



In Parliament - Session 2013-14

# High Speed Rail (London - West Midlands)

SECTIONS | Volume 6.1    Balsall Common - Handsacre

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

**Winckworth Sherwood**  
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Eland House  
Bressenden Place  
London SW1E 5DU



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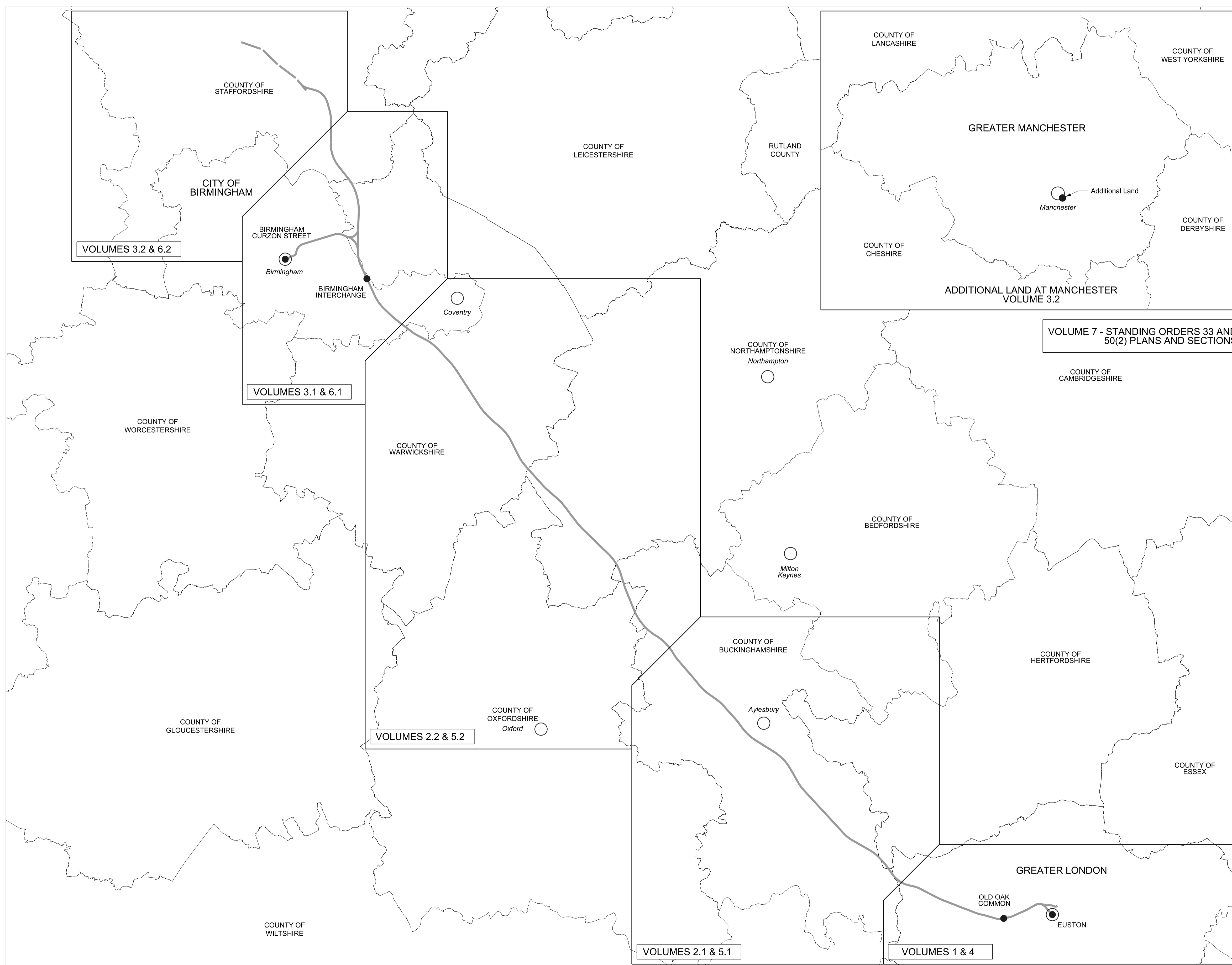
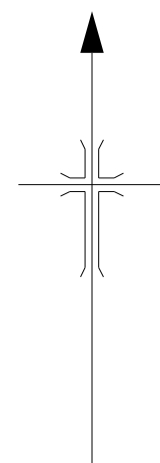
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# SCHEME DIAGRAM





### KEY TO PLANS

 Centre Line of Surface Work	 Limit of Deviation	 County / Borough / District Boundary	 Commencement of Work
 Centre Line of Tunnel or other Subsurface Work	 Limit of Land to be Acquired or Used	 Parish Boundary	 Termination of Work
			 New / Improved Access
			 Datum Point
			 Commencement and Termination of Work

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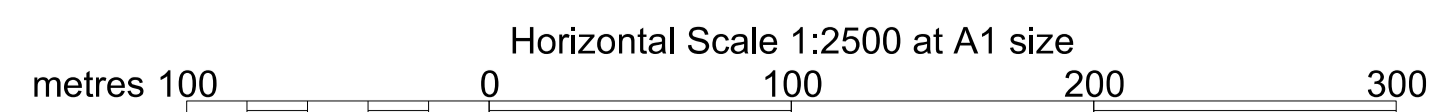
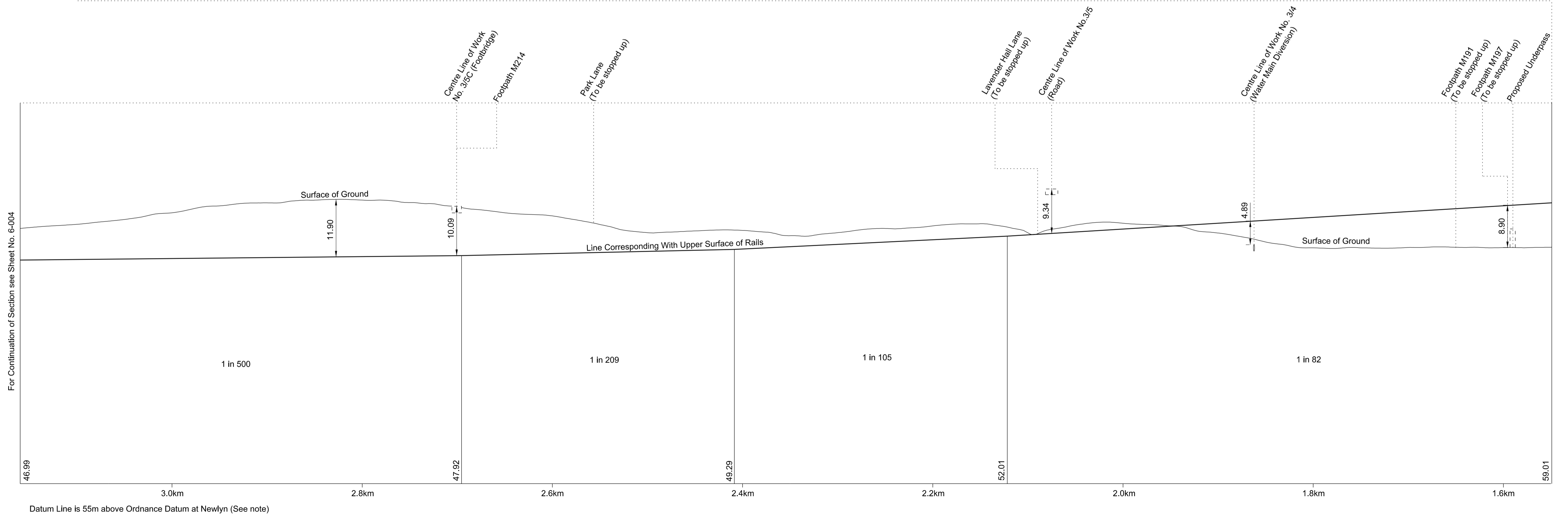
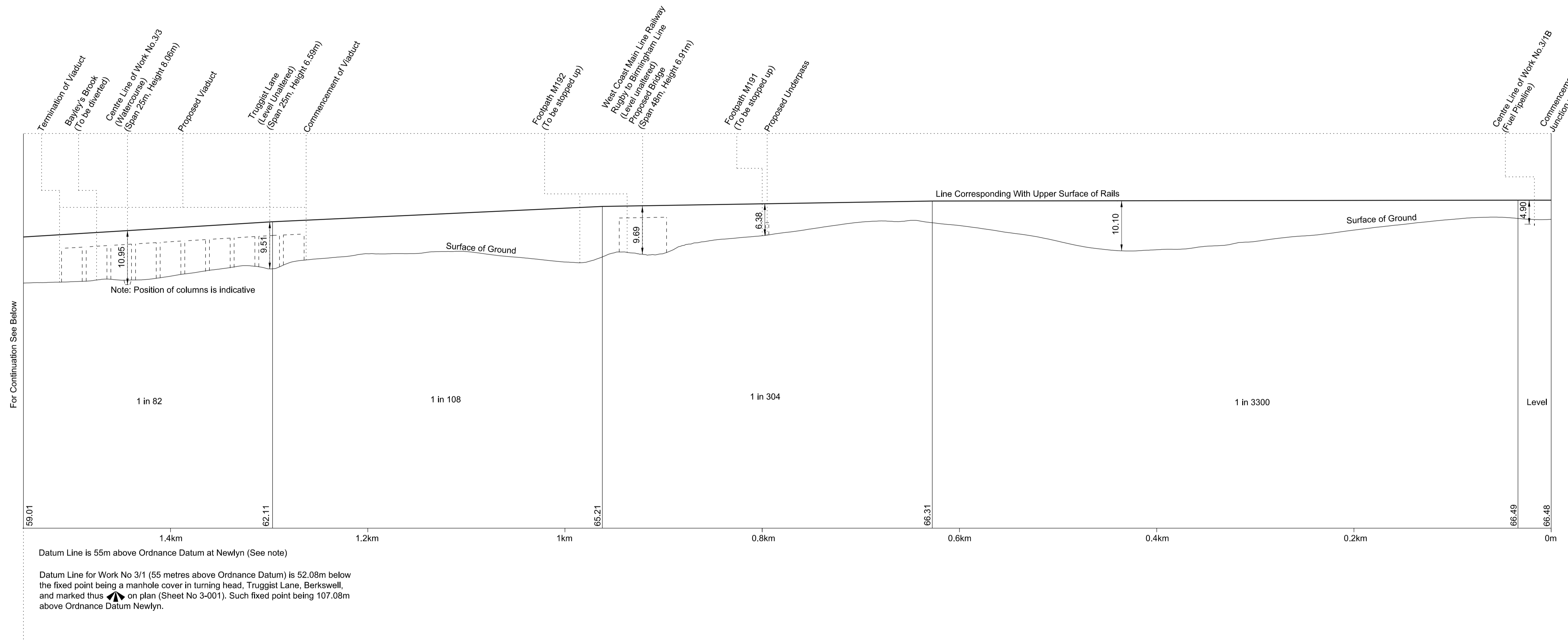
Plan Volume: 3 Balsall Common - Handsacre  
Section Volume: 6 Balsall Common - Handsacre

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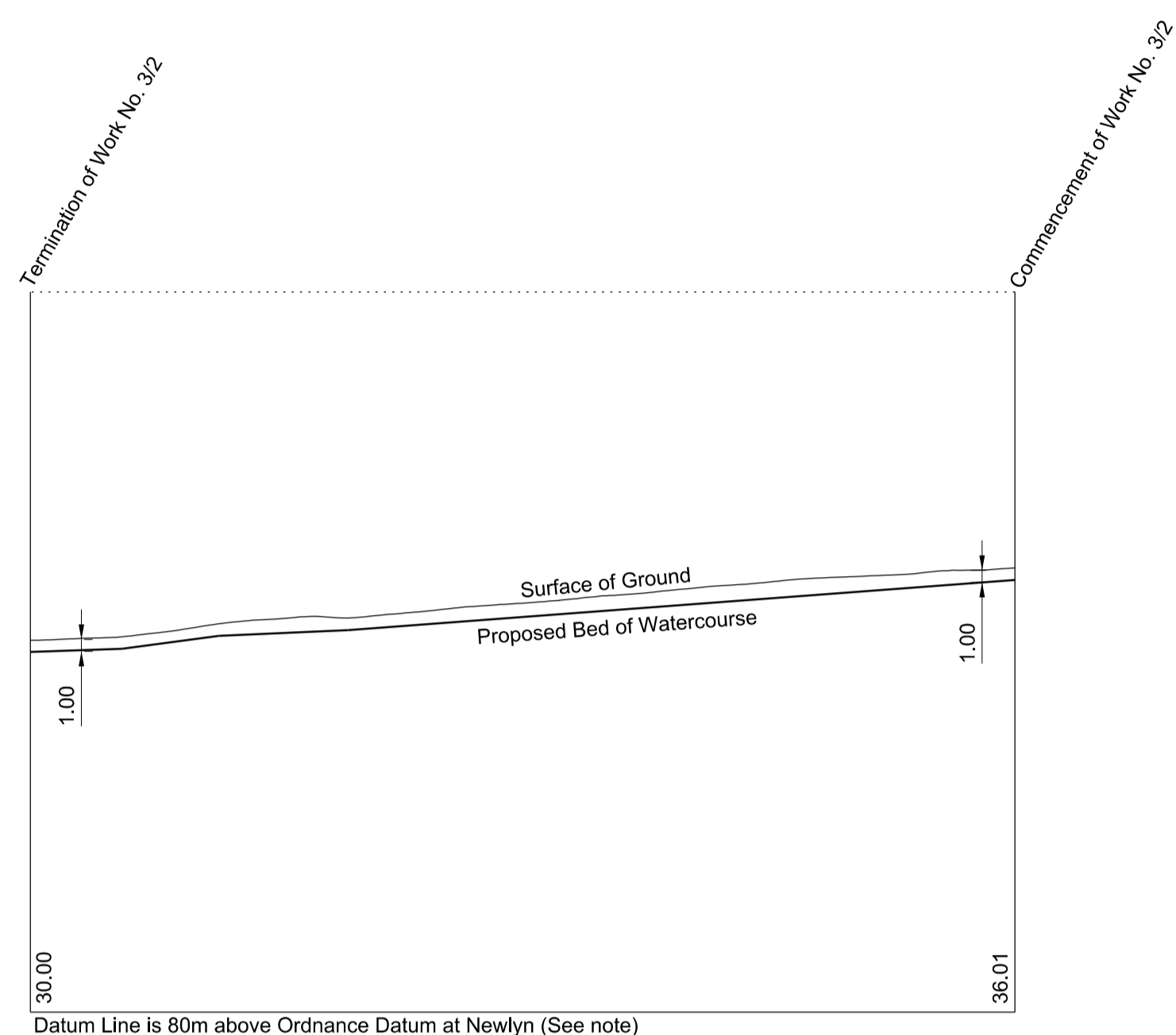
# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-001 and 3-002



# SECTIONS

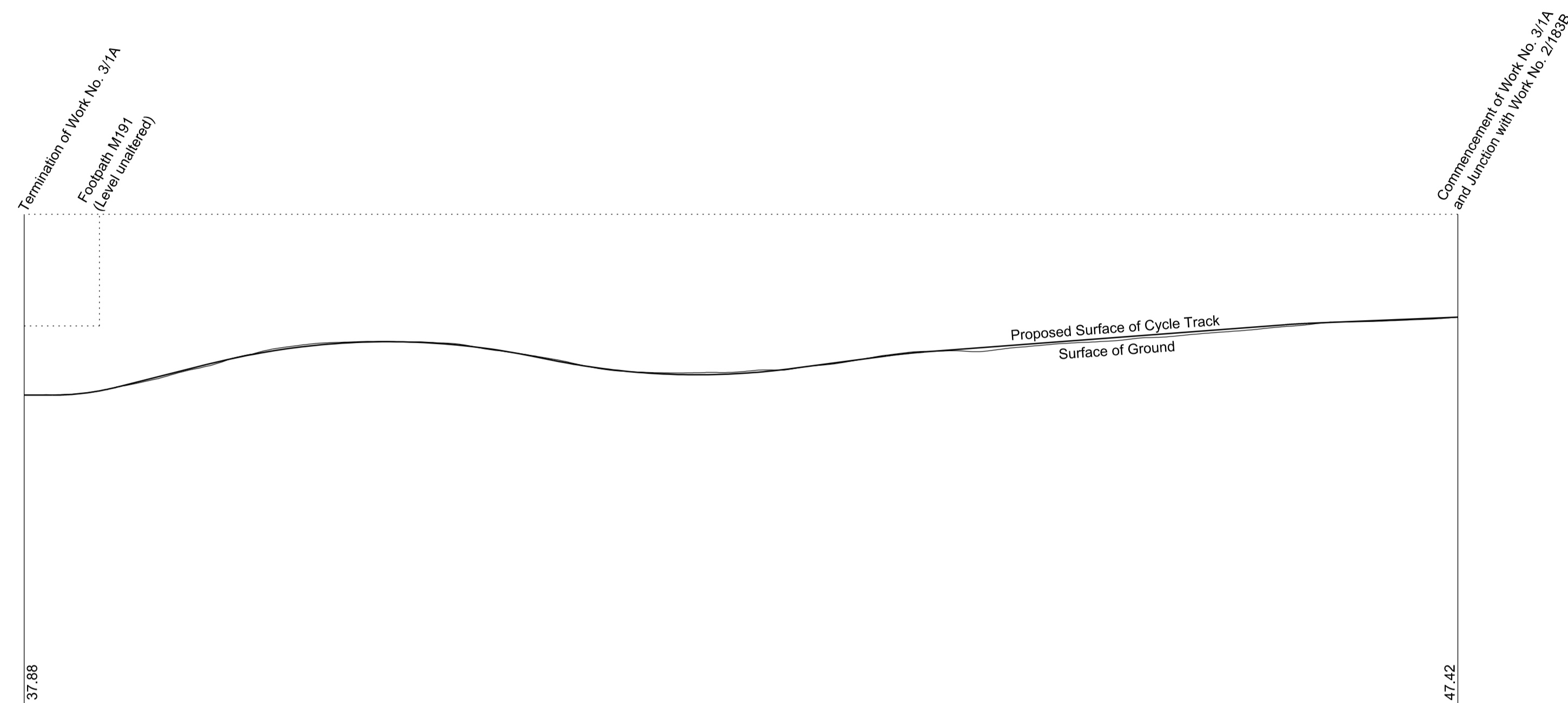
**WORK No.3/2**  
 FOR PLAN OF WORK SEE SHEET No. 3-001



Datum Line is 80m above Ordnance Datum at Newlyn (See note)

Datum Line for Work No 3/2 (80 metres above Ordnance Datum) is 27.08m below the fixed point being a manhole cover in turning head, Truggist Lane, Berkswell, and marked thus  $\blacktriangle$  on plan (Sheet No 3-001). Such fixed point being 107.08m above Ordnance Datum Newlyn.

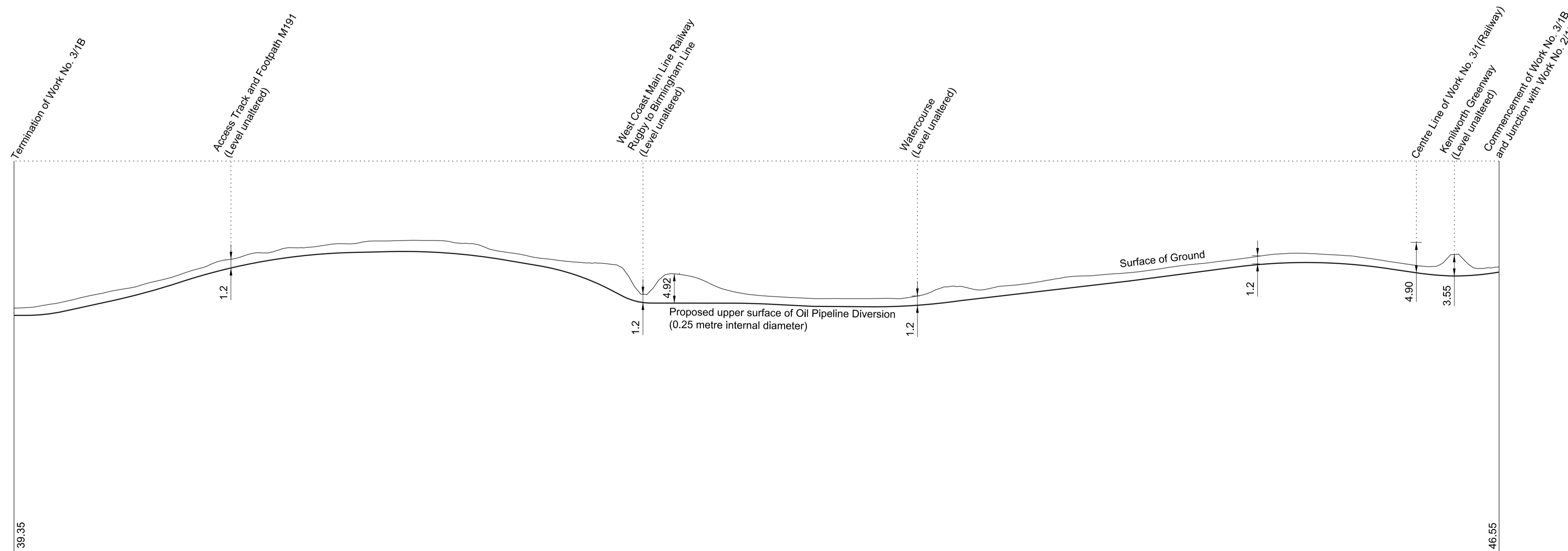
**WORK No. 3/1A**  
 FOR PLAN OF WORK SEE SHEET No. 3-001



Datum Line is 70m above Ordnance Datum at Newlyn (See note)

Datum Line for Work No 3/1A (70 metres above Ordnance Datum) is 37.08m below the fixed point being a manhole cover in turning head, Truggist Lane, Berkswell, and marked thus  $\blacktriangle$  on plan (Sheet No 3-001). Such fixed point being 107.08m above Ordnance Datum Newlyn.

