



In Parliament - Session 2013-14

High Speed Rail (London - West Midlands)

SECTIONS | Volume 5.1 Colne Valley - Burton Green

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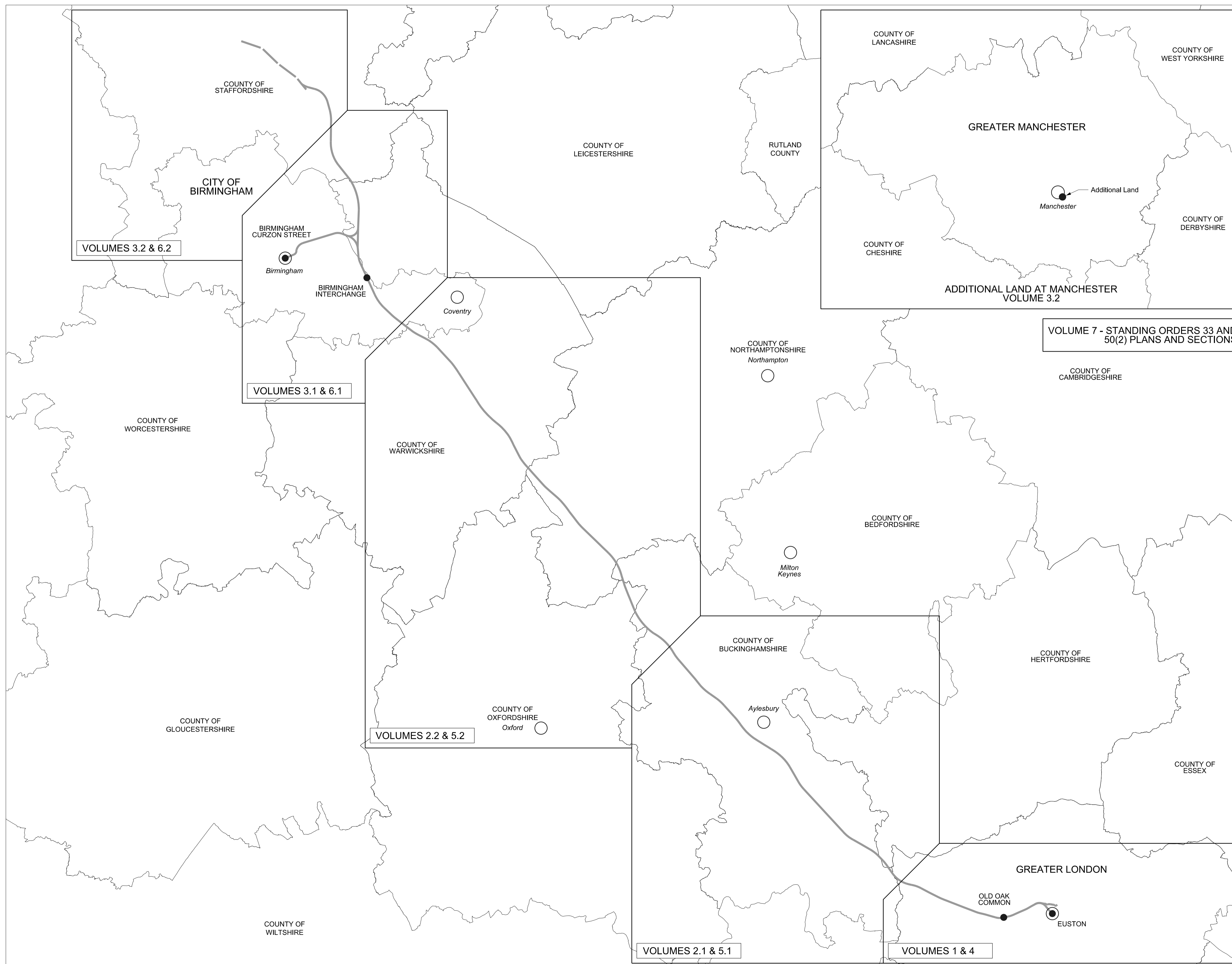
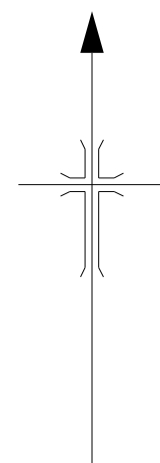
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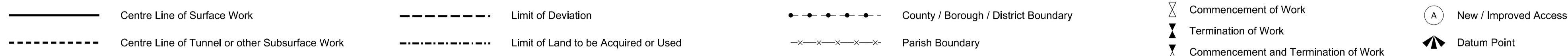
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SCHEME DIAGRAM



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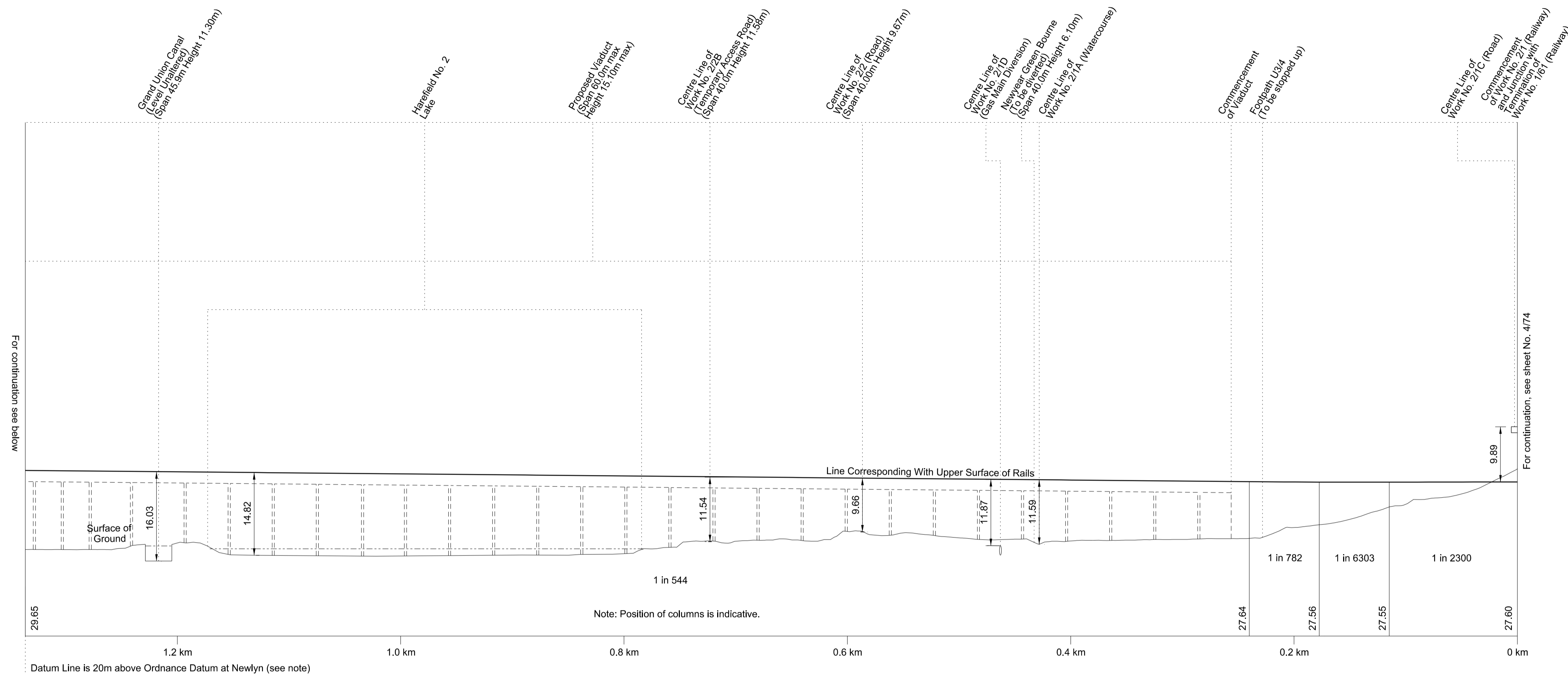
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Work No. 2/178A	Road from Work No. 2/178 to Cryfield Grange Road	2-112
Work No. 2/179	Watercourse beneath proposed railway	2-113
Work No. 2/180	Fuel Pipeline beneath proposed railway	2-113
Work No. 2/181	Watercourse beneath proposed railway and Kenilworth Greenway	2-113
Work No. 2/182	Cycle Track from Kenilworth Greenway	2-113 - 2-114
Work No. 2/183	Road along Cromwell Lane	2-114
Work No. 2/183A	Temporary Road from Cromwell Road to Cromwell Road	2-114
Work No. 2/183B	Temporary Cycle Track from Kenilworth Greenway	2-113 - 2-114

Metropolitan Borough of Solihull

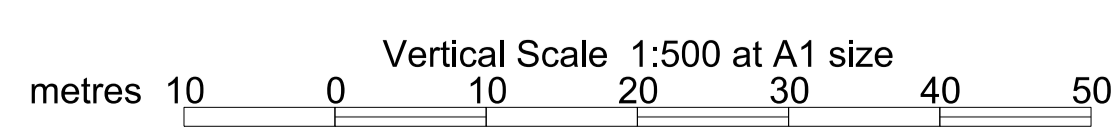
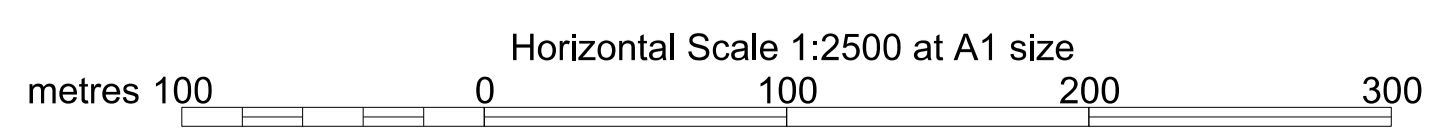
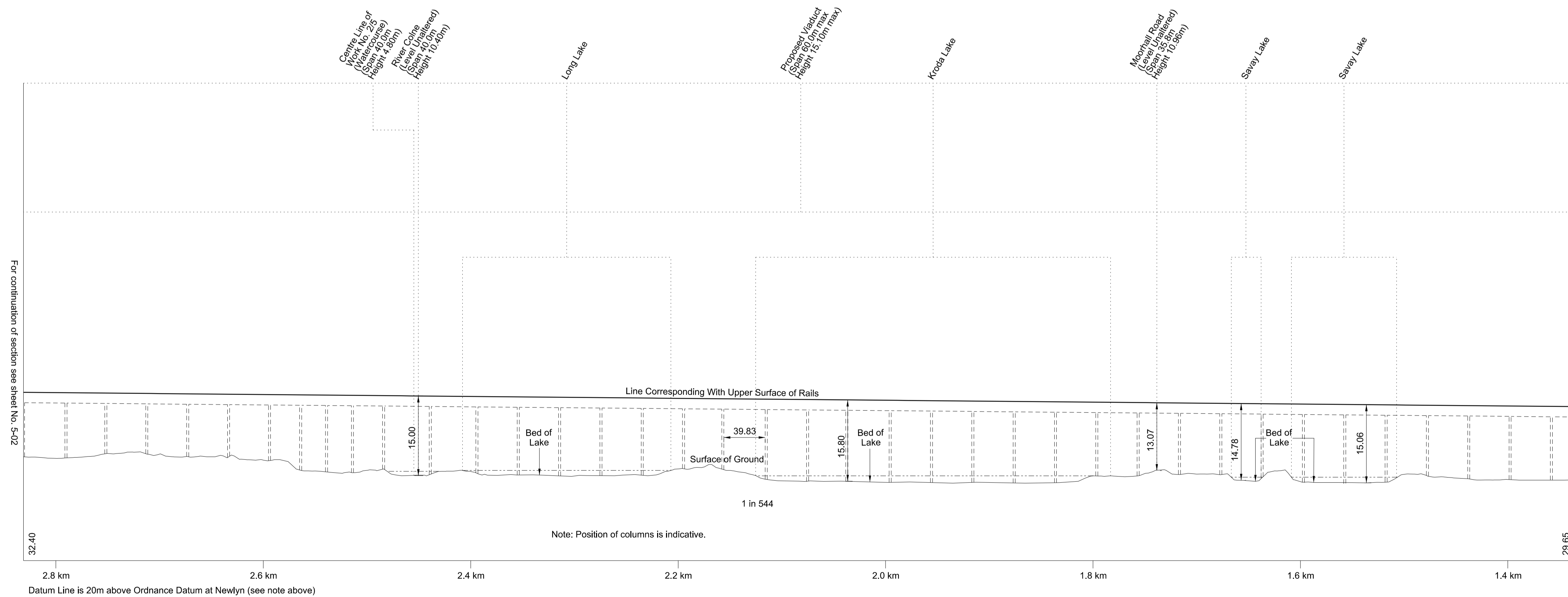
Work No. 2/146	Proposed Railway	2-114, 2-116
Work No. 2/182	Cycle Track from Kenilworth Greenway	2-114, 2-116
Work No. 2/183B	Temporary Cycle Track from Kenilworth Greenway	2-114, 2-116
Work No. 2/184	Footbridge over proposed railway and Kenilworth Greenway	2-114
Work No. 2/185	Access Road	2-114, 2-116
Work No. 2/186	Road from Waste Lane to Waste Lane	2-116
Work No. 2/187	Fuel Pipeline parallel to proposed railway	2-116

SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-01 and 2-06

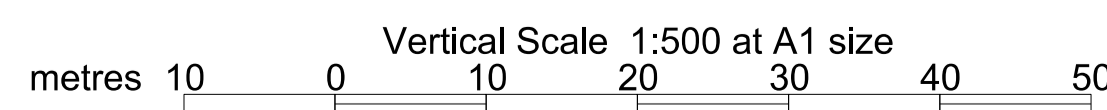
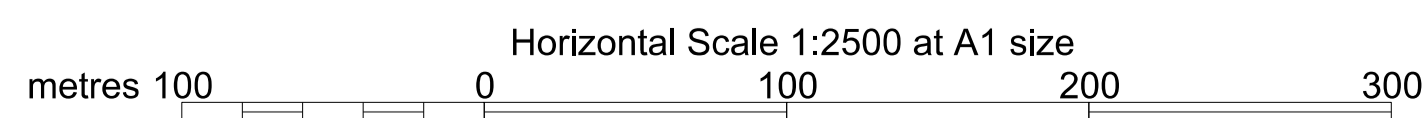
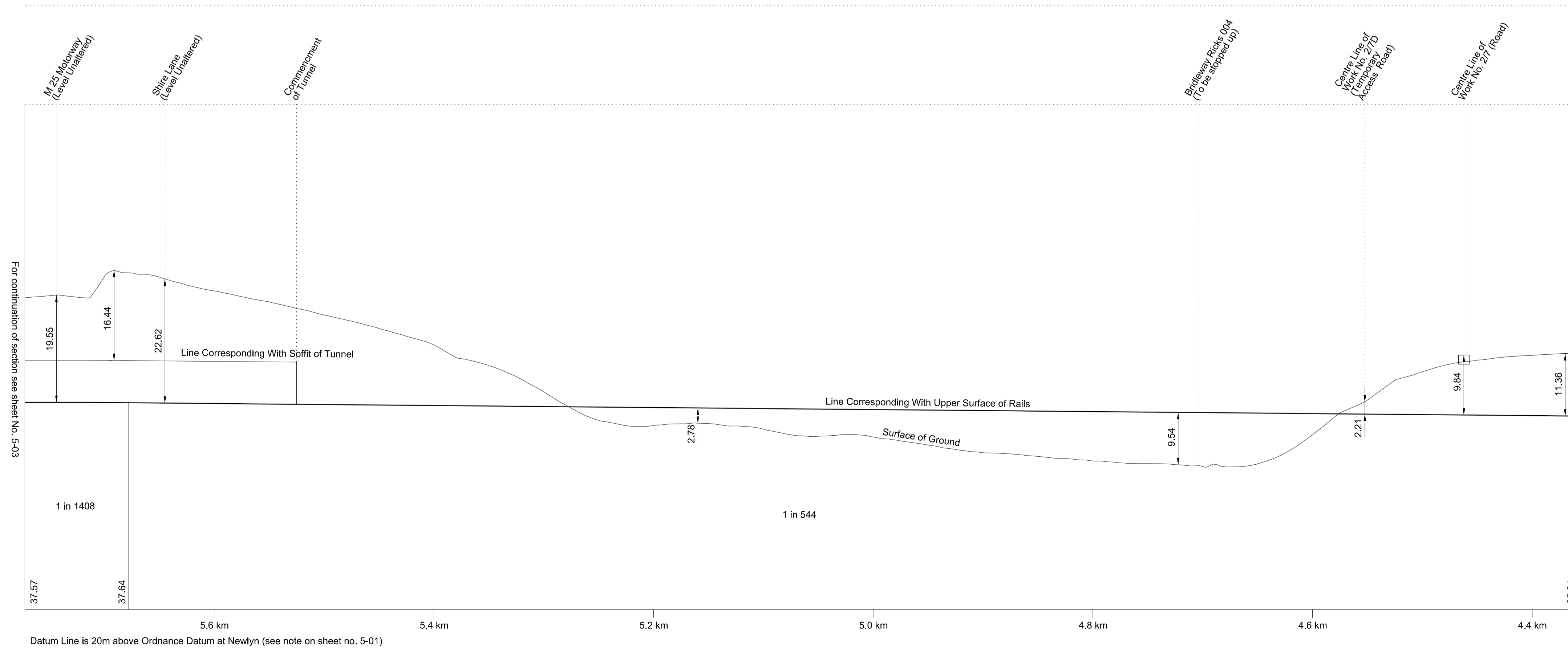
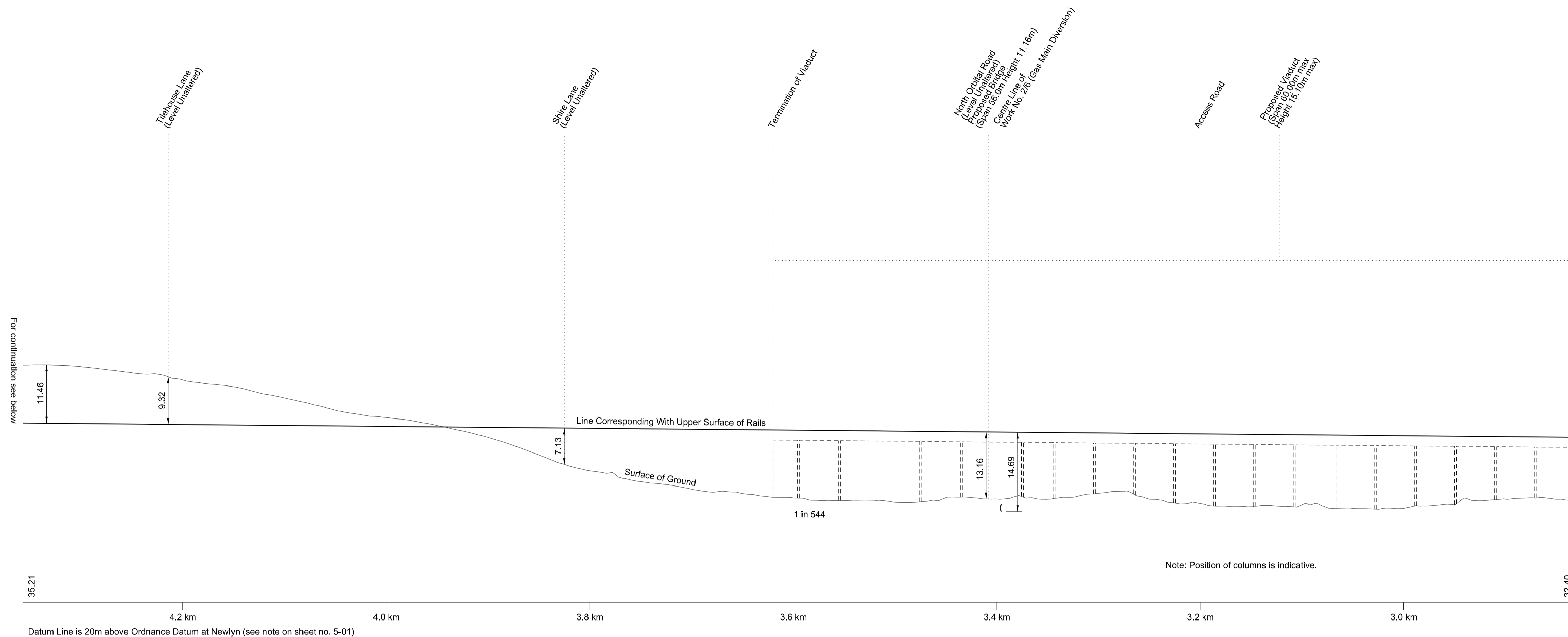


Datum Line for Work No. 2/1 (20 metres above Ordnance Datum) is 24.30m below the fixed point being a Gully on Harvil Road, opposite the Dog's Trust, Harefield, and marked thus \blacktriangledown on plan (Sheet No. 2-01). Such fixed point being 44.30m above Ordnance Datum Newlyn (ODN).



SECTIONS

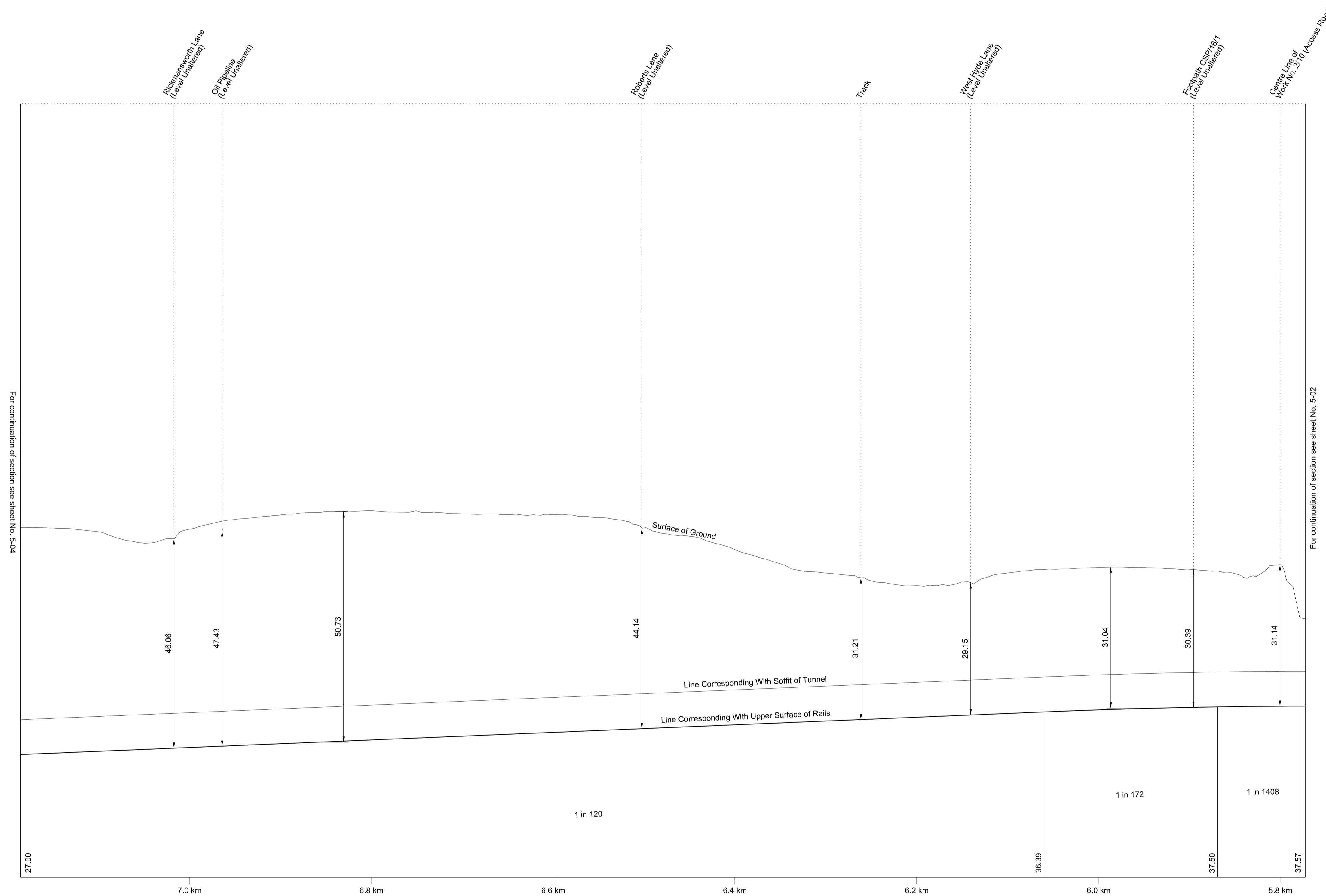
FOR PLAN OF WORK SEE SHEETS Nos. 2-08 and 2-10



SECTIONS

FOR PLAN OF WORK SEE SHEET No. 2-13

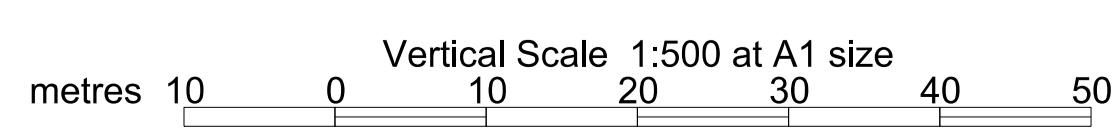
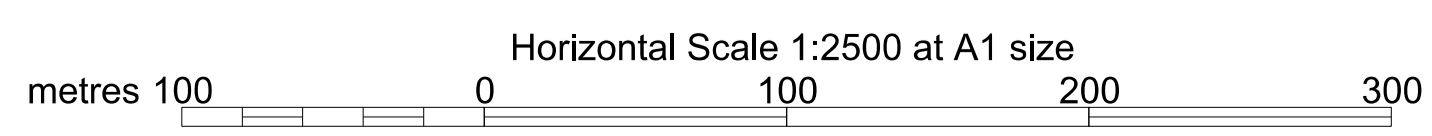
IN PARLIAMENT - SESSION 2013-14
 HIGH SPEED RAIL
 (LONDON - WEST MIDLANDS)
 Work No. 2/1 (Railway)



For continuation of section see sheet No. 5-04

For continuation of section see sheet No. 5-02

Datum Line is 20m above Ordnance Datum at Newlyn (see note on sheet no. 5-01)



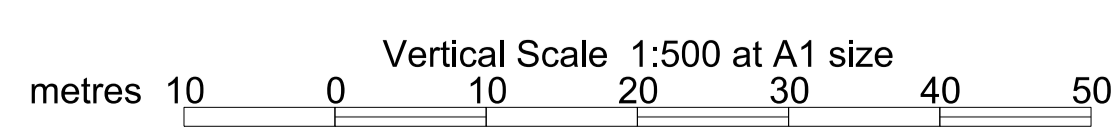
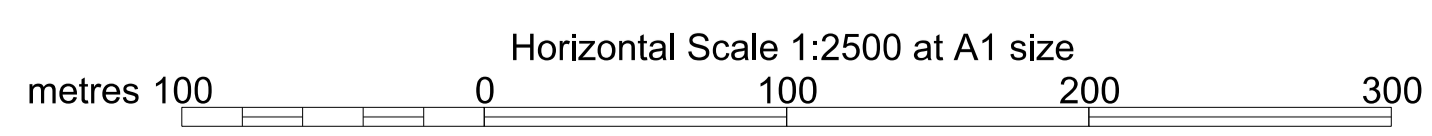
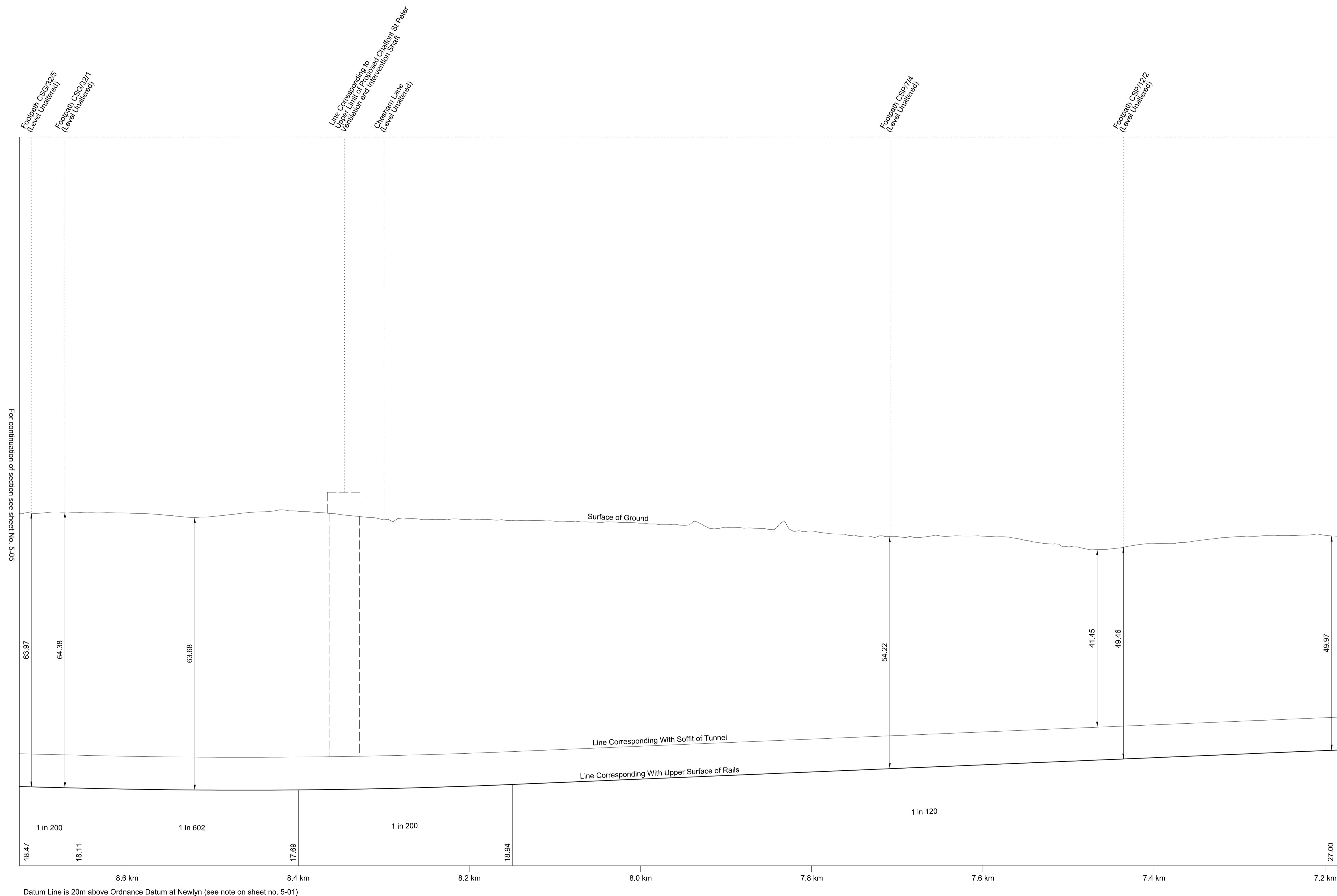
SECTIONS

FOR PLAN OF WORK SEE SHEET No. 2-14

IN PARLIAMENT - SESSION 2013-14

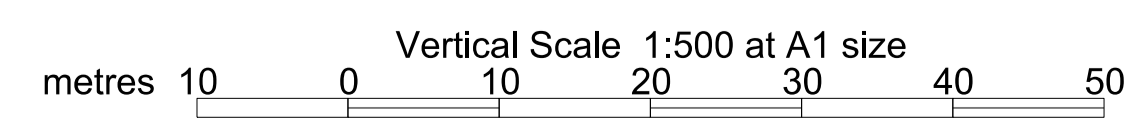
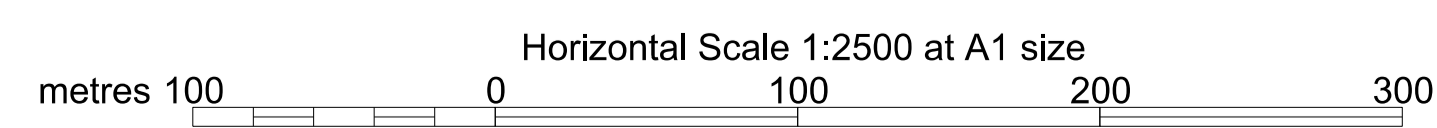
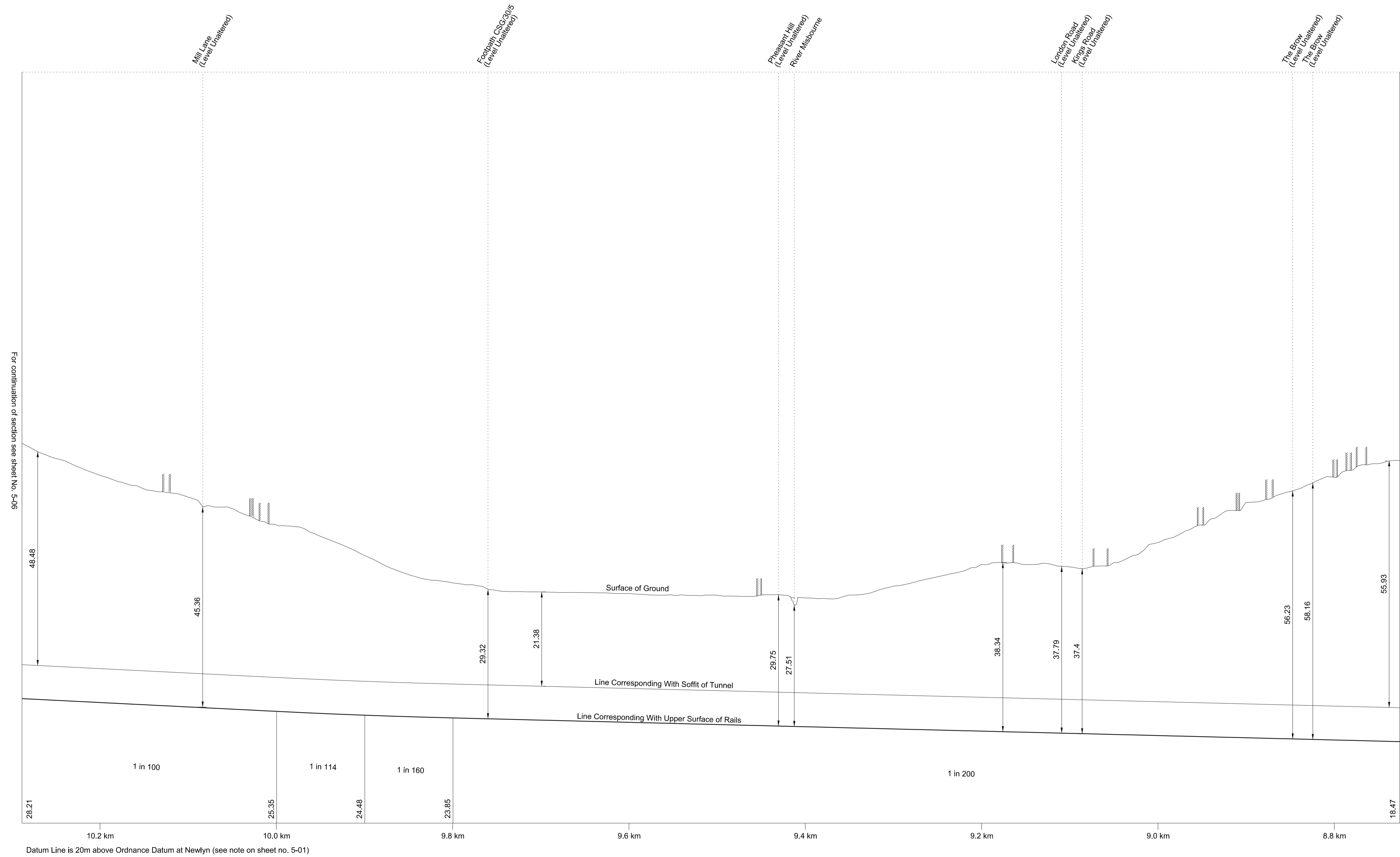
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)

Work No. 2/1 (Railway)



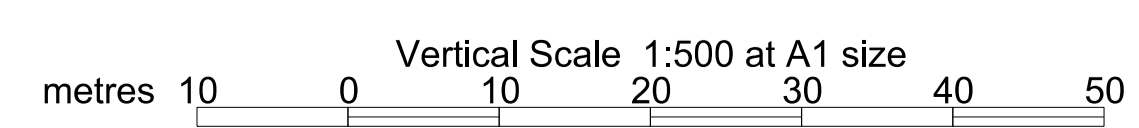
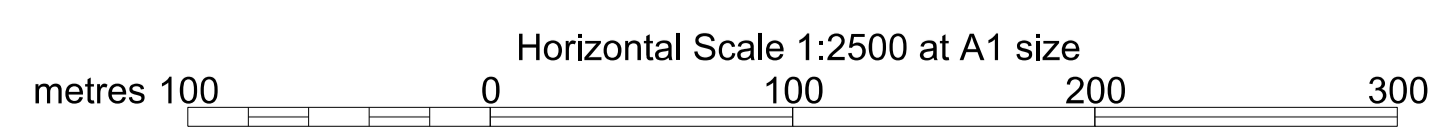
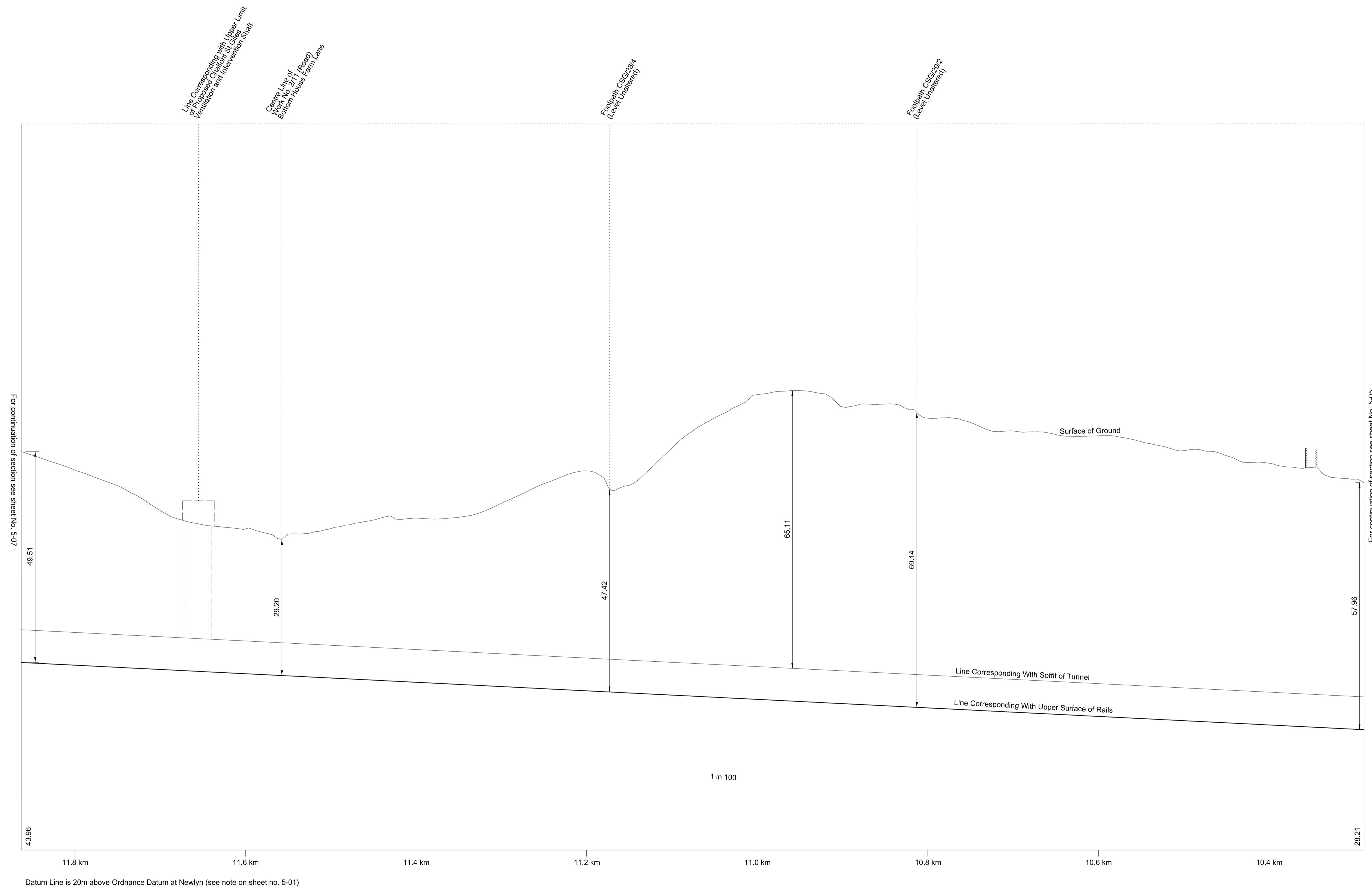
SECTIONS

FOR PLAN OF WORK SEE SHEET No. 2-15



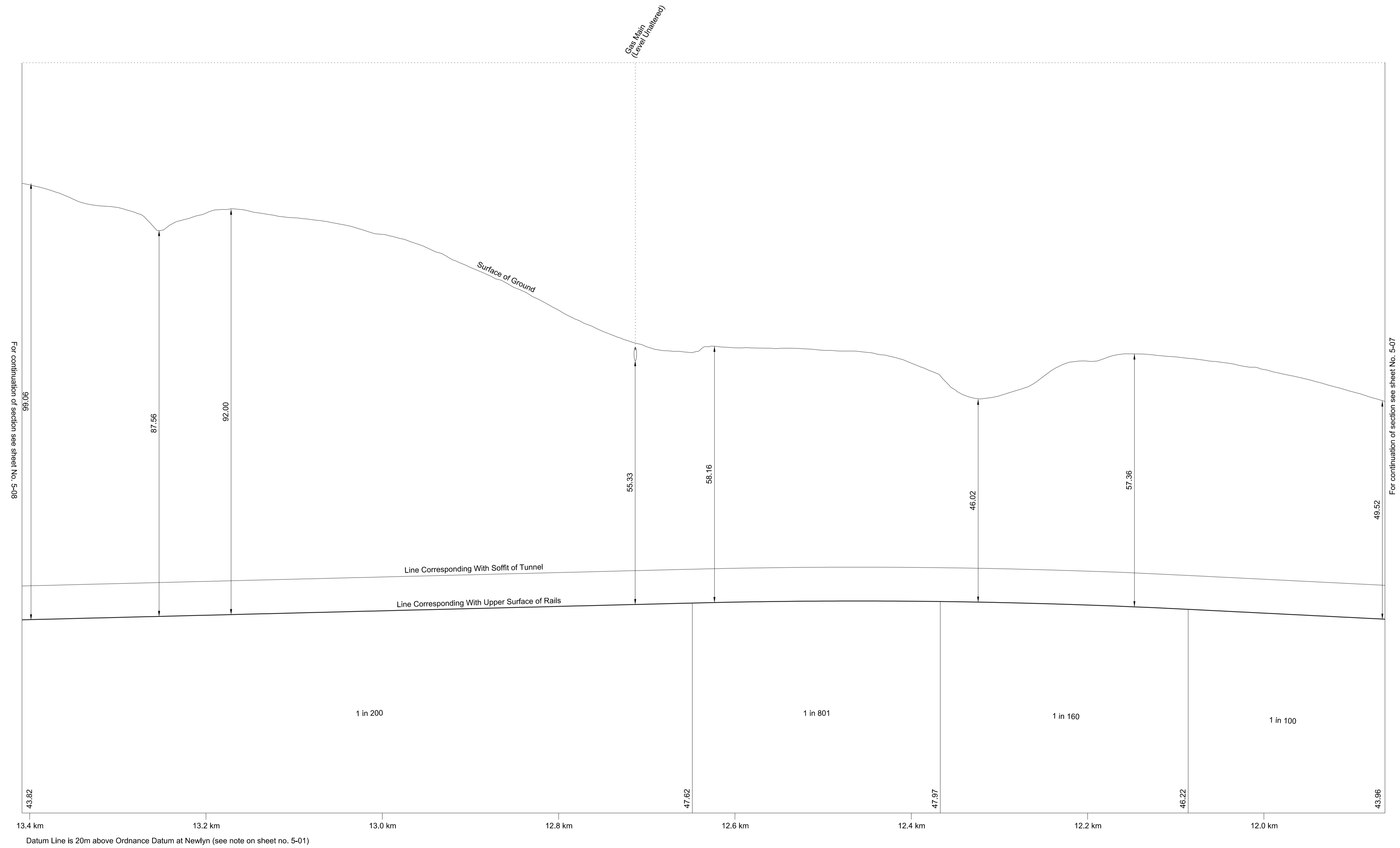
SECTIONS

FOR PLAN OF WORK SEE SHEET No. 2-16



SECTIONS

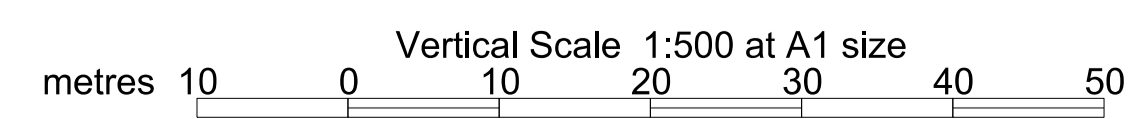
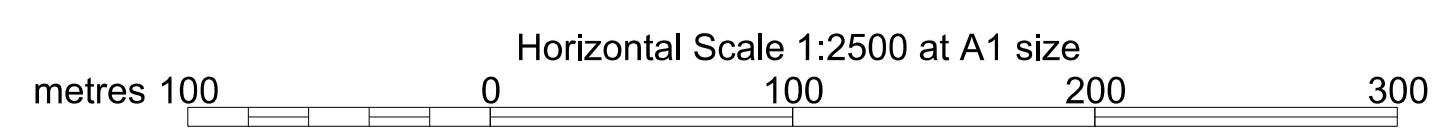
FOR PLAN OF WORK SEE SHEET No. 2-18



For continuation of section see sheet No. 5-08

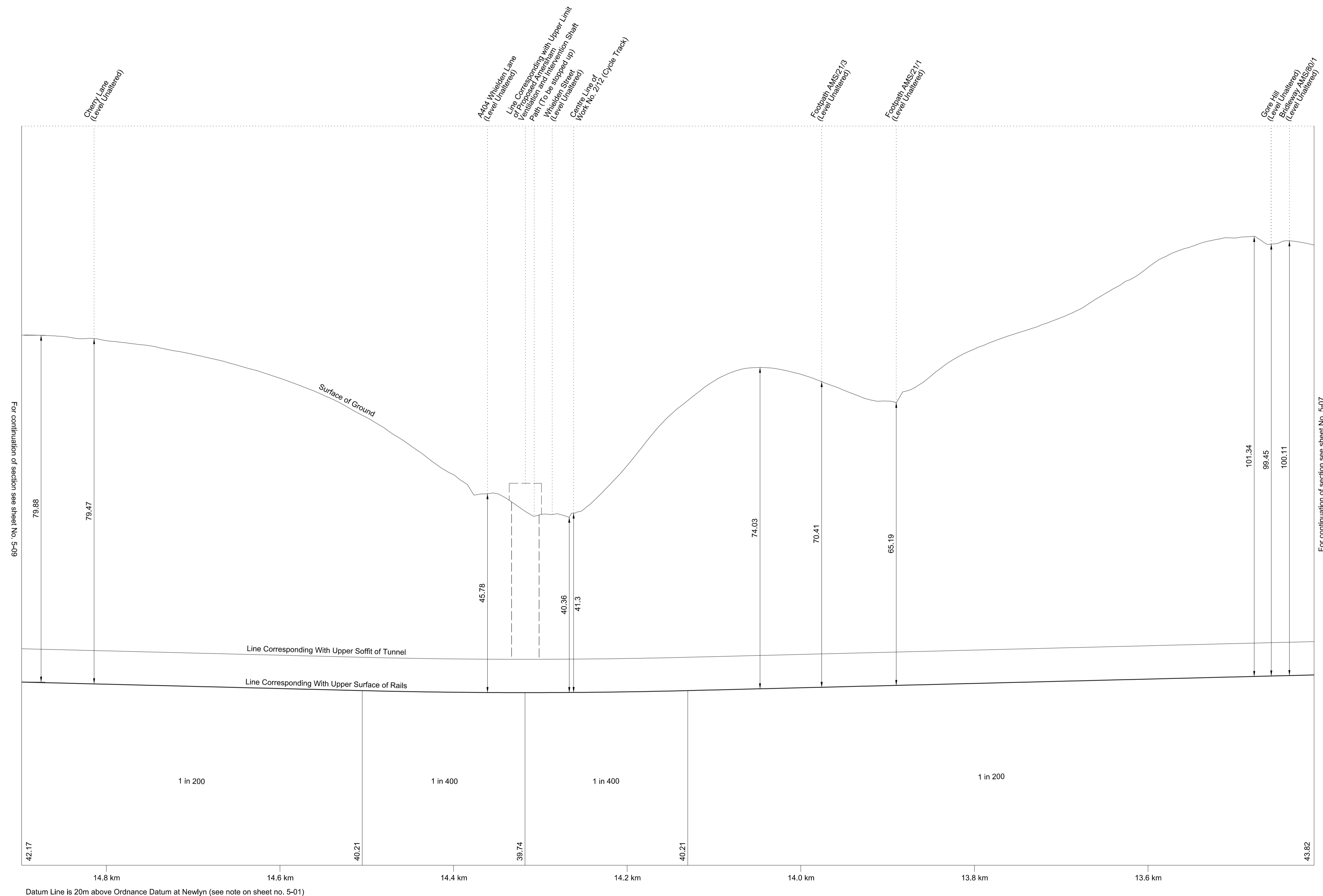
For continuation of section see sheet No. 5-07

Datum Line is 20m above Ordnance Datum at Newlyn (see note on sheet no. 5-01)



SECTIONS

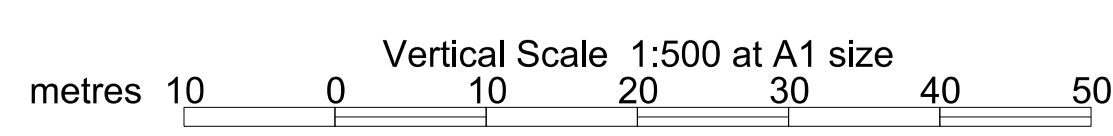
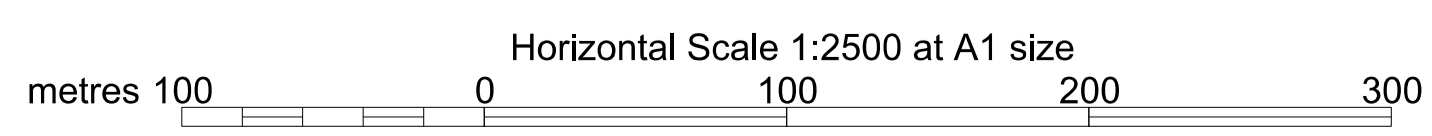
FOR PLAN OF WORK SEE SHEET No. 2-19



For continuation of section see sheet No. 5-09

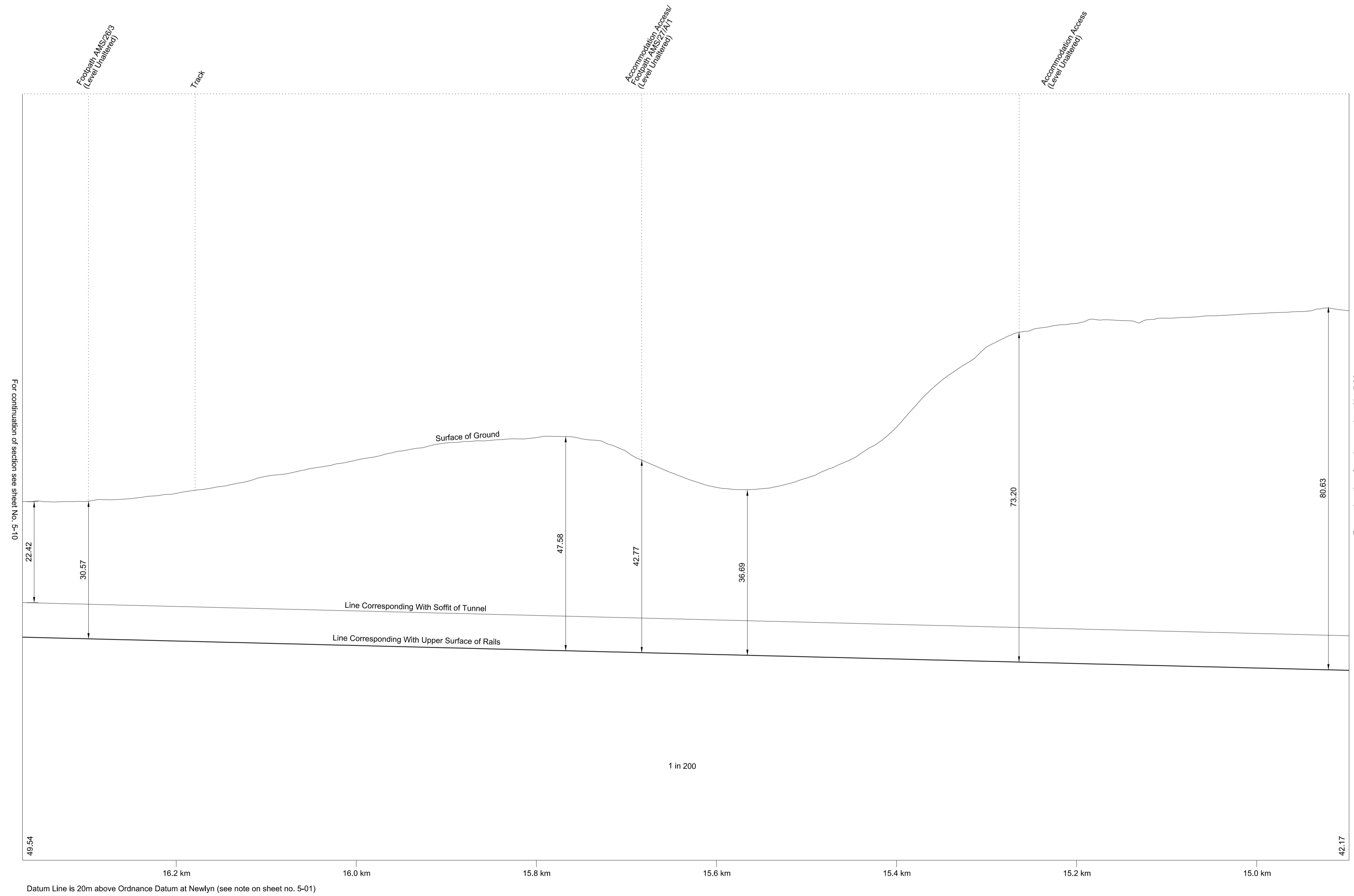
For continuation of section see sheet No. 5-07

Datum Line is 20m above Ordnance Datum at Newlyn (see note on sheet no. 5-01)



SECTIONS

FOR PLAN OF WORK SEE SHEET No. 2-20



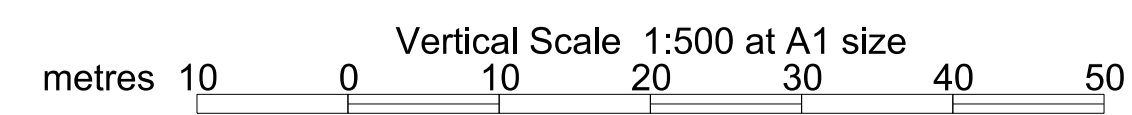
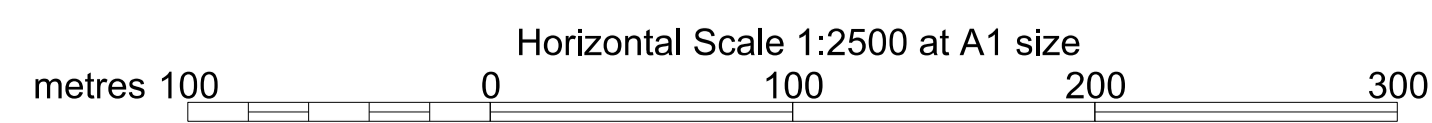
For continuation of section see sheet No. 5-10

For continuation of section see sheet No. 5-08

49.54

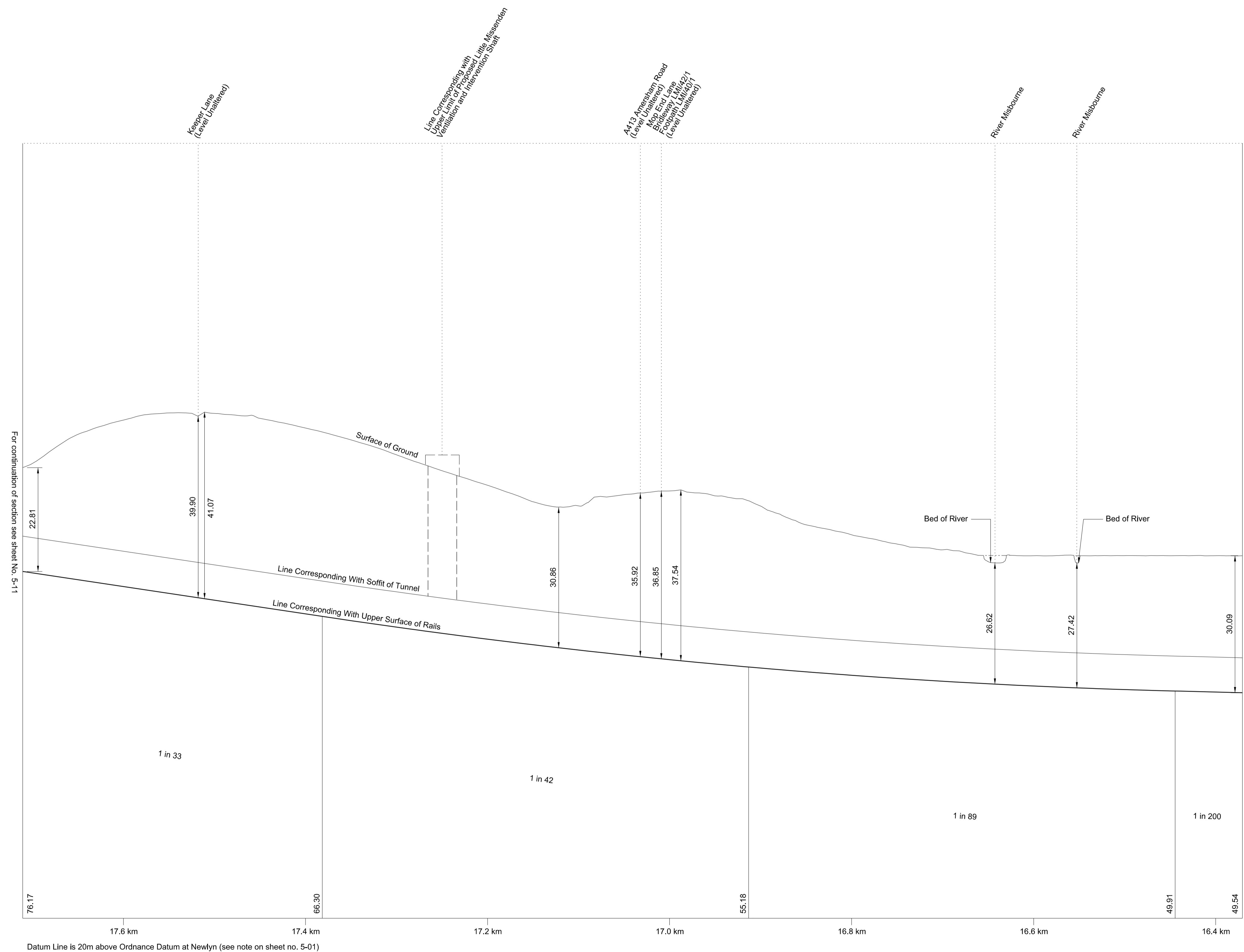
42.17

Datum Line is 20m above Ordnance Datum at Newlyn (see note on sheet no. 5-01)



SECTIONS

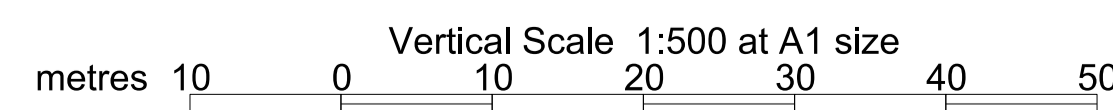
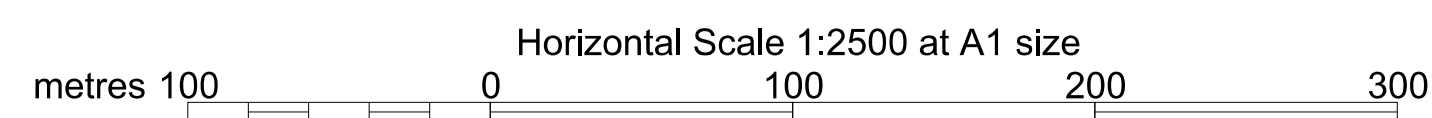
FOR PLAN OF WORK SEE SHEET No. 2-21



For continuation of section see sheet No. 5-11

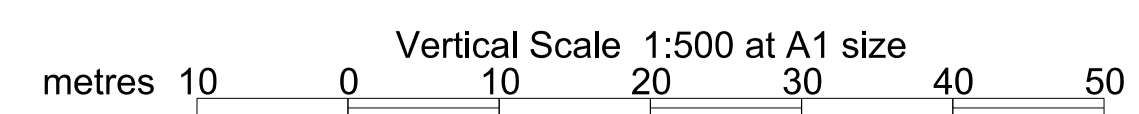
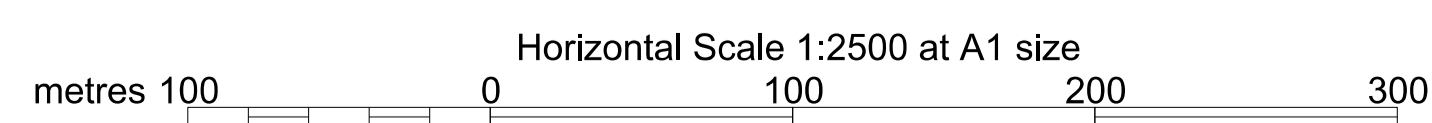
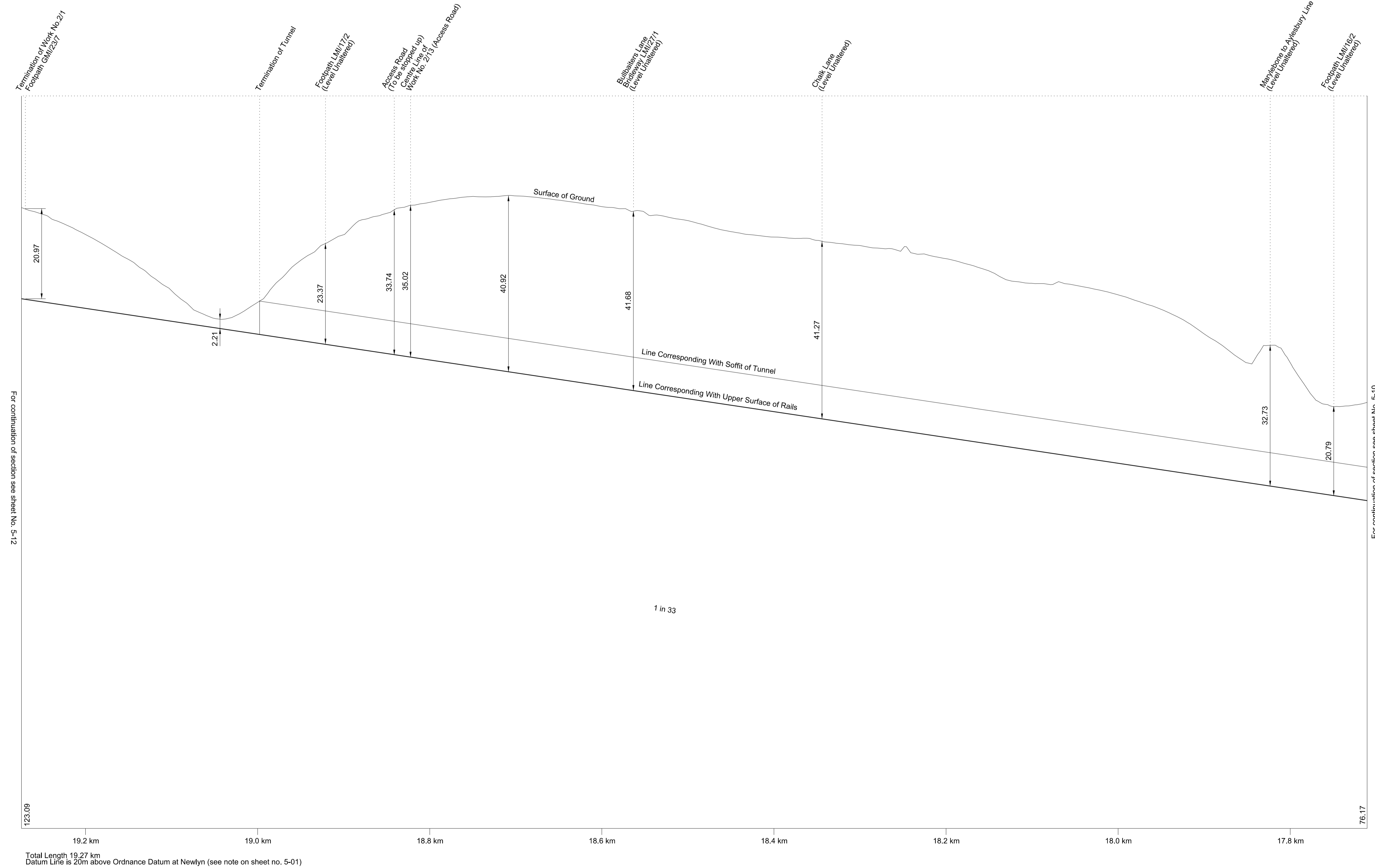
For continuation of section see sheet No. 5-09

Datum Line is 20m above Ordnance Datum at Newlyn (see note on sheet no. 5-01)



