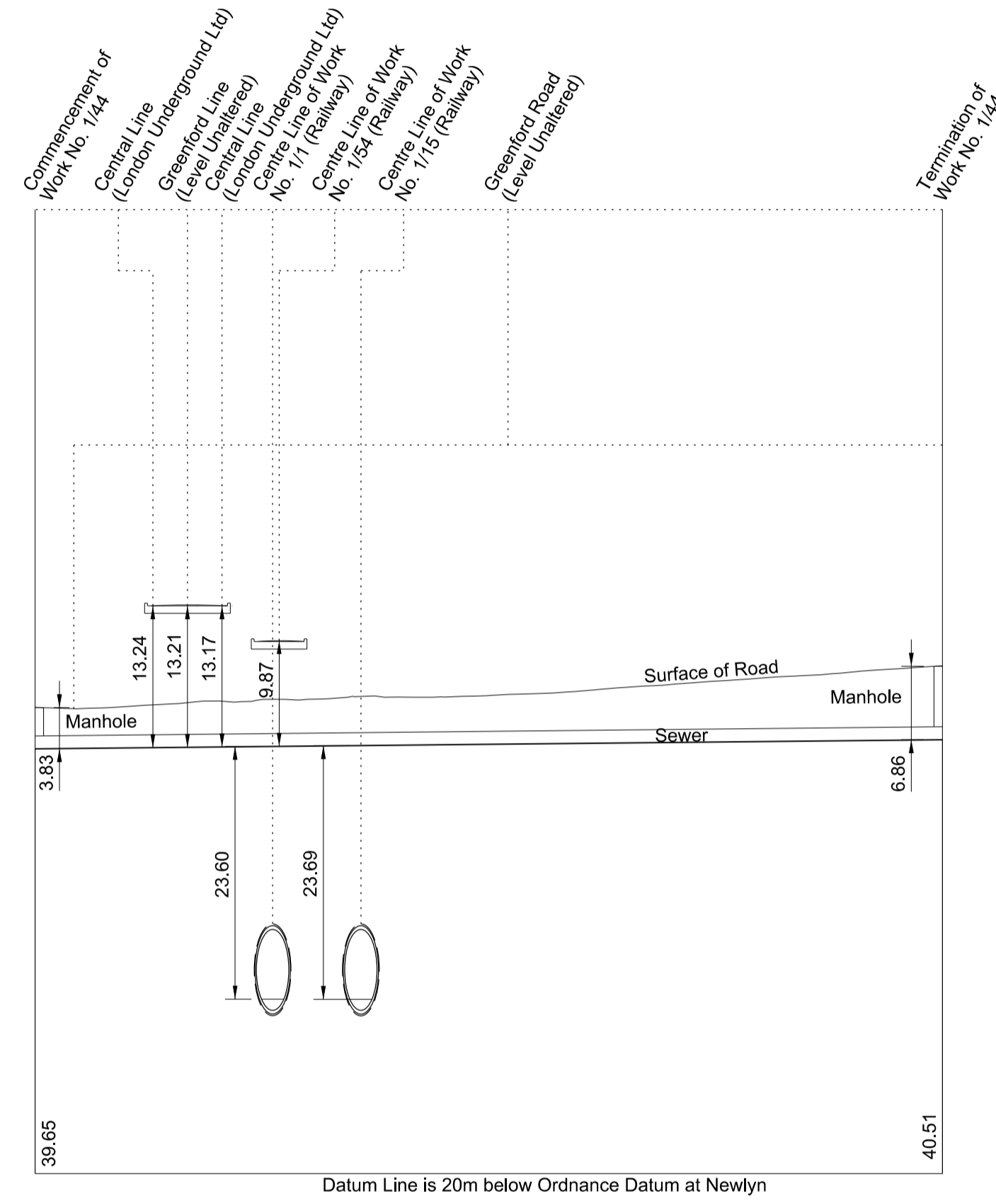


Datum Line for Work No. 1/27 (20 metres below Ordnance Datum) is 52.74m below the fixed point being a Cable TV cover, on the corner of Regents Park Road and St Mark's Crescent, and marked thus  on plan (Sheet No. 1-05). Such fixed point being 32.74m above Ordnance Datum Newlyn (ODN).




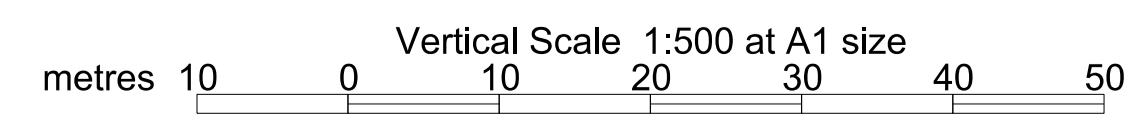
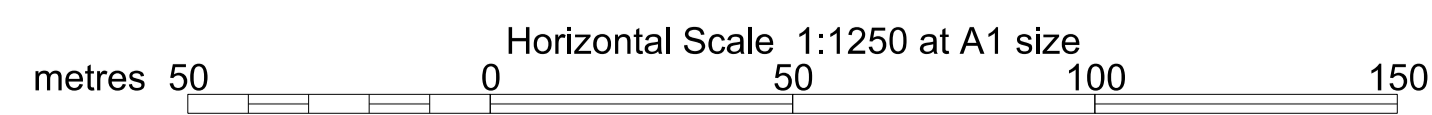
SECTIONS

FOR PLAN OF WORK SEE SHEET No. 1 - 25



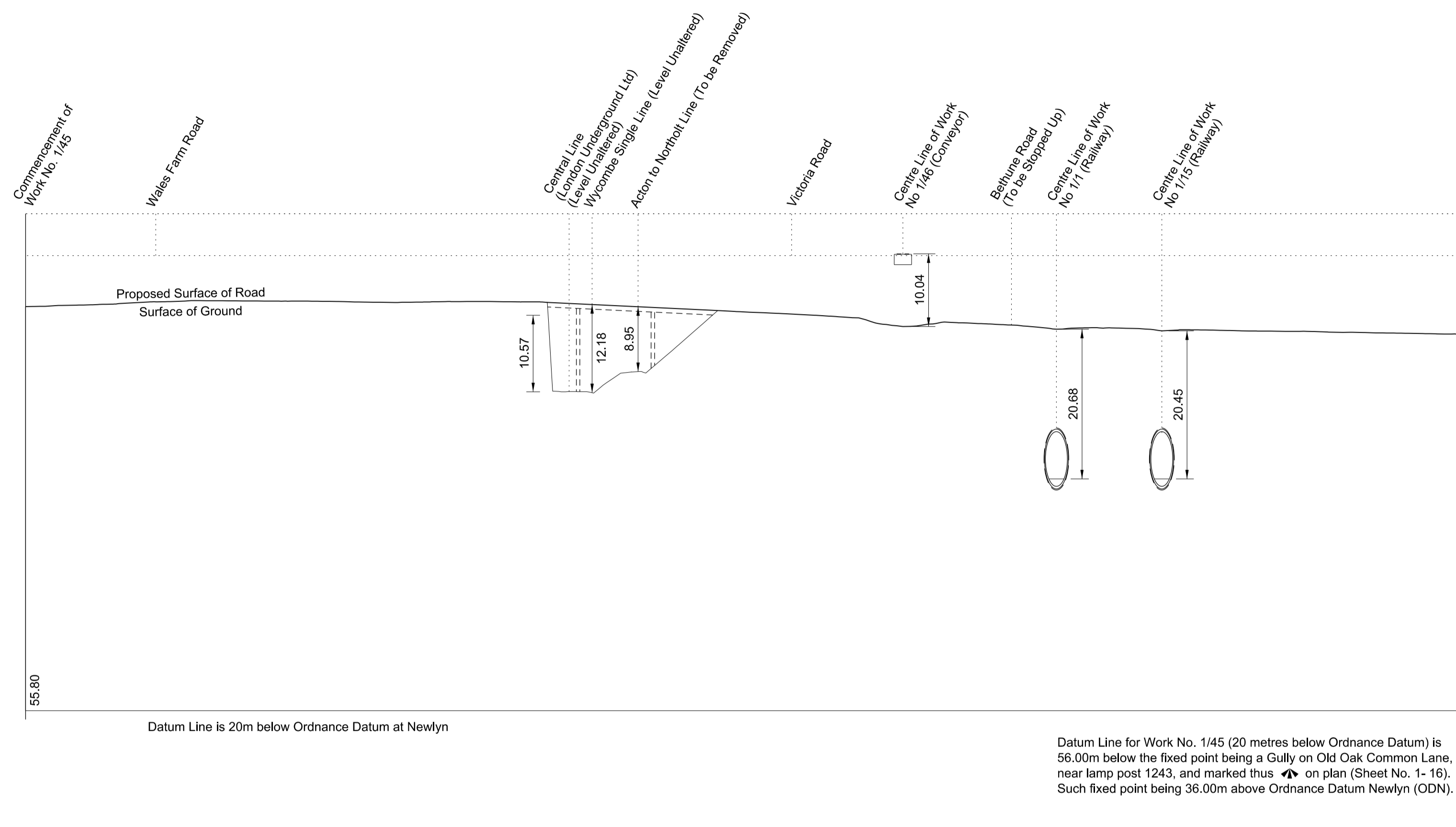
Datum Line is 20m below Ordnance Datum at Newlyn


Datum Line for Work No. 1/44 (20 metres below Ordnance Datum) is 47.40m below the fixed point being a BT cover outside 32 Hill Rise, and marked thus  on plan (Sheet No. 1- 25). Such fixed point being 27.40m above Ordnance Datum Newlyn (ODN).

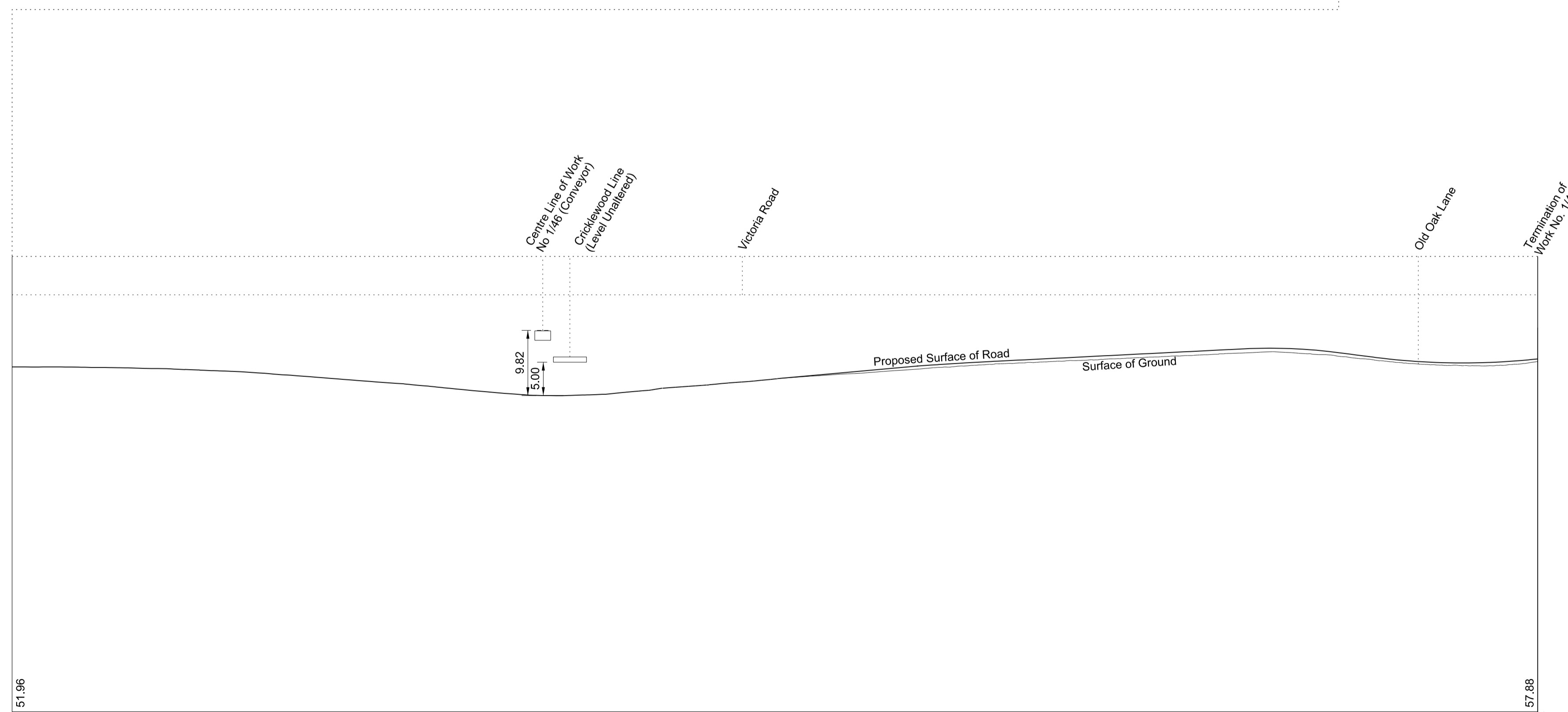


SECTIONS

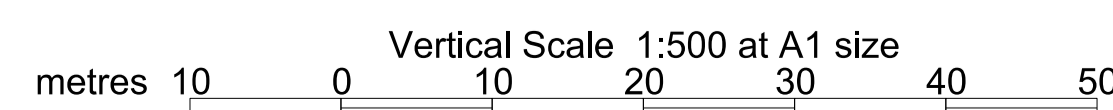
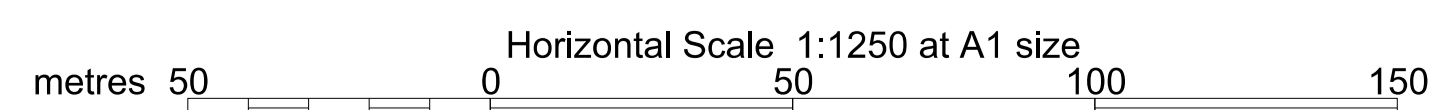
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 16, 1 - 17 and 1 - 45



Datum Line for Work No. 1/45 (20 metres below Ordnance Datum) is 56.00m below the fixed point being a Gully on Old Oak Common Lane, near lamp post 1243, and marked thus  on plan (Sheet No. 1-16). Such fixed point being 36.00m above Ordnance Datum Newlyn (ODN).

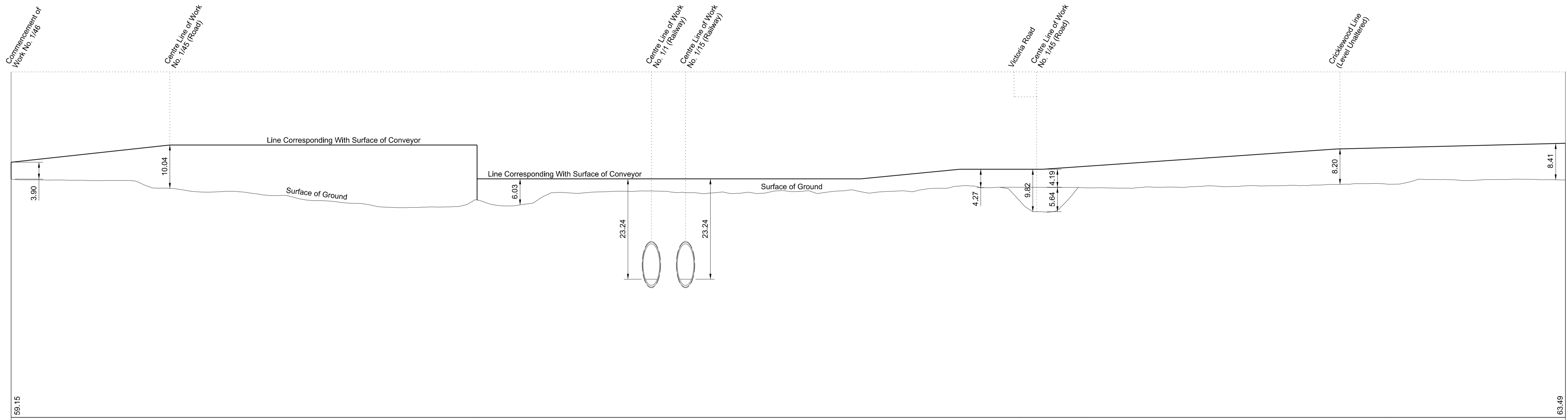


Greatest inclination of existing road 1:29.
 Greatest inclination of proposed road 1:19.



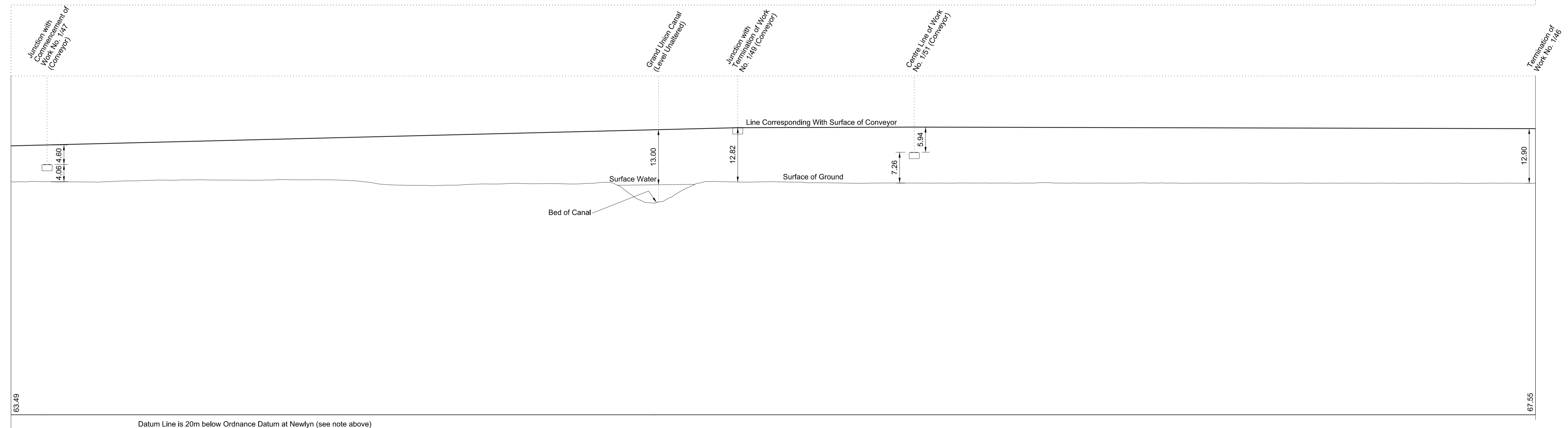
SECTIONS

FOR PLAN OF WORK SEE SHEETS No. 1 - 16, 1 - 17, 1 - 45 AND 1 - 46

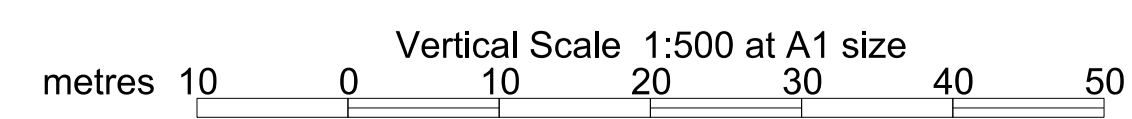
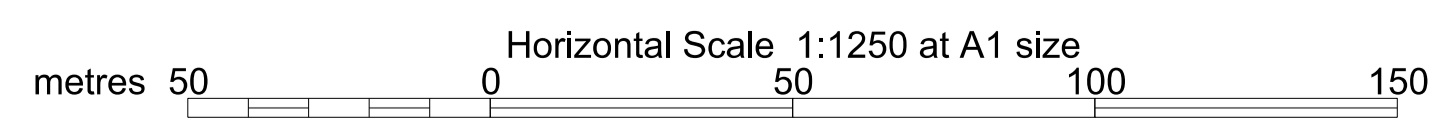


Datum Line is 20m below Ordnance Datum at Newlyn

Datum Line for Work No. 1/46 (20 metres below Ordnance Datum) is 56.00m below the fixed point being a Gully on Old Oak Common Lane, near lamp post 1243, and marked thus \blacktriangledown on plan (Sheet No. 1- 16). Such fixed point being 36.00m above Ordnance Datum (ODN).