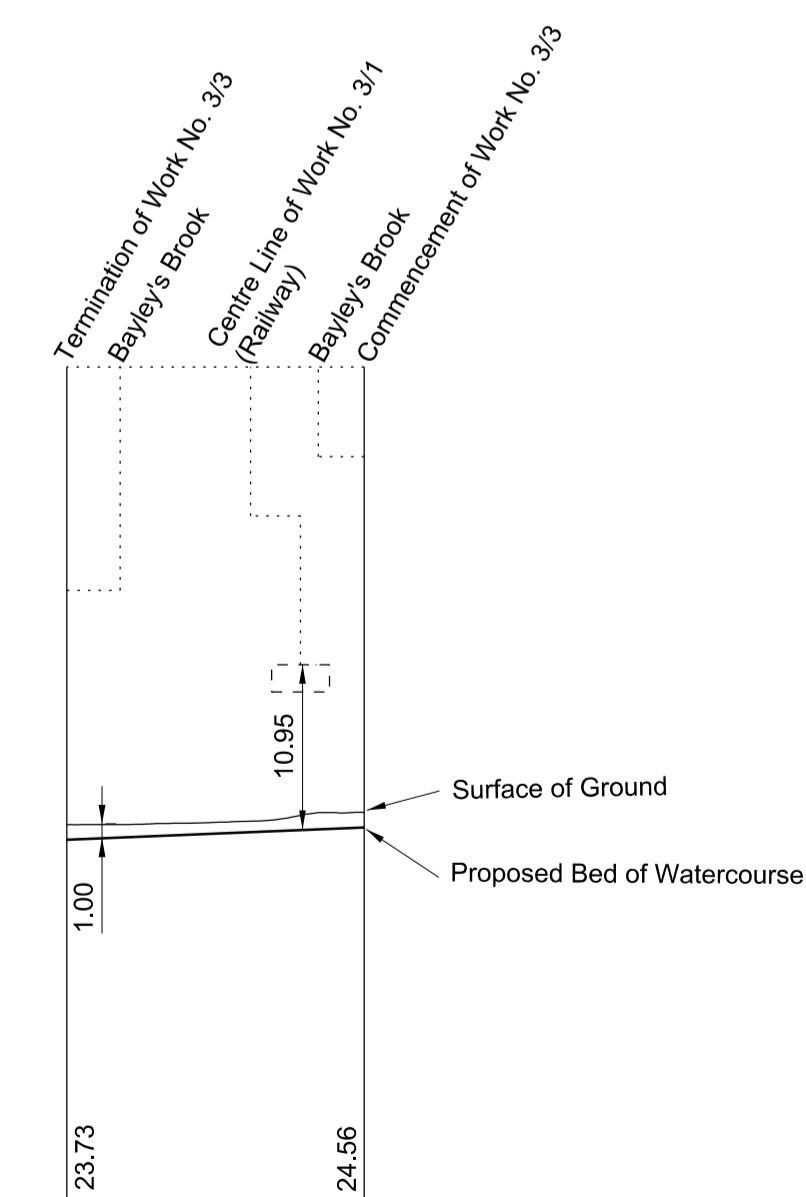
**WORK No.3/1B**  
 FOR PLAN OF WORK SEE SHEET No. 3-001



Datum Line is 70m above Ordnance Datum at Newlyn (See note)

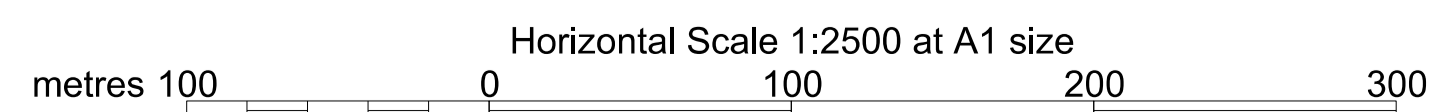
Datum Line for Work No 3/1B (70 metres above Ordnance Datum) is 37.08m below the fixed point being a manhole cover in turning head, Truggist Lane, Berkswell, and marked thus  $\blacktriangle$  on plan (Sheet No 3-001). Such fixed point being 107.08m above Ordnance Datum Newlyn.

**WORK No.3/3**  
 FOR PLAN OF WORK SEE SHEET No. 3-001



Datum Line is 80m above Ordnance Datum at Newlyn (See note)

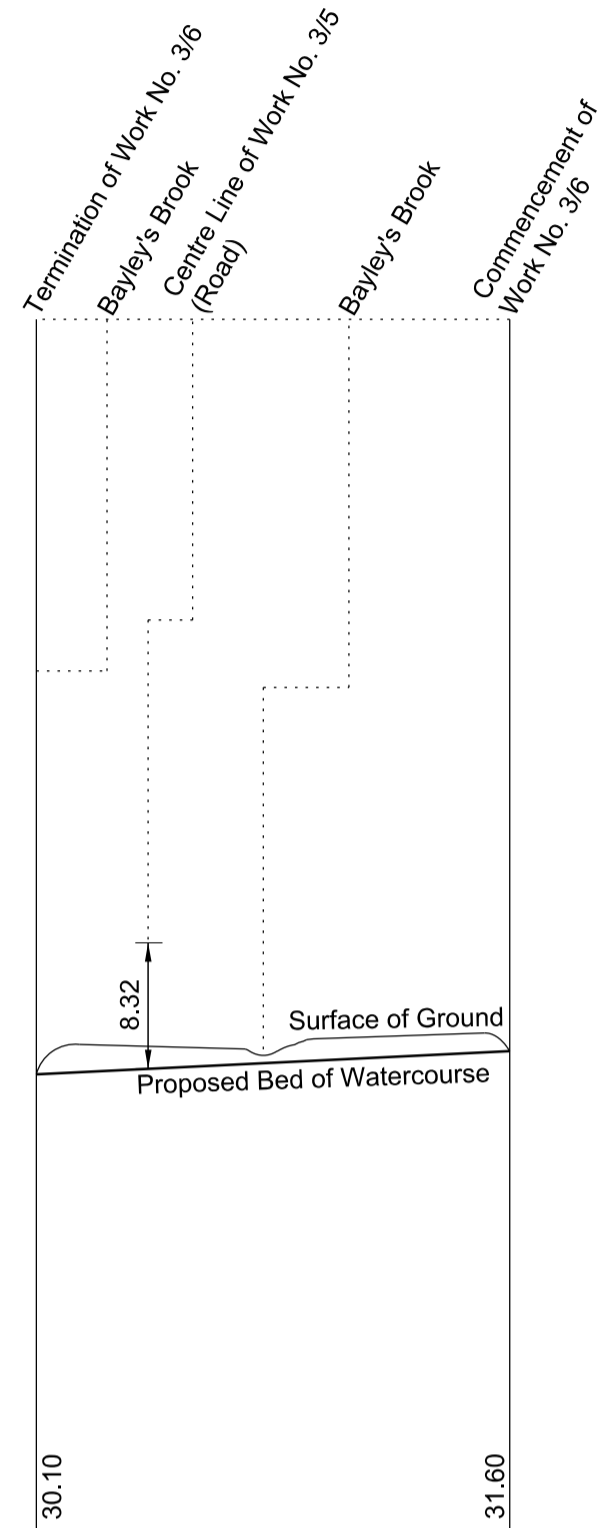
Datum Line for Work No 3/3 (80 metres above Ordnance Datum) is 27.08m below the fixed point being a manhole cover in turning head, Truggist Lane, Berkswell, and marked thus  $\blacktriangle$  on plan (Sheet No 3-001). Such fixed point being 107.08m above Ordnance Datum Newlyn.



# SECTIONS

## WORK No.3/6

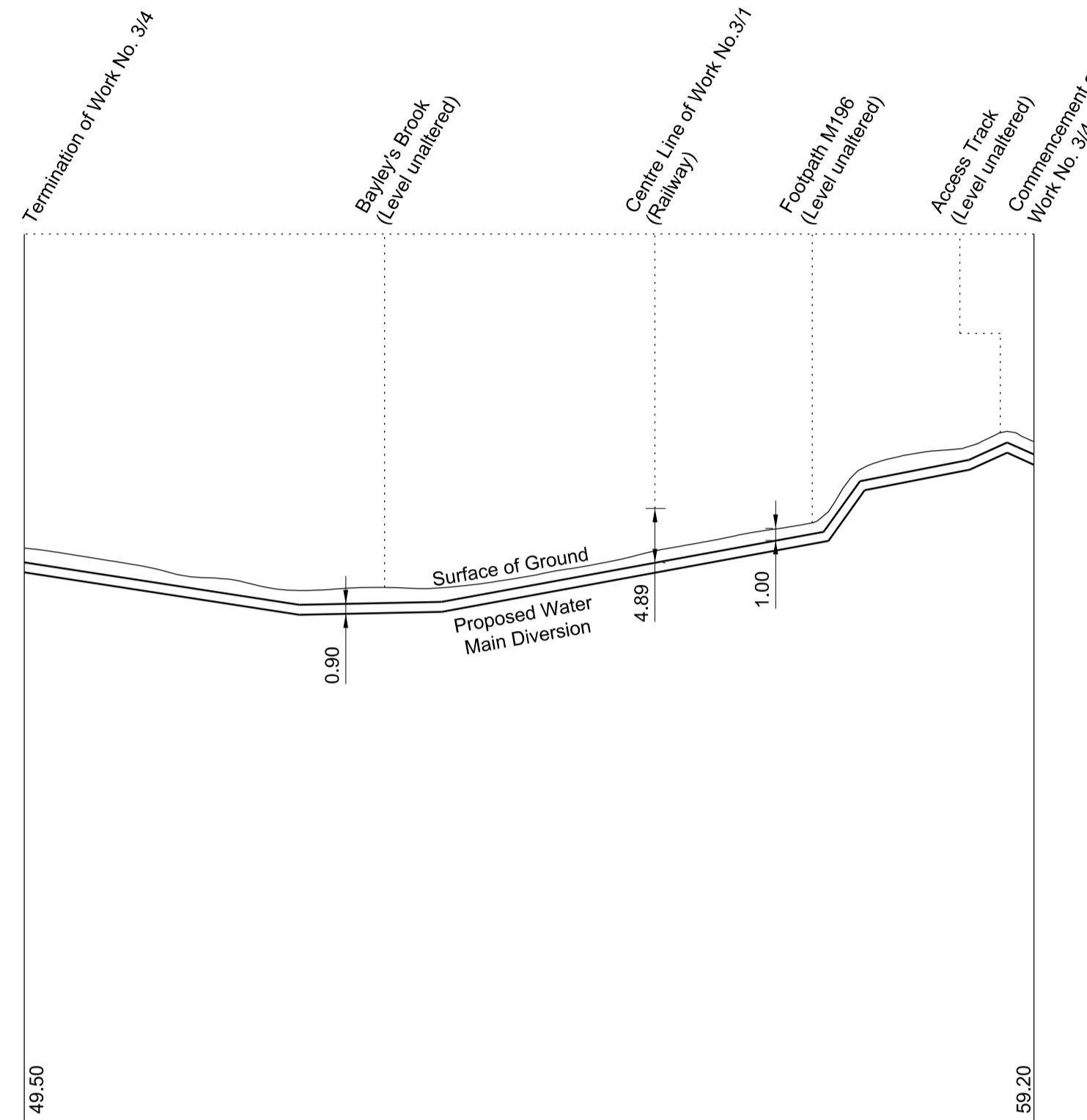
FOR PLAN OF WORK SEE SHEET No. 3-002



Datum Line is 70m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/6 (70 metres above Ordnance Datum) is 51.89m below the fixed point being a corner of BT covers by island on Lavender Hall Lane, Wootton Green, and marked thus  $\blacktriangle$  on plan (Sheet No 3-002). Such fixed point being 121.89m above Ordnance Datum Newlyn.

## WORK No.3/4

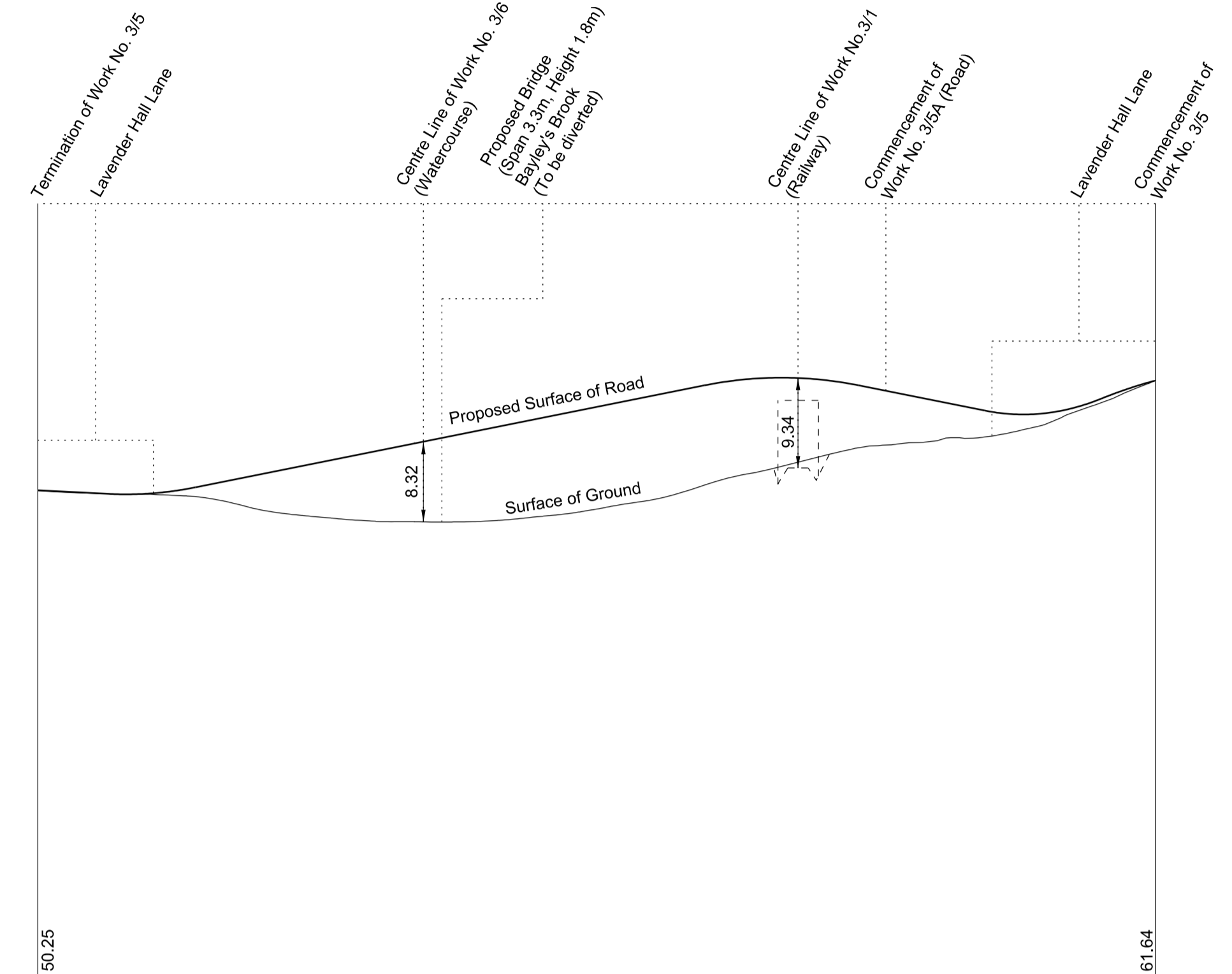
FOR PLAN OF WORK SEE SHEET No. 3-002



Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/4 (55 metres above Ordnance Datum) is 66.89m below the fixed point being a corner of BT covers by island on Lavender Hall Lane, Wootton Green, and marked thus  $\blacktriangle$  on plan (Sheet No 3-002). Such fixed point being 121.89m above Ordnance Datum Newlyn.

## WORK No.3/5

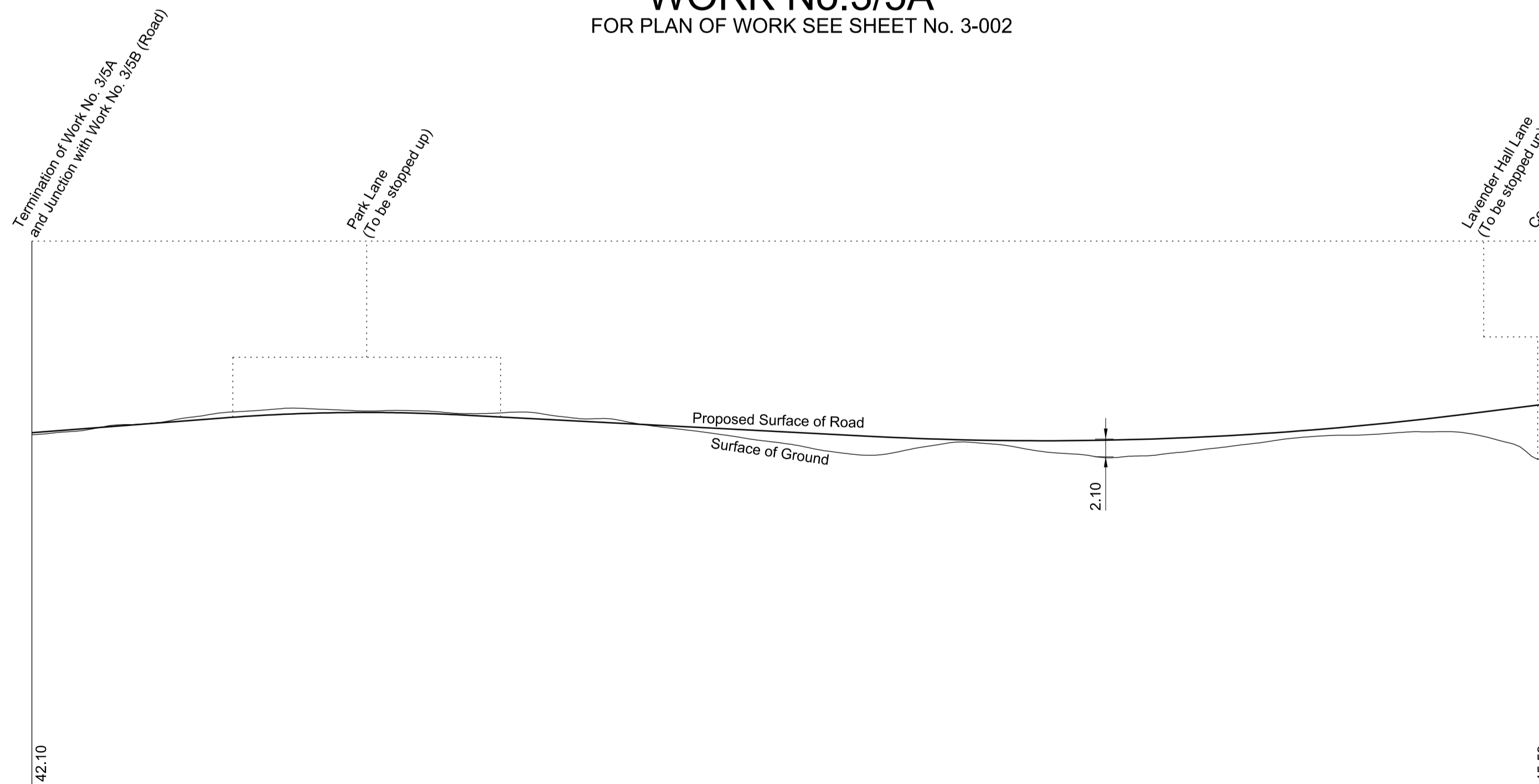
FOR PLAN OF WORK SEE SHEET No. 3-002



Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 15  
 Greatest inclination of existing road 1 in 13  
 Datum Line for Work No 3/5 (55 metres above Ordnance Datum) is 66.89m below the fixed point being a corner of BT covers by island on Lavender Hall Lane, Wootton Green, and marked thus  $\blacktriangle$  on plan (Sheet No 3-002). Such fixed point being 121.89m above Ordnance Datum Newlyn.