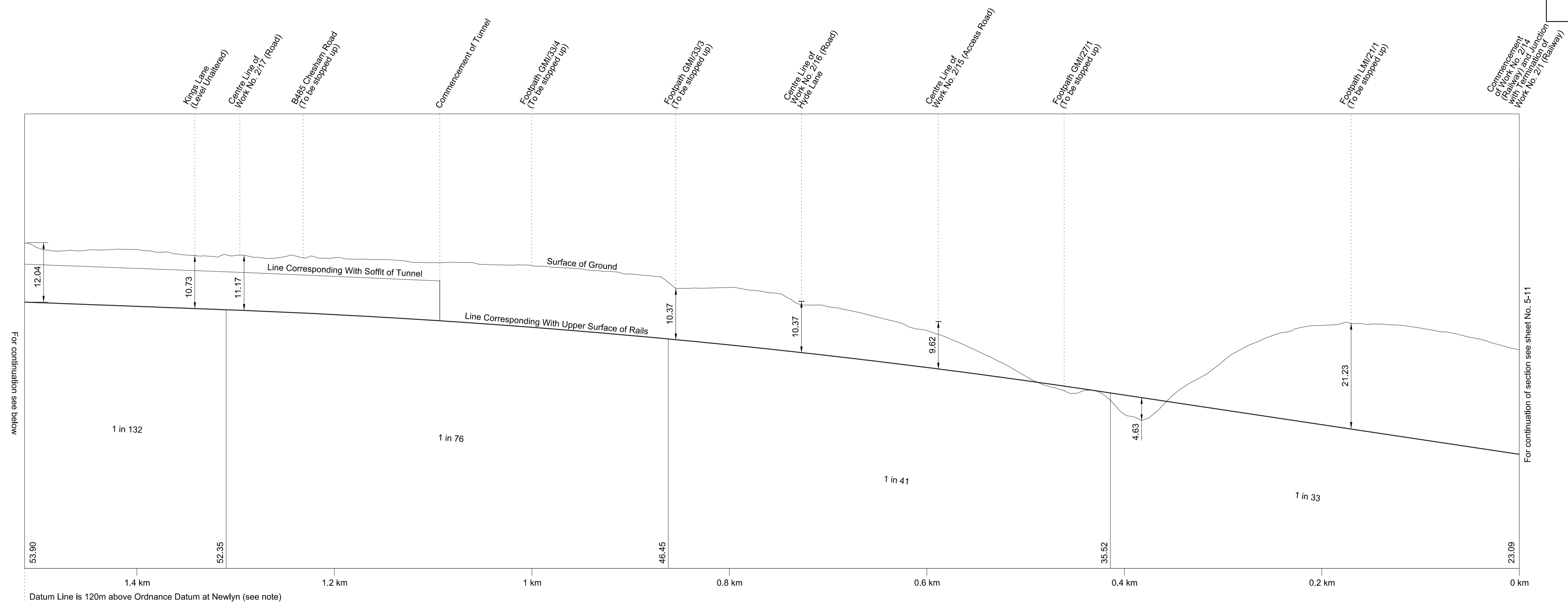
SECTIONS

FOR PLAN OF WORK SEE SHEET No. 2-22

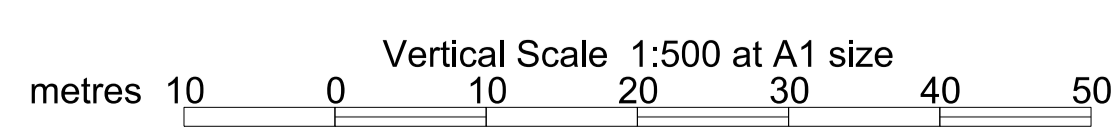
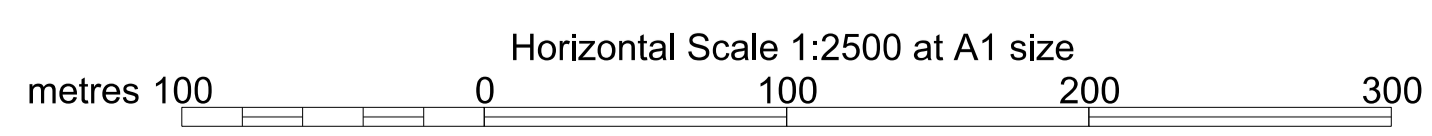
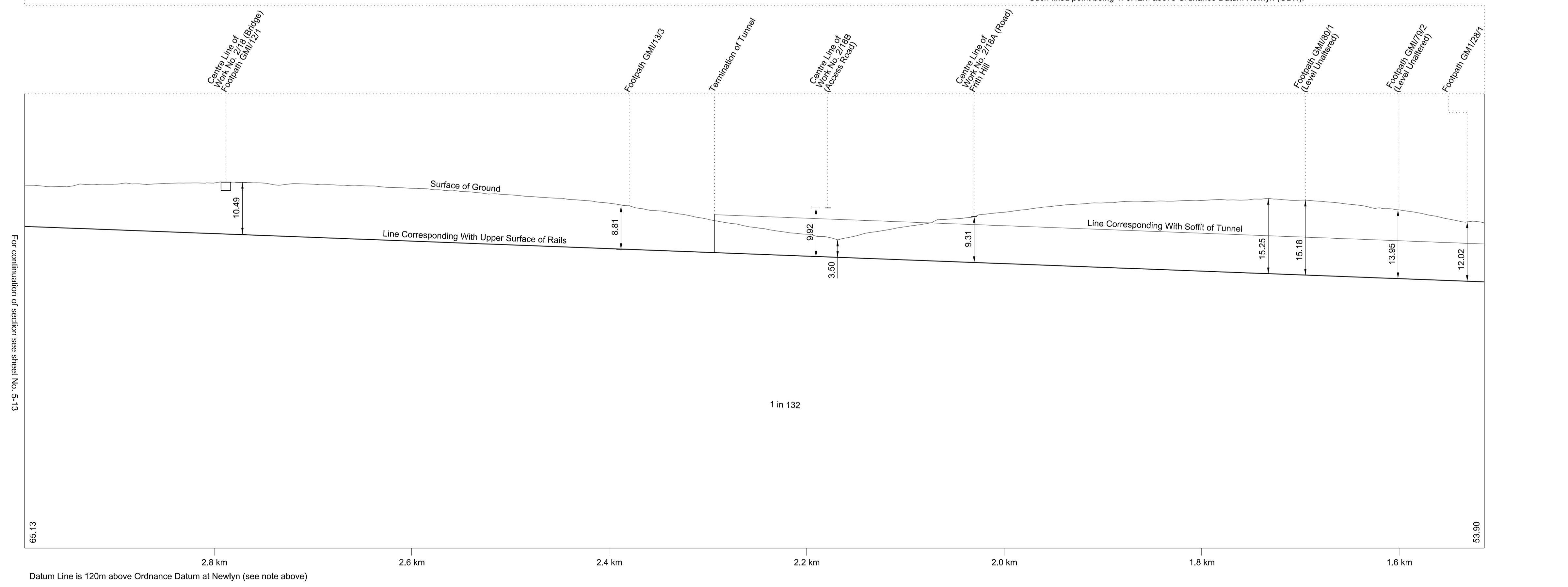


SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-24 and 2-25



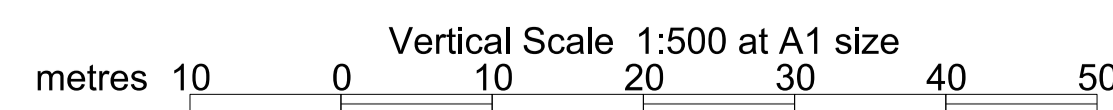
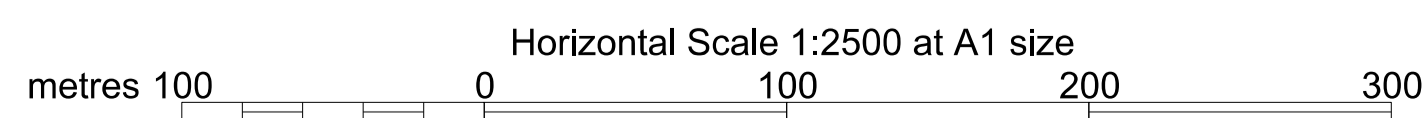
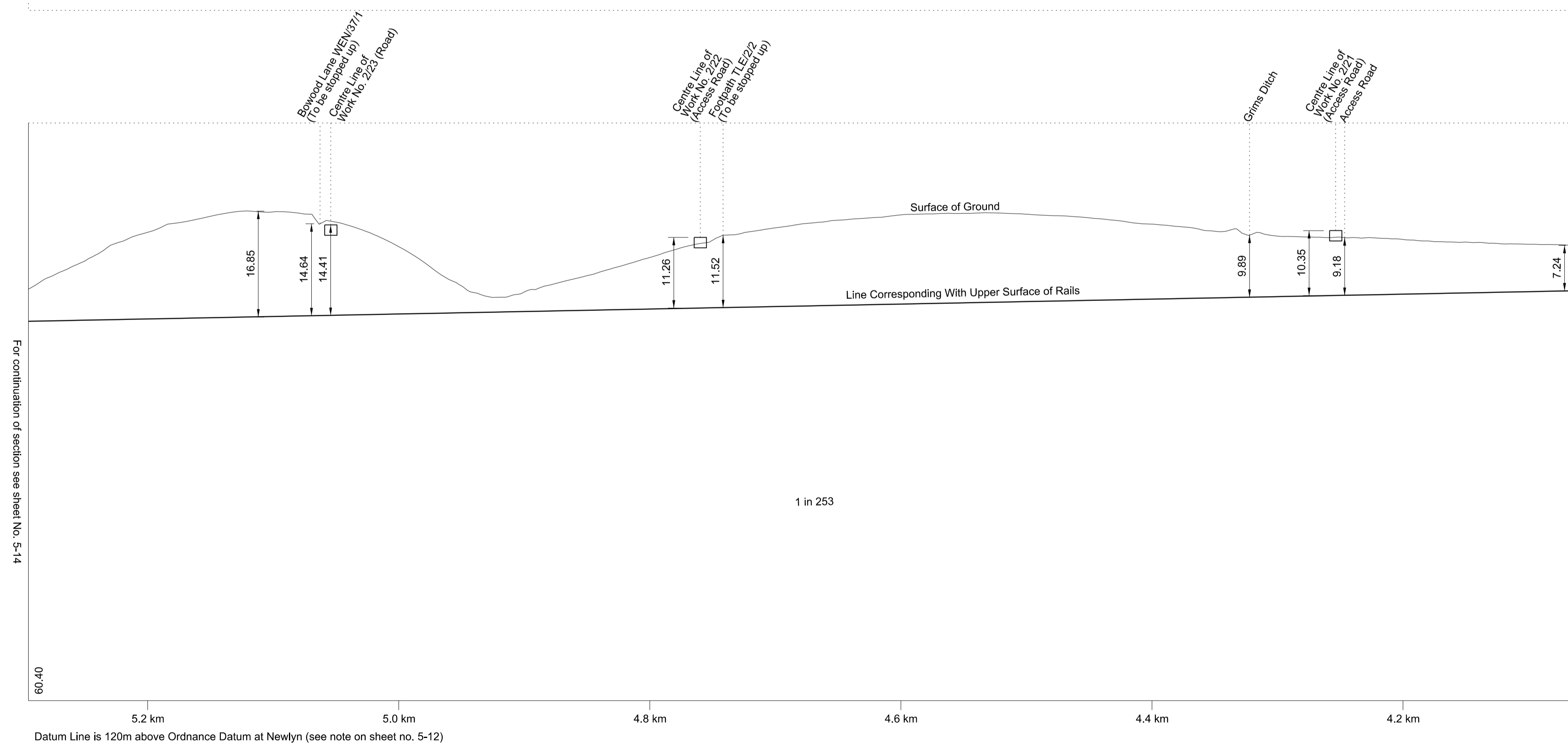
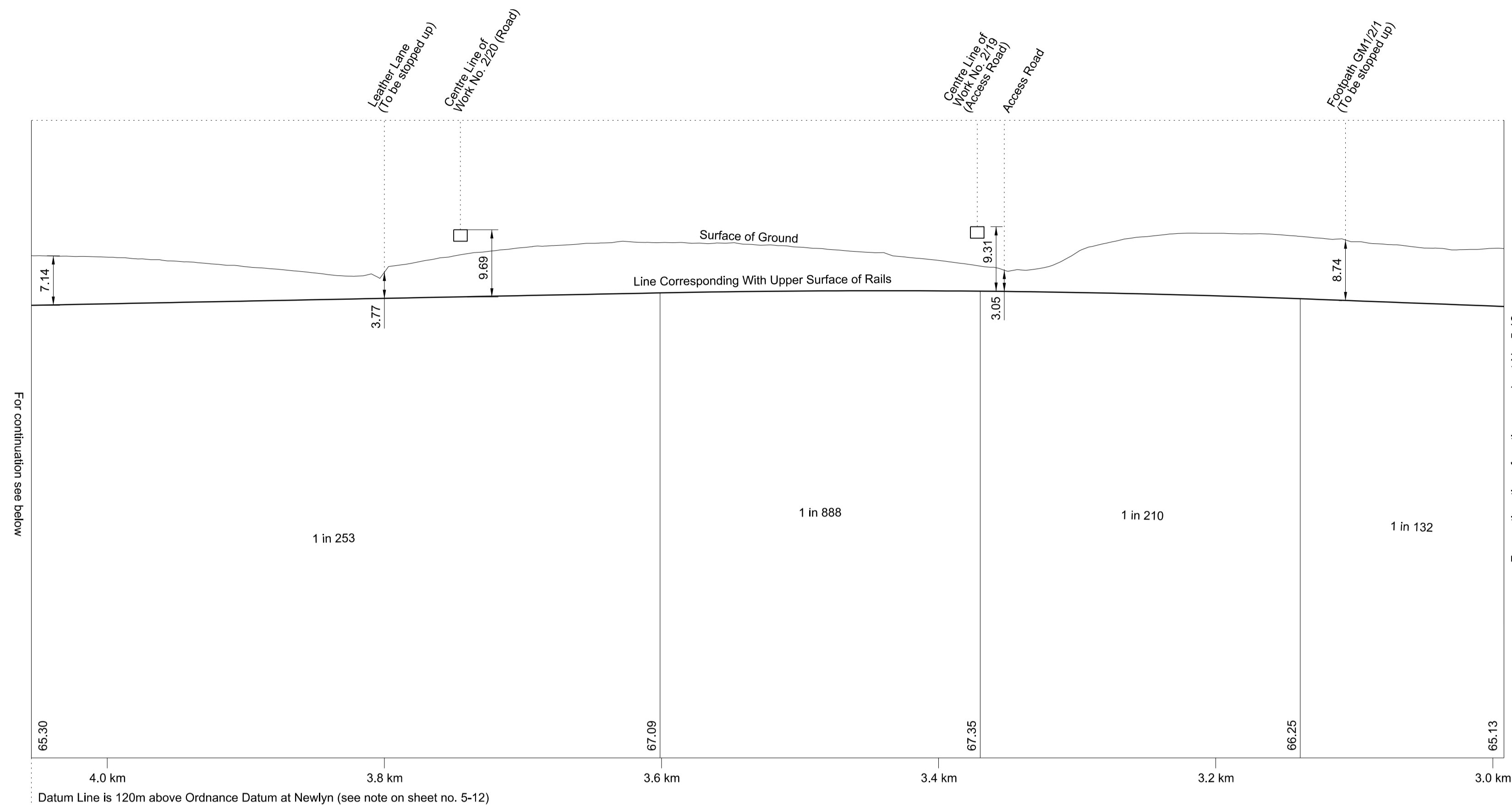
Datum Line for Work No. 2/14 (120 metres above Ordnance Datum) is 158.12m below the fixed point being the end of arrow road marking on B485 between Chesham and Great Missenden, at 50mph limit, and marked thus \blacktriangledown on plan (Sheet No. 2-24). Such fixed point being 178.12m above Ordnance Datum Newlyn (ODN).



SECTIONS

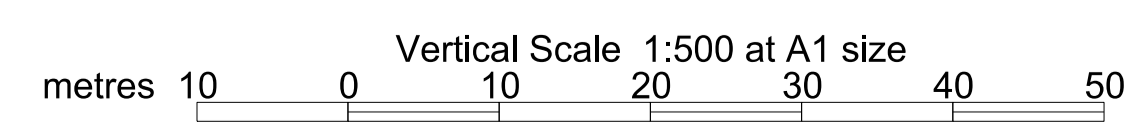
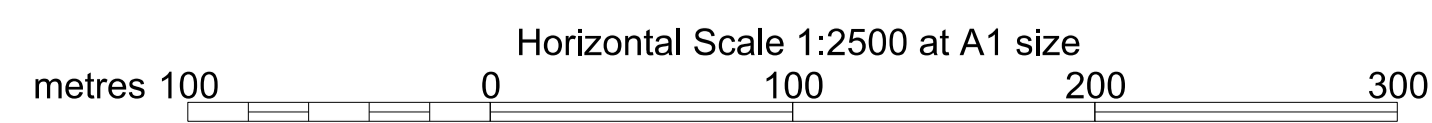
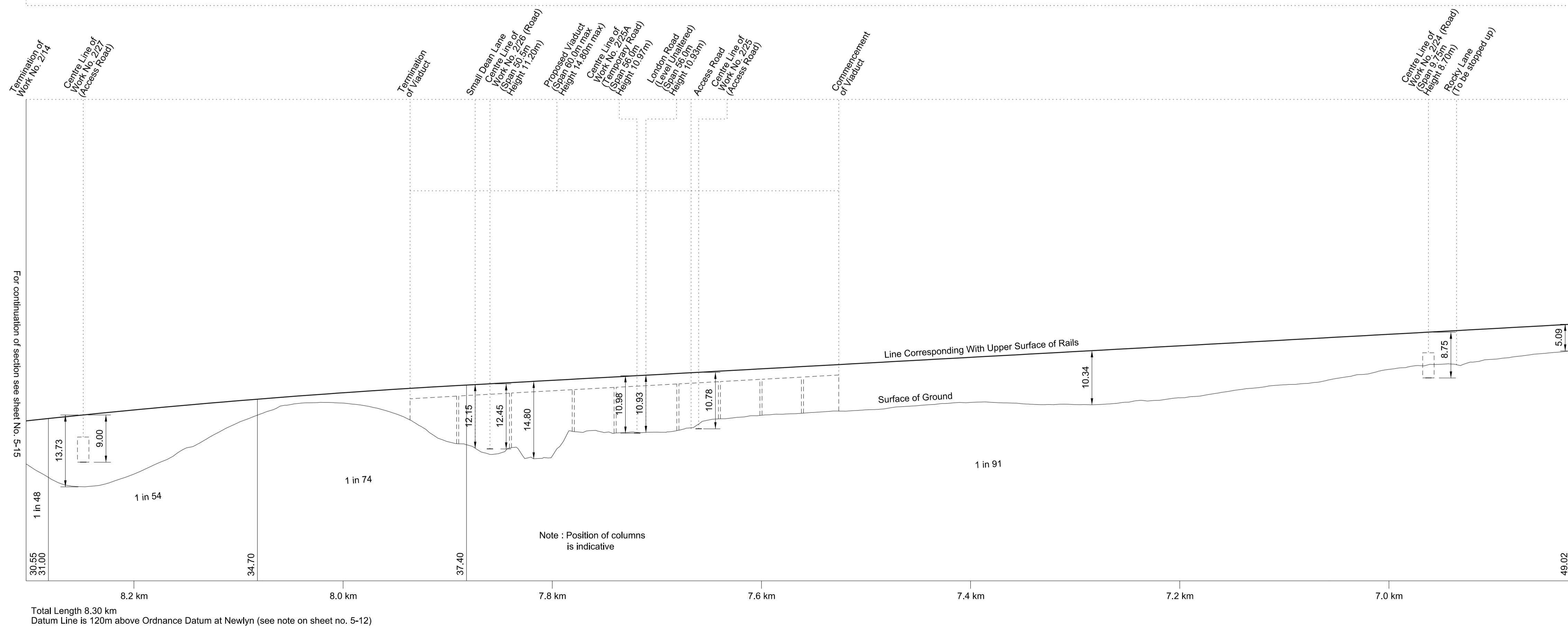
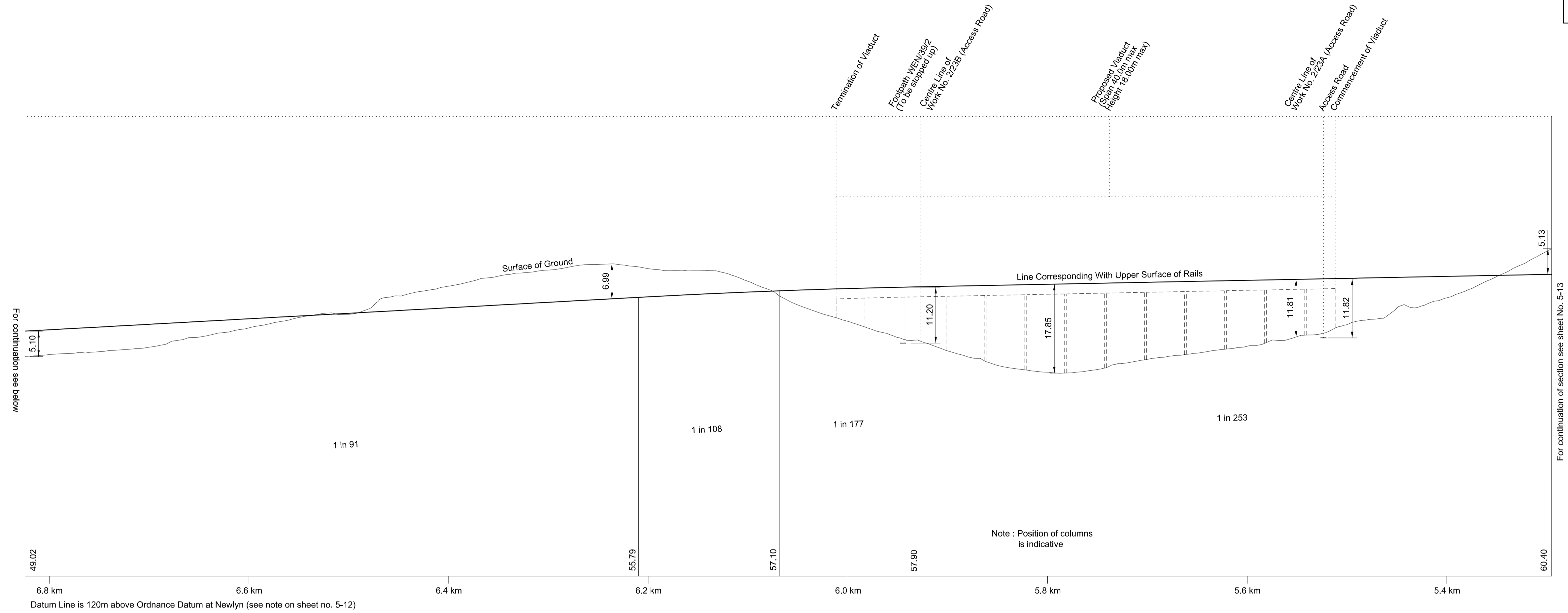
FOR PLAN OF WORK SEE SHEETS Nos. 2-27 and 2-28

IN PARLIAMENT - SESSION 2013-14
 HIGH SPEED RAIL
 (LONDON - WEST MIDLANDS)
 Work No. 2/14 (Railway)



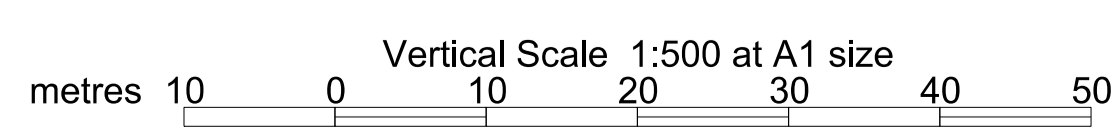
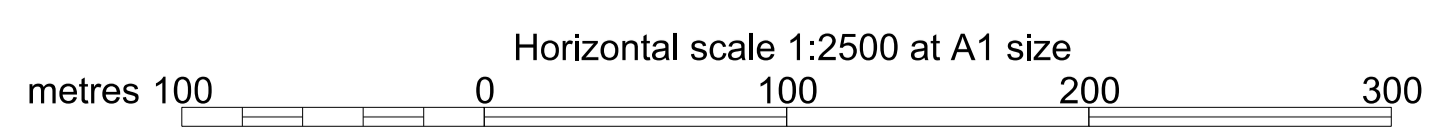
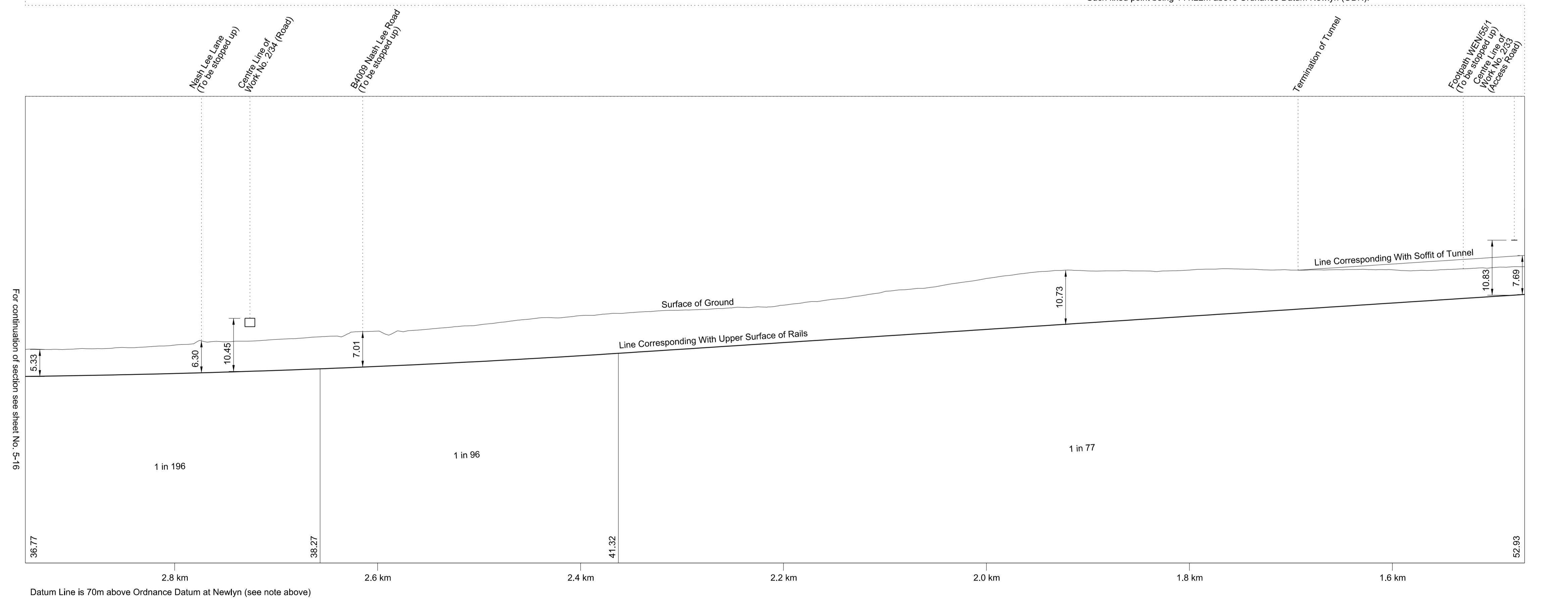
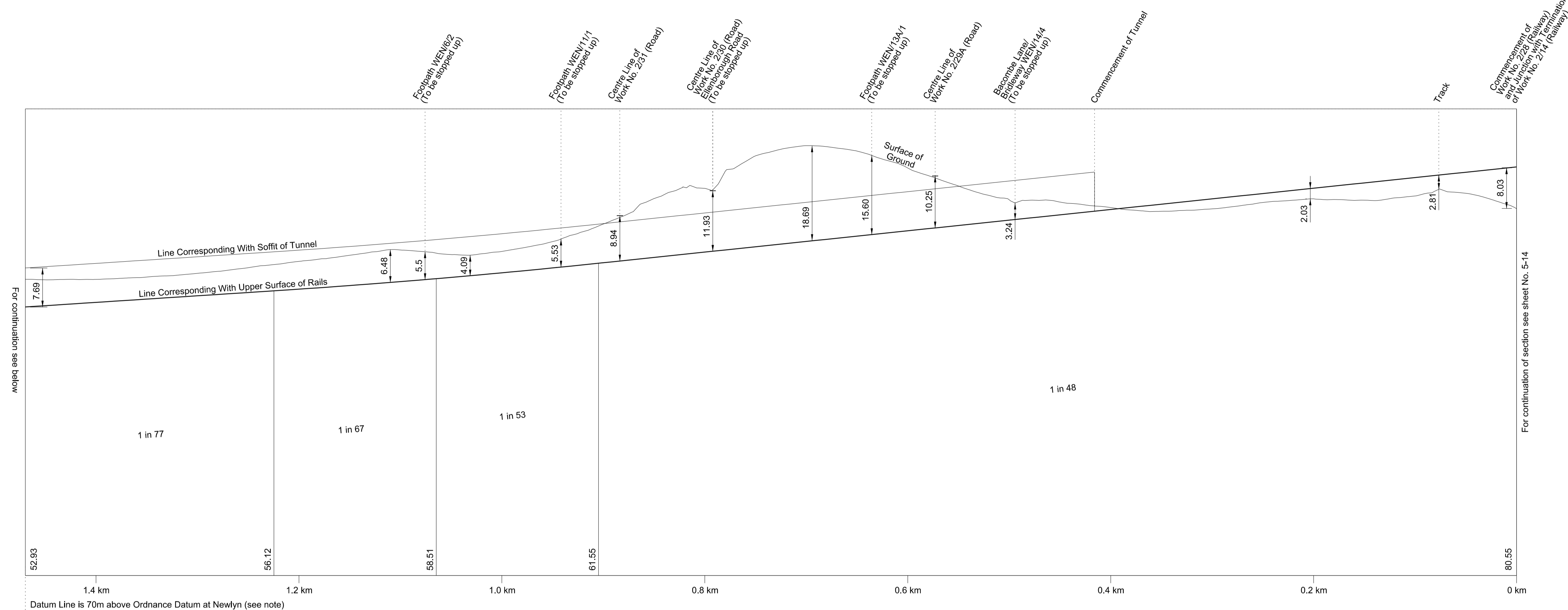
SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-29 and 2-30



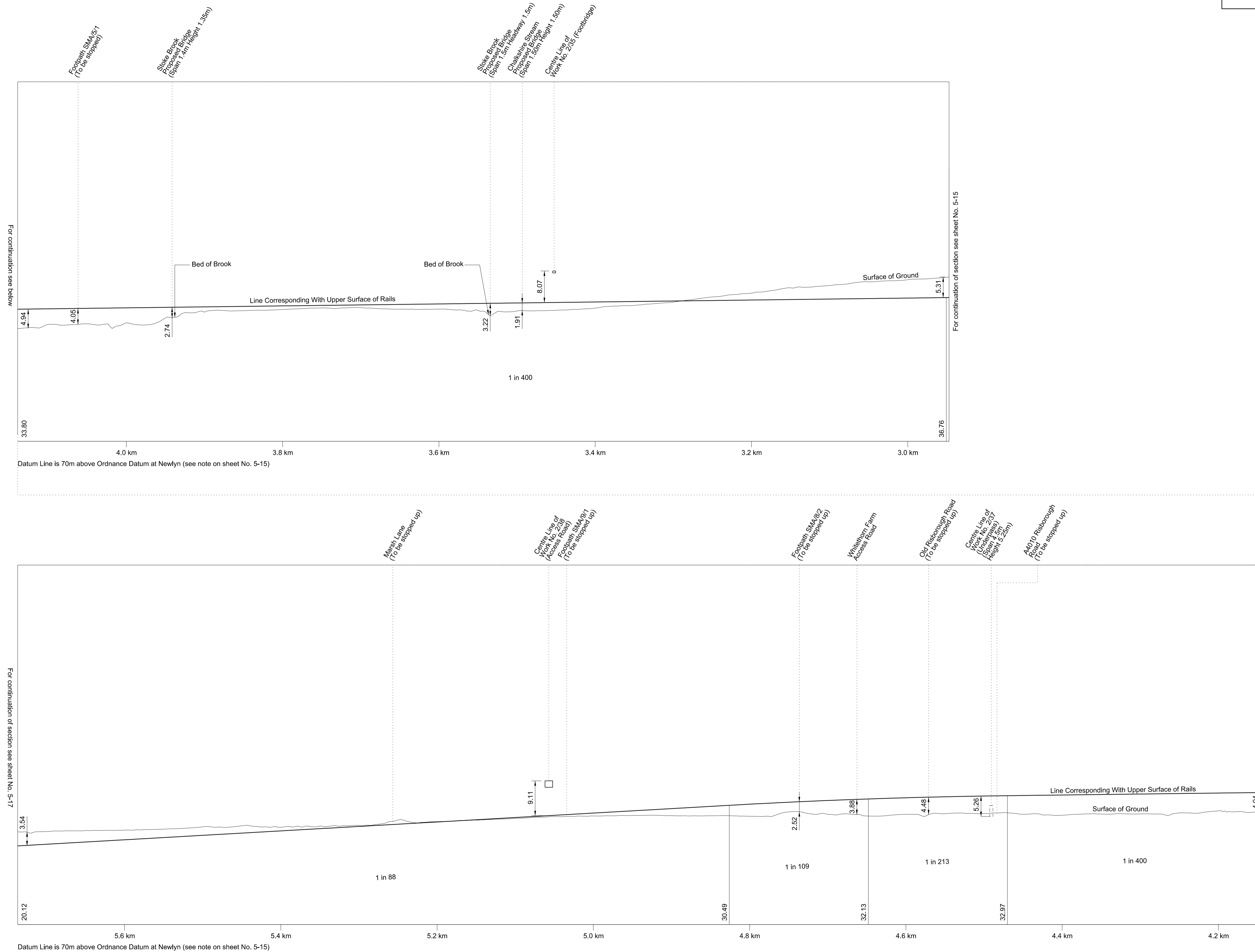
SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-31 and 2-32



SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-33 and 2-34



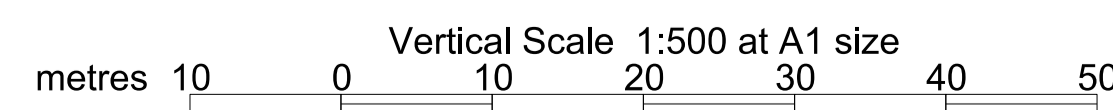
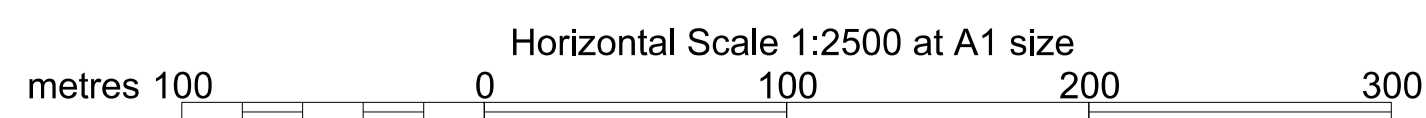
For continuation see below

For continuation of section see sheet No. 5-15

For continuation of section see sheet No. 5-17

Datum Line is 70m above Ordnance Datum at Newlyn (see note on sheet No. 5-15)

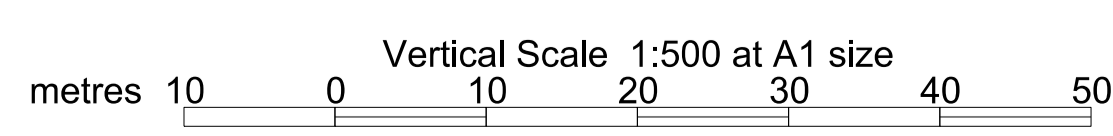
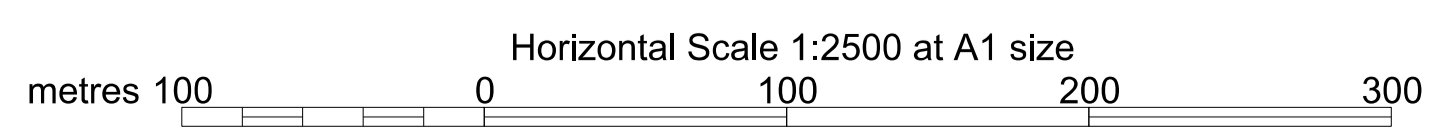
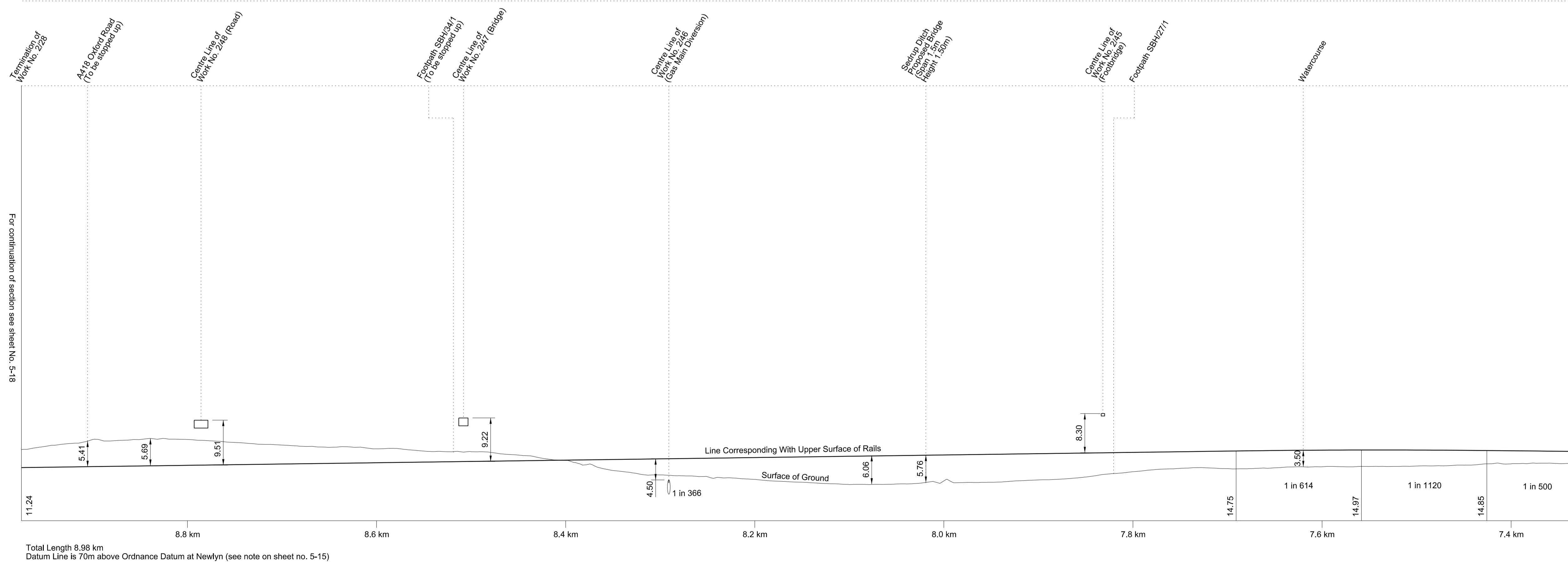
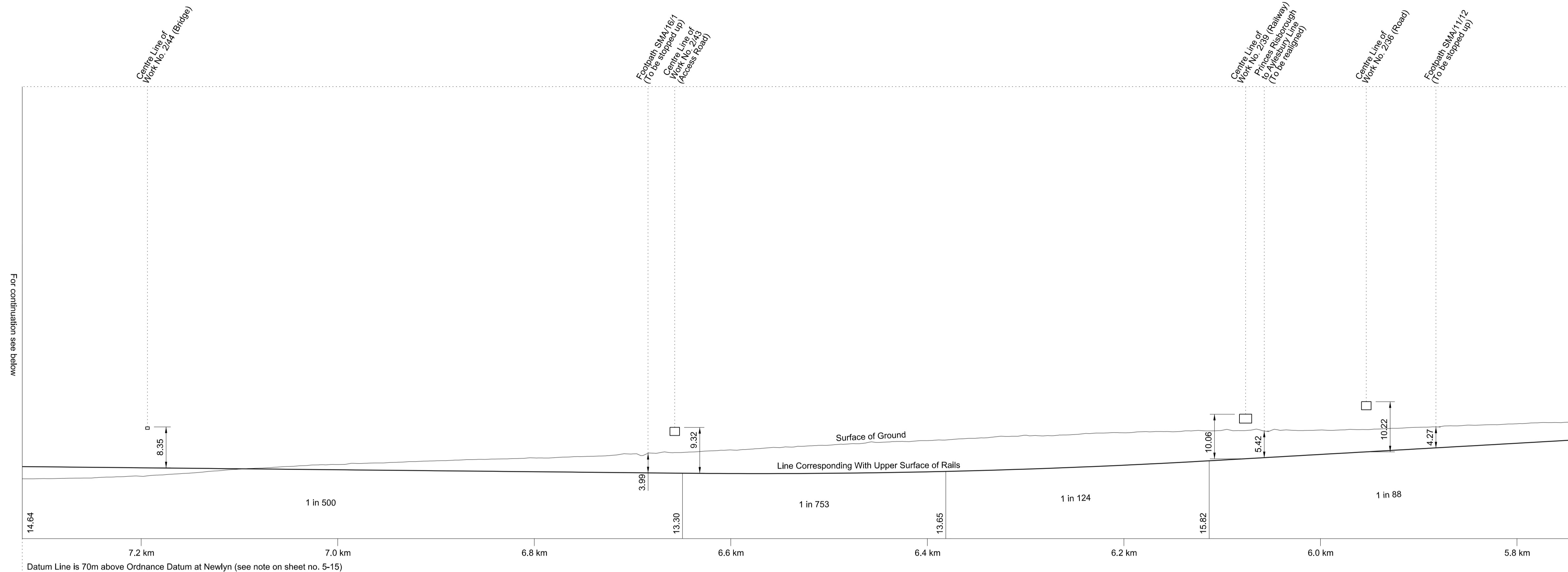
Datum Line is 70m above Ordnance Datum at Newlyn (see note on sheet No. 5-15)



SECTIONS

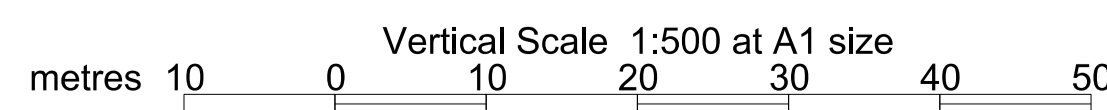
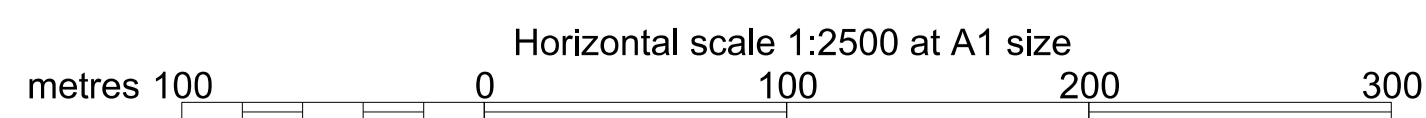
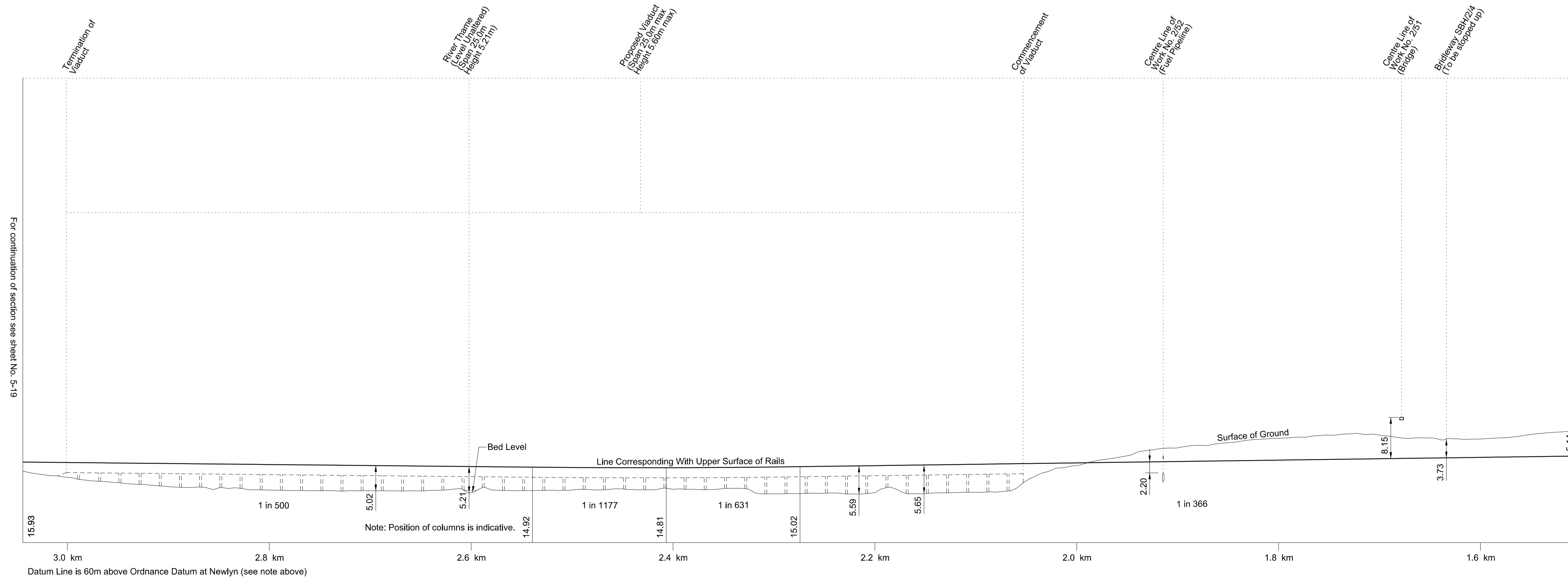
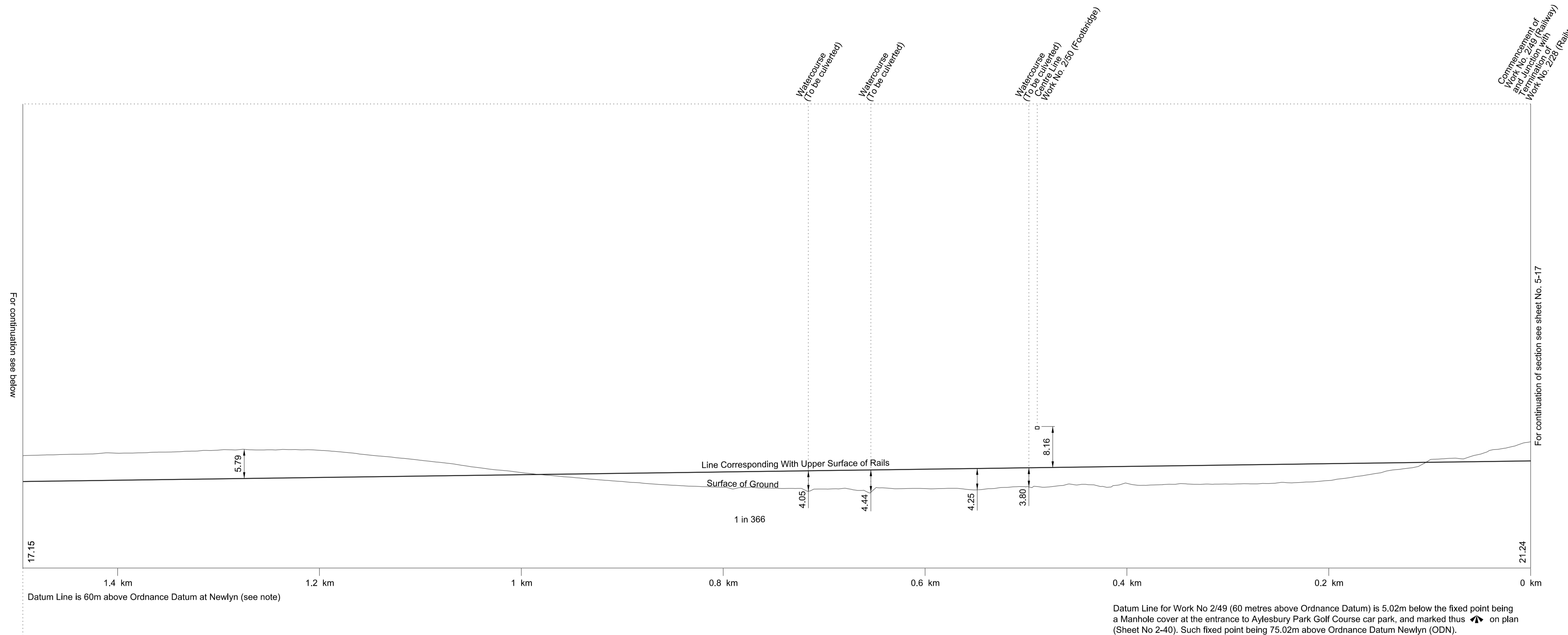
FOR PLAN OF WORK SEE SHEETS Nos. 2-36 and 2-39

IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/28 (Railway)



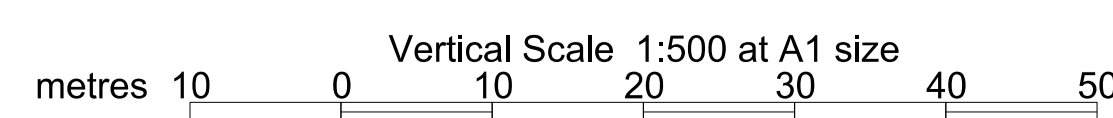
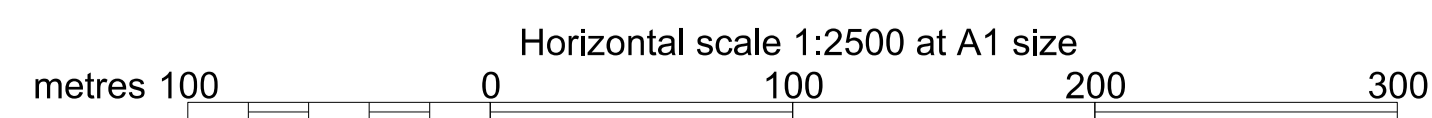
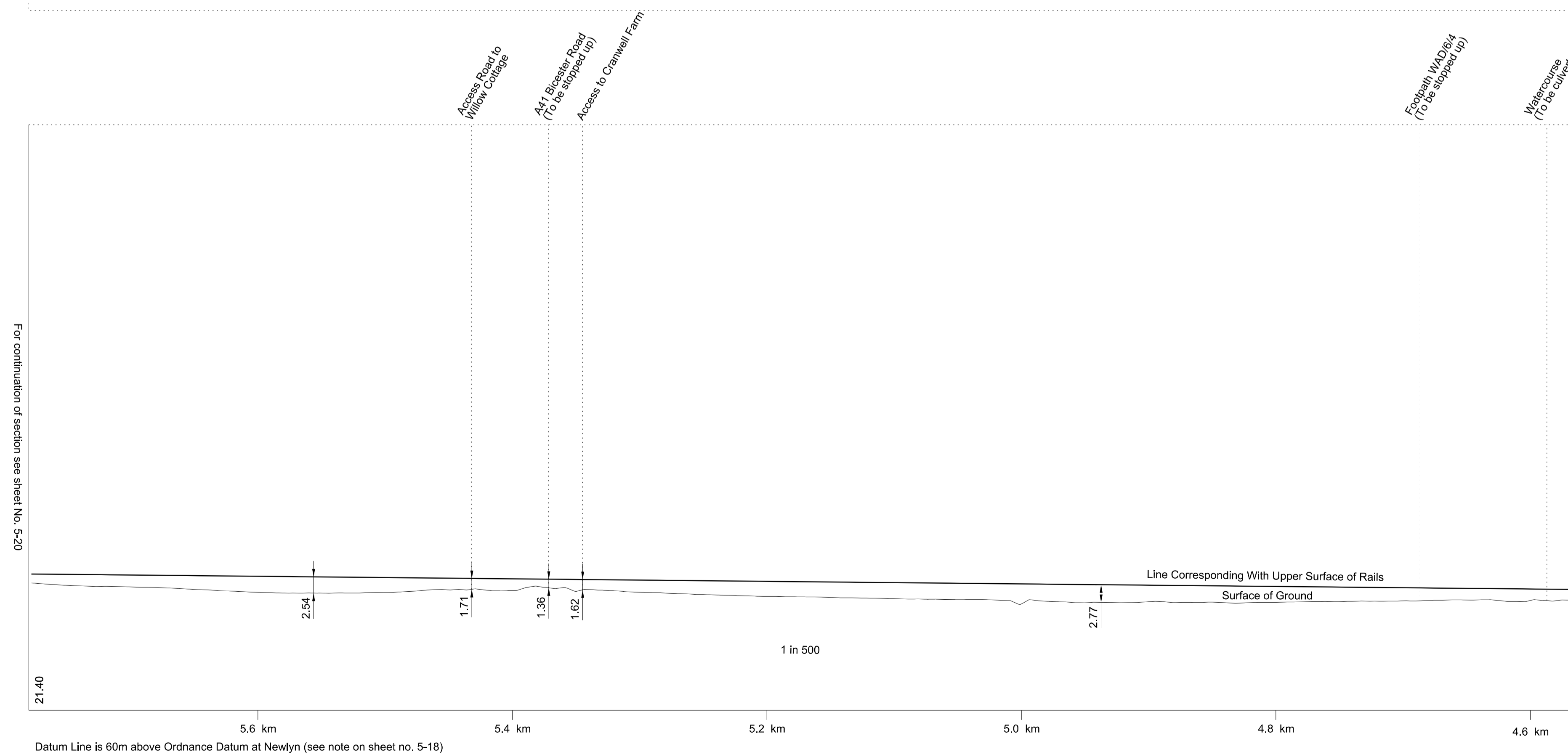
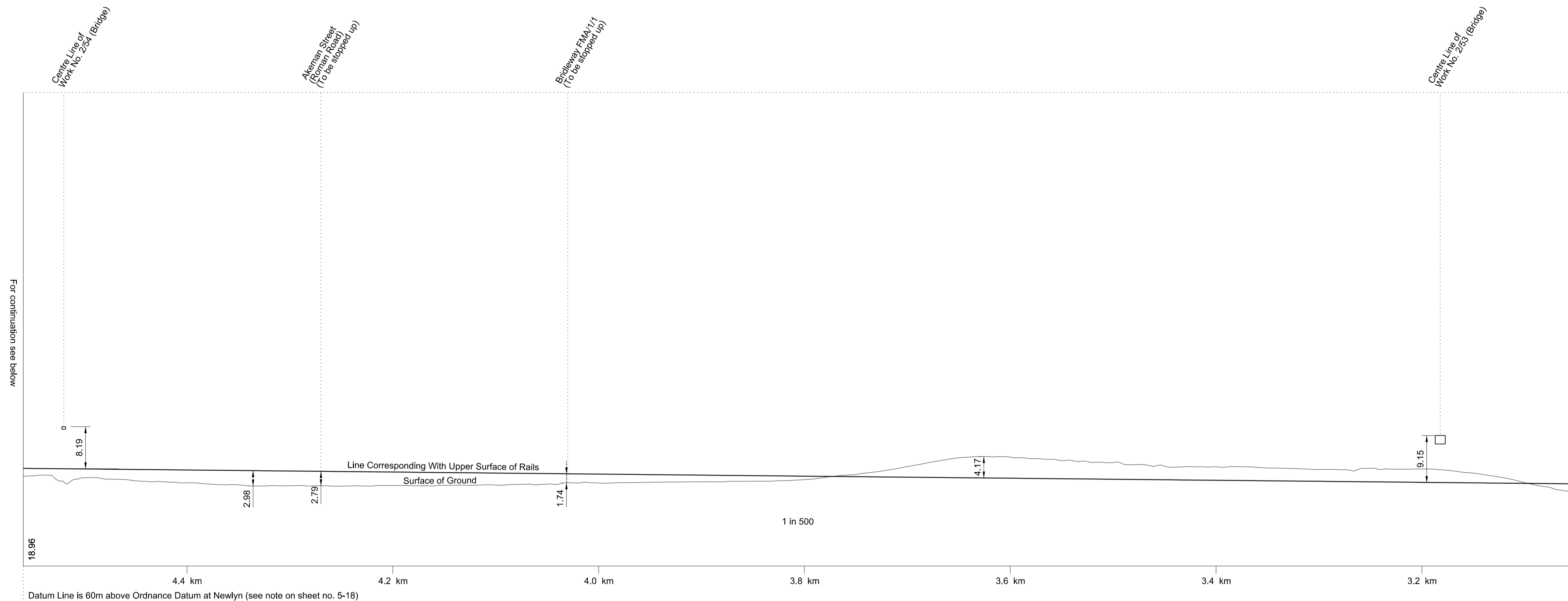
SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-40 and 2-41



SECTIONS

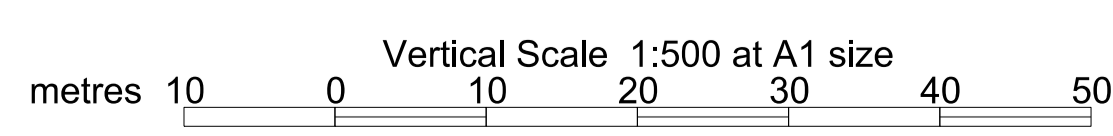
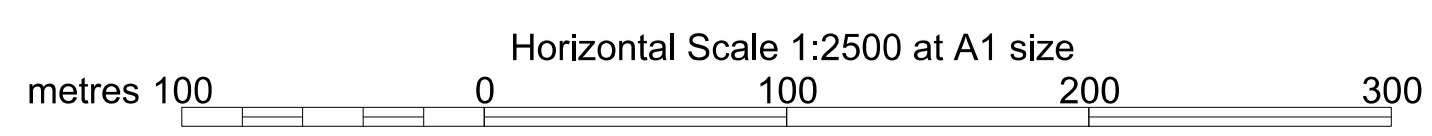
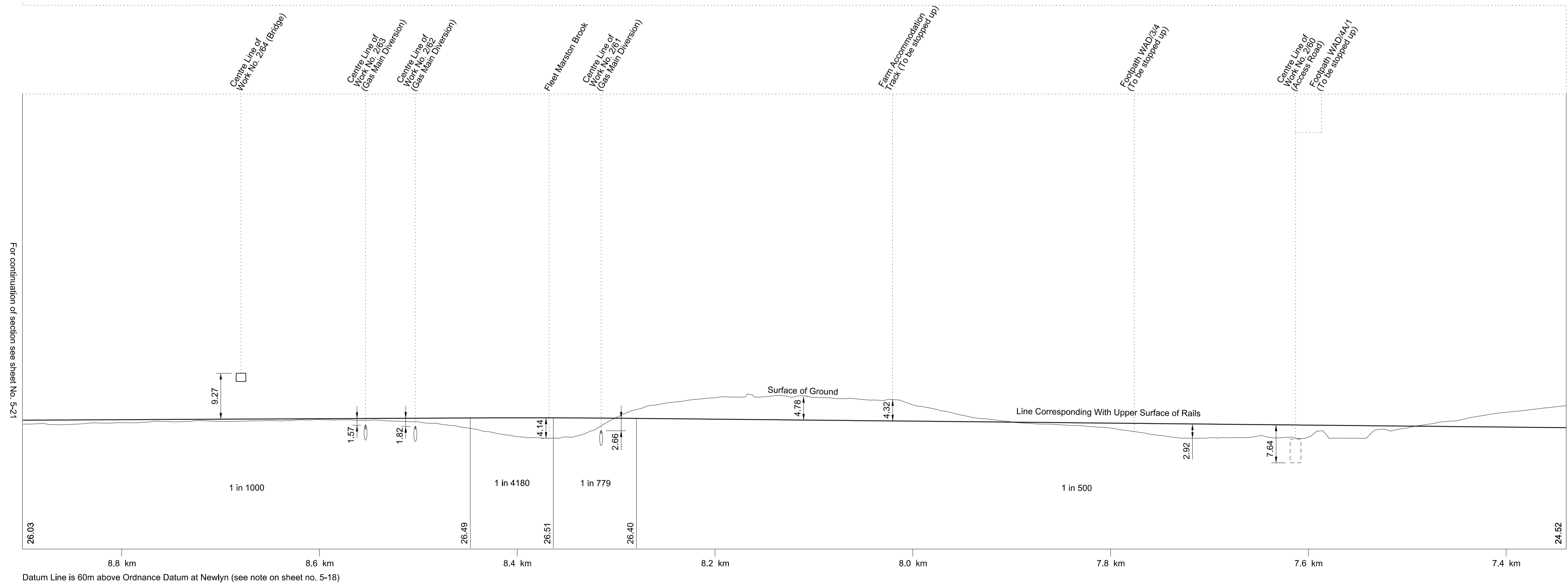
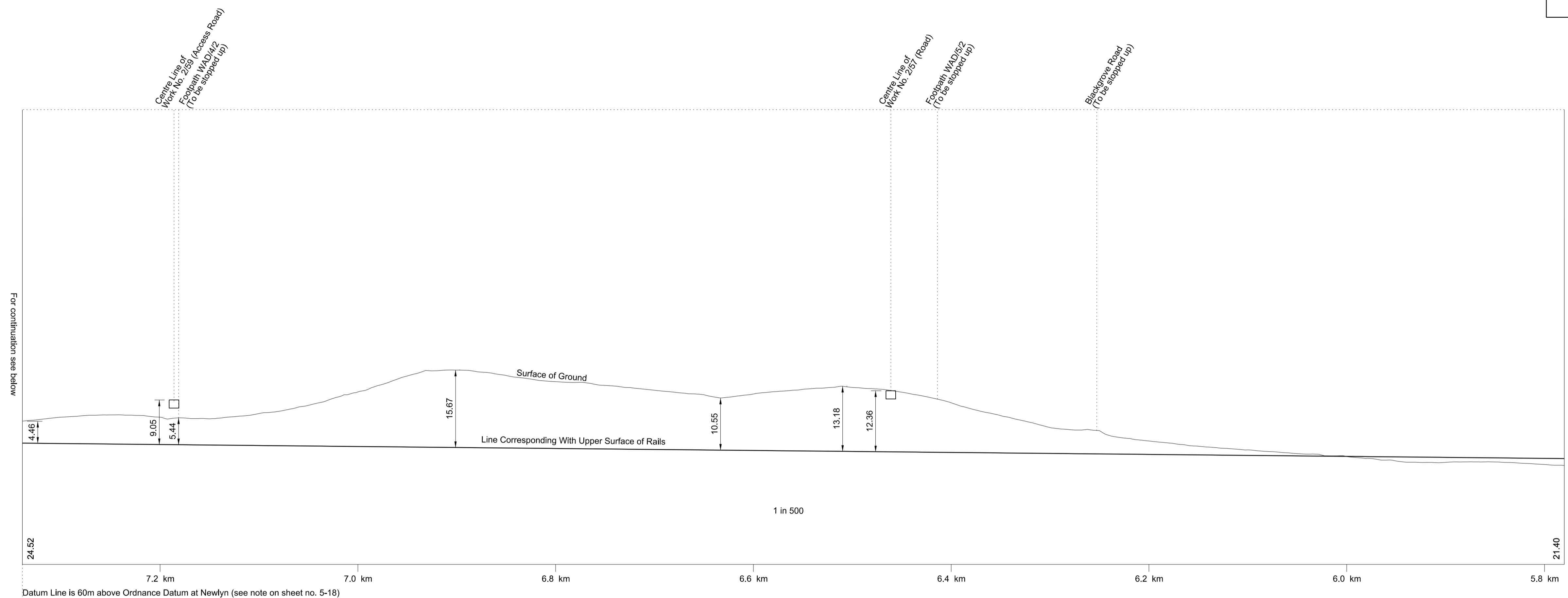
FOR PLAN OF WORK SEE SHEETS Nos. 2-42 and 2-43



SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-44 and 2-45

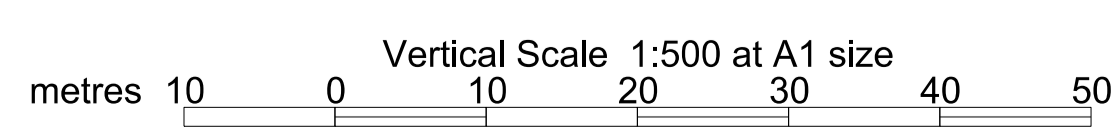
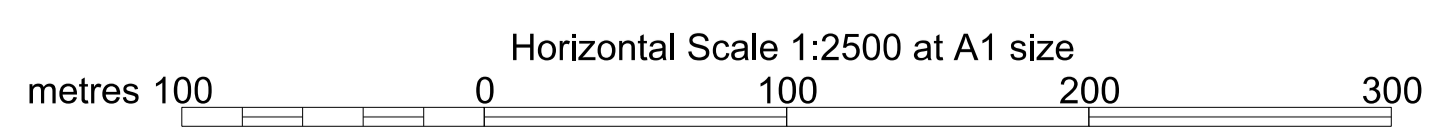
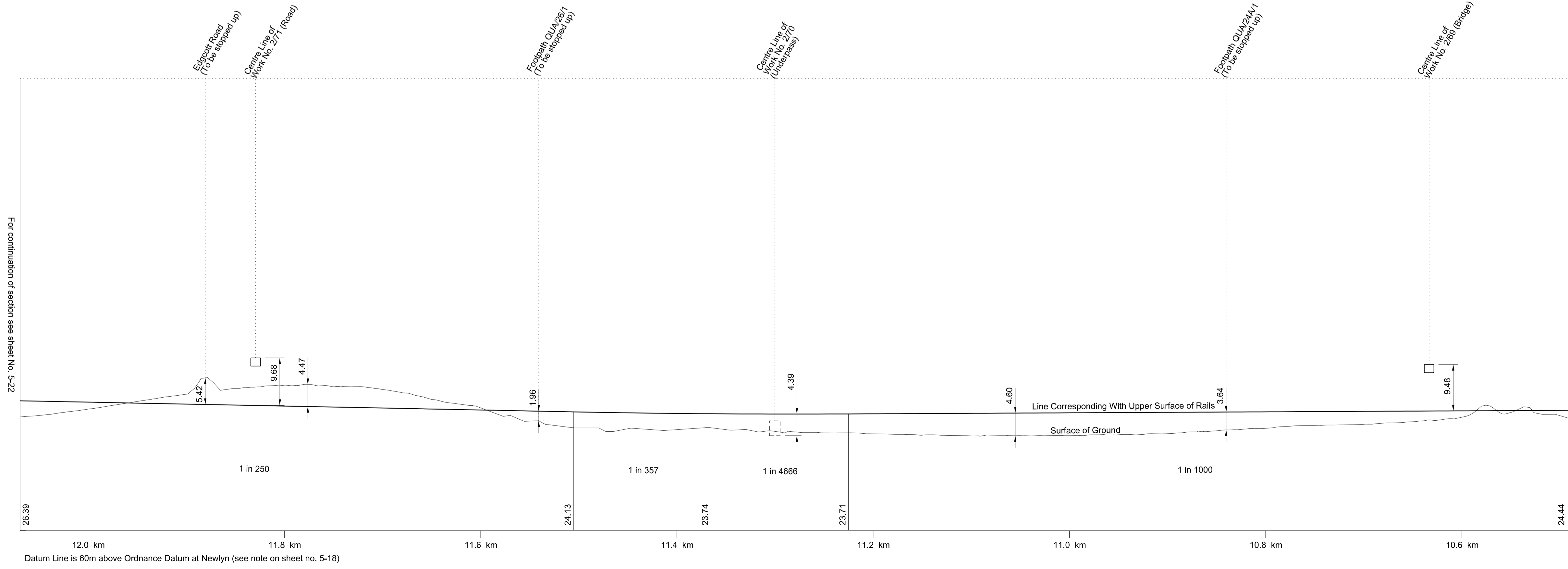
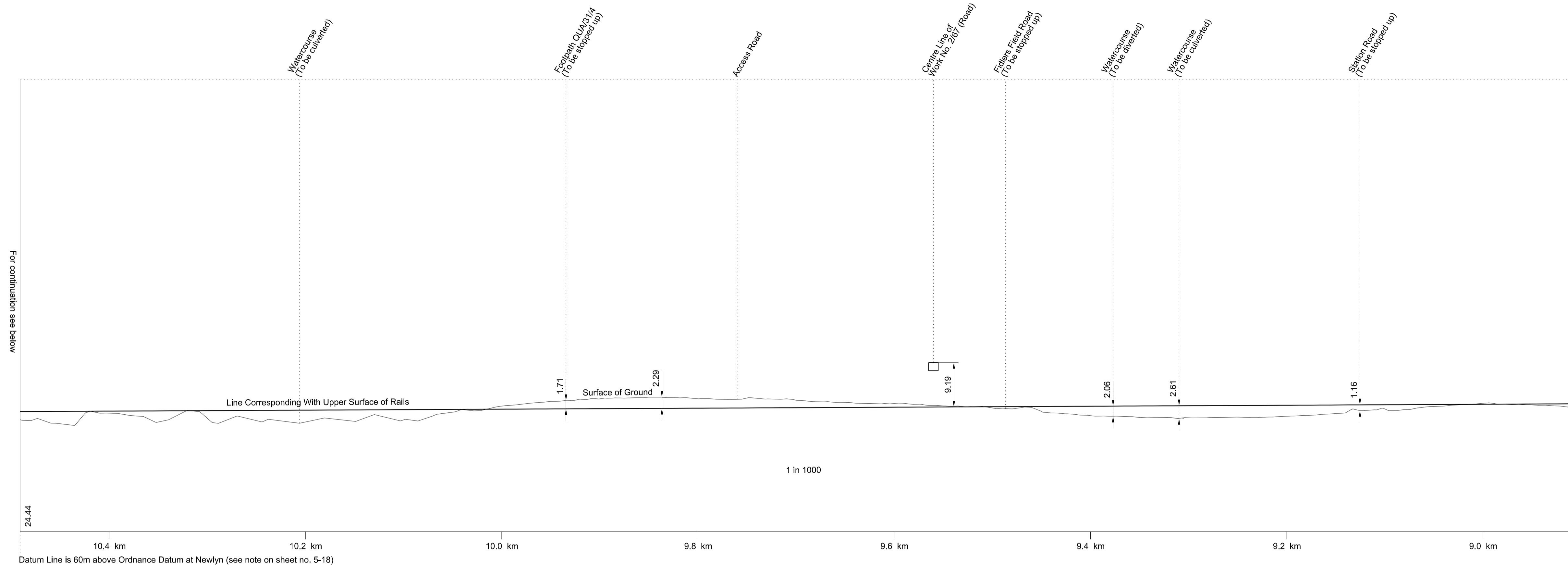
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/49 (Railway)



SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-46 and 2-47

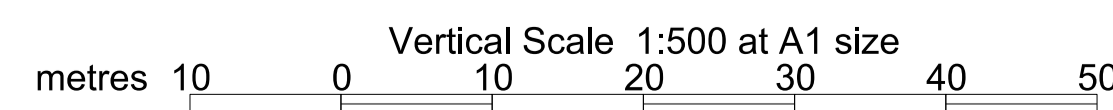
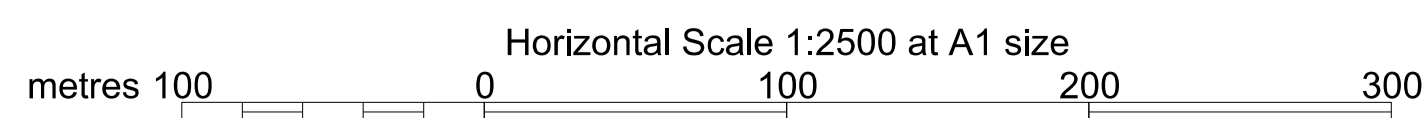
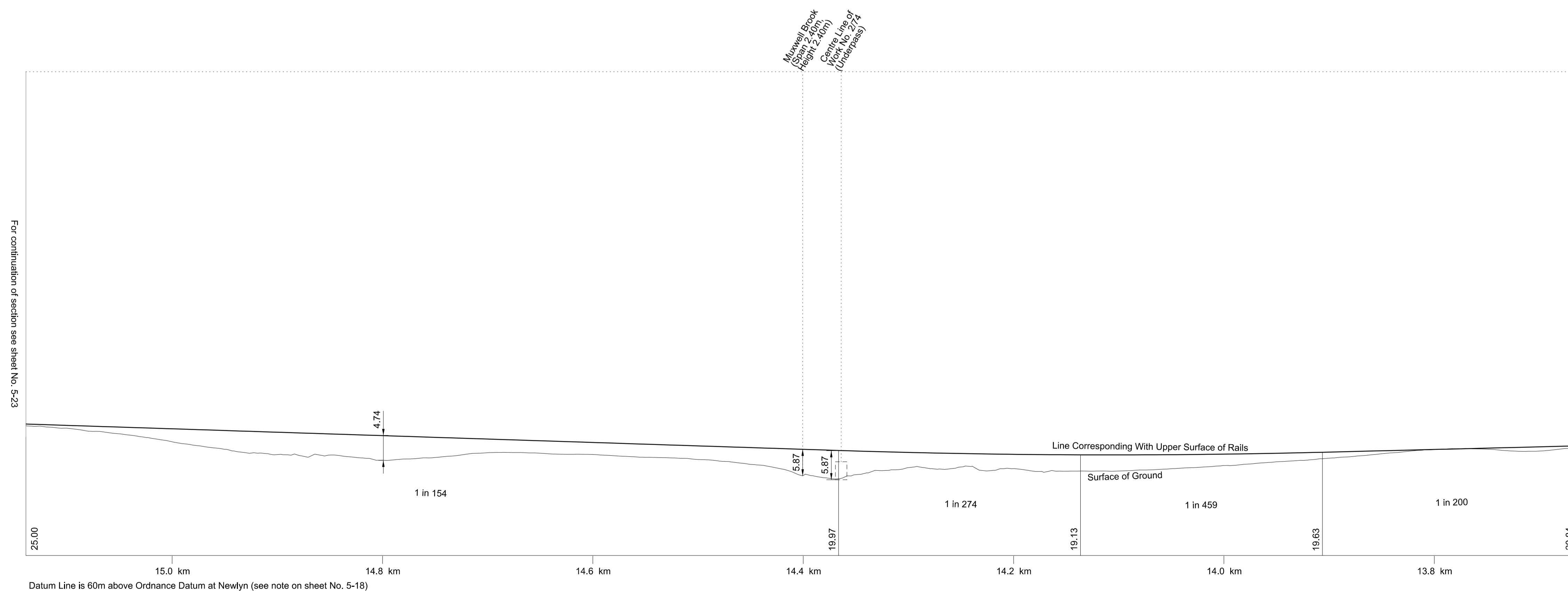
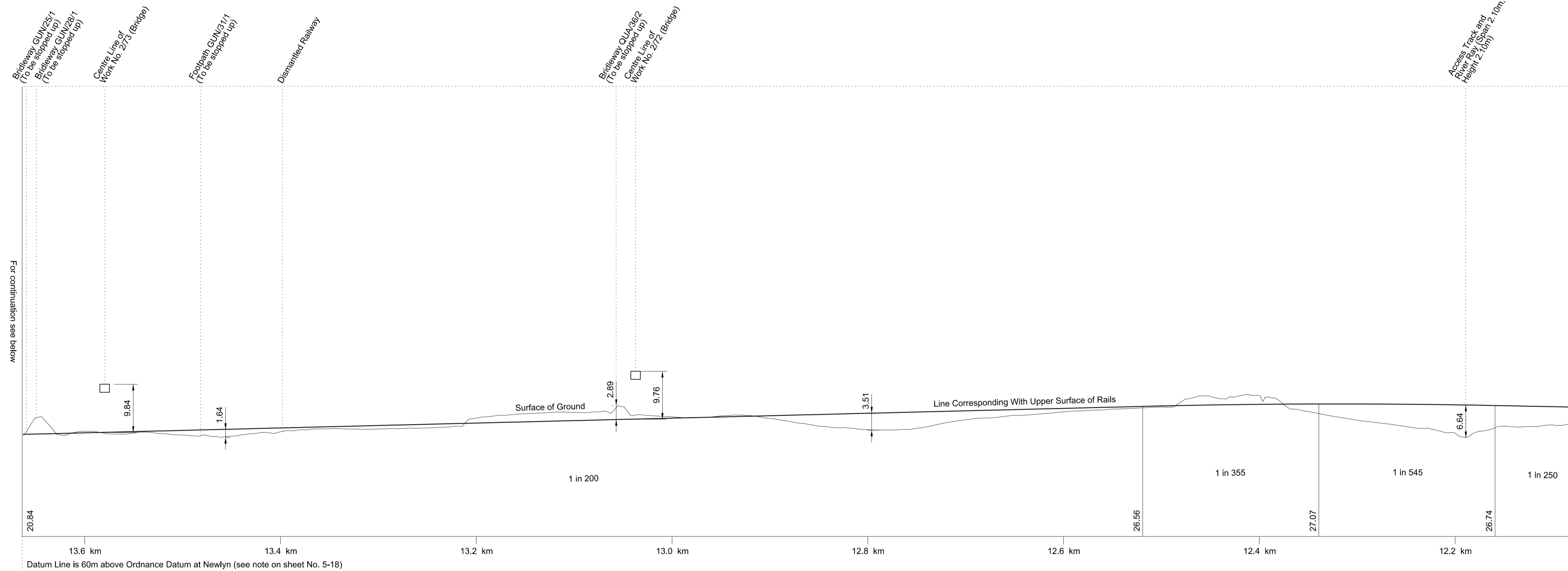
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/49 (Railway)



SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-54 and 2-55

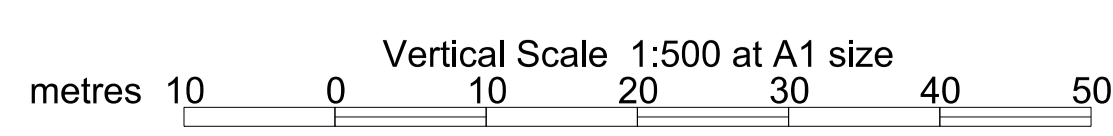
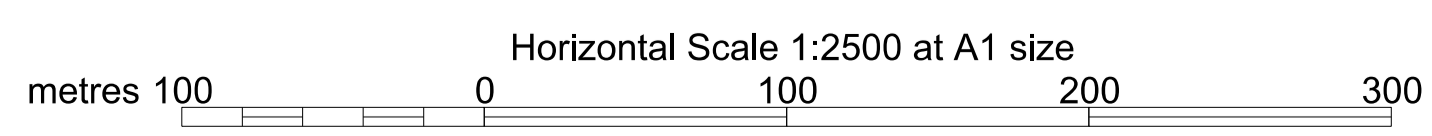
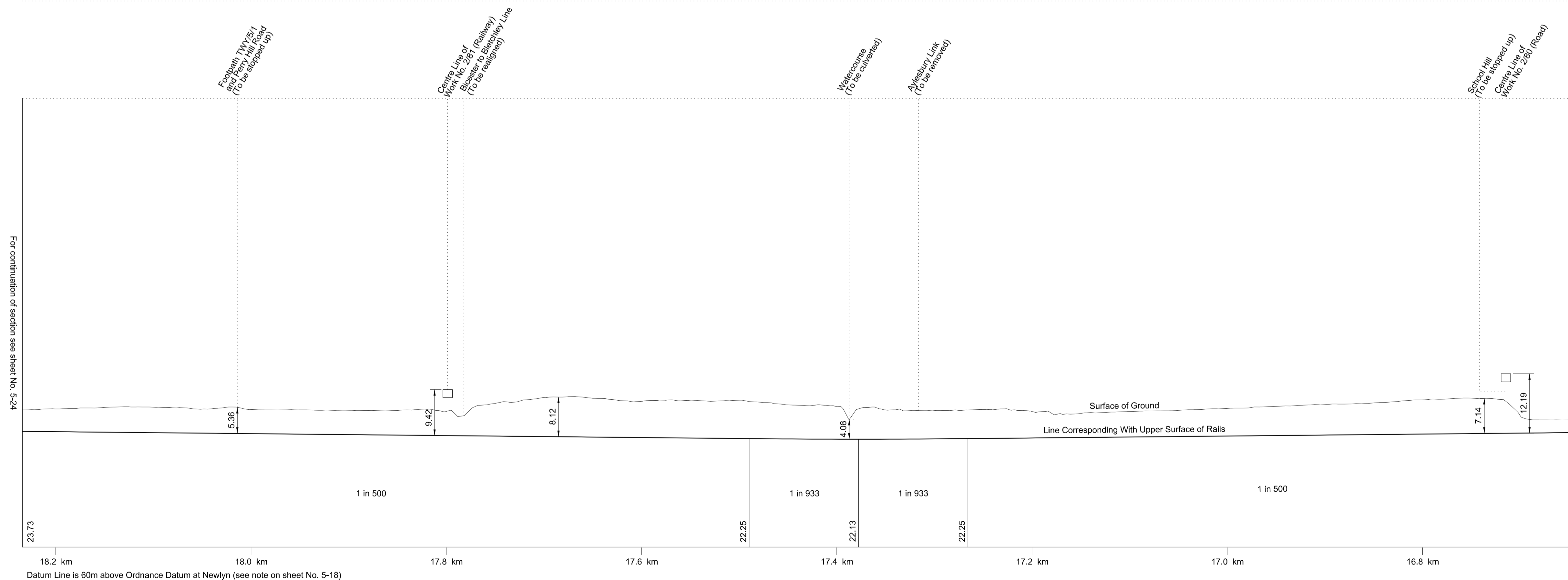
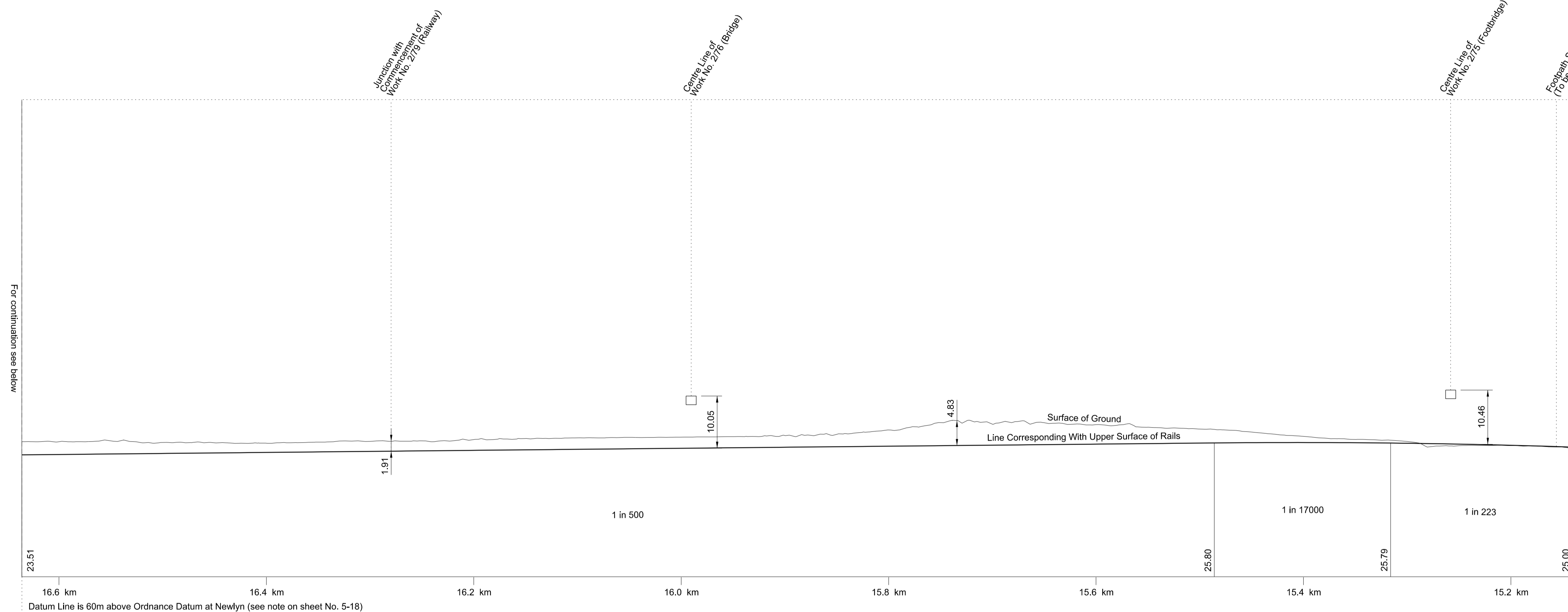
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/49 (Railway)



SECTIONS

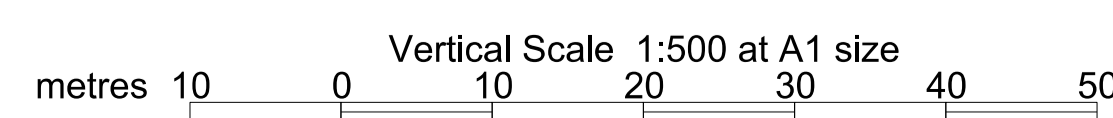
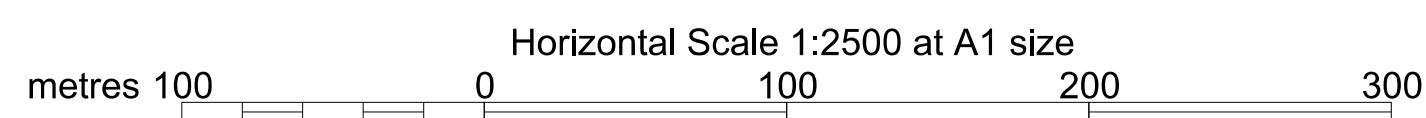
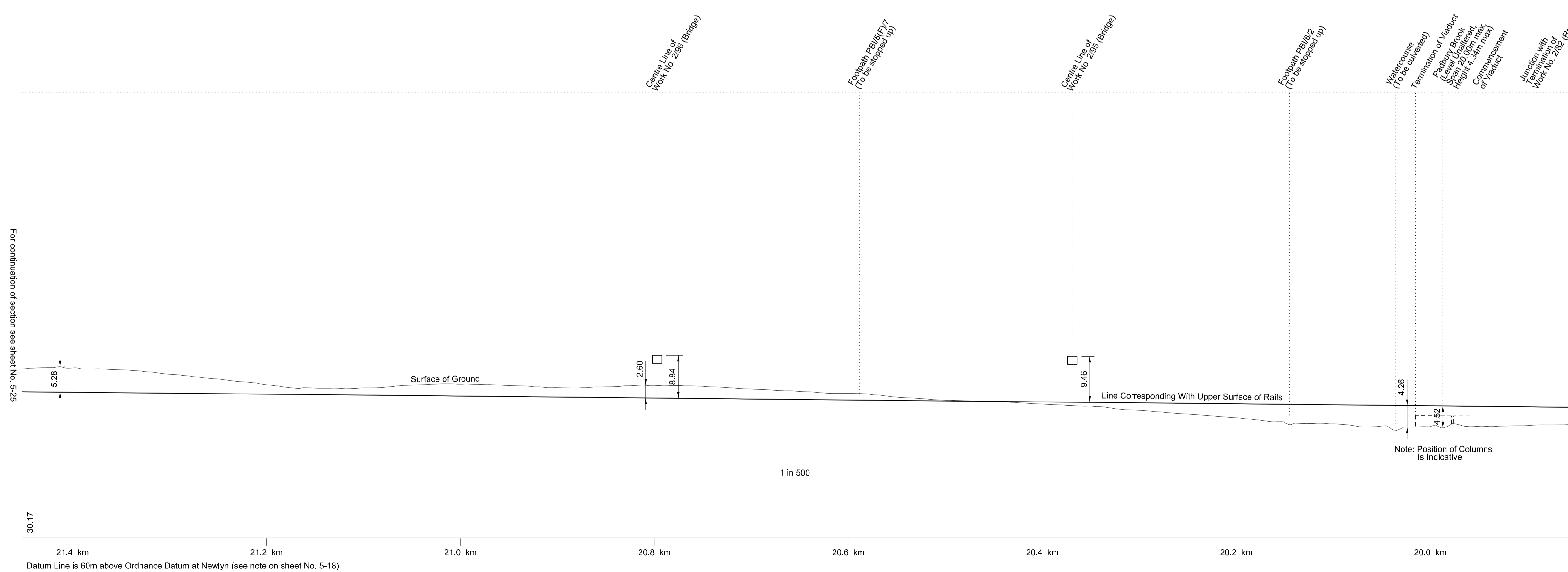
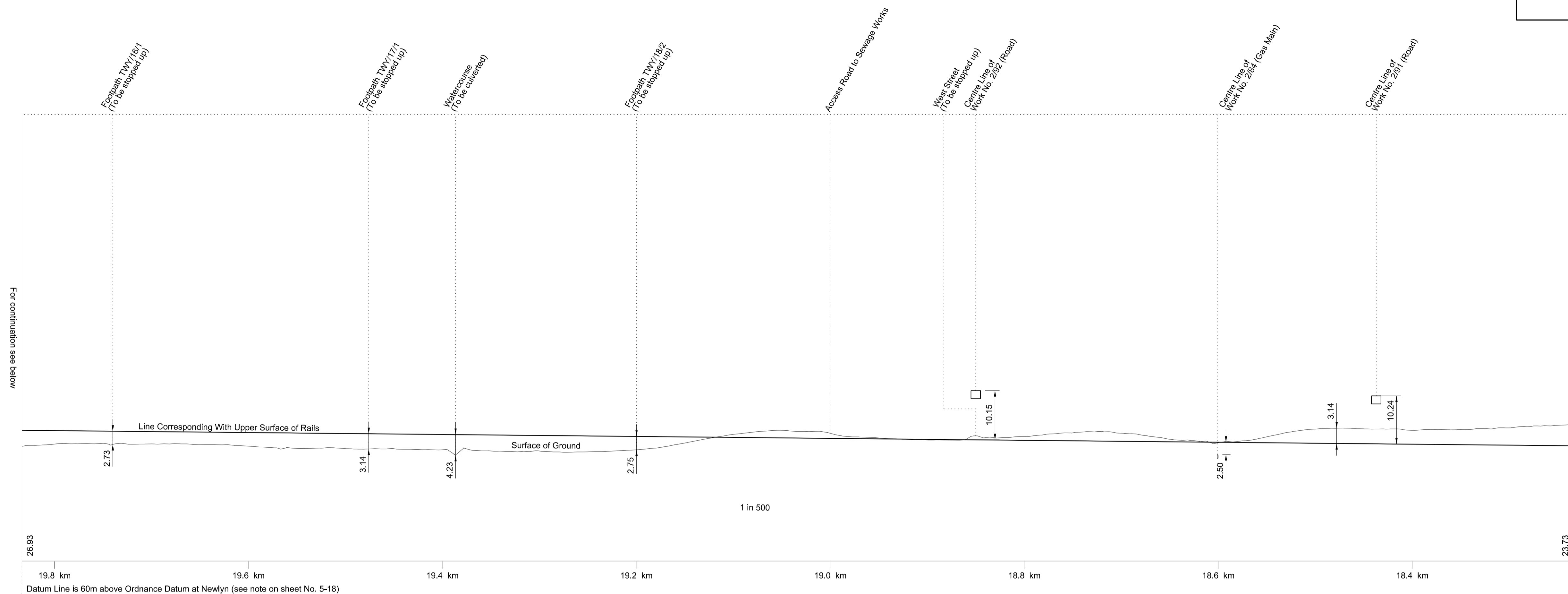
FOR PLAN OF WORK SEE SHEETS Nos. 2-56 and 2-57

IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/49 (Railway)



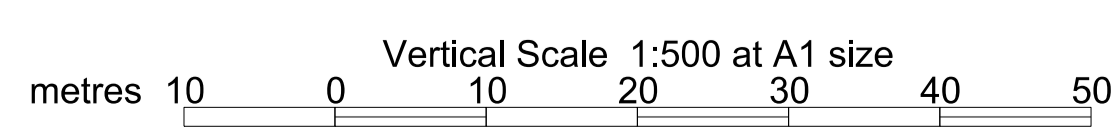
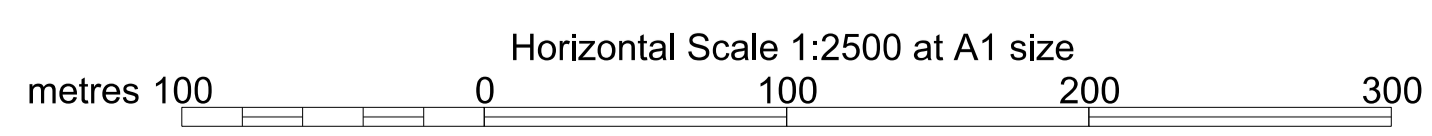
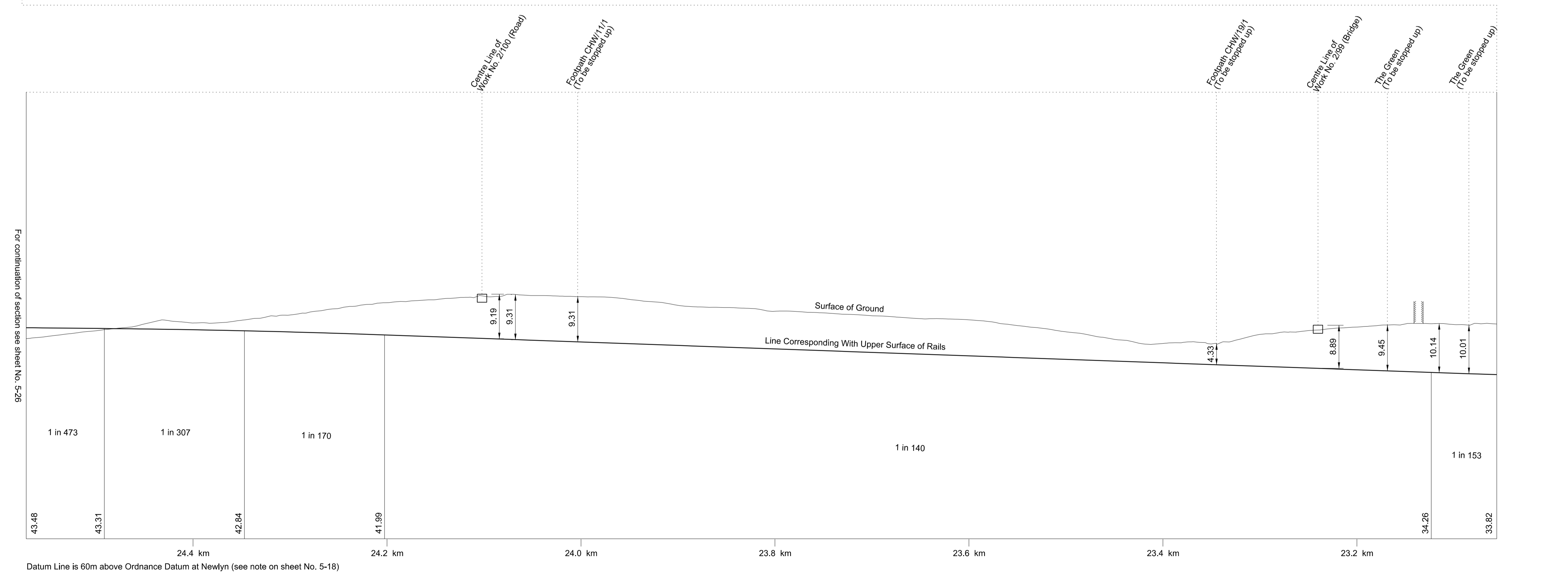
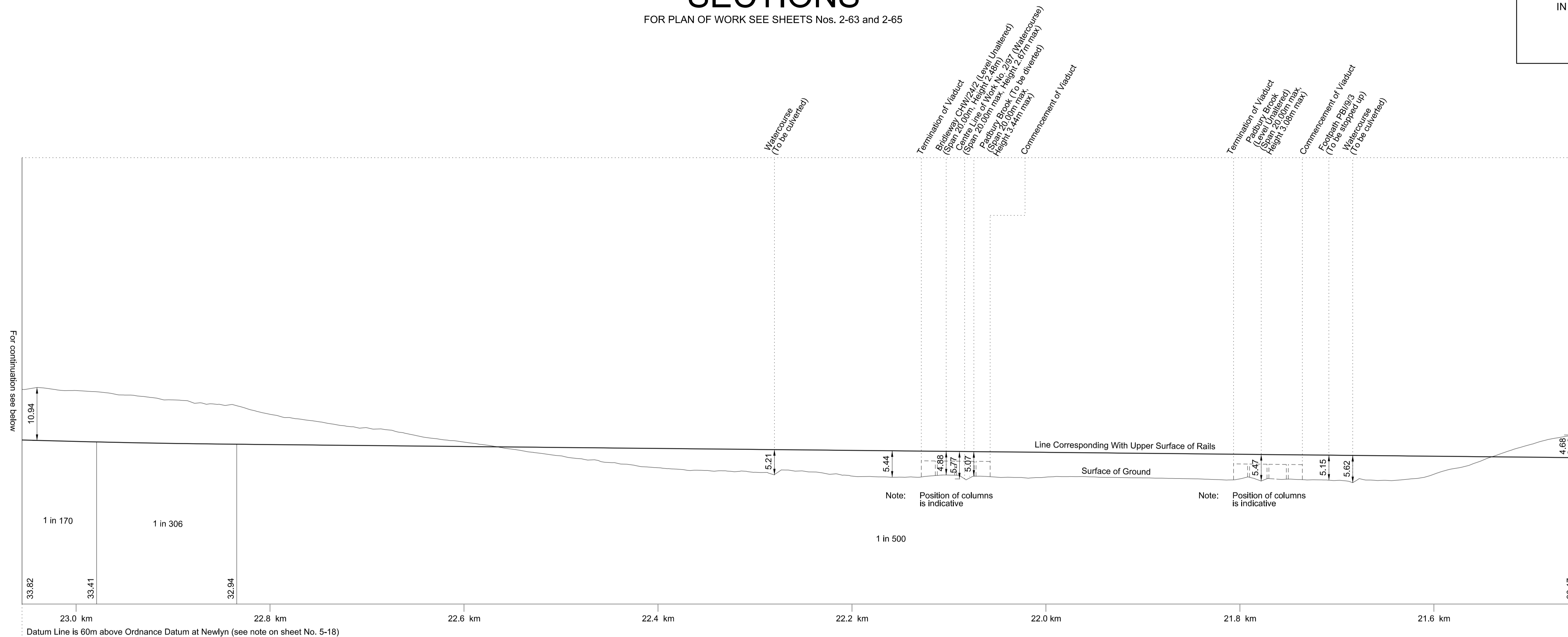
SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-60 and 2-61



SECTIONS

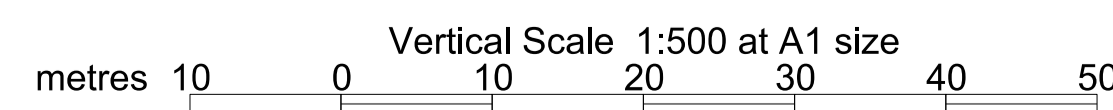
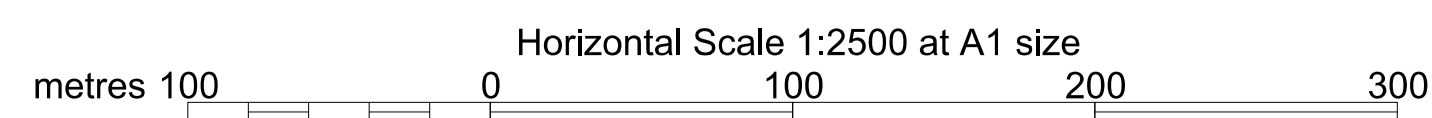
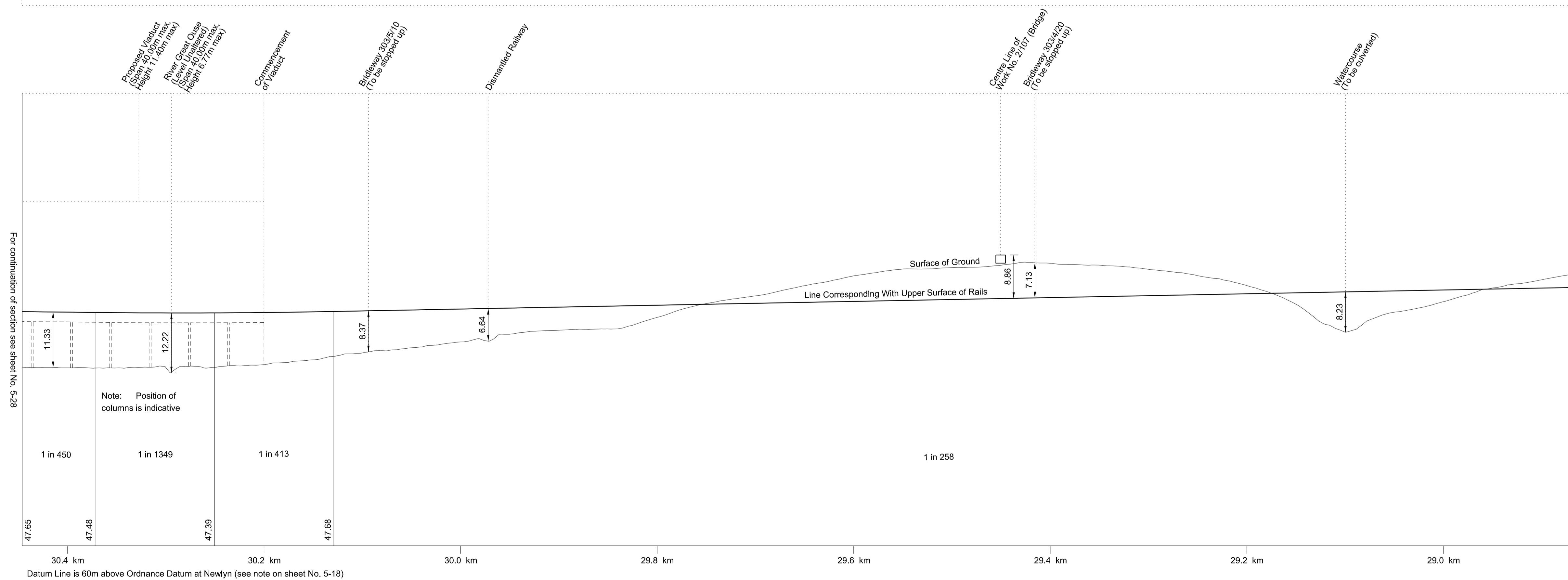
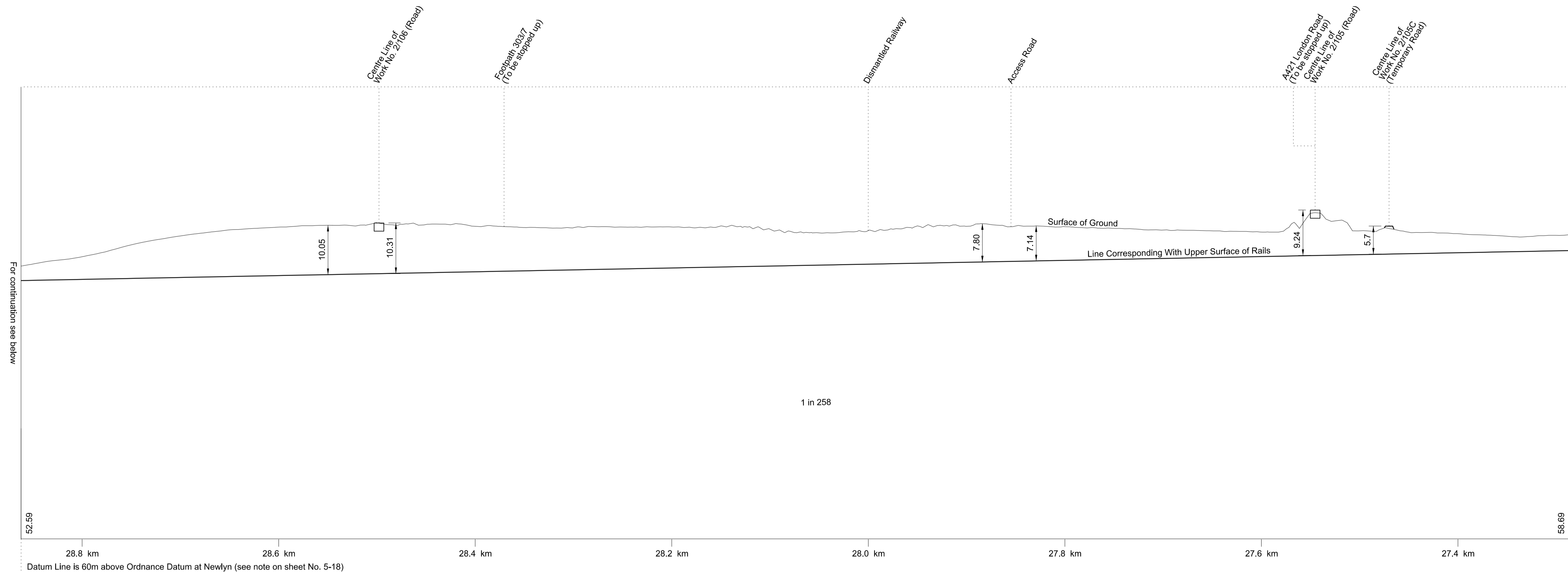
FOR PLAN OF WORK SEE SHEETS Nos. 2-63 and 2-65



SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-68 and 2-69

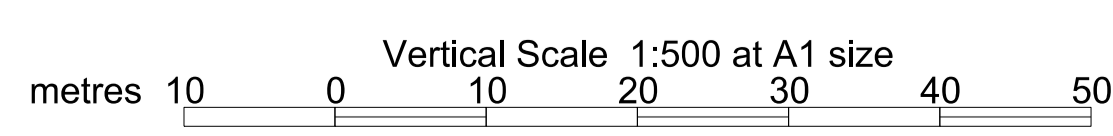
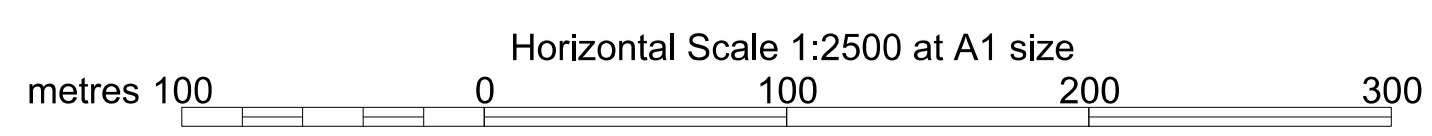
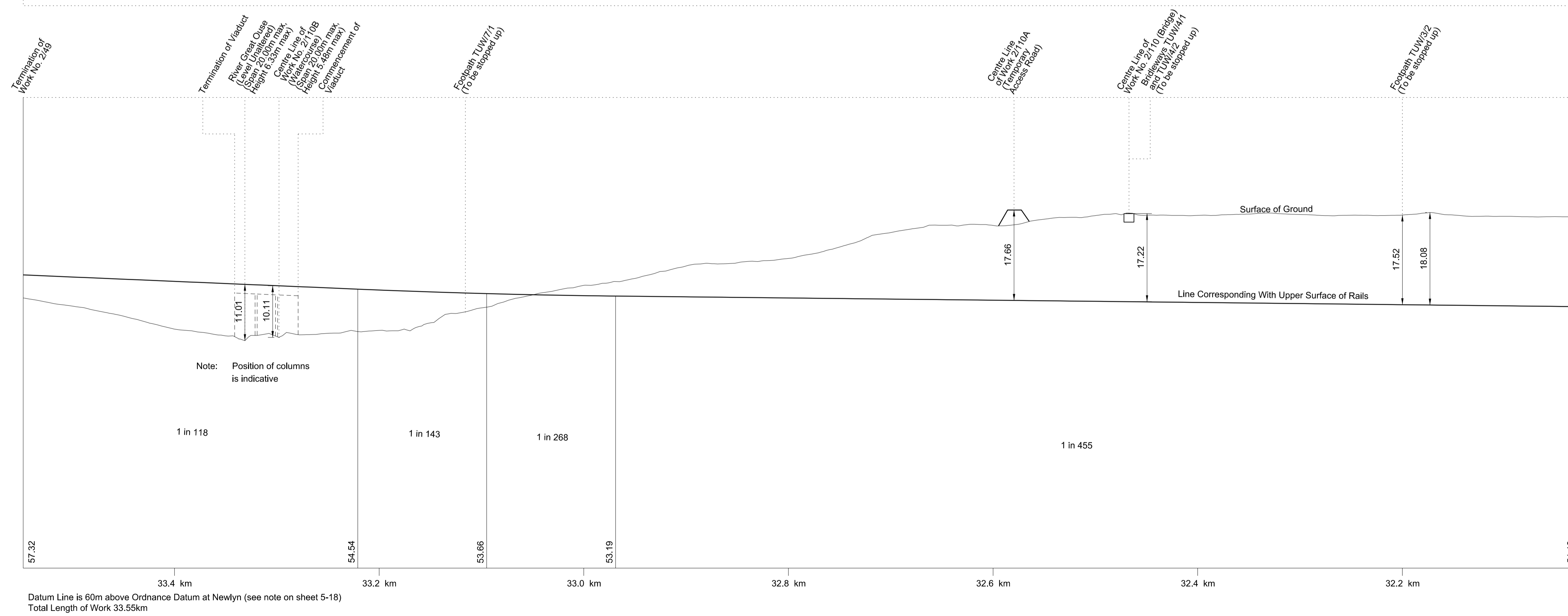
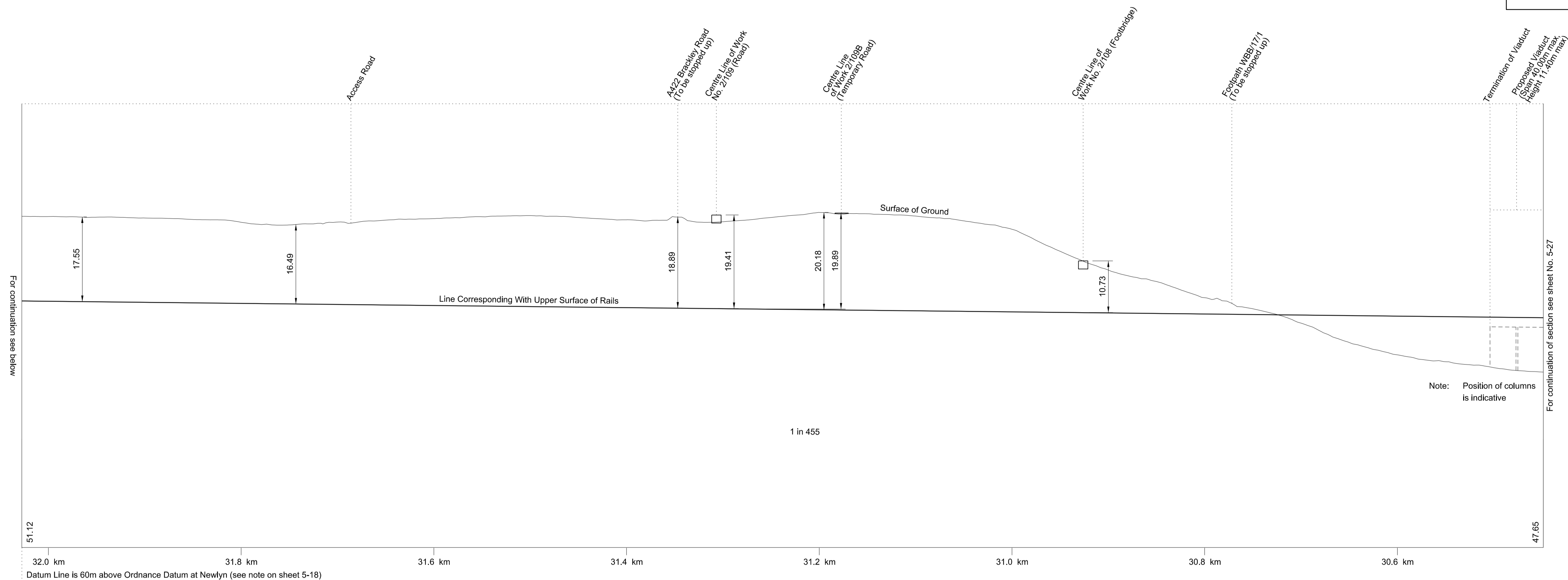
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/49 (Railway)



SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-72 and 2-74

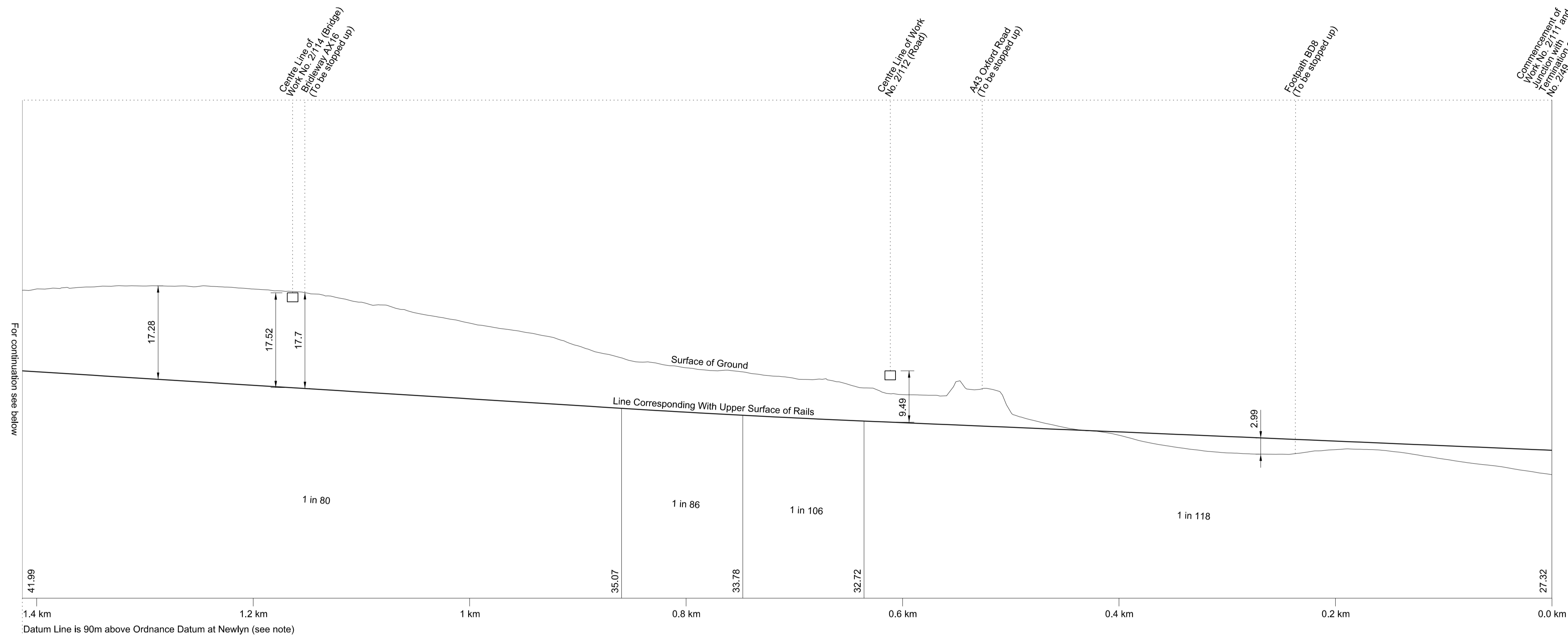
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/49 (Railway)



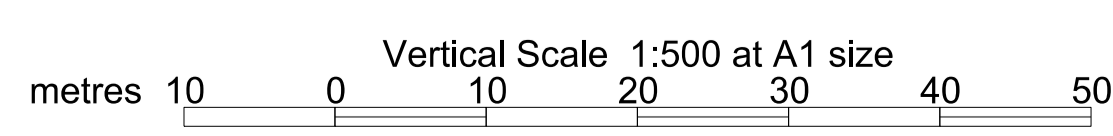
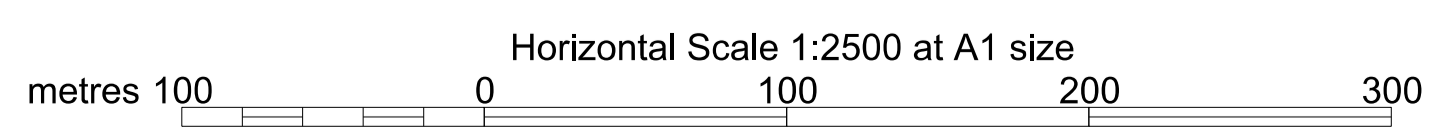
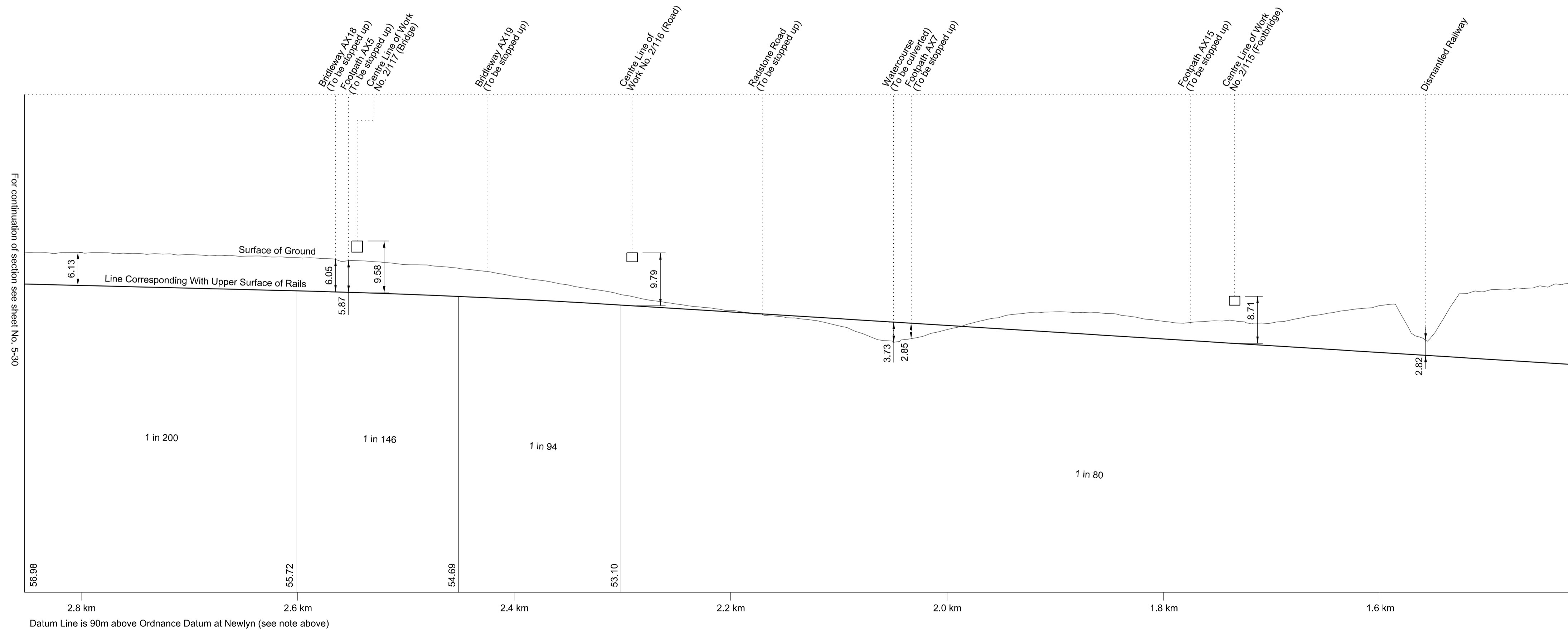
SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-75 and 2-77

IN PARLIAMENT - SESSION 2013-14
 HIGH SPEED RAIL
 (LONDON - WEST MIDLANDS)
 Work No. 2/111 (Railway)



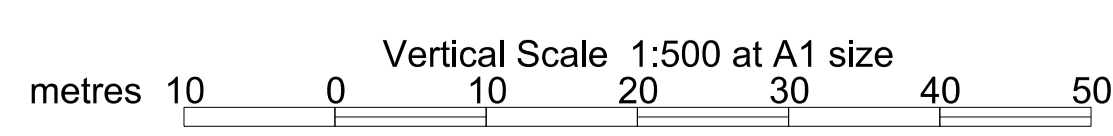
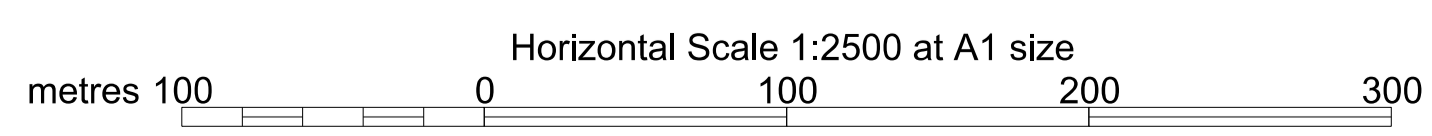
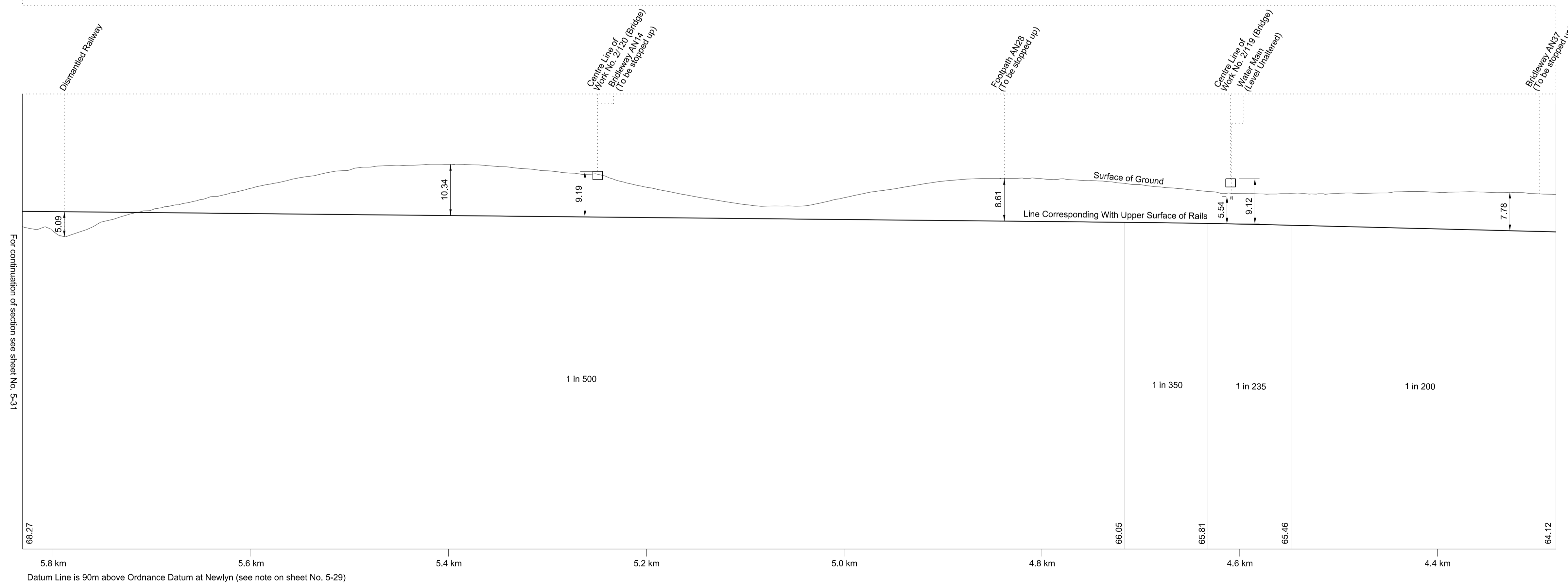
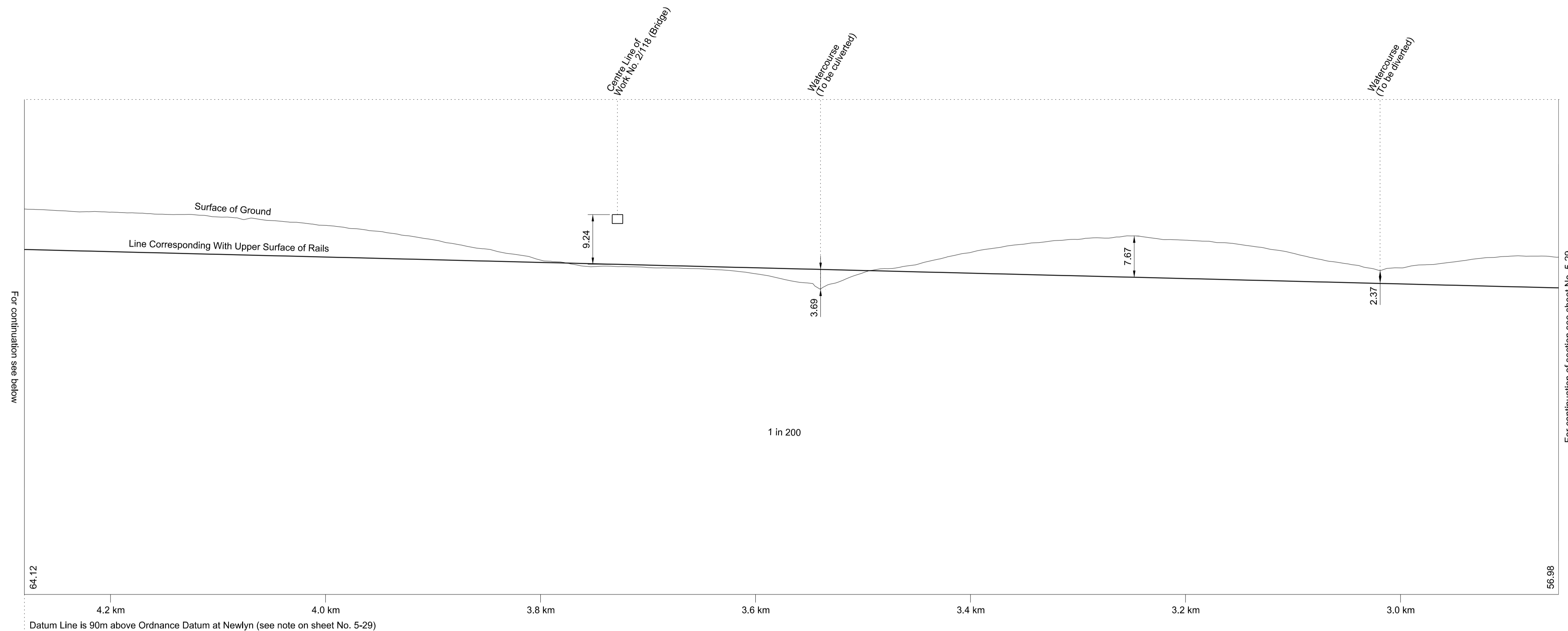
Datum Line for Work No. 2/111 (90 metres above Ordnance Datum) is 38.42m below the fixed point being the end of solid channel white line on the A43, outside Ilets Farm, and marked thus \blacktriangle on plan (Sheet No. 2-76). Such fixed point being 128.42m above Ordnance Datum Newlyn (ODN).



SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-78 and 2-79

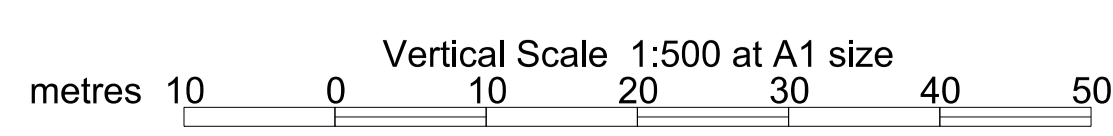
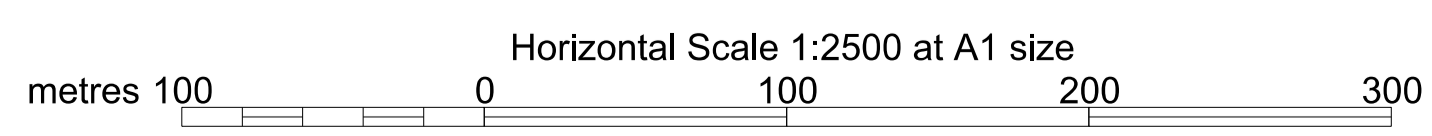
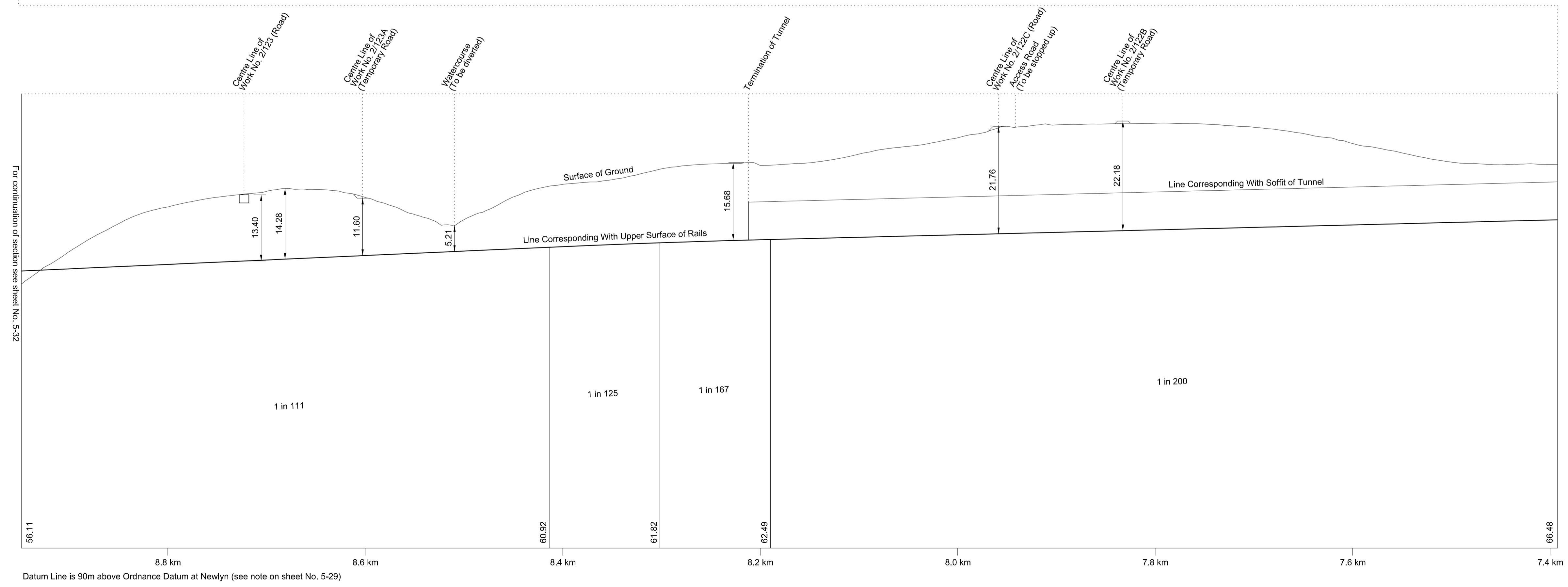
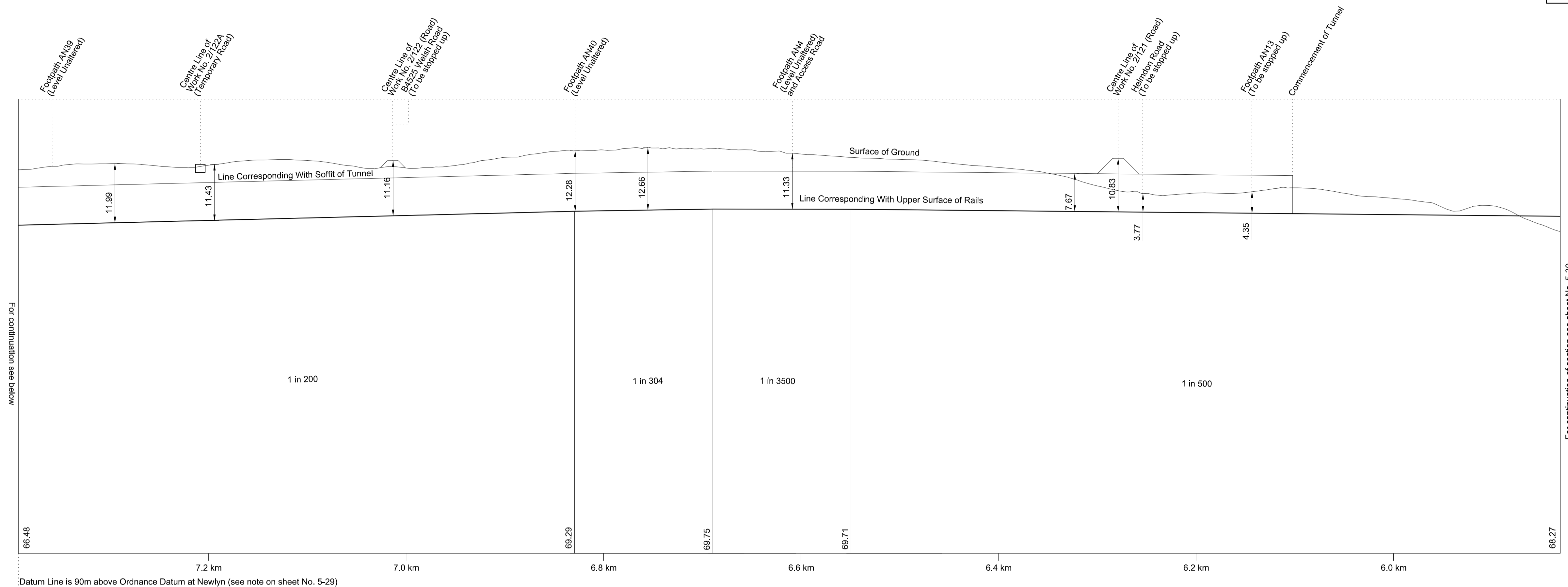
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/111 (Railway)



SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-80 and 2-81

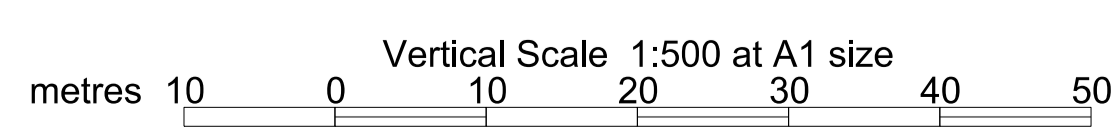
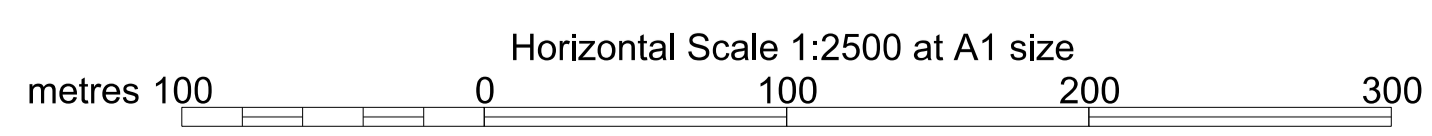
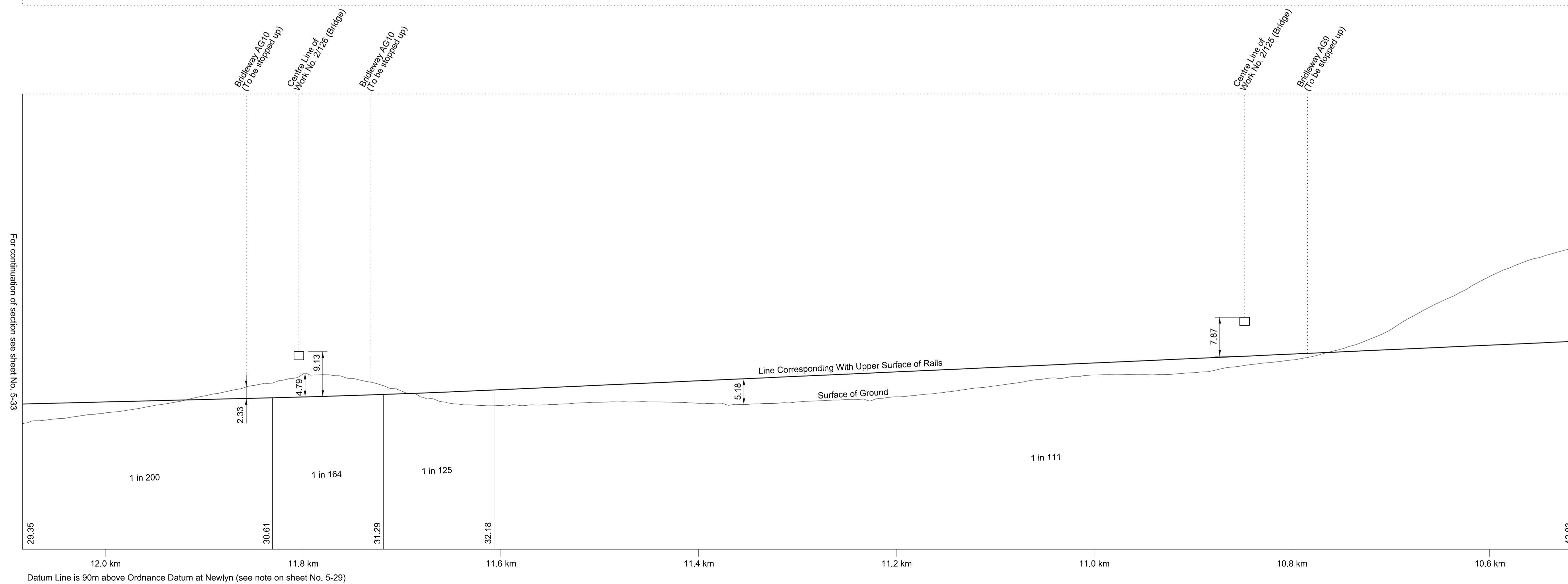
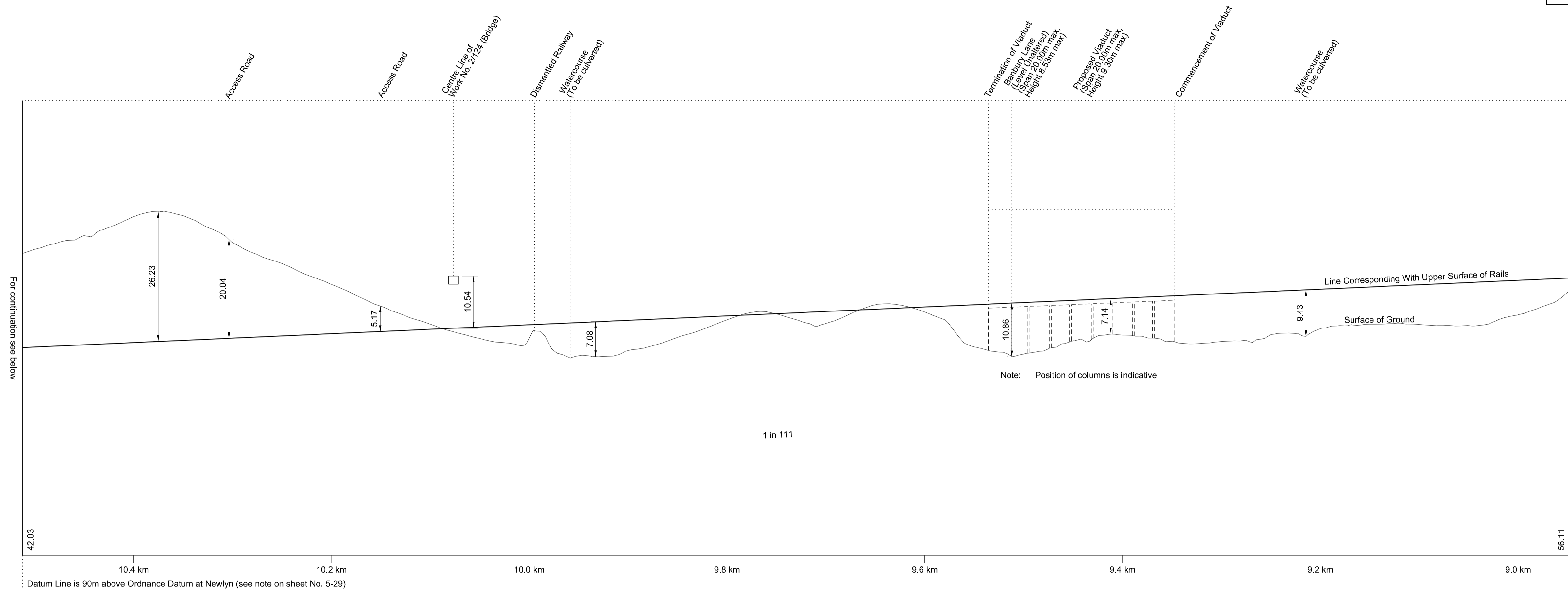
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/111 (Railway)



SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-82 and 2-83

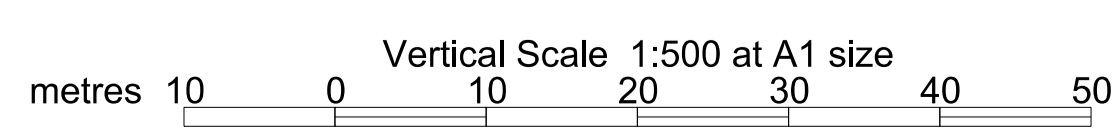
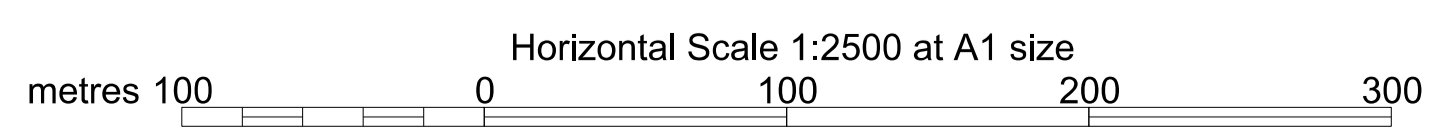
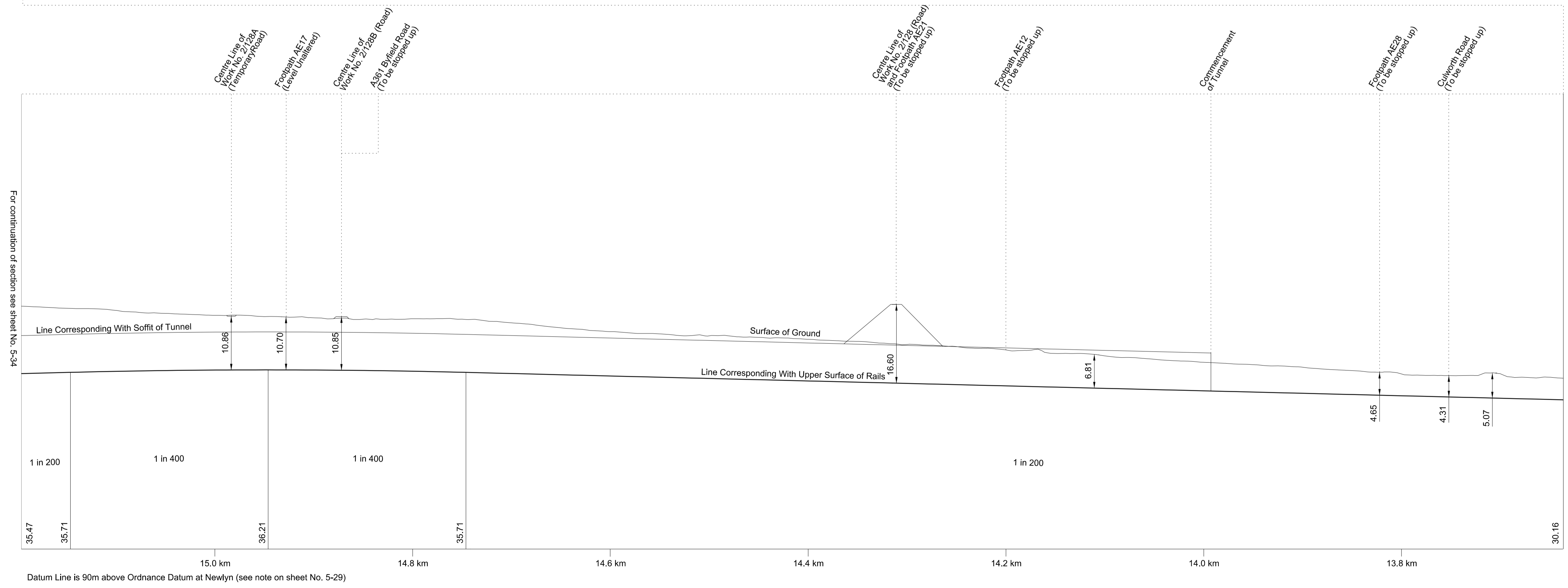
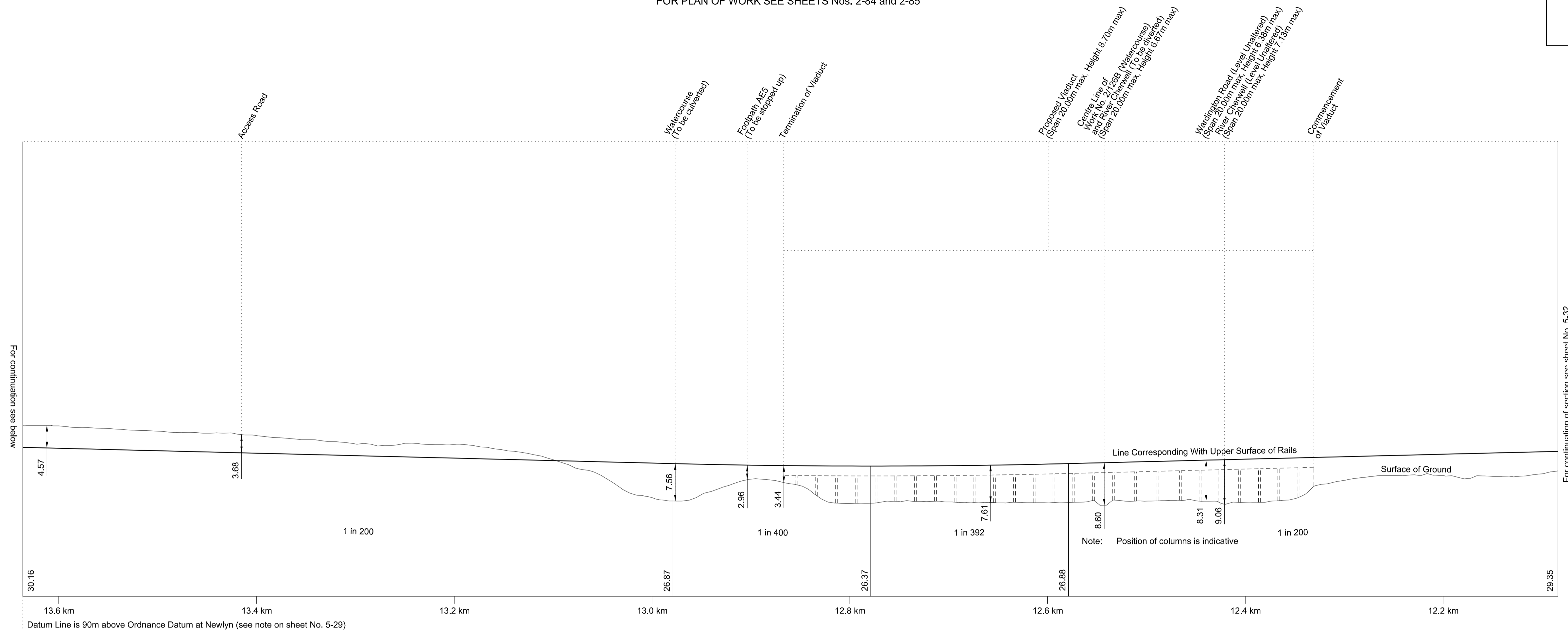
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/111 (Railway)



SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-84 and 2-85

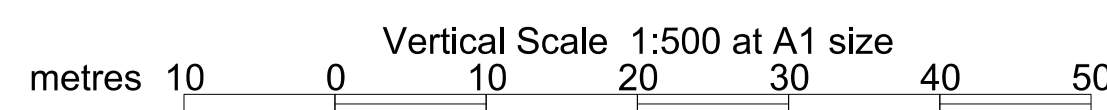
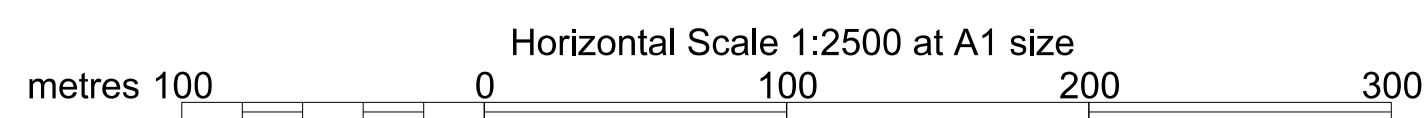
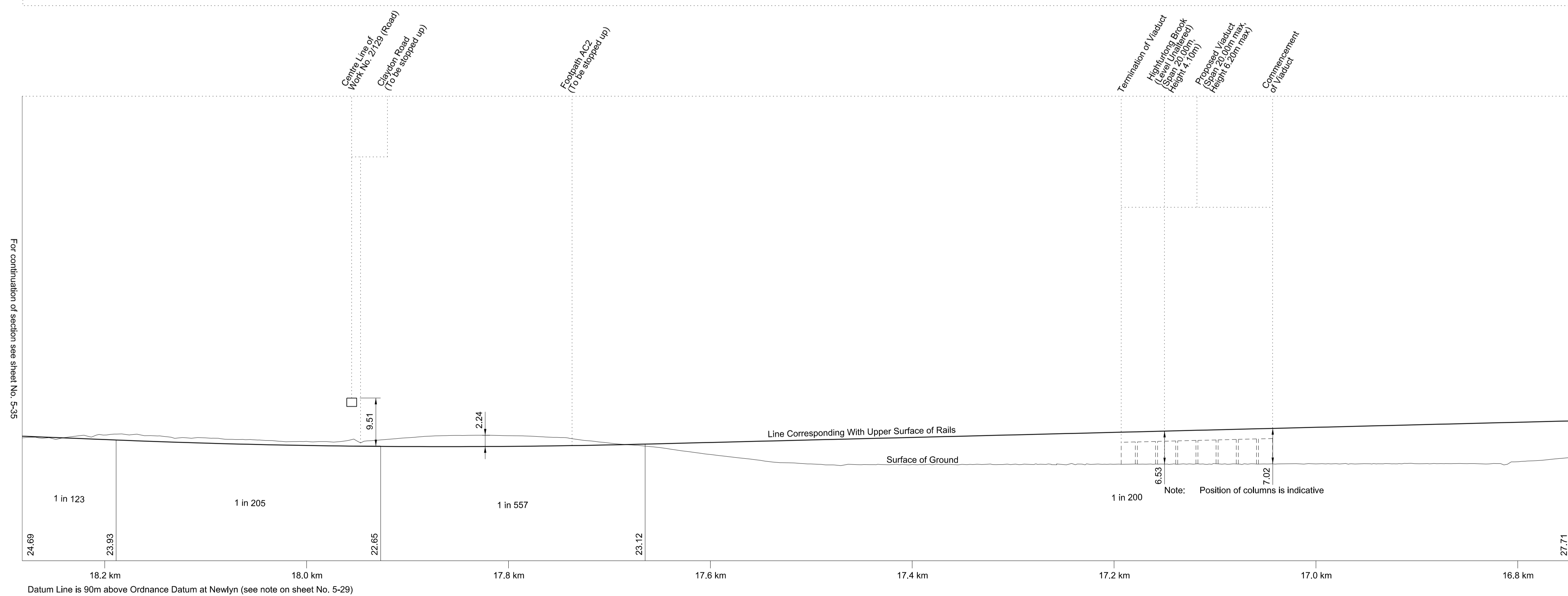
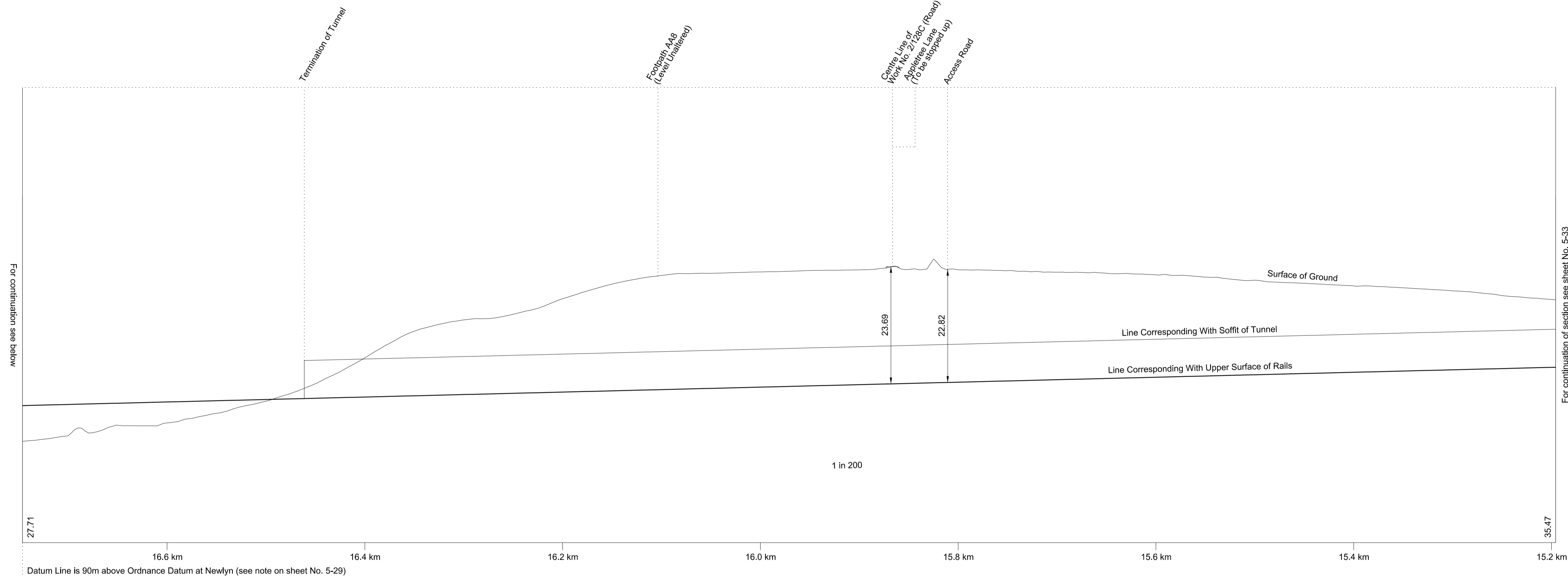
IN PARLIAMENT - SESSION 2013-14
 HIGH SPEED RAIL
 (LONDON - WEST MIDLANDS)
 Work No. 2/111 (Railway)



SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 2-86 and 2-87

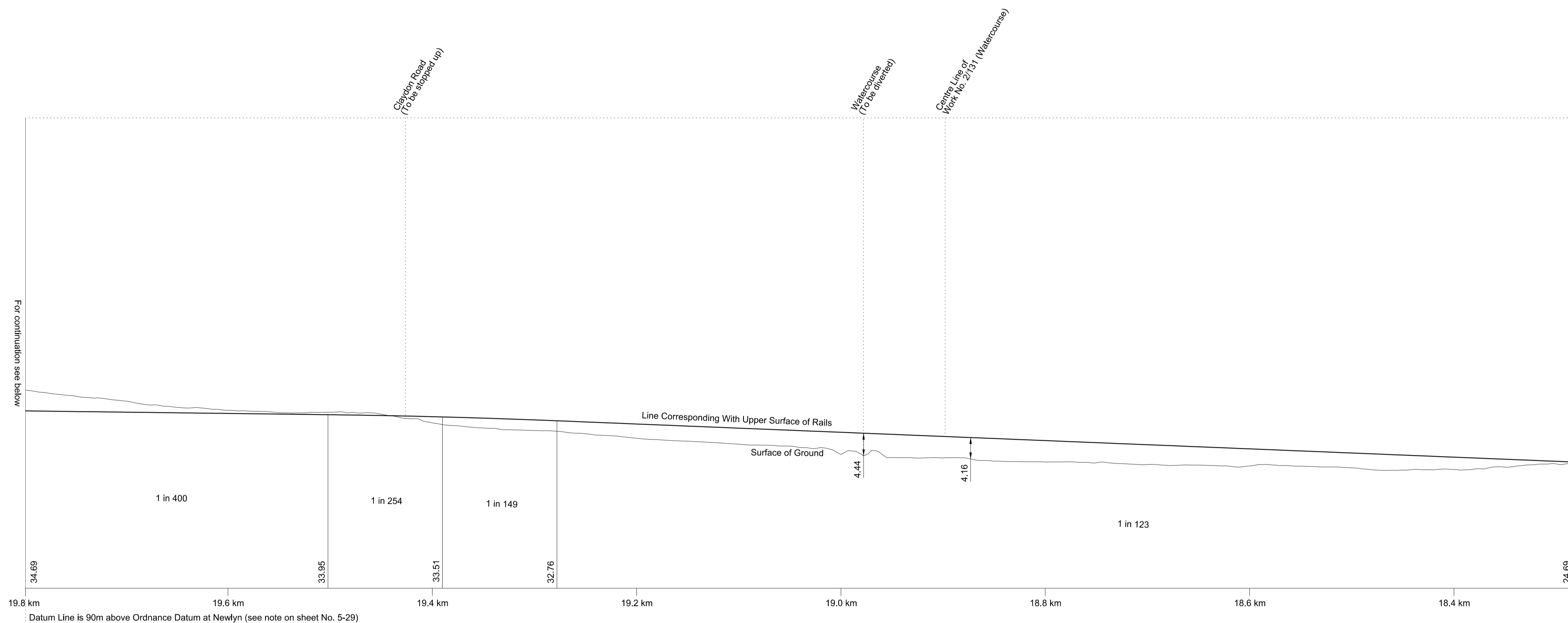
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/111 (Railway)



SECTIONS

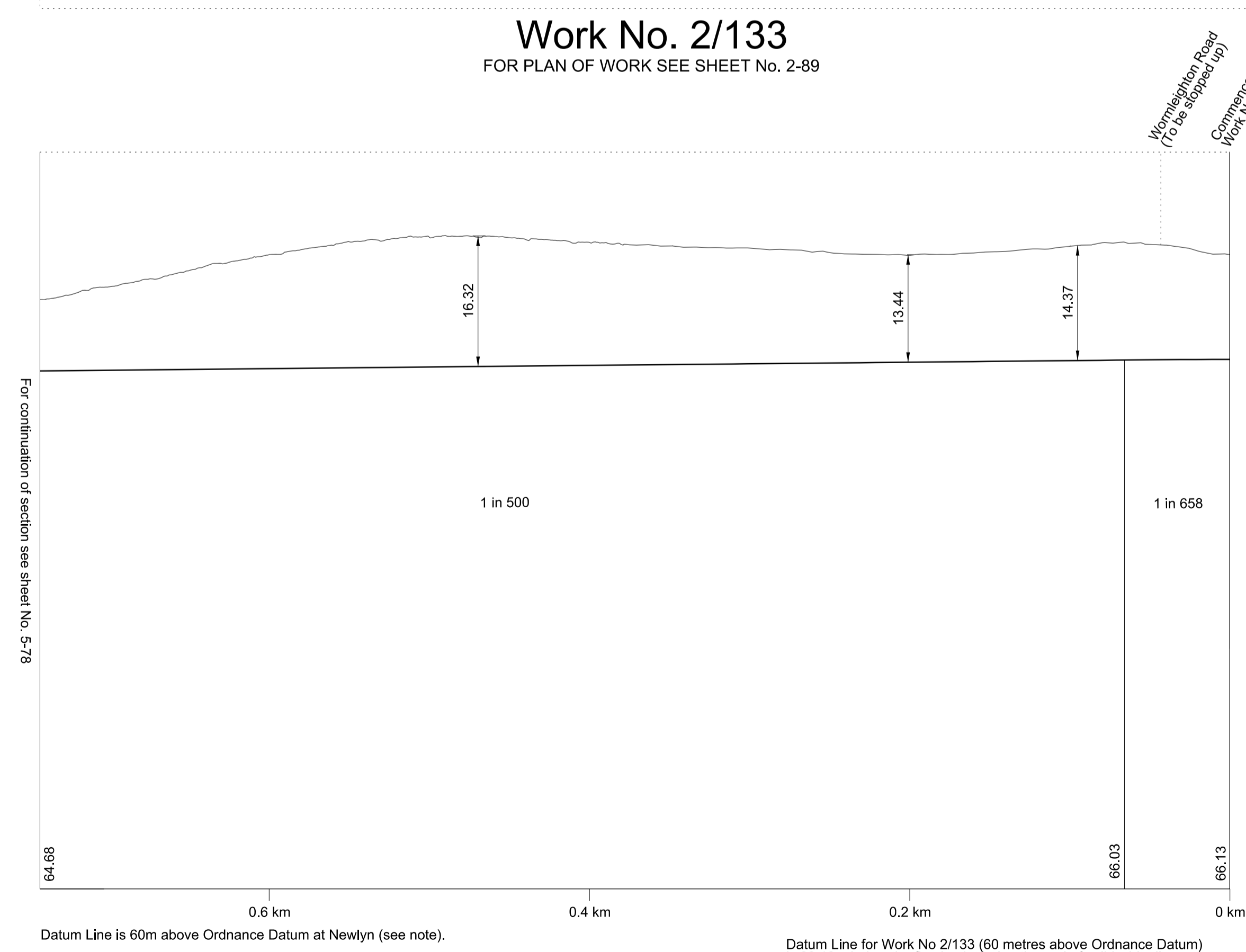
FOR PLAN OF WORK SEE SHEETS Nos. 2-88 and 2-89

IN PARLIAMENT - SESSION 2013-14
 HIGH SPEED RAIL
 (LONDON - WEST MIDLANDS)
 Works Nos. 2/111, 2/133 (Railways)

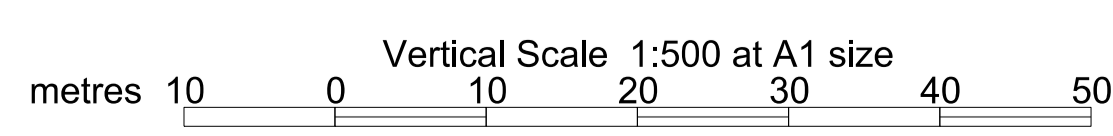
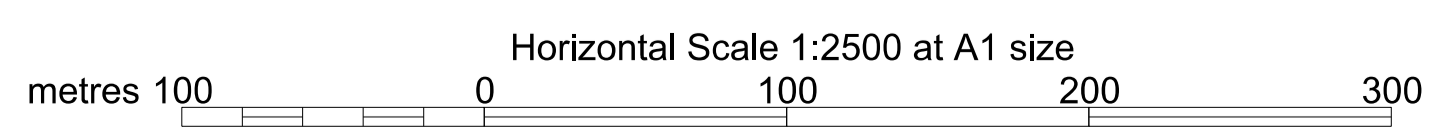
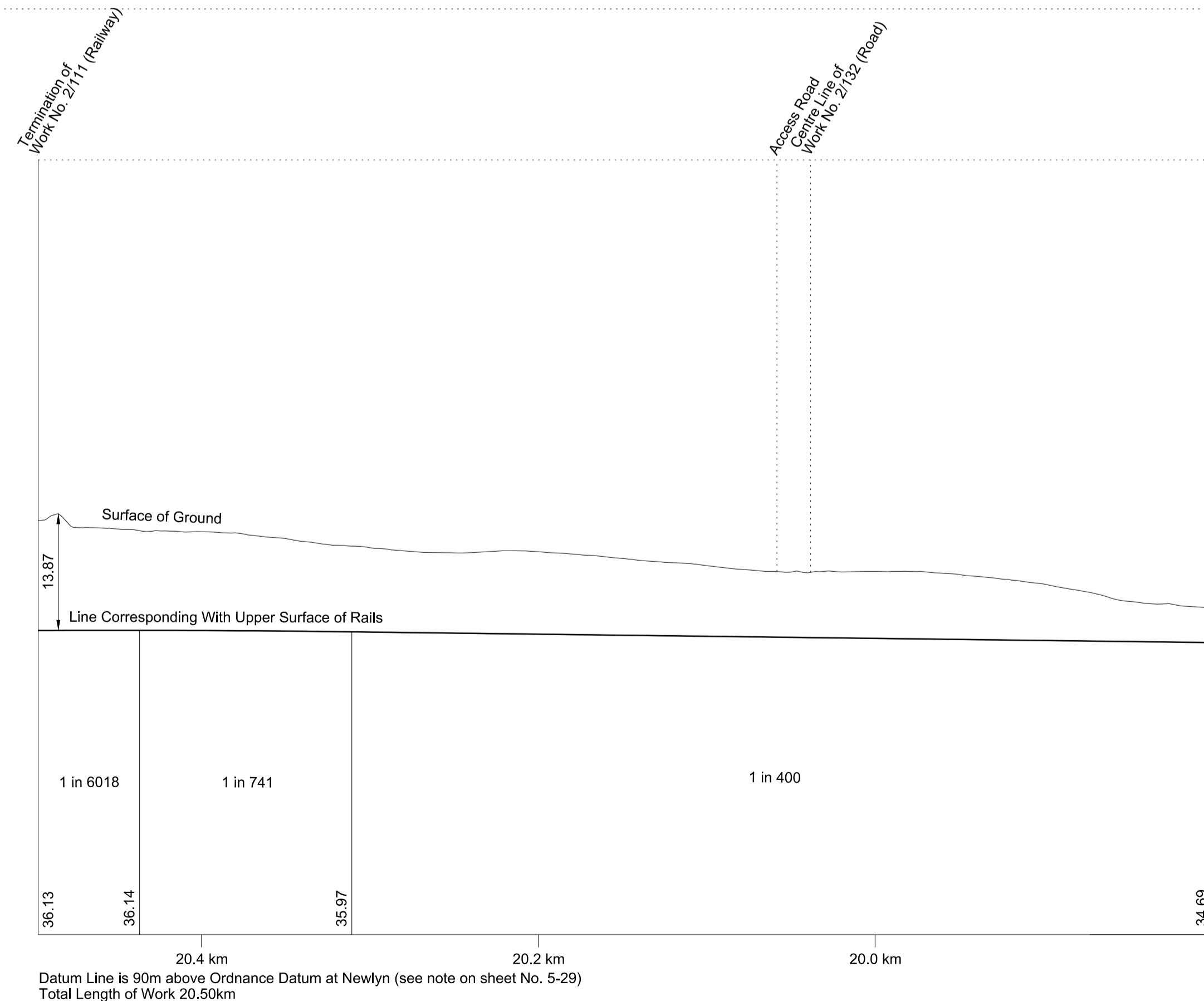


Work No. 2/133

FOR PLAN OF WORK SEE SHEET No. 2-89



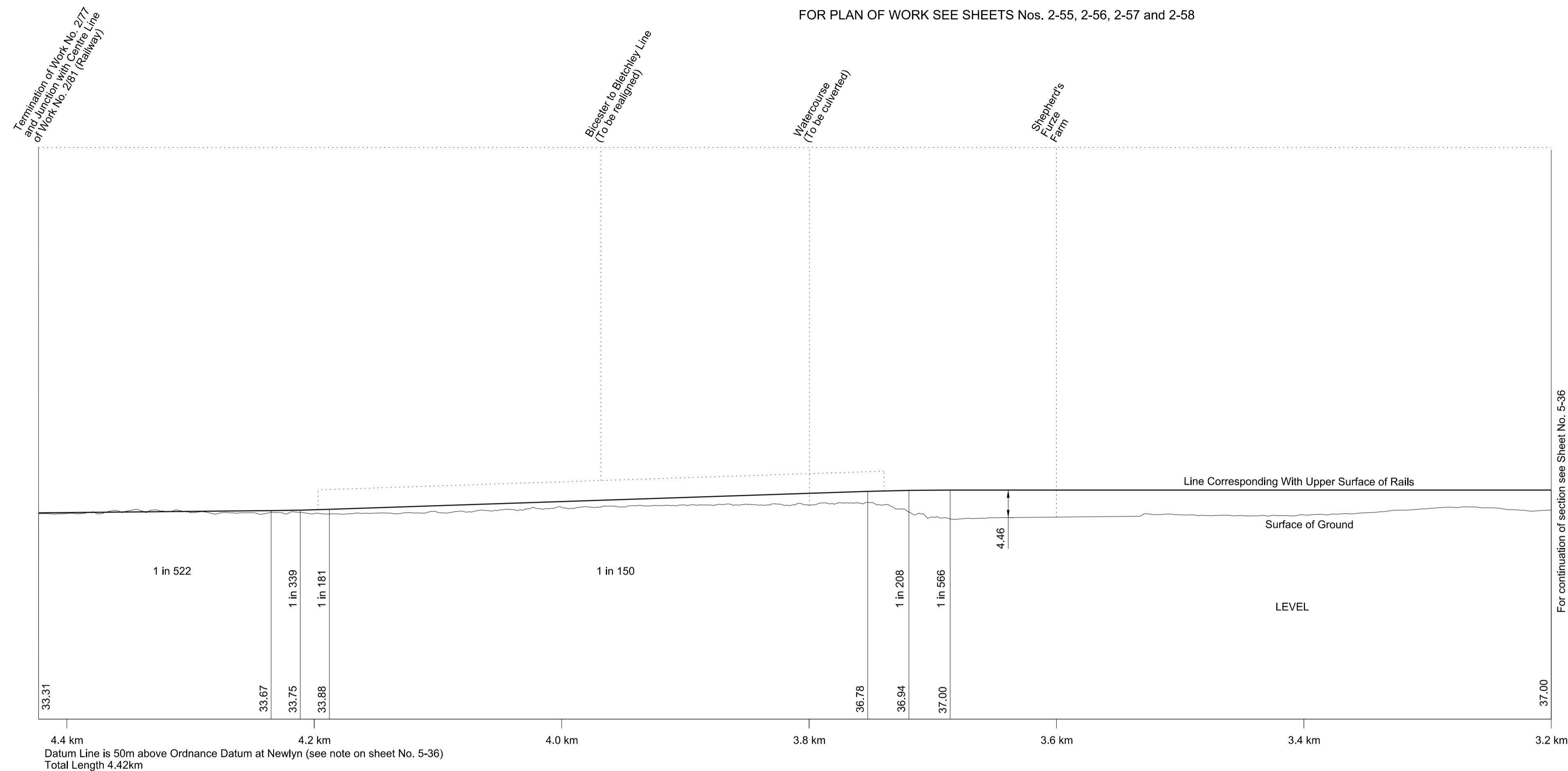
Datum Line for Work No 2/133 (60 metres above Ordnance Datum) is 83.10m below the fixed point being the end of solid white line on Wormleighton Road and marked thus on plan (Sheet No 2-89). Such fixed point being 143.10m above Ordnance Datum Newlyn (ODN).



SECTIONS

Work No. 2177

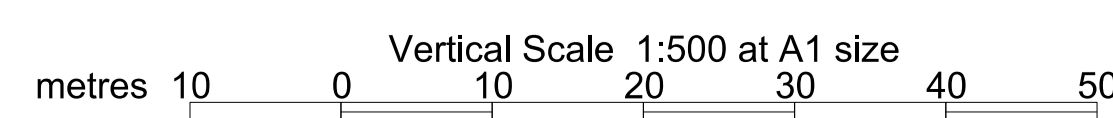
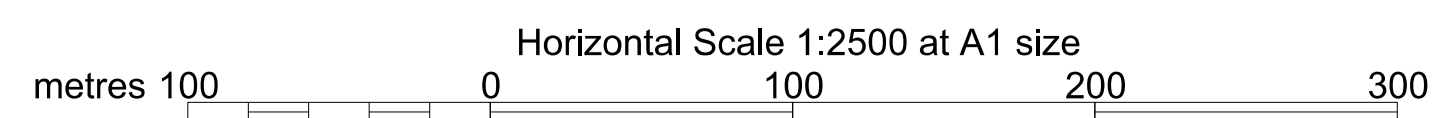
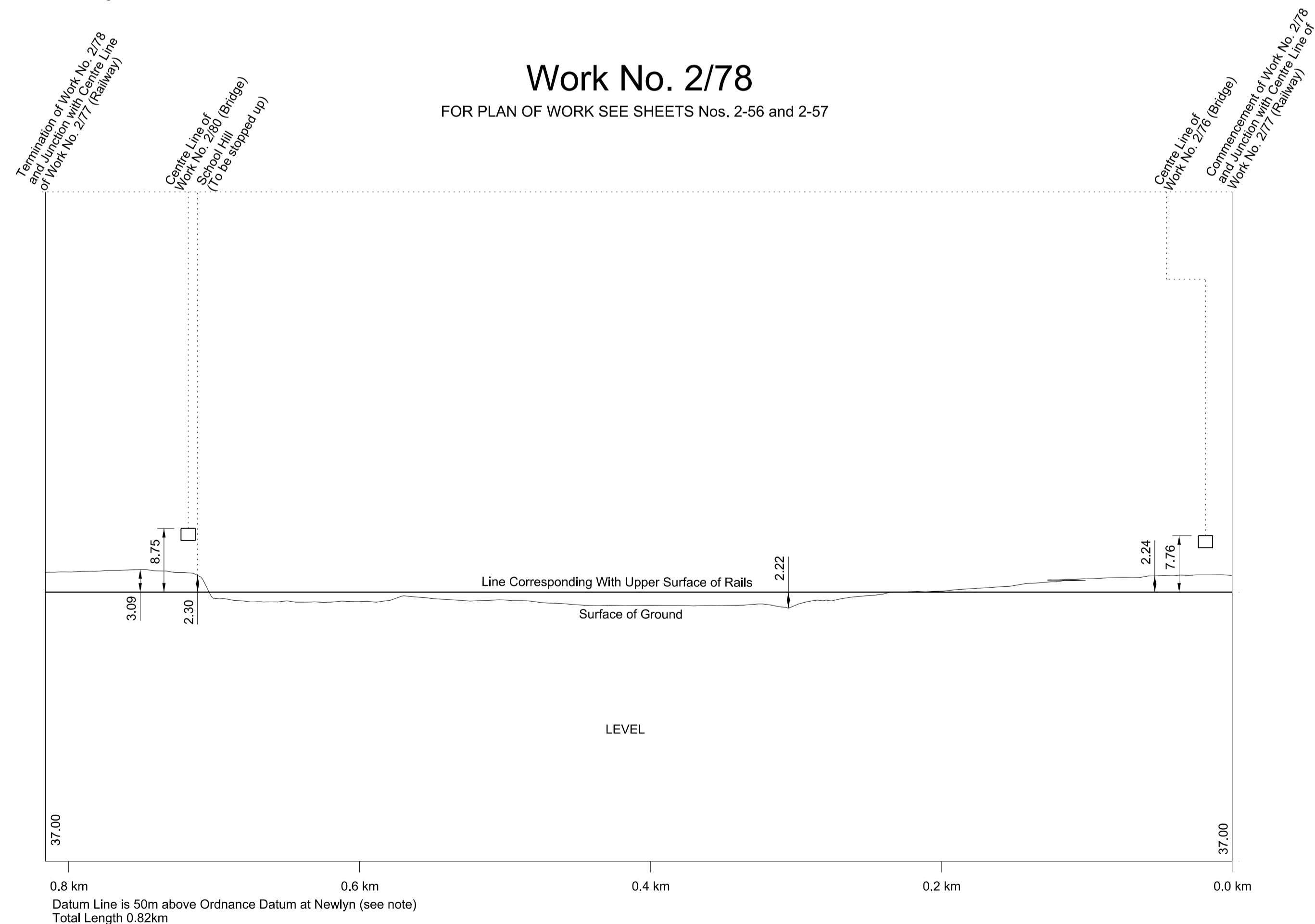
FOR PLAN OF WORK SEE SHEETS Nos. 2-55, 2-56, 2-57 and 2-58



For continuation of section see Sheet No. 5-36

Work No. 2178

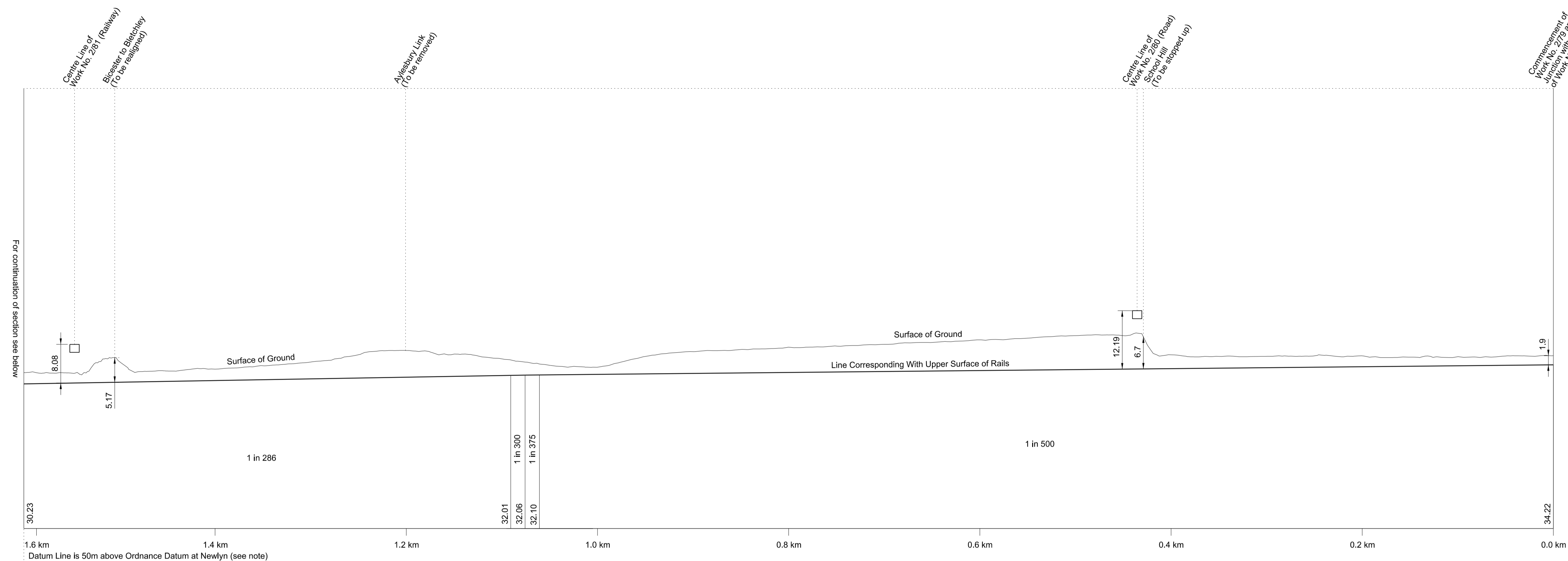
FOR PLAN OF WORK SEE SHEETS Nos. 2-56 and 2-57



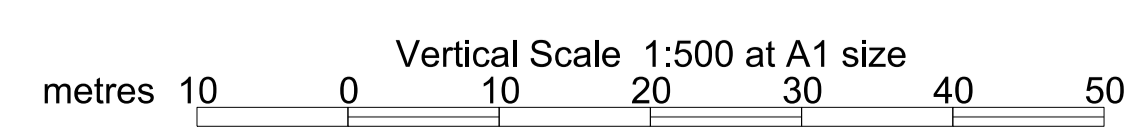
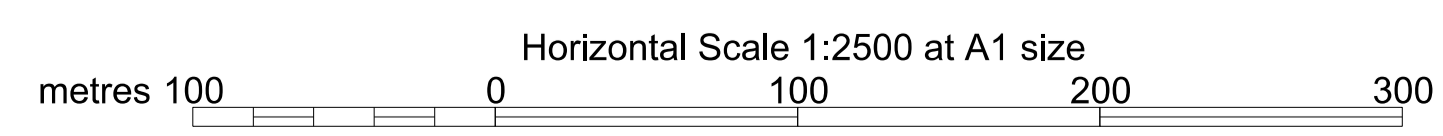
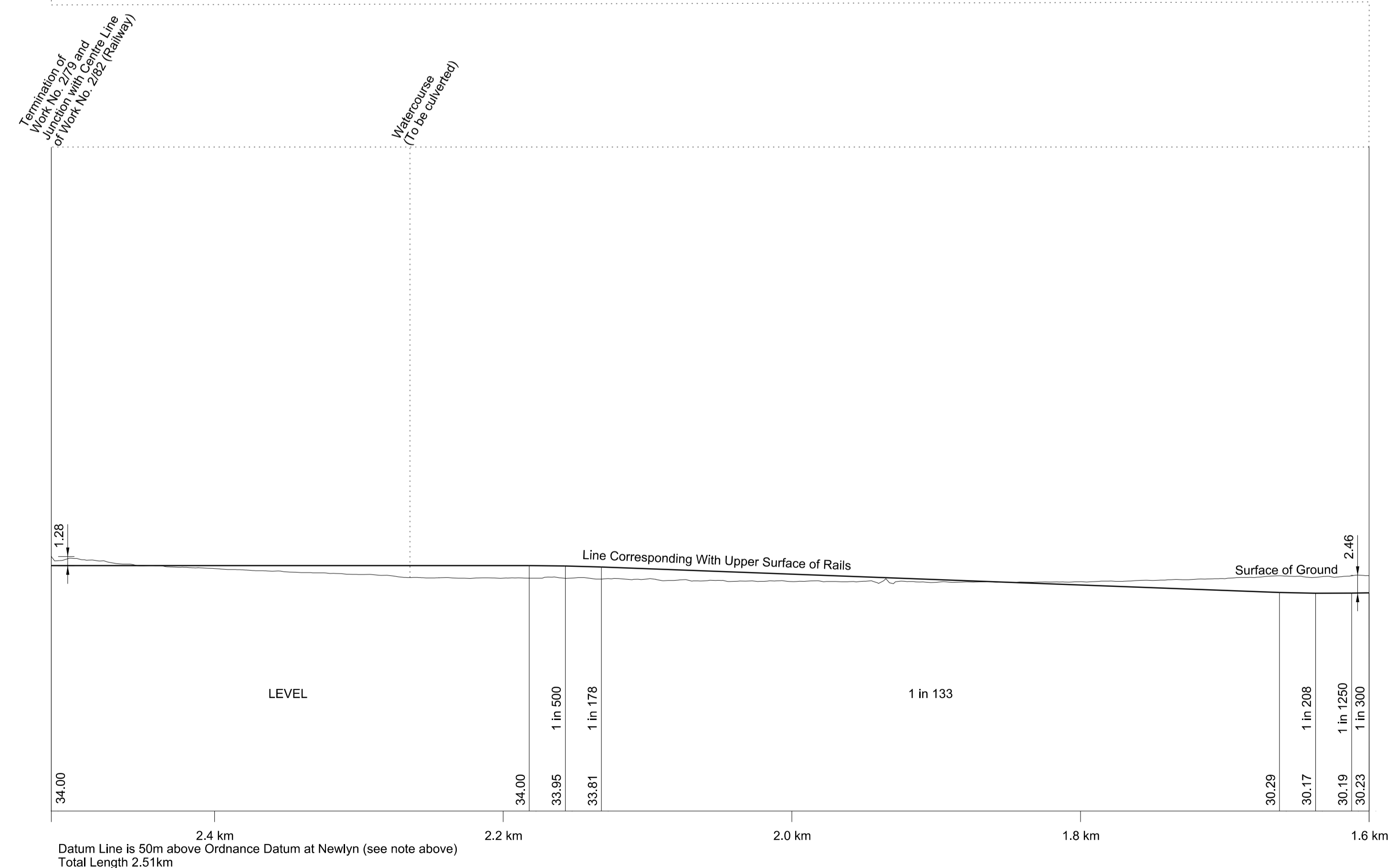
SECTIONS

Work No. 2/79

FOR PLAN OF WORK SEE SHEETS Nos. 2-56, 2-57 and 2-58



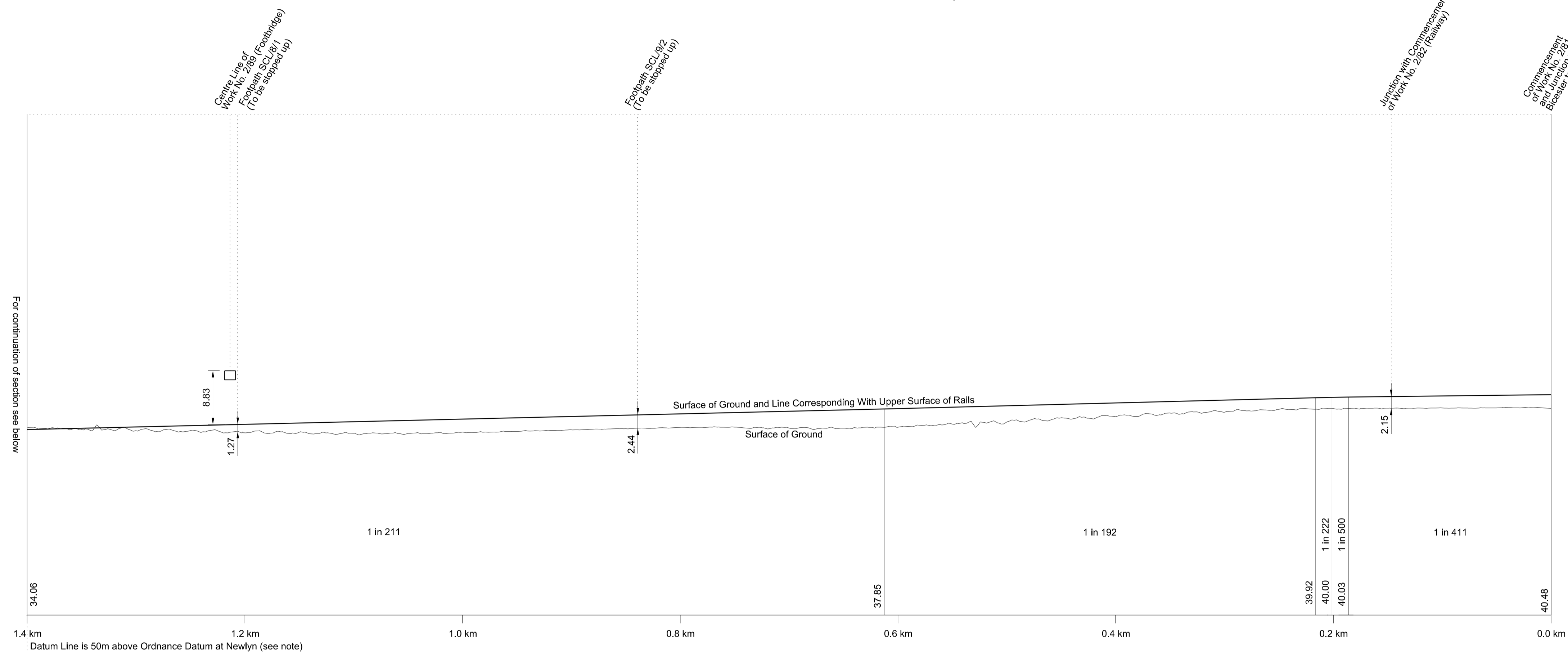
Datum Line for Work No. 2/79 (50 metres above Ordnance Datum) is 44.09m below the fixed point being a top of railway bridge parapet on Perry Hill Road, and marked thus \blacktriangledown on plan (Sheet No 2-57). Such fixed point being 94.09m above Ordnance Datum Newlyn (ODN).



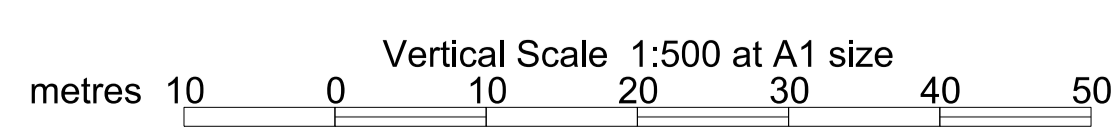
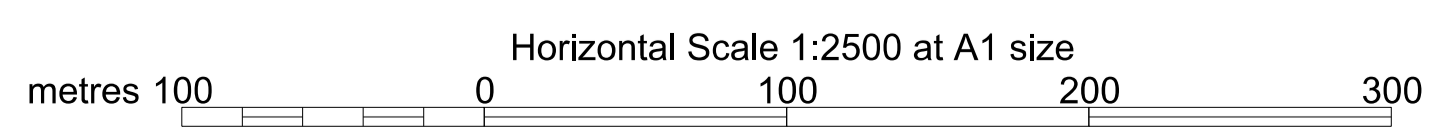
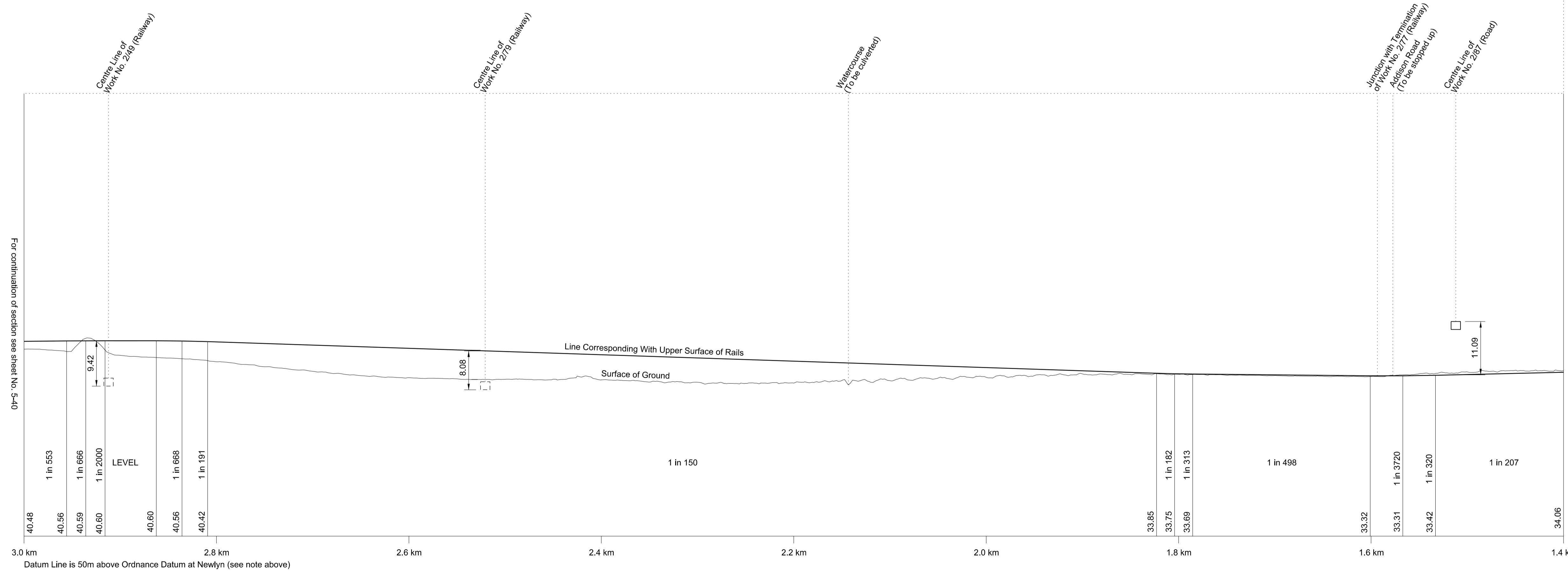
SECTIONS

Work No. 2/81

FOR PLAN OF WORK SEE SHEETS Nos. 2-57, 2-58 and 2-59



Datum Line for Work No. 2/81 (50 metres above Ordnance Datum) is 36.78m below the fixed point being an Inspection cover on Portway Road, at the junction with Main Street, and marked thus on plan (Sheet No. 2-60). Such fixed point being 86.78m above Ordnance Datum Newlyn (ODN).



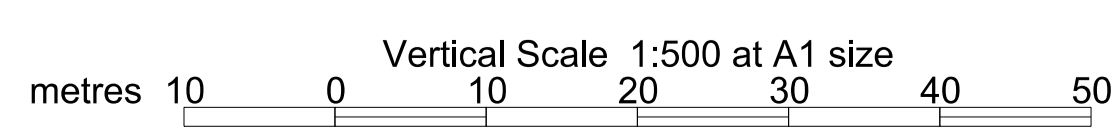
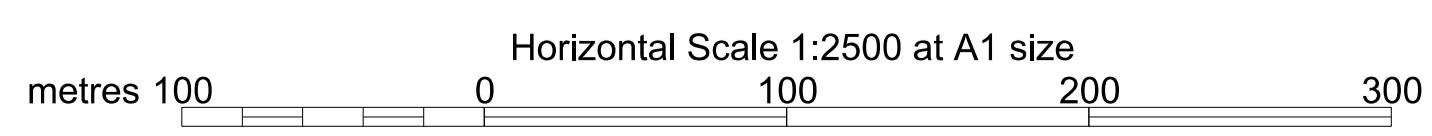
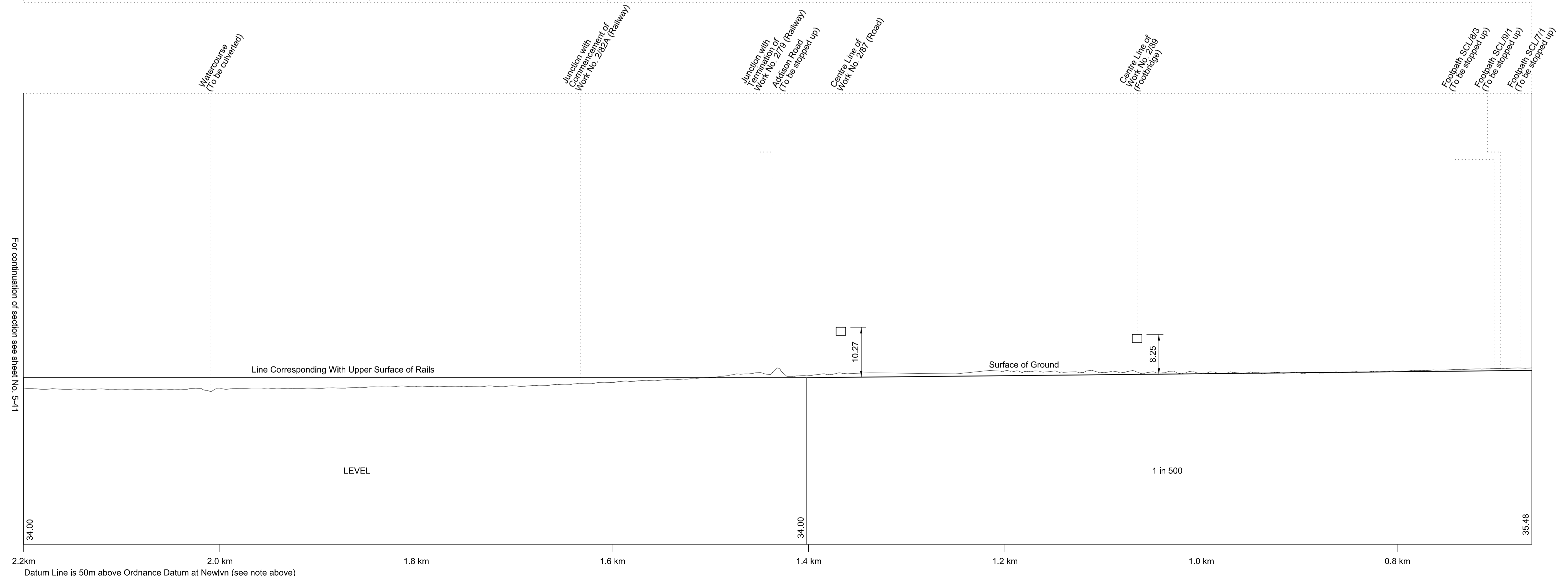
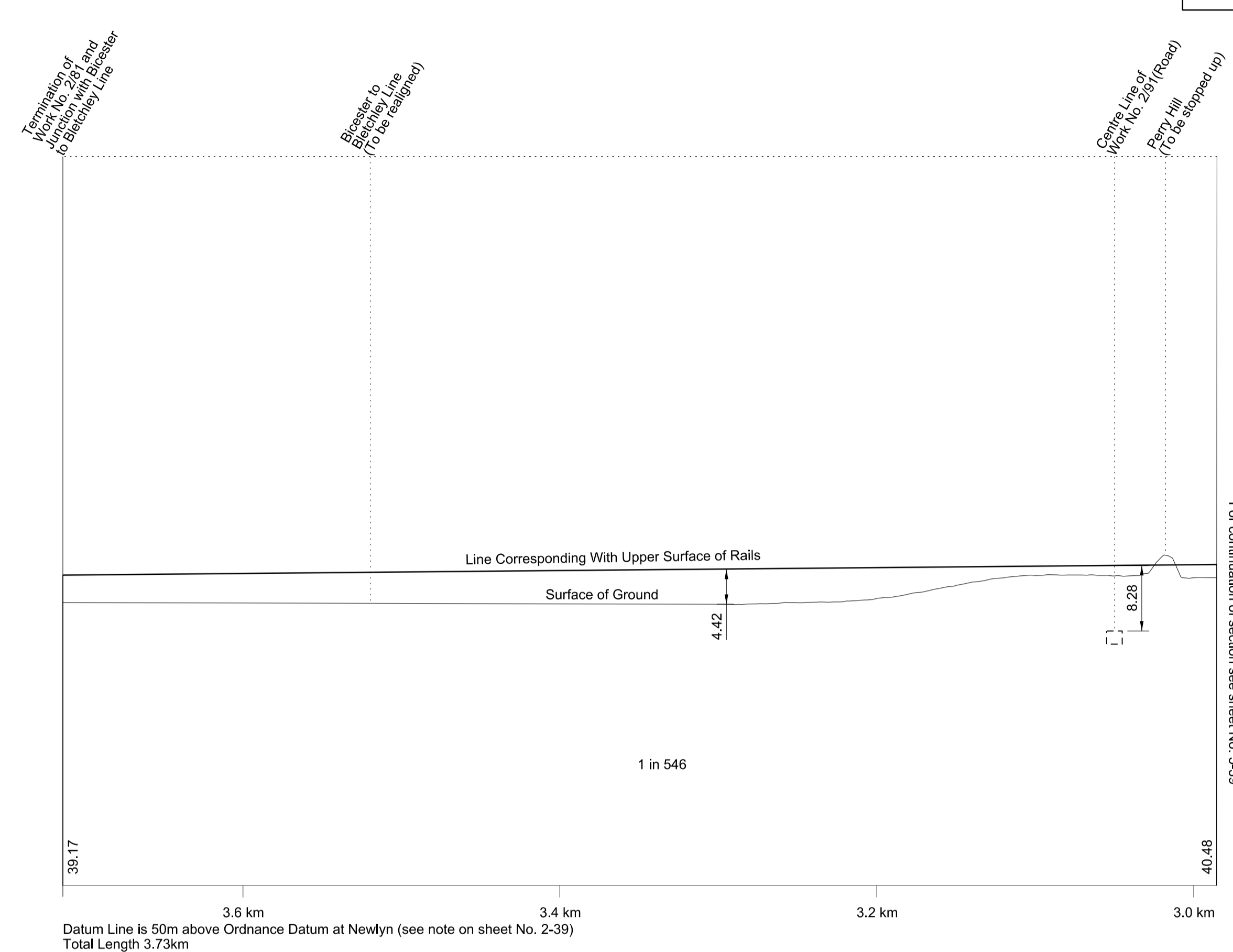
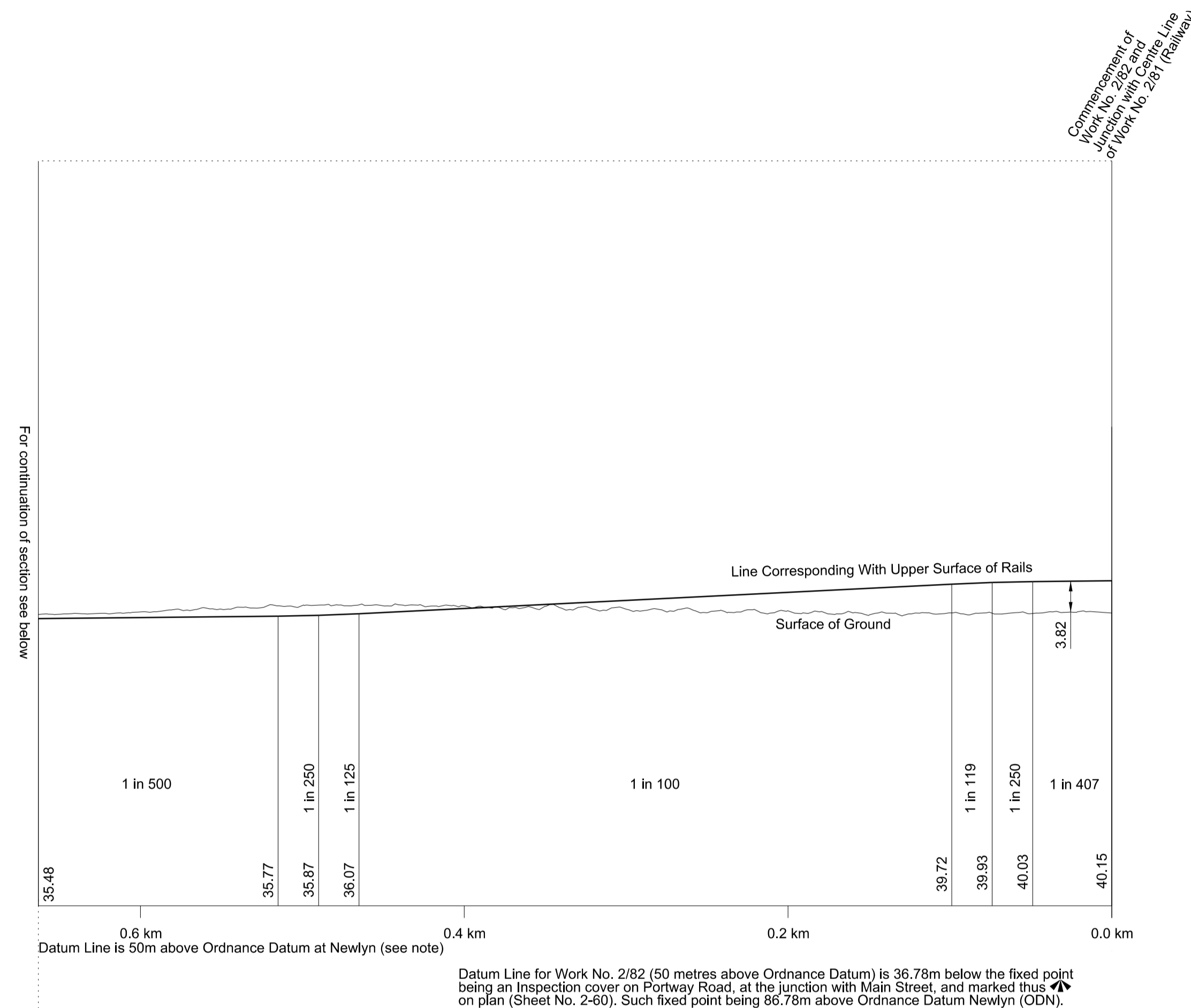
SECTIONS

Work No. 2/82

FOR PLAN OF WORK SEE SHEETS Nos. 2-57, 2-58, 2-59, 2-60 and 2-61

Work No. 2/81

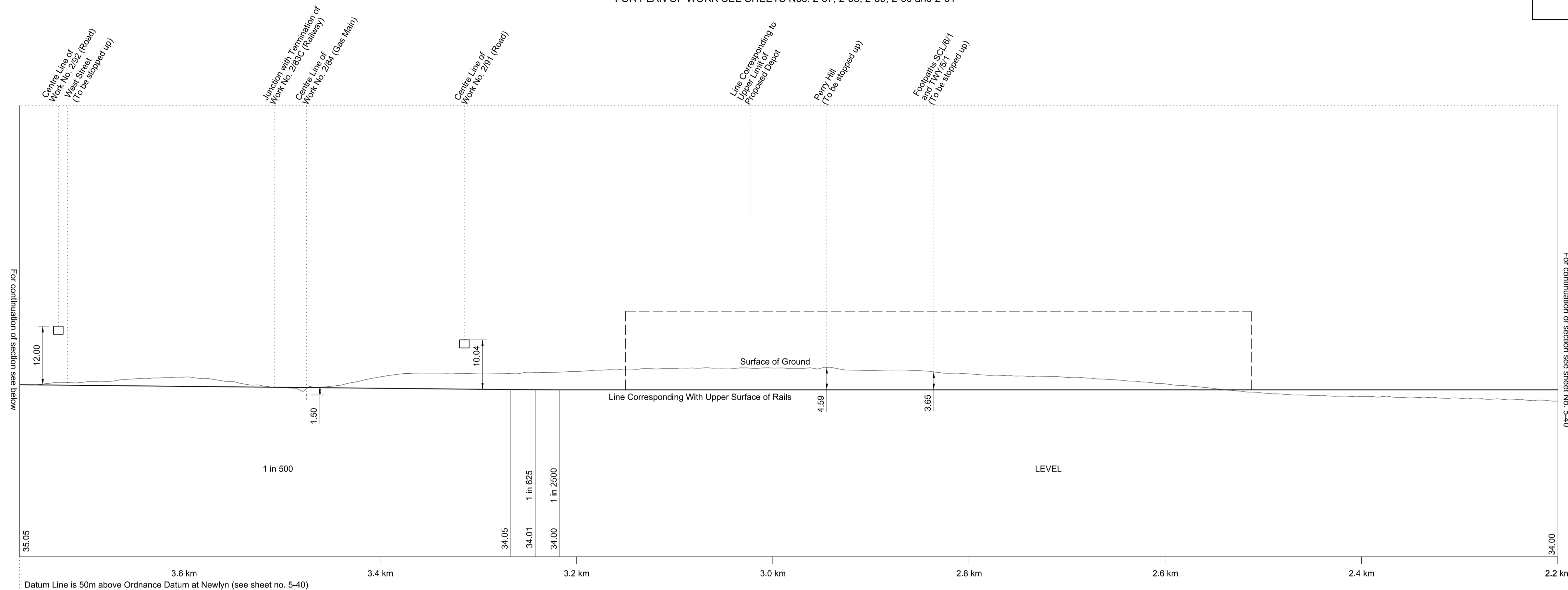
FOR PLAN OF WORK SEE SHEETS Nos. 2-57, 2-58 and 2-59



SECTIONS

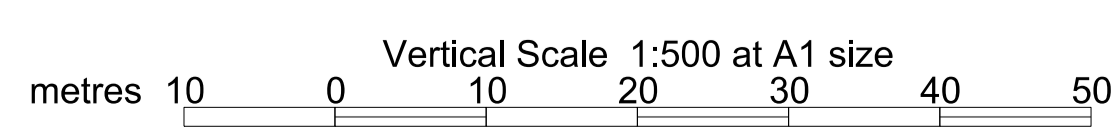
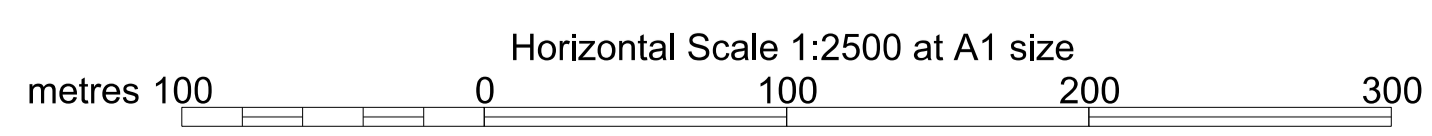
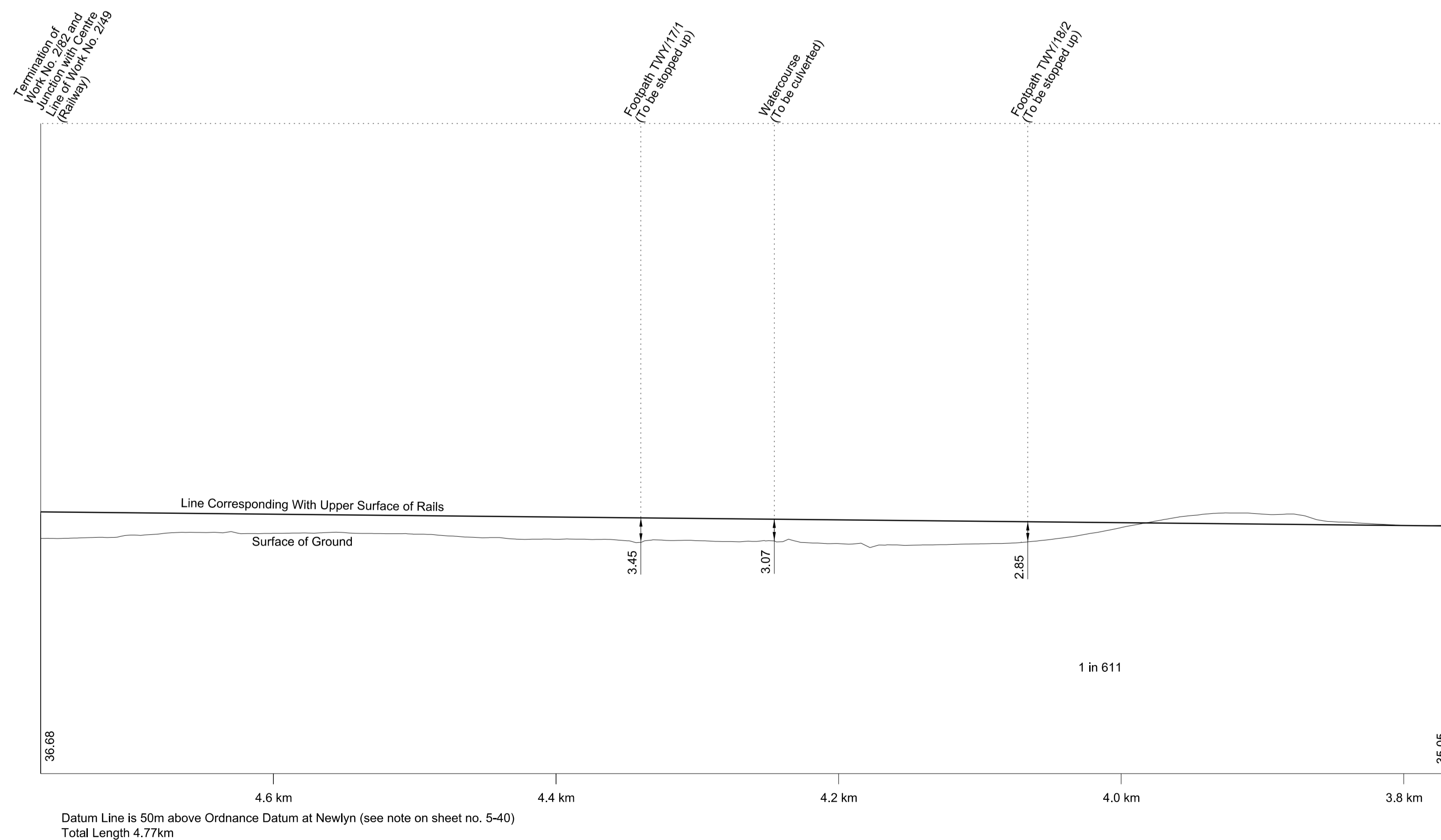
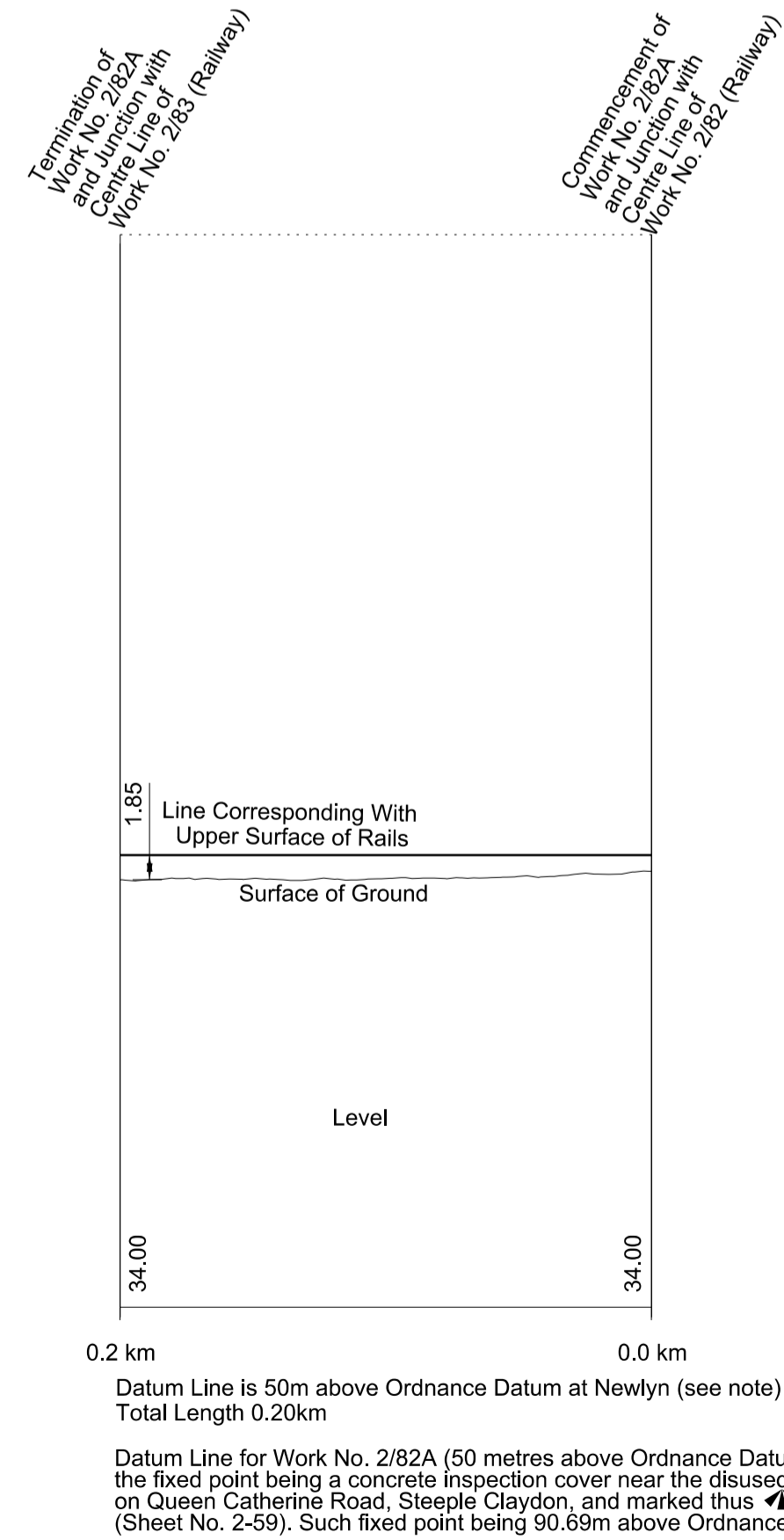
Work No. 2/82