Datum Line is 20m below Ordnance Datum at Newlyn (see note above)

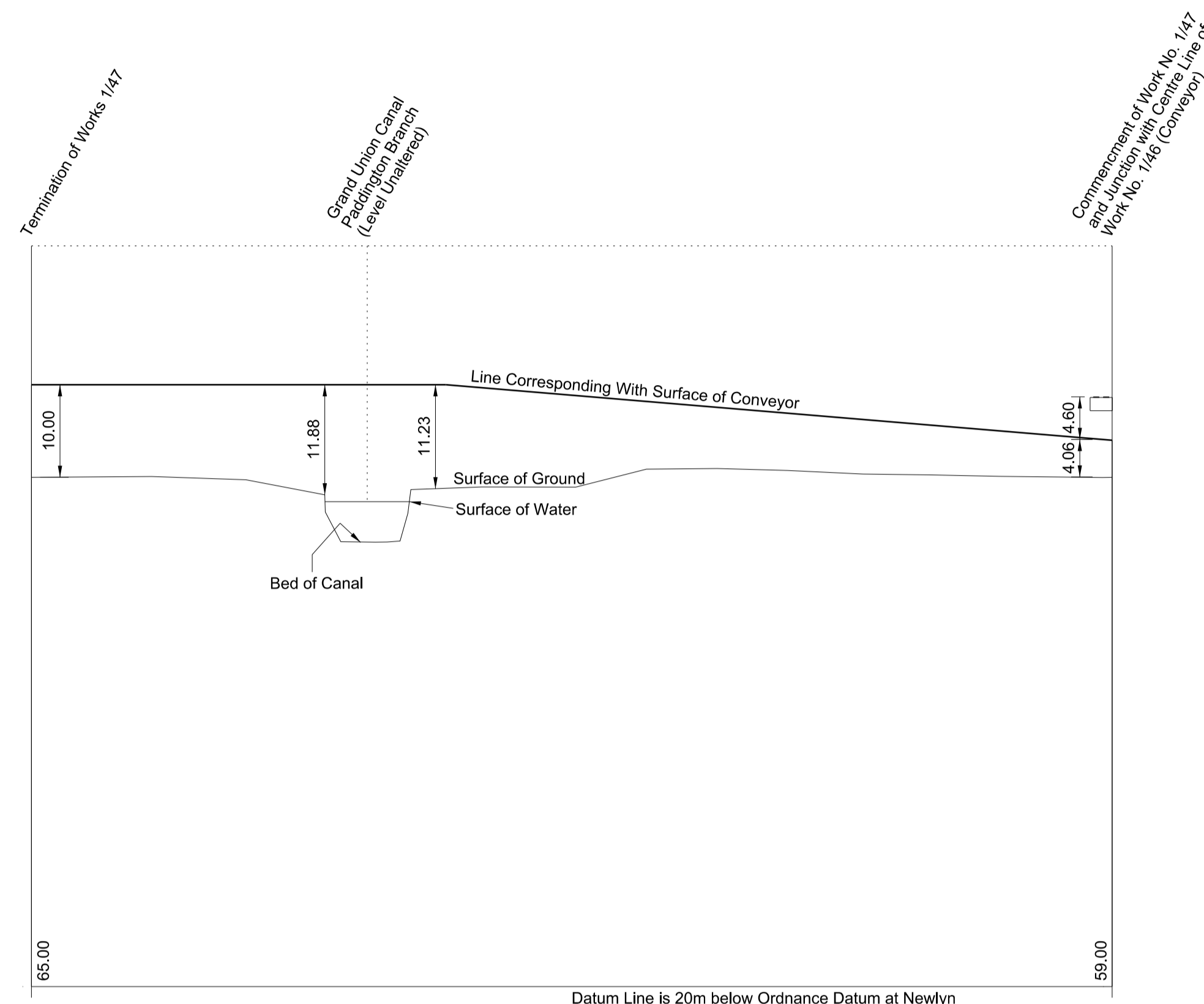


SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 45 and 1-46

WORK No. 1/47

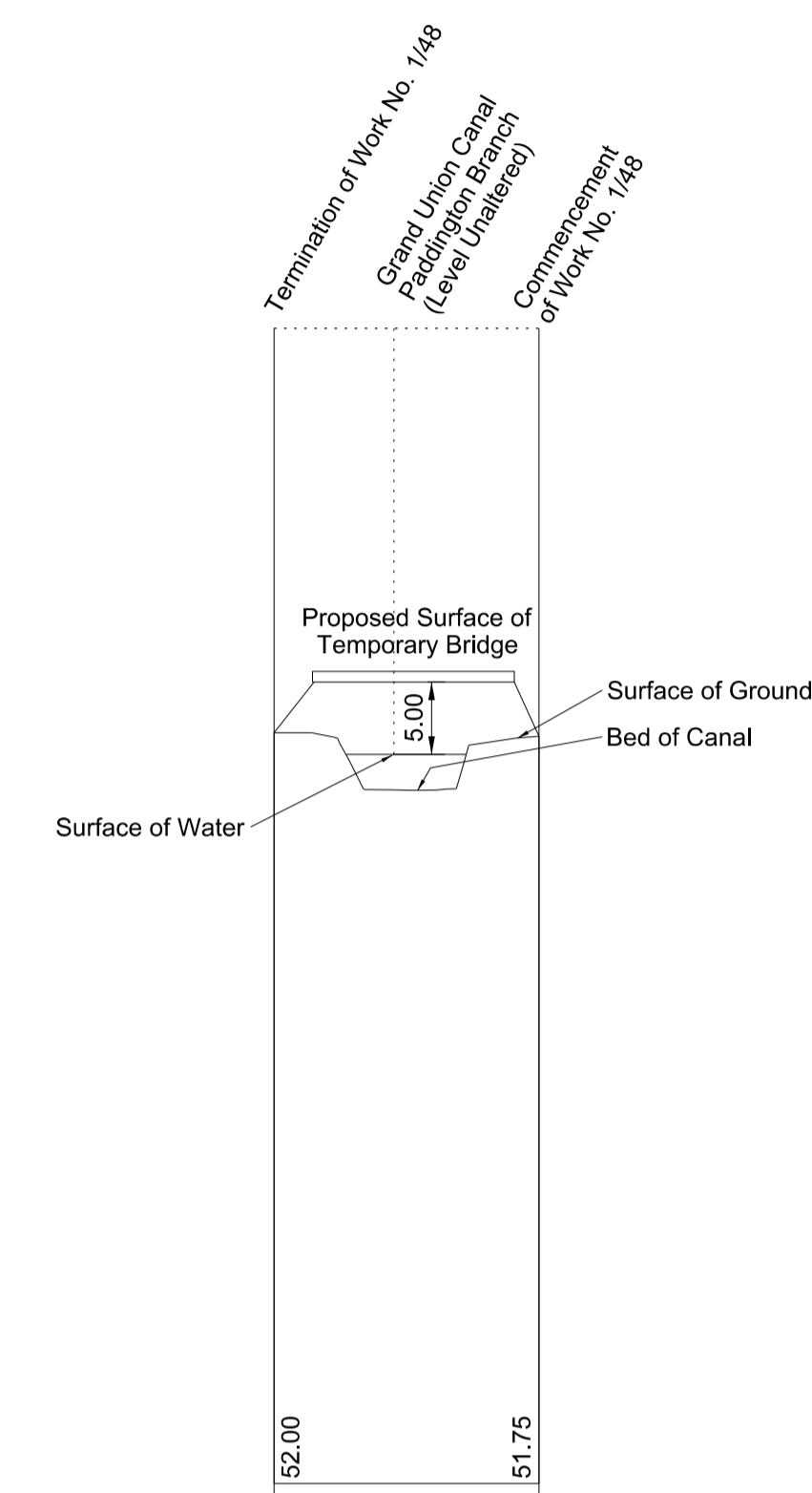
FOR PLAN OF WORK SEE SHEET No. 1 - 45 and 1 - 46



Datum Line is 20m below Ordnance Datum at Newlyn
Datum Line for Work No.1/47 (20 metres below Ordnance Datum) is 54.69m below the fixed point being a BT cover on Atlas Road, outside the Makro Car park, and marked thus \blacktriangleright on plan (Sheet No. 1-45). Such fixed point being 34.69m above Ordnance Datum Newlyn (ODN).

WORK No. 1/48

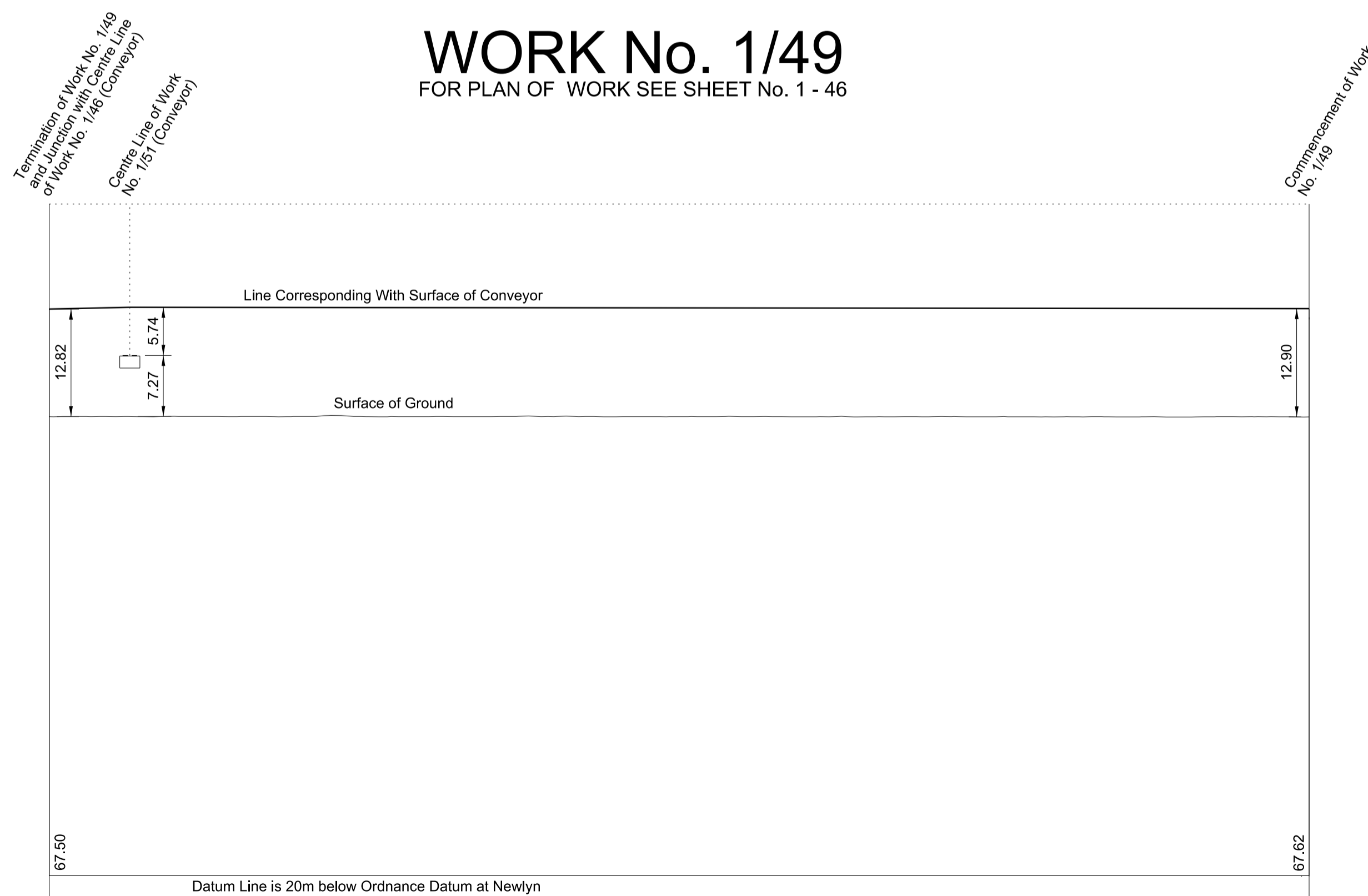
FOR PLAN OF WORK SEE SHEET No. 1 - 46



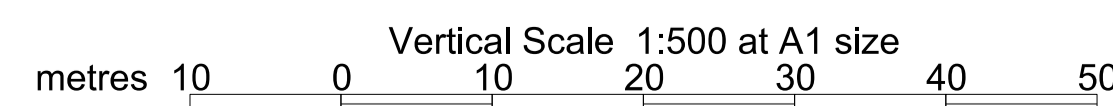
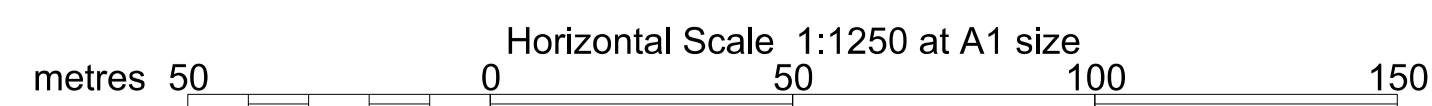
Datum Line is 20m below Ordnance Datum at Newlyn
Datum Line for Work No. 1/48 (20 metres below Ordnance Datum) is 57.83m below the fixed point being a BT cover on the corner of Caple Road and Bramshill Road, and marked thus \blacktriangleright on plan (Sheet No. 1-46). Such fixed point being 37.83m above Ordnance Datum Newlyn (ODN).

WORK No. 1/49

FOR PLAN OF WORK SEE SHEET No. 1 - 46

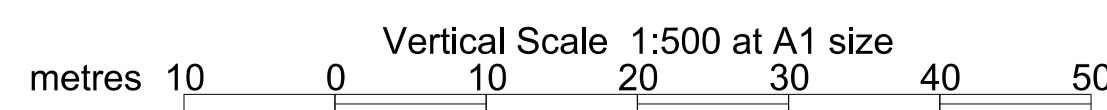
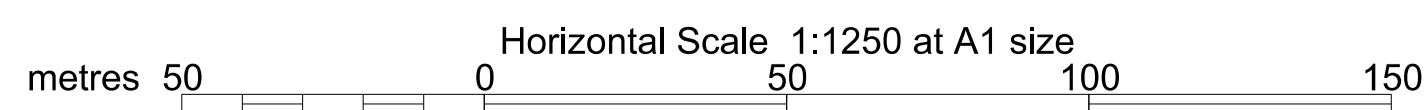


Datum Line for Work No.1/49 (20 metres below Ordnance Datum) is 57.83m below the fixed point being a BT cover on the corner of Caple Road and Bramshill Road, and marked thus \blacktriangleright on plan (Sheet No. 1-46). Such fixed point being 37.83m above Ordnance Datum Newlyn (ODN).



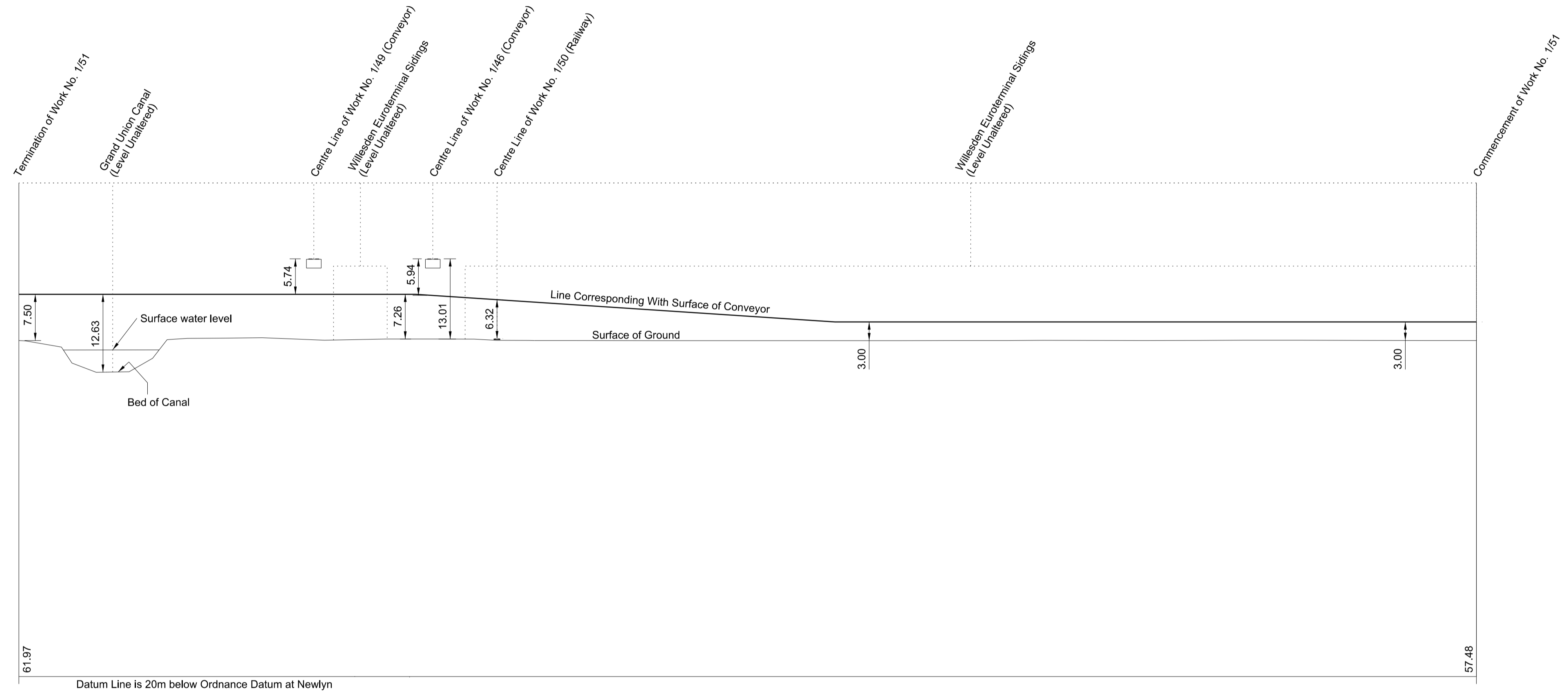
SECTIONS


FOR PLAN OF WORK SEE SHEET No. 1 - 44 and 1 - 46

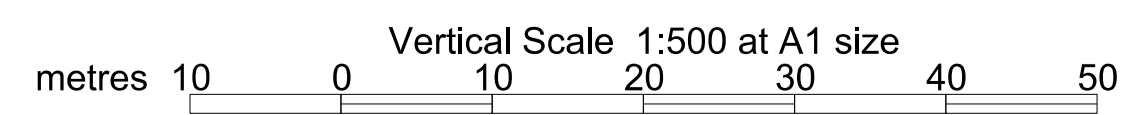
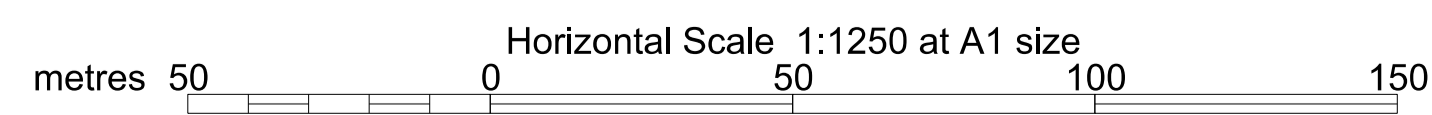


SECTIONS

FOR PLAN OF WORK SEE SHEET No. 1-46

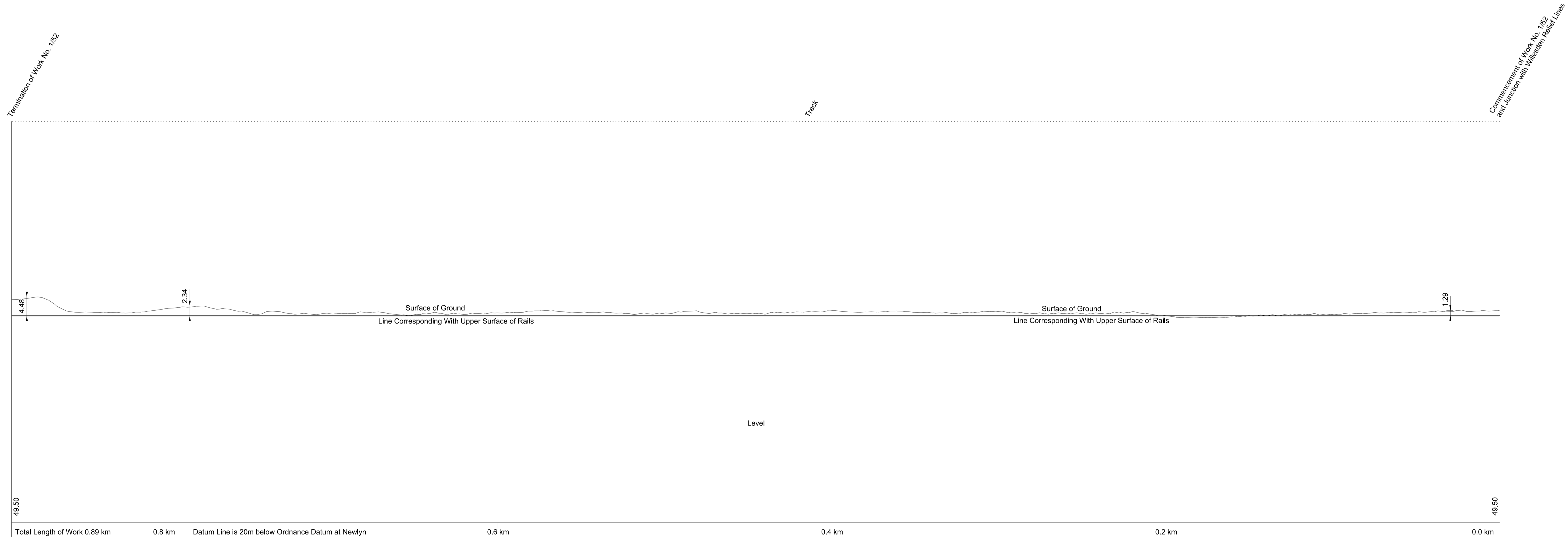



Datum Line for Work No. 1/51 (20 metres below Ordnance Datum) is 57.83m below the fixed point being a BT cover on the corner of Caple Road and Bramshill Road, and marked thus  on plan (Sheet No. 1-46). Such fixed point being 37.83m above Ordnance Datum Newlyn (ODN).