## WORK No.3/5A

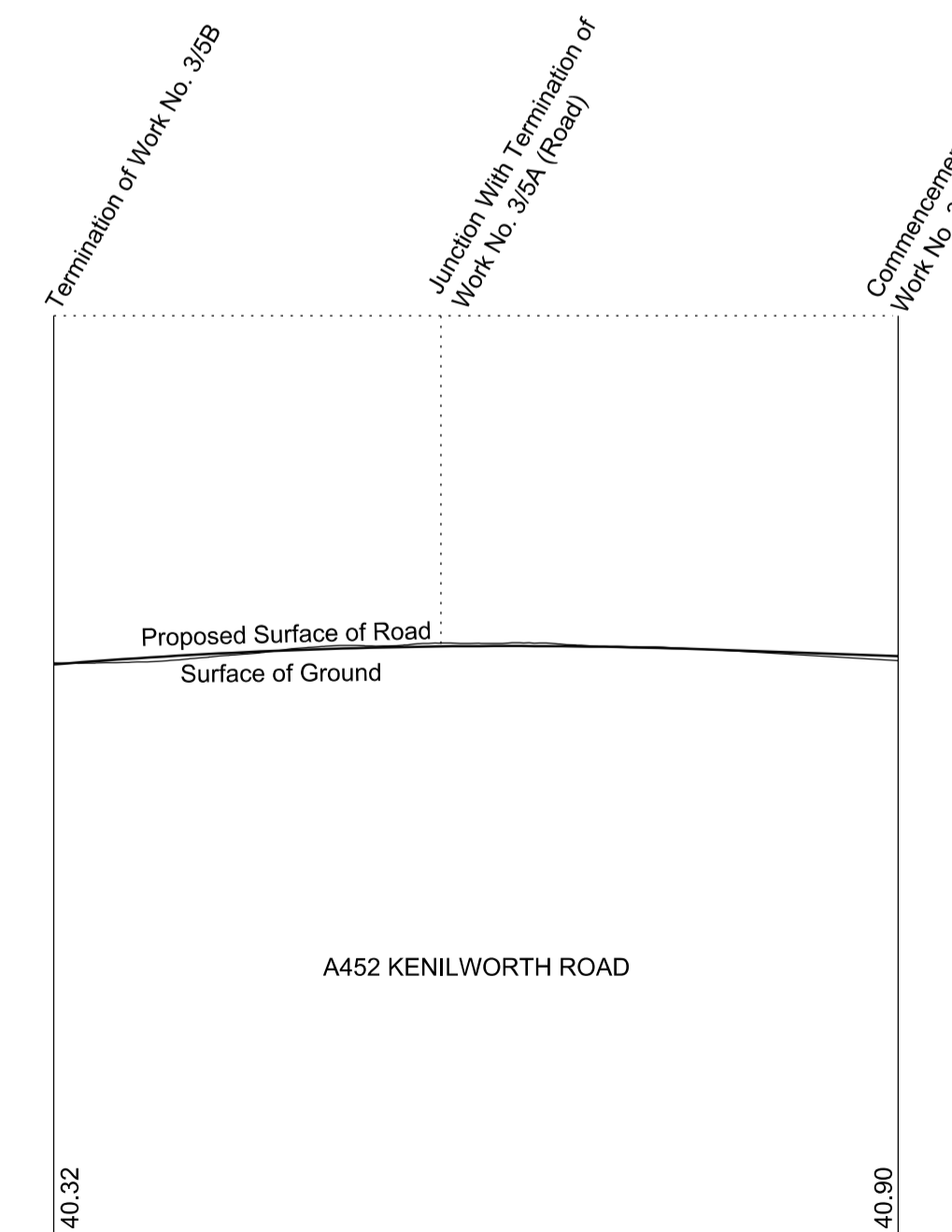
FOR PLAN OF WORK SEE SHEET No. 3-002



Datum Line is 70m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 40  
 Greatest inclination of existing road 1 in 27  
 Datum Line for Work No 3/5A (70 metres above Ordnance Datum) is 51.89m below the fixed point being a corner of BT covers by island on Lavender Hall Lane, Wootton Green, and marked thus  $\blacktriangle$  on plan (Sheet No 3-002). Such fixed point being 121.89m above Ordnance Datum Newlyn.

## WORK No.3/5B

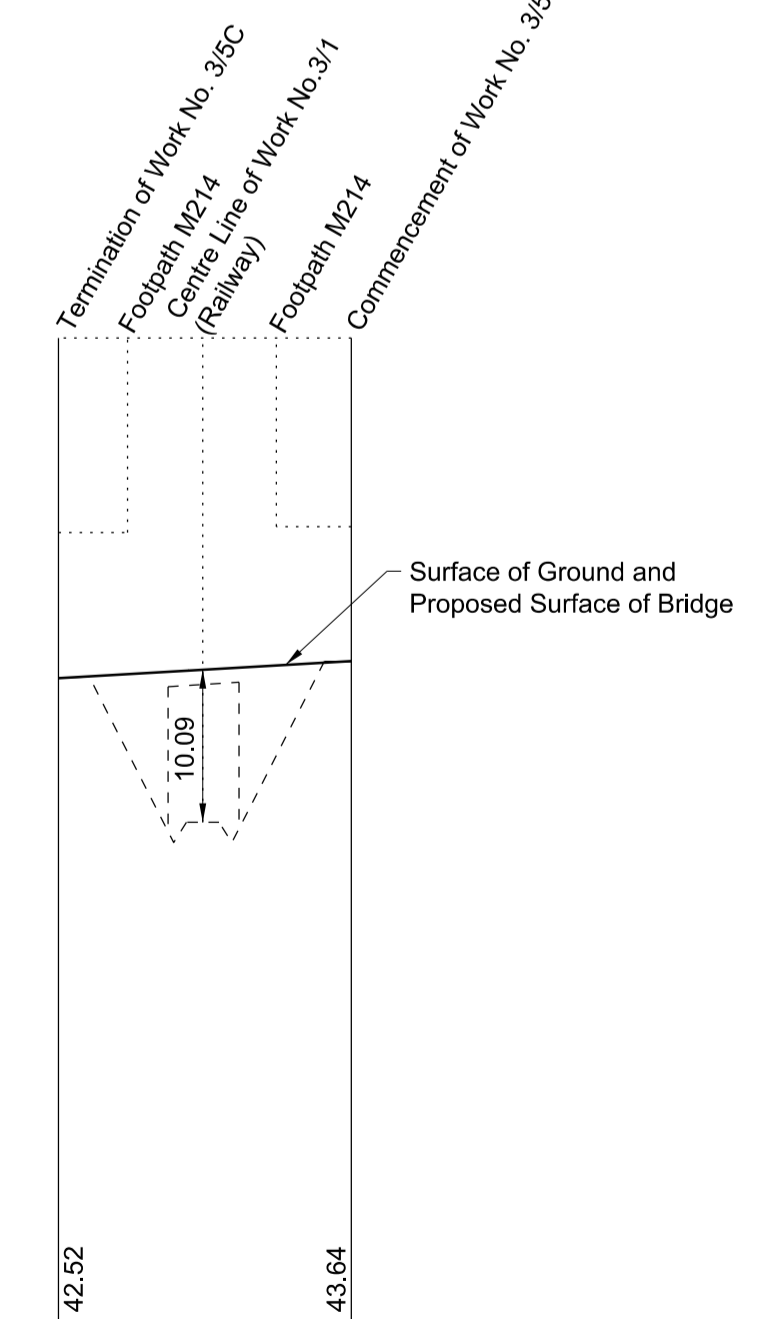
FOR PLAN OF WORK SEE SHEET No. 3-002



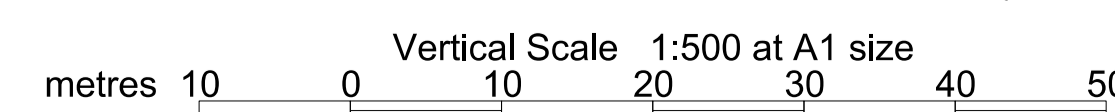
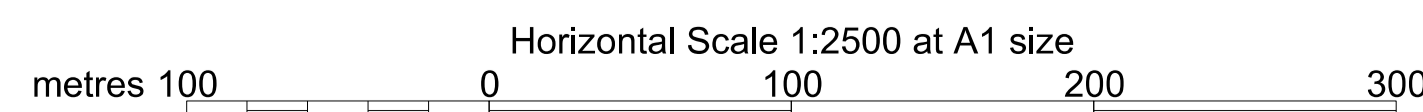
Datum Line is 70m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 124  
 Greatest inclination of existing road 1 in 124  
 Datum Line for Work No 3/5B (70 metres above Ordnance Datum) is 51.89m below the fixed point being a corner of BT covers by island on Lavender Hall Lane, Wootton Green, and marked thus  $\blacktriangle$  on plan (Sheet No 3-002). Such fixed point being 121.89m above Ordnance Datum Newlyn.

## WORK No.3/5C

FOR PLAN OF WORK SEE SHEET No. 3-002



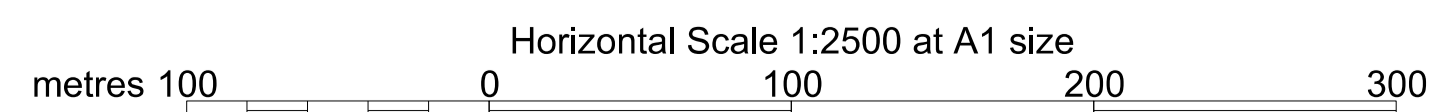
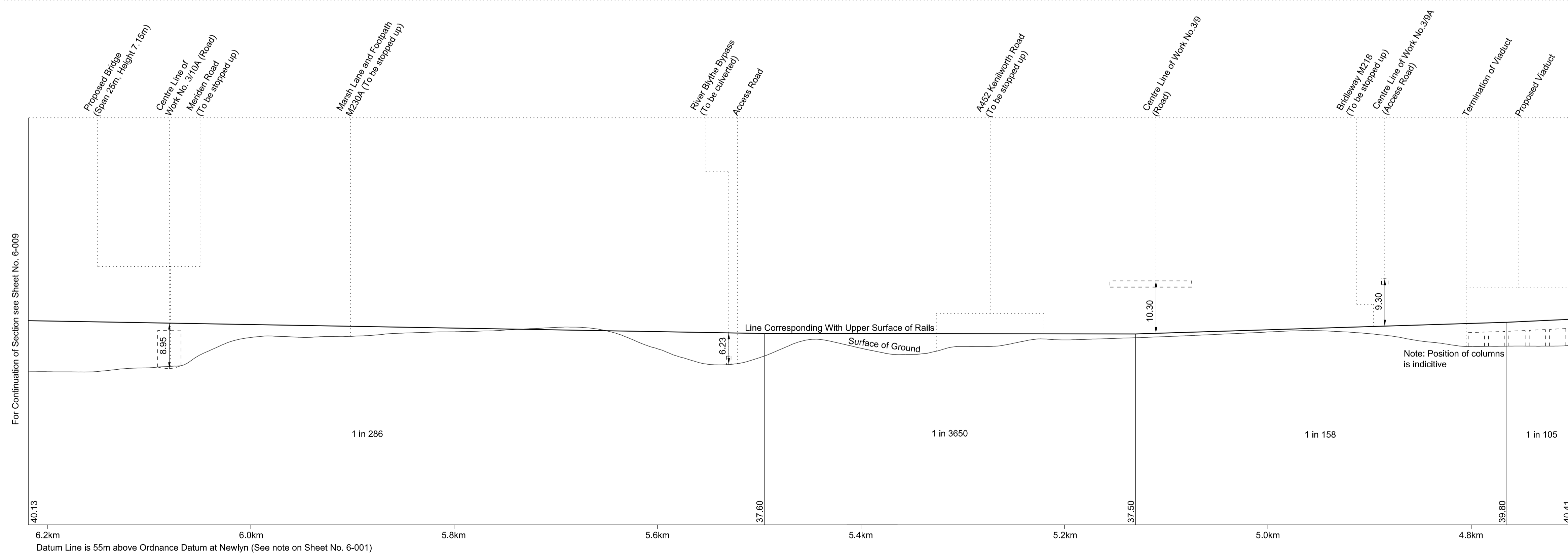
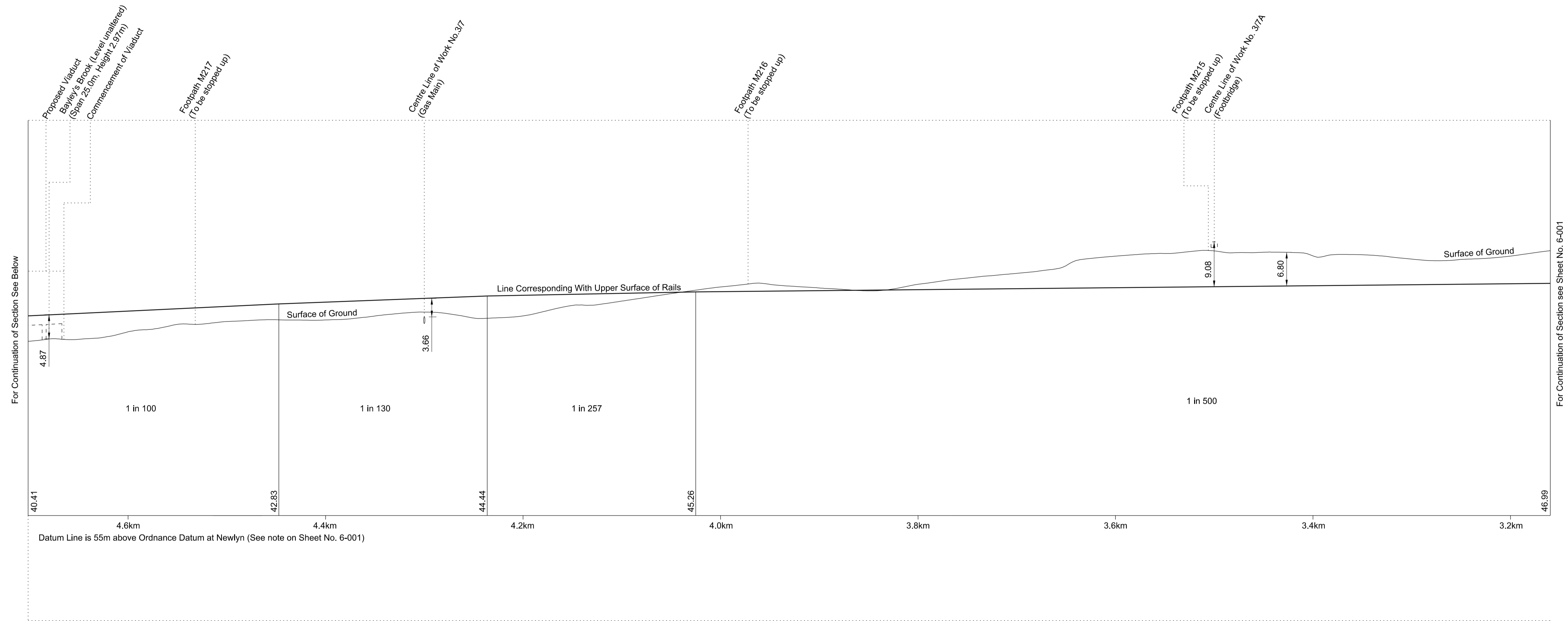
Datum Line is 70m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/5C (70 metres above Ordnance Datum) is 51.89m below the fixed point being a corner of BT covers by island on Lavender Hall Lane, Wootton Green, and marked thus  $\blacktriangle$  on plan (Sheet No 3-002). Such fixed point being 121.89m above Ordnance Datum Newlyn.





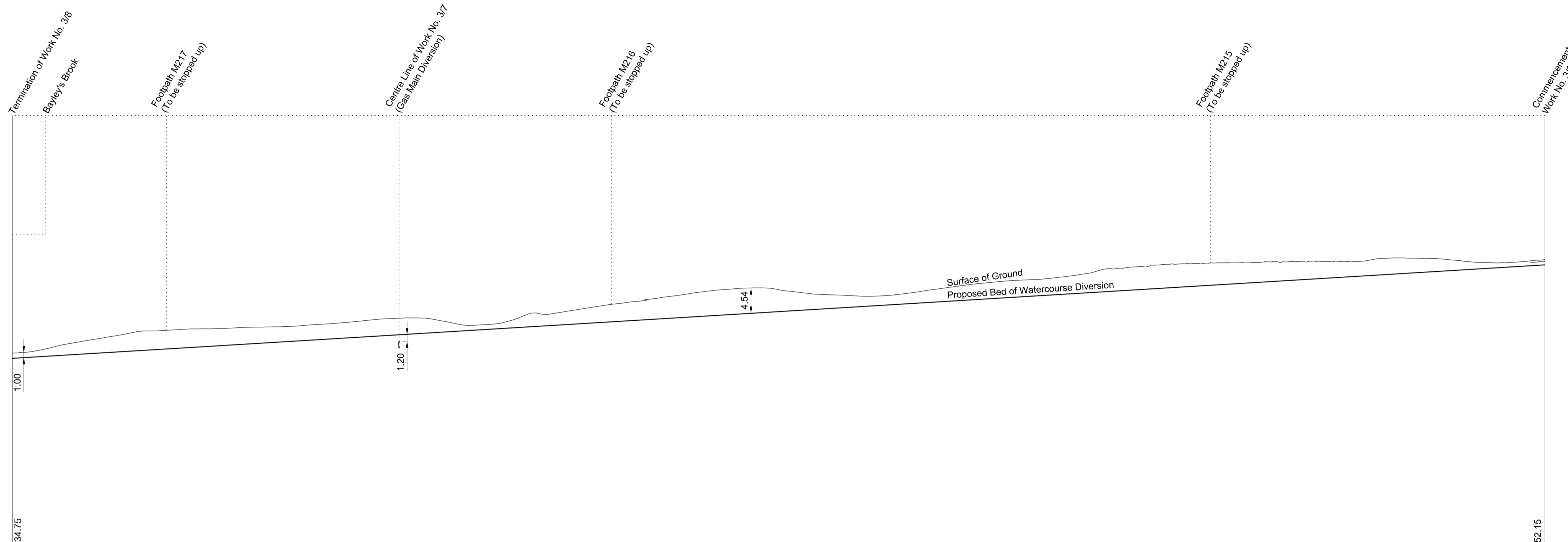
# SECTIONS


FOR PLAN OF WORK SEE SHEETS Nos. 3-003 and 3-004



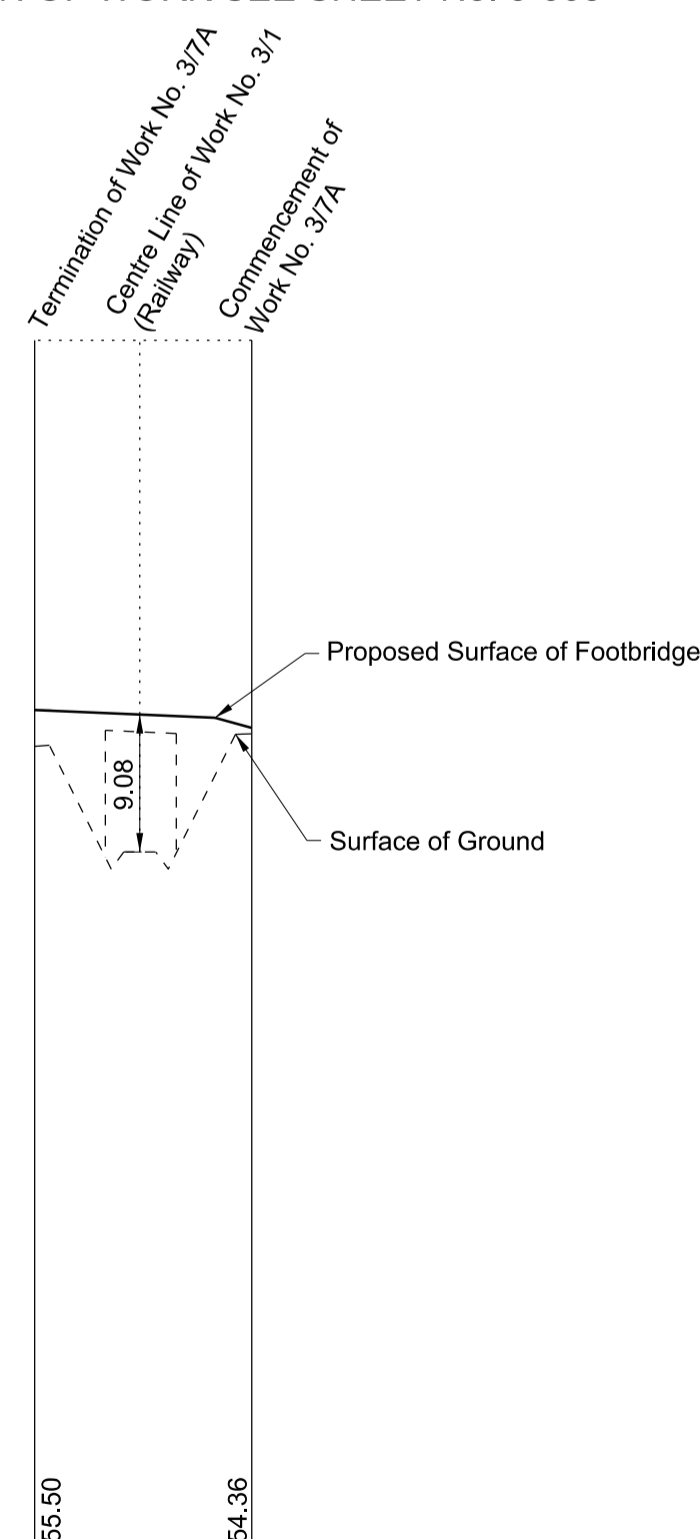
# SECTIONS


## WORK No. 3/8 FOR PLAN OF WORK SEE SHEET No. 3-003

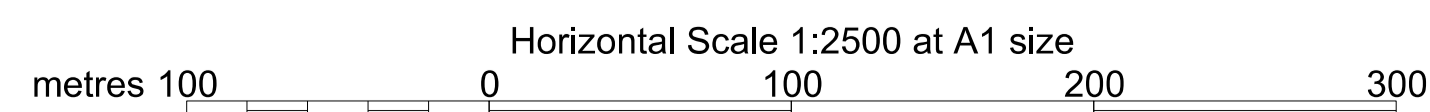


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/8 (55 metres above Ordnance Datum) is 53.18m below the fixed point being a gully on northbound carriageway of A452, opposite Four Winds, and marked thus  on plan (Sheet No 3-003). Such fixed point being 108.18m above Ordnance Datum Newlyn.