FOR PLAN OF WORK SEE SHEETS Nos. 2-57, 2-58, 2-59, 2-60 and 2-61



Work No. 2/82A

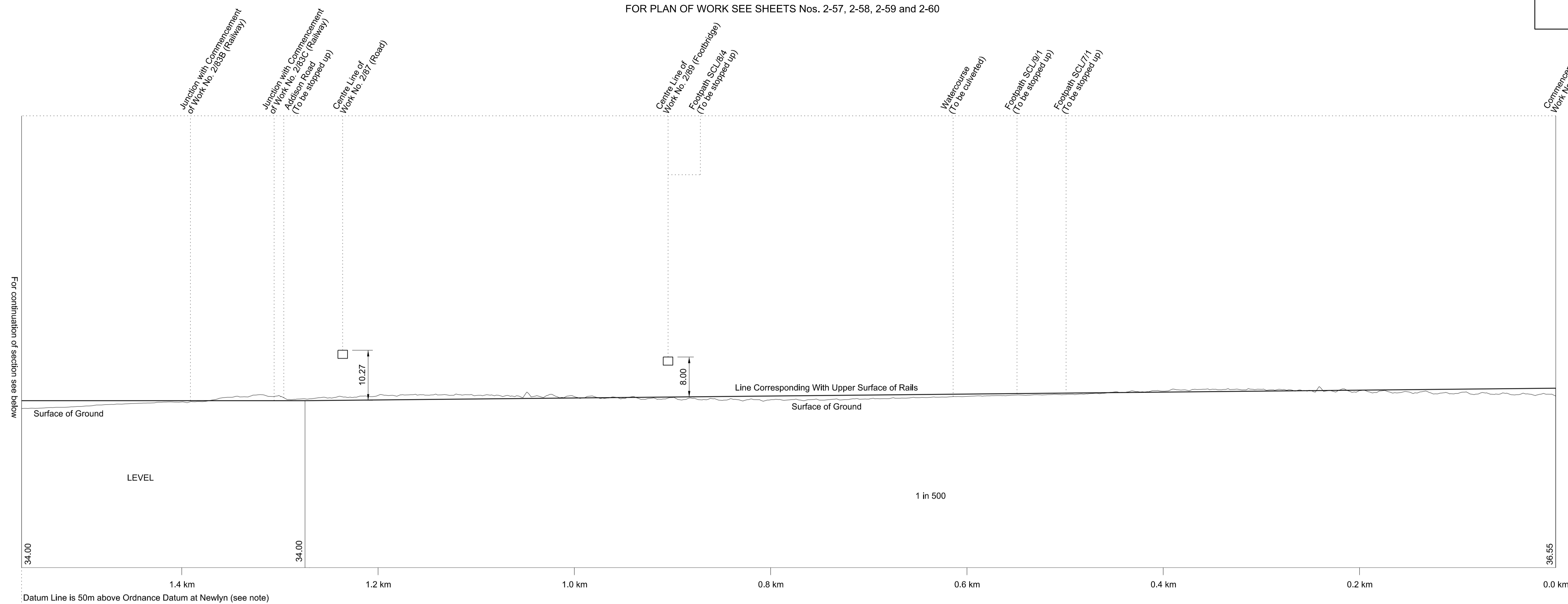
FOR PLAN OF WORK SEE SHEET No. 2-58



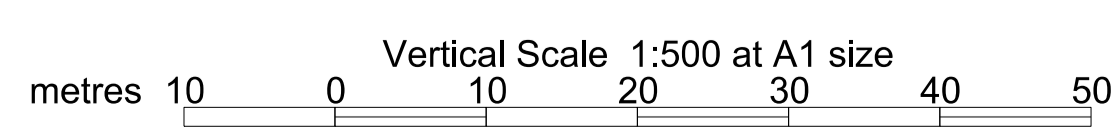
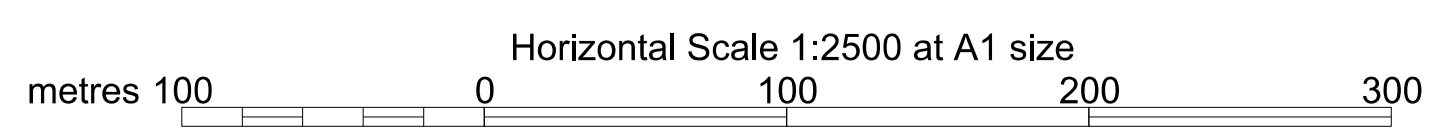
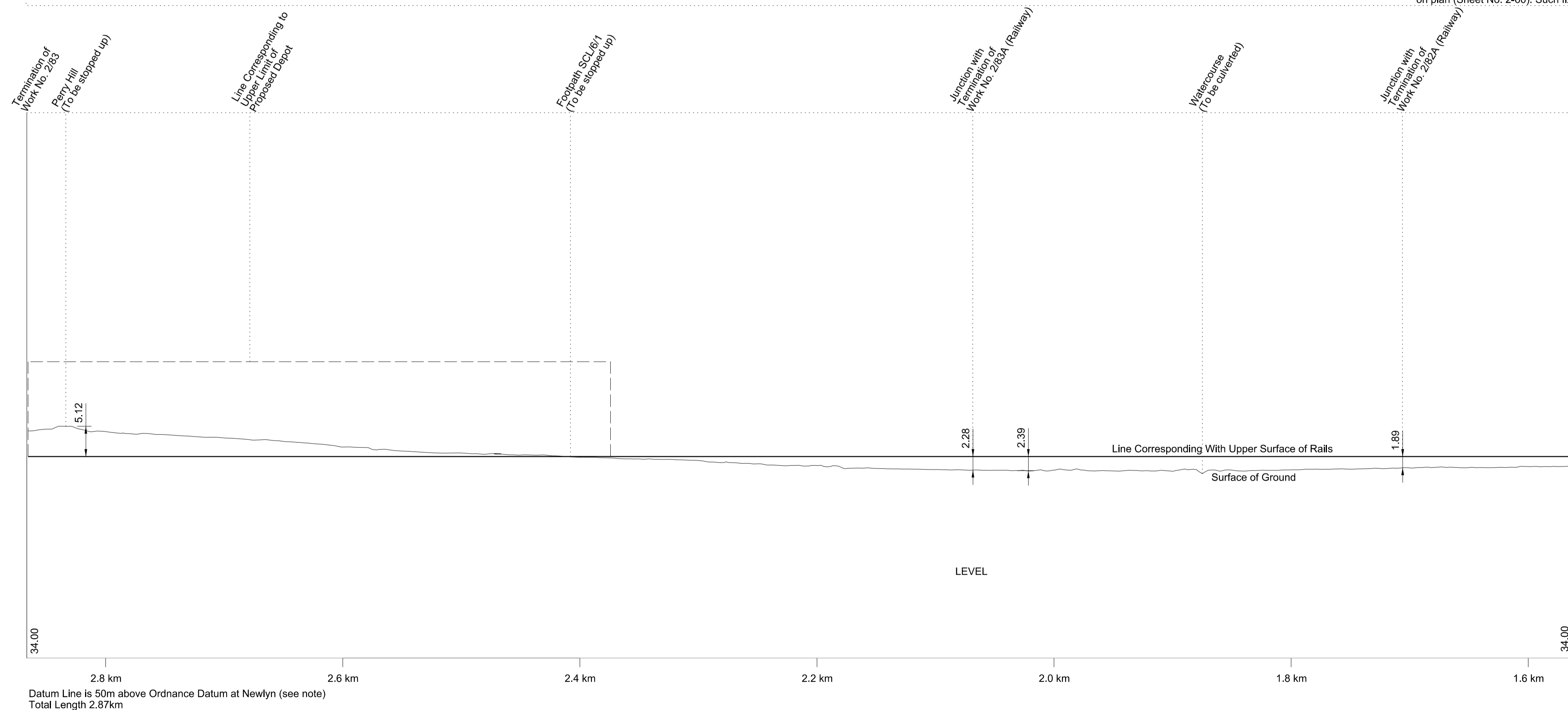
SECTIONS

Work No. 2/83

FOR PLAN OF WORK SEE SHEETS Nos. 2-57, 2-58, 2-59 and 2-60

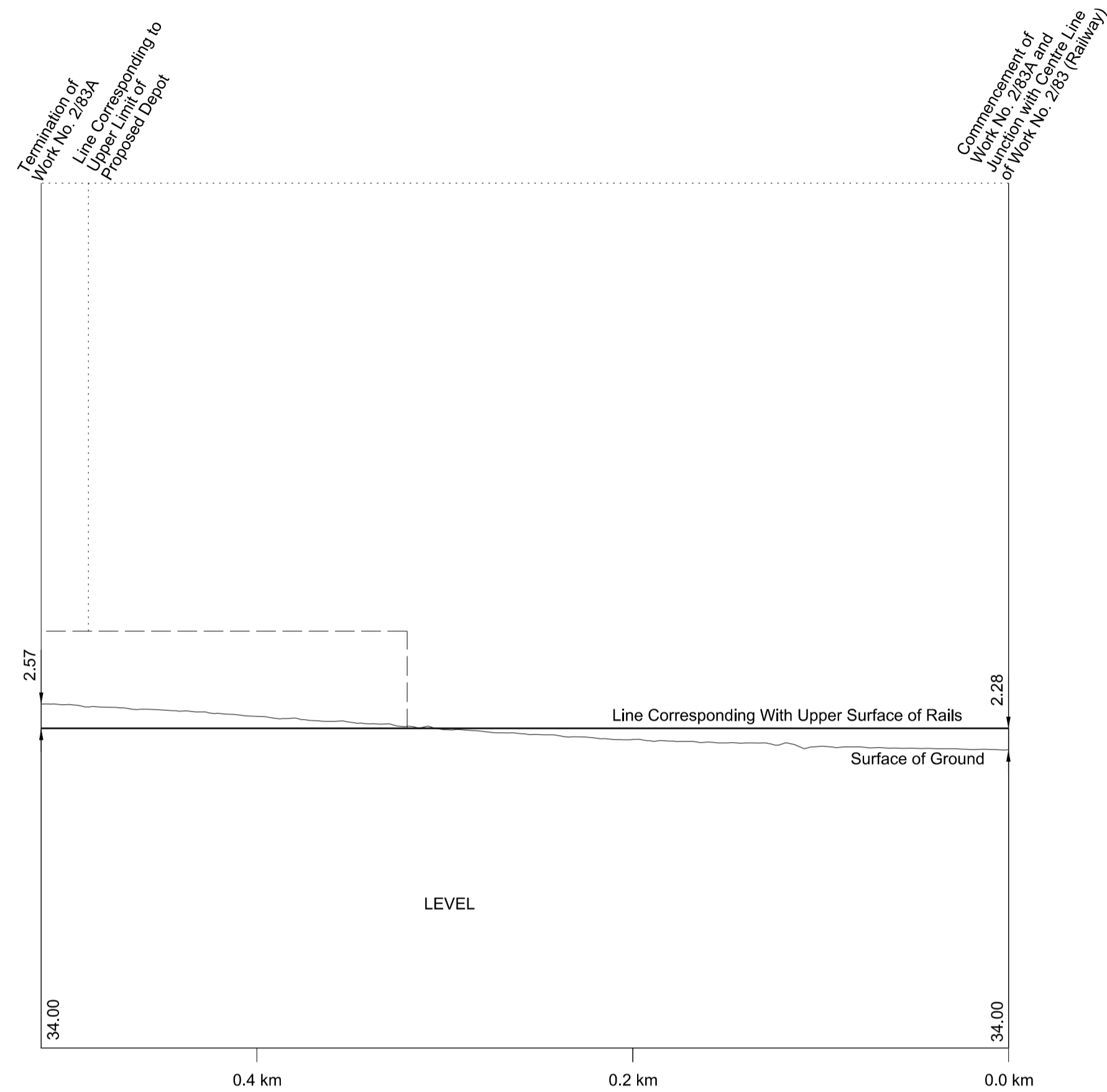


Datum Line for Work No. 2/83 (50 metres above Ordnance Datum) is 36.78m below the fixed point being an Inspection cover on Portway Road, at the junction with Main Street, and marked thus on plan (Sheet No. 2-60). Such fixed point being 86.78m above Ordnance Datum Newlyn (ODN).




SECTIONS

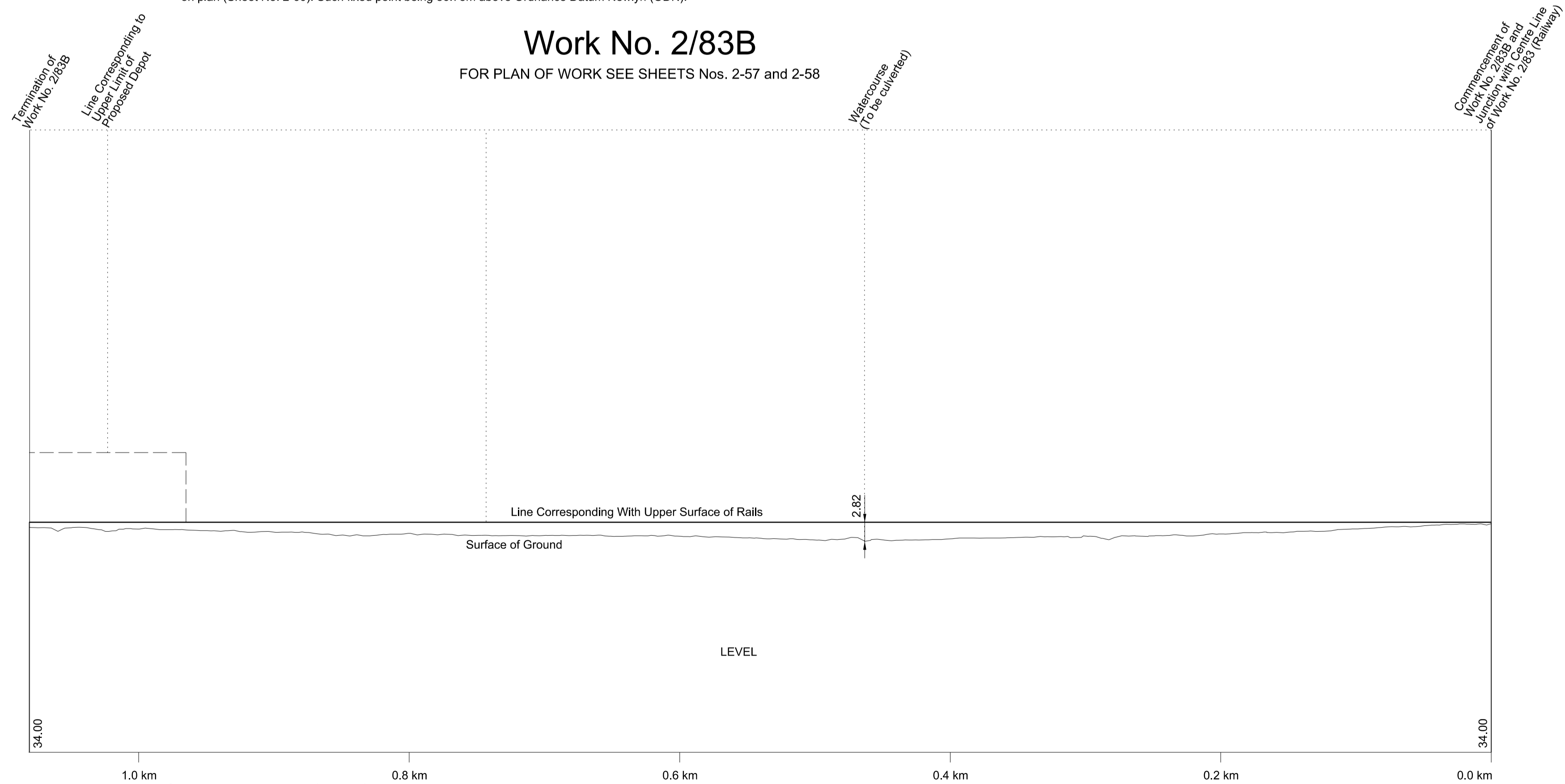
Work No. 2/83A FOR PLAN OF WORK SEE SHEET No. 2-57



Datum Line is 50m above Ordnance Datum at Newlyn (see note)
Total Length 0.52km

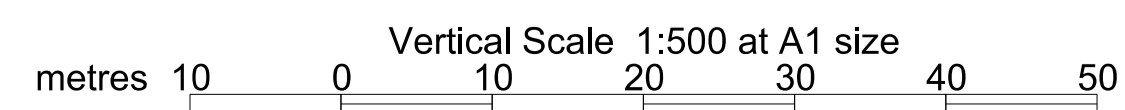
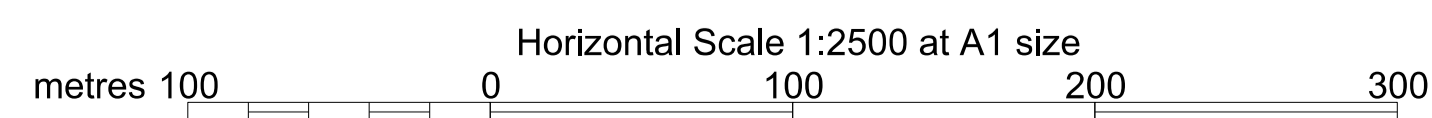
Datum Line for Work No. 2/83A (50 metres above Ordnance Datum) is 36.78m below the fixed point being an Inspection cover on Portway Road, at the junction with Main Street, and marked thus  on plan (Sheet No. 2-60). Such fixed point being 86.78m above Ordnance Datum Newlyn (ODN).

Work No. 2/83B FOR PLAN OF WORK SEE SHEETS Nos. 2-57 and 2-58



Datum Line is 50m above Ordnance Datum at Newlyn (see note)
Total Length 1.08km

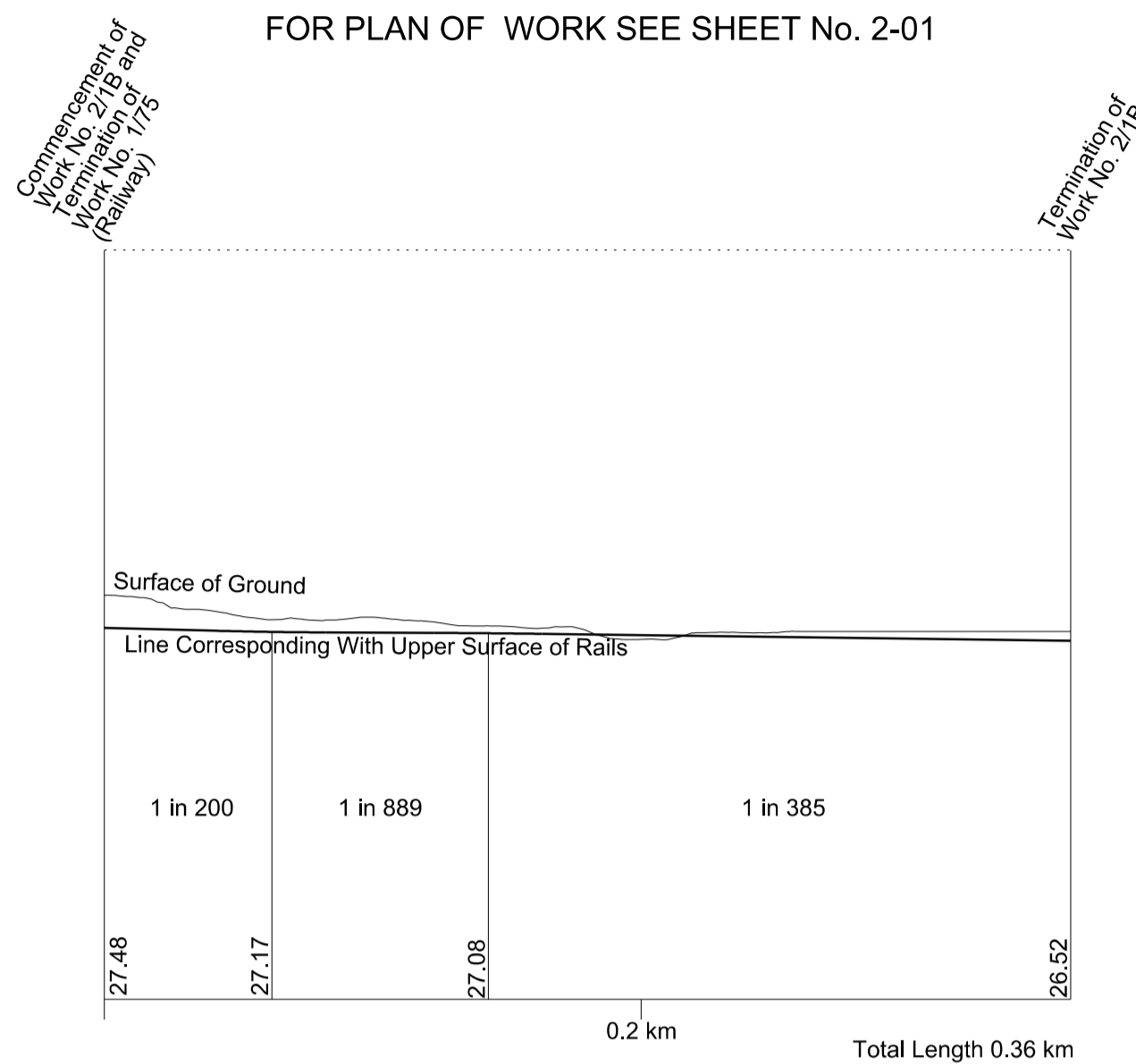
Datum Line for Work No. 2/83B (50 metres above Ordnance Datum) is 36.78m below the fixed point being an Inspection cover on Portway Road, at the junction with Main Street, and marked thus  on plan (Sheet No. 2-60). Such fixed point being 86.78m above Ordnance Datum Newlyn (ODN).



SECTIONS

Work No. 2/1B

FOR PLAN OF WORK SEE SHEET No. 2-01

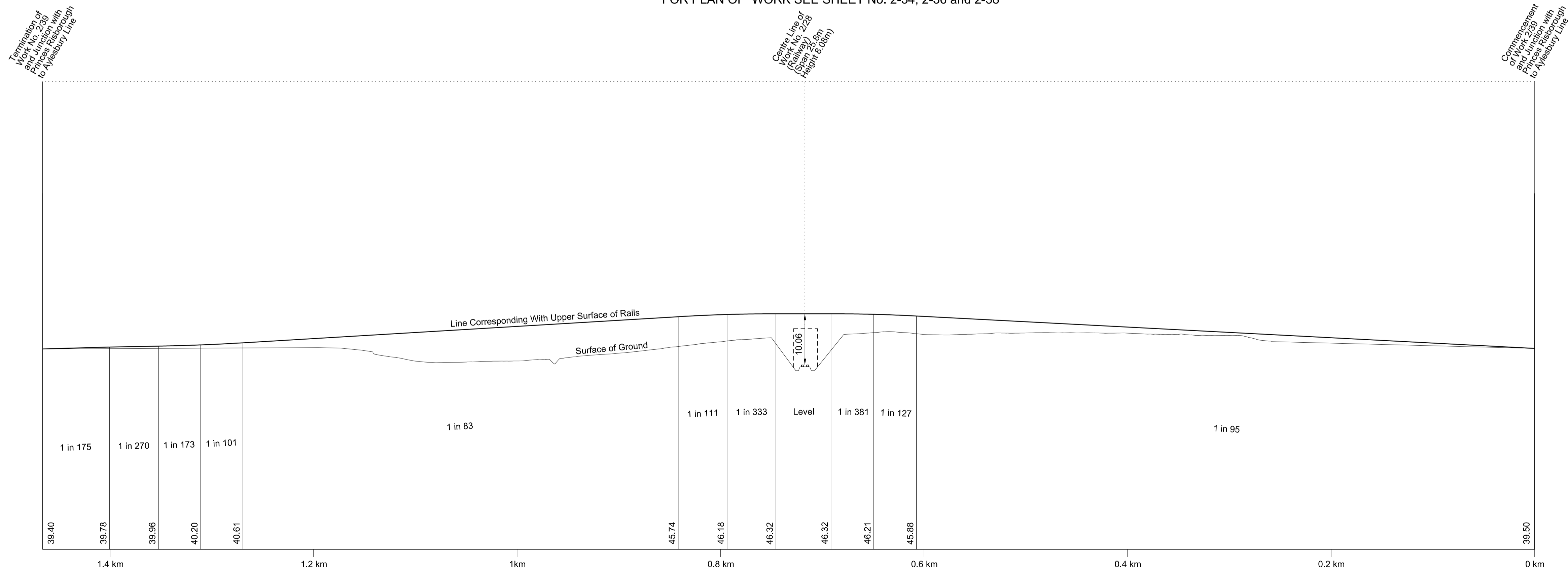


Datum Line is 20m above Ordnance Datum at Newlyn (see note)

Datum Line for Work No. 2/1B (20 metres above Ordnance Datum) is 24.30m below the fixed point being a Gully on Harvil Road, opposite the Dog's Trust, Harefield, and marked thus 3240 on plan (Sheet No. 2-01). Such fixed point being 44.30m above Ordnance Datum Newlyn (ODN).

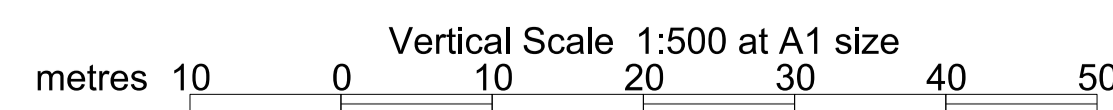
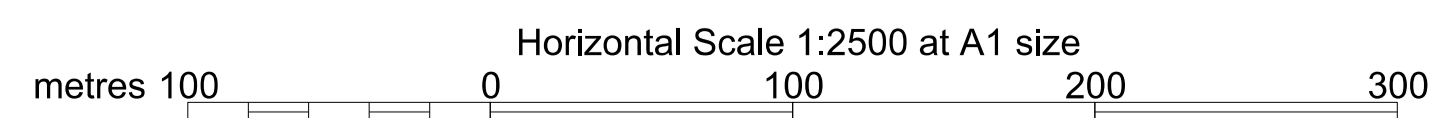
Work No. 2/39

FOR PLAN OF WORK SEE SHEET No. 2-34, 2-36 and 2-38



Datum Line is 50m above Ordnance Datum at Newlyn (see note)

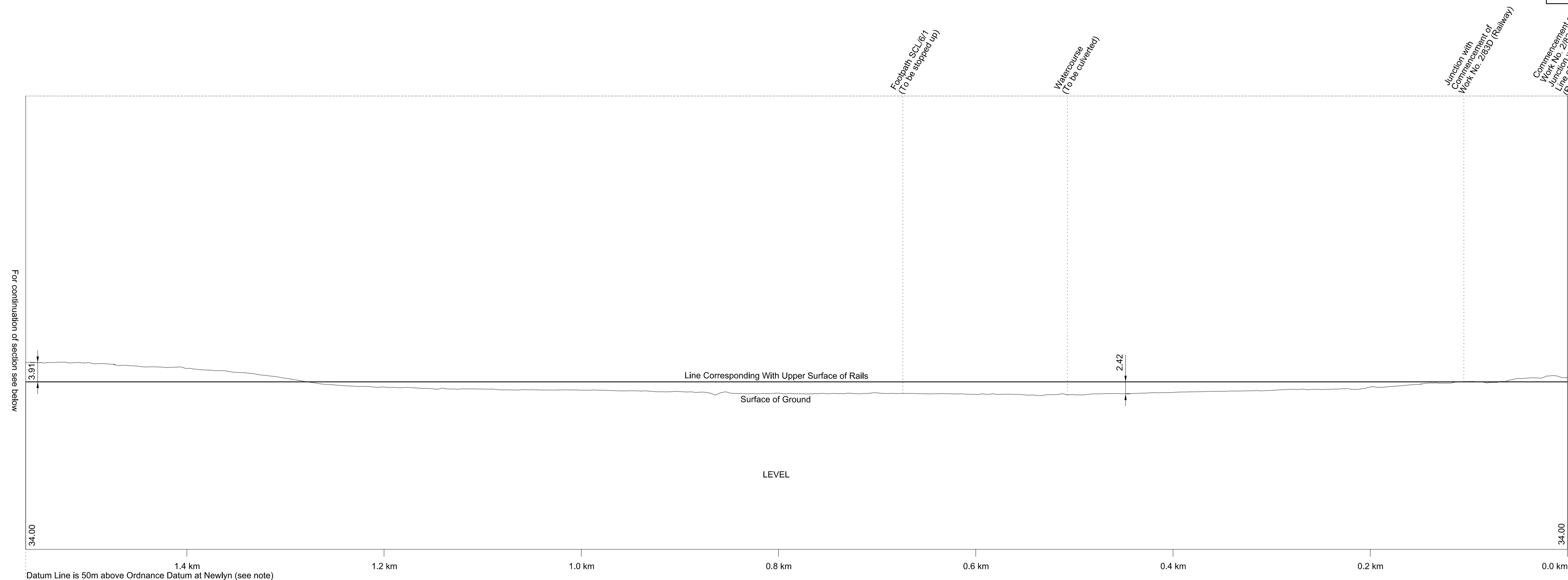
Datum Line for Work No 2/39 (50 metres above Ordnance Datum) is 51.22m below the fixed point being a Gully on A4010 between Stoke Mandeville and Wycombe, outside a concrete farm entrance, and marked thus on plan (Sheet No 2-34). Such fixed point being 101.22m above Ordnance Datum Newlyn (ODN).



SECTIONS

Work No. 2/83C

FOR PLAN OF WORK SEE SHEETS Nos. 2-57, 2-58 and 2-60



For continuation of section see below

34.00

34.00

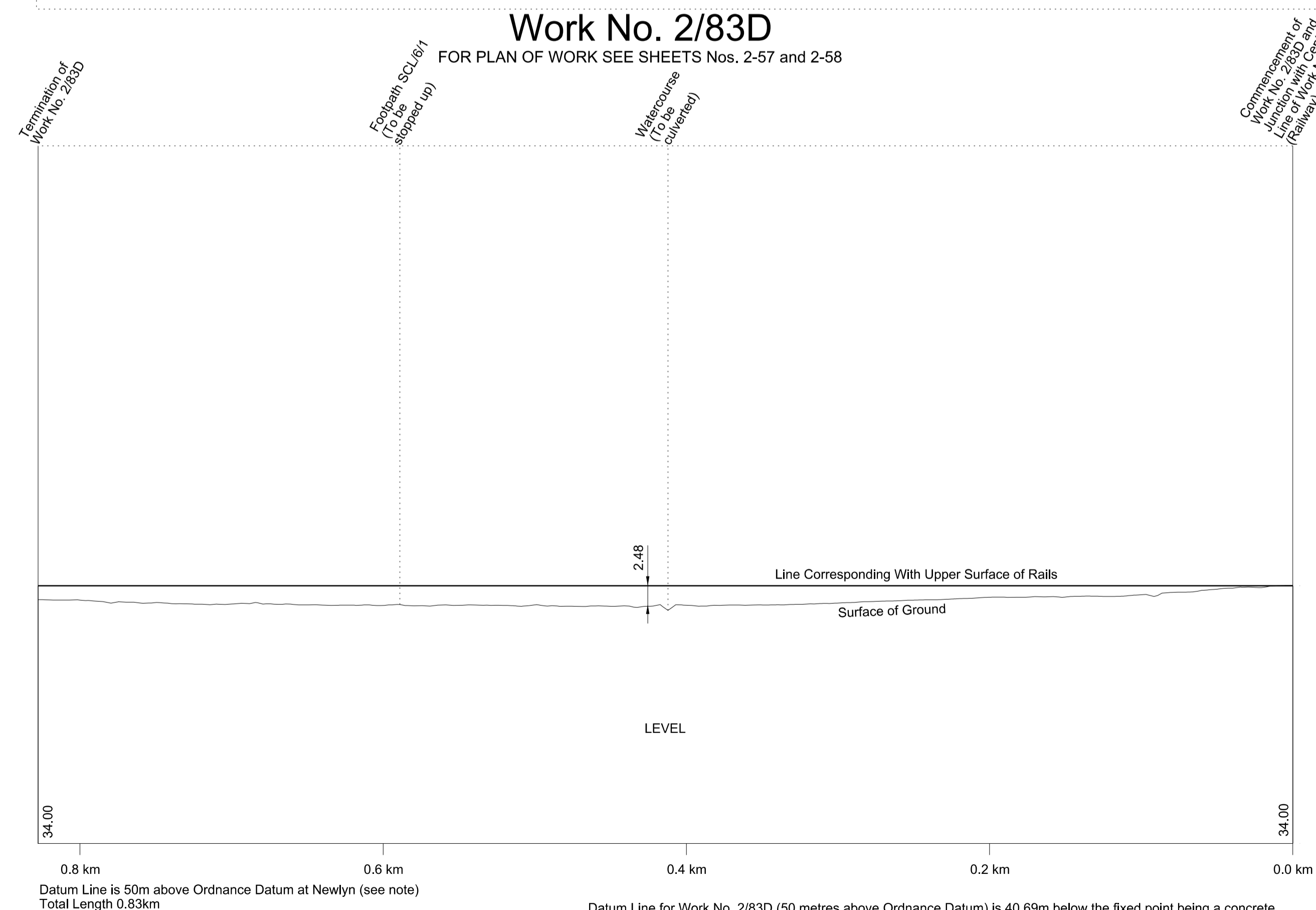
1.4 km 1.2 km 1.0 km 0.8 km 0.6 km 0.4 km 0.2 km 0.0 km

Datum Line is 50m above Ordnance Datum at Newlyn (see note)

Datum Line for Work No. 2/83C (50 metres above Ordnance Datum) is 36.78m below the fixed point being an inspection cover on Portway Road, at the junction with Main Street, and marked thus on plan (Sheet No. 2-60). Such fixed point being 86.78m above Ordnance Datum Newlyn (ODN).

Work No. 2/83D

FOR PLAN OF WORK SEE SHEETS Nos. 2-57 and 2-58



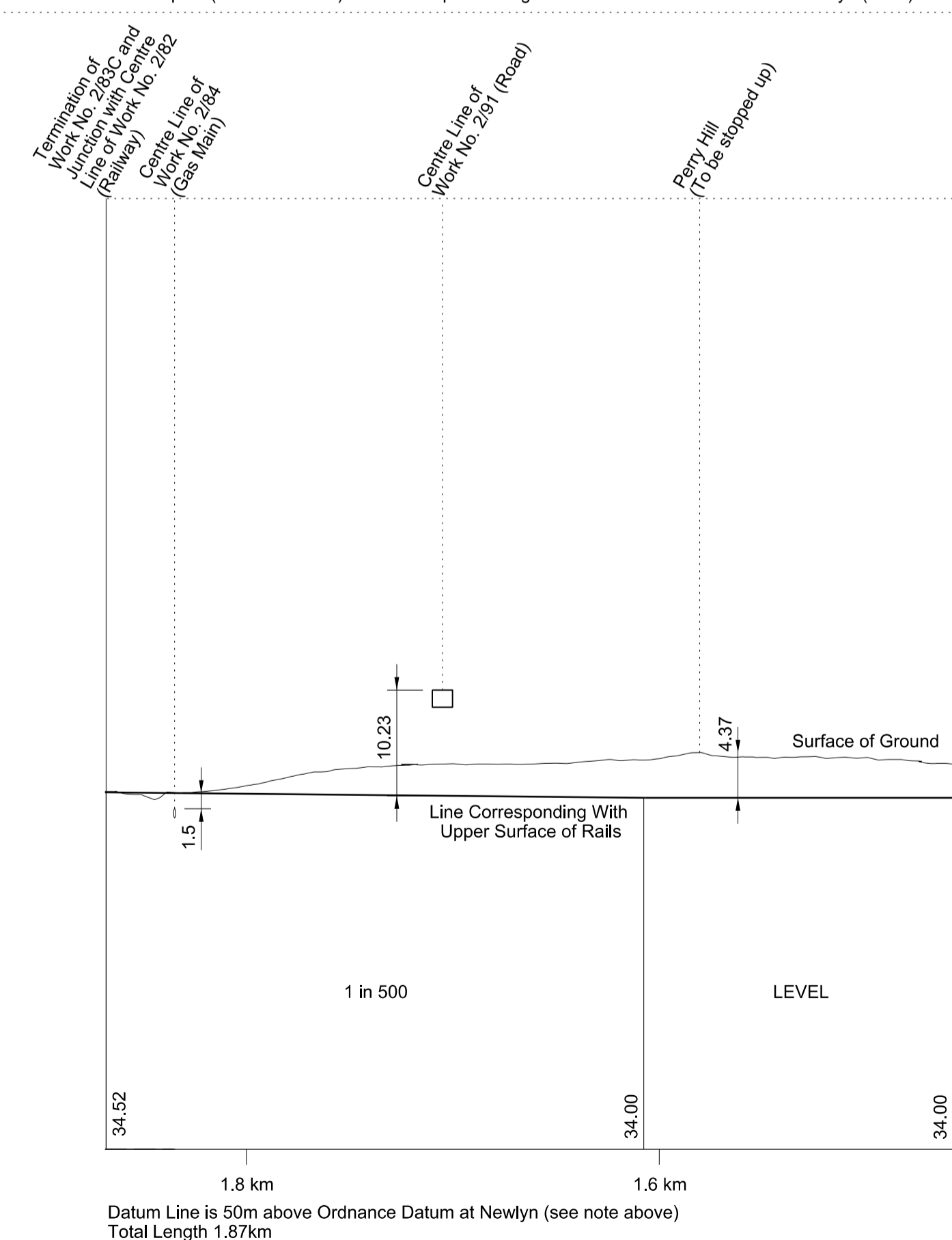
34.00

34.00

0.8 km 0.6 km 0.4 km 0.2 km 0.0 km

Datum Line is 50m above Ordnance Datum at Newlyn (see note)
Total Length 0.83km

Datum Line for Work No. 2/83D (50 metres above Ordnance Datum) is 40.69m below the fixed point being a concrete inspection cover near the disused railway line crossing on Queen Catherine Road, Steeple Claydon, and marked thus on plan (Sheet No. 2-59). Such fixed point being 90.69m above Ordnance Datum Newlyn (ODN).

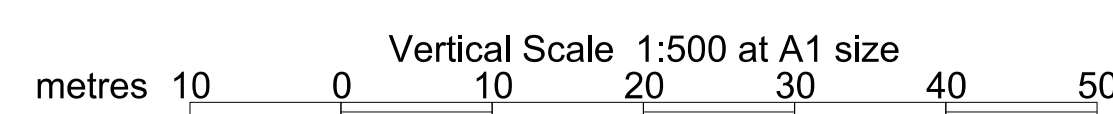
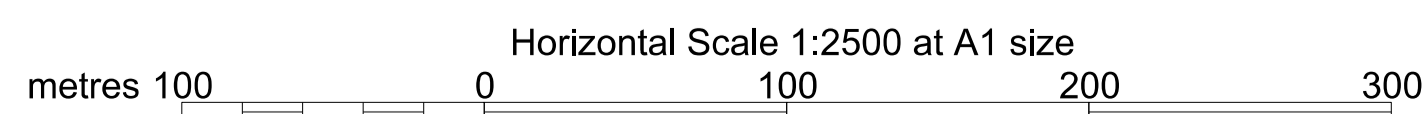


34.52

34.00

1.8 km 1.6 km

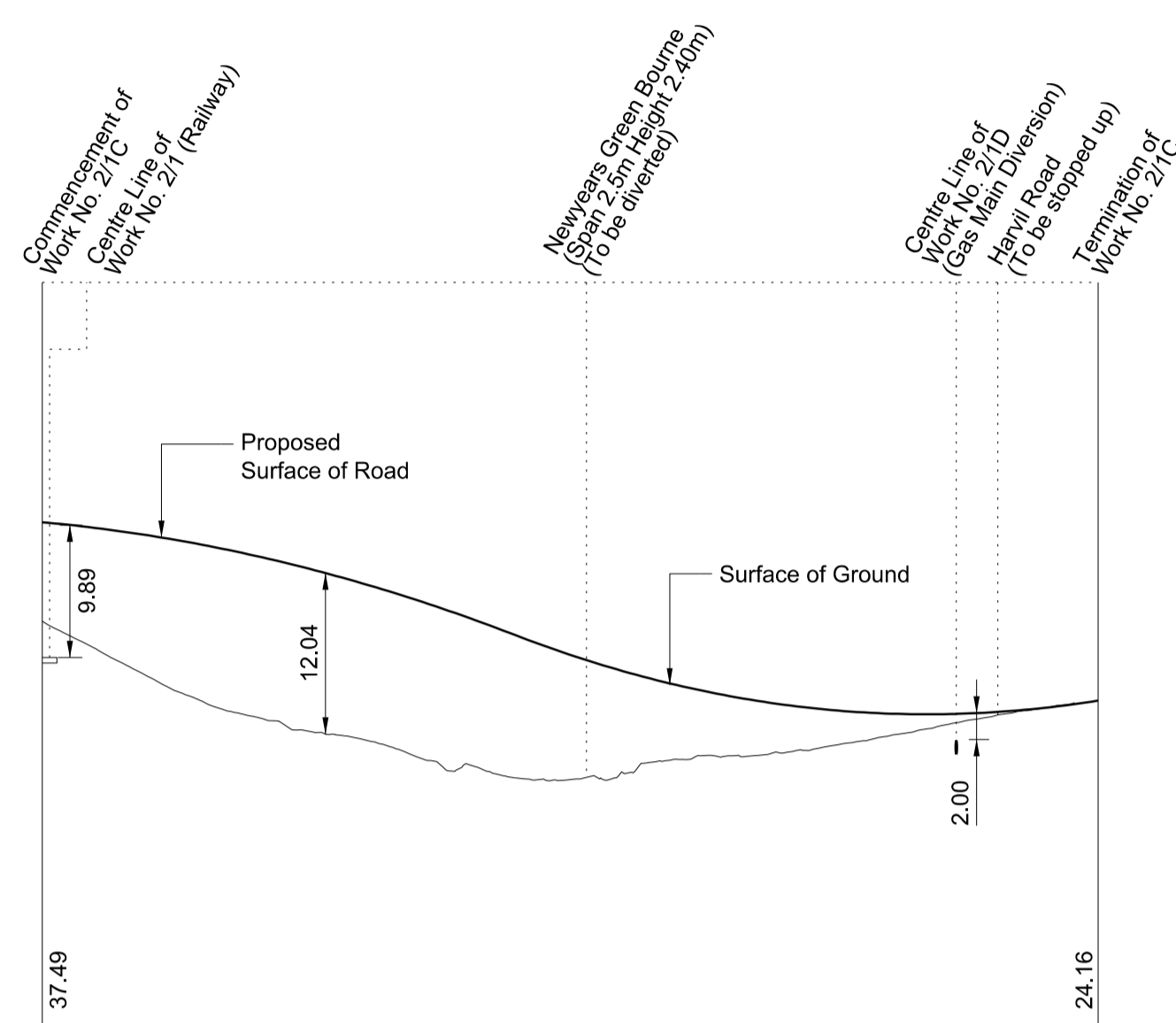
Datum Line is 50m above Ordnance Datum at Newlyn (see note above)
Total Length 1.87km



SECTIONS

WORK No. 2/1C

FOR PLAN OF WORK SEE SHEET No. 2-01



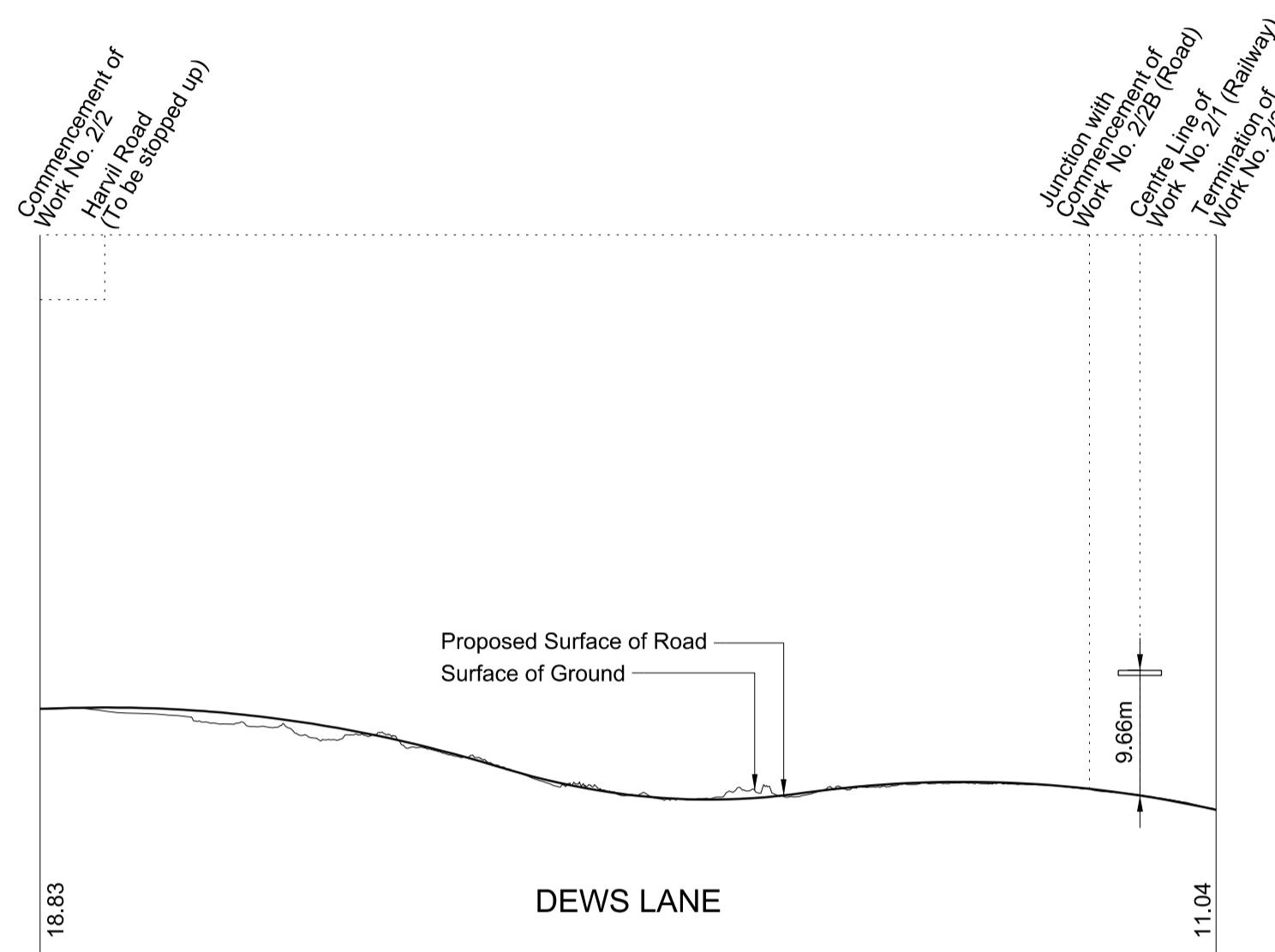
Datum Line is 20m above Ordnance Datum at Newlyn (see note)

Greatest inclination of proposed road 1 in 13
Greatest inclination of existing road 1 in 3

Datum Line for Work No. 2/1C (20 metres above Ordnance Datum) is 24.30m below the fixed point being a Gully on Harvil Road, opposite the Dog's Trust, Harefield, and marked thus \blacktriangledown on plan (Sheet No. 2-01). Such fixed point being 44.30m above Ordnance Datum Newlyn (ODN).

WORK No. 2/2

FOR PLAN OF WORK SEE SHEET No. 2-01



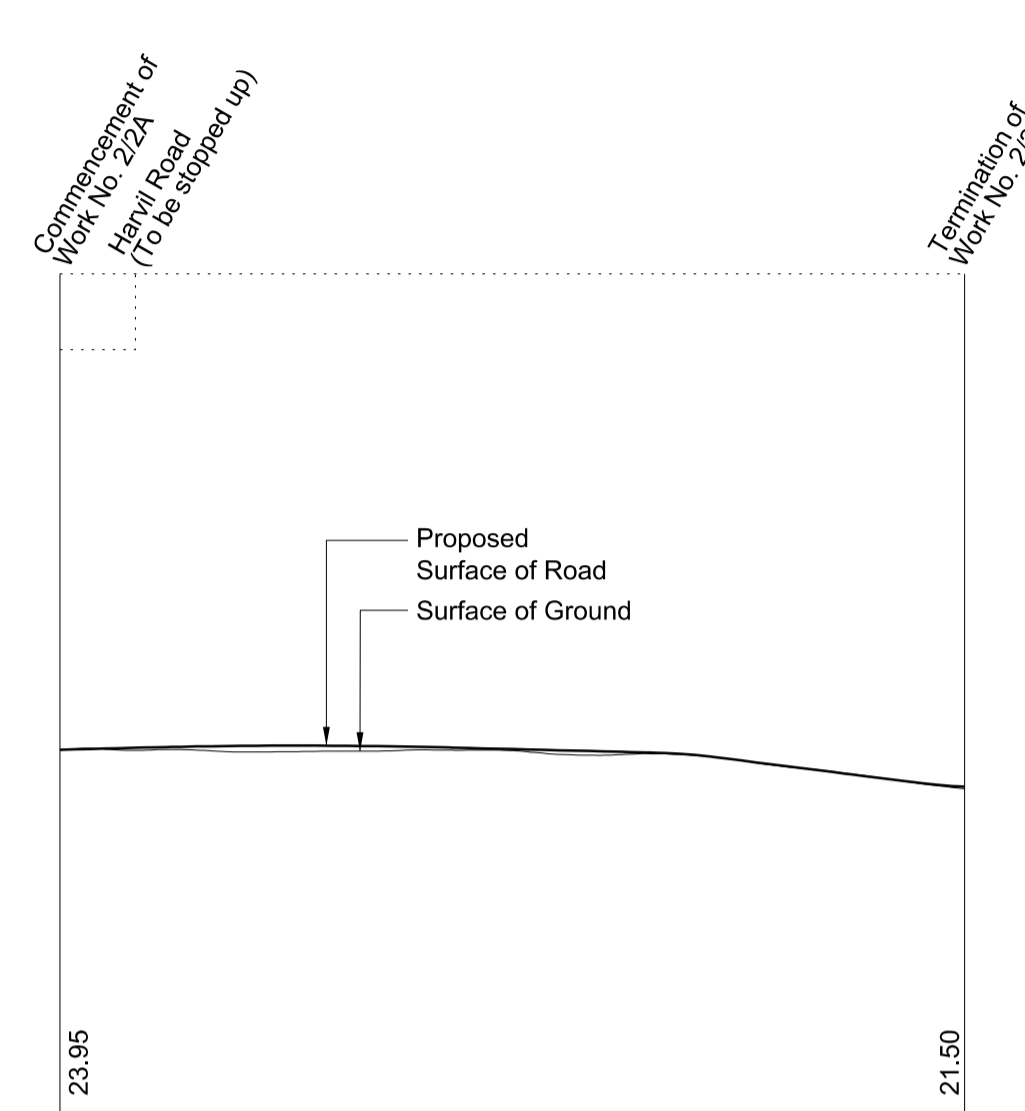
Datum Line is 27m above Ordnance Datum at Newlyn (see note)

Greatest inclination of proposed road 1 in 16
Greatest inclination of existing road 1 in 11

Datum Line for Work No. 2/2 (27 metres above Ordnance Datum) is 17.30m below the fixed point being a Gully on Harvil Road, opposite the Dog's Trust, Harefield, and marked thus \blacktriangledown on plan (Sheet No. 2-01). Such fixed point being 44.30m above Ordnance Datum Newlyn (ODN).

WORK No. 2/2A

FOR PLAN OF WORK SEE SHEETS Nos. 2-01 and 2-04



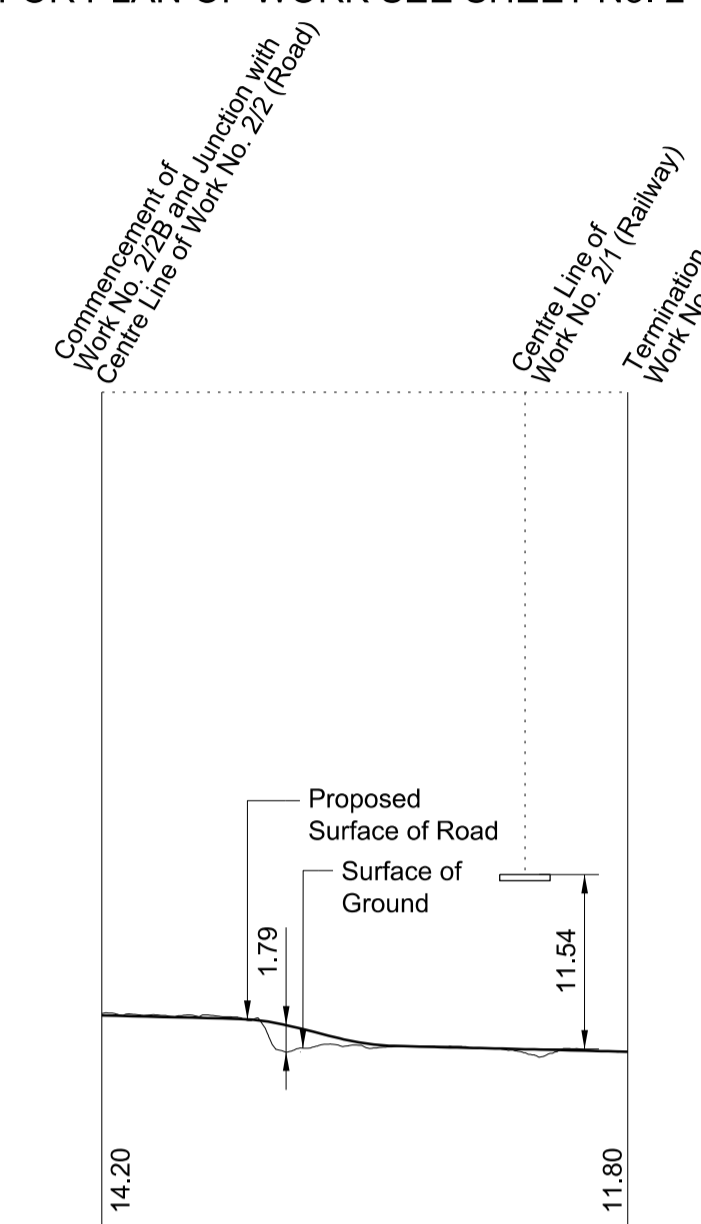
Datum Line is 23m above Ordnance Datum at Newlyn (see note)

Greatest inclination of proposed road 1 in 40
Greatest inclination of existing road 1 in 35

Datum Line for Work No. 2/2A (23 metres above Ordnance Datum) is 26.76m below the fixed point being a BT cover outside 18 Harvil Road, and marked thus \blacktriangledown on plan (Sheet No. 2-04). Such fixed point being 49.76m above Ordnance Datum Newlyn (ODN).

WORK No. 2/2B

FOR PLAN OF WORK SEE SHEET No. 2-01



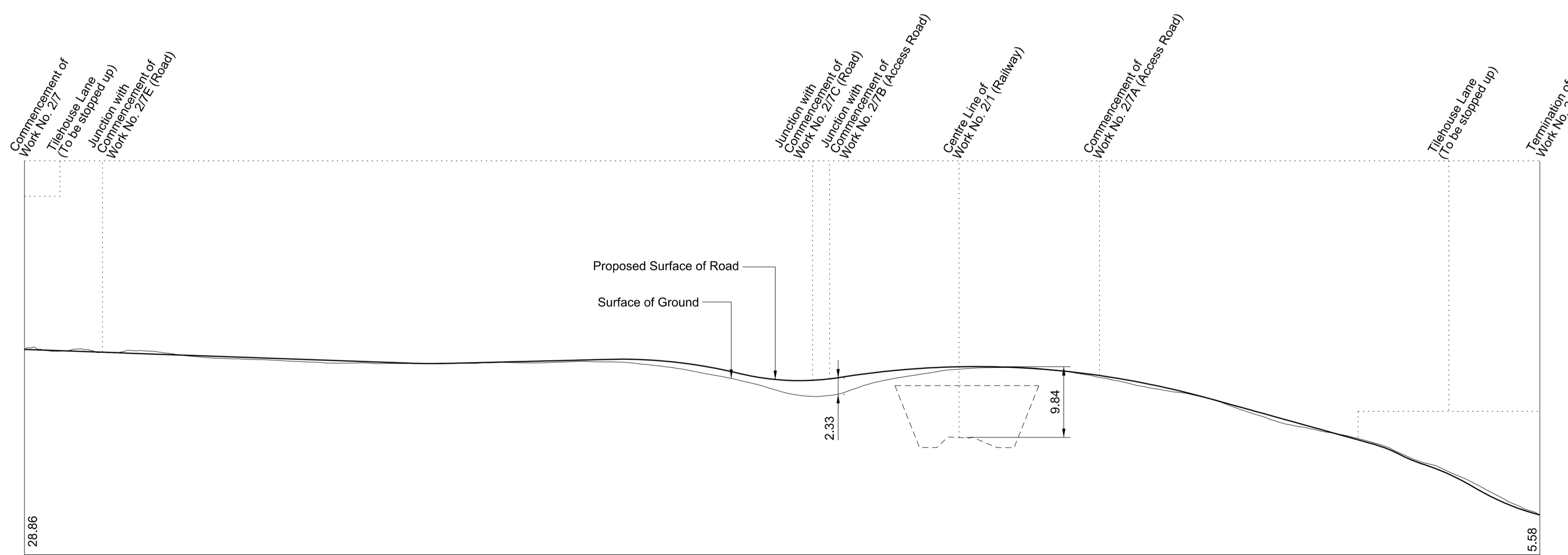
Datum Line is 25m above Ordnance Datum at Newlyn (see note)

Greatest inclination of proposed road 1 in 20
Greatest inclination of existing road 1 in 4

Datum Line for Work No. 2/2B (25 metres above Ordnance Datum) is 19.30m below the fixed point being a Gully on Harvil Road, opposite the Dog's Trust, Harefield, and marked thus \blacktriangledown on plan (Sheet No. 2-01). Such fixed point being 44.30m above Ordnance Datum Newlyn (ODN).

WORK No. 2/7

FOR PLAN OF WORK SEE SHEETS Nos. 2-08 and 2-10



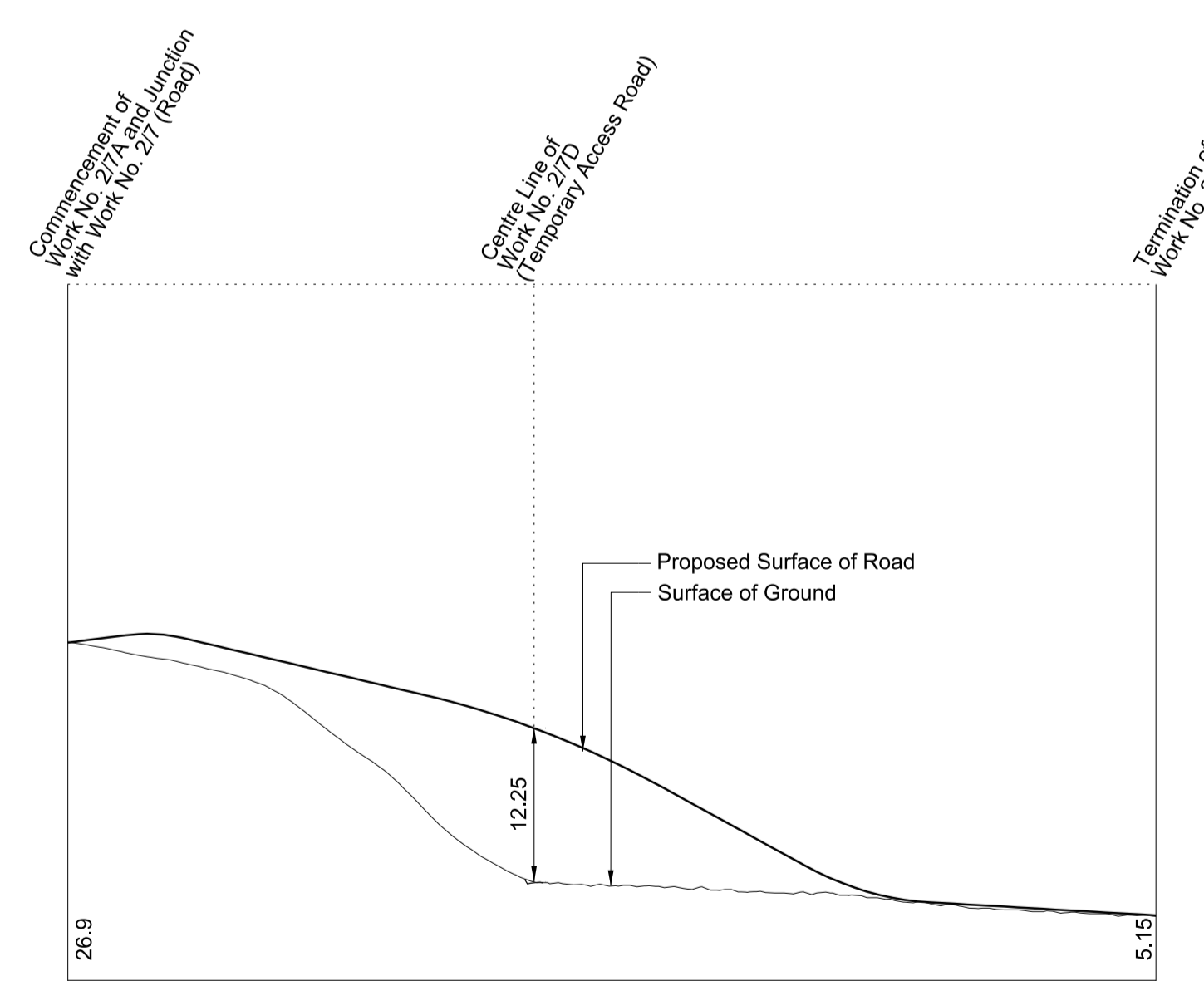
Datum Line is 39m above Ordnance Datum at Newlyn (see note)

Greatest inclination of proposed road 1 in 8.5
Greatest inclination of existing road 1 in 13

Datum Line for Work No. 2/7 (39 metres above Ordnance Datum) is 1.37m below the fixed point being a Nail on the splitter island on Old Uxbridge Road, before Denham Way, and marked thus \blacktriangledown on plan (Sheet No. 2-08). Such fixed point being 40.37m above Ordnance Datum Newlyn (ODN).

WORK No. 2/7A

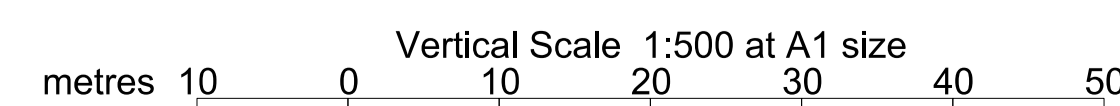
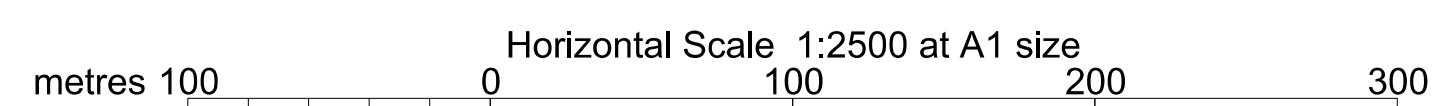
FOR PLAN OF WORK SEE SHEET No. 2-10



Datum Line is 37m above Ordnance Datum at Newlyn (see note)

Greatest inclination of proposed road 1 in 9
Greatest inclination of existing road 1 in 5

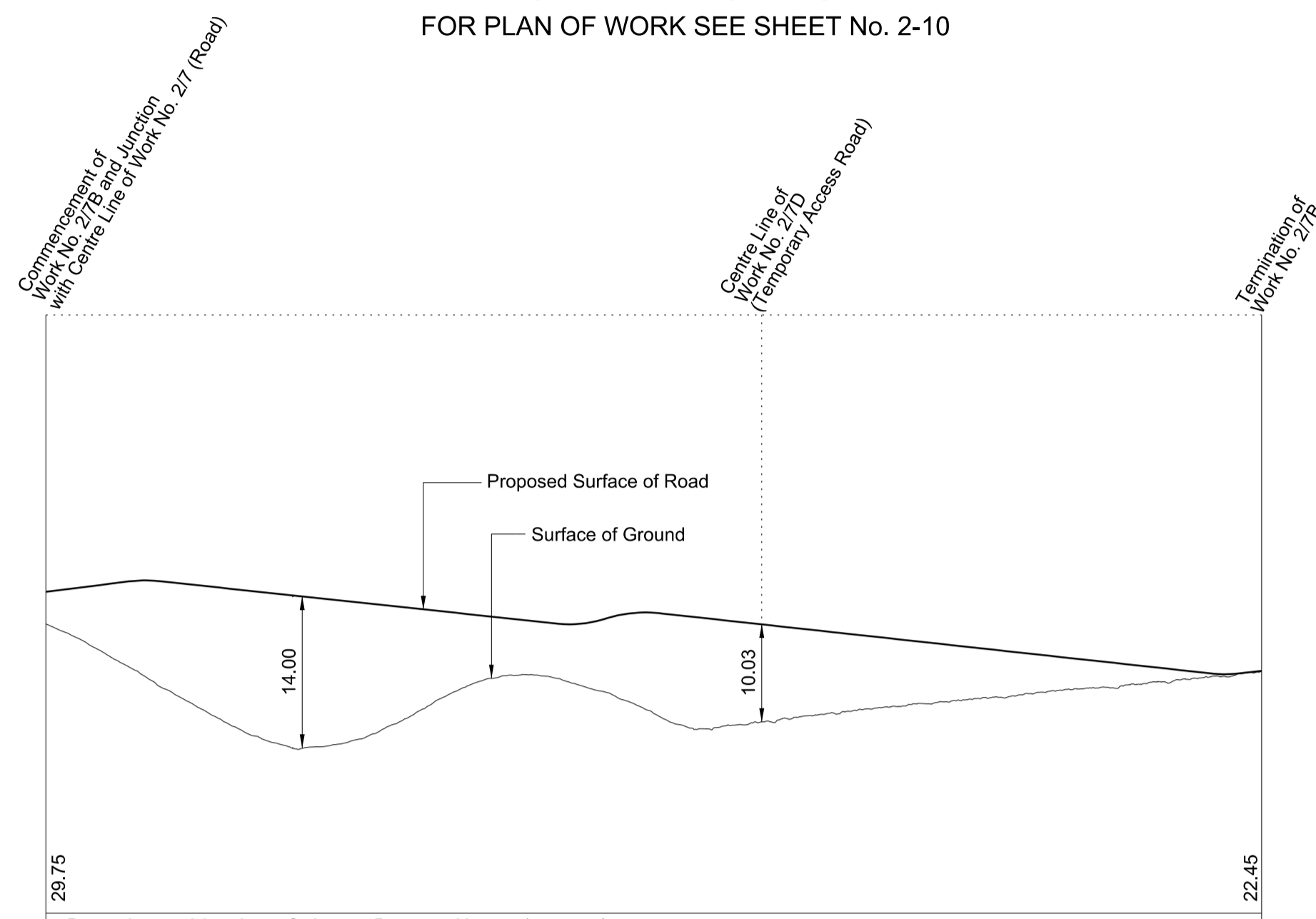
Datum Line for Work No. 2/7A (37 metres above Ordnance Datum) is 31.02m below the fixed point being an Inspection cover on Chalfont Lane, and marked thus \blacktriangledown on plan (Sheet No. 2-10). Such fixed point being 68.02m above Ordnance Datum Newlyn (ODN).