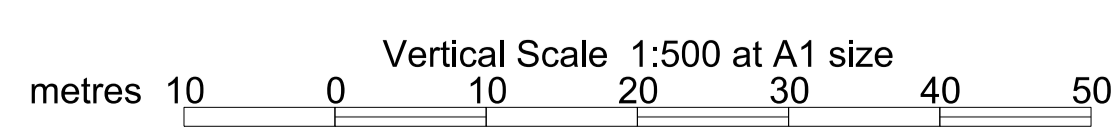


SECTIONS

FOR PLAN OF WORK SEE SHEET No. 1 - 47



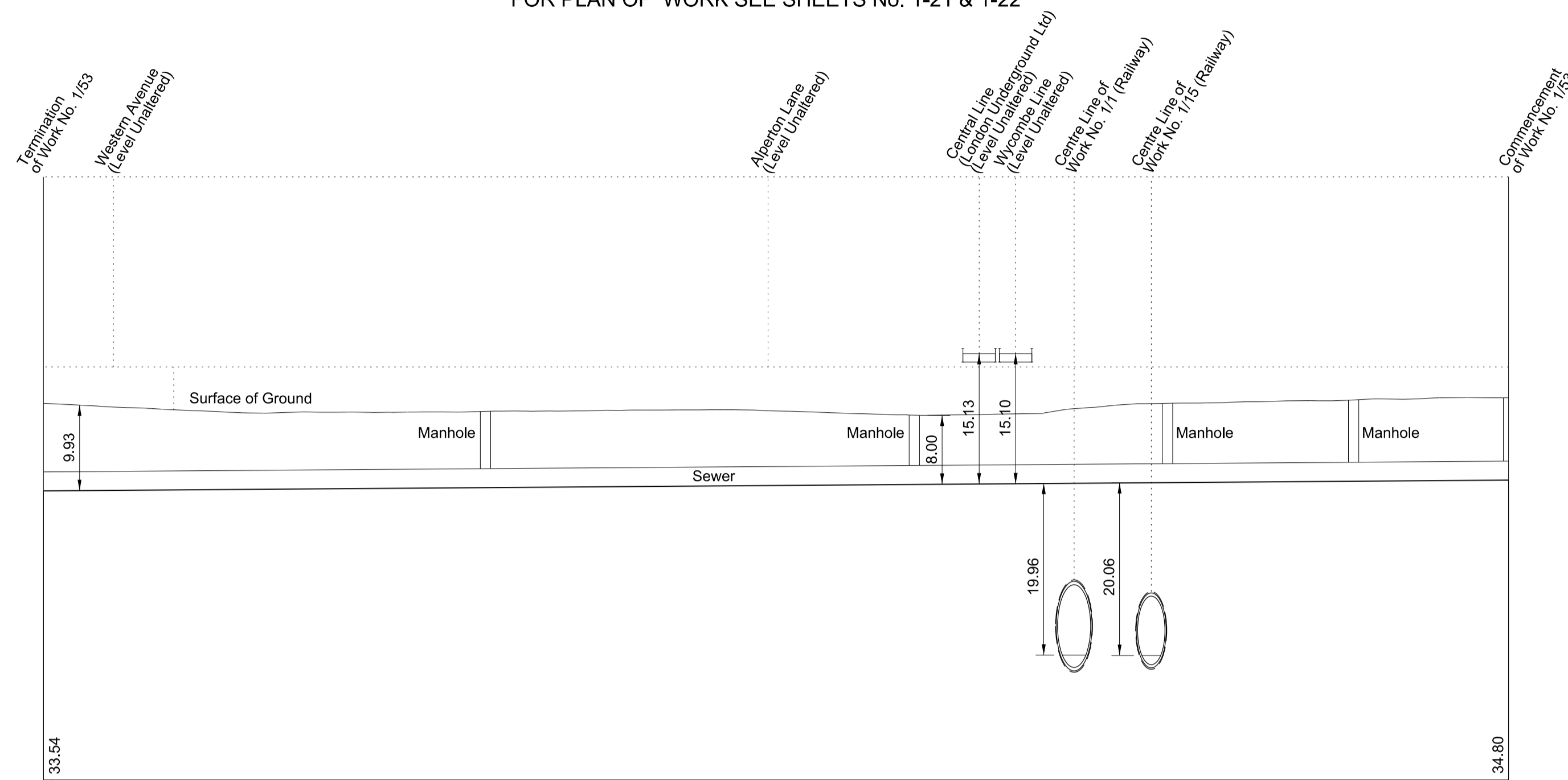
Datum Line for Work No 1/52 (20 metres below Ordnance Datum) is 48.56m below the fixed point being a Gully, at the entrance to Sky Logistix, on the corner of Premier Park Road, outside No. 13, and marked thus  on plan (Sheet No 1-47). Such fixed point being 28.56m above Ordnance Datum Newlyn (ODN).



SECTIONS

WORK No. 1/53

FOR PLAN OF WORK SEE SHEETS No. 1-21 & 1-22

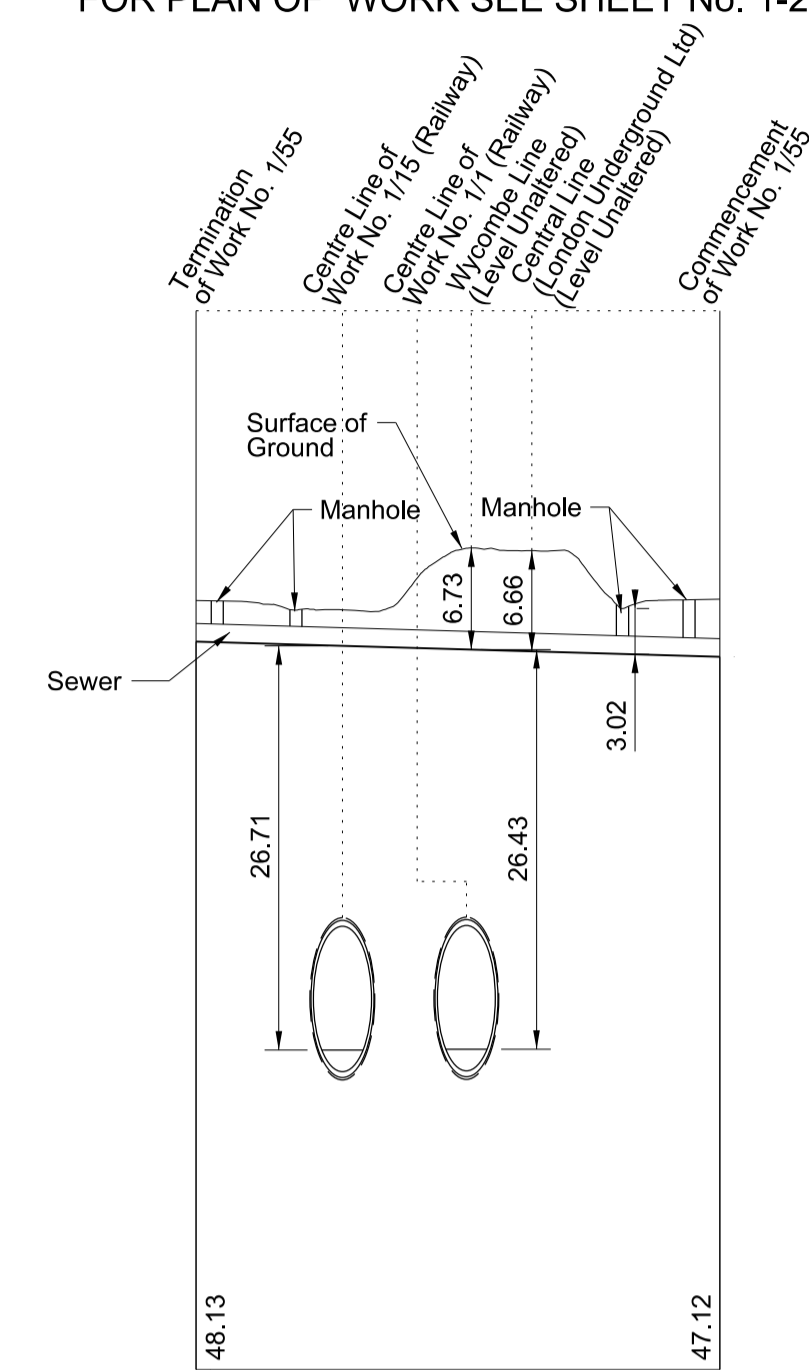


Datum Line is 20m below Ordnance Datum at Newlyn

Datum Line for Work No. 1/53 (20 metres below Ordnance Datum) is 44.87m below the fixed point being a Gully at the end of West Links, and marked thus \blacktriangleright on plan (Sheet No. 1-21). Such fixed point being 24.87m above Ordnance Datum Newlyn (ODN).

WORK No. 1/55

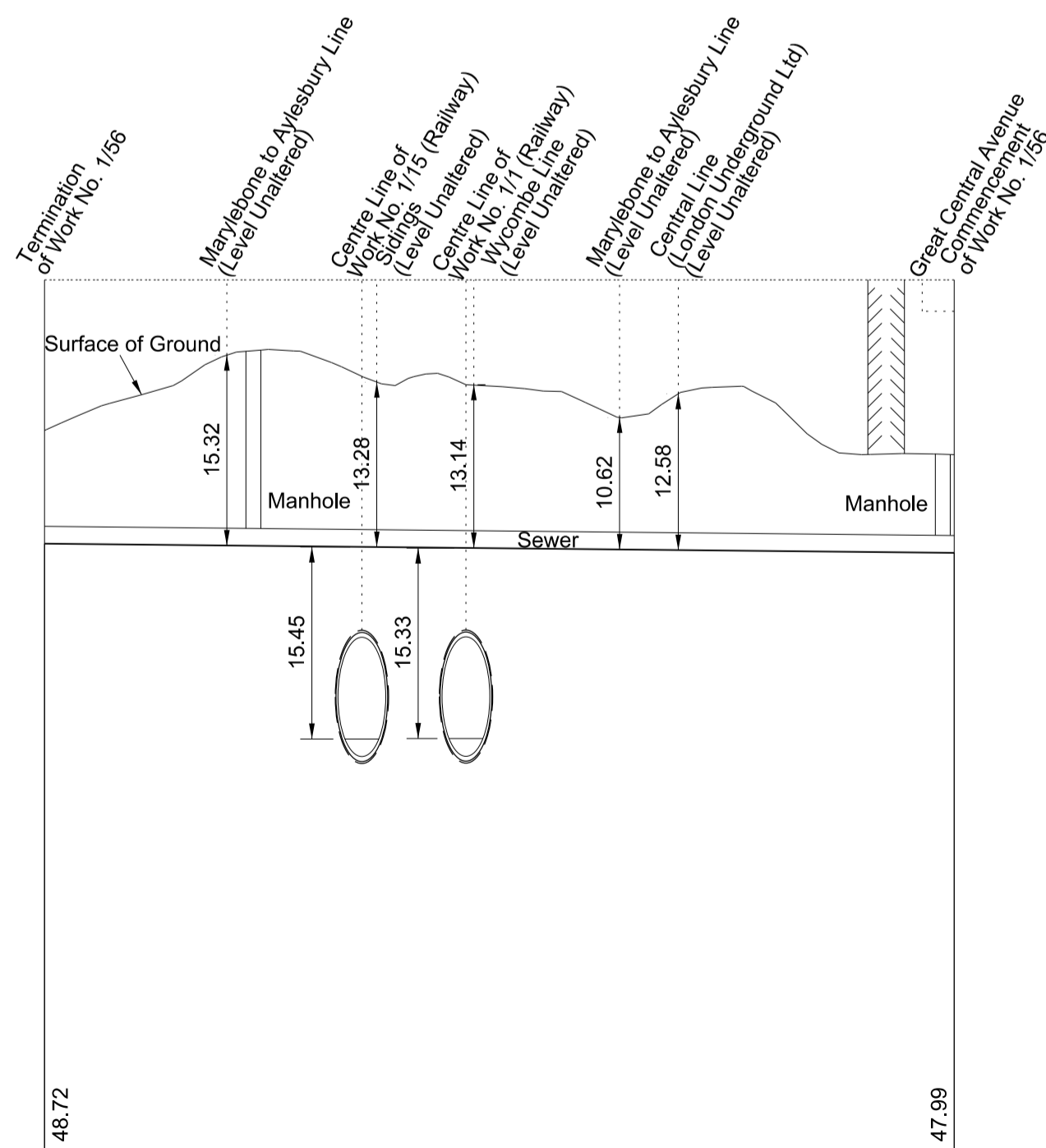
FOR PLAN OF WORK SEE SHEET No. 1-26



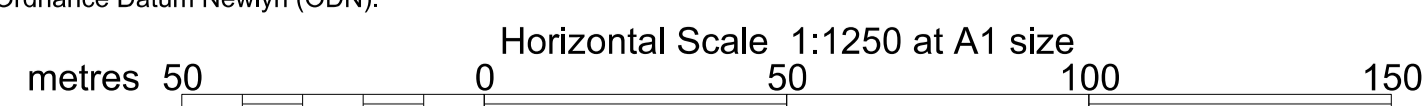
Datum Line is 20m below Ordnance Datum at Newlyn
 Datum Line for Work No. 1/55 (20 metres below Ordnance Datum) is 49.04m below the fixed point being a Cable TV cover outside 156a Hill Rise, and marked thus \blacktriangleright on plan (Sheet No. 1-26). Such fixed point being 29.04m above Ordnance Datum Newlyn (ODN).

WORK No. 1/56

FOR PLAN OF WORK SEE SHEET No. 1-30

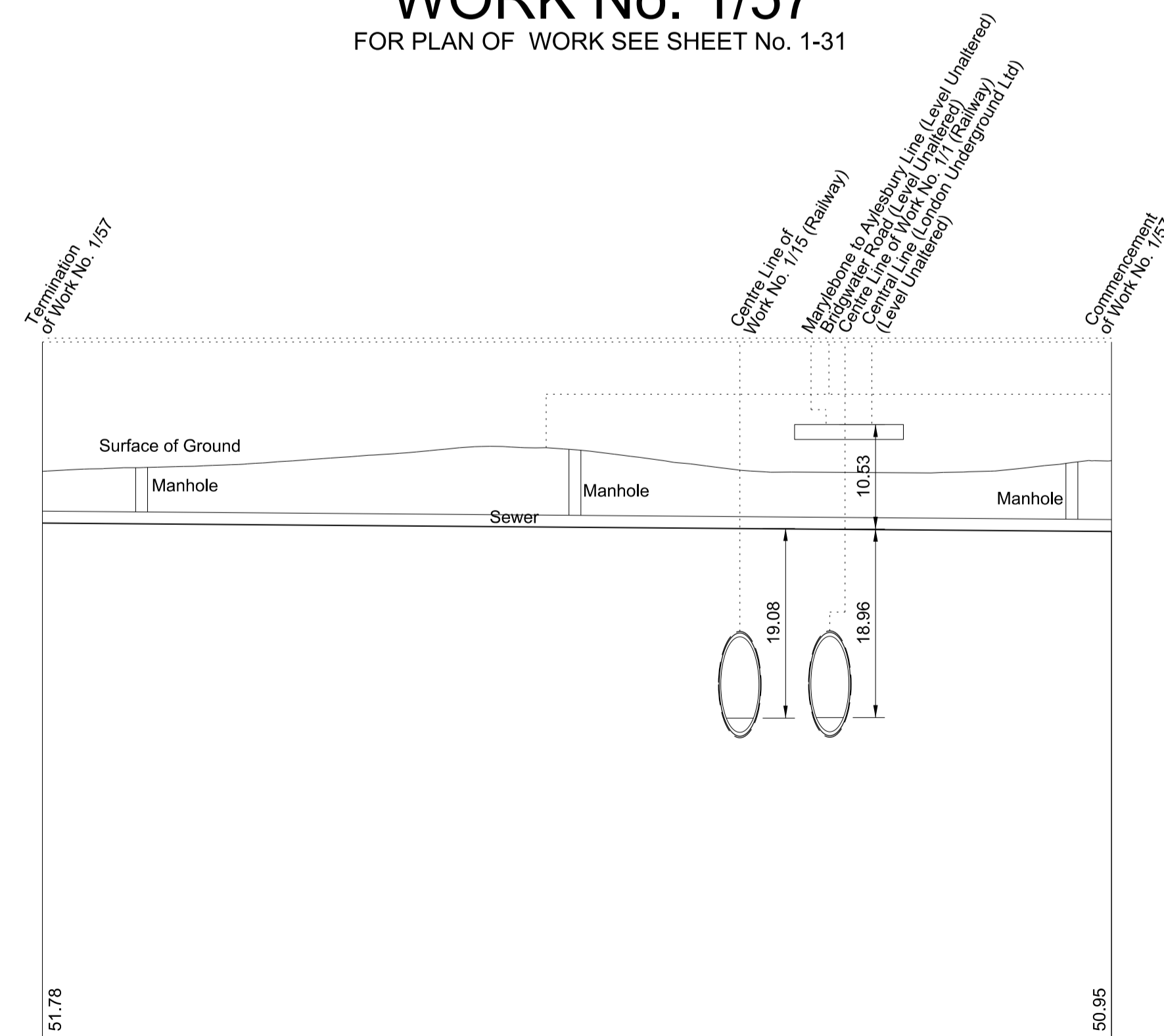


Datum Line is 20m below Ordnance Datum at Newlyn
 Datum Line for Work No. 1/56 (20 metres below Ordnance Datum) is 57.48m below the fixed point being a BT cover on the corner of Rydal Way and The Fairway, and marked thus \blacktriangleright on plan (Sheet No. 1-30). Such fixed point being 37.48m above Ordnance Datum Newlyn (ODN).

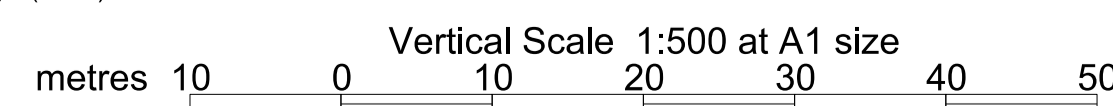


WORK No. 1/57

FOR PLAN OF WORK SEE SHEET No. 1-31

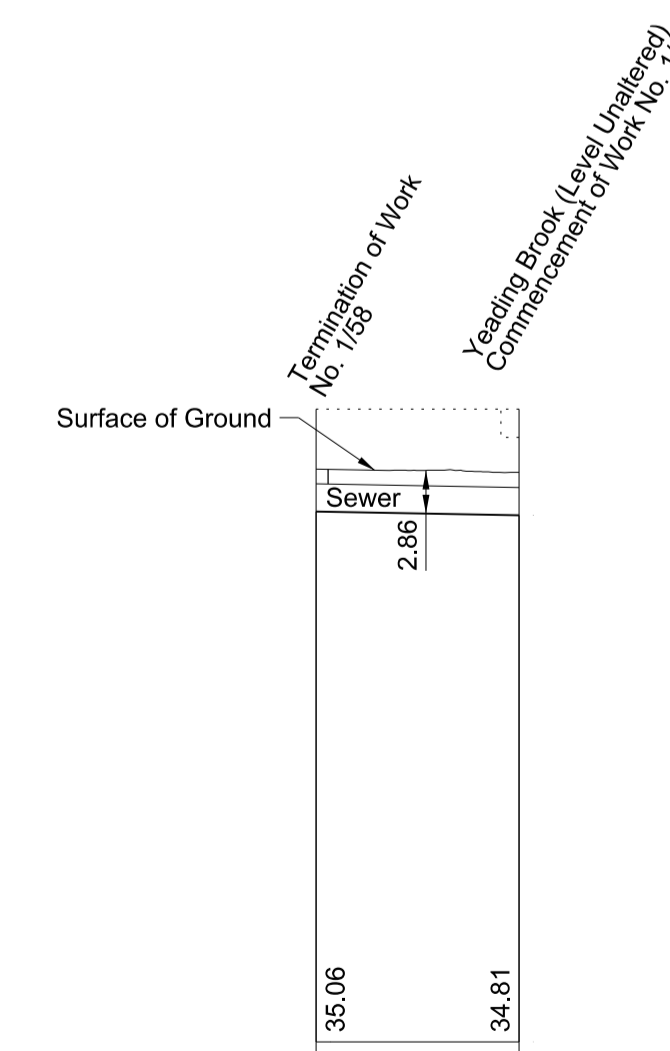


Datum Line is 20m below Ordnance Datum at Newlyn
 Datum Line for Work No. 1/57 (20 metres below Ordnance Datum) is 59.65m below the fixed point being a Manhole, opposite 93 Bridgewater Road, and marked thus \blacktriangleright on plan (Sheet No. 1-31). Such fixed point being 39.65m above Ordnance Datum Newlyn (ODN).