## SECTION 3/7A FOR PLAN OF WORK SEE SHEET No. 3-003

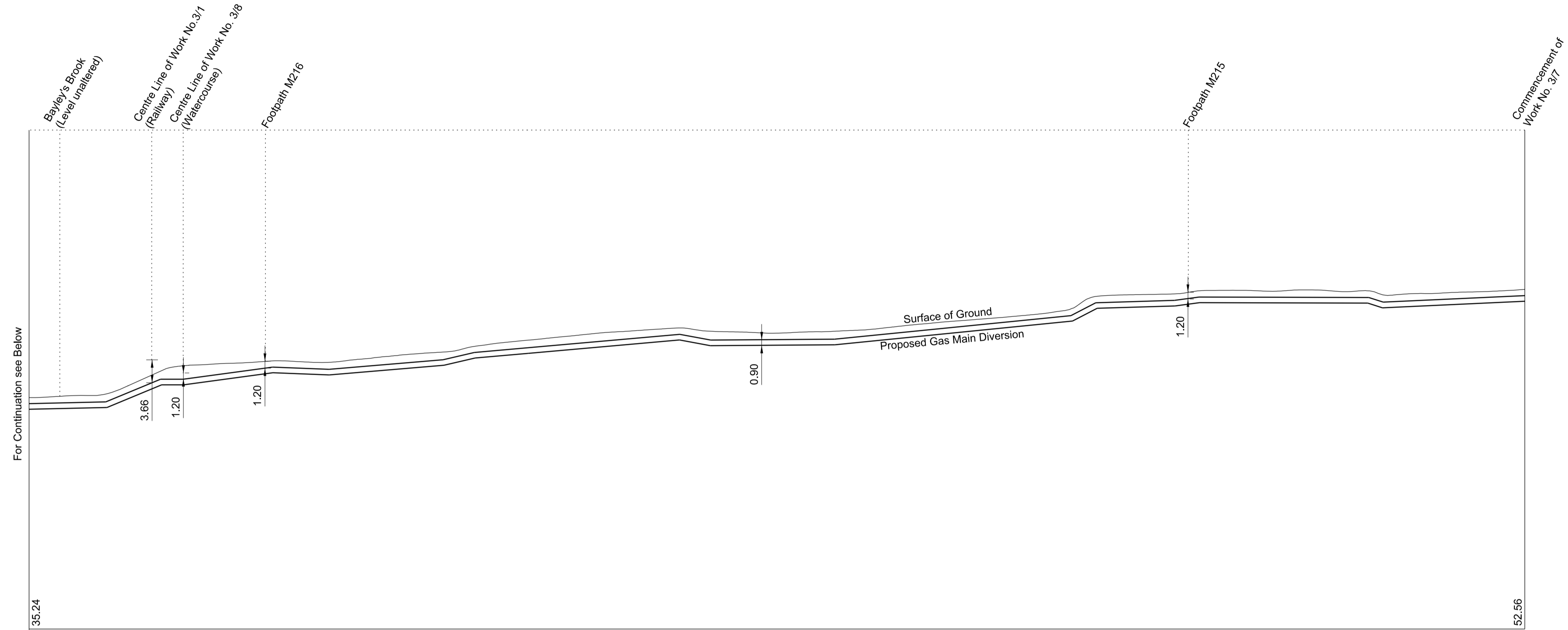



Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/7A (55 metres above Ordnance Datum) is 53.18m below the fixed point being a gully on northbound carriageway of A452, opposite Four Winds, and marked thus  on plan (Sheet No 3-003). Such fixed point being 108.18m above Ordnance Datum Newlyn.

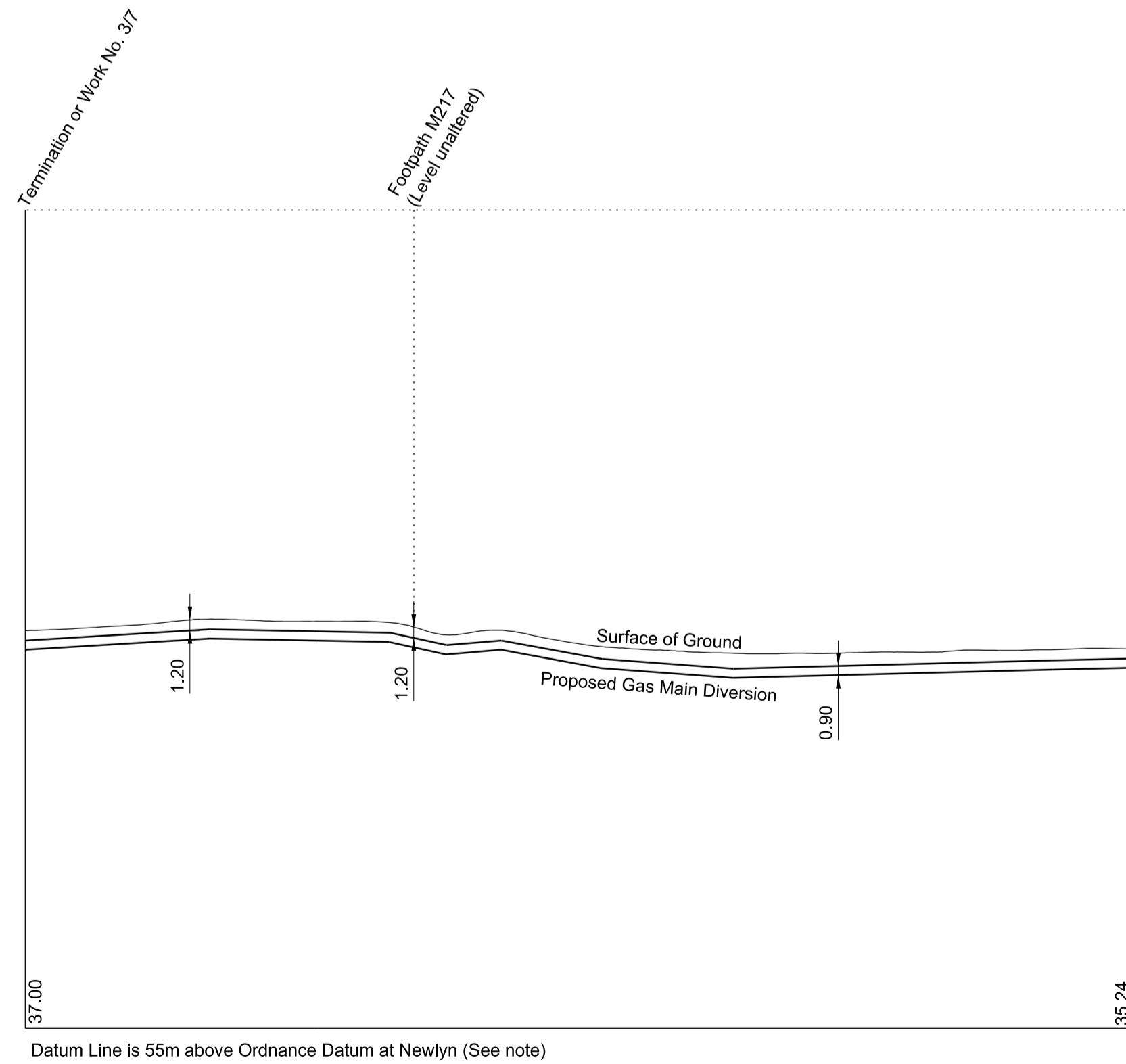


# SECTIONS

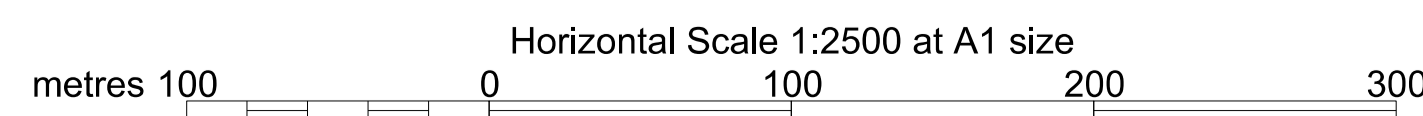
FOR PLAN OF WORK SEE SHEETS Nos. 3-003 and 3-004



Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
Datum Line for Work No 3/7 (55 metres above Ordnance Datum) is 53.18m below the fixed point being a gully on northbound carriageway of A452, opposite Four Winds, and marked thus  on plan (Sheet No 3-003). Such fixed point being 108.18m above Ordnance Datum Newlyn.



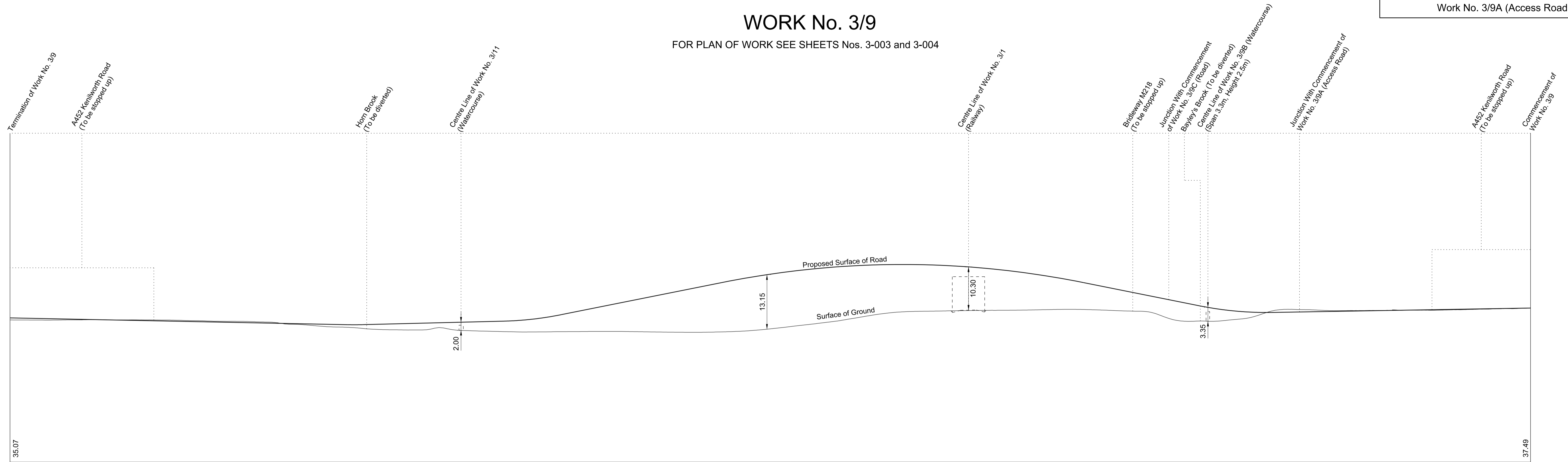
Datum Line is 55m above Ordnance Datum at Newlyn (See note)



# SECTIONS

## WORK No. 3/9

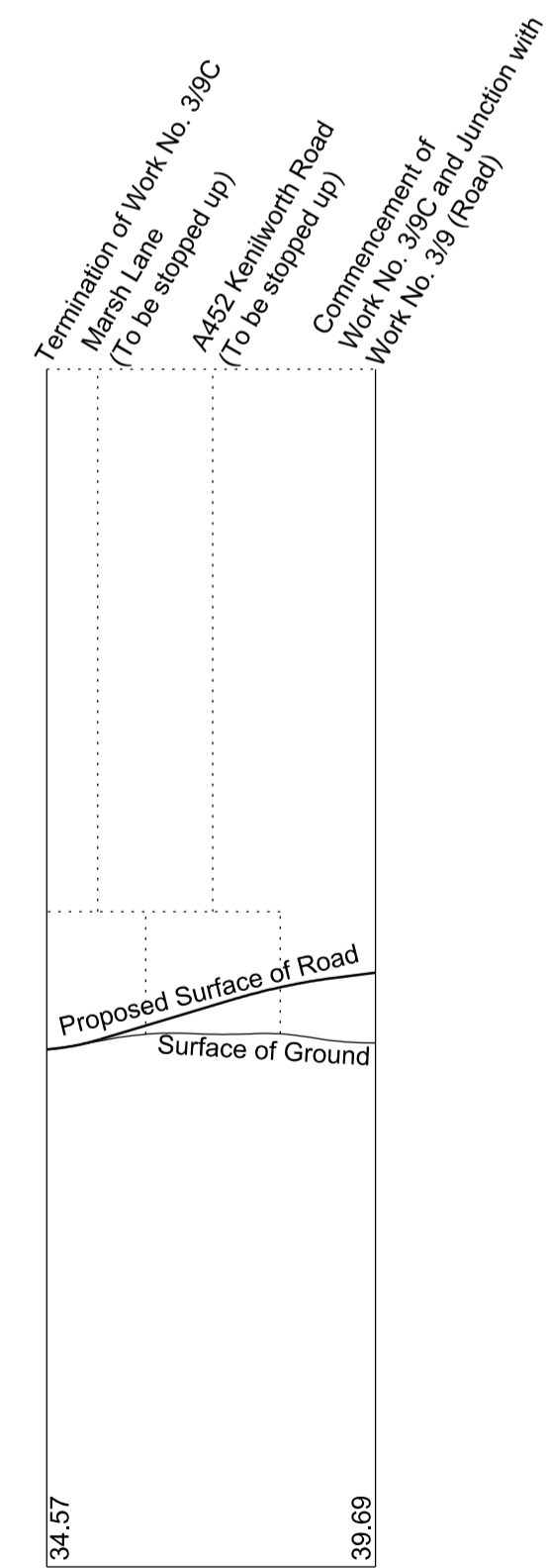
FOR PLAN OF WORK SEE SHEETS Nos. 3-003 and 3-004



Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 25  
 Greatest inclination of existing road 1 in 150  
 Datum Line for Work No 3/9 (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at the junction with Marsh Lane, and marked thus  $\blacktriangle$  on plan (Sheet No 3-004). Such fixed point being 91.01m above Ordnance Datum Newlyn.

## WORK No.3/9C

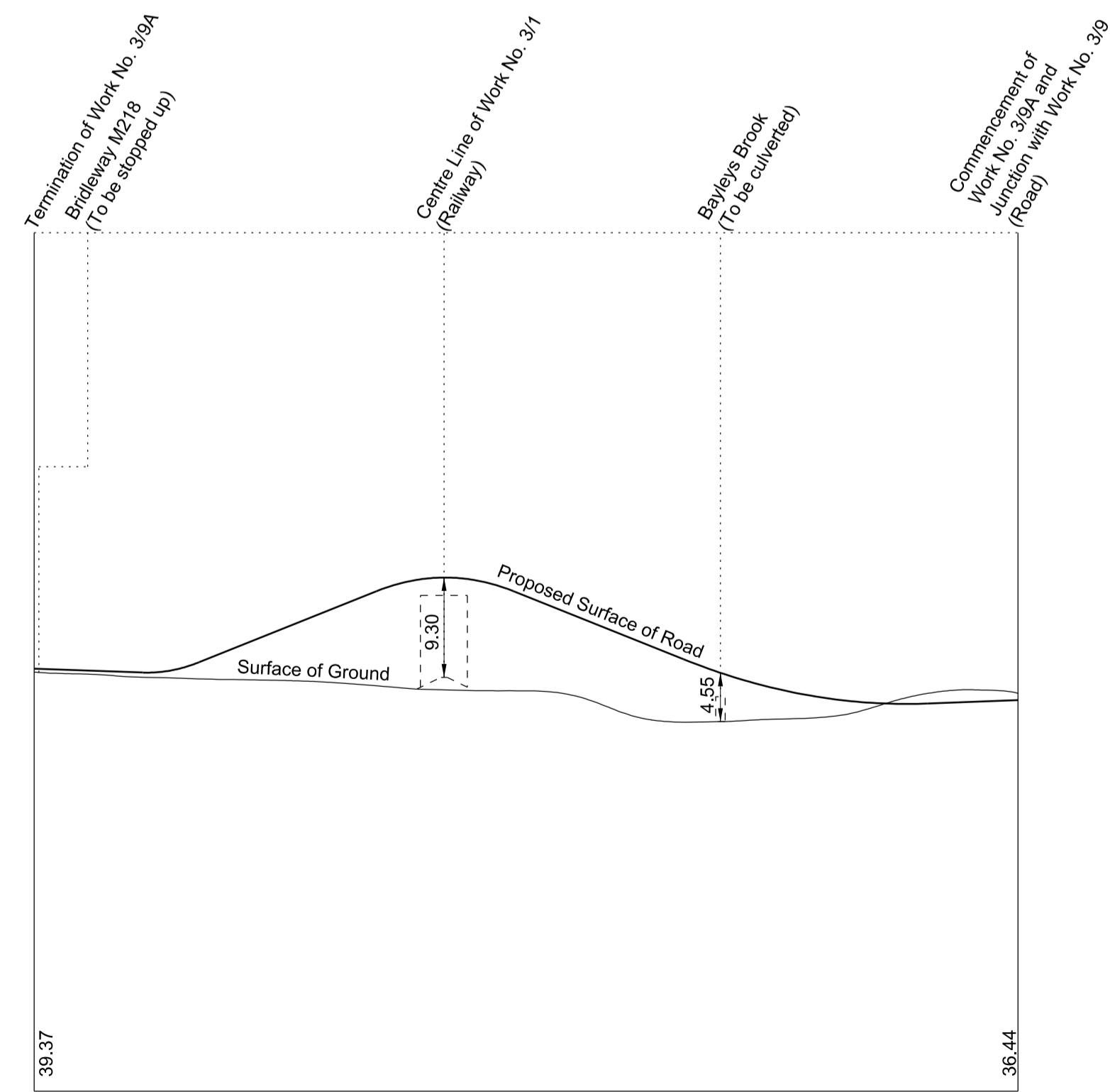
FOR PLAN OF WORK SEE SHEET No. 3-004



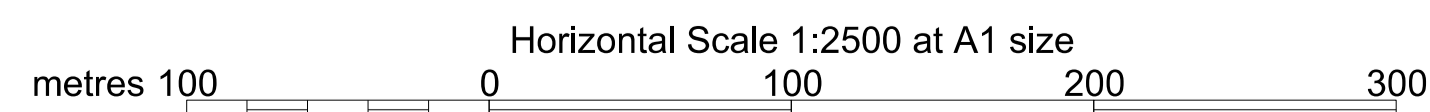
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 17  
 Greatest inclination of existing road 1 in 31  
 Datum Line for Work No 3/9C (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at the junction with Marsh Lane, and marked thus  $\blacktriangle$  on plan (Sheet No 3-004). Such fixed point being 91.01m above Ordnance Datum Newlyn.

## WORK No.3/9A

FOR PLAN OF WORK SEE SHEET No. 3-004

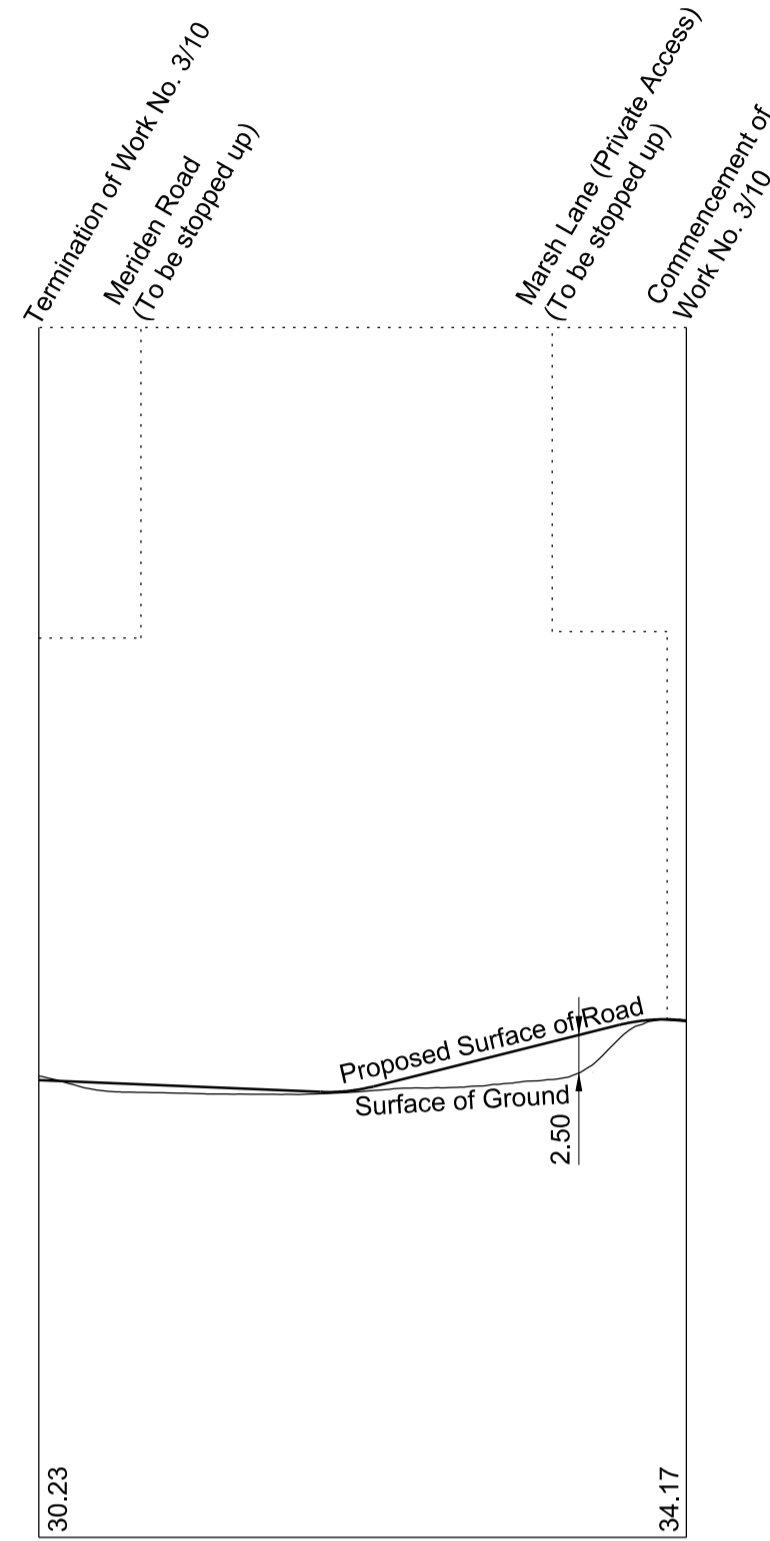


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 72  
 Greatest inclination of existing road 1 in 72  
 Datum Line for Work No 3/9A (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at the junction with Marsh Lane, and marked thus  $\blacktriangle$  on plan (Sheet No 3-004). Such fixed point being 91.01m above Ordnance Datum Newlyn.