SECTIONS

WORK No. 2/7B

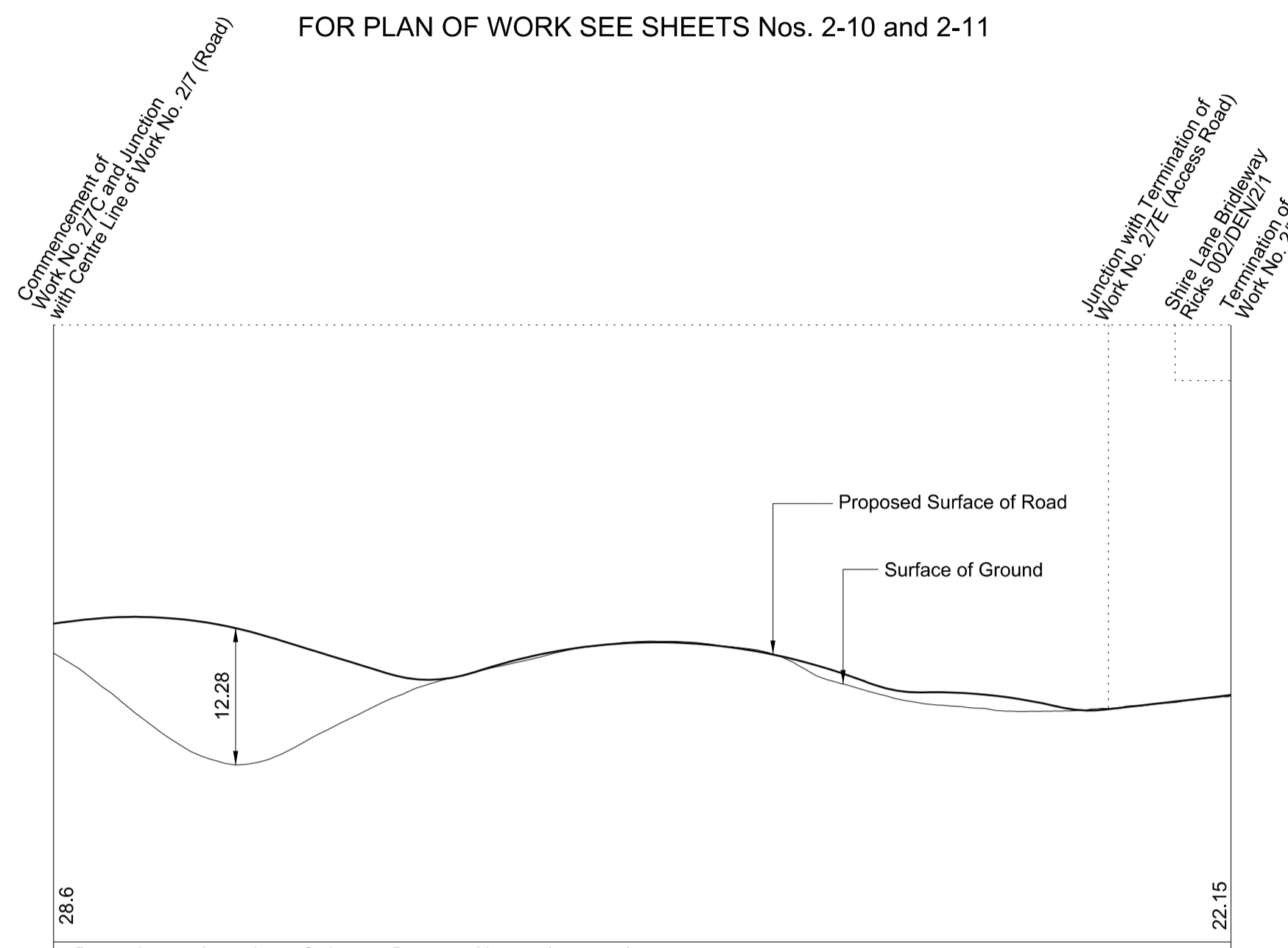
FOR PLAN OF WORK SEE SHEET No. 2-10



Datum Line is 34m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 24
 Greatest inclination of existing road 1 in 8
 Datum Line for Work No. 2/7B (34 metres above Ordnance Datum) is 34.02m below the fixed point being an Inspection cover on Chalfont Lane, and marked thus \blacktriangledown on plan (Sheet No. 2-10). Such fixed point being 68.02m above Ordnance Datum Newlyn (ODN).

WORK No. 2/7C

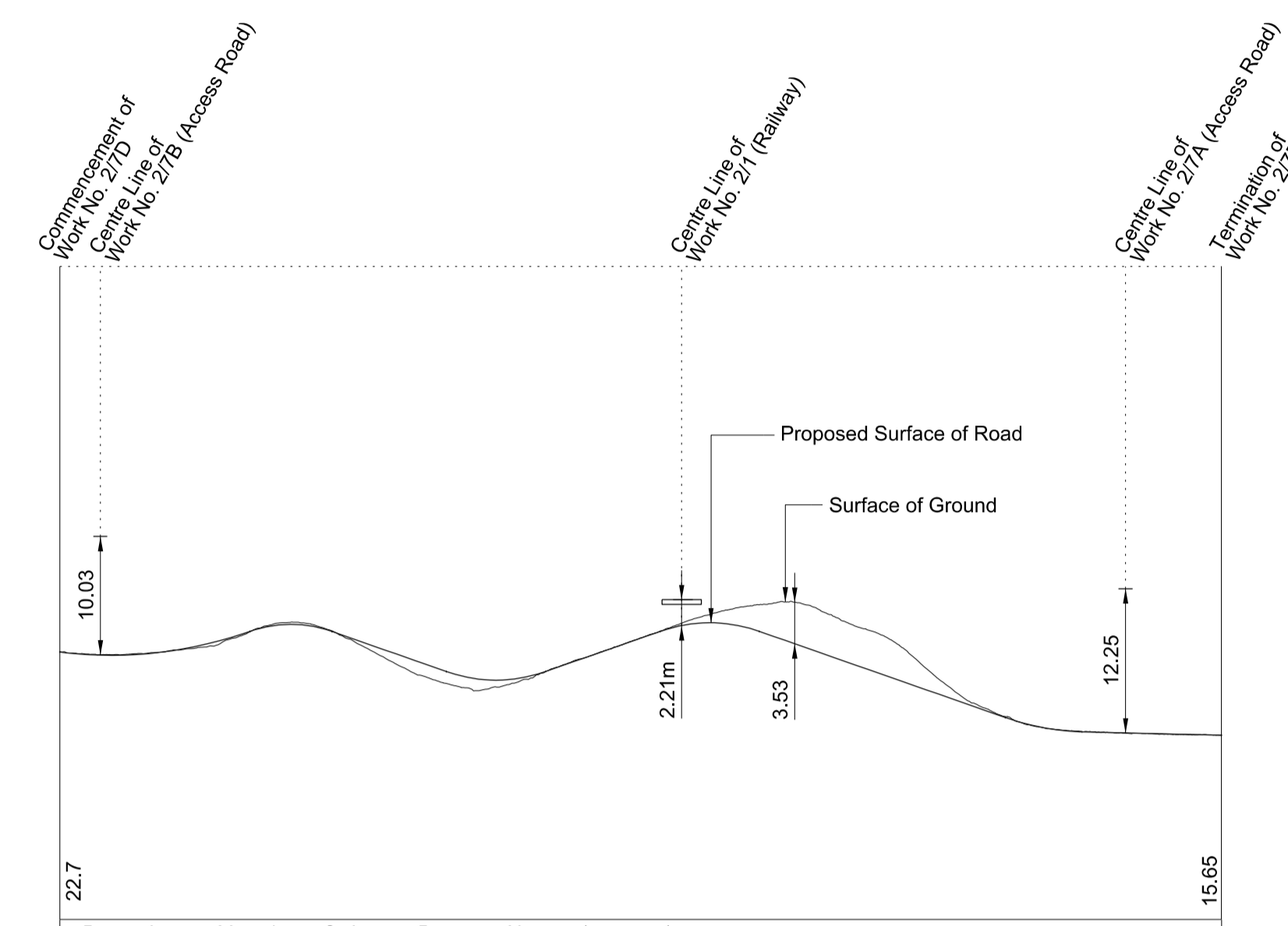
FOR PLAN OF WORK SEE SHEETS Nos. 2-10 and 2-11



Datum Line is 35m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 14
 Greatest inclination of existing road 1 in 6
 Datum Line for Work No. 2/7C (35 metres above Ordnance Datum) is 33.02m below the fixed point being an Inspection cover on Chalfont Lane, and marked thus \blacktriangledown on plan (Sheet No. 2-10). Such fixed point being 68.02m above Ordnance Datum Newlyn (ODN).

WORK No. 2/7D

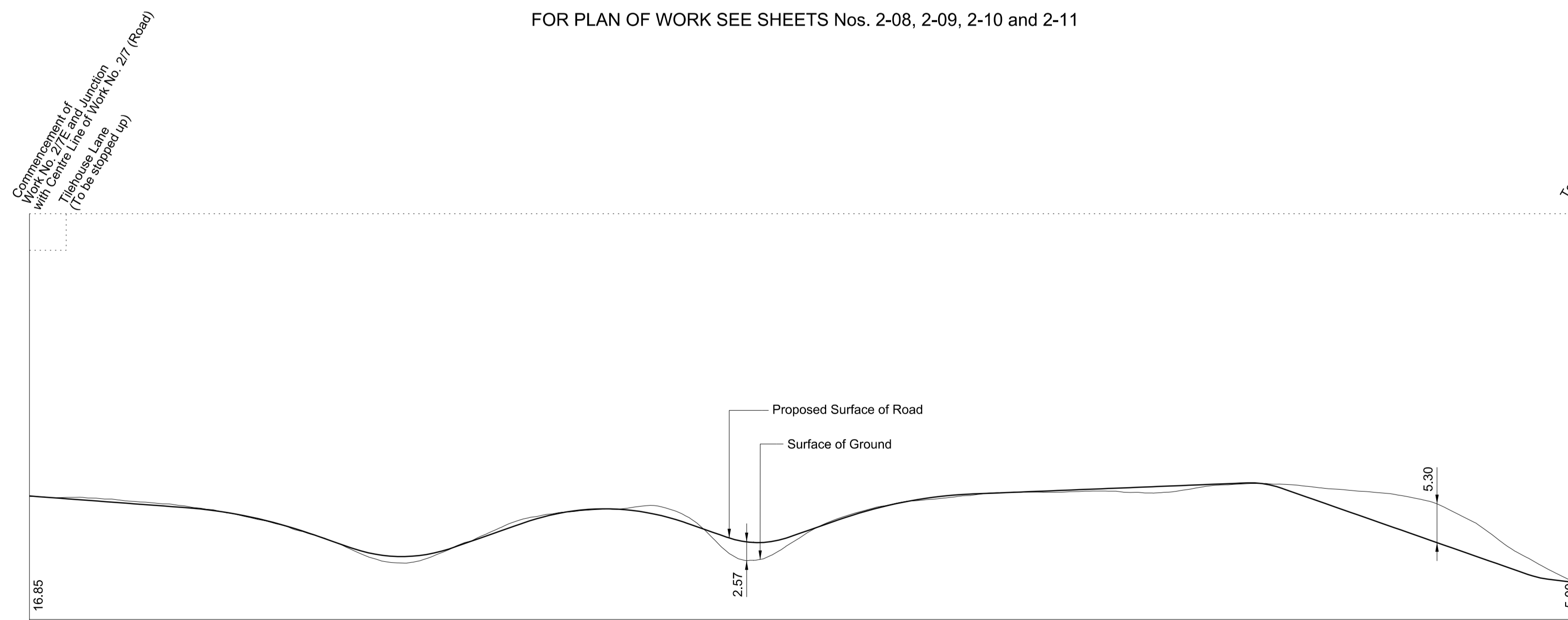
FOR PLAN OF WORK SEE SHEET No. 2-10



Datum Line is 29m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 14
 Greatest inclination of existing road 1 in 6
 Datum Line for Work No. 2/7D (29 metres above Ordnance Datum) is 39.02m below the fixed point being an Inspection cover on Chalfont Lane, and marked thus \blacktriangledown on plan (Sheet No. 2-10). Such fixed point being 68.02m above Ordnance Datum Newlyn (ODN).

WORK No. 2/7E

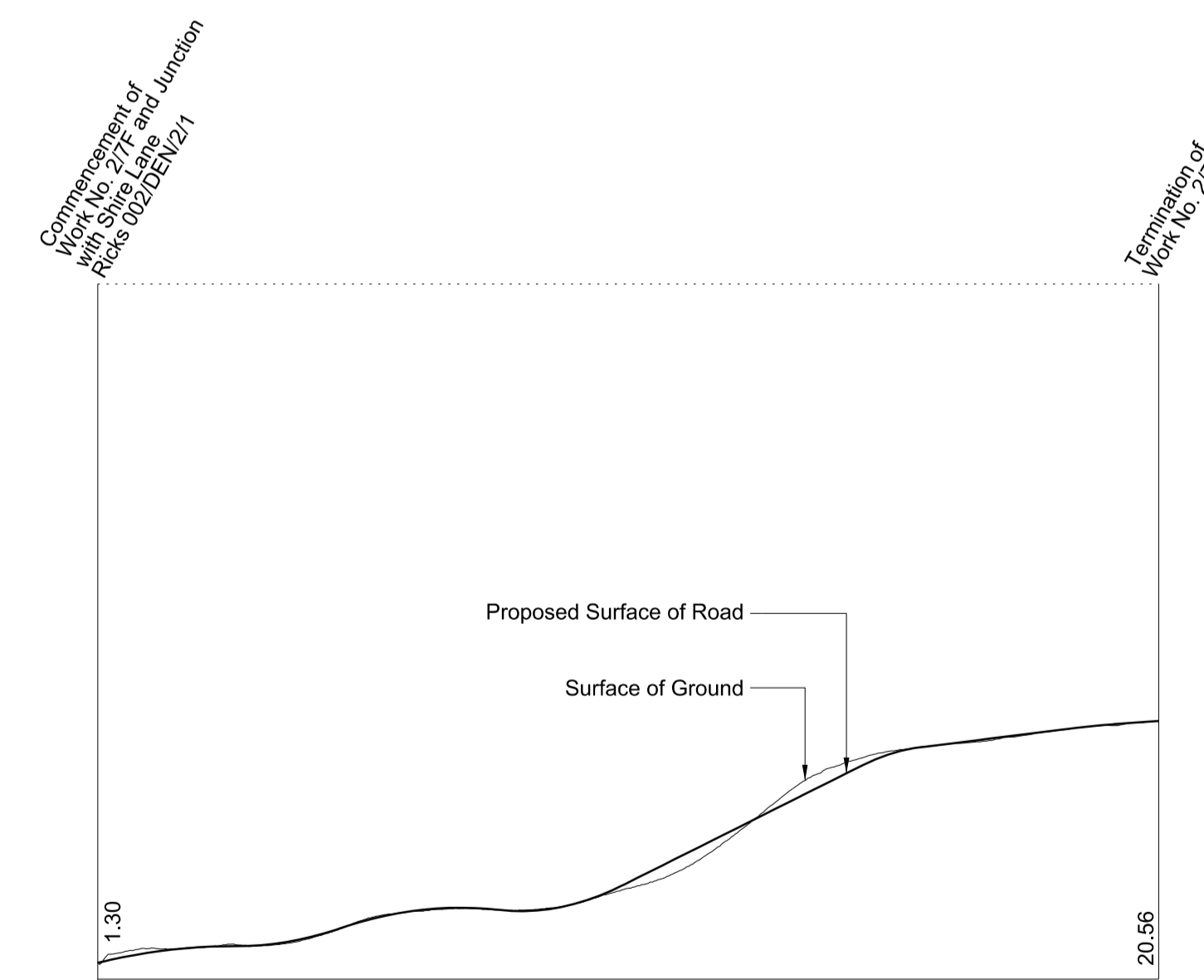
FOR PLAN OF WORK SEE SHEETS Nos. 2-08, 2-09, 2-10 and 2-11



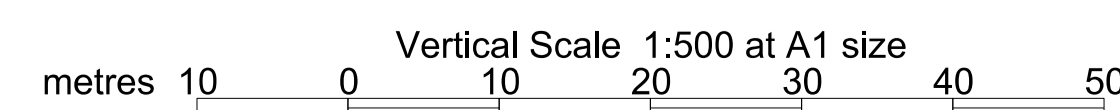
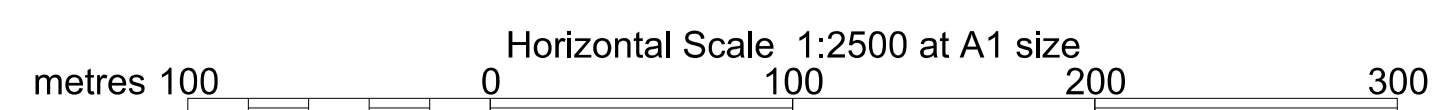
Datum Line is 51m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 14
 Greatest inclination of existing road 1 in 5
 Datum Line for Work No. 2/7E (51 metres above Ordnance Datum) is 10.63m above the fixed point being a Nail on the splitter island on Old Uxbridge Road, before Denham Way, and marked thus \blacktriangledown on plan (Sheet No. 2-08). Such fixed point being 40.37m above Ordnance Datum Newlyn (ODN).

WORK No. 2/7F

FOR PLAN OF WORK SEE SHEET No. 2-11

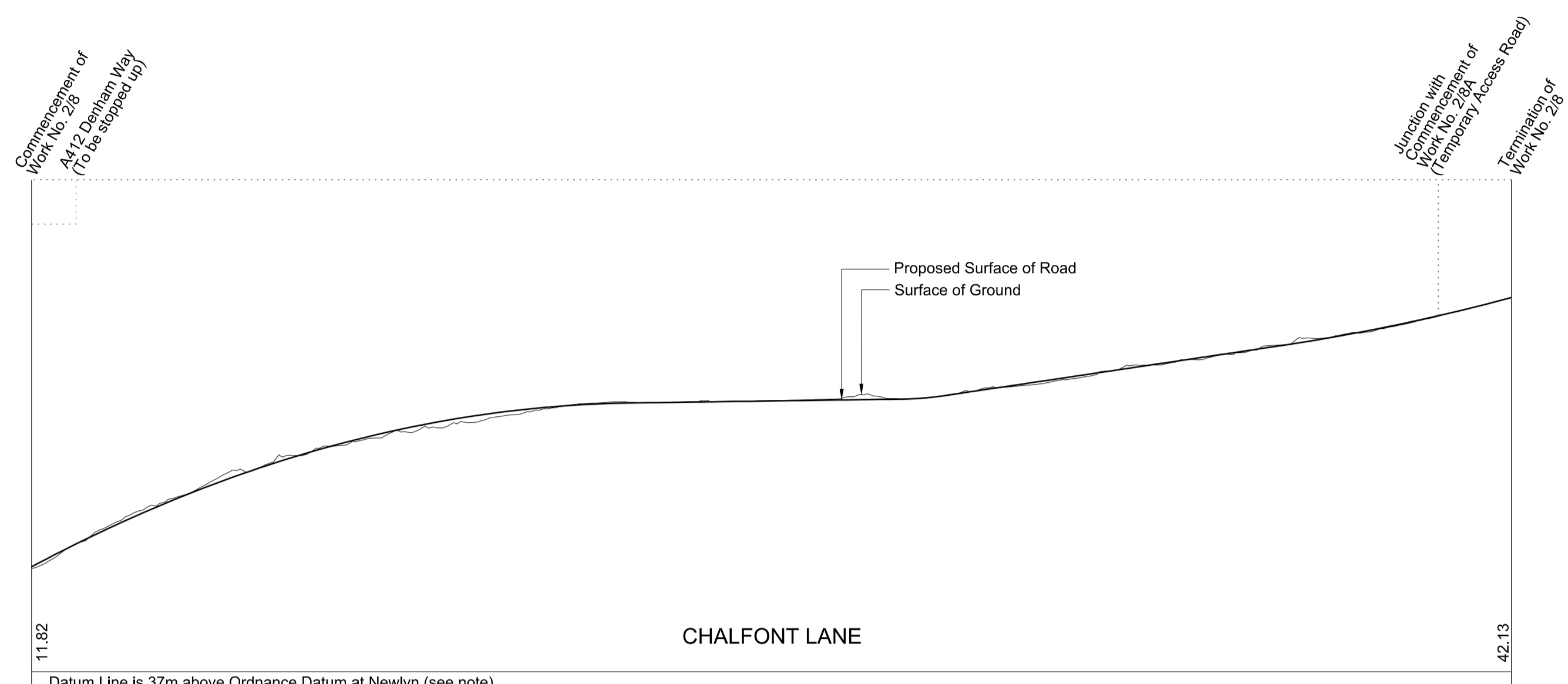


Datum Line is 56m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 10
 Greatest inclination of existing road 1 in 5
 Datum Line for Work No. 2/7F (56 metres above Ordnance Datum) is 31.48m below the fixed point being a Kerb Inlet cover opposite Mopes Farm, and marked thus \blacktriangledown on plan (Sheet No. 2-11). Such fixed point being 87.48m above Ordnance Datum Newlyn (ODN).



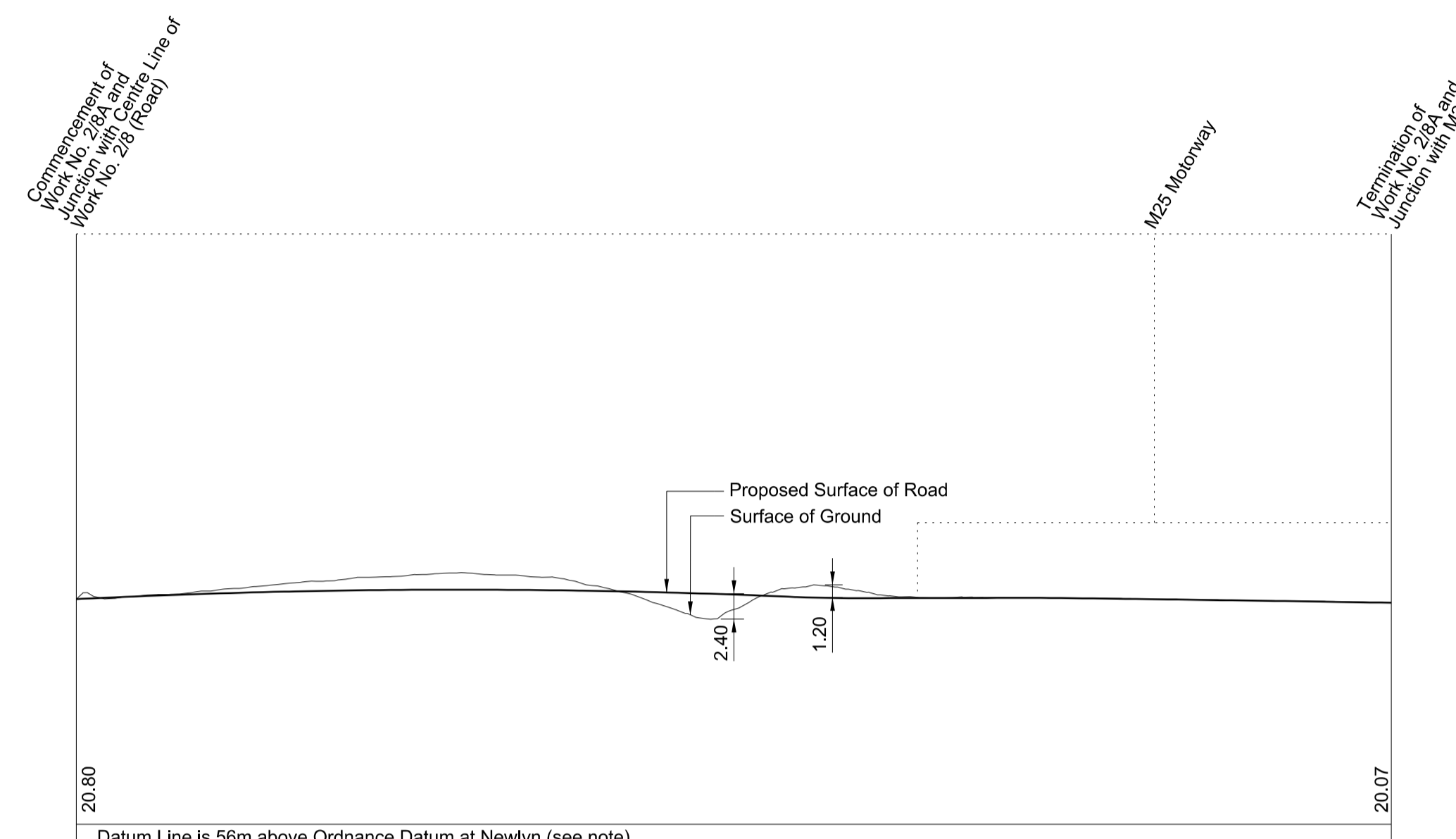
SECTIONS

WORK No. 2/8
 FOR PLAN OF WORK SEE SHEET No. 2-10



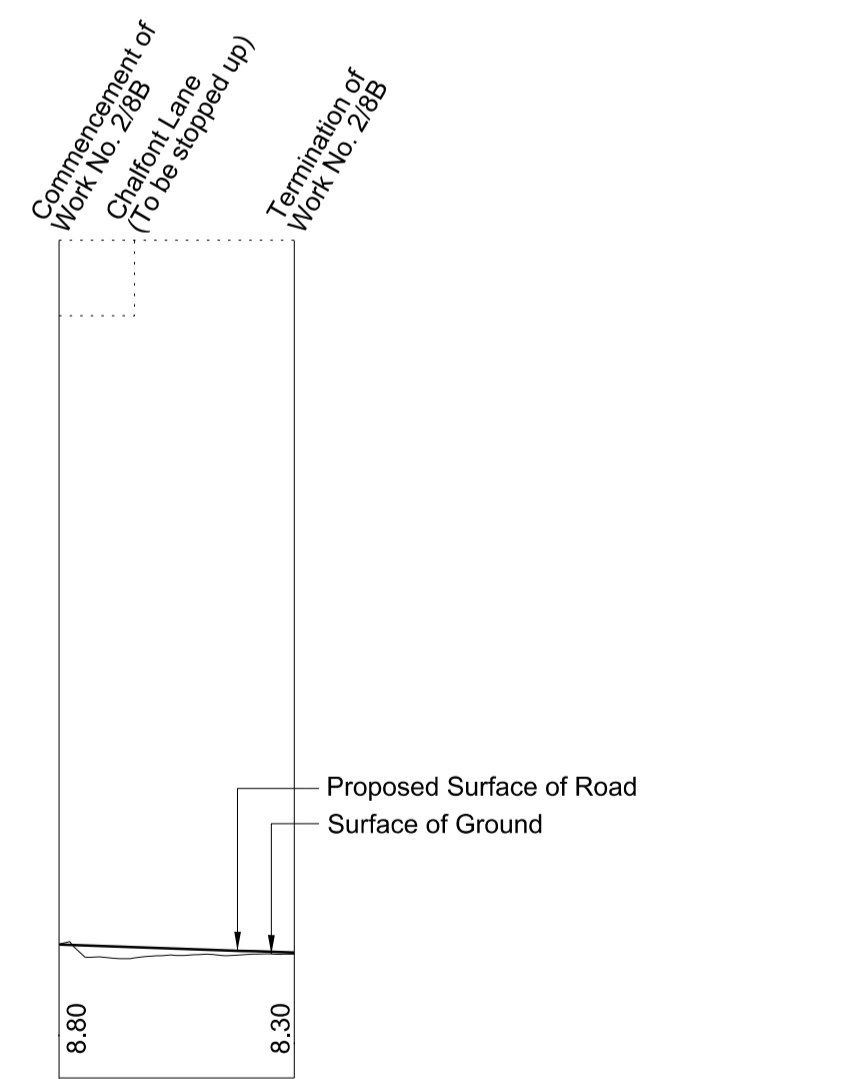
Datum Line is 37m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 9
 Greatest inclination of existing road 1 in 7
 Datum Line for Work No. 2/8 (37 metres above Ordnance Datum) is 31.02m below the fixed point being an Inspection cover on Chalfont Lane, and marked thus \blacktriangledown on plan (Sheet No. 2-10).
 Such fixed point being 68.02m above Ordnance Datum Newlyn (ODN).

WORK No. 2/8A
 FOR PLAN OF WORK SEE SHEETS Nos. 2-10 and 2-13



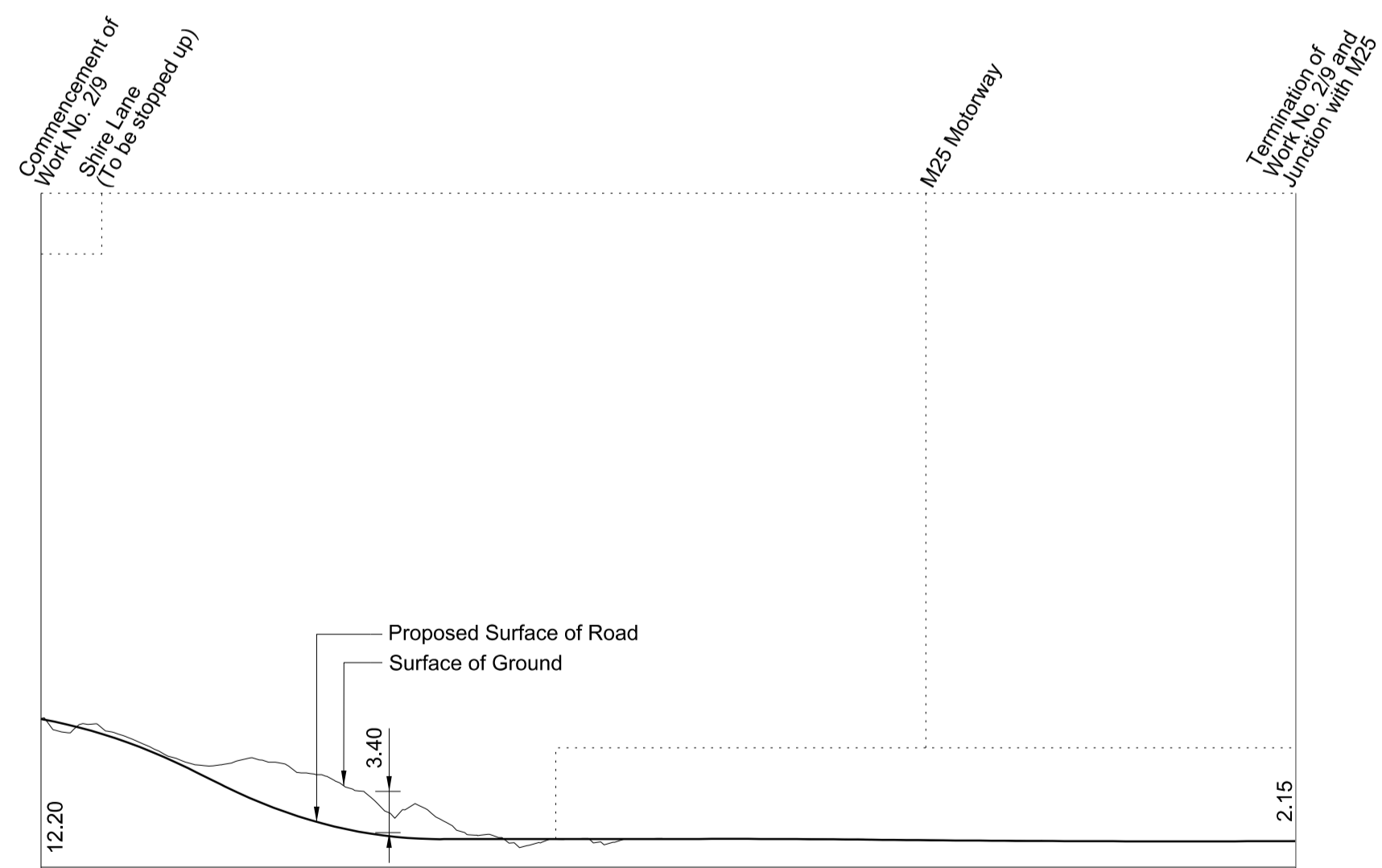
Datum Line is 56m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 100
 Greatest inclination of existing road 1 in 10
 Datum Line for Work No. 2/8A (56 metres above Ordnance Datum) is 12.02m below the fixed point being an Inspection cover on Chalfont Lane, and marked thus \blacktriangledown on plan (Sheet No. 2-10).
 Such fixed point being 68.02m above Ordnance Datum Newlyn (ODN).

WORK No. 2/8B
 FOR PLAN OF WORK SEE SHEET No. 2-10



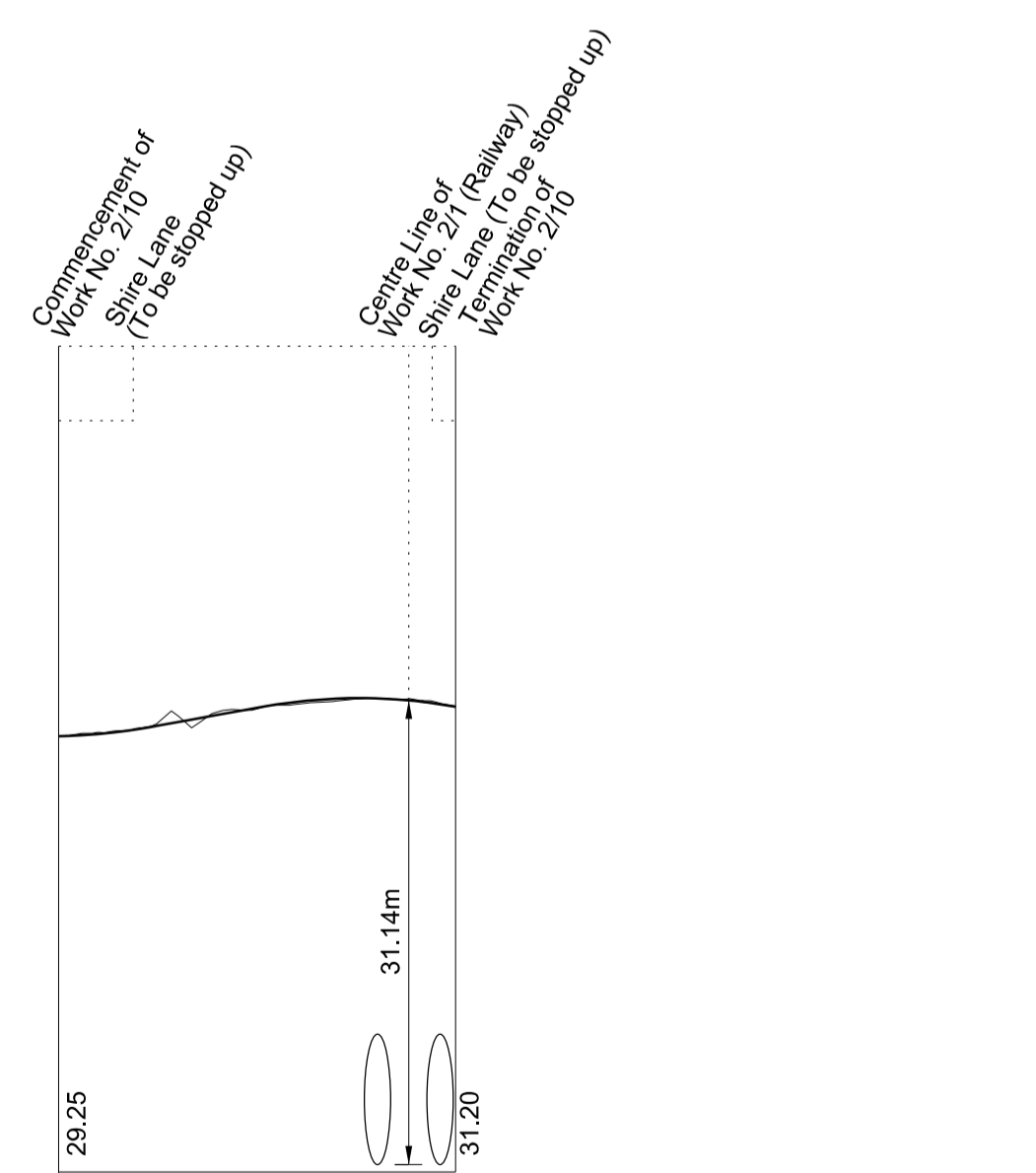
Datum Line is 72m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 47
 Greatest inclination of existing road 1 in 7.4
 Datum Line for Work No. 2/8B (72 metres above Ordnance Datum) is 3.98m above the fixed point being an Inspection cover on Chalfont Lane, and marked thus \blacktriangledown on plan (Sheet No. 2-10).
 Such fixed point being 68.02m above Ordnance Datum Newlyn (ODN).

WORK No. 2/9
 FOR PLAN OF WORK SEE SHEET No. 2-13



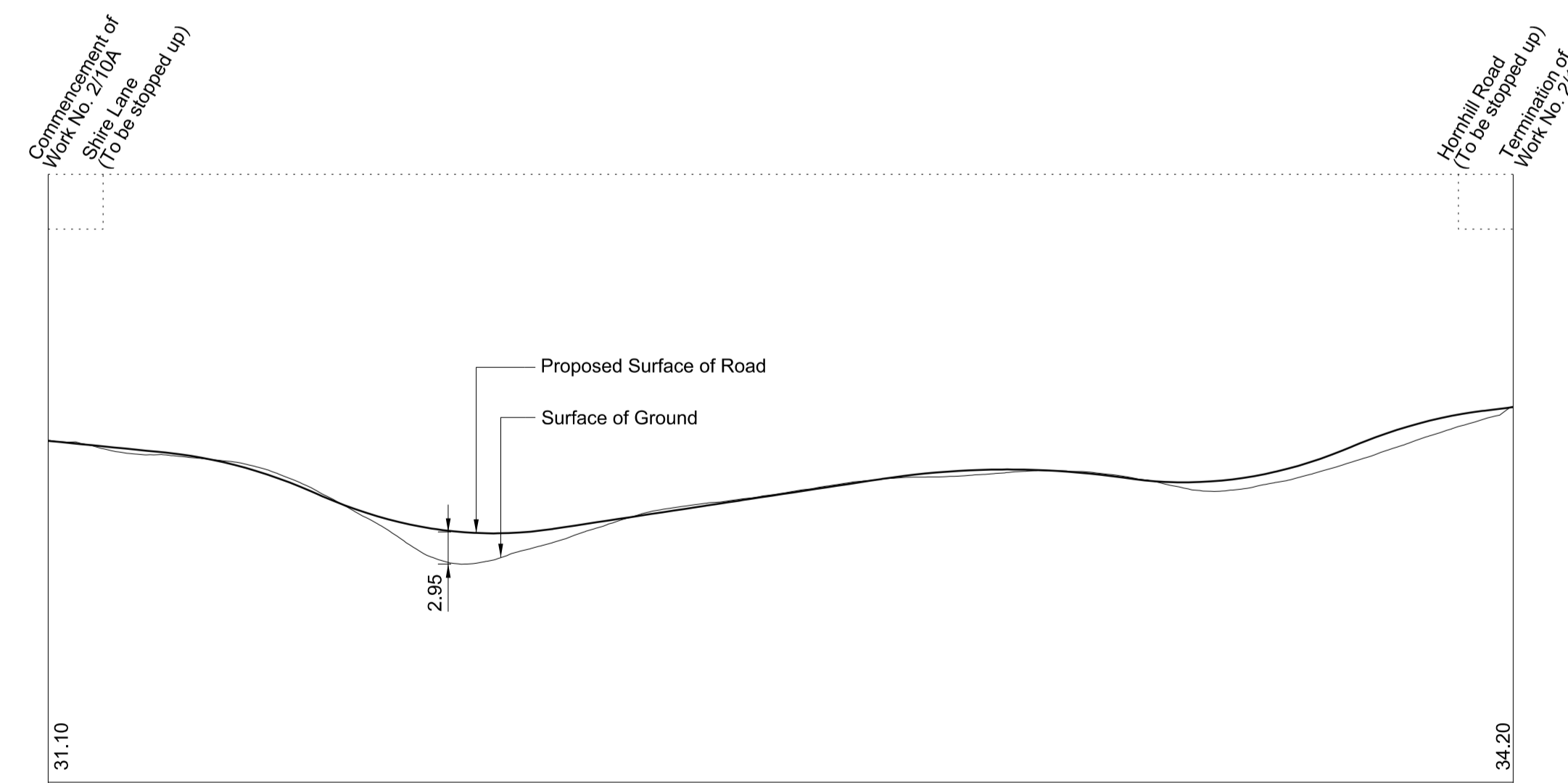
Datum Line is 75m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 10
 Greatest inclination of existing road 1 in 6.5
 Datum Line for Work No. 2/9 (75 metres above Ordnance Datum) is 11.41m below the fixed point being an Inspection cover on Shire Lane bridge over the M25, and marked thus \blacktriangledown on plan (Sheet No. 2-13).
 Such fixed point being 86.41m above Ordnance Datum Newlyn (ODN).

WORK No. 2/10
 FOR PLAN OF WORK SEE SHEET No. 2-13

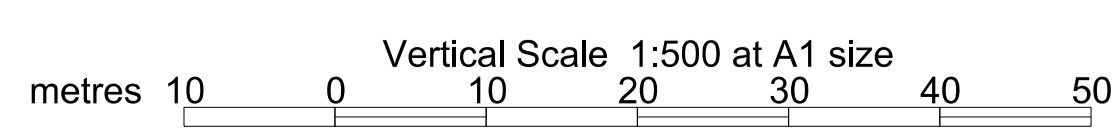
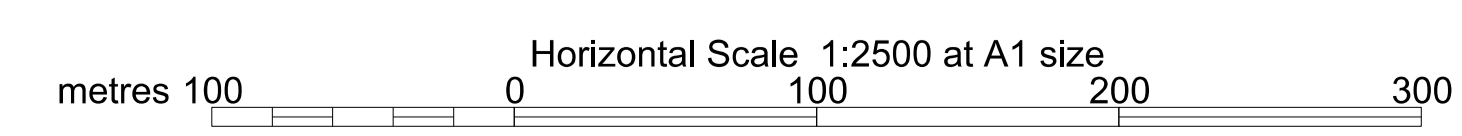


Datum Line is 56m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 27
 Greatest inclination of existing road 1 in 8
 Datum Line for Work No. 2/10 (56 metres above Ordnance Datum) is 30.41m below the fixed point being an Inspection cover on Shire Lane bridge over the M25, and marked thus \blacktriangledown on plan (Sheet No. 2-13).
 Such fixed point being 86.41m above Ordnance Datum Newlyn (ODN).

WORK No. 2/10A
 FOR PLAN OF WORK SEE SHEET No. 2-13



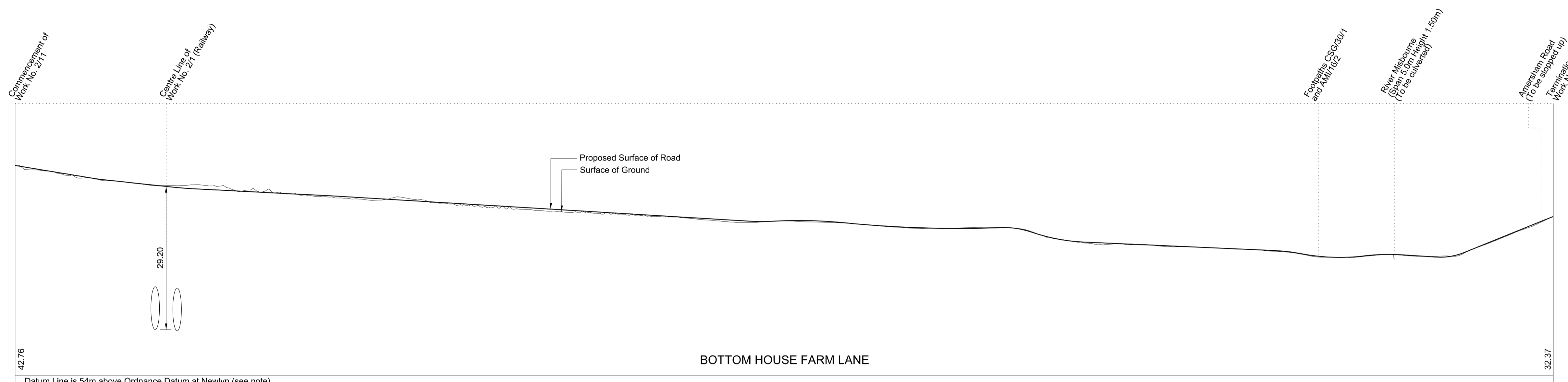
Datum Line is 58m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 11
 Greatest inclination of existing road 1 in 8
 Datum Line for Work No. 2/10A (58 metres above Ordnance Datum) is 30.41m below the fixed point being an Inspection cover on Shire Lane bridge over the M25, and marked thus \blacktriangledown on plan (Sheet No. 2-13).
 Such fixed point being 86.41m above Ordnance Datum Newlyn (ODN).



SECTIONS

WORK No. 2/11

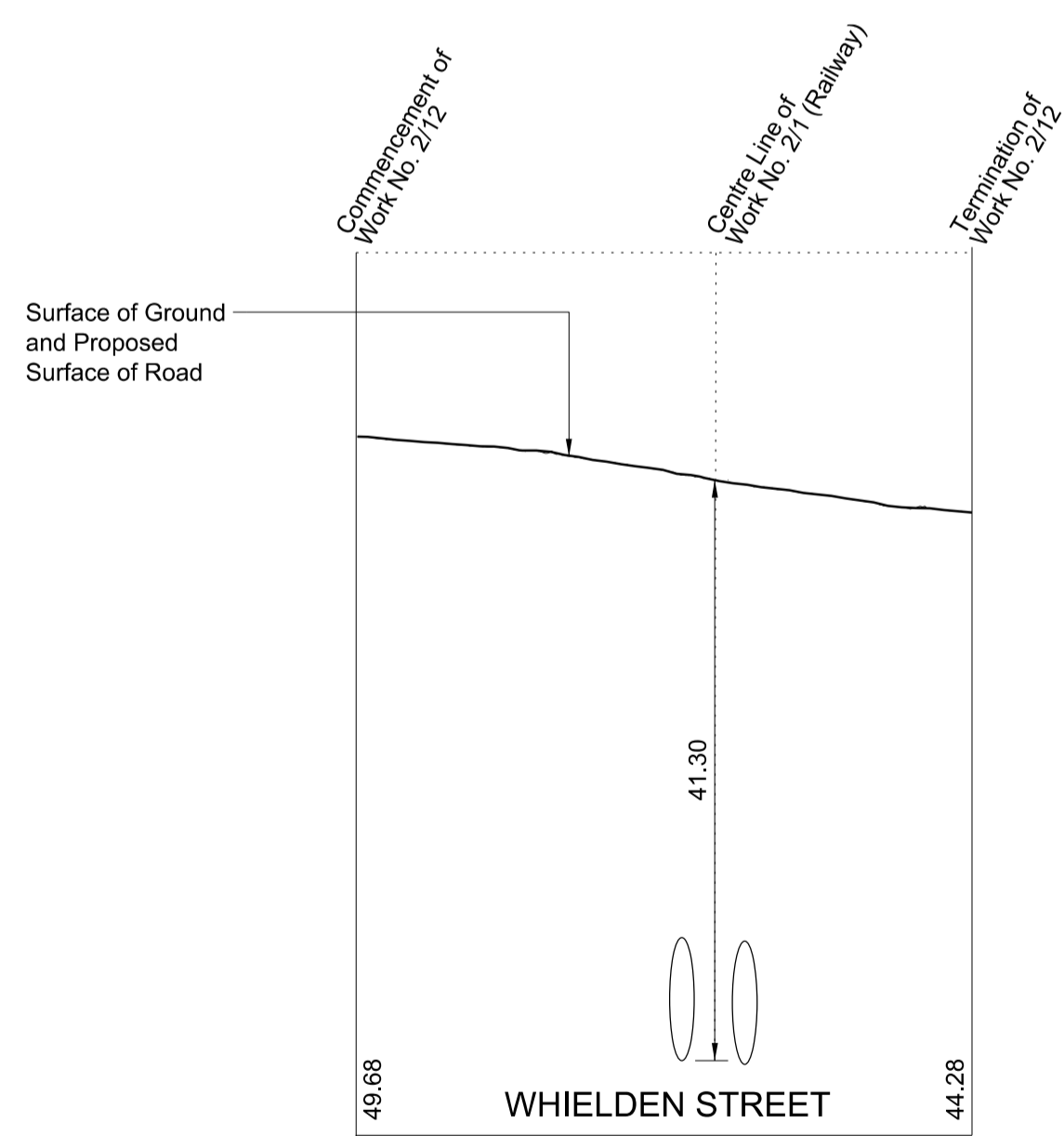
FOR PLAN OF WORK SEE SHEETS Nos. 2-16 and 2-17



Datum Line is 54m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 12
 Greatest inclination of existing road 1 in 10
 Datum Line for Work No. 2/11 (54 metres above Ordnance Datum) is 35.72m below the fixed point being a Nail in Bottom House Farm Lane, near The Old Dairy, and marked thus \blacktriangledown on plan (Sheet No. 2-16).
 Such fixed point being 89.72m above Ordnance Datum Newlyn (ODN).

WORK No. 2/12

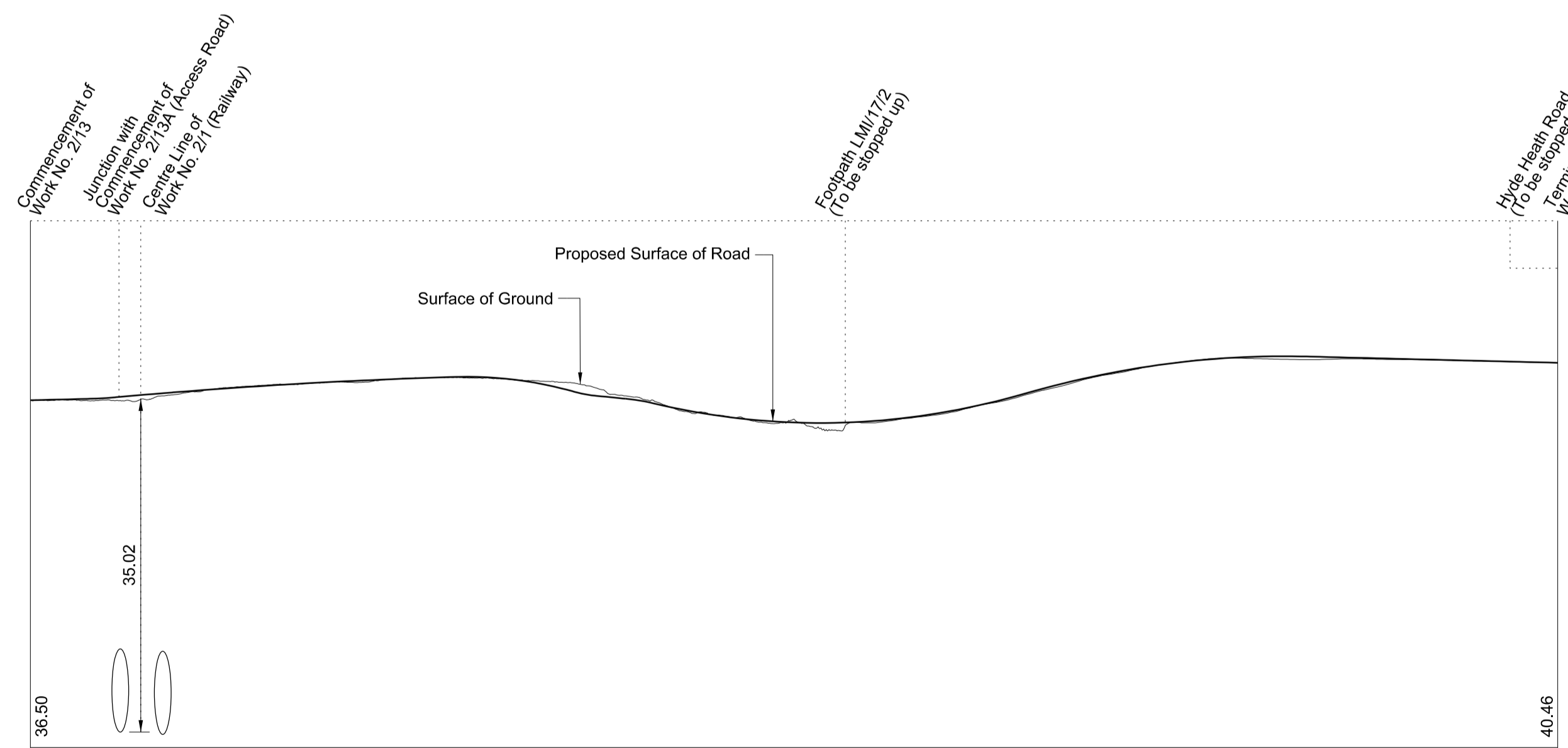
FOR PLAN OF WORK SEE SHEET No. 2-19



Datum Line is 55m above Ordnance Datum at Newlyn (see note)
 Datum Line for Work No. 2-12 (55 metres above Ordnance Datum) is 49.89m below the fixed point being a Gully on the A413 on the bridge over Whielden Lane, and marked thus \blacktriangledown on plan (Sheet No. 2-19).
 Such fixed point being 104.89m above Ordnance Datum Newlyn (ODN).

WORK No. 2/13

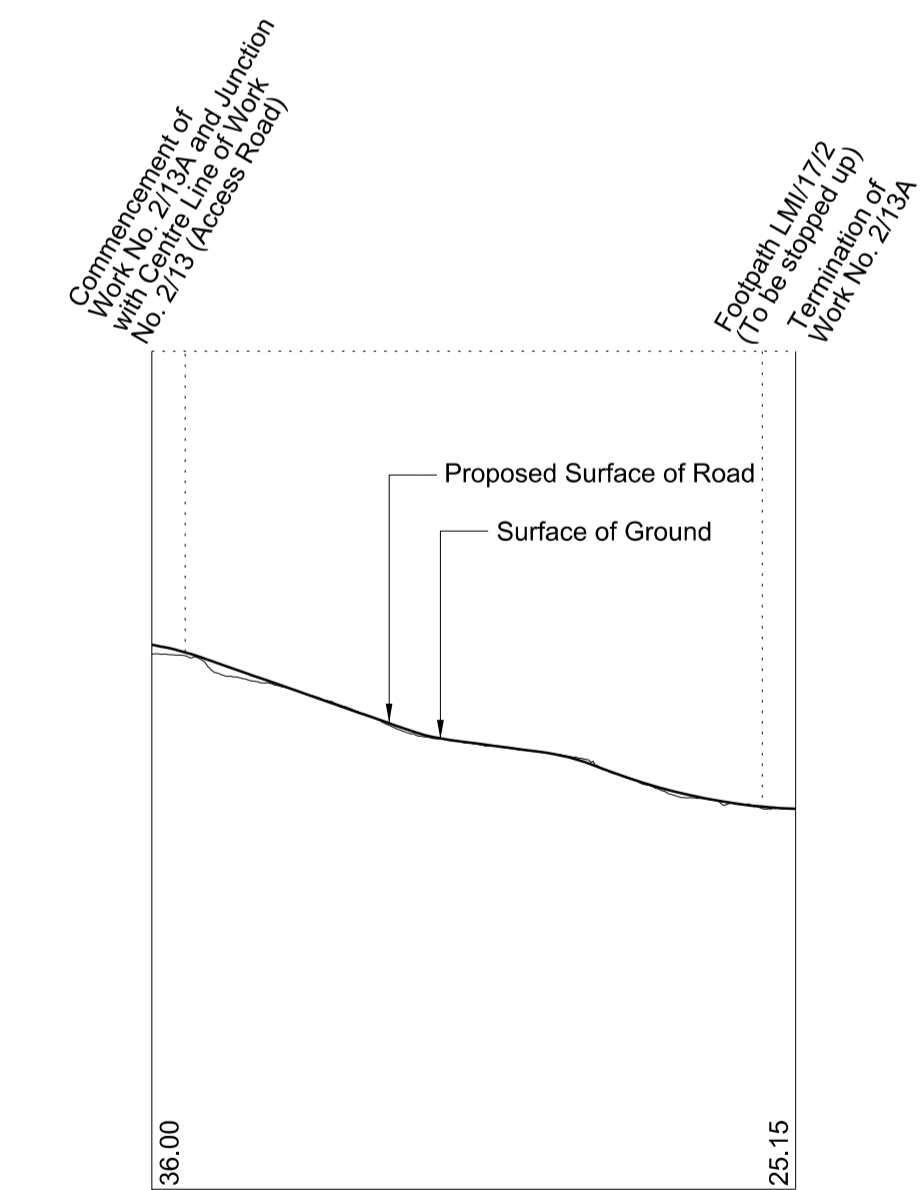
FOR PLAN OF WORK SEE SHEET No. 2-22



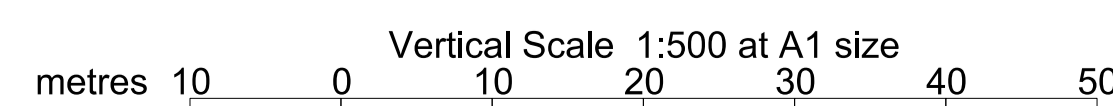
Datum Line is 128m above Ordnance Datum at Newlyn (see note)
 Datum Line for Work No. 2/13 (128 metres above Ordnance Datum) is 30.48m below the fixed point being an Inspection cover on Chalk Lane, and marked thus \blacktriangledown on plan (Sheet No. 2-22).
 Such fixed point being 158.48m above Ordnance Datum Newlyn (ODN).

WORK No. 2/13A

FOR PLAN OF WORK SEE SHEET No. 2-22



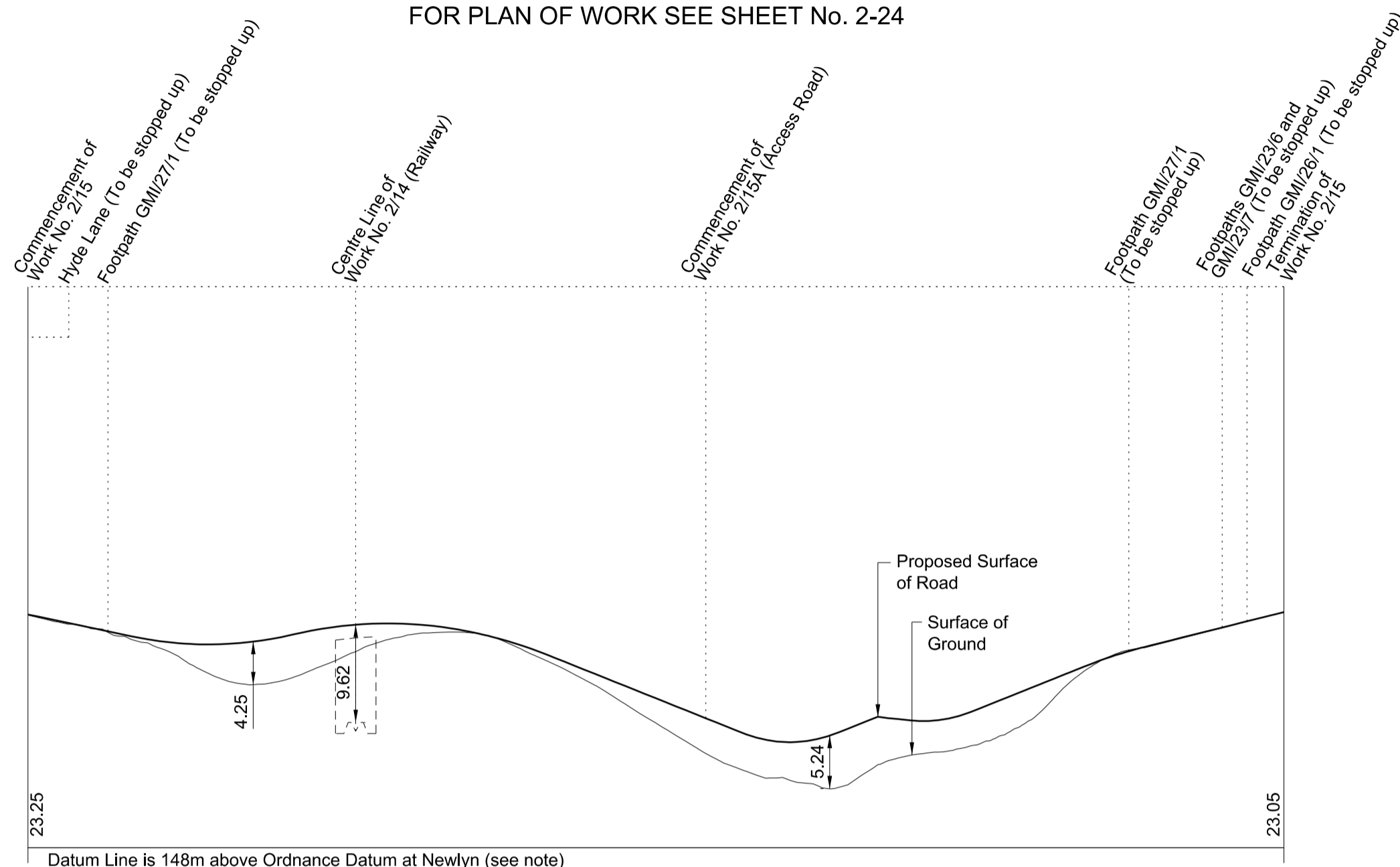
Datum Line is 129m above Ordnance Datum at Newlyn (see note)
 Datum Line for Work No 2/13A (129 metres above Ordnance Datum) is 29.48m below the fixed point being an Inspection cover on Chalk Lane, and marked thus \blacktriangledown on plan (Sheet No 2-22).
 Such fixed point being 158.48m above Ordnance Datum Newlyn (ODN).



SECTIONS

WORK No. 2/15

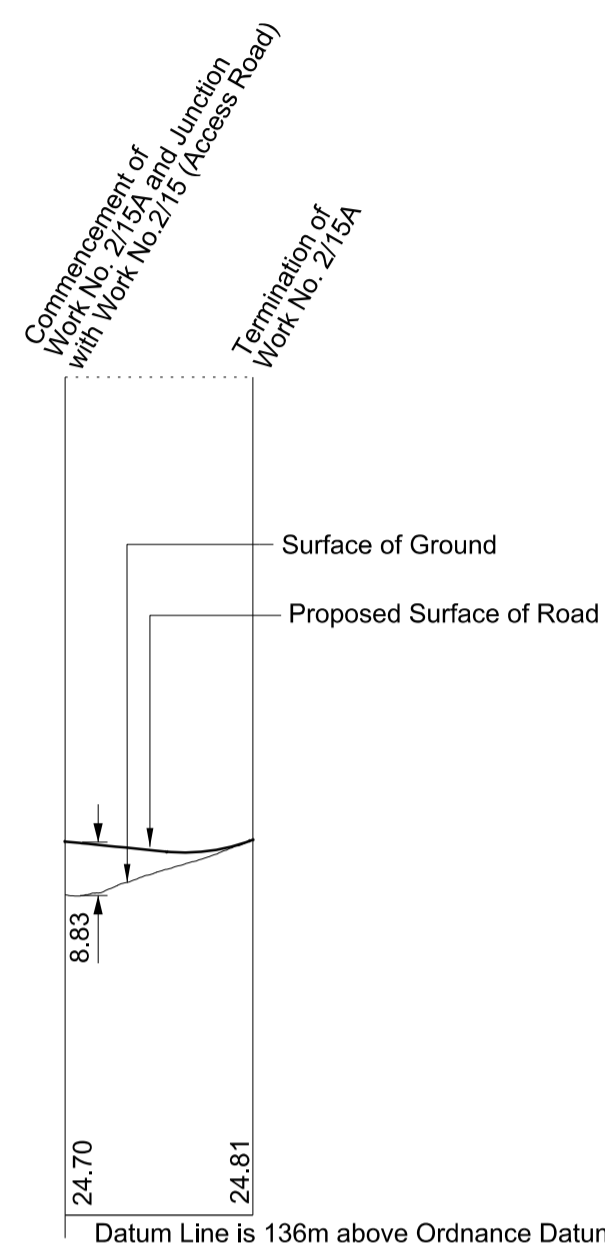
FOR PLAN OF WORK SEE SHEET No. 2-24



Datum Line for Work No. 2/15 (148 metres above Ordnance Datum) is 30.12m below the fixed point being the end of arrow road marking on B485 between Chesham and Great Missenden, at 50mph limit, and marked thus \blacktriangledown on plan (Sheet No. 2-24). Such fixed point being 178.12m above Ordnance Datum Newlyn (ODN).

WORK No. 2/15A

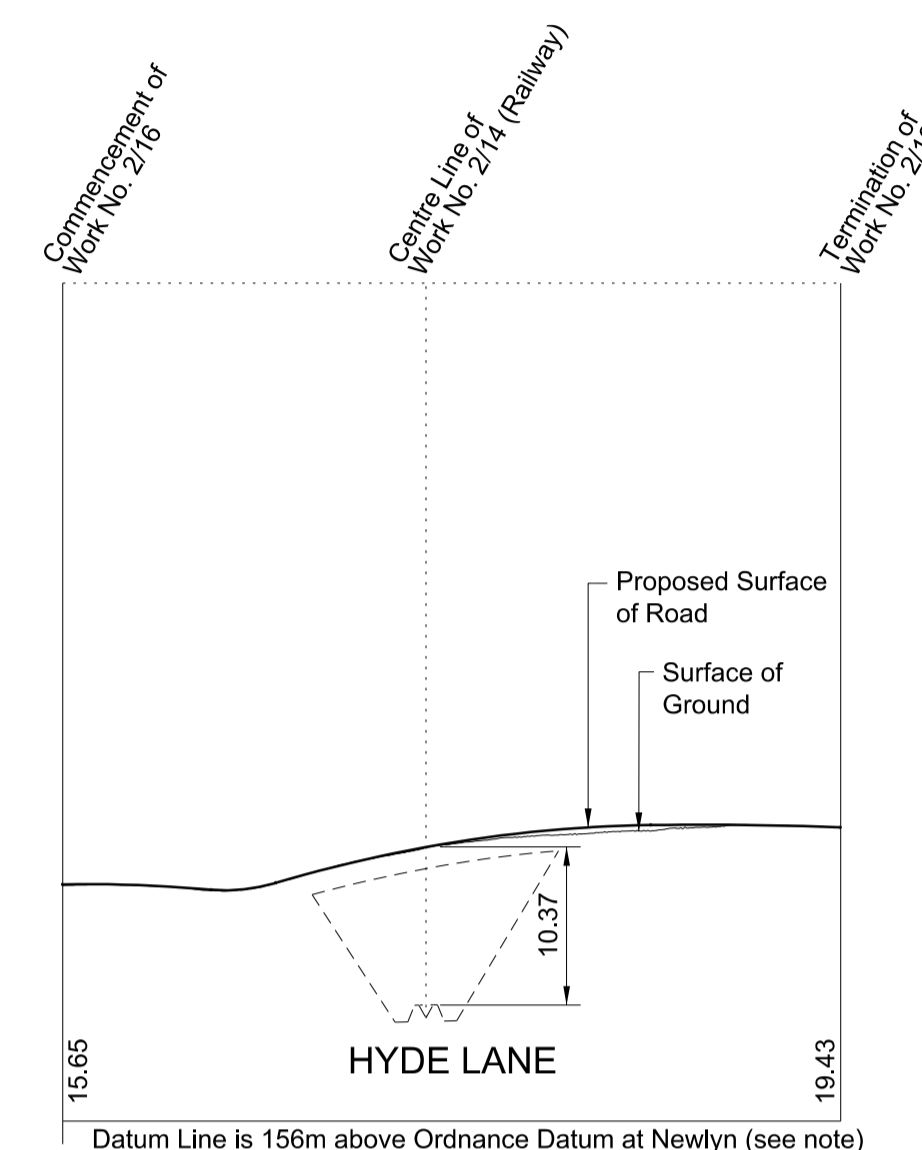
FOR PLAN OF WORK SEE SHEET No. 2-24



Datum Line for Work No. 2/15A (136 metres above Ordnance Datum) is 42.12m below the fixed point being the end of arrow road marking on B485 between Chesham and Great Missenden, at 50mph limit, and marked thus \blacktriangledown on plan (Sheet No. 2-24). Such fixed point being 178.12m above Ordnance Datum Newlyn (ODN).