WORK No. 1/58

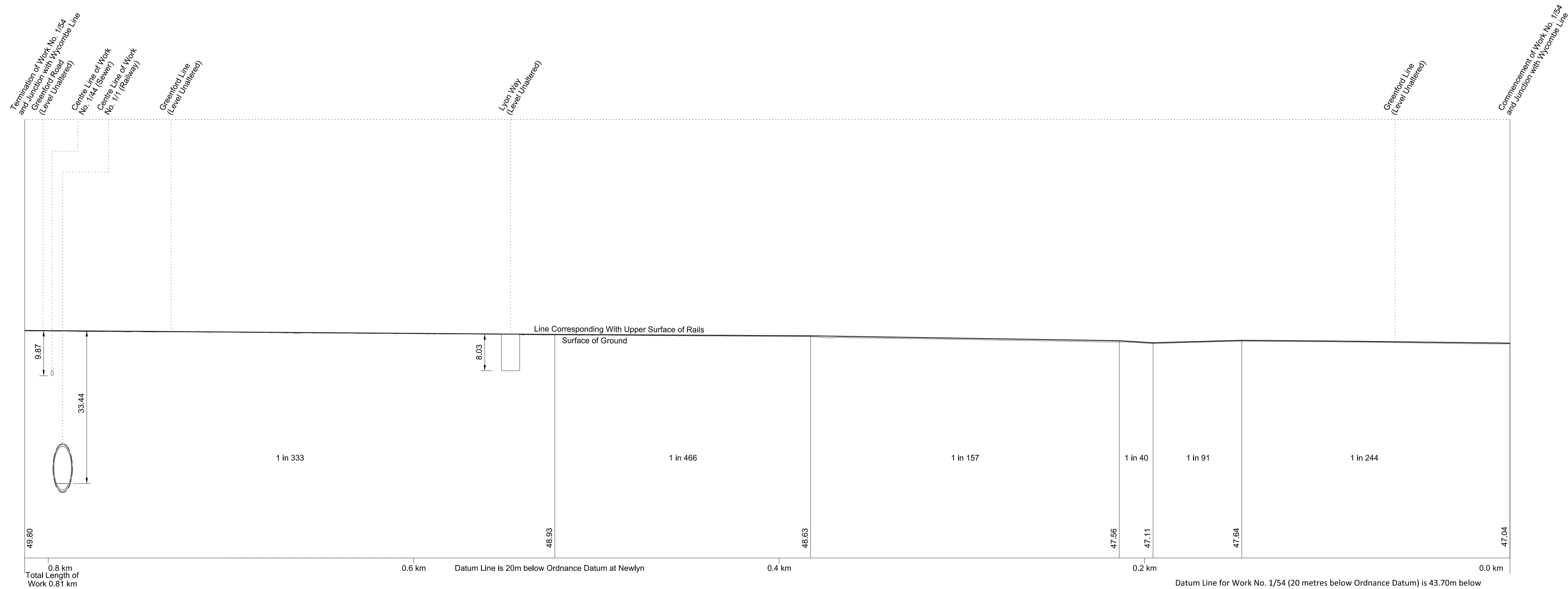
FOR PLAN OF WORK SEE SHEET No. 1-31




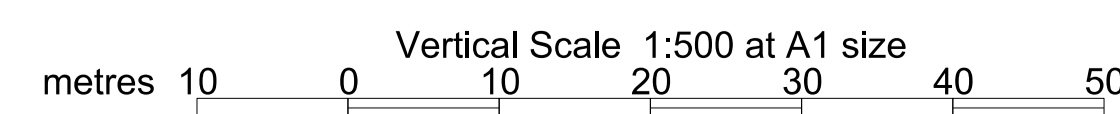
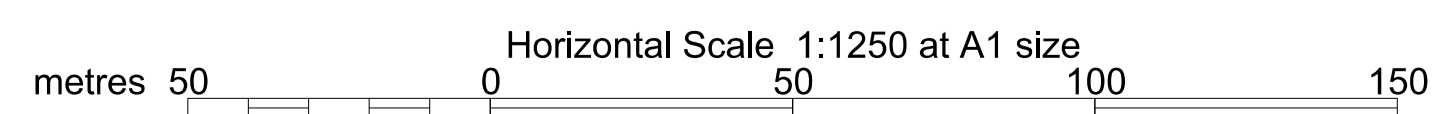
Datum Line is 20m above Ordnance Datum at Newlyn
 Datum Line for Work No. 1/58 (20 metres above Ordnance Datum) is 59.65m below the fixed point being a Manhole, opposite 93 Bridgewater Road, and marked thus \blacktriangleright on plan (Sheet No. 1-31). Such fixed point being 39.65m above Ordnance Datum Newlyn (ODN).

SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 24 and 1 - 25

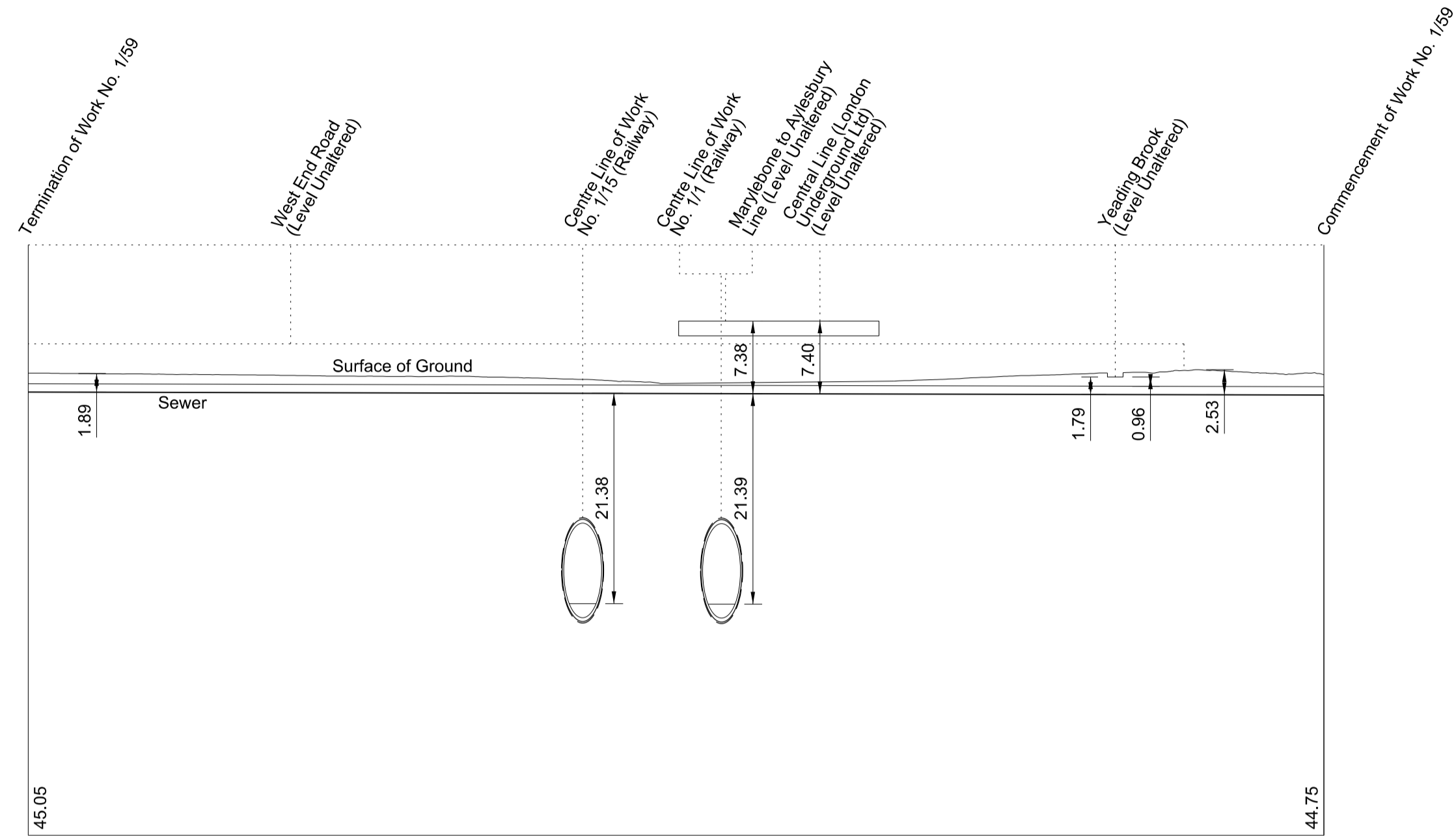


Datum Line for Work No. 1/54 (20 metres below Ordnance Datum) is 43.70m below the fixed point being a BT cover outside 267 Conway Crescent, and marked thus  on plan (Sheet No. 1-24). Such fixed point being 23.70m above Ordnance Datum Newlyn (ODN).



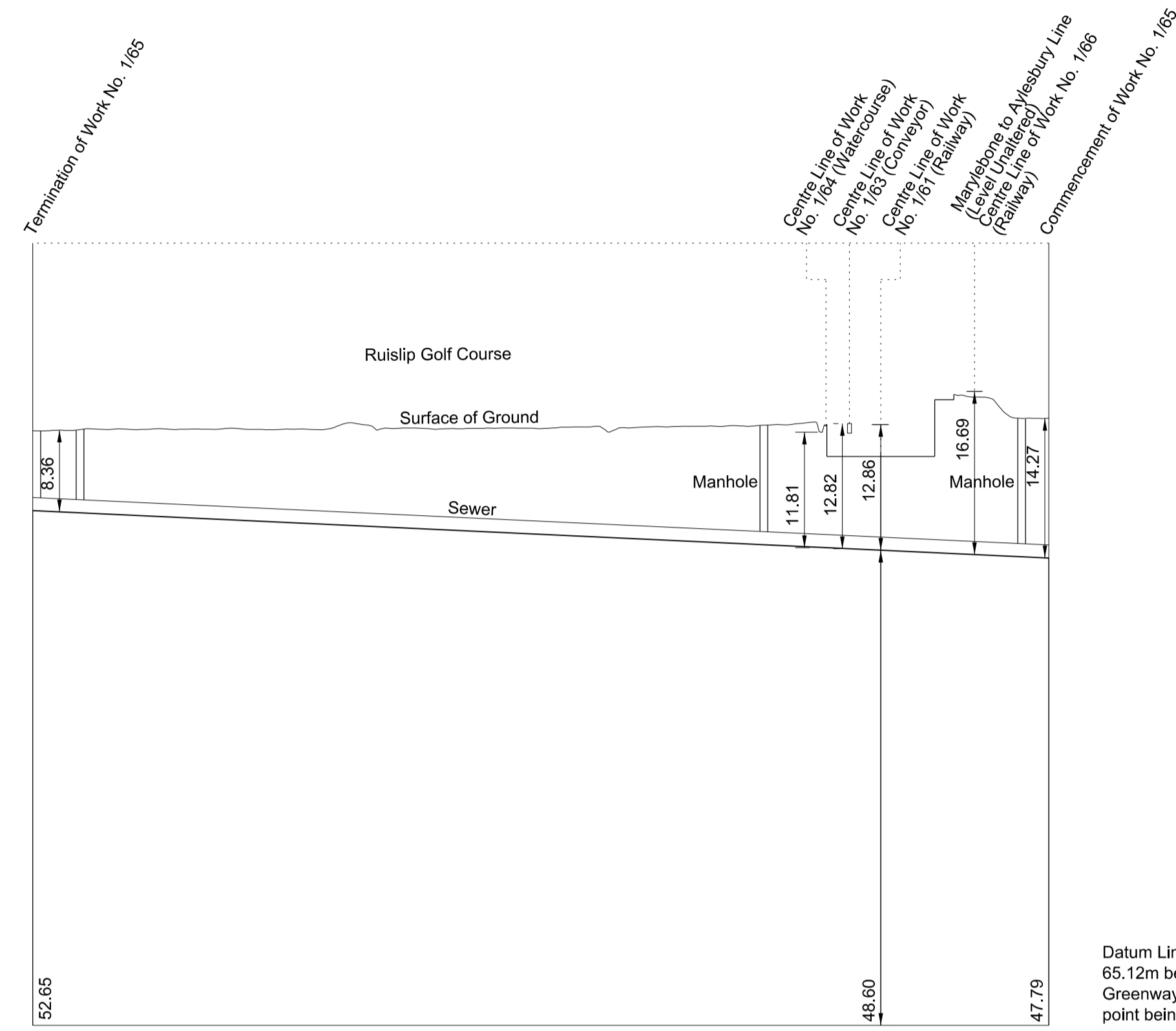
SECTIONS

WORK No. 1/59
FOR PLAN OF WORK SEE SHEETS Nos. 1-31 & 1-32



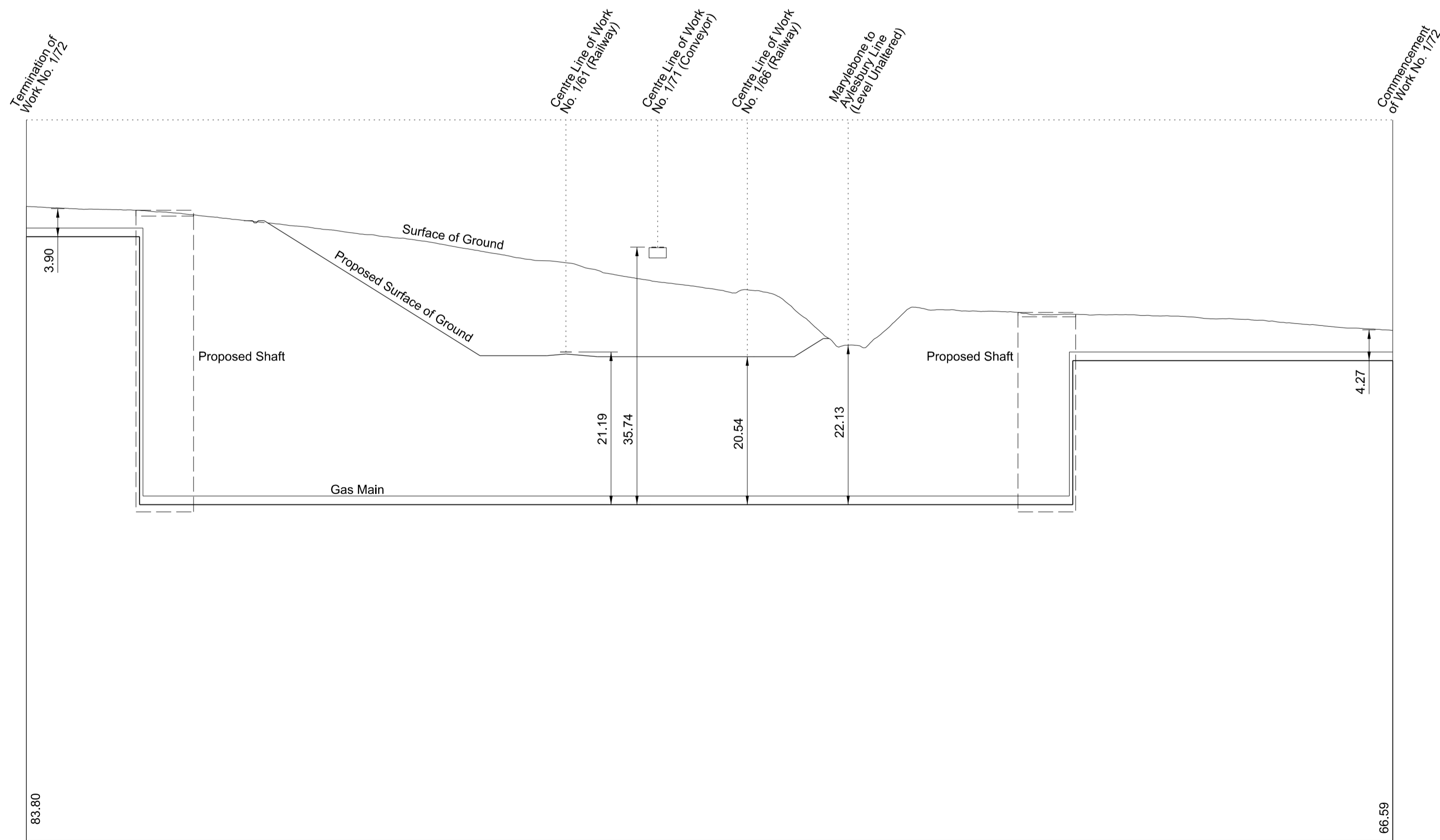
Datum Line is 10m below Ordnance Datum at Newlyn
Datum Line for Work No 1/59 (10 metres below Ordnance Datum) is 49.65m below the fixed point being a Manhole, opposite 93 Bridgewater Road, and marked thus \blacktriangledown on plan (Sheet No. 1-31). Such fixed point being 39.65m above Ordnance Datum Newlyn (ODN).

WORK No. 1/65
FOR PLAN OF WORK SEE SHEETS Nos. 1-34 & 1-35

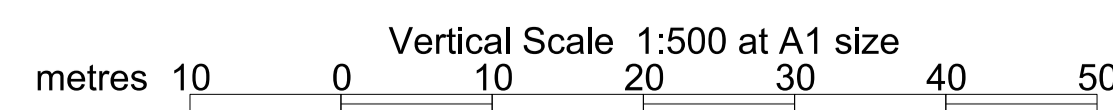
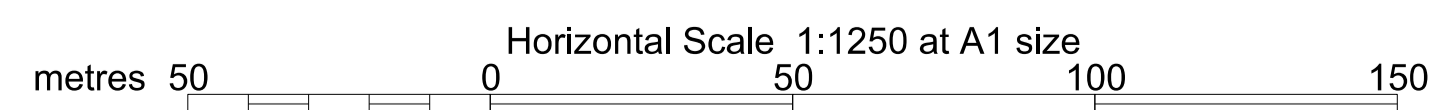


Datum Line for Work No. 1/65 (20 metres below Ordnance Datum) is 65.12m below the fixed point being a Cable TV cover outside 14 The Greenway, and marked thus \blacktriangledown on plan (Sheet No. 1-34). Such fixed point being 45.12m above Ordnance Datum Newlyn (ODN).