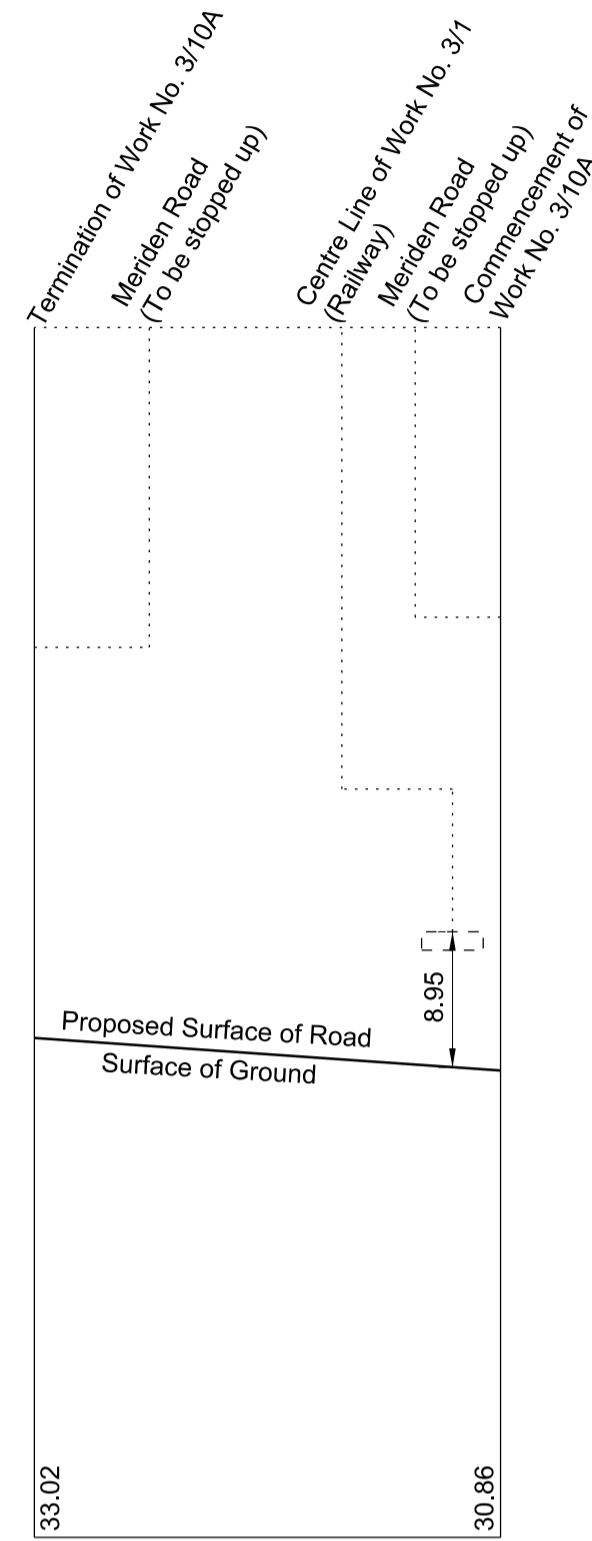
# SECTIONS

**WORK No.3/10**  
 FOR PLAN OF WORK SEE SHEET No. 3-004



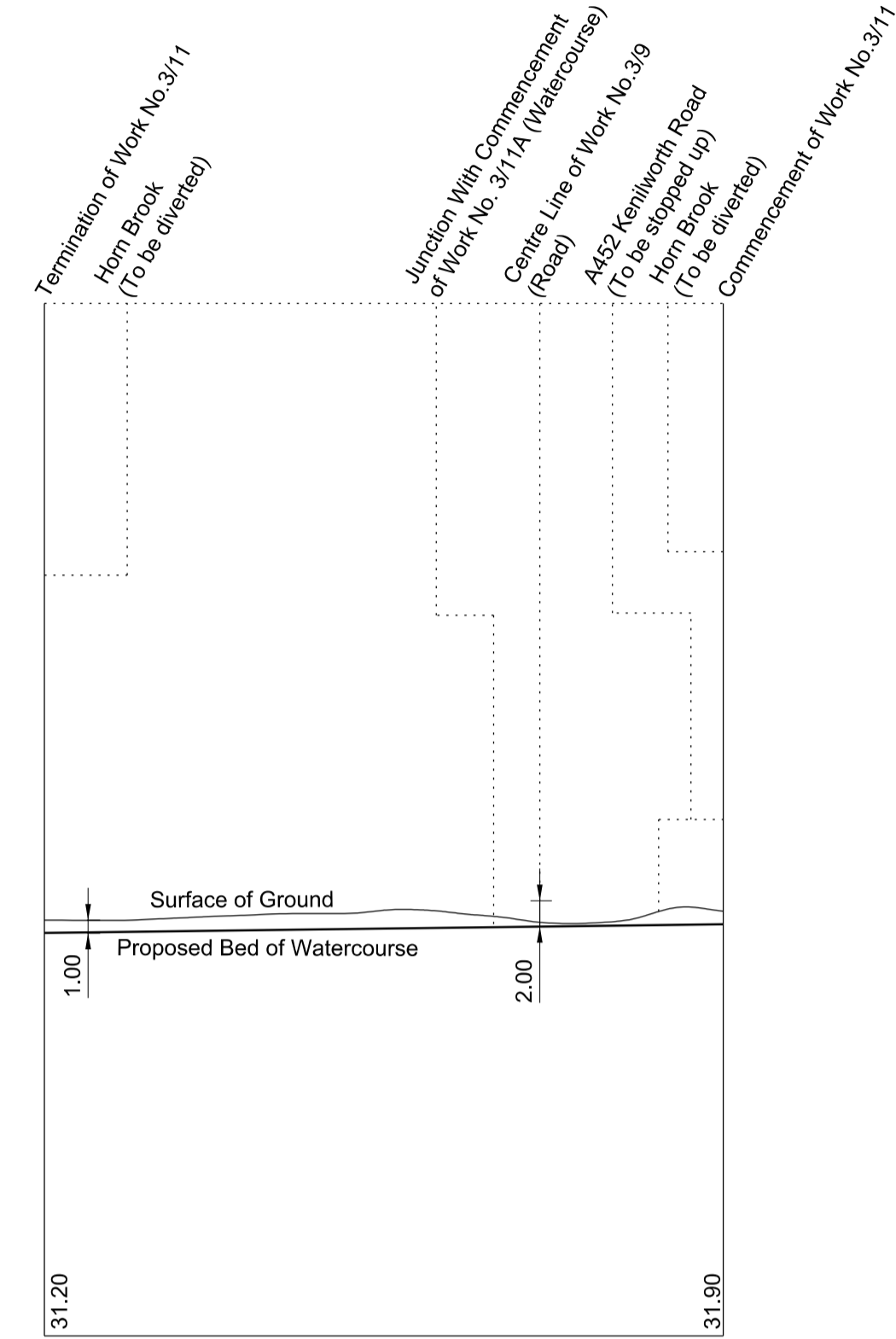
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 20  
 Greatest inclination of existing road 1 in 10  
 Datum Line for Work No 3/10 (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at the junction with Marsh Lane, and marked thus  $\blacktriangle$  on plan (Sheet No 3-004). Such fixed point being 91.01m above Ordnance Datum Newlyn.

**WORK No.3/10A**  
 FOR PLAN OF WORK SEE SHEET No. 3-004



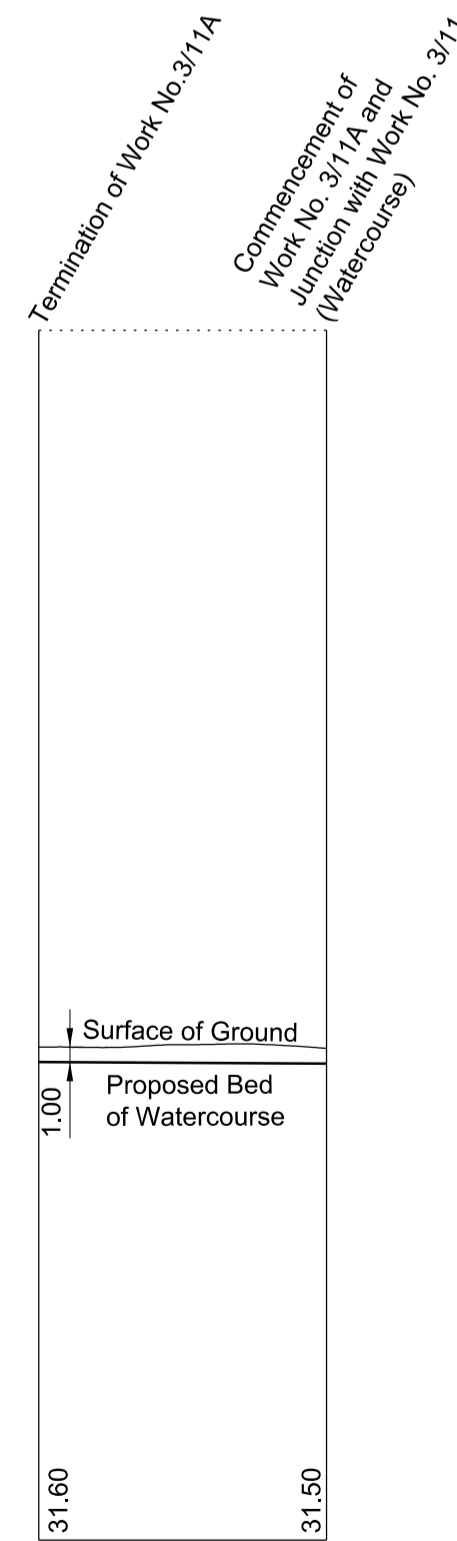
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 71  
 Greatest inclination of existing road 1 in 71  
 Datum Line for Work No 3/10A (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at the junction with Marsh Lane, and marked thus  $\blacktriangle$  on plan (Sheet No 3-004). Such fixed point being 91.01m above Ordnance Datum Newlyn.

**WORK No.3/11**  
 FOR PLAN OF WORK SEE SHEET No. 3-004



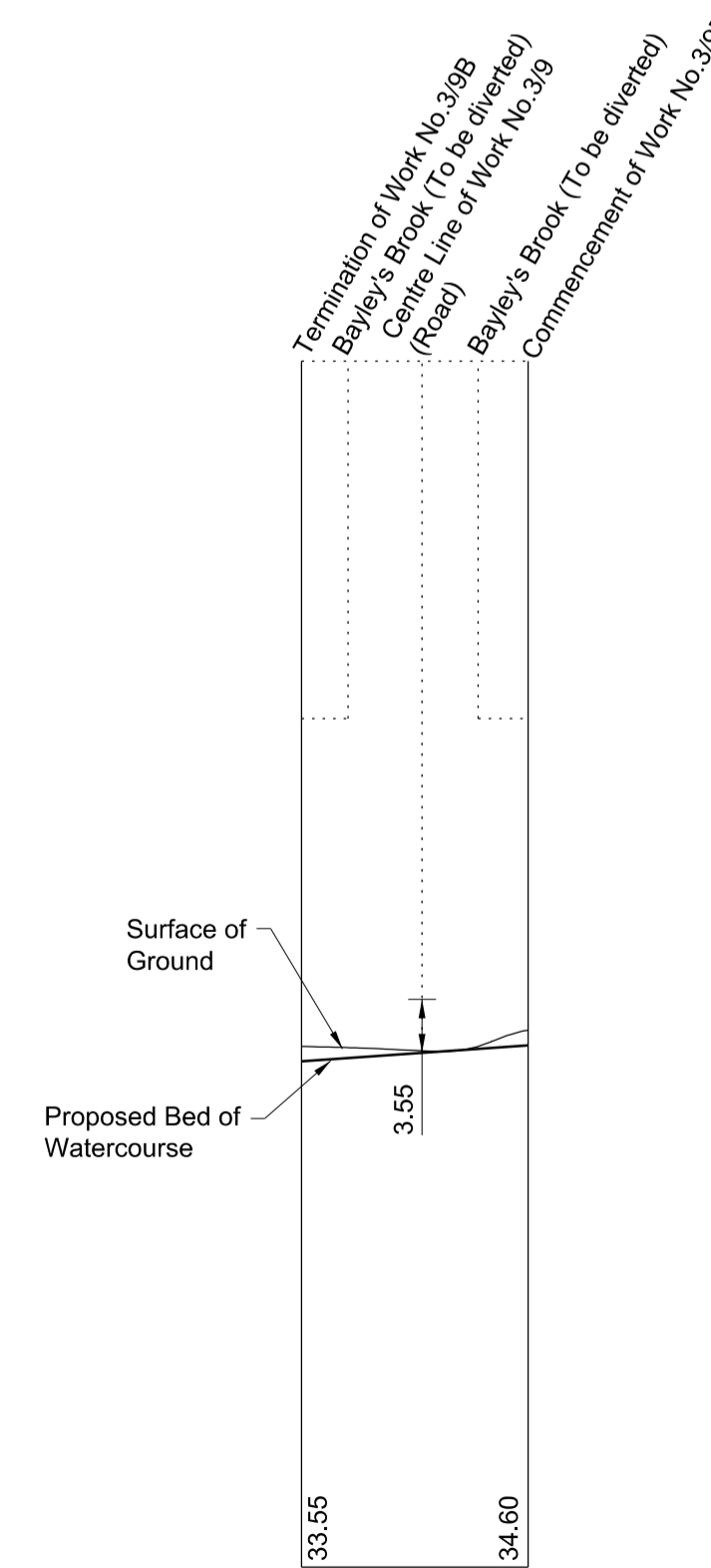
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/11 (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at the junction with Marsh Lane, and marked thus  $\blacktriangle$  on plan (Sheet No 3-004). Such fixed point being 91.01m above Ordnance Datum Newlyn.

**WORK No.3/11A**  
 FOR PLAN OF WORK SEE SHEET No. 3-004

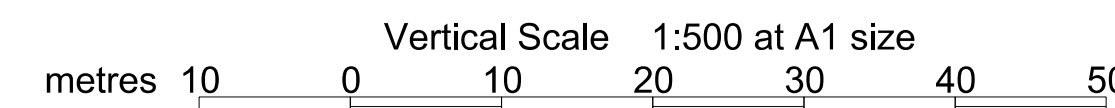
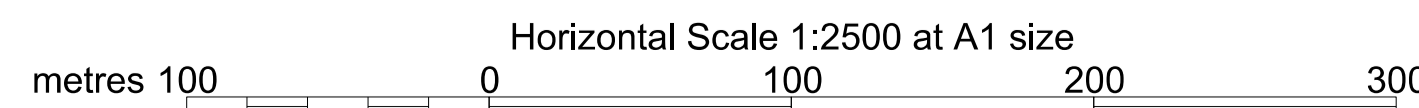


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/11A (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at the junction with Marsh Lane, and marked thus  $\blacktriangle$  on plan (Sheet No 3-004). Such fixed point being 91.01m above Ordnance Datum Newlyn.

**WORK No.3/9B**  
 FOR PLAN OF WORK SEE SHEET No. 3-004

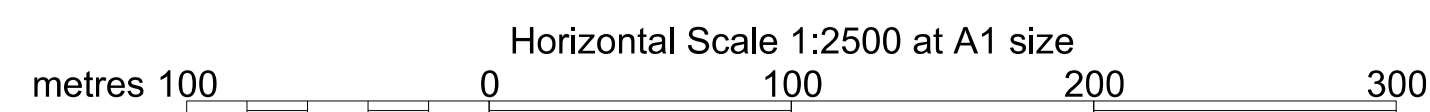
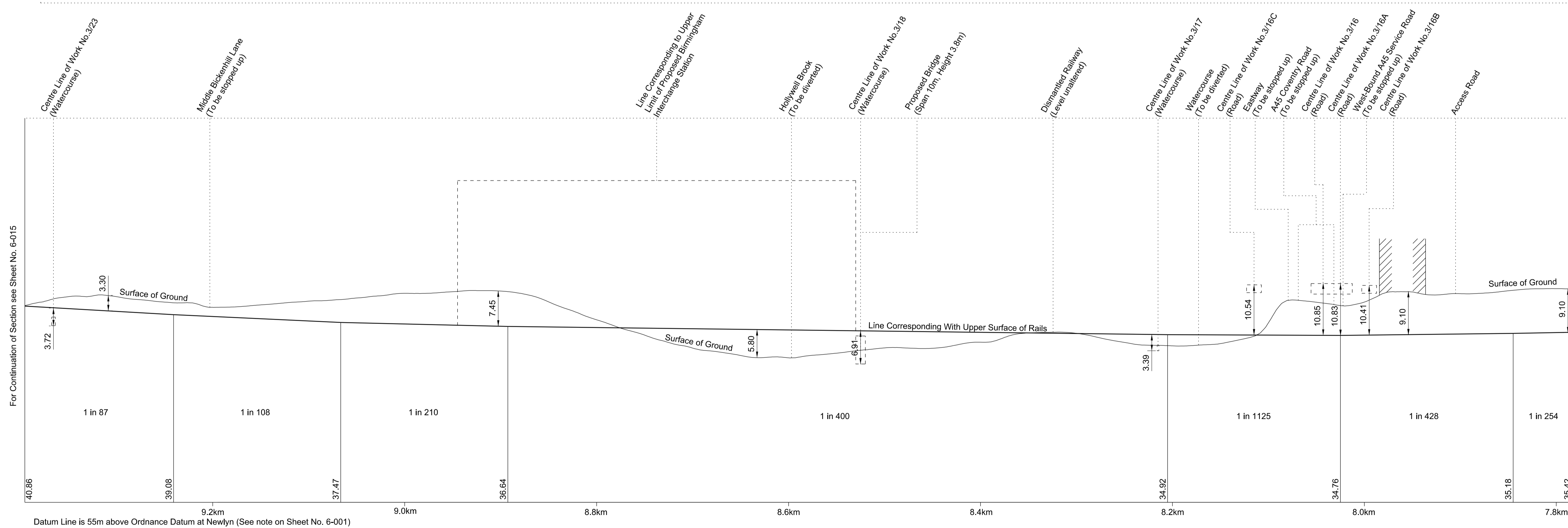
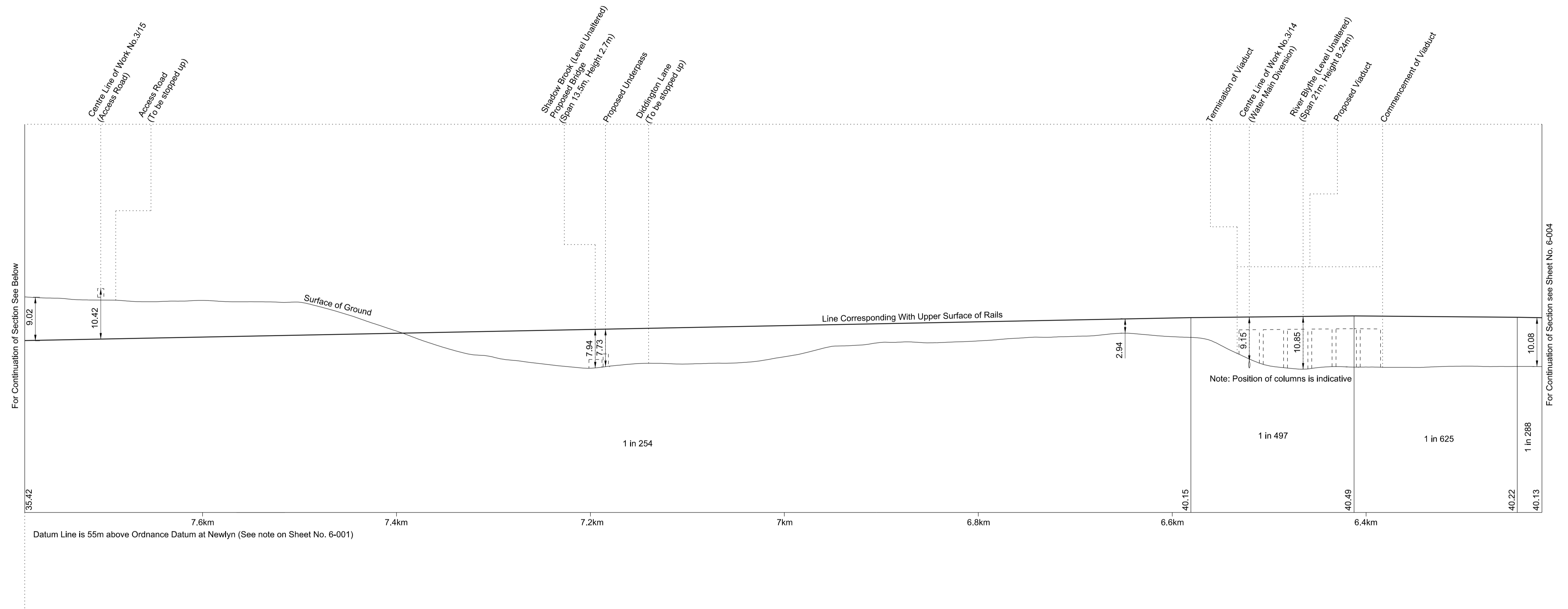


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/9B (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at the junction with Marsh Lane, and marked thus  $\blacktriangle$  on plan (Sheet No 3-004). Such fixed point being 91.01m above Ordnance Datum Newlyn.