WORK No. 2/16

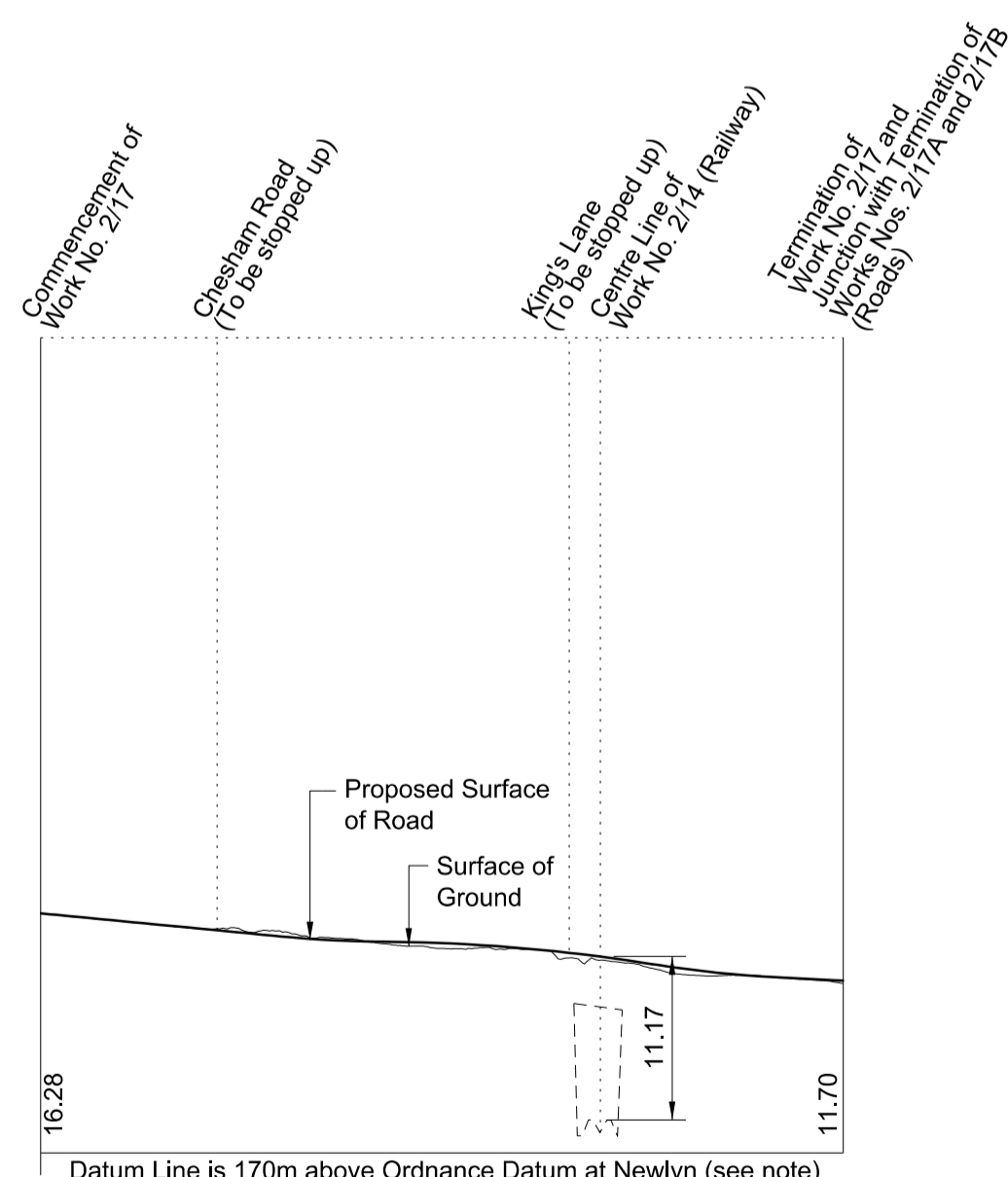
FOR PLAN OF WORK SEE SHEET No. 2-24



Datum Line for Work No. 2/16 (156 metres above Ordnance Datum) is 22.12m below the fixed point being the end of arrow road marking on B485 between Chesham and Great Missenden, at 50mph limit, and marked thus \blacktriangledown on plan (Sheet No. 2-24). Such fixed point being 178.12m above Ordnance Datum Newlyn (ODN).
 Greatest inclination of proposed road 1 in 17
 Greatest inclination of existing road 1 in 17

WORK No. 2/17

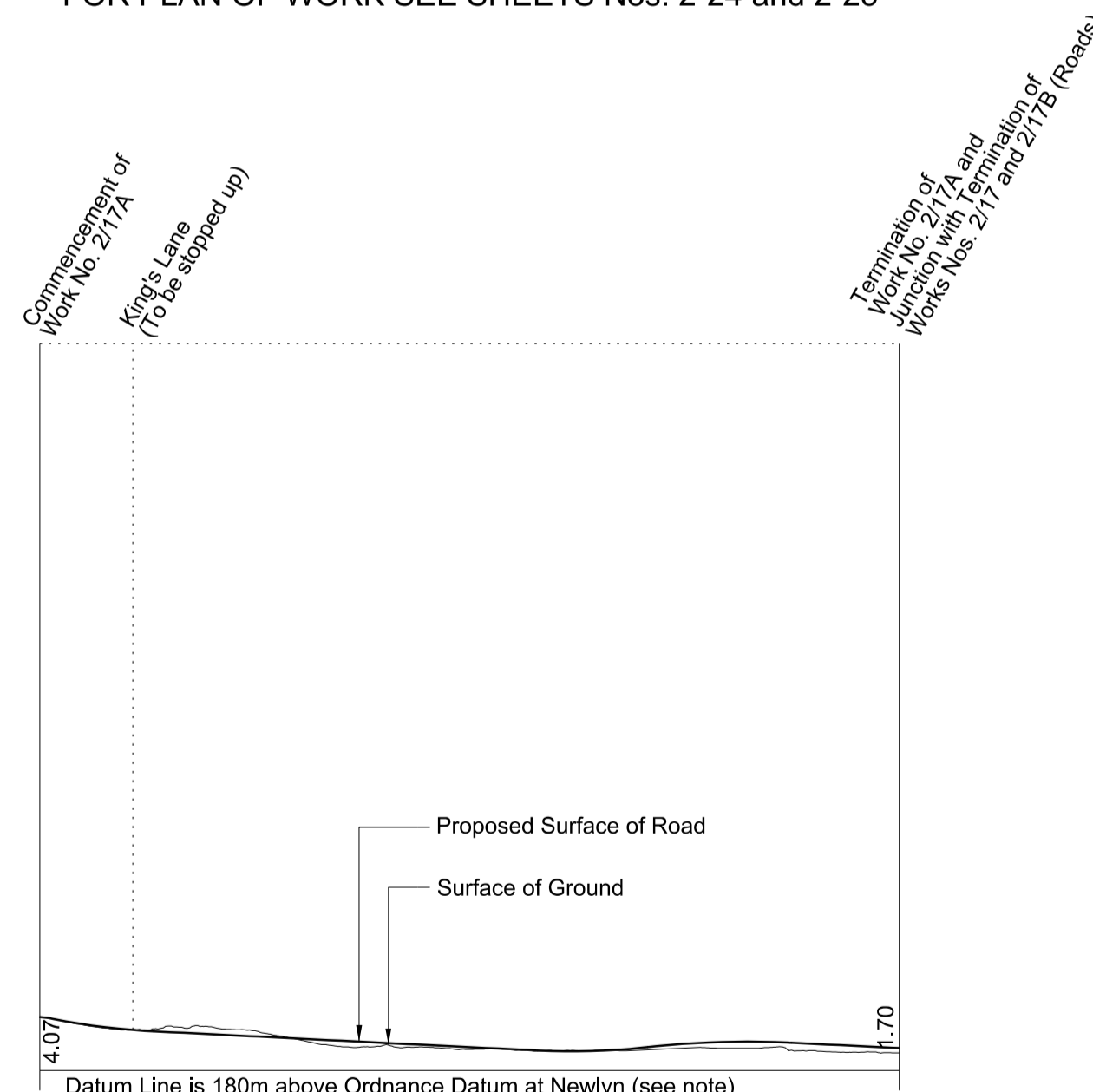
FOR PLAN OF WORK SEE SHEET No. 2-24



Datum Line for Work No. 2/17 (170 metres above Ordnance Datum) is 8.12m below the fixed point being the end of arrow road marking on B485 between Chesham and Great Missenden, at 50mph limit, and marked thus \blacktriangledown on plan (Sheet No. 2-24). Such fixed point being 178.12m above Ordnance Datum Newlyn (ODN).
 Greatest inclination of proposed road 1 in 31
 Greatest inclination of existing road 1 in 13

WORK No. 2/17A

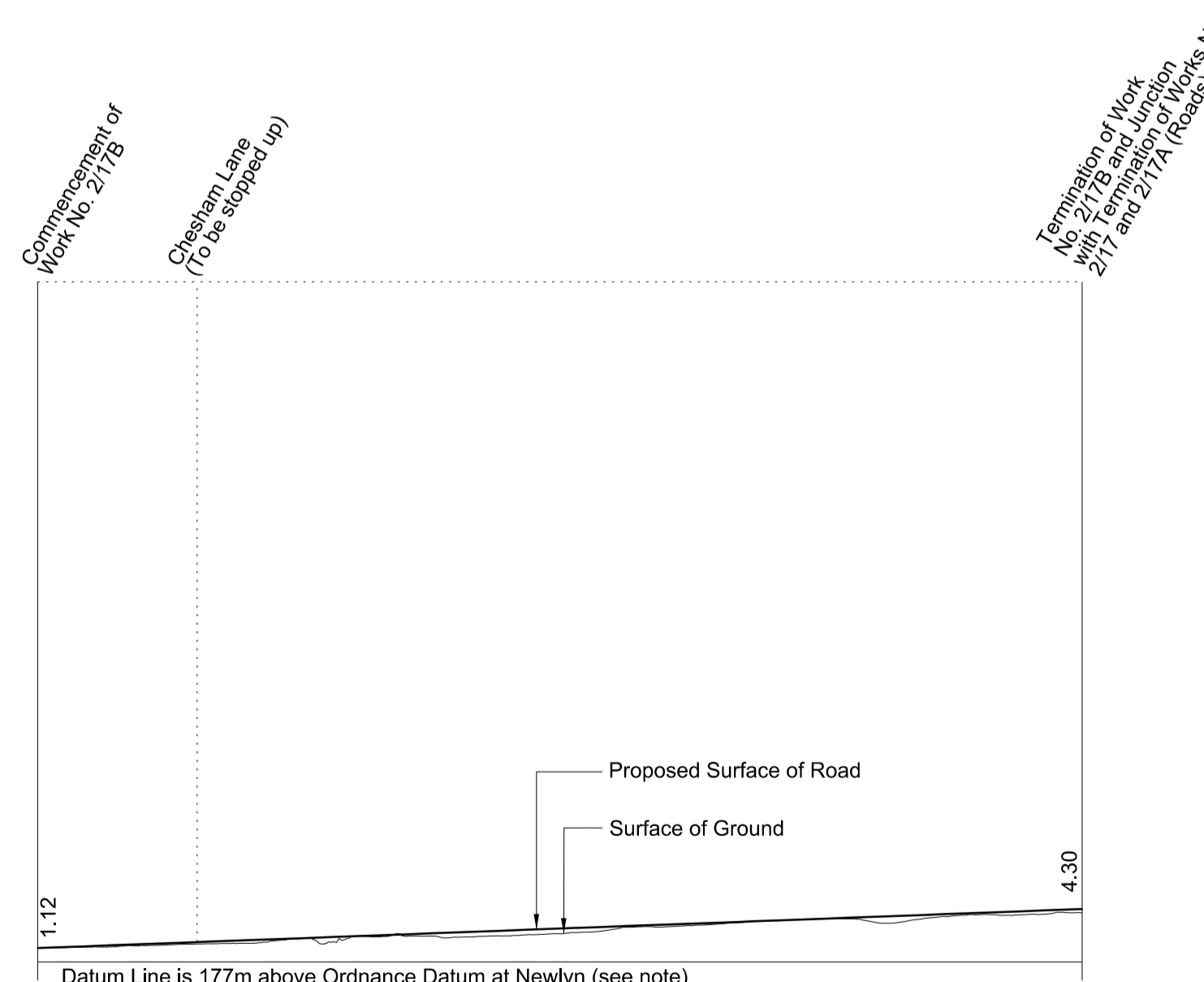
FOR PLAN OF WORK SEE SHEETS Nos. 2-24 and 2-25



Datum Line for Work No. 2/17A (177 metres above Ordnance Datum) is 1.89m above the fixed point being the end of arrow road marking on B485 between Chesham and Great Missenden, at 50mph limit, and marked thus \blacktriangledown on plan (Sheet No. 2-24). Such fixed point being 178.11m above Ordnance Datum Newlyn (ODN).
 Greatest inclination of proposed road 1 in 134
 Greatest inclination of existing road 1 in 31

WORK No. 2/17B

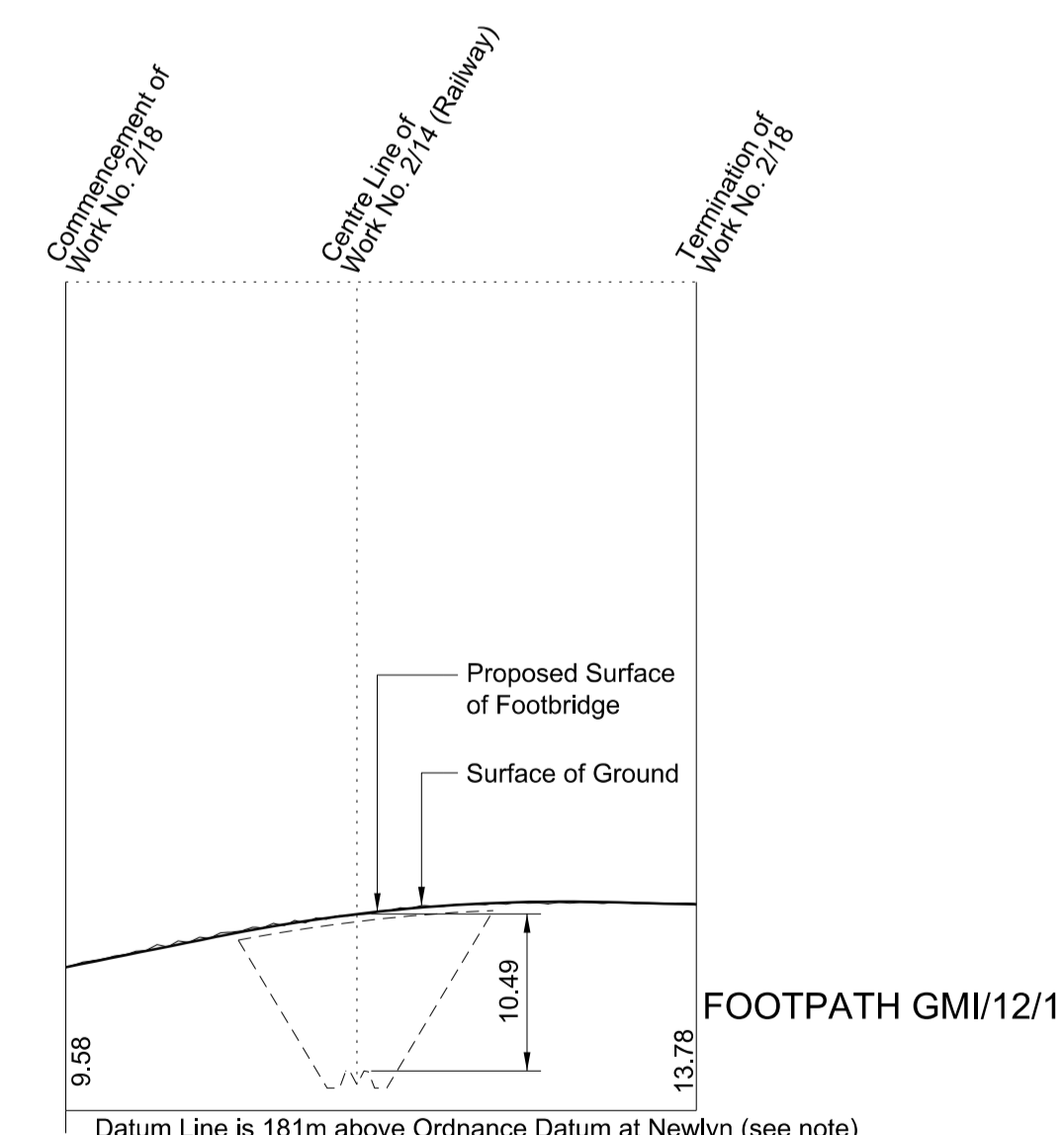
FOR PLAN OF WORK SEE SHEET No. 2-24



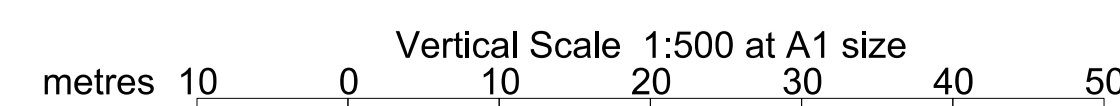
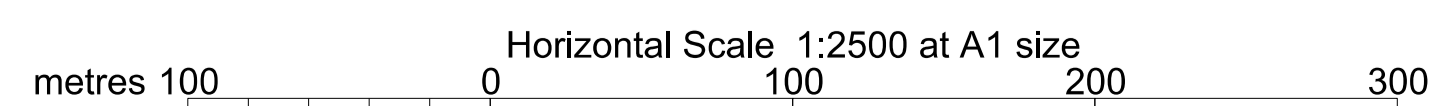
Datum Line for Work No. 2/17B (177 metres above Ordnance Datum) is 12.10m below the fixed point being the end of arrow road marking on B485 between Chesham and Great Missenden, at 50mph limit, and marked thus \blacktriangledown on plan (Sheet No. 2-24). Such fixed point being 189.10m above Ordnance Datum Newlyn (ODN).
 Greatest inclination of proposed road 1 in 25
 Greatest inclination of existing road 1 in 23

WORK No. 2/18

FOR PLAN OF WORK SEE SHEET No. 2-25

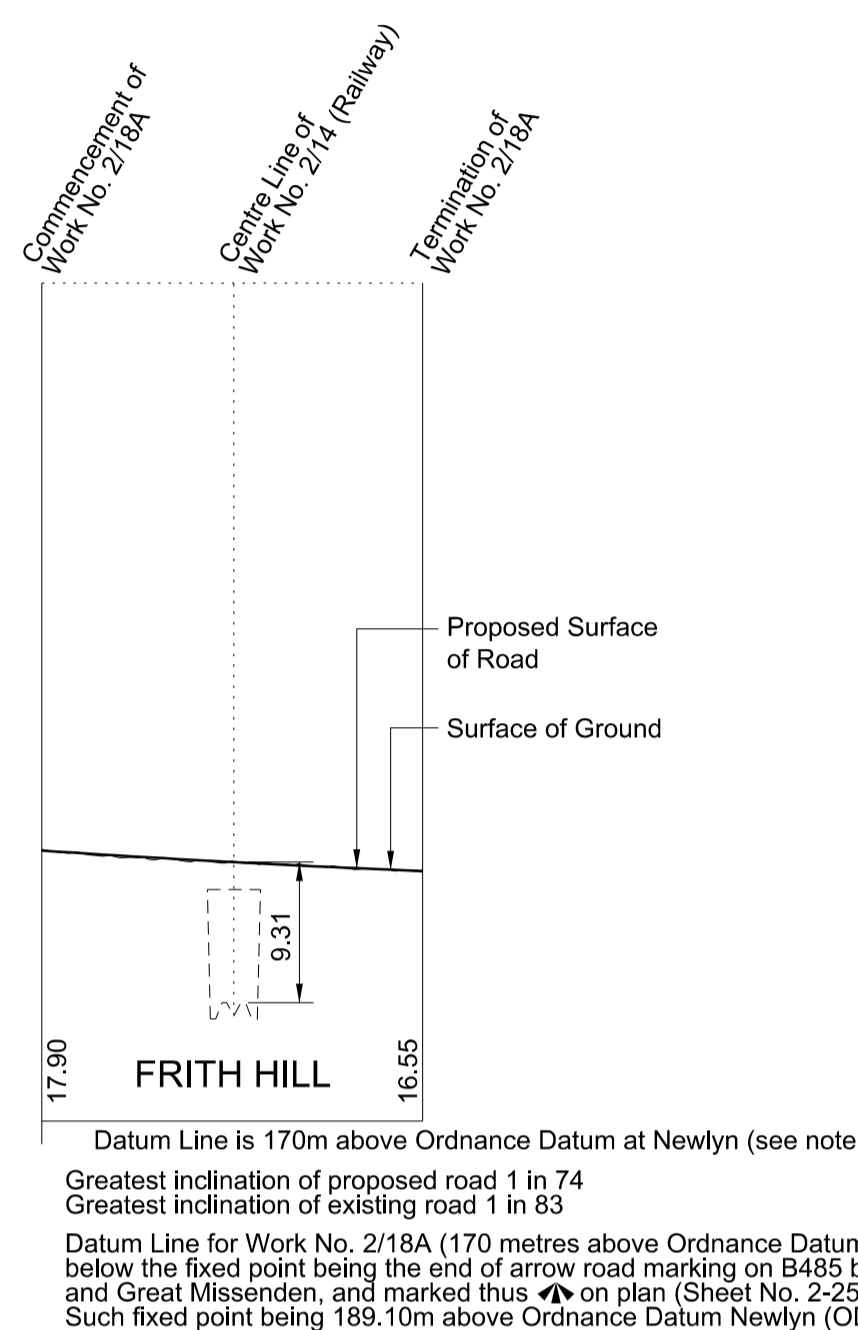


Datum Line for Work No. 2/18 (181 metres above Ordnance Datum) is 8.10m below the fixed point being the end of arrow road marking on B485 between Chesham and Great Missenden, at 50mph limit, and marked thus \blacktriangledown on plan (Sheet No. 2-25). Such fixed point being 189.10m above Ordnance Datum Newlyn (ODN).

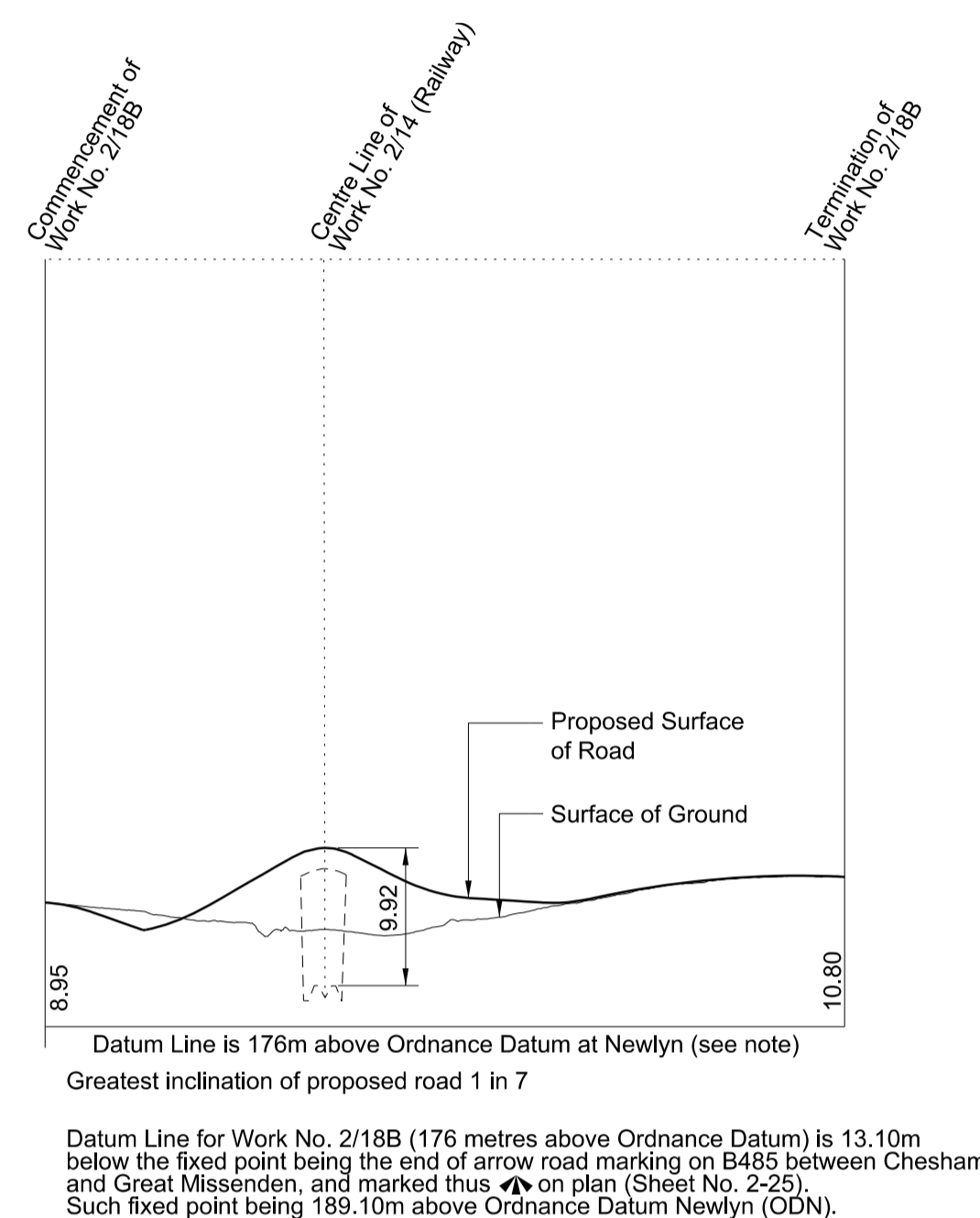


SECTIONS

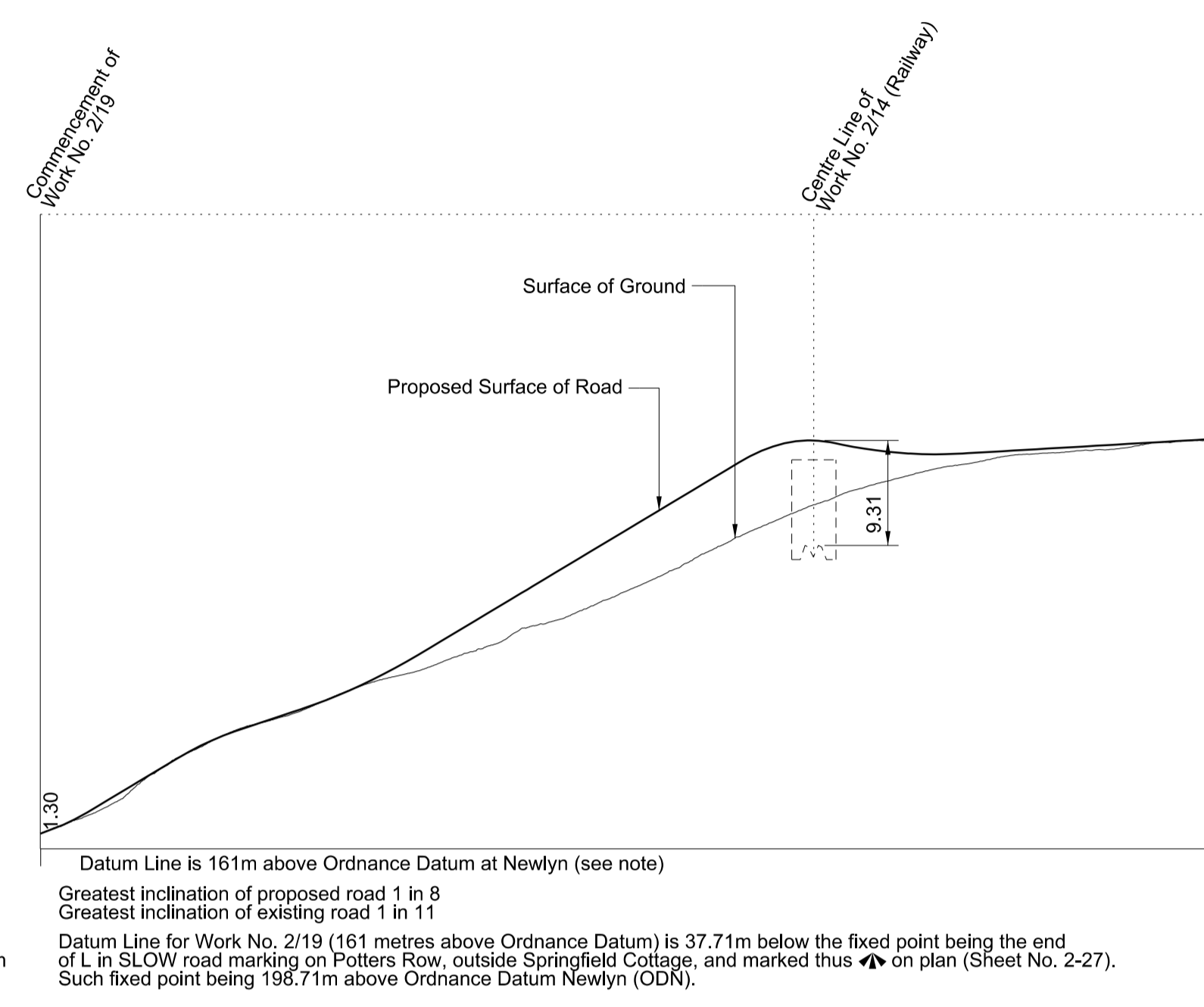
WORK No. 2/18A
 FOR PLAN OF WORK SEE SHEET No. 2-25



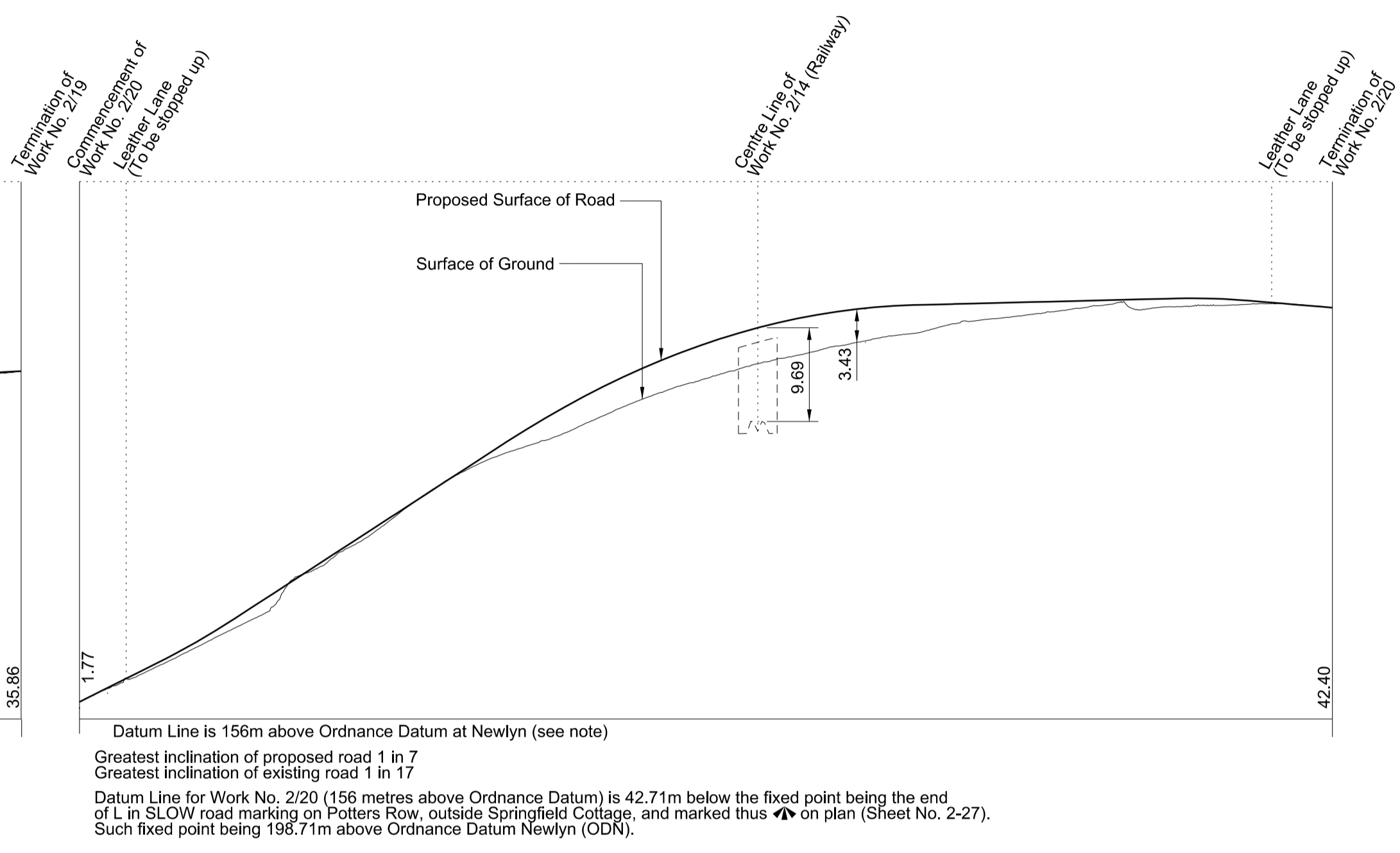
WORK No. 2/18B
 FOR PLAN OF WORK SEE SHEET No. 2-25



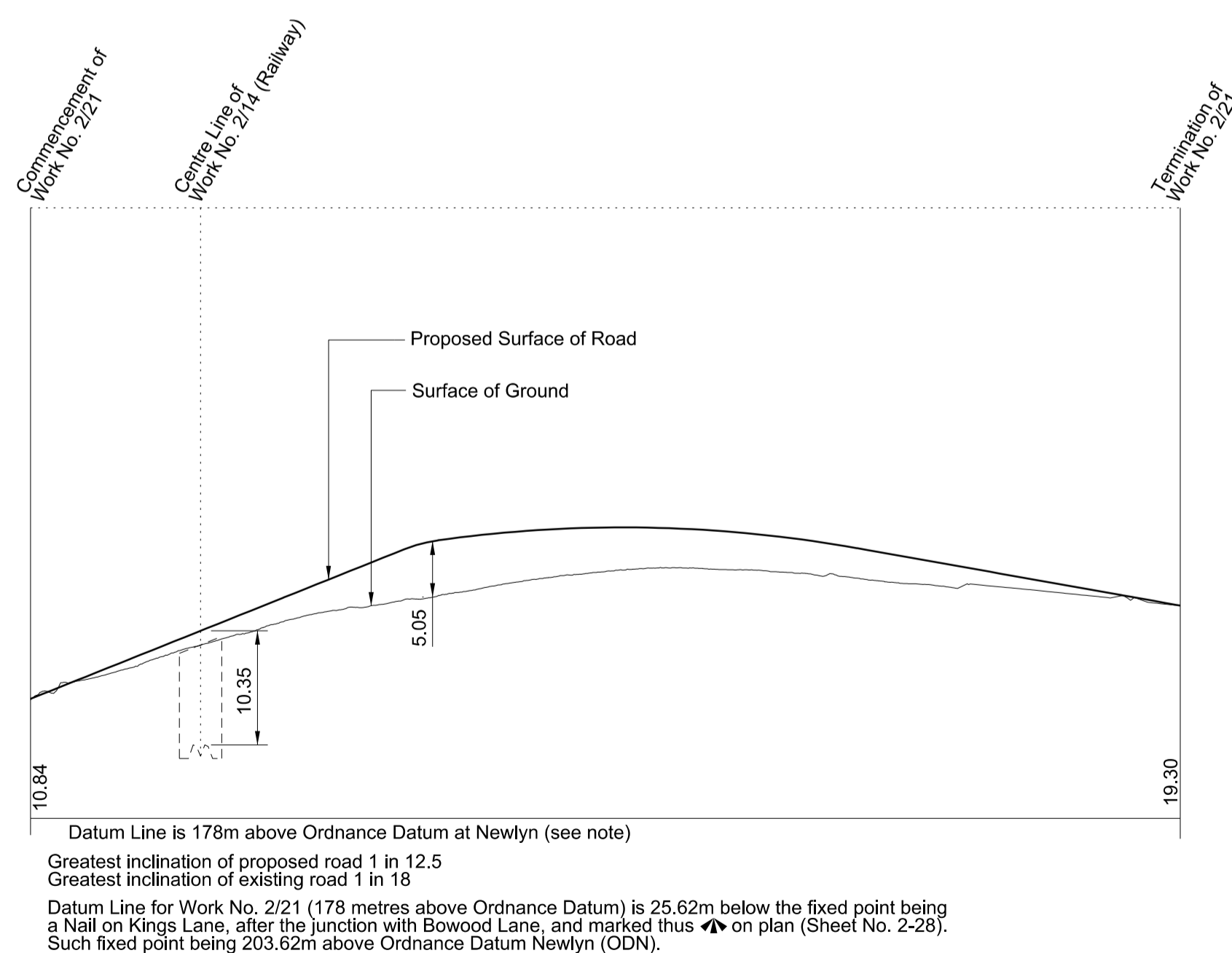
WORK No. 2/19
 FOR PLAN OF WORK SEE SHEET No. 2-27



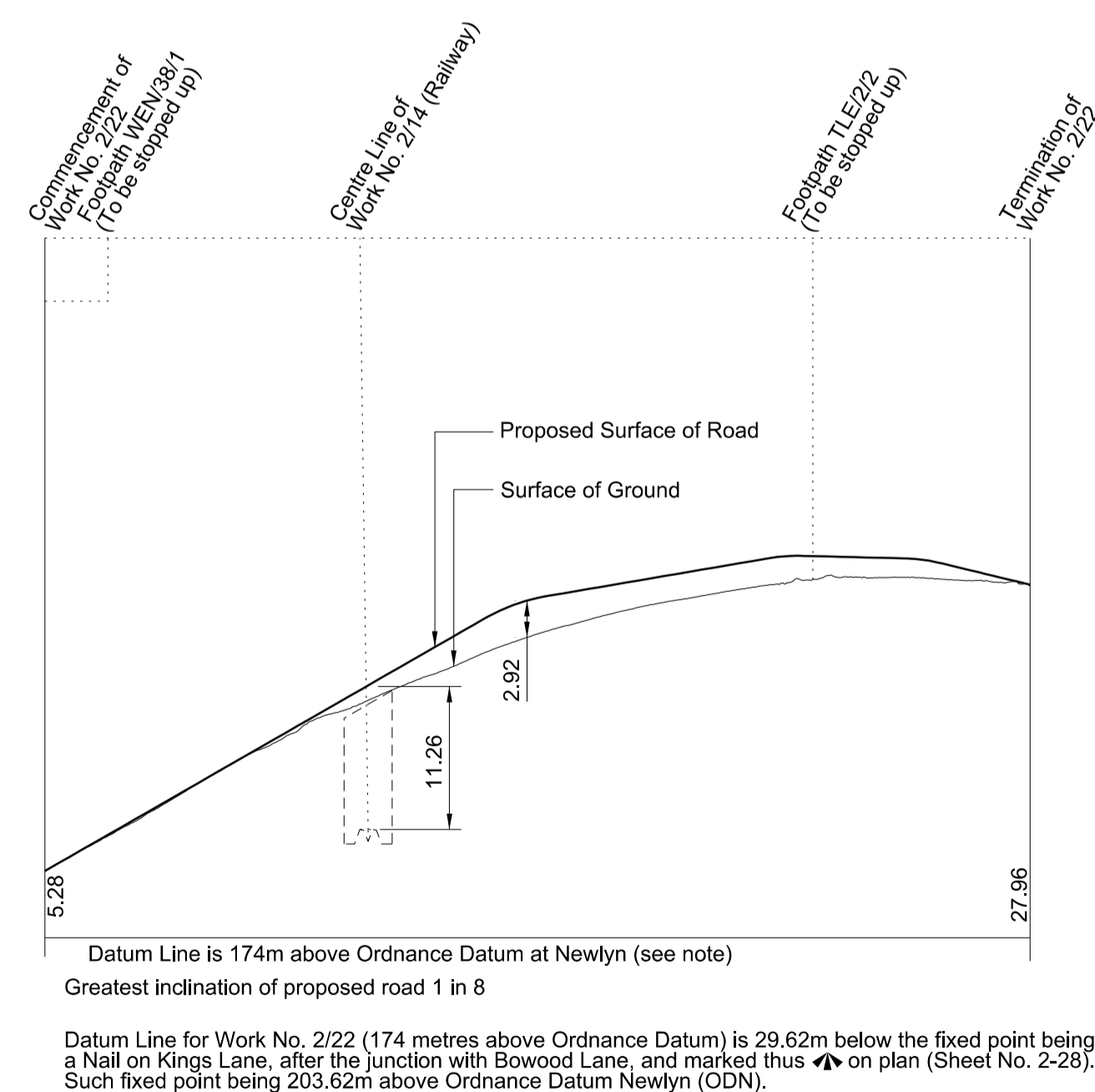
WORK No. 2/20
 FOR PLAN OF WORK SEE SHEET No. 2-27



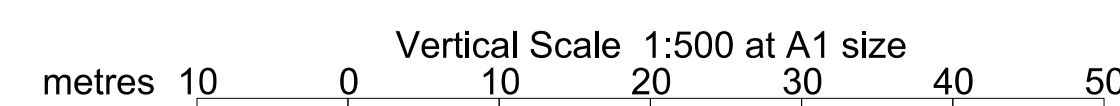
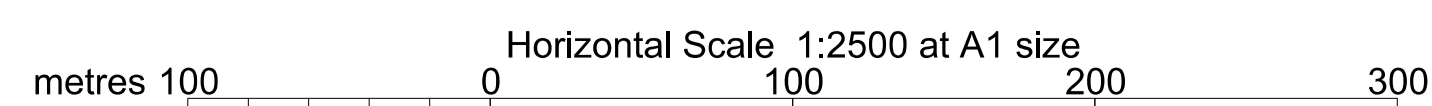
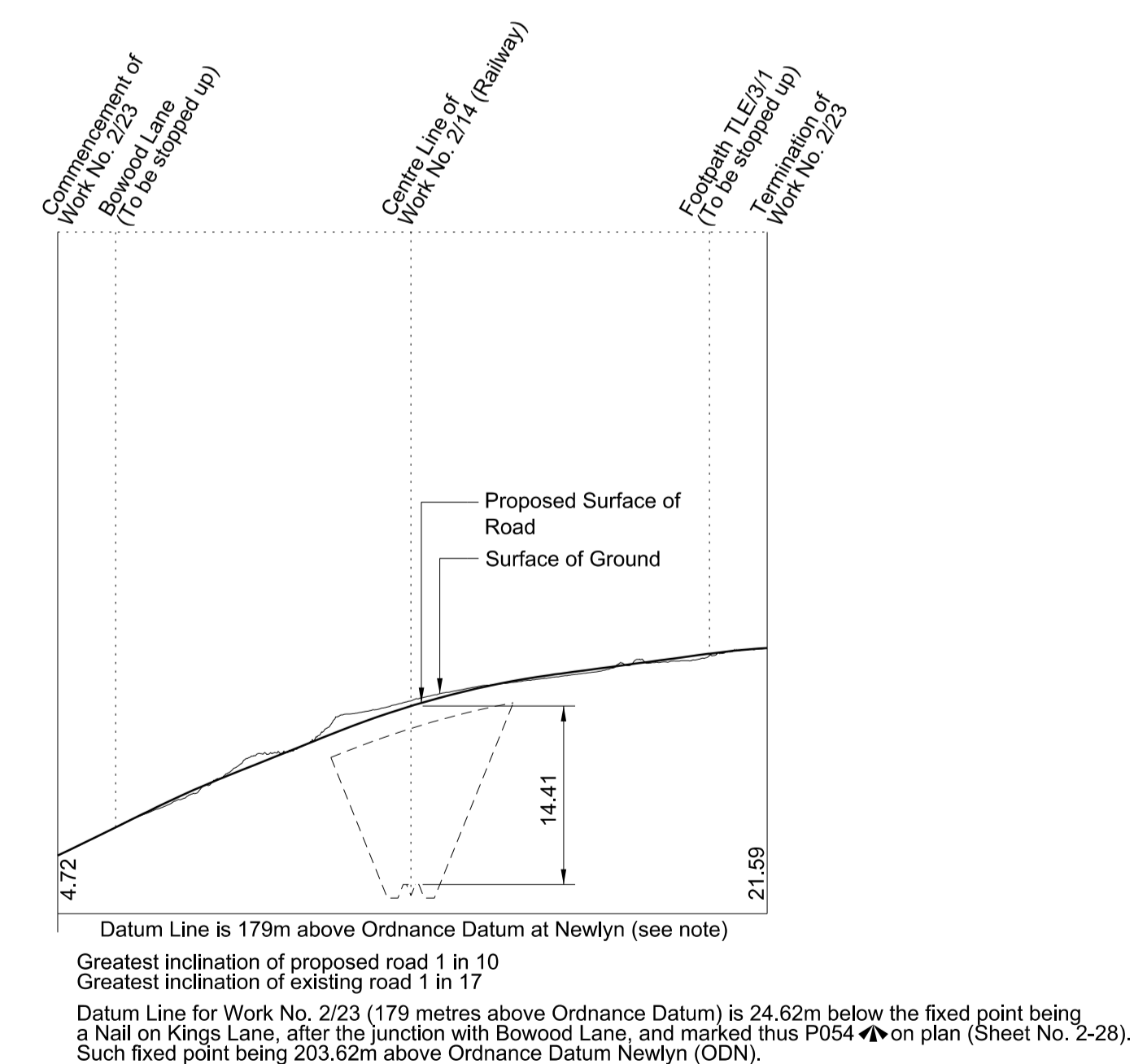
WORK No. 2/21
 FOR PLAN OF WORK SEE SHEET No. 2-28



WORK No. 2/22
 FOR PLAN OF WORK SEE SHEET No. 2-28



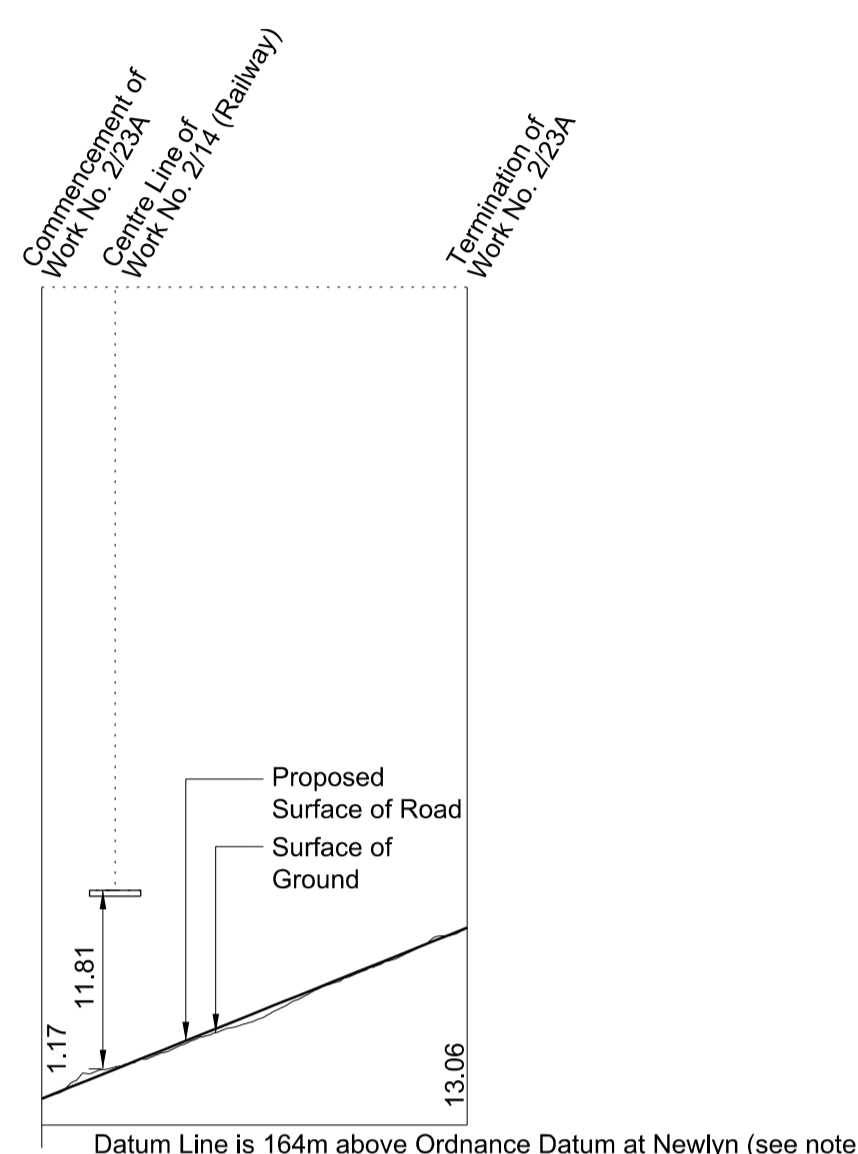
WORK No. 2/23
 FOR PLAN OF WORK SEE SHEET No. 2-28



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WORK No. 2/23A

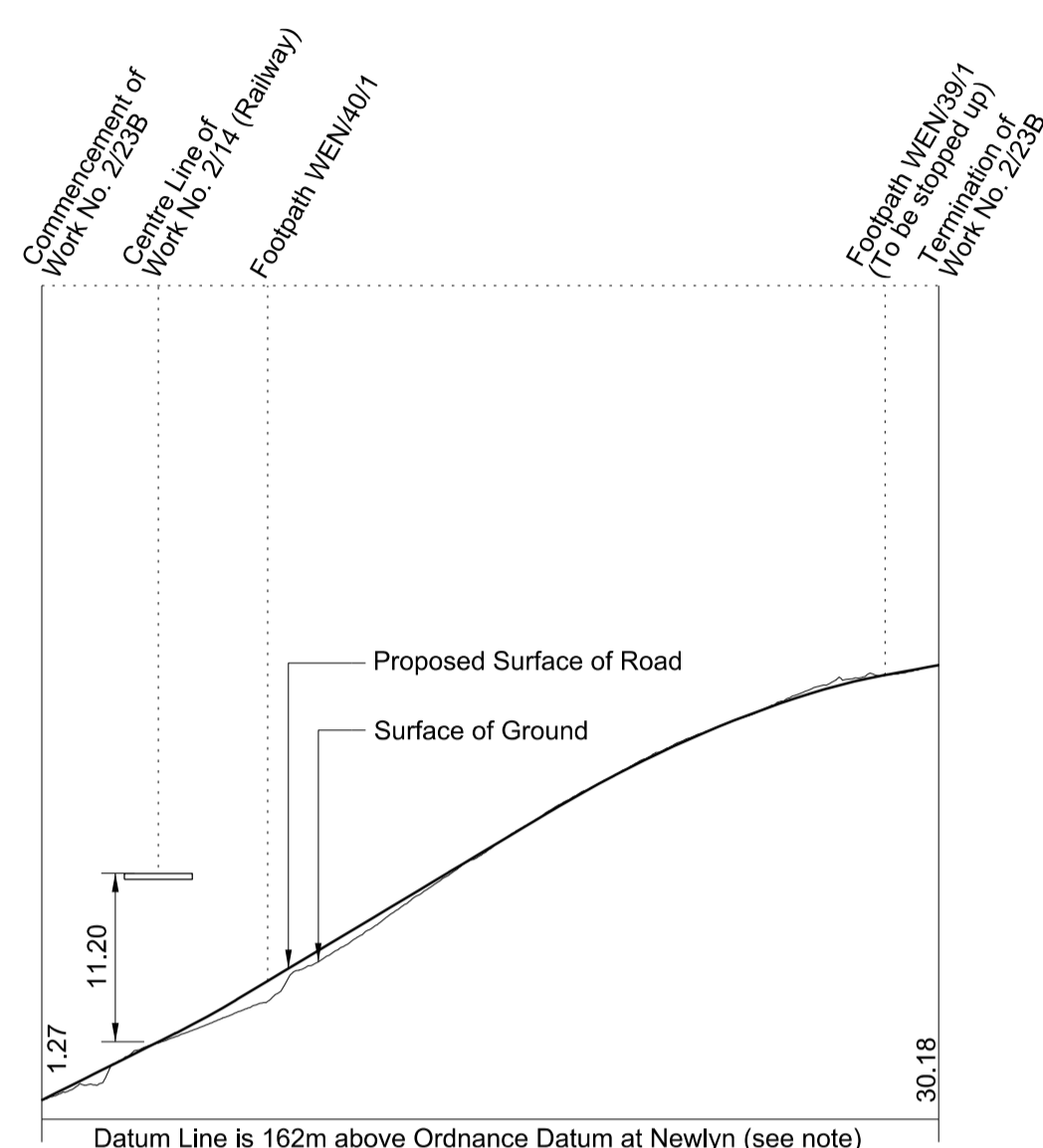
FOR PLAN OF WORK SEE SHEET No. 2-29



Datum Line is 164m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 12.5
Greatest inclination of existing road 1 in 9
Datum Line for Work No. 2/23A (164 metres above Ordnance Datum) is 44.94m below the fixed point being a Nail on Kings Lane, at the entrance to Strawberry Hill Farm, and marked thus \blacktriangleright on plan (Sheet No. 2-29).
Such fixed point being 208.94m above Ordnance Datum Newlyn (ODN).

WORK No. 2/23B

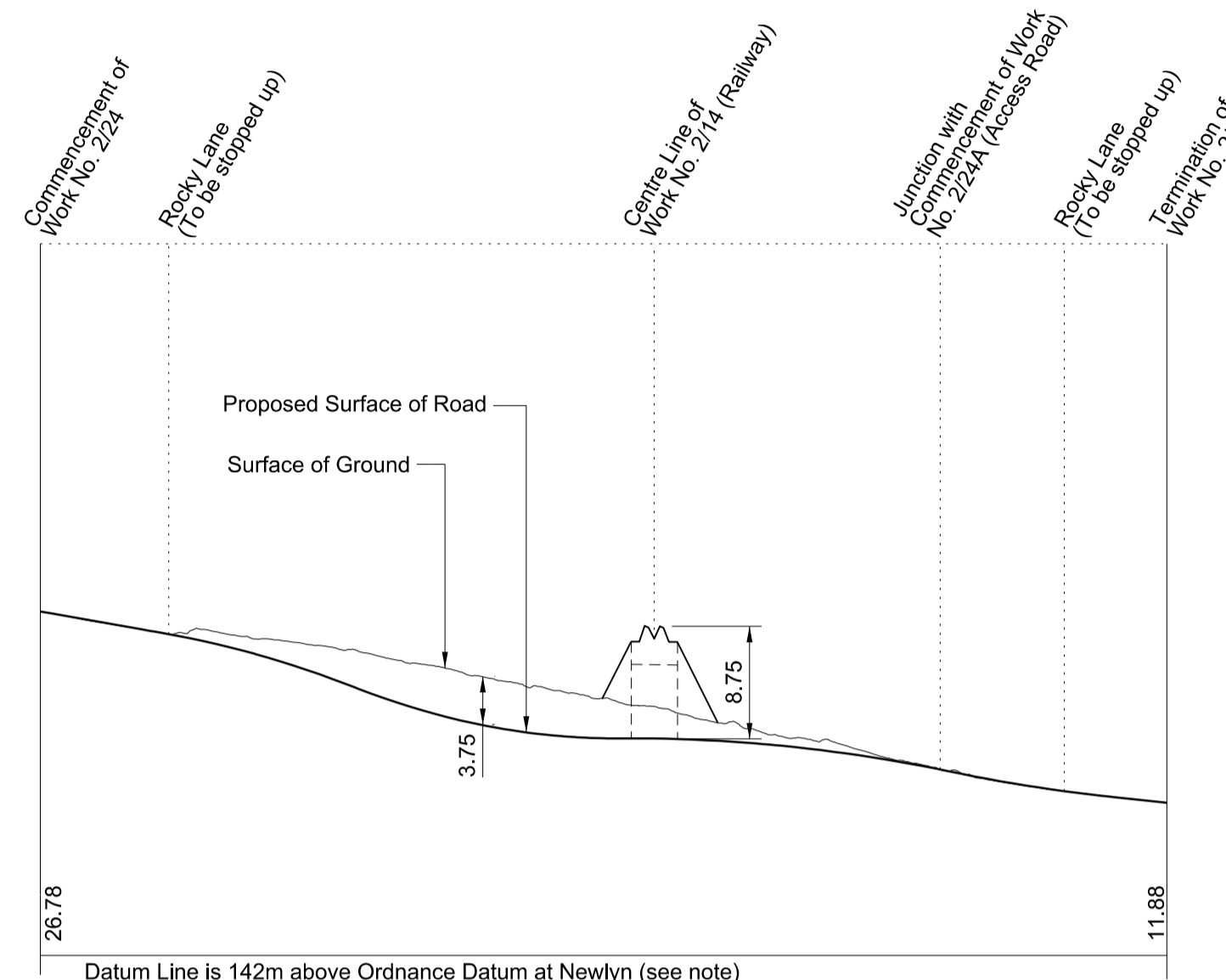
FOR PLAN OF WORK SEE SHEET No. 2-29



Datum Line is 162m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 10
Greatest inclination of existing road 1 in 5
Datum Line for Work No. 2/23B (162 metres above Ordnance Datum) is 46.94m below the fixed point being a Nail on Kings Lane, at the entrance to Strawberry Hill Farm, and marked thus \blacktriangleright on plan (Sheet No. 2-29).
Such fixed point being 208.94m above Ordnance Datum Newlyn (ODN).

WORK No. 2/24

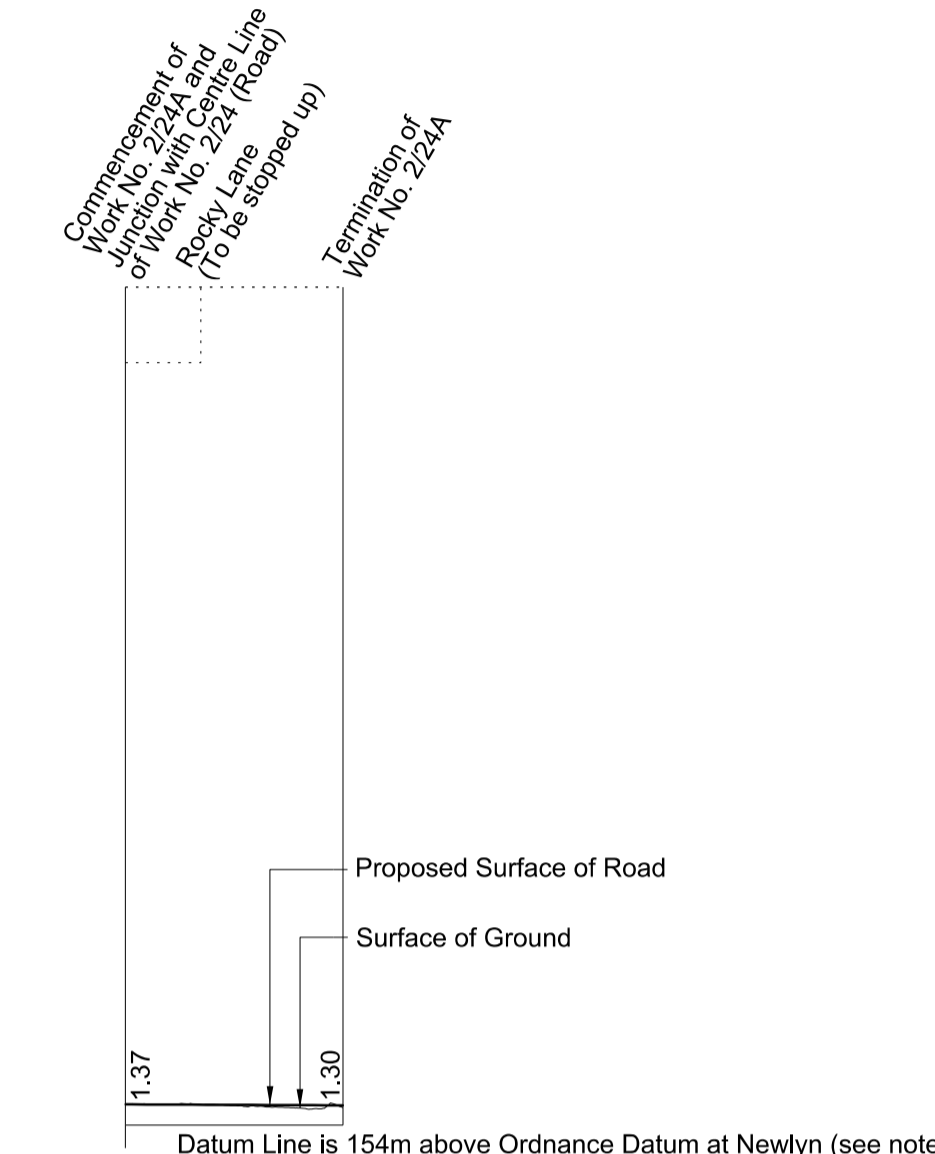
FOR PLAN OF WORK SEE SHEETS Nos. 2-29 and 2-30



Datum Line is 142m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 12
Greatest inclination of existing road 1 in 15
Datum Line for Work No. 2/24 (142 metres above Ordnance Datum) is 66.94m below the fixed point being a Nail on Kings Lane, at the entrance to Strawberry Hill Farm, and marked thus \blacktriangleright on plan (Sheet No. 2-29).
Such fixed point being 208.94m above Ordnance Datum Newlyn (ODN).

WORK No. 2/24A

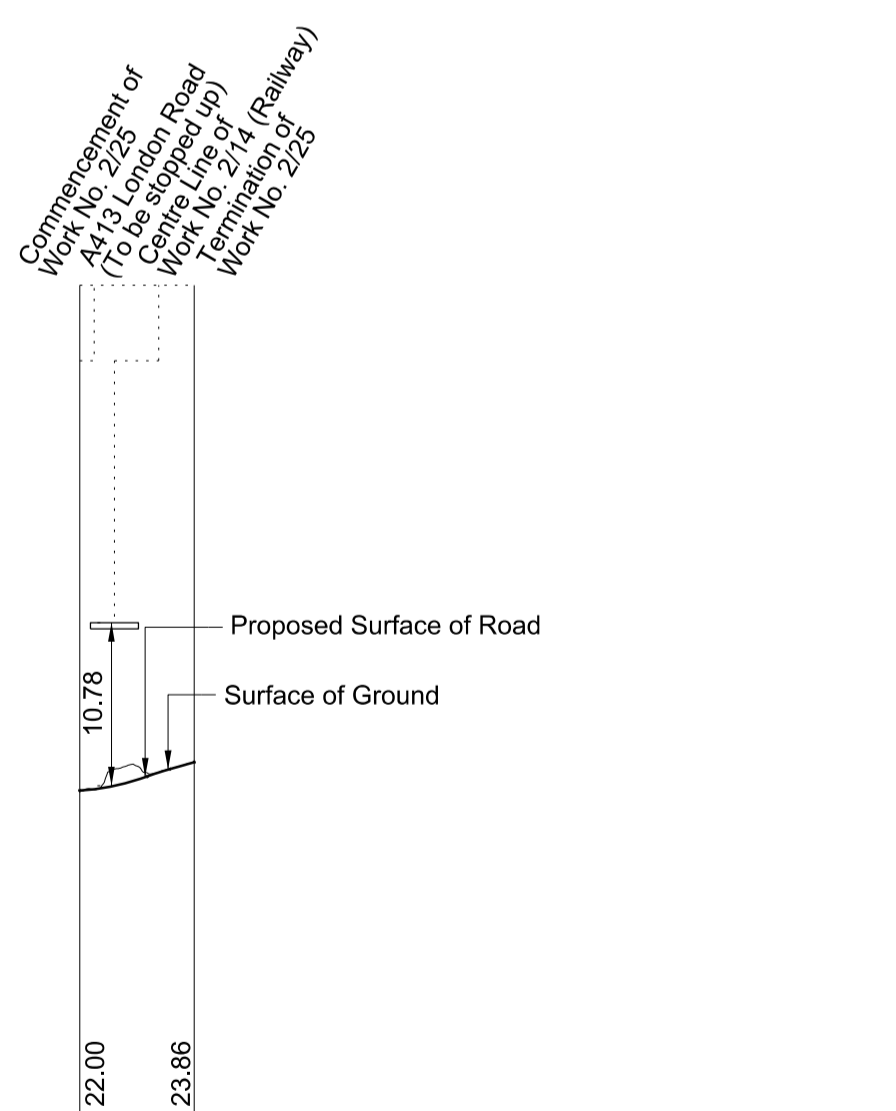
FOR PLAN OF WORK SEE SHEET No. 2-30



Datum Line is 154m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 100
Datum Line for Work No. 2/24A (154 metres above Ordnance Datum) is 24.55m above the fixed point being a Gully on the junction of Hogtrough Lane and Church Lane, and marked thus \blacktriangleright on plan (Sheet No. 2-30).
Such fixed point being 129.45m above Ordnance Datum Newlyn (ODN).

WORK No. 2/25

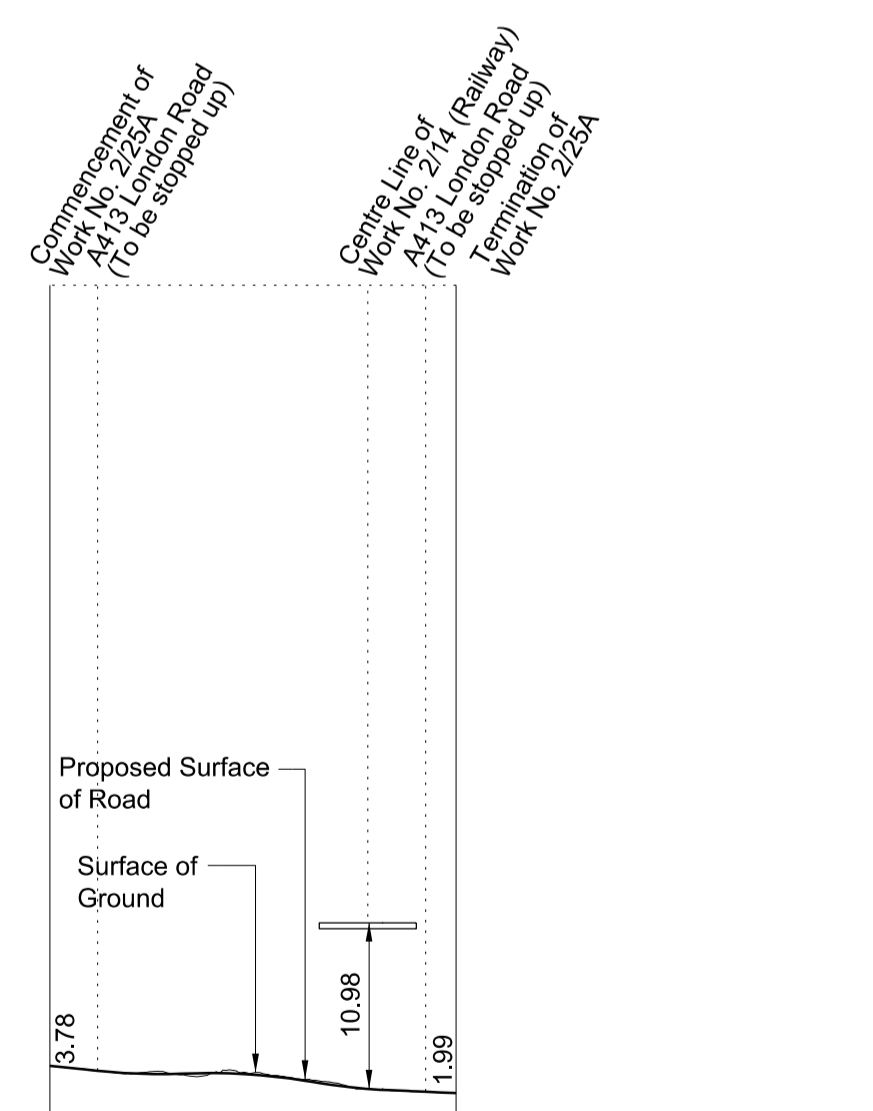
FOR PLAN OF WORK SEE SHEET No. 2-30



Datum Line is 127m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 13
Datum Line for Work No. 2/25 (127 metres above Ordnance Datum) is 2.45m below the fixed point being a Gully on the junction of Hogtrough Lane and Church Lane, and marked thus \blacktriangleright on plan (Sheet No. 2-30).
Such fixed point being 129.45m above Ordnance Datum Newlyn (ODN).