WORK No. 1/72
FOR PLAN OF WORK SEE SHEETS Nos. 1-36 & 1-37

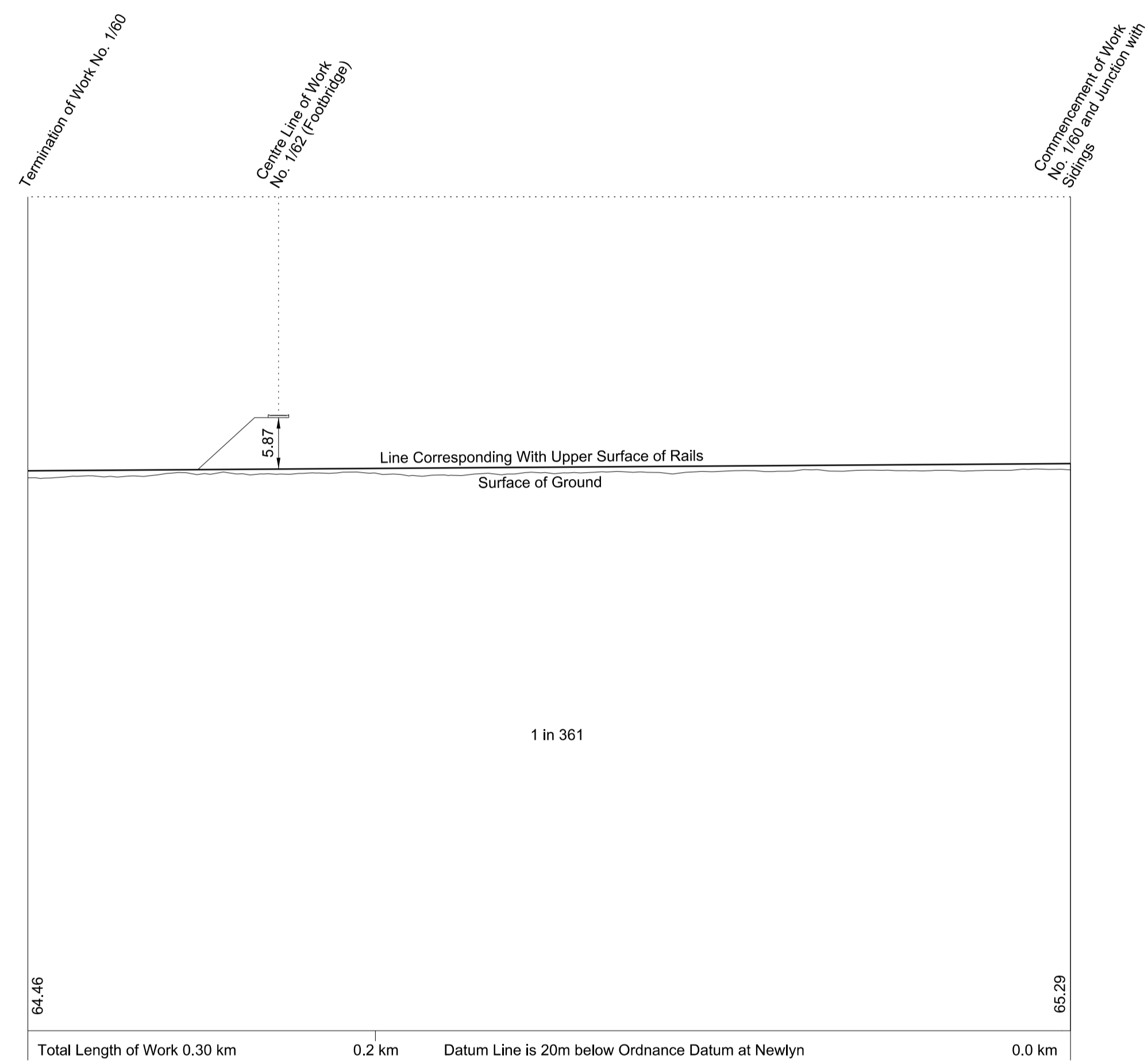


Datum Line is 20m below Ordnance Datum at Newlyn
Datum Line for Work No 1/72 (20 metres below Ordnance Datum) is 80.25m below the fixed point being a Gully on Harvil Road, outside the Harefield Oil Terminal, and marked thus \blacktriangledown on plan (Sheet No 1-37). Such fixed point being 60.25m above Ordnance Datum Newlyn (ODN).

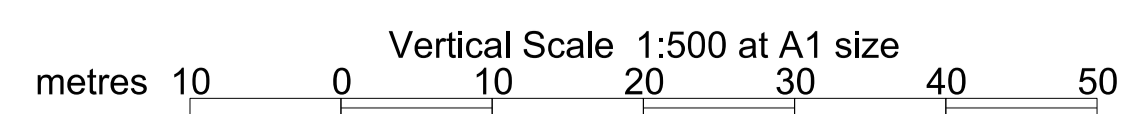
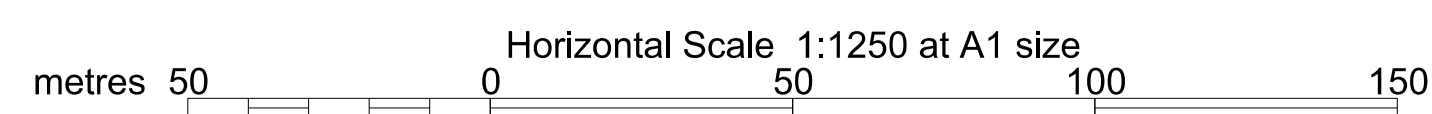


SECTIONS

FOR PLAN OF WORK SEE SHEET No. 1 - 34

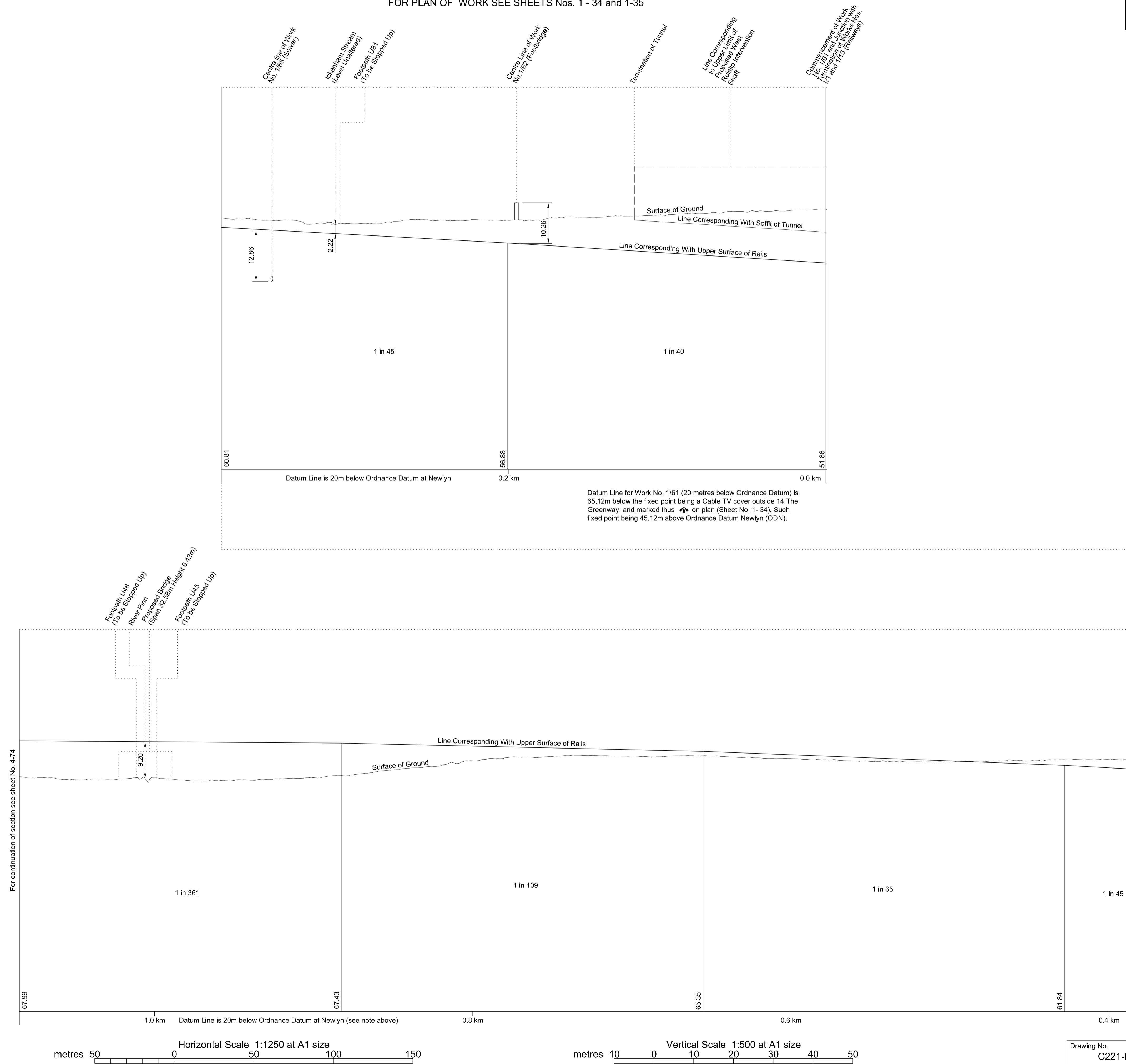


Datum Line for Work No. 1/60 (20 metres below Ordnance Datum) is 65.12m below the fixed point being a Cable TV cover outside 14 The Greenway, and marked thus \blacktriangledown on plan (Sheet No. 1- 34). Such fixed point being 45.12m above Ordnance Datum Newlyn (ODN).



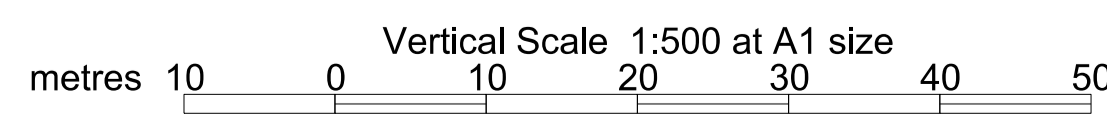
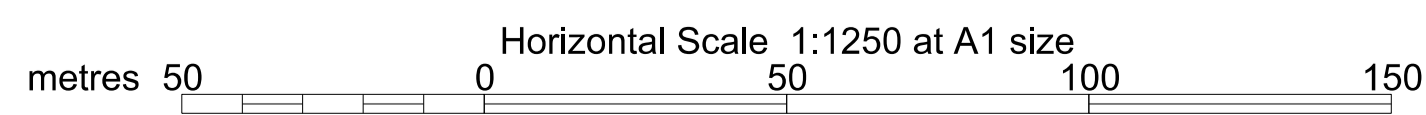
SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 34 and 1-35



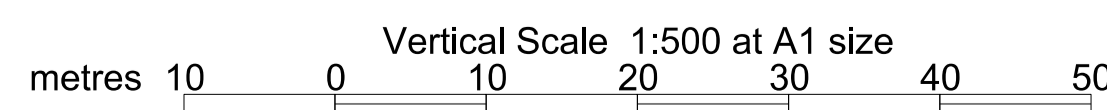
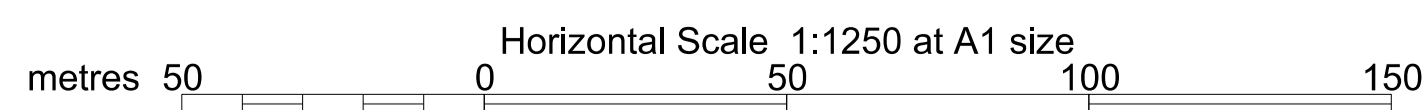
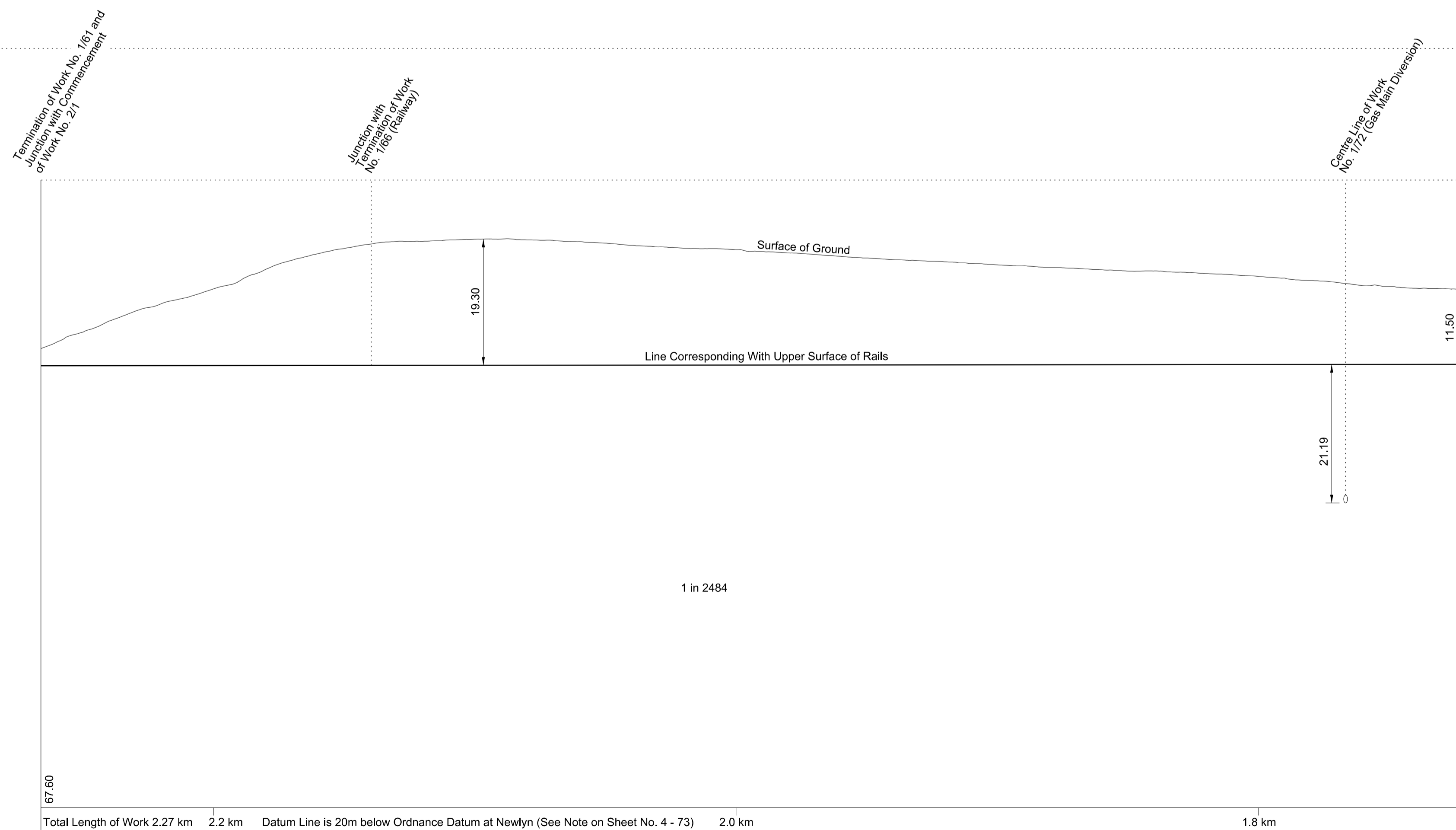
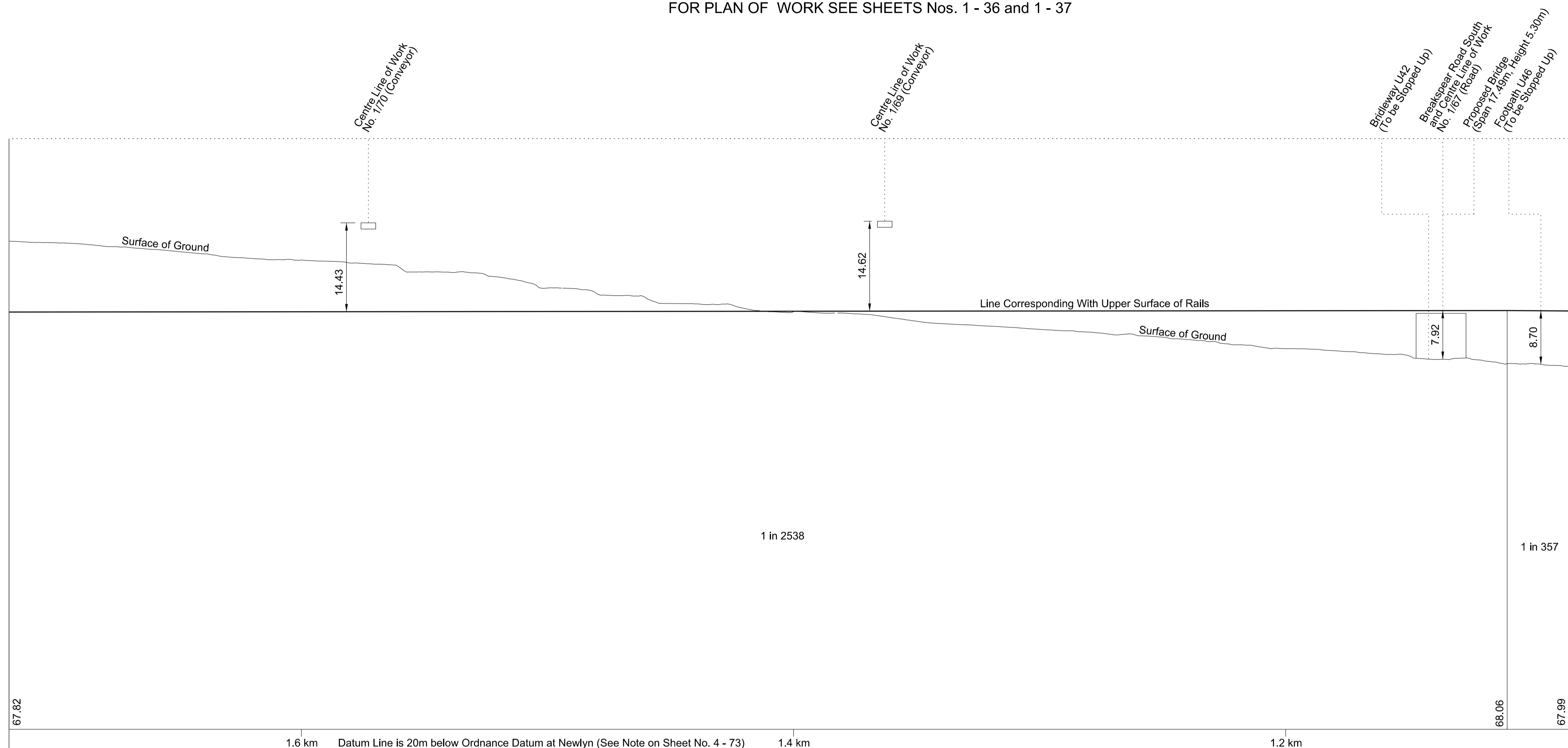
Datum Line for Work No. 1/61 (20 metres below Ordnance Datum) is 65.12m below the fixed point being a Cable TV cover outside 14 The Greenway, and marked thus \blacktriangleright on plan (Sheet No. 1-34). Such fixed point being 45.12m above Ordnance Datum Newlyn (ODN).