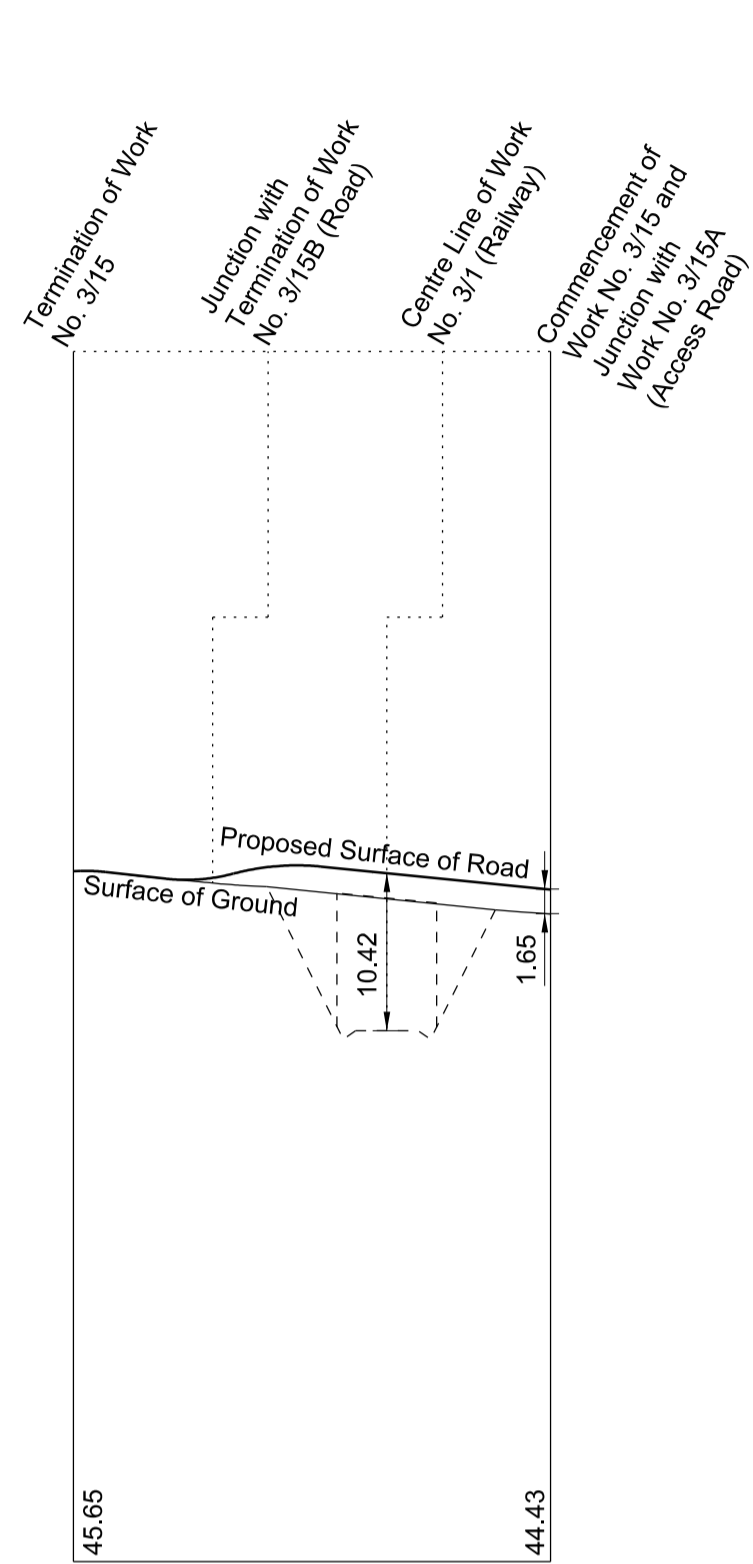
# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-005 and 3-006



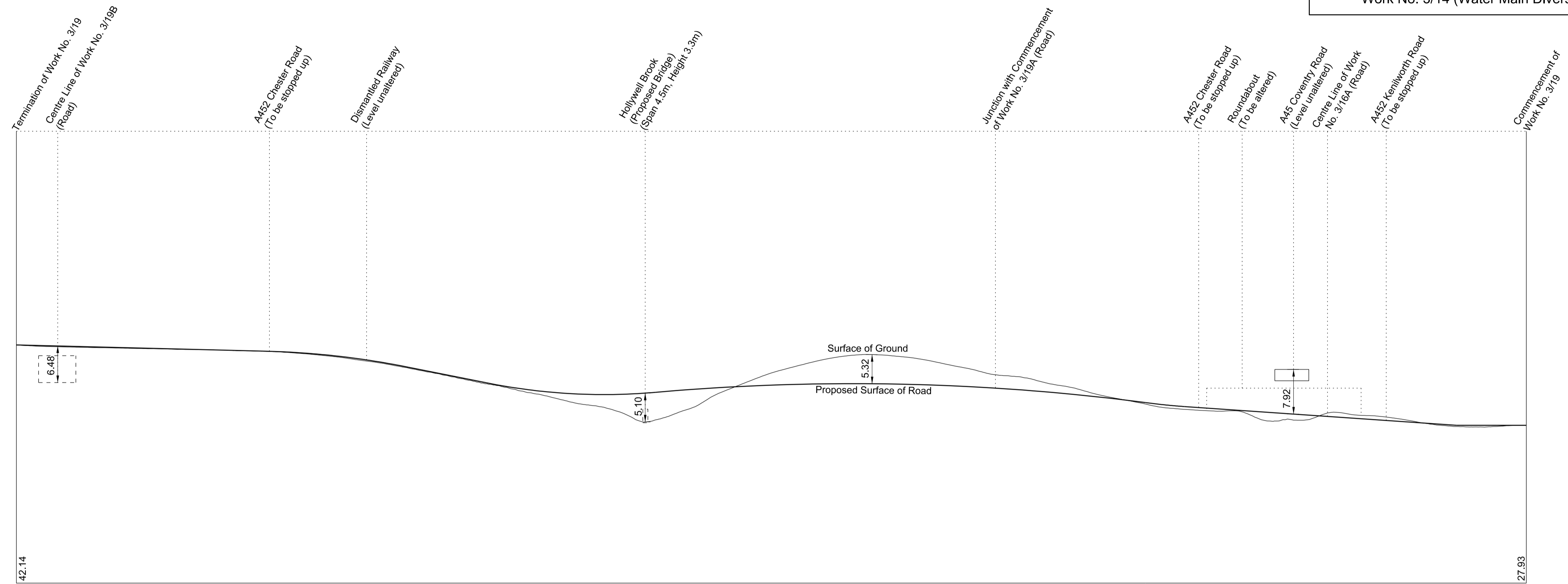
# SECTIONS

**WORK No. 3/15**  
 FOR PLAN OF WORK SEE SHEET No. 3-005



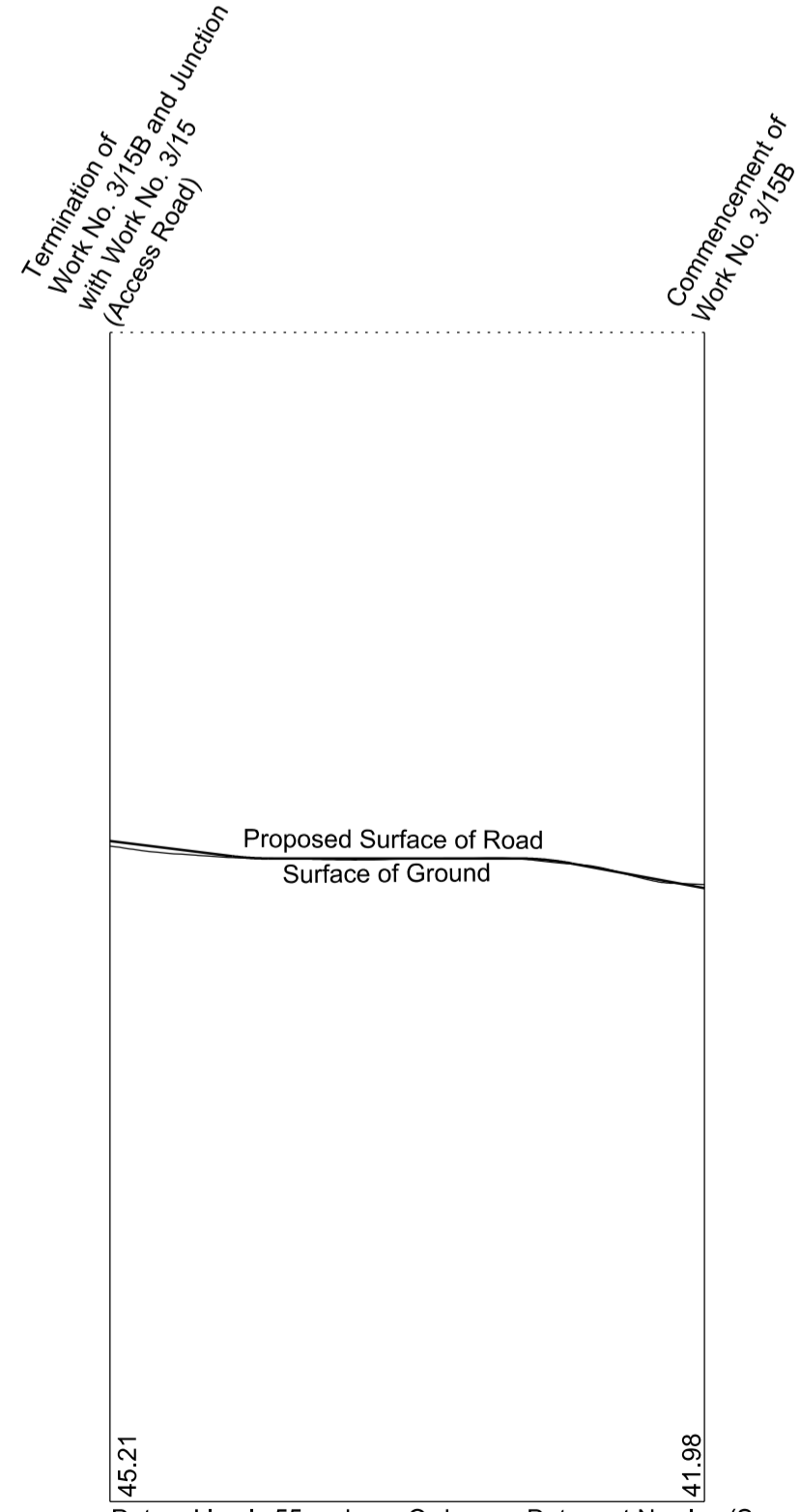
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 40  
 Greatest inclination of existing road 1 in 30  
 Datum Line for Work No 3/15 (55 metres above Ordnance Datum) is 31.03m below the fixed point being a nail at Diddington Lane, in concreted field entrance, near bridge over Shadow Brook, Hampton-in-Arden and marked thus  $\blacktriangle$  on plan (Sheet No 3-005). Such fixed point being 86.03m above Ordnance Datum Newlyn.

**WORK No. 3/19**  
 FOR PLAN OF WORK SEE SHEETS Nos. 3-005 and 3-006



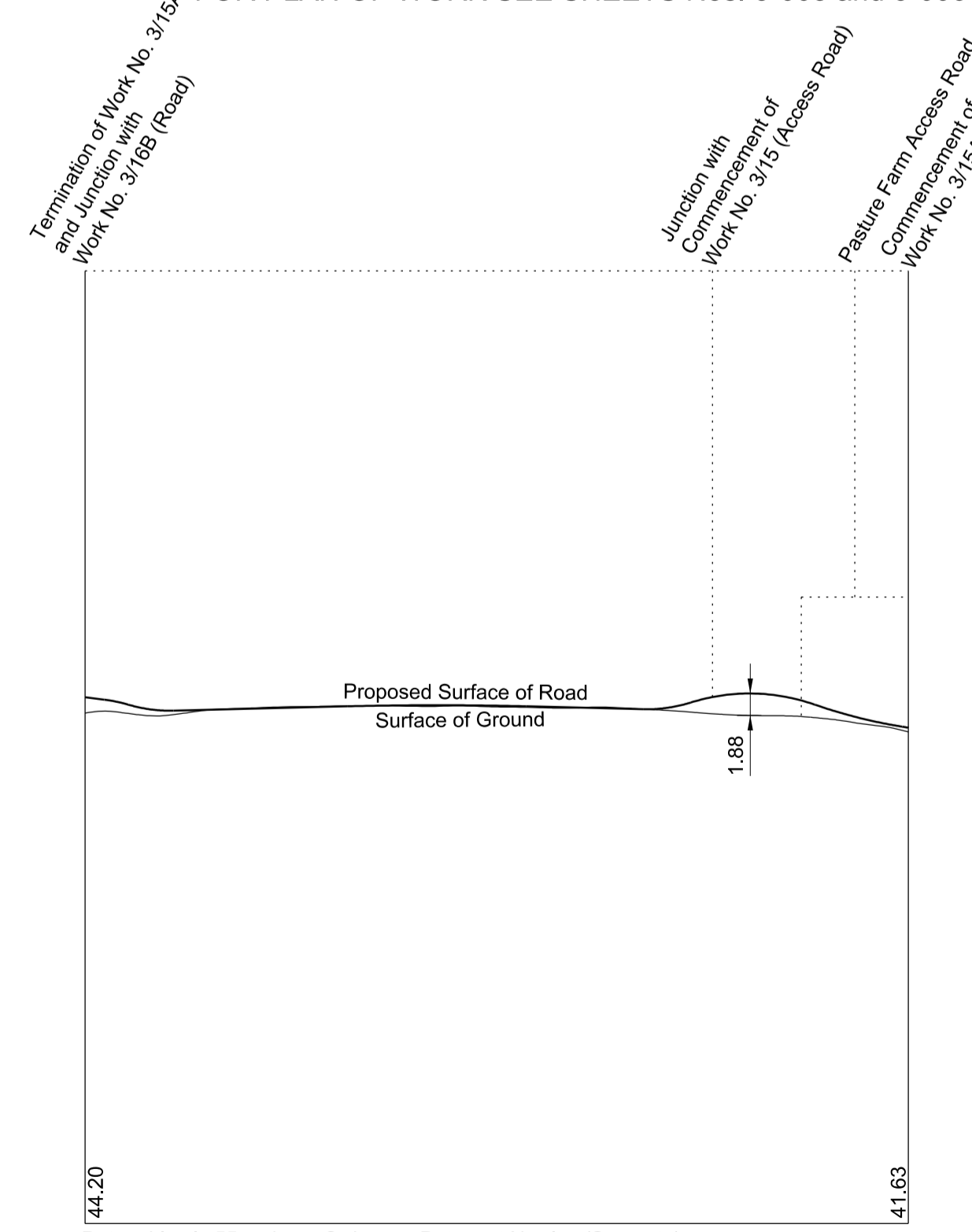
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 26  
 Greatest inclination of existing road 1 in 21  
 Datum Line for Work No 3/19 (55 metres above Ordnance Datum) is 31.03m below the fixed point being a nail at Diddington Lane, in concreted field entrance, near bridge over Shadow Brook, Hampton-in-Arden and marked thus  $\blacktriangle$  on plan (Sheet No 3-005). Such fixed point being 86.03m above Ordnance Datum Newlyn.

**WORK No. 3/15B**  
 FOR PLAN OF WORK SEE SHEET No. 3-005



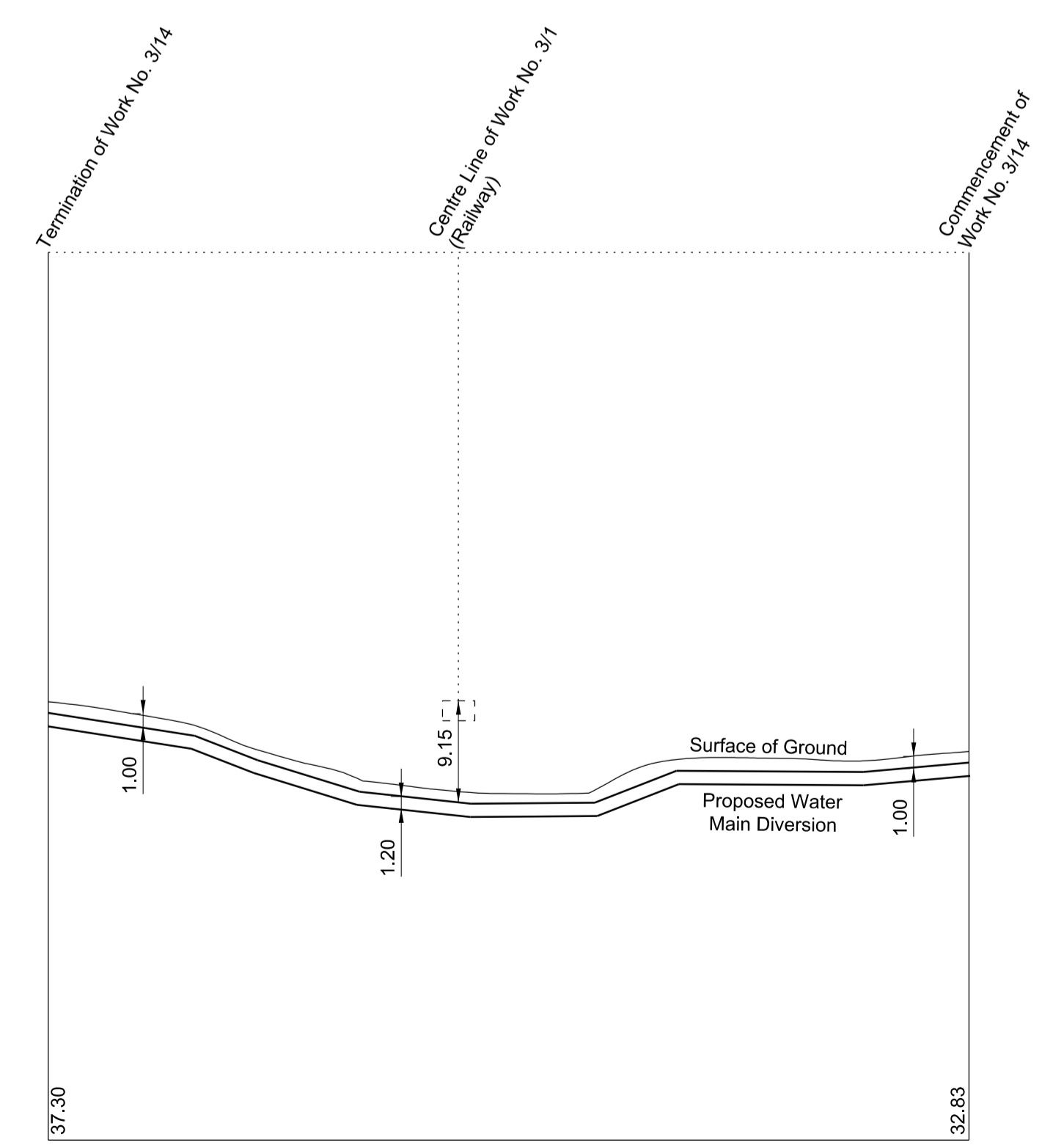
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 32  
 Greatest inclination of existing road N/A  
 Datum Line for Work No 3/15B (55 metres above Ordnance Datum) is 31.03m below the fixed point being a nail at Diddington Lane, in concreted field entrance, near bridge over Shadow Brook, Hampton-in-Arden and marked thus  $\blacktriangle$  on plan (Sheet No 3-005). Such fixed point being 86.03m above Ordnance Datum Newlyn.

**WORK No. 3/15A**  
 FOR PLAN OF WORK SEE SHEETS Nos. 3-005 and 3-006

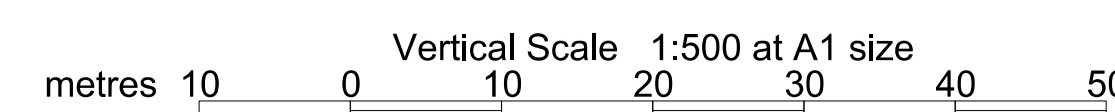
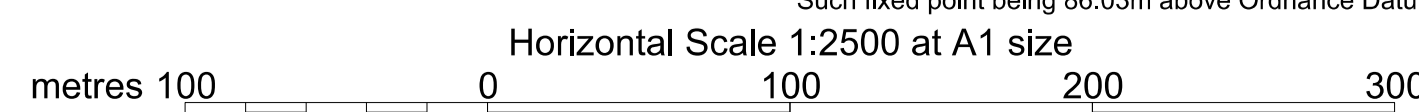


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 21  
 Greatest inclination of existing road 1 in 27  
 Datum Line for Work No 3/15A (55 metres above Ordnance Datum) is 31.03m below the fixed point being a nail at Diddington Lane, in concreted field entrance, near bridge over Shadow Brook, Hampton-in-Arden and marked thus  $\blacktriangle$  on plan (Sheet No 3-005). Such fixed point being 86.03m above Ordnance Datum Newlyn.