WORK No. 2/25A

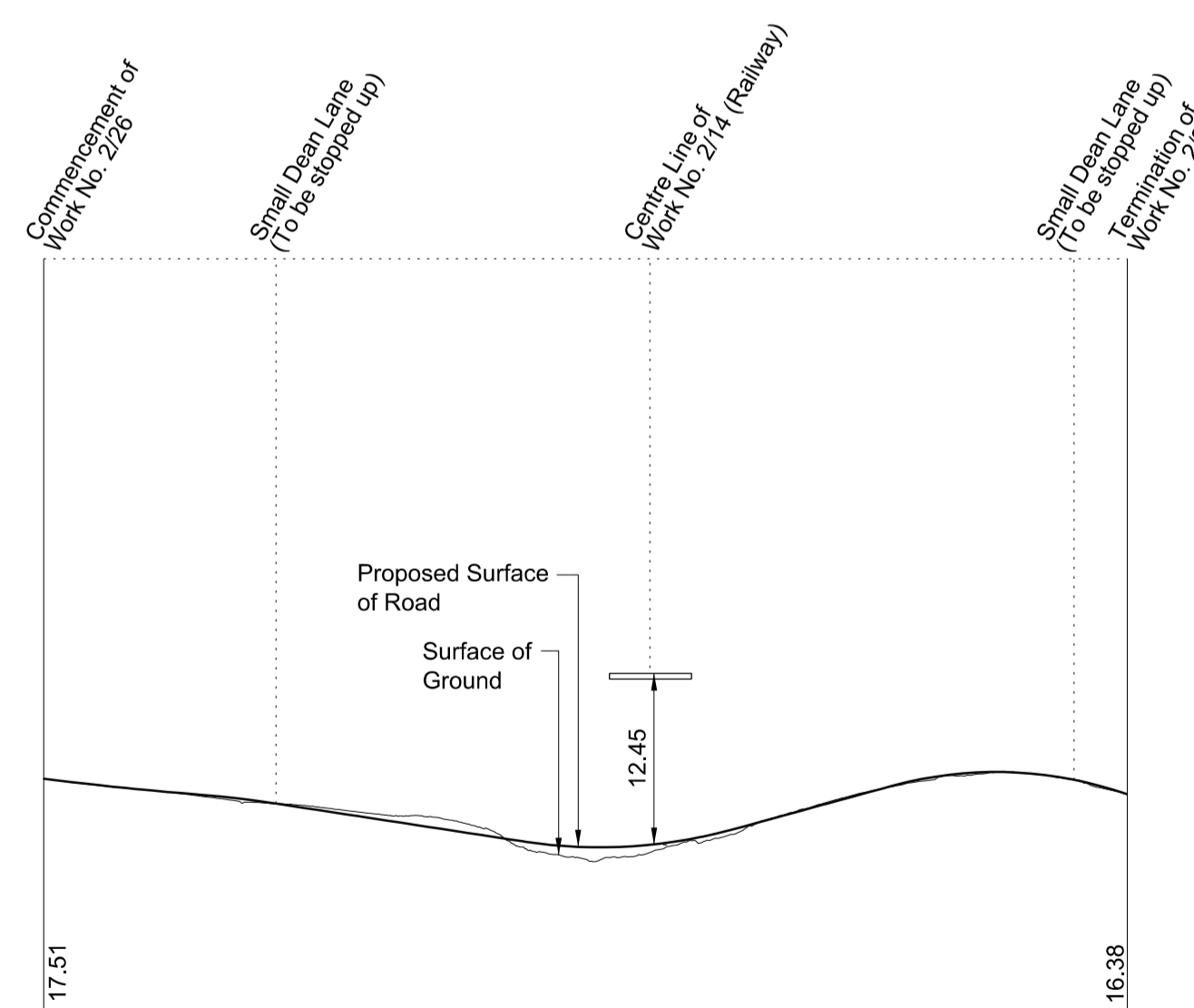
FOR PLAN OF WORK SEE SHEET No. 2-30



Datum Line is 146m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 29
Greatest inclination of existing road 1 in 26
Datum Line for Work No. 2/25A (146 metres above Ordnance Datum) is 16.55m above the fixed point being a Gully on the junction of Hogtrough Lane and Church Lane, and marked thus \blacktriangleright on plan (Sheet No. 2-30).
Such fixed point being 129.45m above Ordnance Datum Newlyn (ODN).

WORK No. 2/26

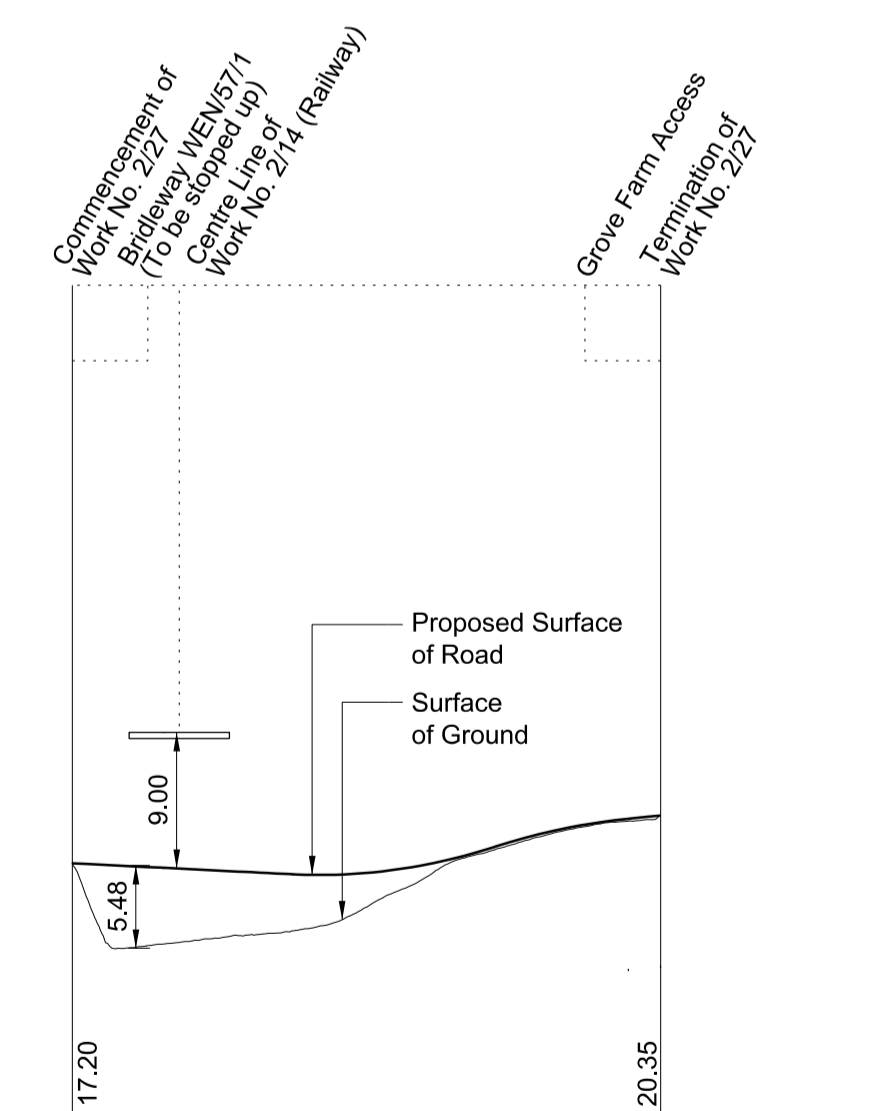
FOR PLAN OF WORK SEE SHEET No. 2-30



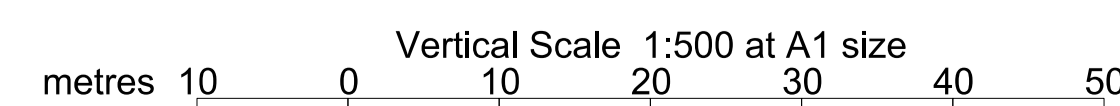
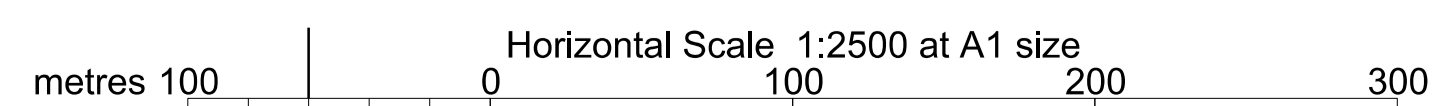
Datum Line is 133m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 15
Greatest inclination of existing road 1 in 9
Datum Line for Work No. 2/26 (133 metres above Ordnance Datum) is 3.55m above the fixed point being a Gully on the junction of Hogtrough Lane and Church Lane, and marked thus \blacktriangleright on plan (Sheet No. 2-30).
Such fixed point being 129.45m above Ordnance Datum Newlyn (ODN).

WORK No. 2/27

FOR PLAN OF WORK SEE SHEETS Nos. 2-30 and 2-31



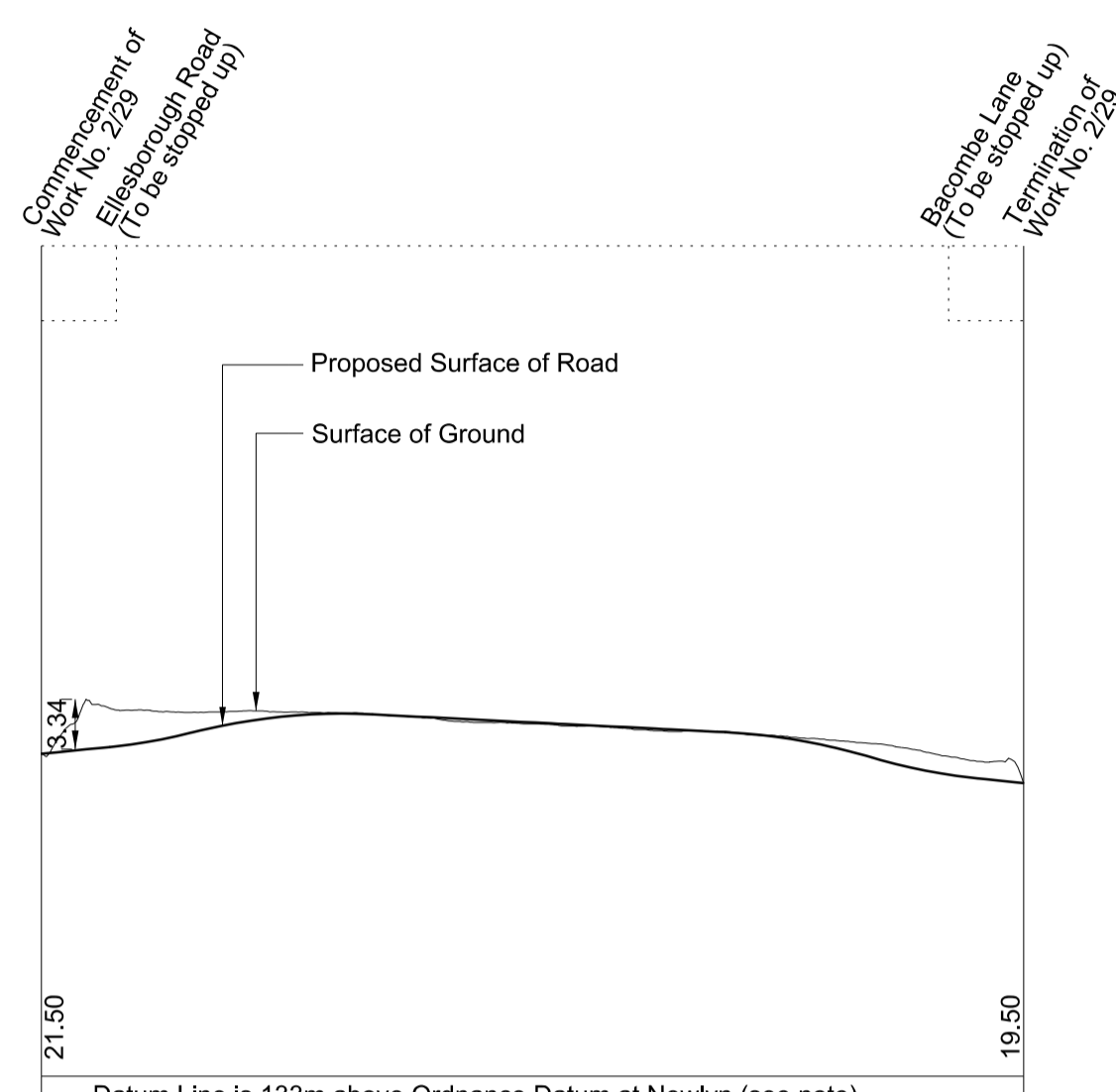
Datum Line is 126m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 15
Datum Line for Work No. 2/27 (126 metres above Ordnance Datum) is 3.45m below the fixed point being a Gully on the junction of Hogtrough Lane and Church Lane, and marked thus \blacktriangleright on plan (Sheet No. 2-30).
Such fixed point being 129.45m above Ordnance Datum Newlyn (ODN).



SECTIONS

WORK No. 2/29

FOR PLAN OF WORK SEE SHEET No. 2-31

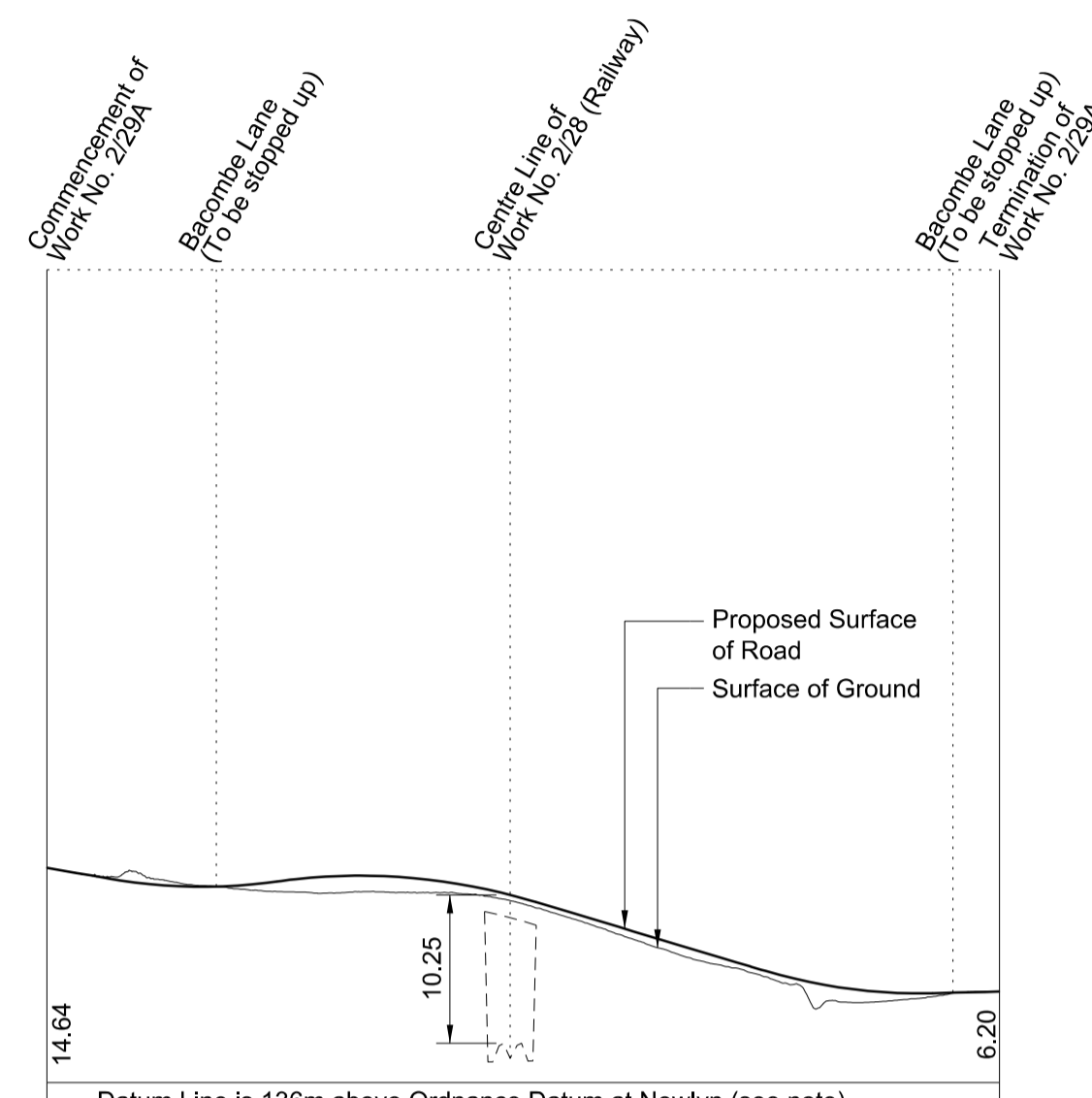


Datum Line is 133m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 16

Datum Line for Work No 2/29 (133 metres above Ordnance Datum) is 8.22m below the fixed point being a Water Cover on Ellesborough Road, after the overbridge, and marked thus \blacktriangledown on plan (Sheet No 2-31). Such fixed point being 141.22m above Ordnance Datum Newlyn (ODN).

WORK No. 2/29A

FOR PLAN OF WORK SEE SHEET No. 2-31

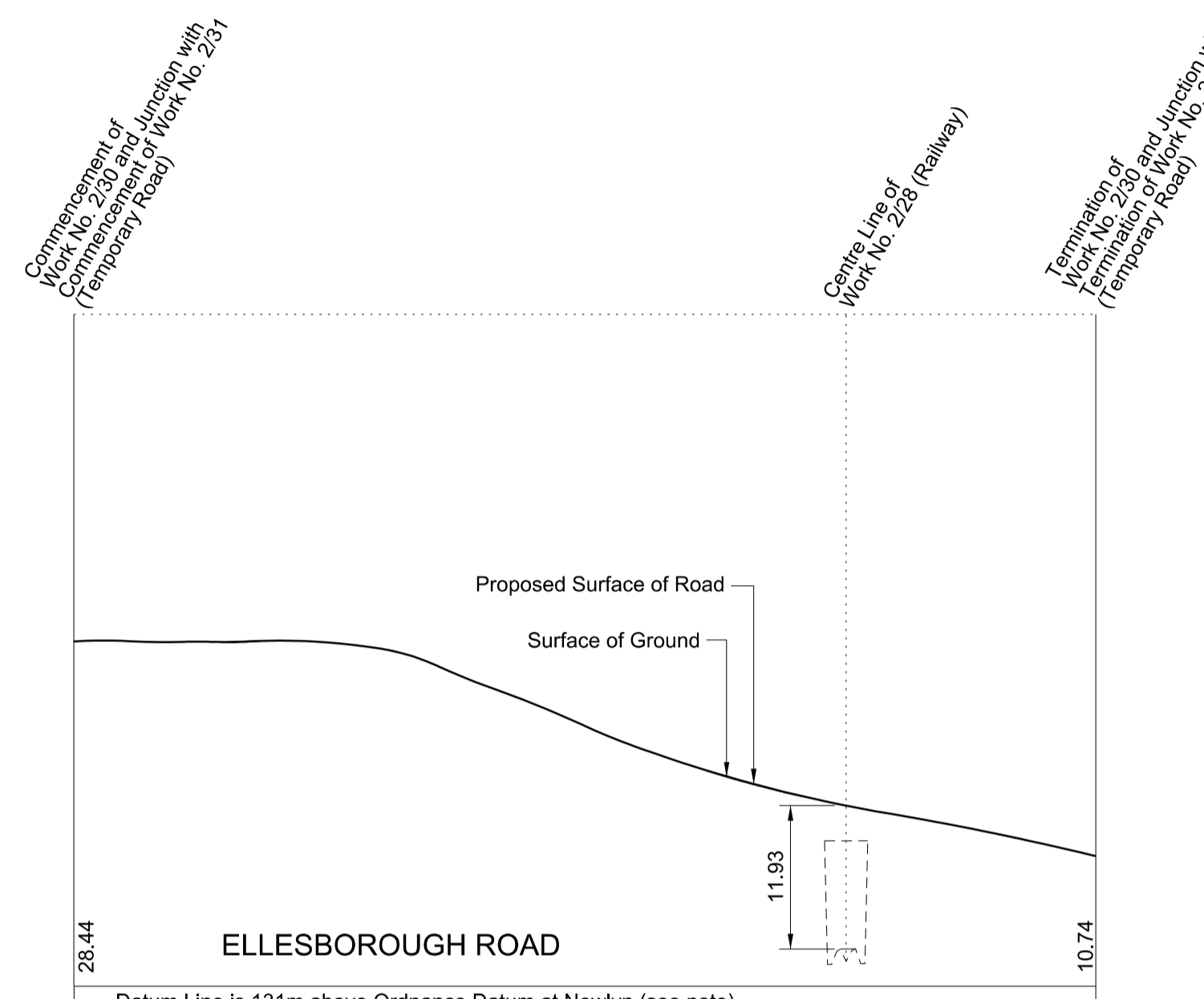


Datum Line is 136m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 16
Greatest inclination of existing road 1 in 8

Datum Line for Work No. 2-29A (136 metres above Ordnance Datum) is 5.22m below the fixed point being a Water Cover on Ellesborough Road, after the overbridge, and marked thus \blacktriangledown on plan (Sheet No. 2-31). Such fixed point being 141.22m above Ordnance Datum Newlyn (ODN).

WORK No. 2/30

FOR PLAN OF WORK SEE SHEET No. 2-31

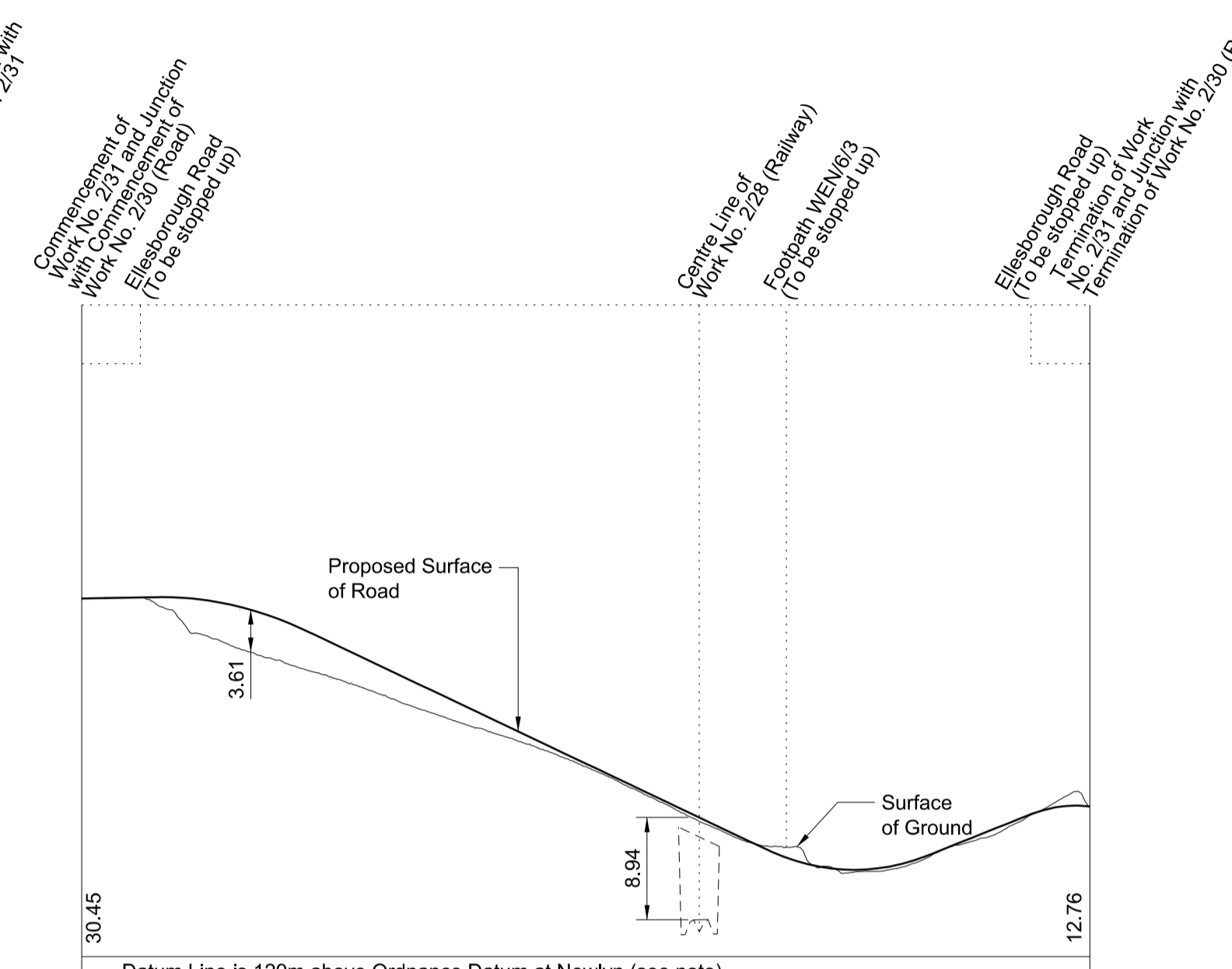


Datum Line is 131m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 11
Greatest inclination of existing road 1 in 11

Datum Line for Work No. 2-30 (131 metres above Ordnance Datum) is 10.22m below the fixed point being a Water Cover on Ellesborough Road, after the overbridge, and marked thus \blacktriangledown on plan (Sheet No. 2-31). Such fixed point being 141.22m above Ordnance Datum Newlyn (ODN).

WORK No. 2/31

FOR PLAN OF WORK SEE SHEET No. 2-31

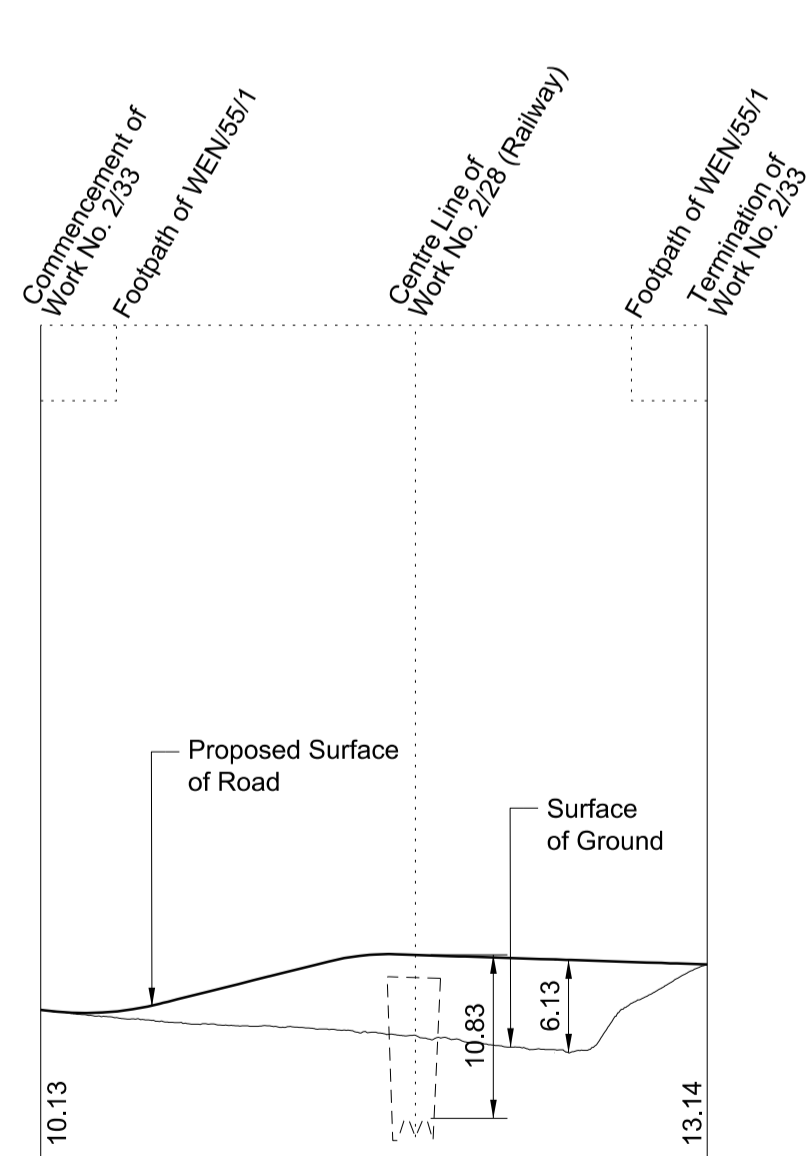


Datum Line is 129m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 10

Datum Line for Work No. 2/31 (129 metres above Ordnance Datum) is 12.22m below the fixed point being a Water Cover on Ellesborough Road, after the overbridge, and marked thus \blacktriangledown on plan (Sheet No. 2-31). Such fixed point being 141.22m above Ordnance Datum Newlyn (ODN).

WORK No. 2/33

FOR PLAN OF WORK SEE SHEET No. 2-32

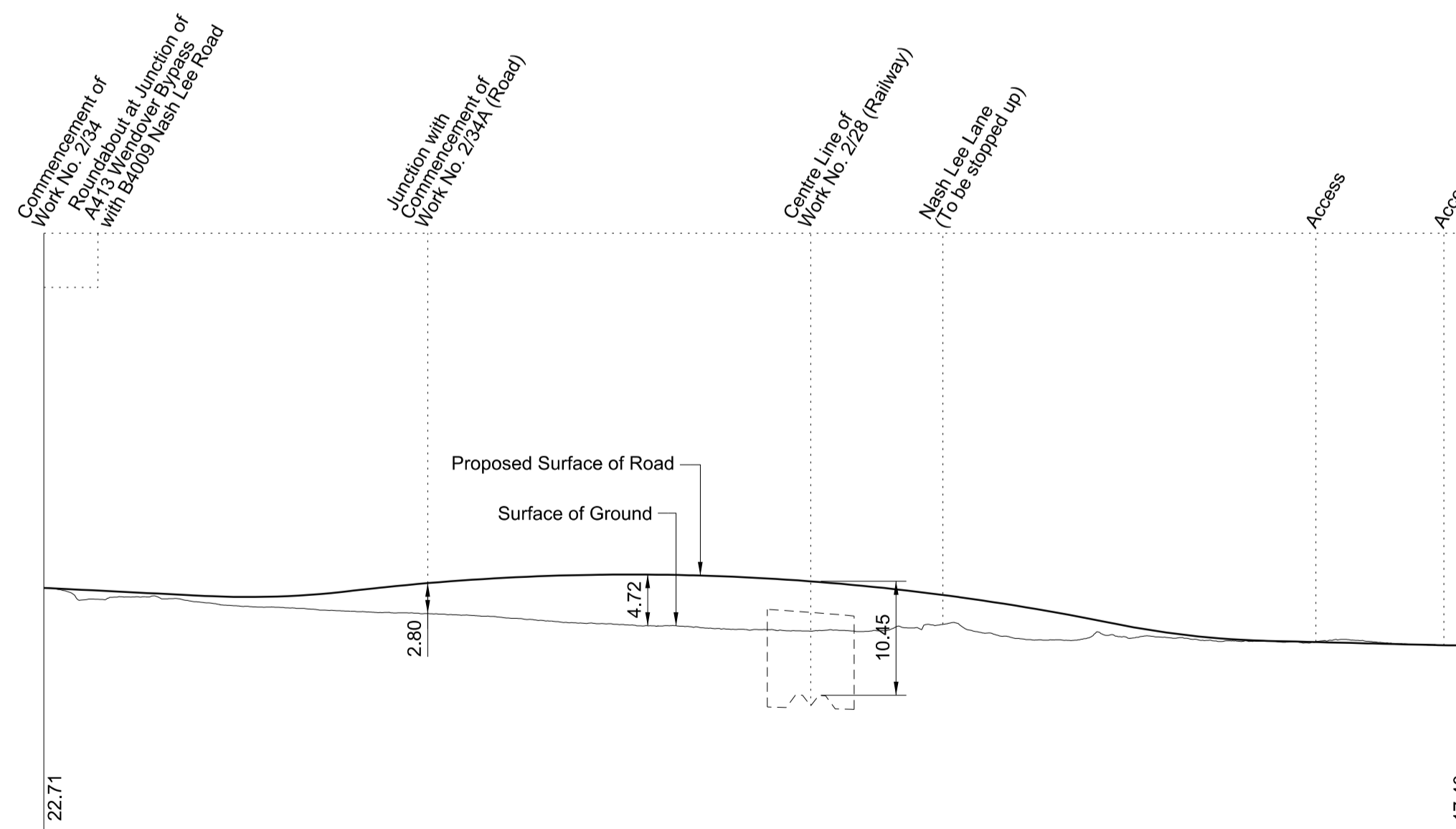


Datum Line is 120m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 20

Datum Line for Work No. 2/33 (120 metres above Ordnance Datum) is 5.36m above the fixed point being a Gully on the corner of Nash Lee Lane and Nash Lee Road, and marked thus \blacktriangledown on plan (Sheet No. 2-32). Such fixed point being 114.64m above Ordnance Datum Newlyn (ODN).

WORK No. 2/34

FOR PLAN OF WORK SEE SHEETS Nos. 2-32 and 2-33

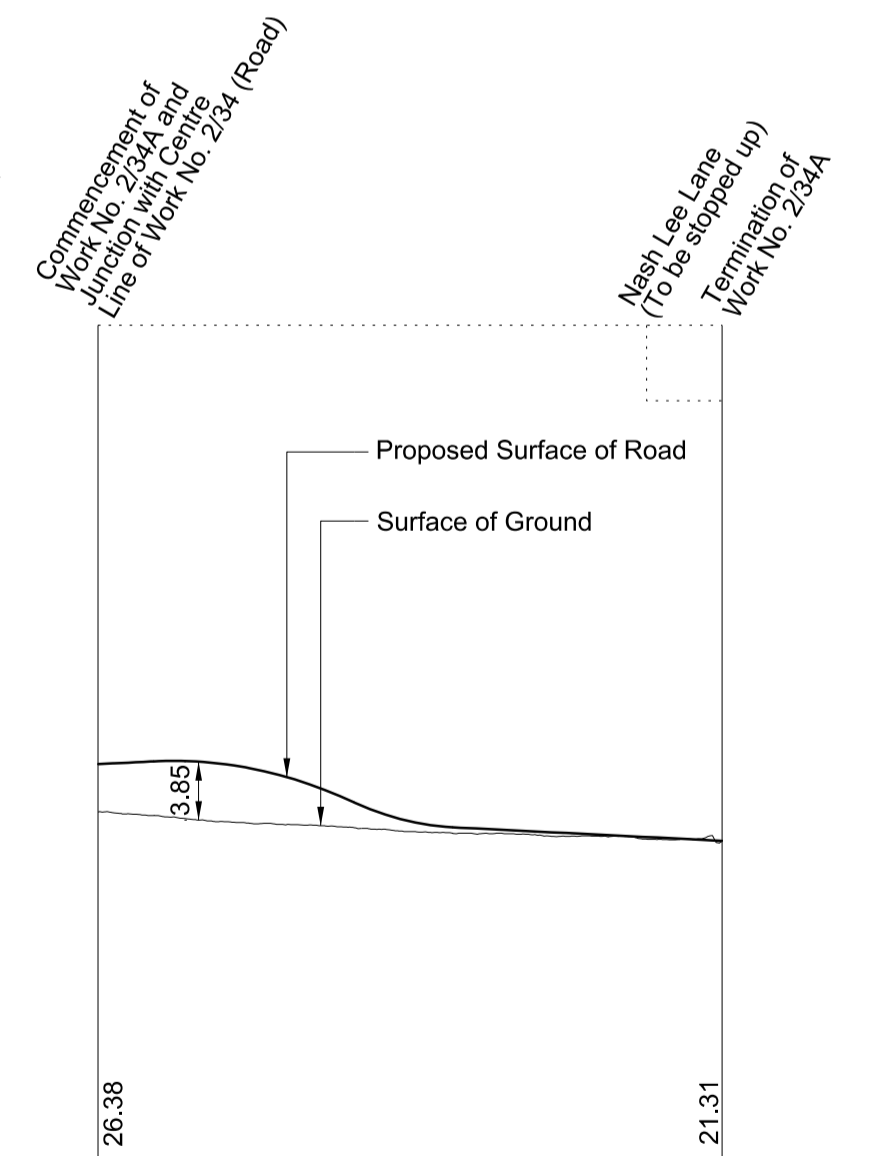


Datum Line is 95m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 25

Datum Line for Work No. 2/34 (95 metres above Ordnance Datum) is 19.64m below the fixed point being a Gully on the corner of Nash Lee Lane and Nash Lee Road, and marked thus \blacktriangledown on plan (Sheet No. 2-32). Such fixed point being 114.64m above Ordnance Datum Newlyn (ODN).

WORK No. 2/34A

FOR PLAN OF WORK SEE SHEET No. 2-32

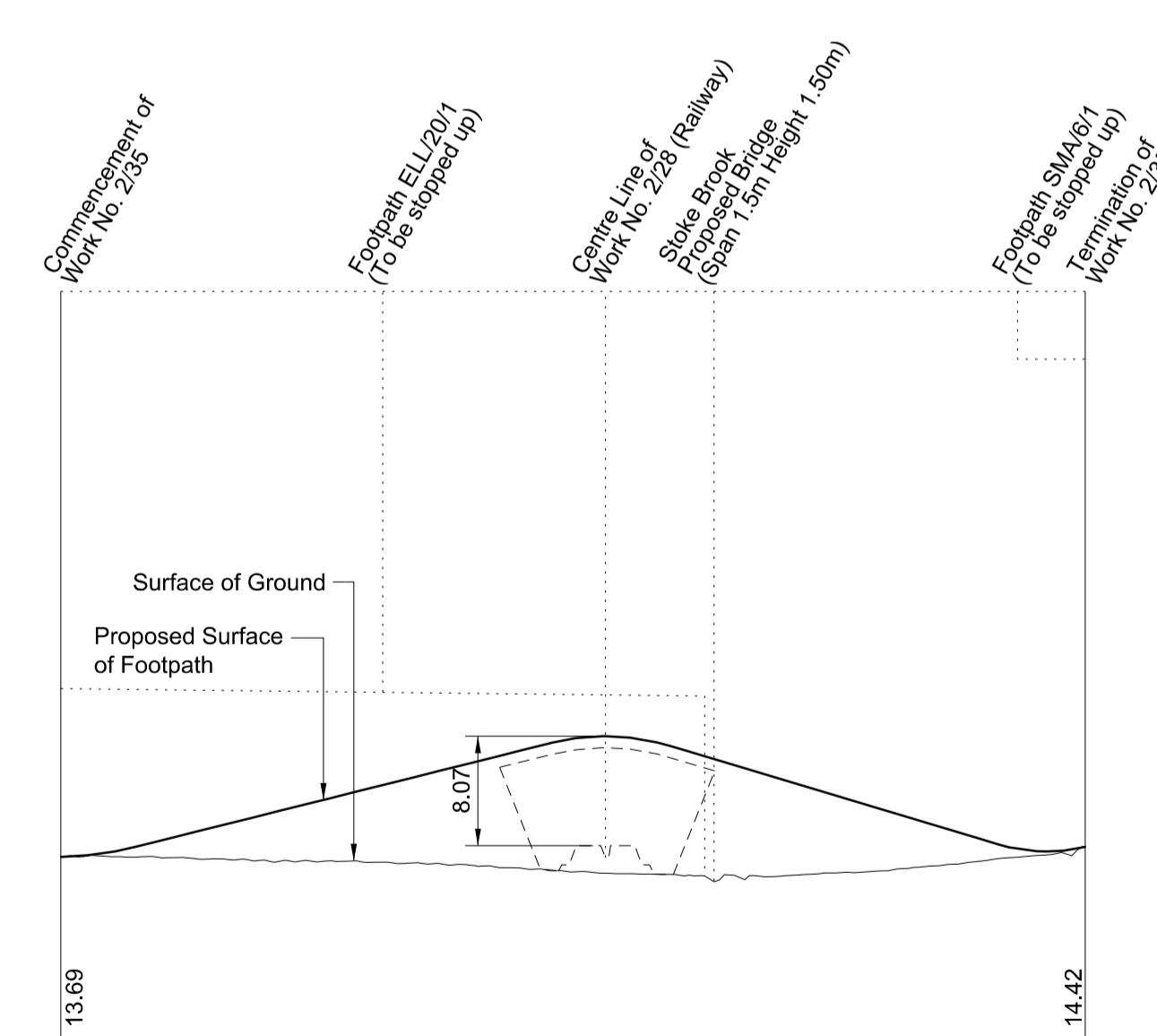


Datum Line is 92m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 12.5

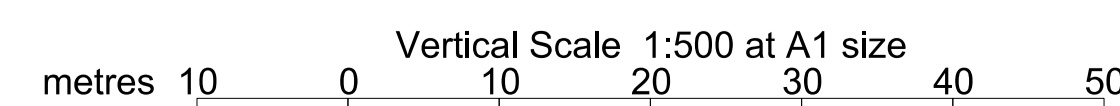
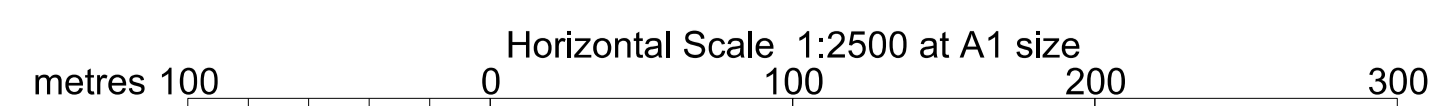
Datum Line for Work No 2/34A (92 metres above Ordnance Datum) is 22.64m below the fixed point being a Gully on the corner of Nash Lee Lane and Nash Lee Road, and marked thus \blacktriangledown on plan (Sheet No. 2-32). Such fixed point being 114.64m above Ordnance Datum Newlyn (ODN).

WORK No. 2/35

FOR PLAN OF WORK SEE SHEET No. 2-33



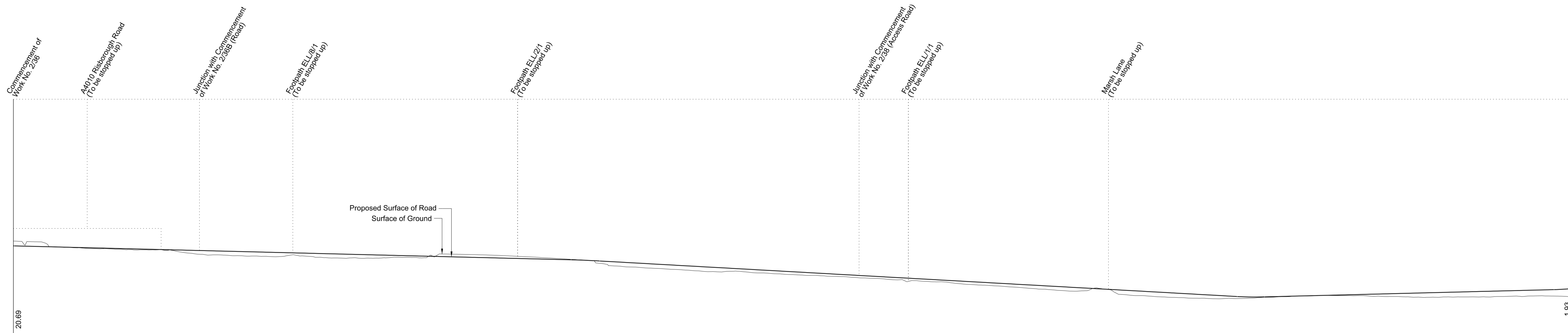
Datum Line for Work No. 2/35 (91 metres above Ordnance Datum) is 17.18m below the fixed point being an Inspection cover on B4009 outside Flint Cottage, and marked thus \blacktriangledown on plan (Sheet No. 2-33). Such fixed point being 108.18m above Ordnance Datum Newlyn (ODN).



SECTIONS

WORK No. 2/36

FOR PLAN OF WORK SEE SHEETS Nos. 2-33, 2-34, 2-36, 2-38

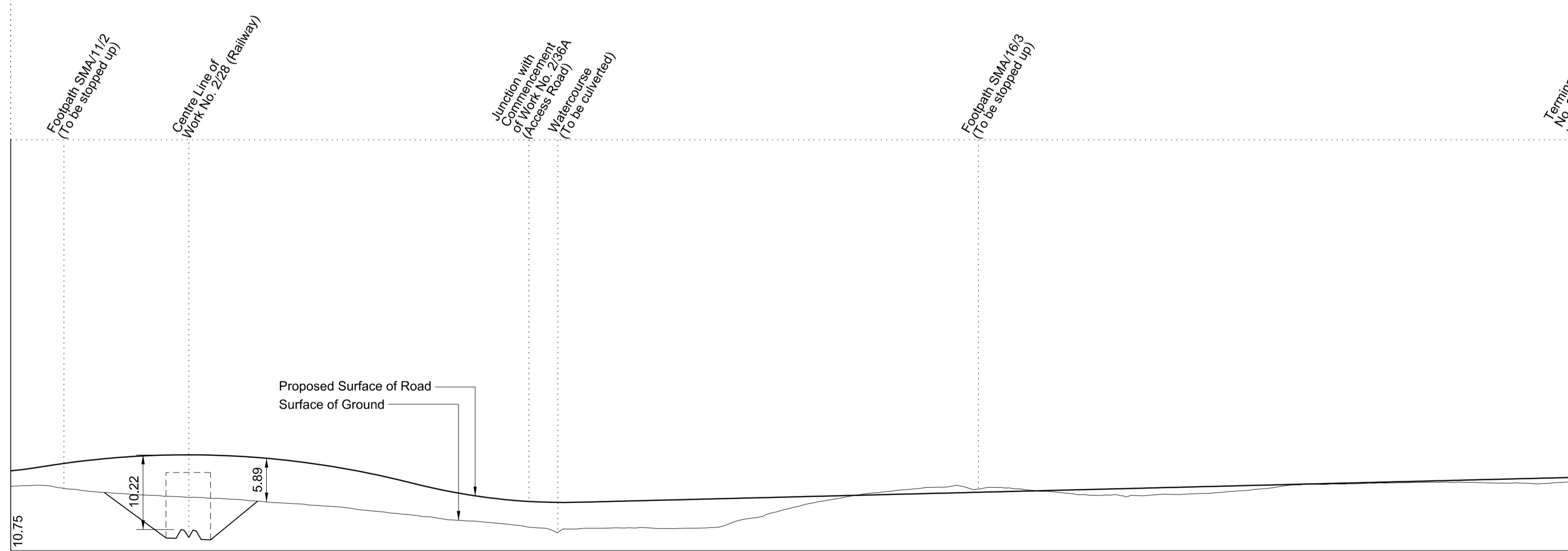


Datum Line is 85m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 20
Greatest inclination of existing road 1 in 16
Datum Line for Work No. 2-33 (85 metres above Ordnance Datum) is 23.18m below the fixed point being an inspection cover on B4009 outside Flint Cottage, and marked thus on plan (Sheet No. 2-33).
Such fixed point being 108.18m above Ordnance Datum Newlyn (ODN).

For continuation see below

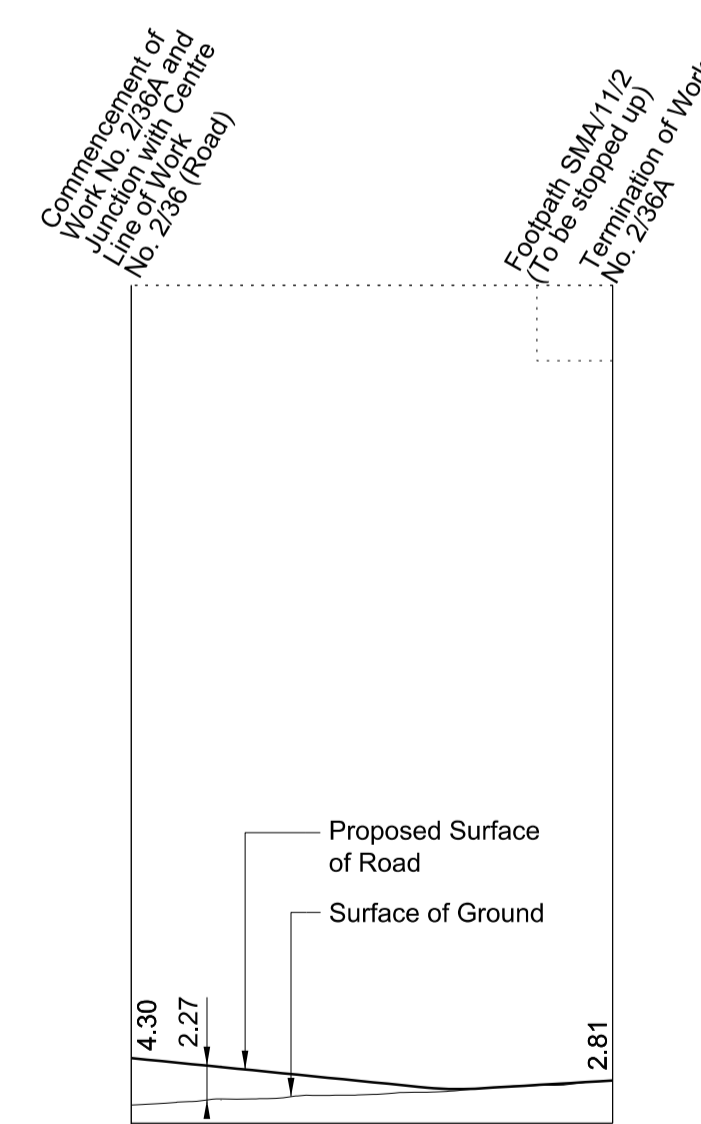
WORK No. 2/36 (continued)

FOR PLAN OF WORK SEE SHEETS Nos. 2-33, 2-34, 2-36, 2-38



WORK No. 2/36A

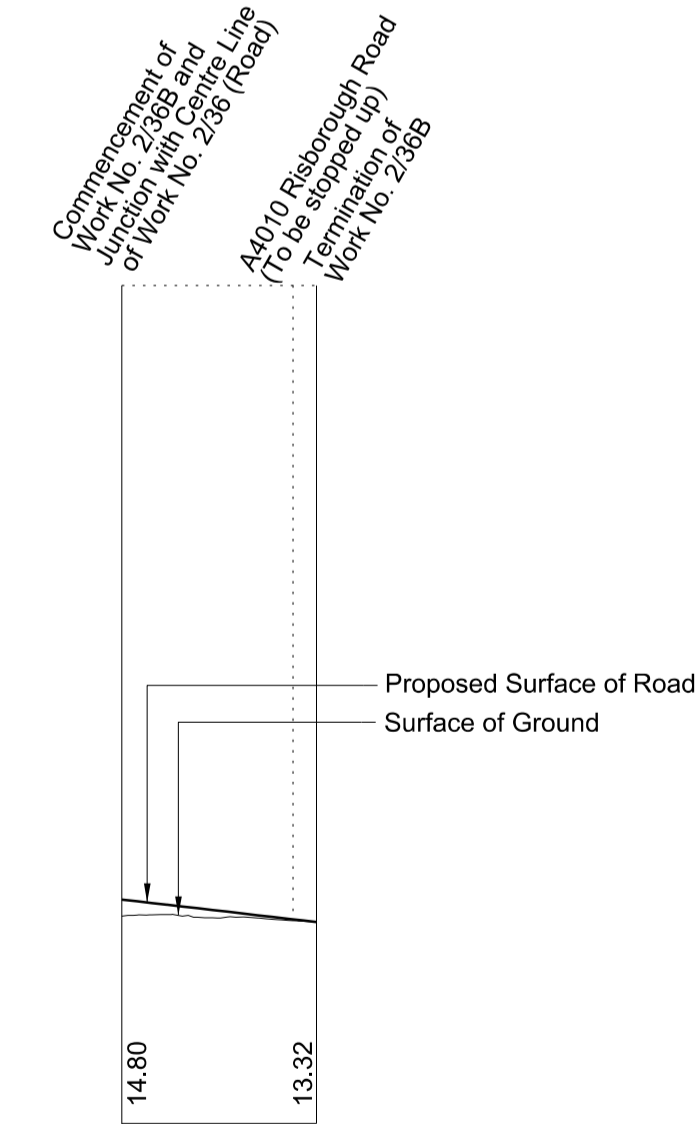
FOR PLAN OF WORK SEE SHEET No. 2-36



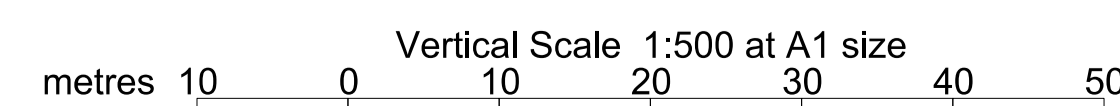
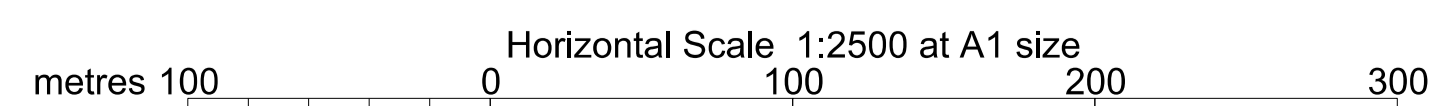
Datum Line is 87m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 50
Datum Line for Work No. 2/36A (87 metres above Ordnance Datum) is 3.89m above the fixed point being a Gully on Ravensbourne Road, before the junction with Anton Way, and marked thus on plan (Sheet No. 2-36).
Such fixed point being 83.11m above Ordnance Datum Newlyn (ODN).

WORK No. 2/36B

FOR PLAN OF WORK SEE SHEET No. 2-34

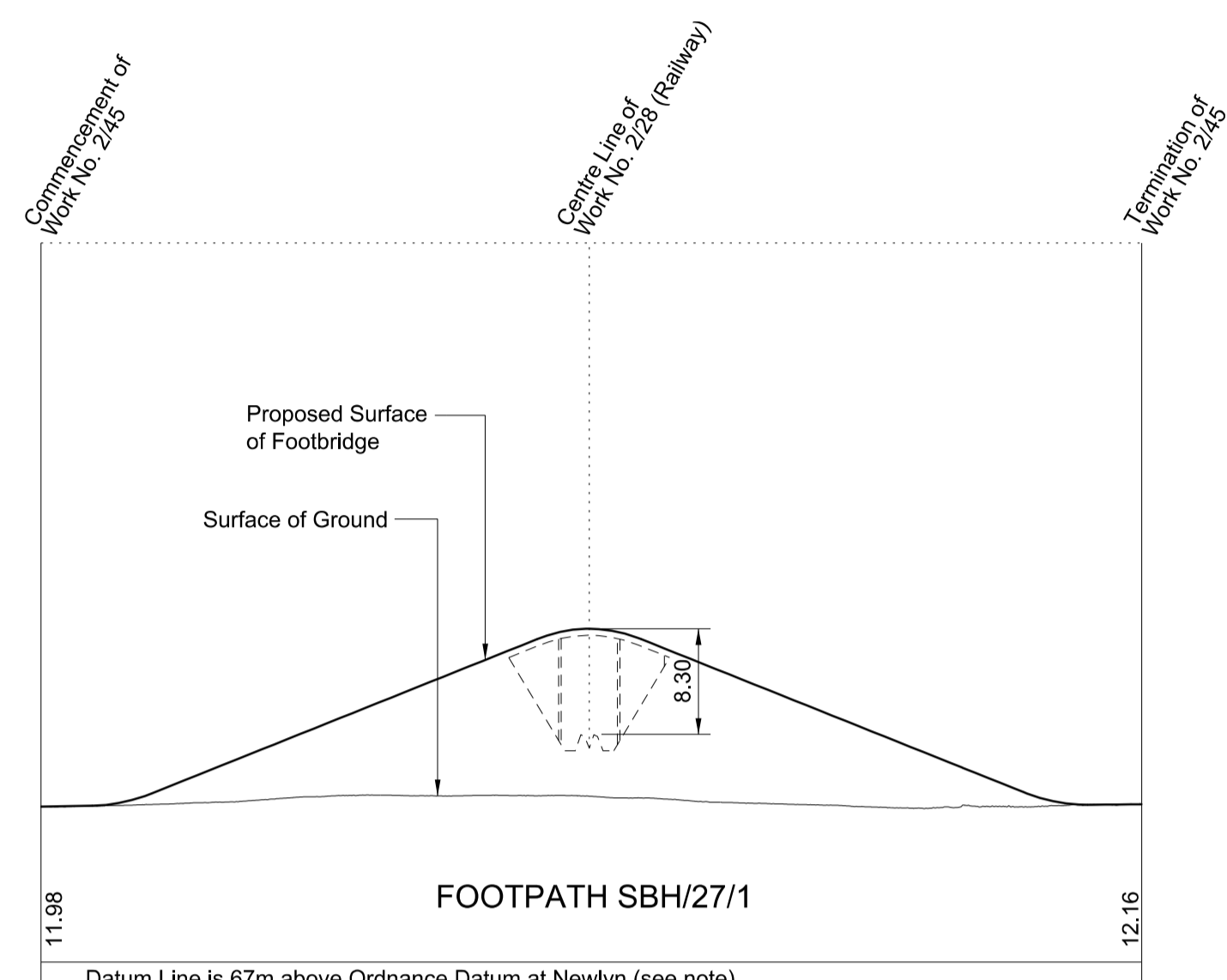


Datum Line is 90m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 26
Greatest inclination of existing road 1 in 26
Datum Line for Work No. 2/36B (90 metres above Ordnance Datum) is 11.22m below the fixed point being a Gully on A4010 between Stoke Mandeville and Wycombe, outside a concrete farm entrance, and marked thus on plan (Sheet No. 2-34).
Such fixed point being 101.22m above Ordnance Datum Newlyn (ODN).



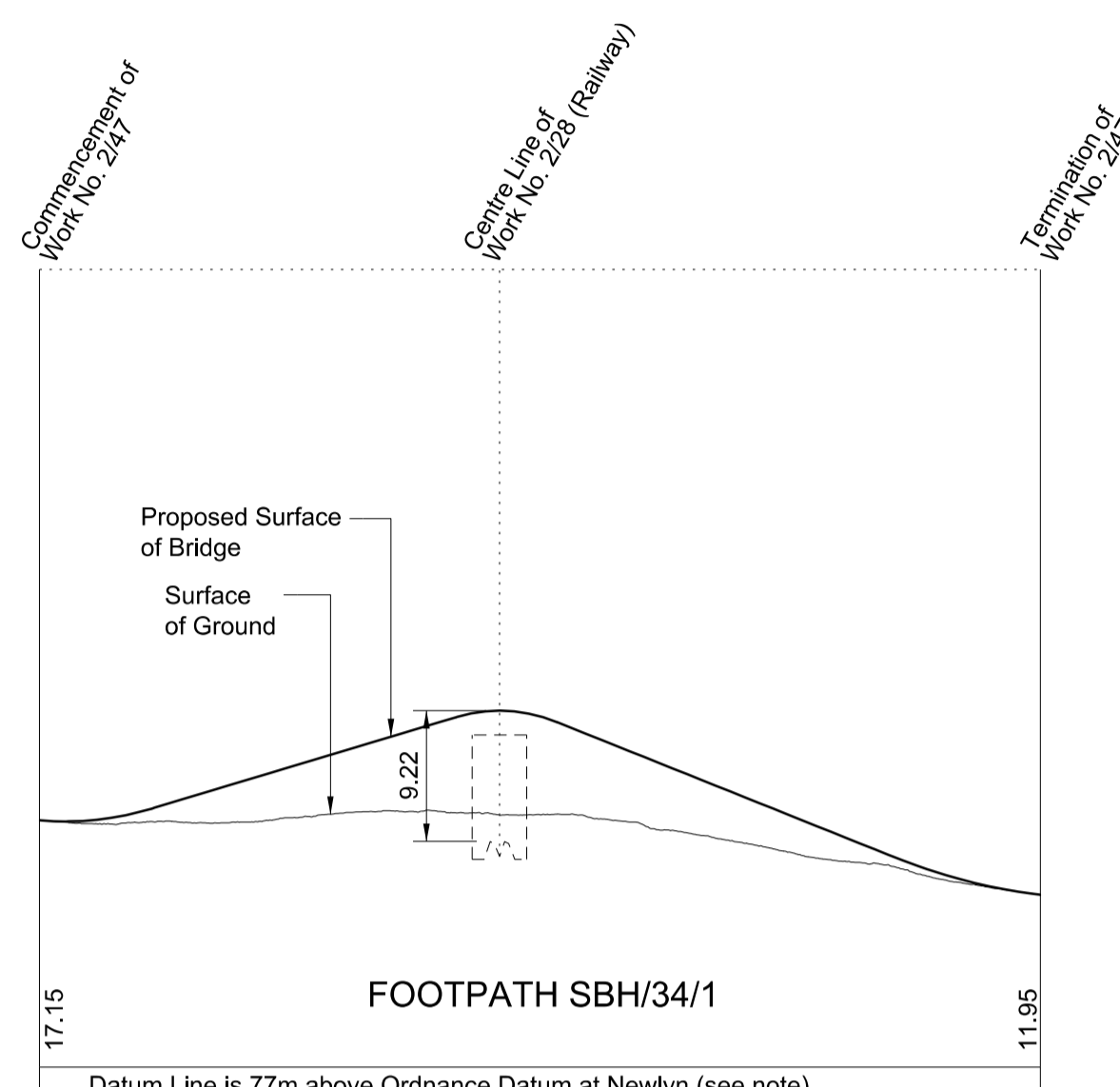
SECTIONS

WORK No. 2/45 FOR PLAN OF WORK SEE SHEET No. 2-39



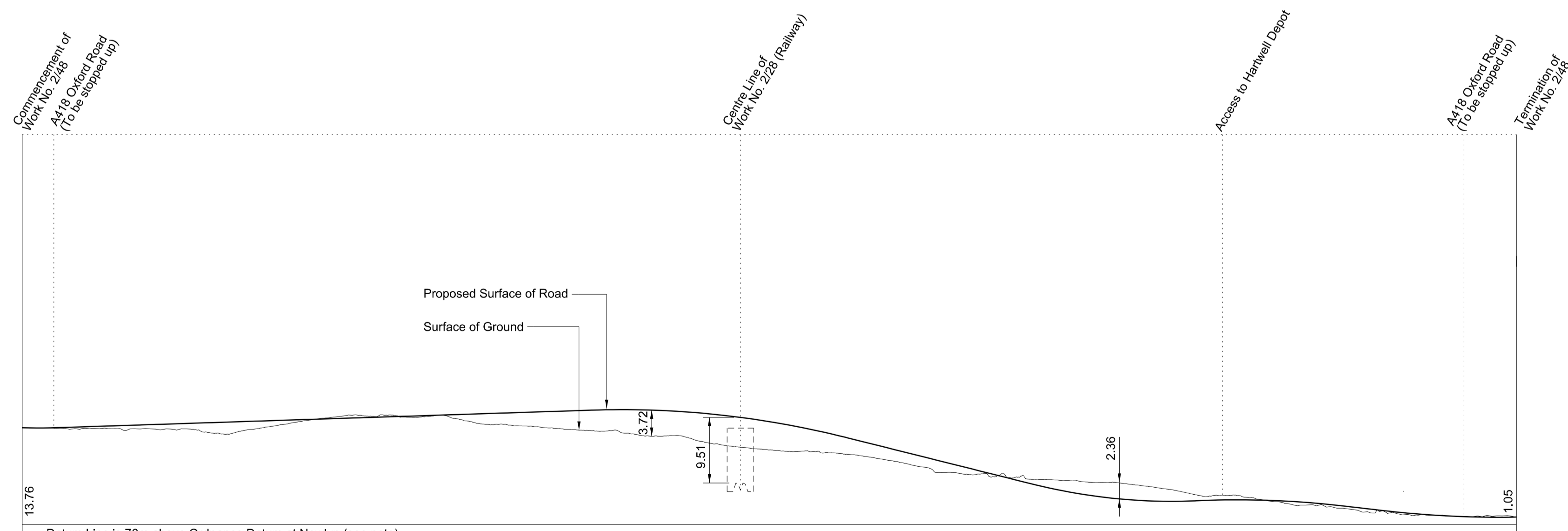
Datum Line is 67m above Ordnance Datum at Newlyn (see note)
 Datum Line for Work No. 2/45 (67 metres above Ordnance Datum) is 13.63m below the fixed point being a Manhole cover in Stour Close, opposite the block paving corner, and marked thus \blacktriangledown on plan (Sheet No. 2-39). Such fixed point being 80.63m above Ordnance Datum Newlyn (ODN).

WORK No. 2/47 FOR PLAN OF WORK SEE SHEET No. 2-39



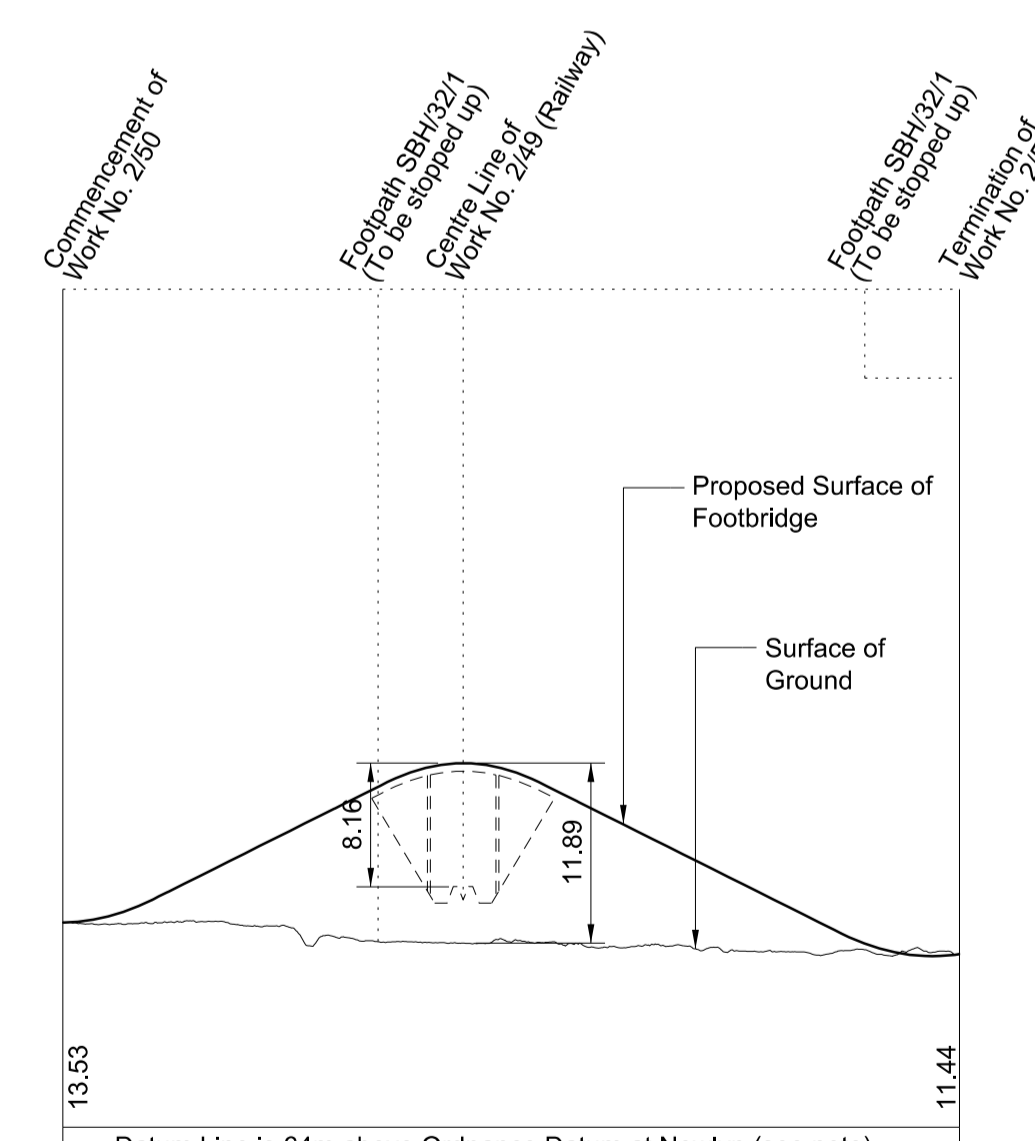
Datum Line is 77m above Ordnance Datum at Newlyn (see note)
 Datum Line for Work No. 2/47 (77 metres above Ordnance Datum) is 3.63m below the fixed point being a Manhole cover in Stour Close, opposite the block paving corner, and marked thus \blacktriangledown on plan (Sheet No. 2-39). Such fixed point being 80.63m above Ordnance Datum Newlyn (ODN).

WORK No. 2/48 FOR PLAN OF WORK SEE SHEET No. 2-39



Datum Line is 76m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 20
 Greatest inclination of existing road 1 in 8
 Datum Line for Work No. 2/48 (76 metres above Ordnance Datum) is 4.63m below the fixed point being a Manhole cover in Stour Close, opposite the block paving corner, and marked thus \blacktriangledown on plan (Sheet No. 2-39). Such fixed point being 80.63m above Ordnance Datum Newlyn (ODN).

WORK No. 2/50 FOR PLAN OF WORK SEE SHEET No. 2-40



Datum Line is 64m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 10
 Greatest inclination of existing road 1 in 5
 Datum Line for Work No. 2/50 (64 metres above Ordnance Datum) is 11.02m below the fixed point being a Manhole cover at the entrance to Aylesbury Park Golf Course car park, and marked thus \blacktriangledown on plan (Sheet No. 2-40). Such fixed point being 75.02m above Ordnance Datum Newlyn (ODN).