For continuation of section see sheet No. 4-74



SECTIONS

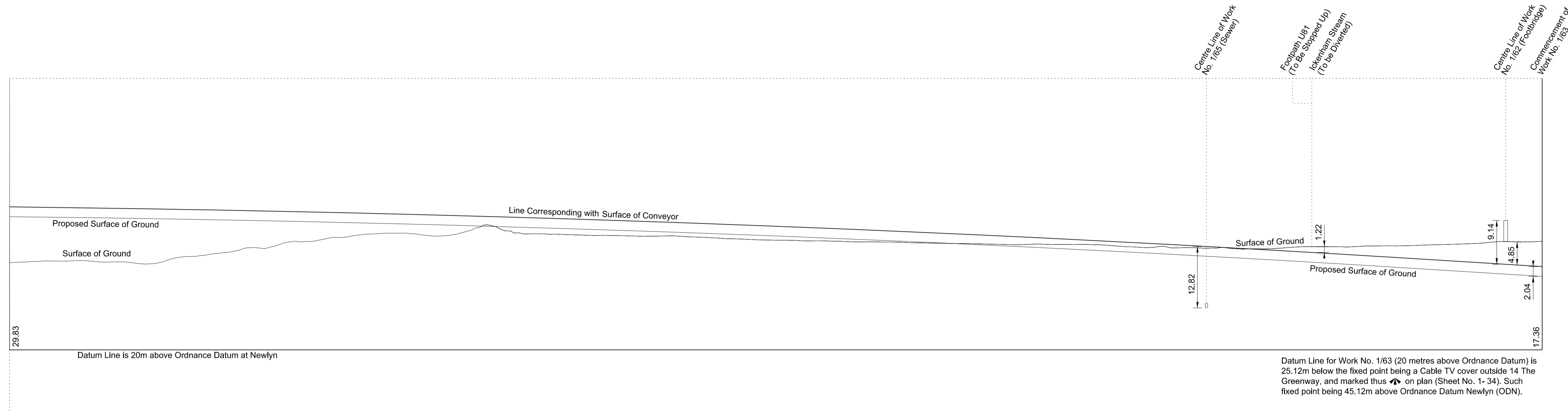
FOR PLAN OF WORK SEE SHEETS Nos. 1 - 36 and 1 - 37



SECTIONS

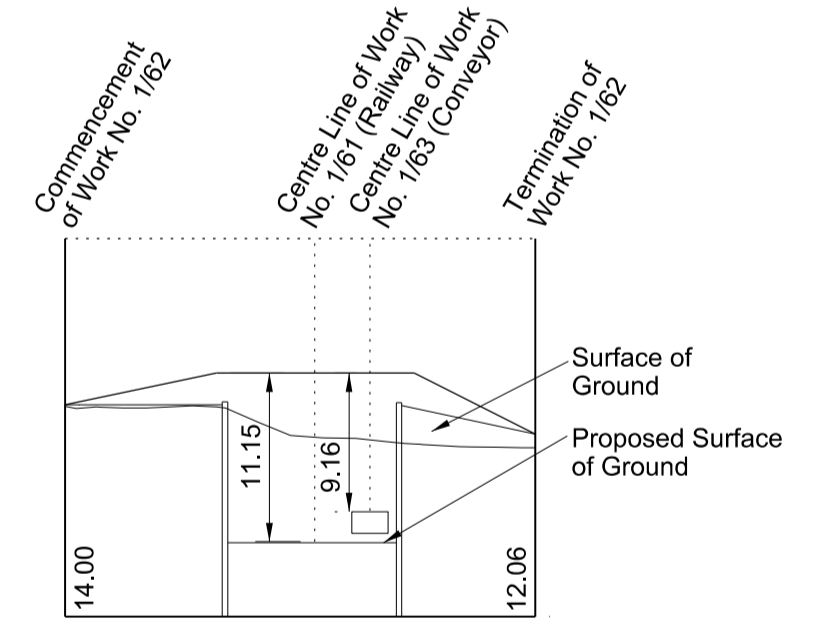
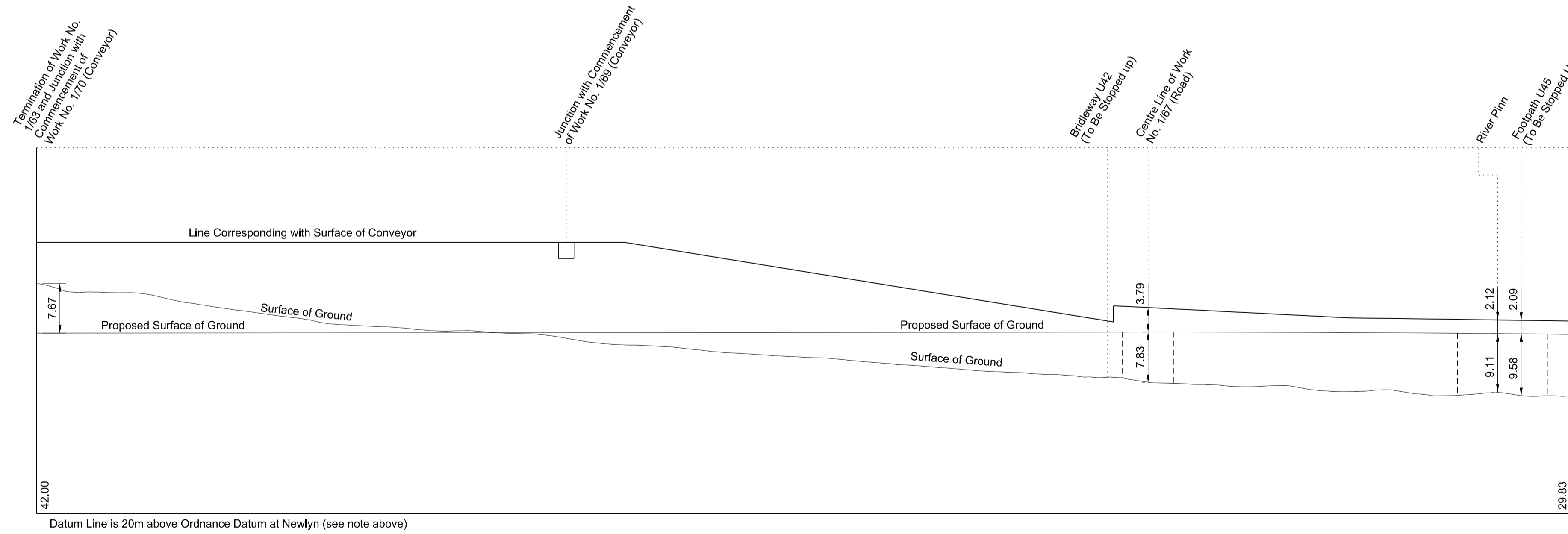
WORK No.1/63

FOR PLAN OF WORK SEE SHEET No. 1-34, 1-35 & 1-36

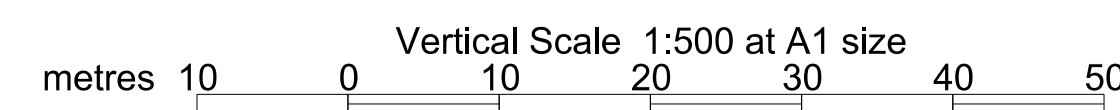
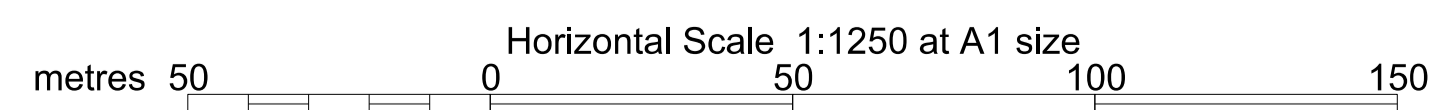


WORK No.1/62

FOR PLAN OF WORK SEE SHEET No. 1-34

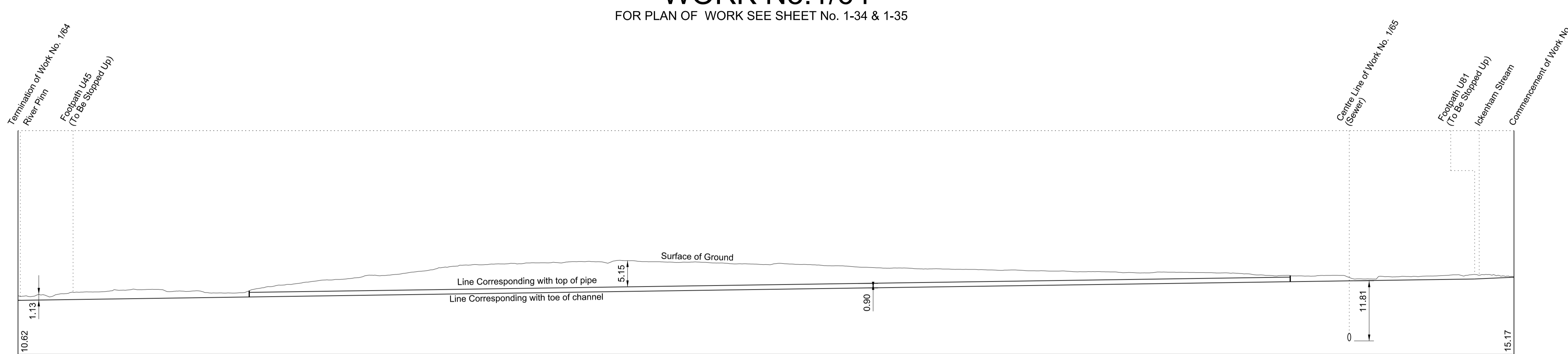


Datum Line is 30m above Ordnance Datum at Newlyn
Datum Line for Work No. 1/62 (30 metres above Ordnance Datum) is 15.12m below the fixed point being a Cable TV cover outside 14 The Greenway, and marked thus \blacktriangledown on plan (Sheet No. 1-34). Such fixed point being 45.12m above Ordnance Datum Newlyn (ODN).



SECTIONS

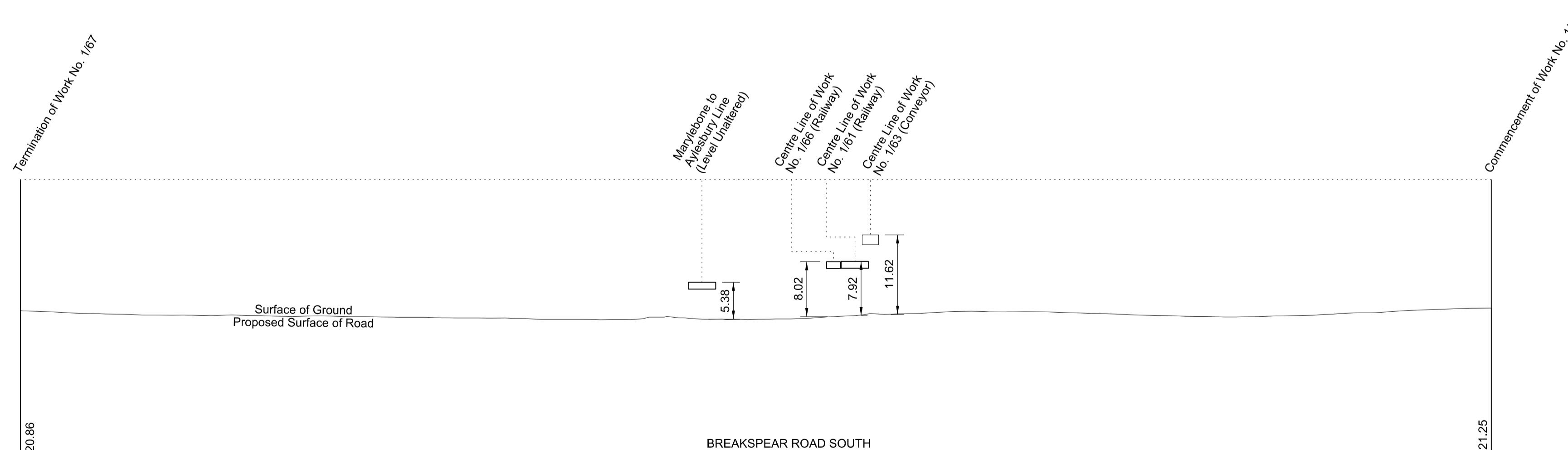
WORK No.1/64 FOR PLAN OF WORK SEE SHEET No. 1-34 & 1-35



Datum Line is 20m above Ordnance Datum at Newlyn

Datum Line for Work No. 1/64 (20 metres above Ordnance Datum) is 25.12m below the fixed point being a Cable TV cover outside 14 The Greenway, and marked thus \blacktriangledown on plan (Sheet No. 1-34). Such fixed point being 45.12m above Ordnance Datum Newlyn (ODN).

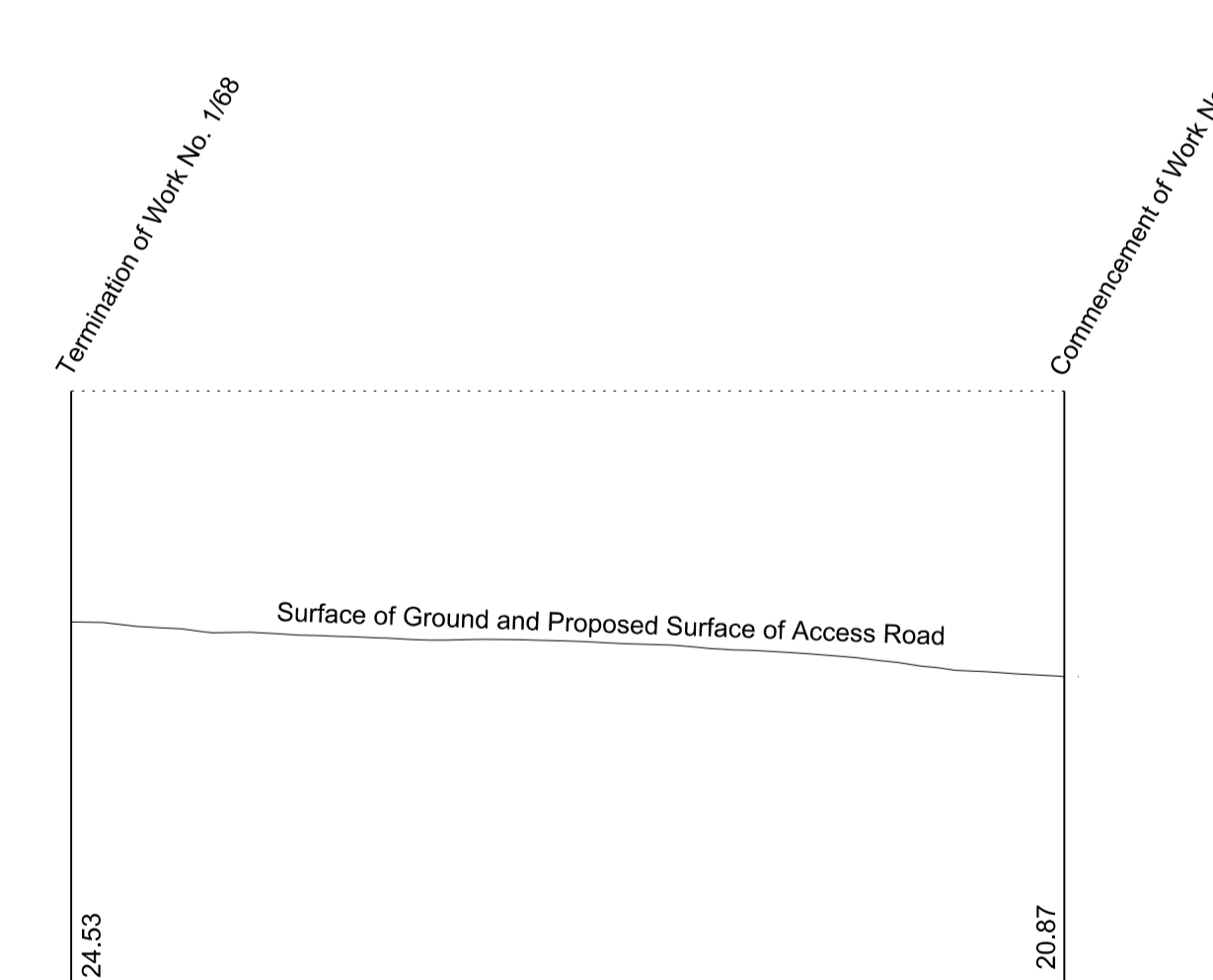
WORK No.1/67 FOR PLAN OF WORK SEE SHEET No. 1-35, 1-36 & 1-49



Datum Line is 20m above Ordnance Datum at Newlyn
Greatest inclination of existing road is 1:25
Greatest inclination of proposed road is 1:25

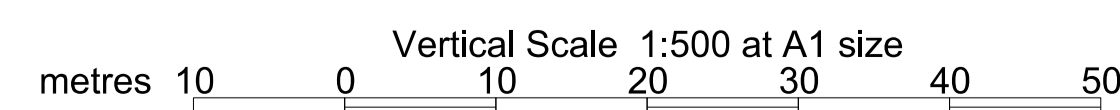
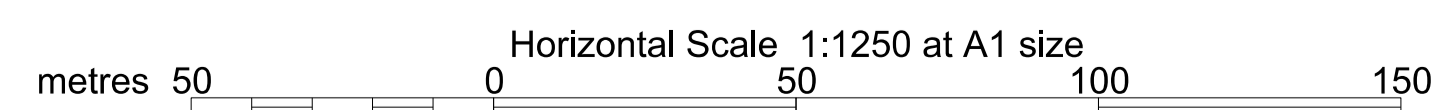
Datum Line for Work No. 1/67 (20 metres above Ordnance Datum) is 22.66m below the fixed point being a BT cover outside 71 The Greenway, and marked thus \blacktriangledown on plan (Sheet No. 1-35). Such fixed point being 42.66m above Ordnance Datum Newlyn (ODN).

WORK No.1/68 FOR PLAN OF WORK SEE SHEET No. 1-36



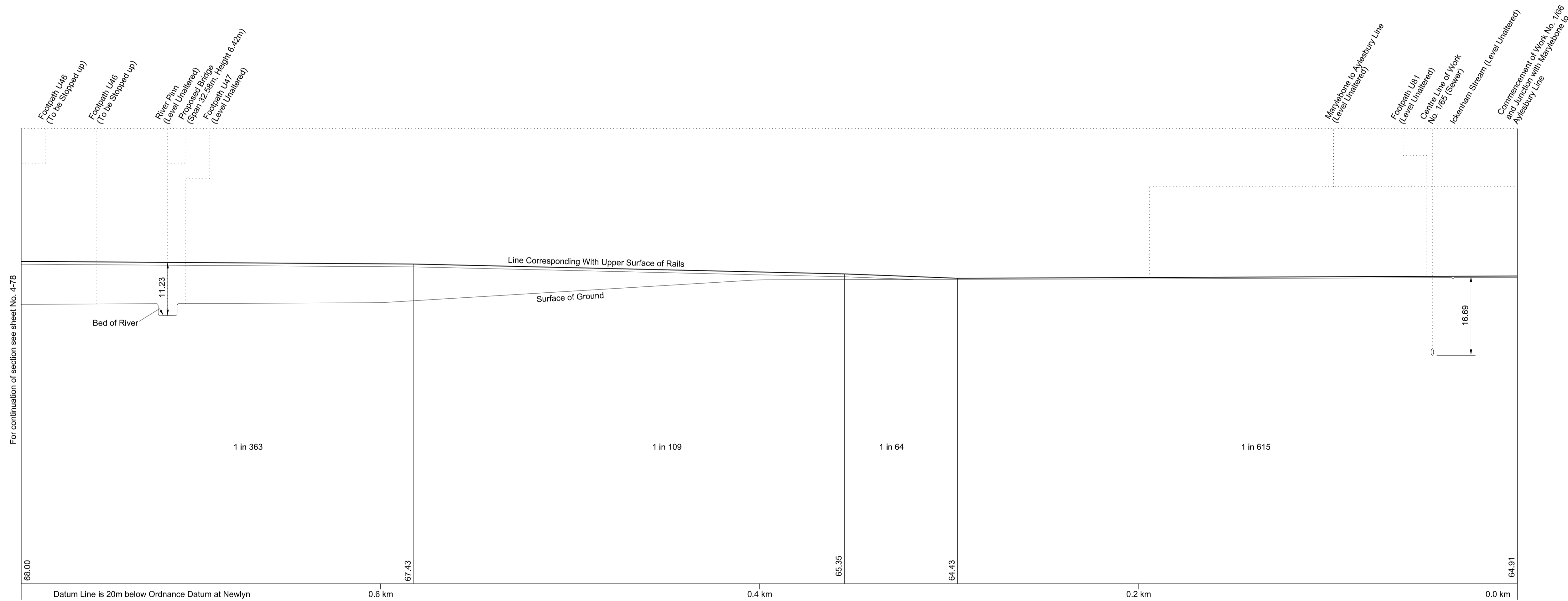
Datum Line is 20m above Ordnance Datum at Newlyn
Greatest inclination of proposed road is 1:33

Datum Line for Work No. 1/68 (20 metres above Ordnance Datum) is 19.62m below the fixed point being a Gully on Breakspear Road South, near a rail bridge, and marked thus \blacktriangledown on plan (Sheet No. 1-36). Such fixed point being 39.62m above Ordnance Datum Newlyn (ODN).