**WORK No. 3/14**  
 FOR PLAN OF WORK SEE SHEET No. 3-005

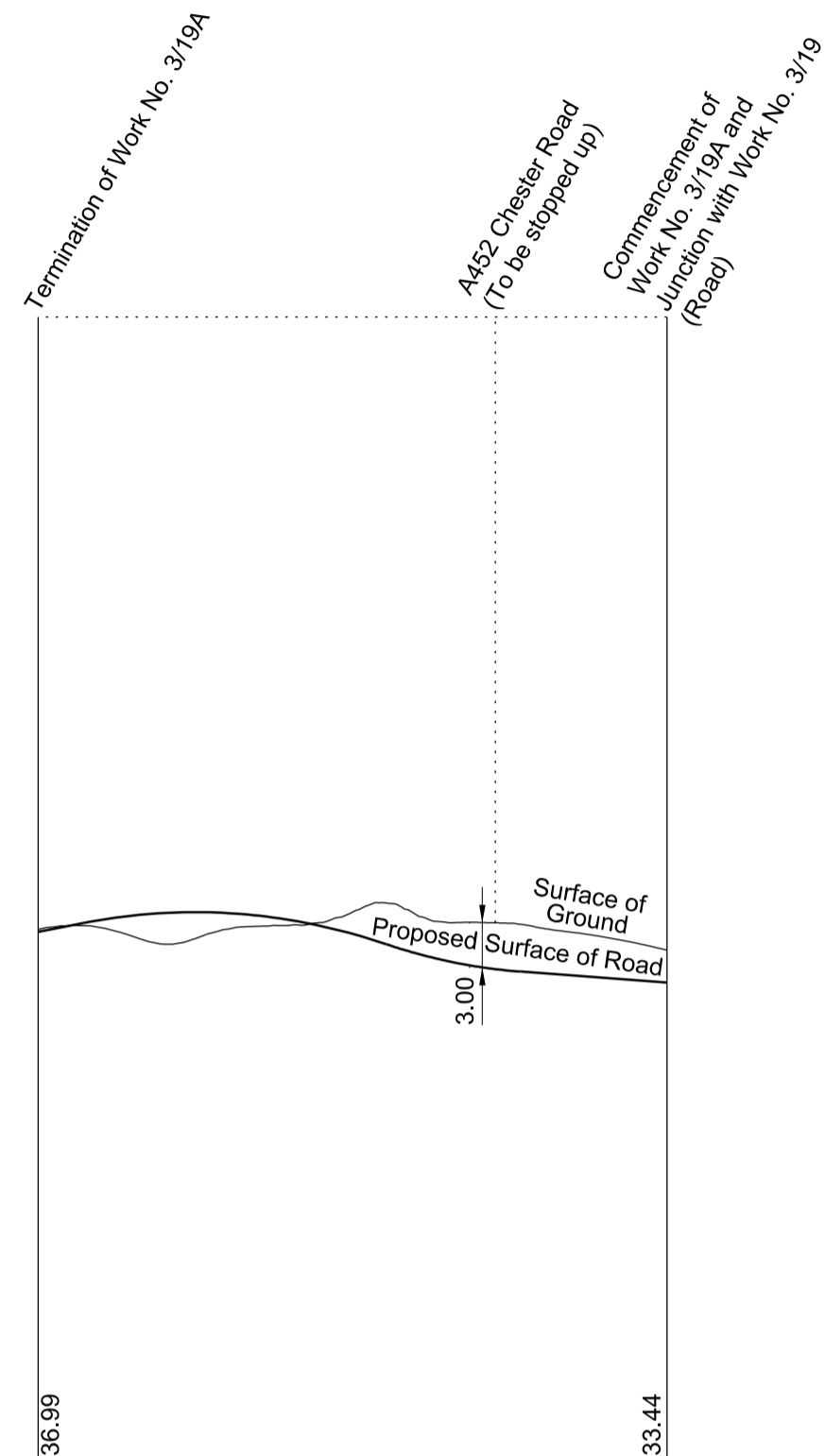



Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/15B (55 metres above Ordnance Datum) is 31.03m below the fixed point being a nail at Diddington Lane, in concreted field entrance, near bridge over Shadow Brook, Hampton-in-Arden and marked thus  $\blacktriangle$  on plan (Sheet No 3-005). Such fixed point being 86.03m above Ordnance Datum Newlyn.



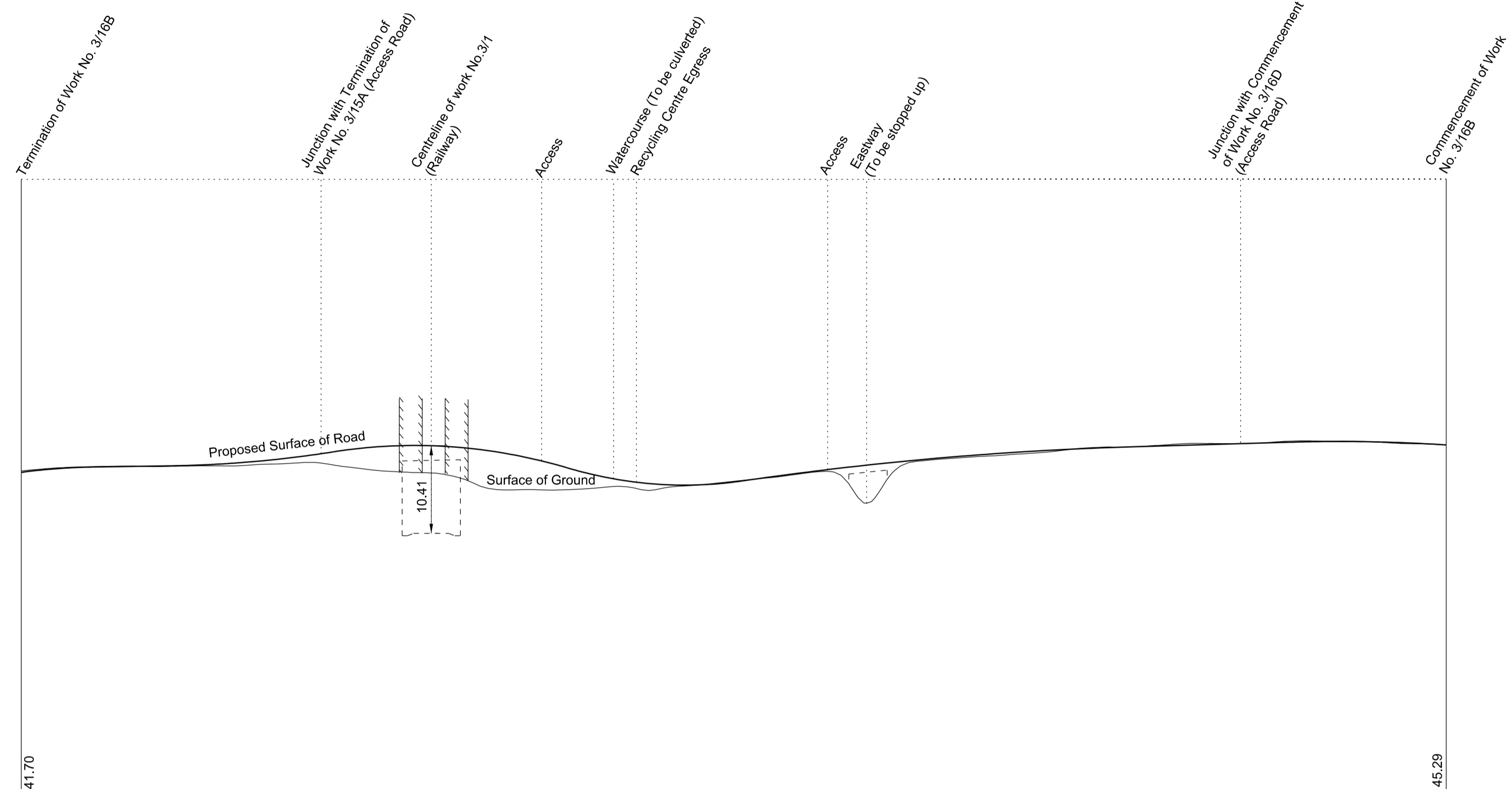
# SECTIONS


**WORK No. 3/19A**  
 FOR PLAN OF WORK SEE SHEET No. 3-006



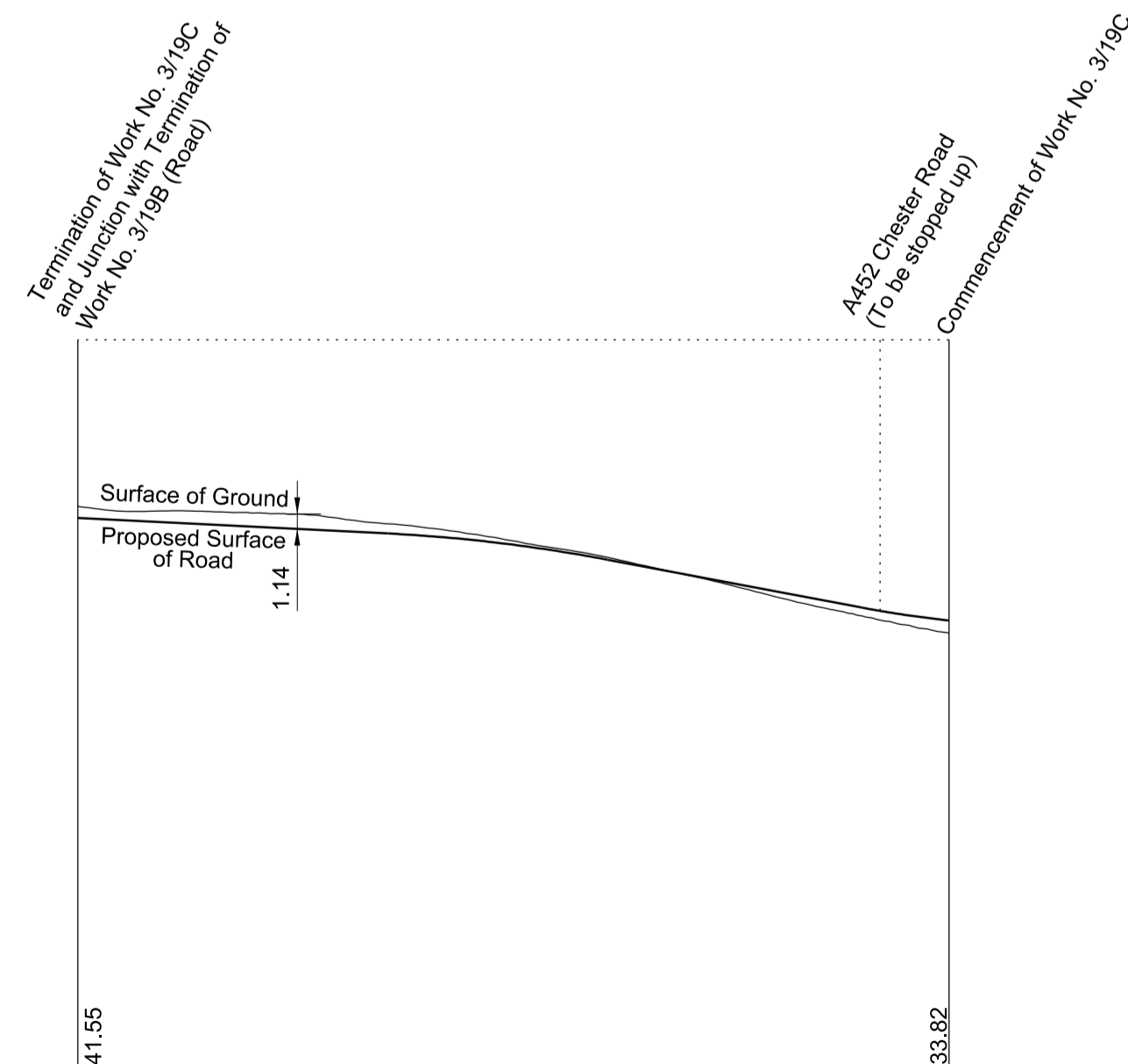
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 18  
 Greatest inclination of existing road 1 in 16  
 Datum Line for Work No 3/19A (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus  on plan (Sheet No 3-006). Such fixed point being 92.79m above Ordnance Datum Newlyn.


**WORK No. 3/16B**  
 FOR PLAN OF WORK SEE SHEETS Nos. 3-006 and 3-007



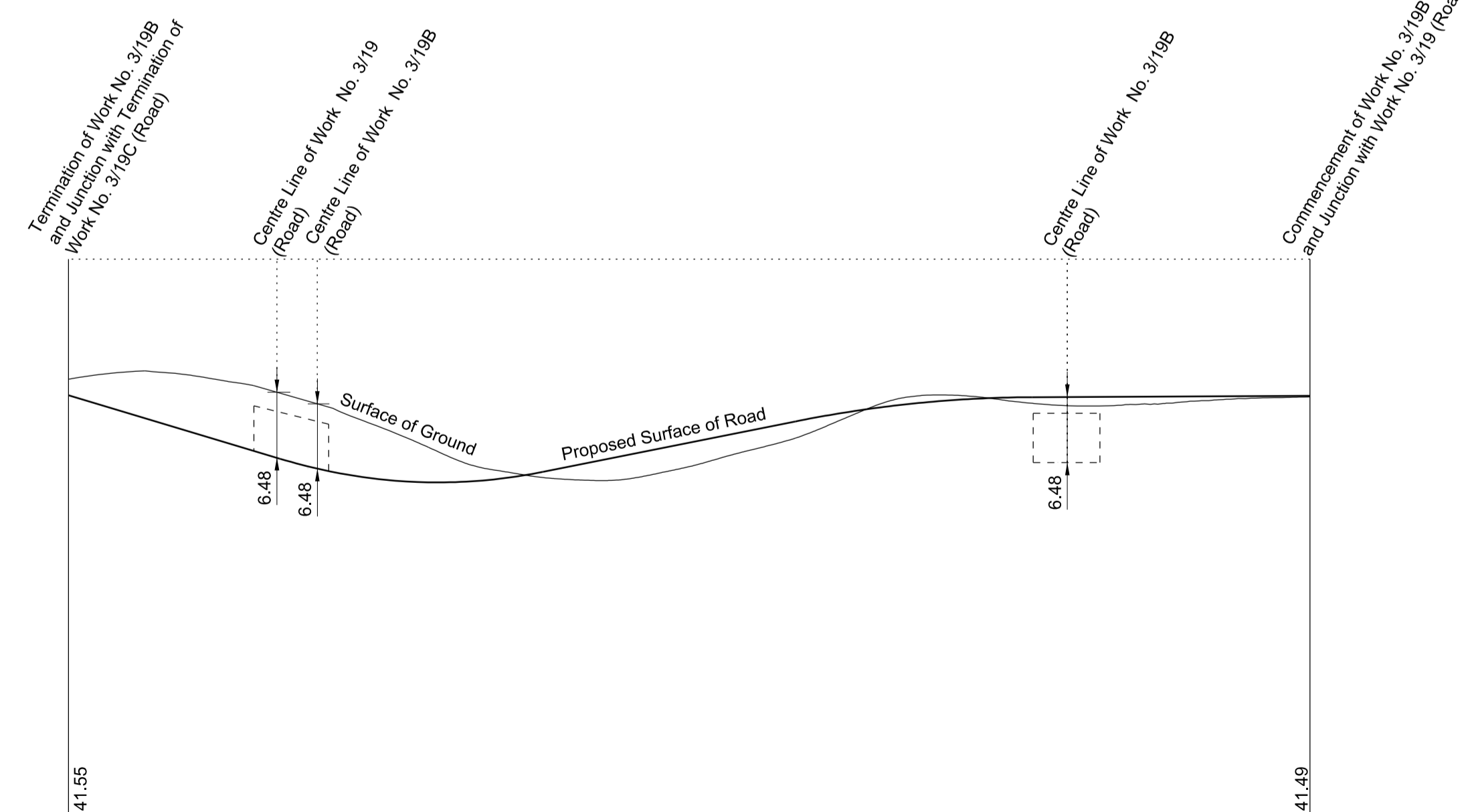
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 22  
 Greatest inclination of existing road 1 in 61  
 Datum Line for Work No 3/16B (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus  on plan (Sheet No 3-006). Such fixed point being 92.79m above Ordnance Datum Newlyn.


**WORK No. 3/19C**  
 FOR PLAN OF WORK SEE SHEET No. 3-006

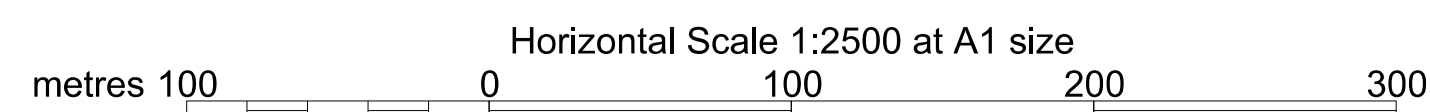


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 25  
 Greatest inclination of existing road N/A  
 Datum Line for Work No 3/19C (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus  on plan (Sheet No 3-006). Such fixed point being 92.79m above Ordnance Datum Newlyn.

**WORK No. 3/19B**  
 FOR PLAN OF WORK SEE SHEET No. 3-006



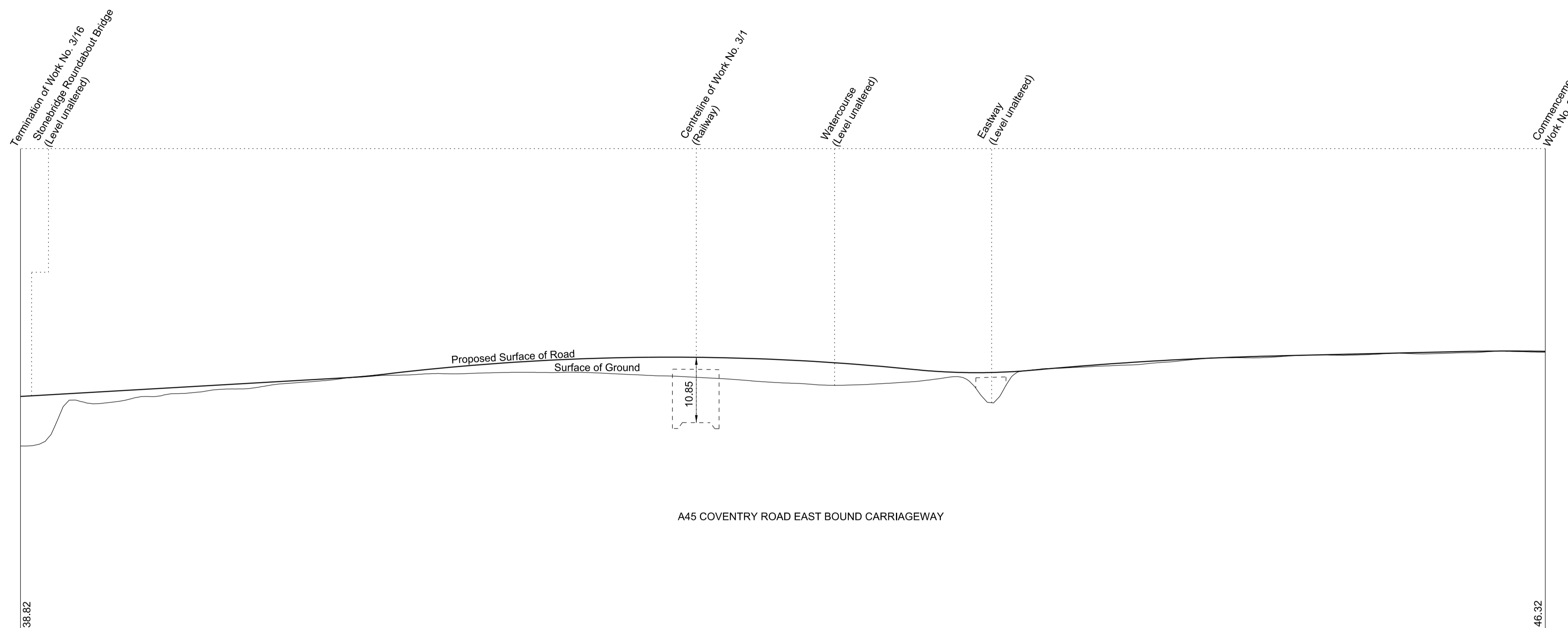
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 16  
 Greatest inclination of existing road N/A  
 Datum Line for Work No 3/19B (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus  on plan (Sheet No 3-006). Such fixed point being 92.79m above Ordnance Datum Newlyn.