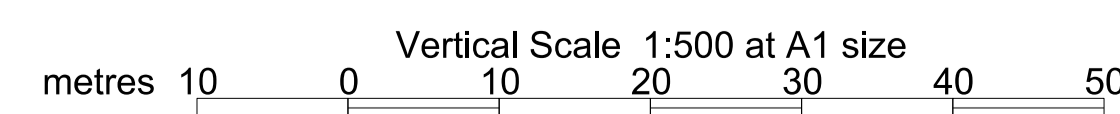
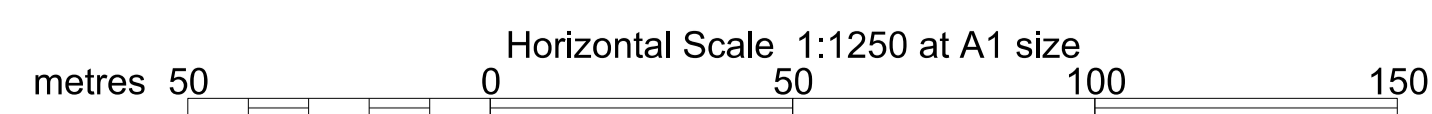


SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 34 and 1 - 35

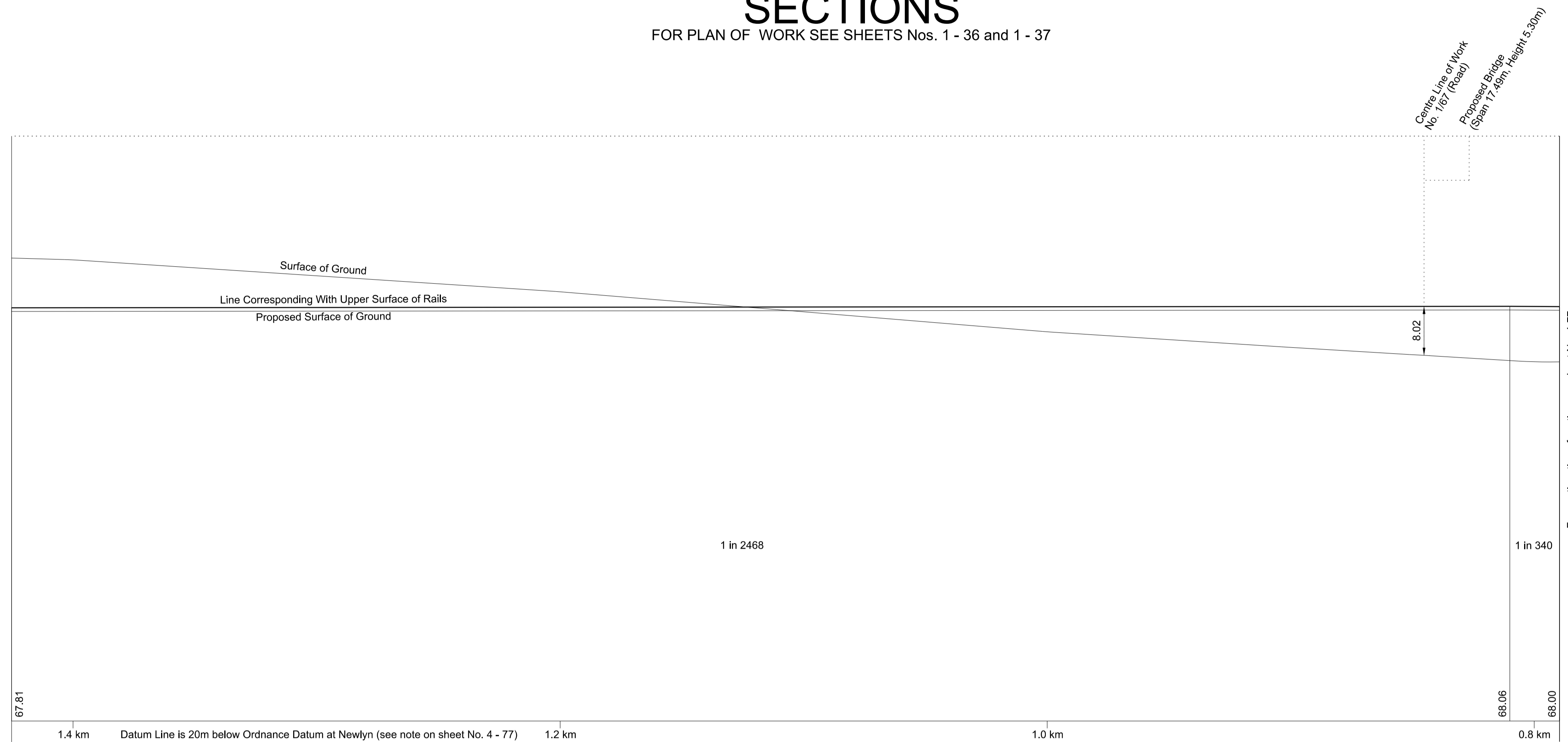


Datum Line for Work No. 1/66 (20 metres below Ordnance Datum) is 65.12m below the fixed point being a Cable TV cover outside 14 The Greenway, and marked thus on plan (Sheet No. 1- 34). Such fixed point being 45.12m above Ordnance Datum Newlyn (ODN).

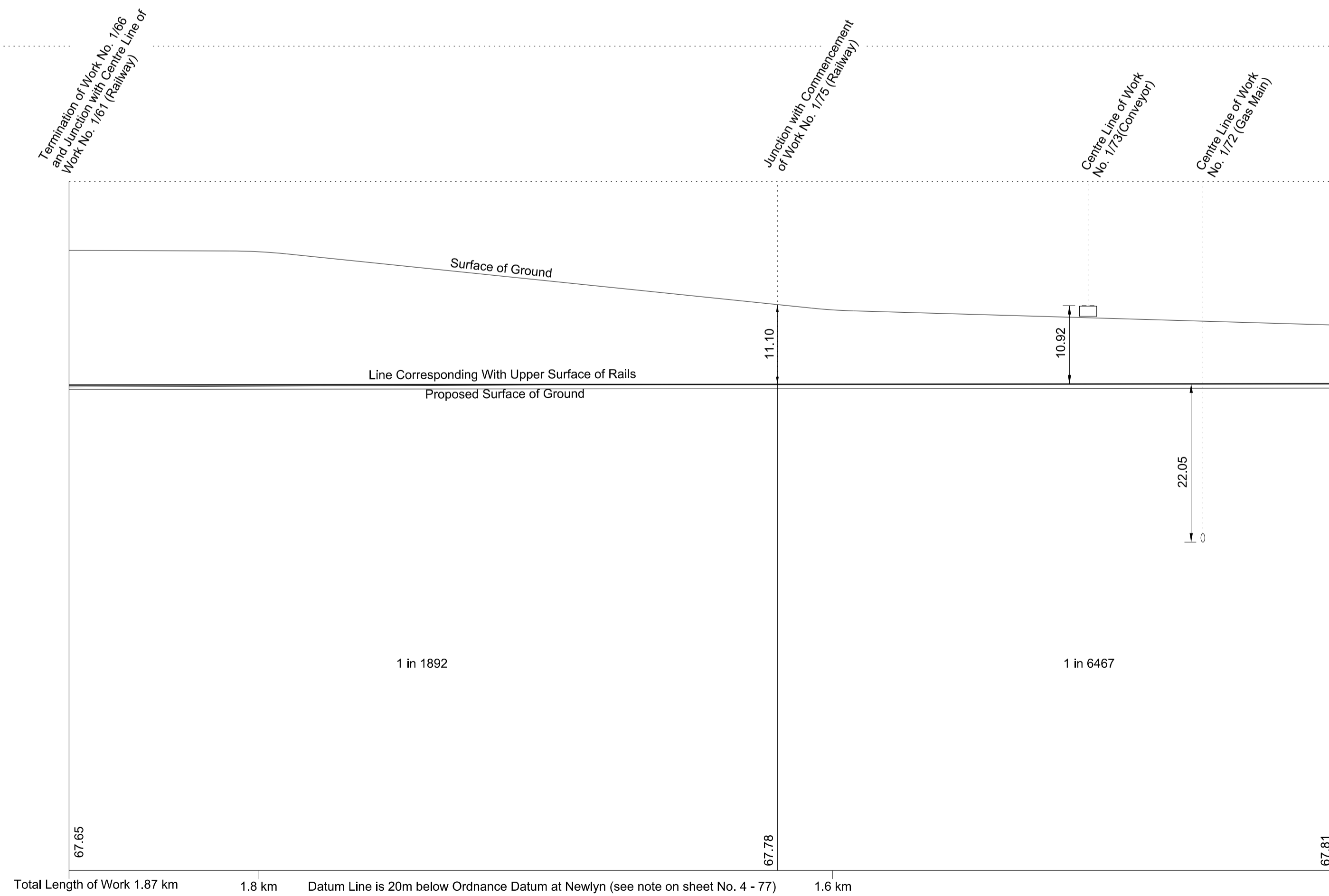


SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 1 - 36 and 1 - 37



For continuation of section see sheet No. 4-77

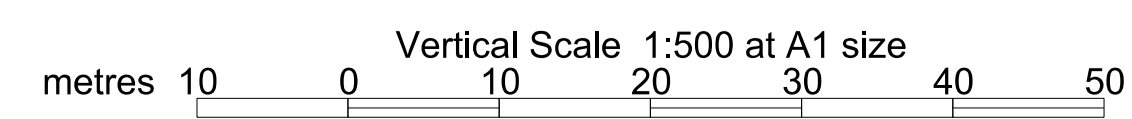
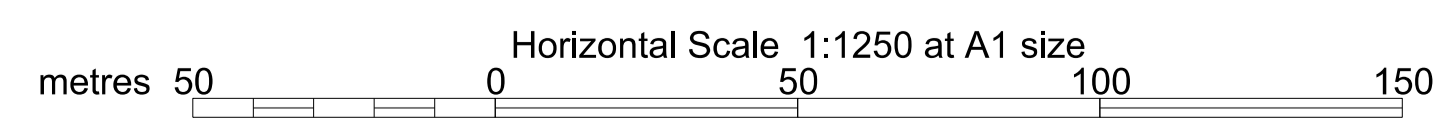


Termination of Work No. 1/66
and Junction with Centre Line of
Work No. 1/67 (Railway)

Junction with Commencement
of Work No. 1/73 (Railway)

Centre Line of Work
No. 1/73 (Converger)

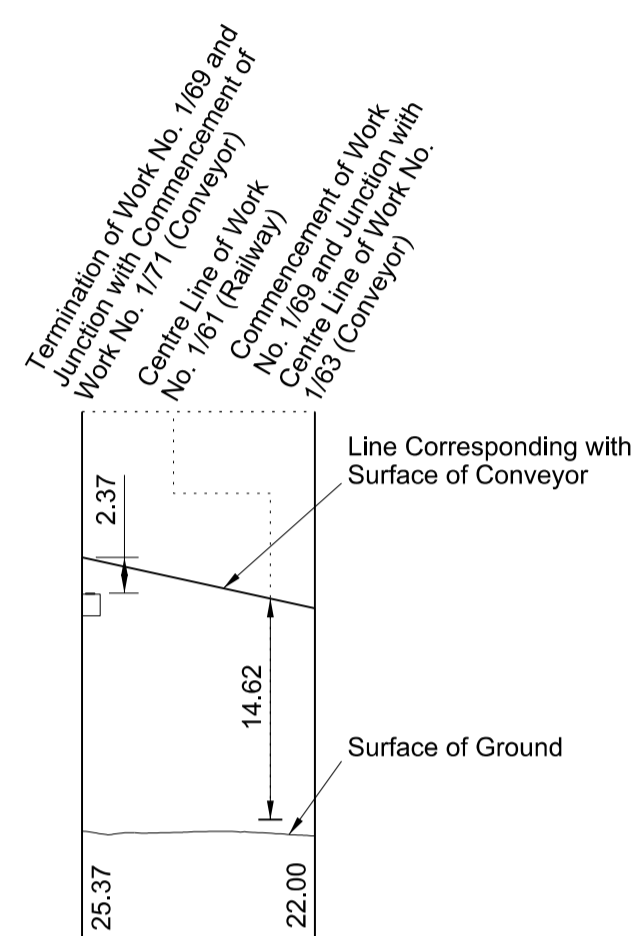
Centre Line of Work
No. 1/72 (Gas Main)



SECTIONS

WORK No.1/69

FOR PLAN OF WORK SEE SHEET No. 1-36

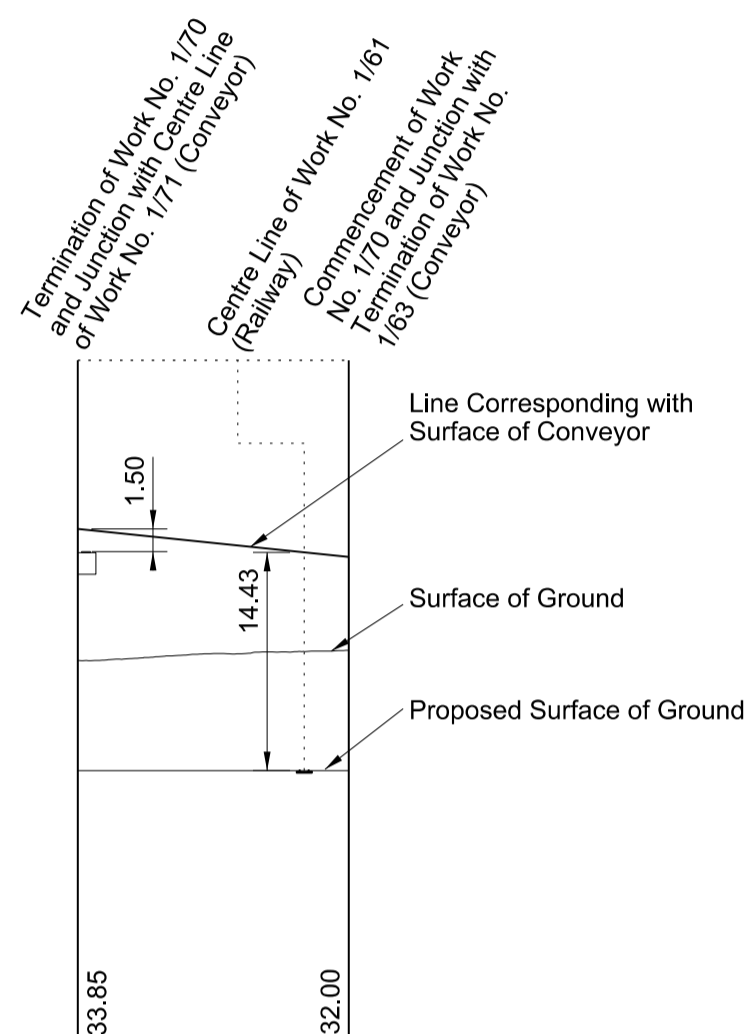


Datum Line is 40m above Ordnance Datum at Newlyn

Datum Line for Work No. 1/69 (40 metres above Ordnance Datum) is 0.38m above the fixed point being a Gully on Breakspear Road South, near a rail bridge, and marked thus on plan (Sheet No. 1-36). Such fixed point being 39.62m above Ordnance Datum Newlyn (ODN).

WORK No.1/70

FOR PLAN OF WORK SEE SHEET No. 1-36

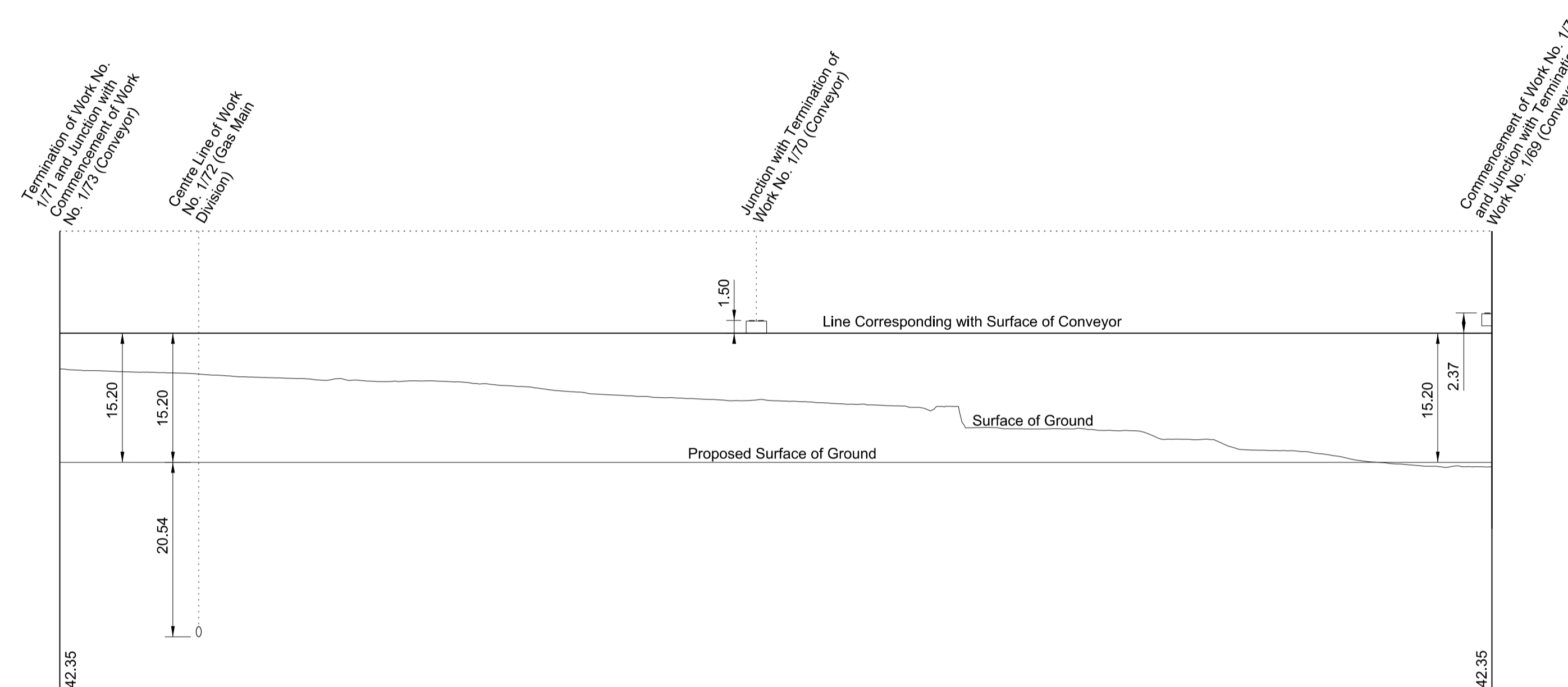


Datum Line is 30m above Ordnance Datum at Newlyn

Datum Line for Work No. 1/70 (30 metres above Ordnance Datum) is 9.62m below the fixed point being a Gully on Breakspear Road South, near a rail bridge, and marked thus on plan (Sheet No. 1-36). Such fixed point being 39.62m above Ordnance Datum Newlyn (ODN).

WORK No.1/71

FOR PLAN OF WORK SEE SHEETS No. 1-36 & 1-37

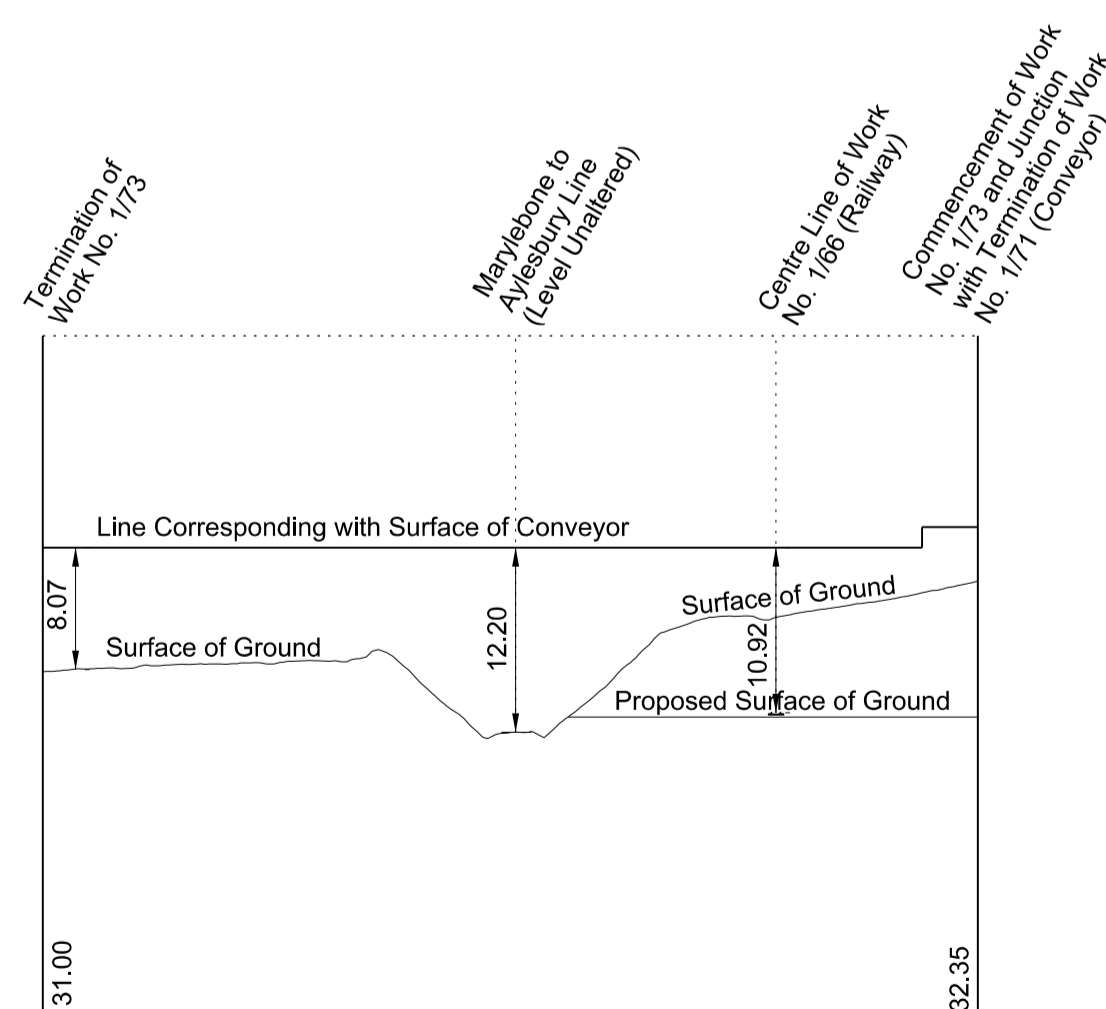


Datum Line is 20m above Ordnance Datum at Newlyn

Datum Line for Work No. 1/71 (20 metres above Ordnance Datum) is 9.62m below the fixed point being a Gully on Breakspear Road South, near a rail bridge, and marked thus on plan (Sheet No. 1-36). Such fixed point being 39.62m above Ordnance Datum Newlyn (ODN).

WORK No.1/73

FOR PLAN OF WORK SEE SHEET No. 1-37

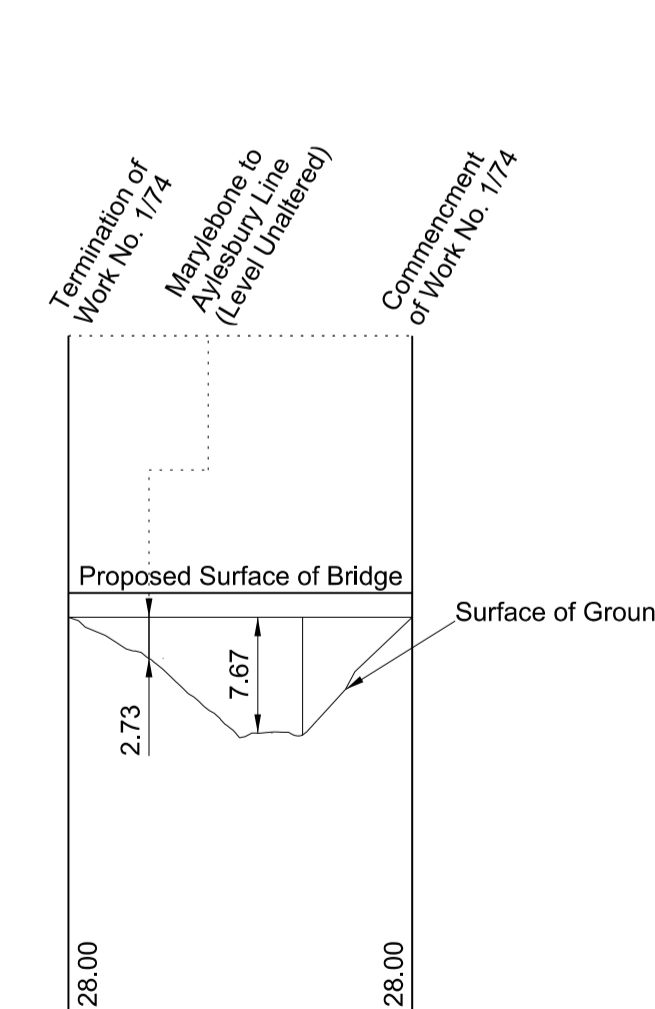


Datum Line is 30m above Ordnance Datum at Newlyn

Datum Line for Work No. 1/73 (30 metres above Ordnance Datum) is 9.62m below the fixed point being a Gully on Breakspear Road South, near a rail bridge, and marked thus on plan (Sheet No. 1-37). Such fixed point being 39.62m above Ordnance Datum Newlyn (ODN).

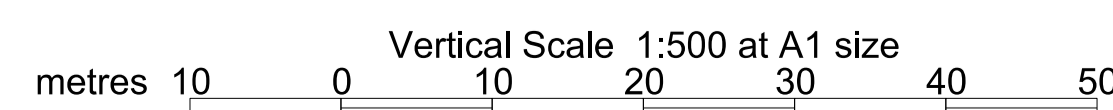
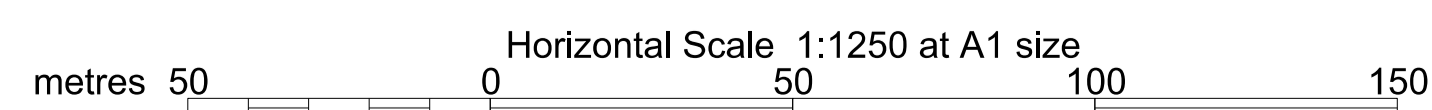
WORK No.1/74

FOR PLAN OF WORK SEE SHEET No. 1-37



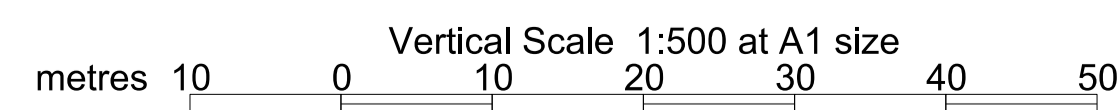
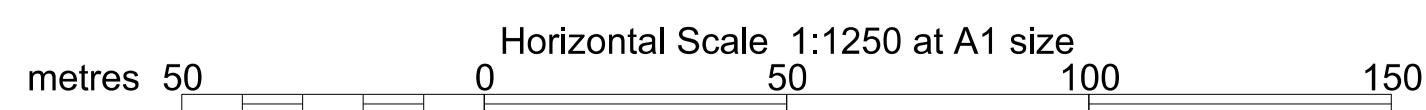
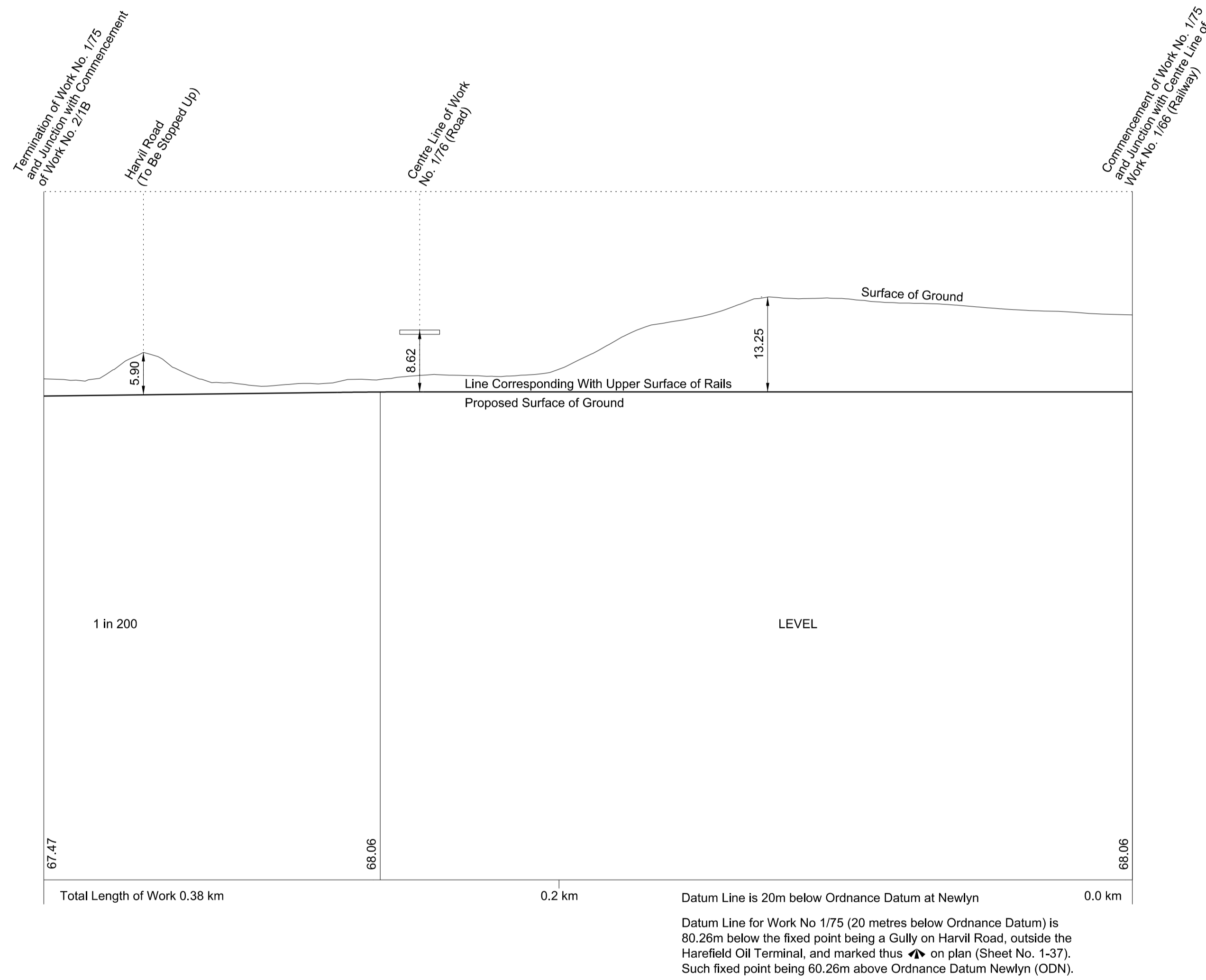
Datum Line is 30m above Ordnance Datum at Newlyn

Datum Line for Work No. 1/74 (30 metres above Ordnance Datum) is 9.62m below the fixed point being a Gully on Breakspear Road South, near a rail bridge, and marked thus on plan (Sheet No. 1-37). Such fixed point being 39.62m above Ordnance Datum Newlyn (ODN).



SECTIONS

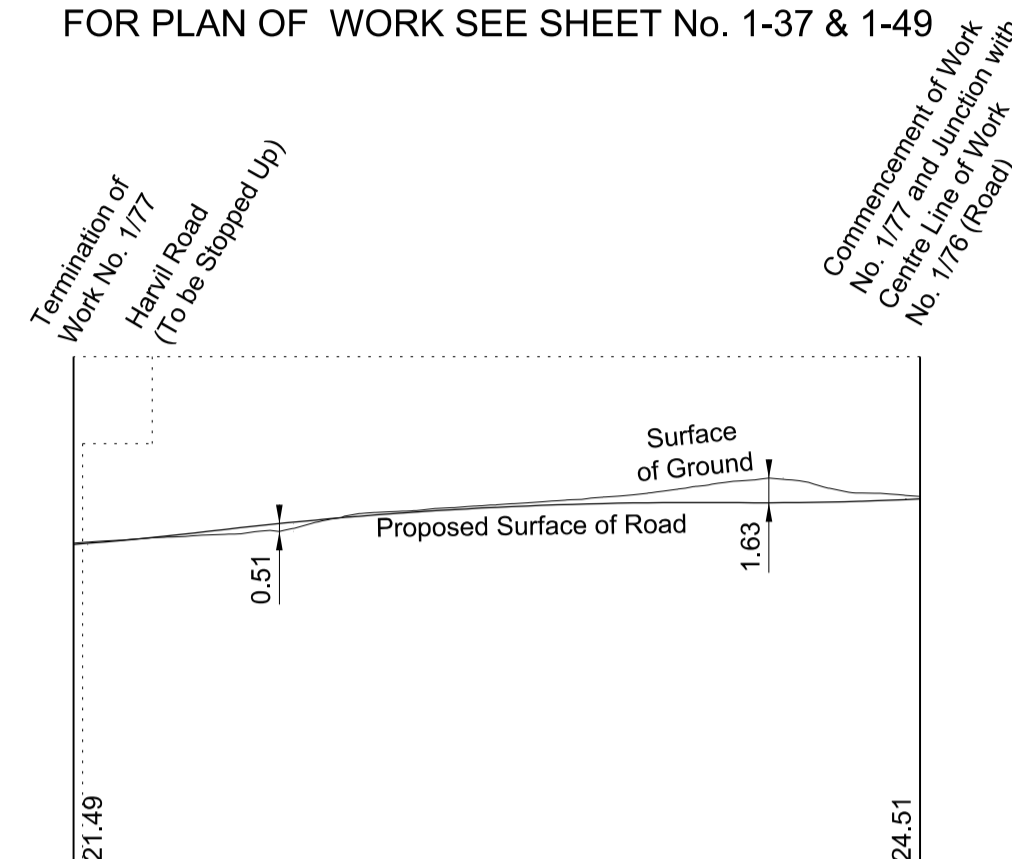
FOR PLAN OF WORK SEE SHEET No. 1 - 37



SECTIONS


WORK No.1/77

FOR PLAN OF WORK SEE SHEET No. 1-37 & 1-49



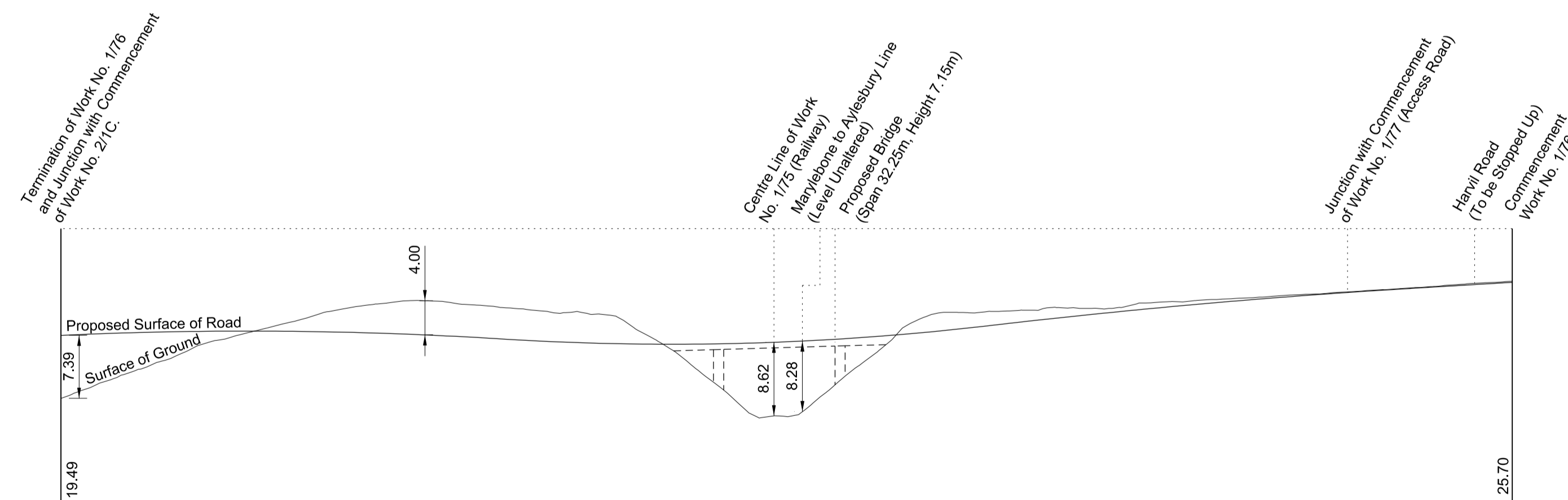
Datum Line is 38m above Ordnance Datum at Newlyn

Greatest inclination of proposed road is 1:25

Datum Line for Work No 1/77 (38 metres above Ordnance Datum) is 22.25m below the fixed point being a Gully on Harvil Road, outside the Harefield Oil Terminal, and marked thus  on plan (Sheet No 1-37). Such fixed point being 60.25m above Ordnance Datum Newlyn (ODN).


WORK No.1/76

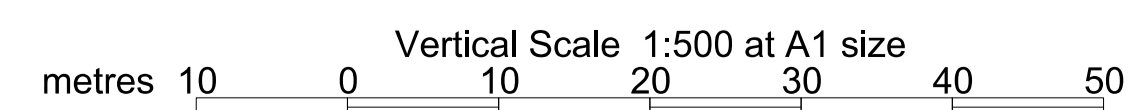
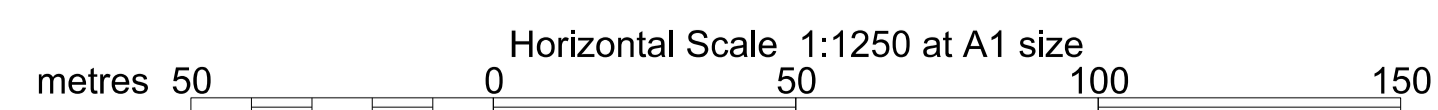
FOR PLAN OF WORK SEE SHEET No. 1-37 and 1-49



Datum Line is 38m above Ordnance Datum at Newlyn

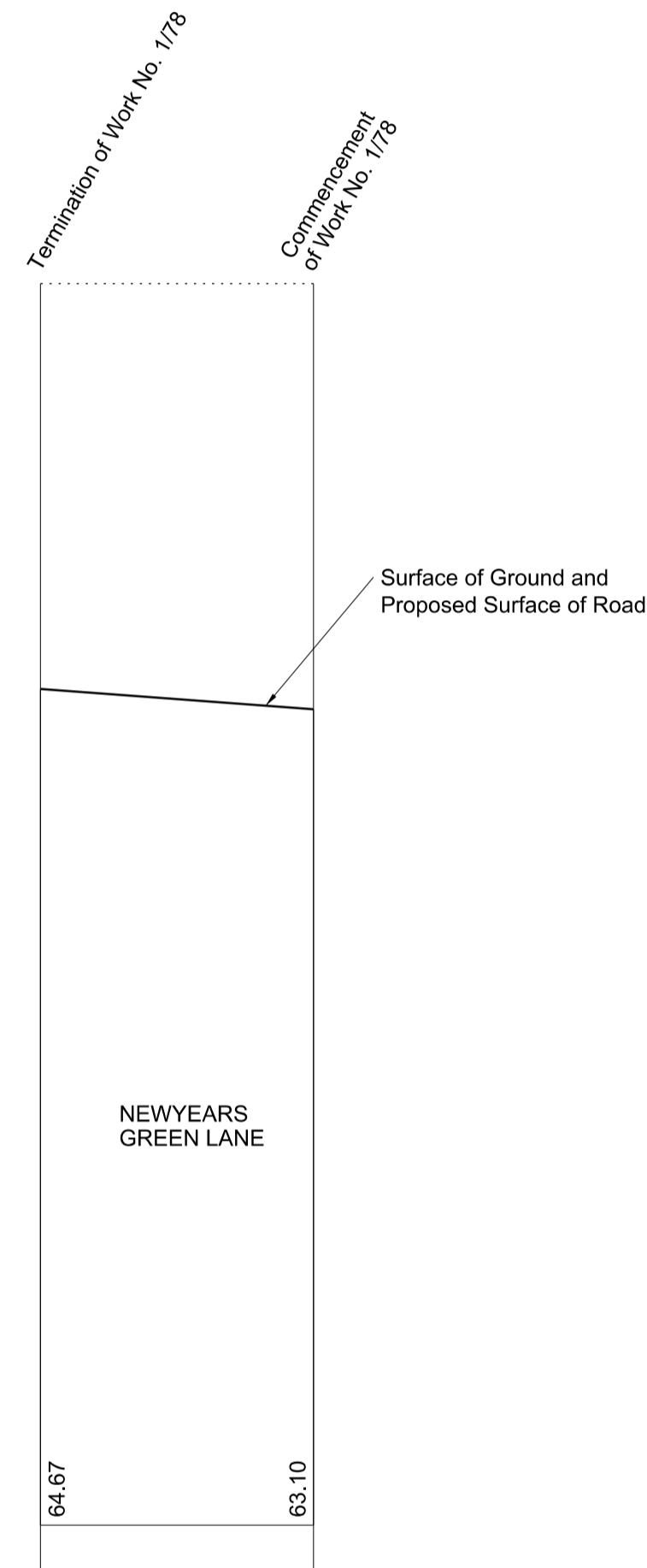
Greatest inclination of proposed road is 1:35

Datum Line for Work No 1/76 (38 metres above Ordnance Datum) is 22.25m below the fixed point being a Gully on Harvil Road, outside the Harefield Oil Terminal, and marked thus  on plan (Sheet No 1-37). Such fixed point being 60.25m above Ordnance Datum Newlyn (ODN).




SECTIONS

FOR PLAN OF WORK SEE SHEET No. 1 - 48



Datum Line is 20m below Ordnance Datum at Newlyn

Greatest Inclination of Existing Road is 1:34
Greatest Inclination of Proposed Road is 1:34

Datum Line for Work No. 1/78 (20 metres below Ordnance Datum) is 71.66m below the fixed point being a Gully on New Years Green Lane, outside 9 New Years Farm and marked thus  on plan (Sheet No. 1-48). Such fixed point being 51.66m above Ordnance Datum Newlyn (ODN).