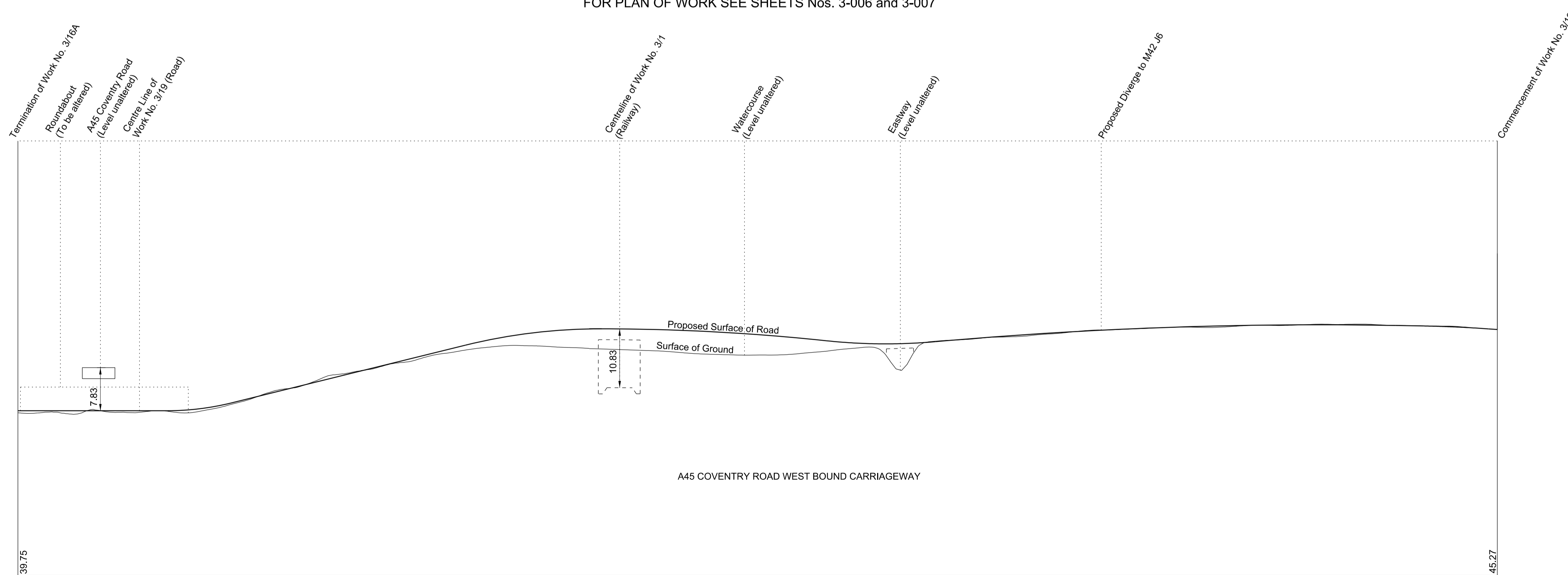
# SECTIONS


## WORK No. 3/16 FOR PLAN OF WORK SEE SHEETS Nos. 3-006 and 3-007

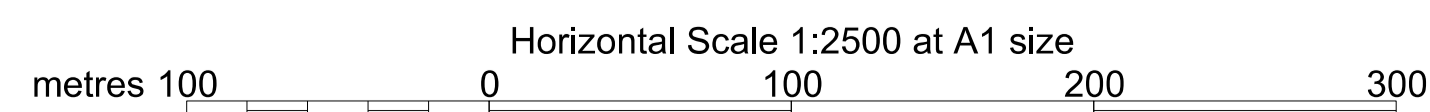


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 61  
 Greatest inclination of existing road 1 in 79  
 Datum Line for Work No 3/16 (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus  on plan (Sheet No 3-006). Such fixed point being 92.79m above Ordnance Datum Newlyn.

## WORK No. 3/16A FOR PLAN OF WORK SEE SHEETS Nos. 3-006 and 3-007

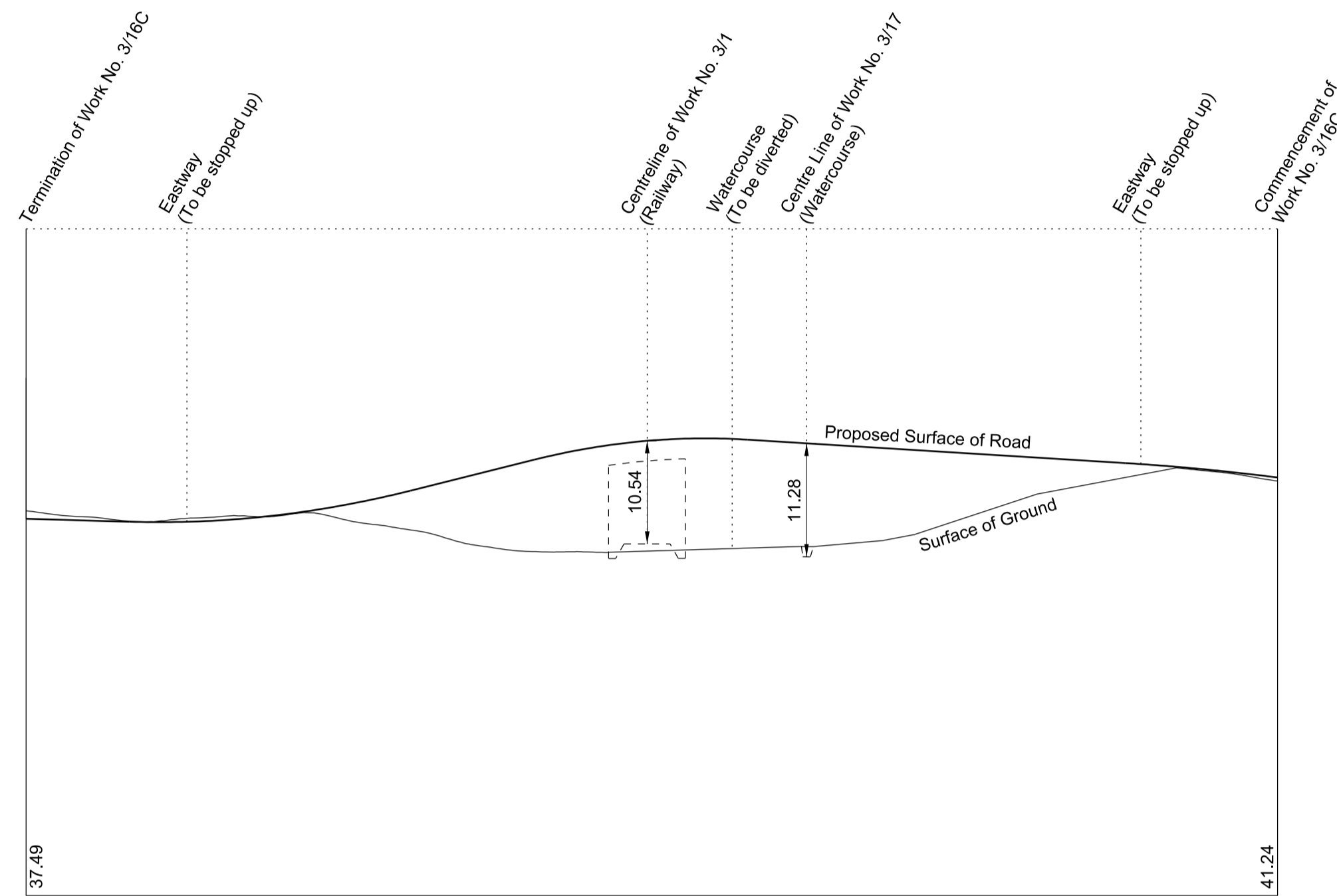


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 25  
 Greatest inclination of existing road 1 in 25  
 Datum Line for Work No 3/16A (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus  on plan (Sheet No 3-006). Such fixed point being 92.79m above Ordnance Datum Newlyn.



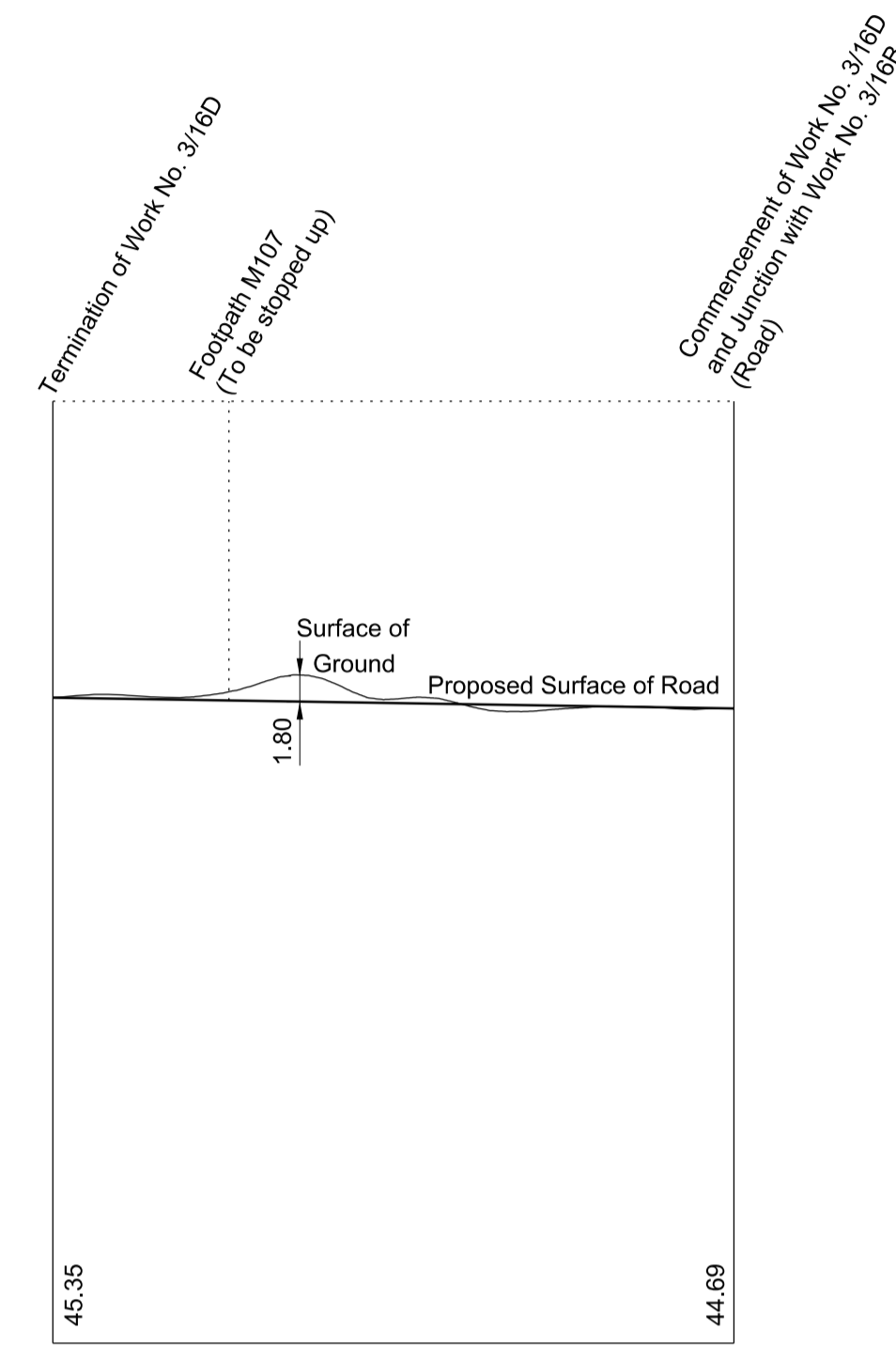
# SECTIONS

**WORK No. 3/16C**  
 FOR PLAN OF WORK SEE SHEET No. 3-006



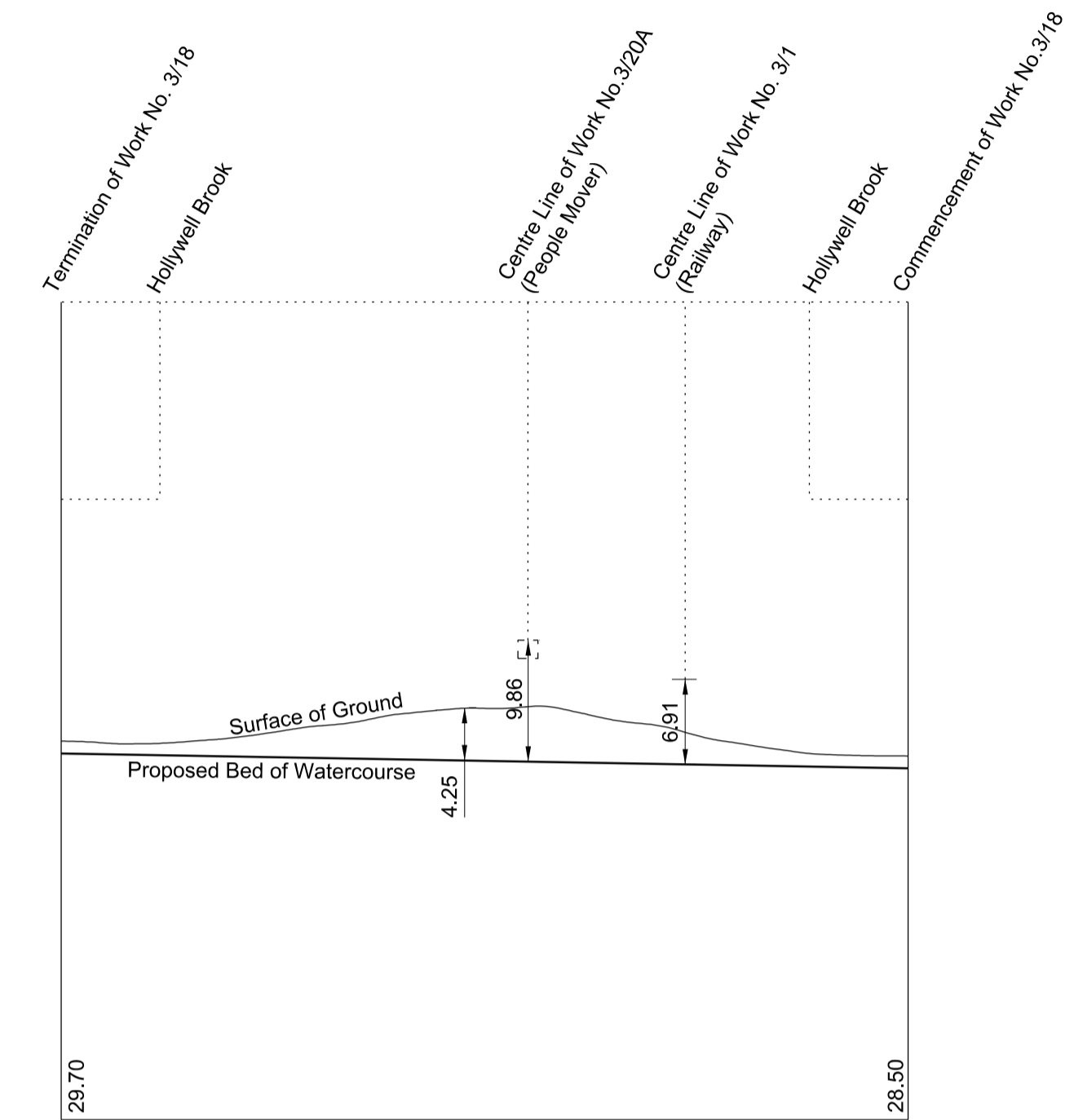
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 20  
 Greatest inclination of existing road 1 in 42  
 Datum Line for Work No 3/16C (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus ▲ on plan (Sheet No 3-006). Such fixed point being 92.79m above Ordnance Datum Newlyn.

**WORK No. 3/16D**  
 FOR PLAN OF WORK SEE SHEET No. 3-007



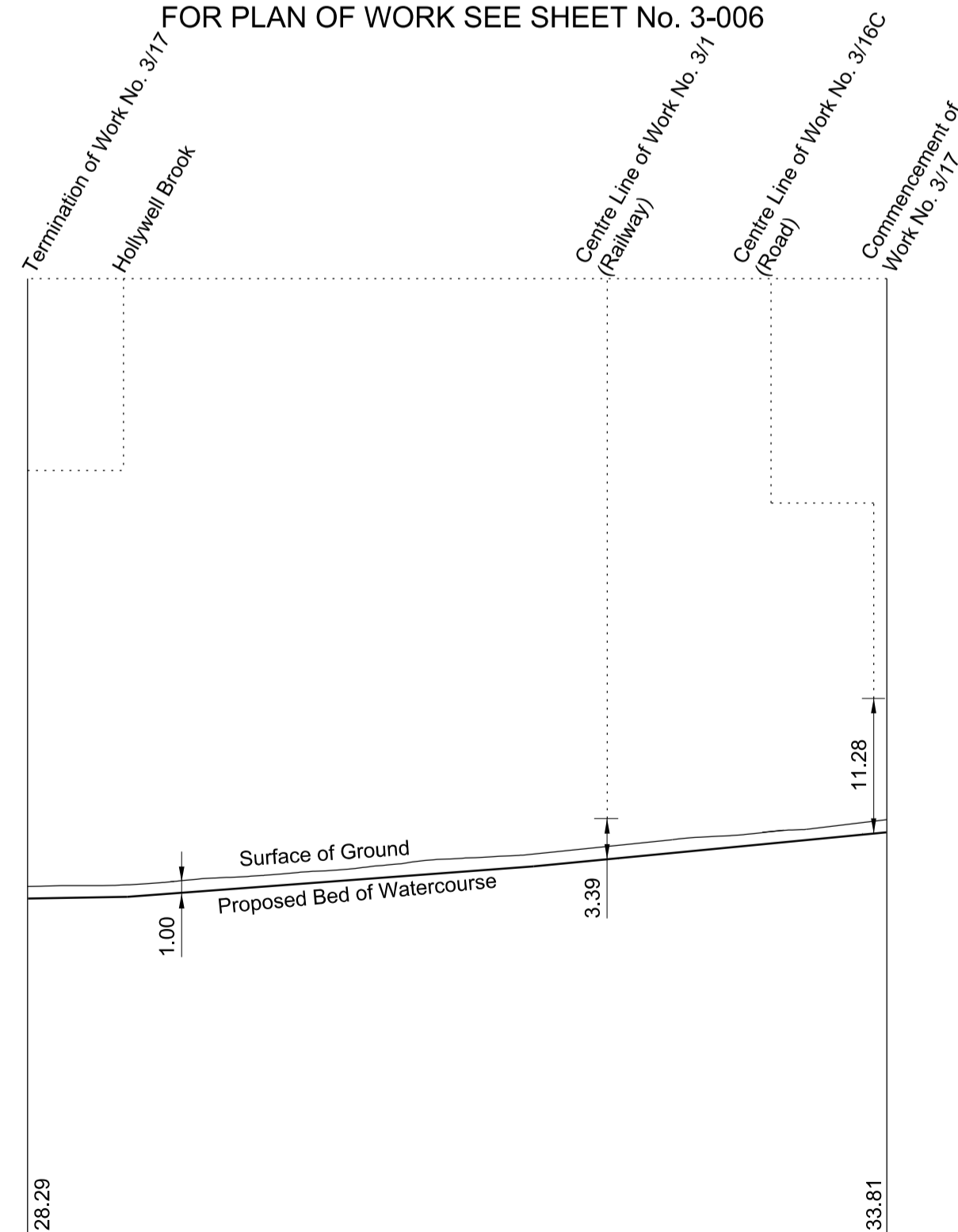
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 83  
 Greatest inclination of existing road N/A  
 Datum Line for Work No 3/16D (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at the junction with Eastway, and marked thus ▲ on plan (Sheet No 3-007). Such fixed point being 94.61m above Ordnance Datum Newlyn.

**WORK No. 3/18**  
 FOR PLAN OF WORK SEE SHEET No. 3-006



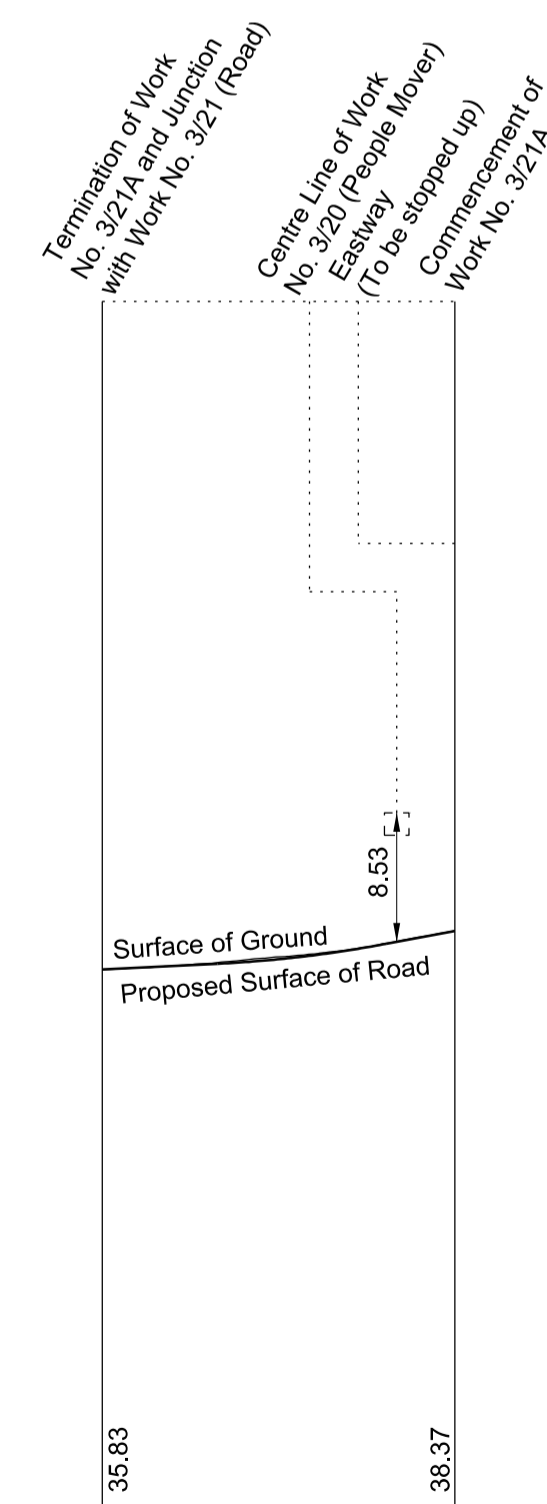
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/18 (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus ▲ on plan (Sheet No 3-006). Such fixed point being 92.79m above Ordnance Datum Newlyn.

**WORK No. 3/17**  
 FOR PLAN OF WORK SEE SHEET No. 3-006



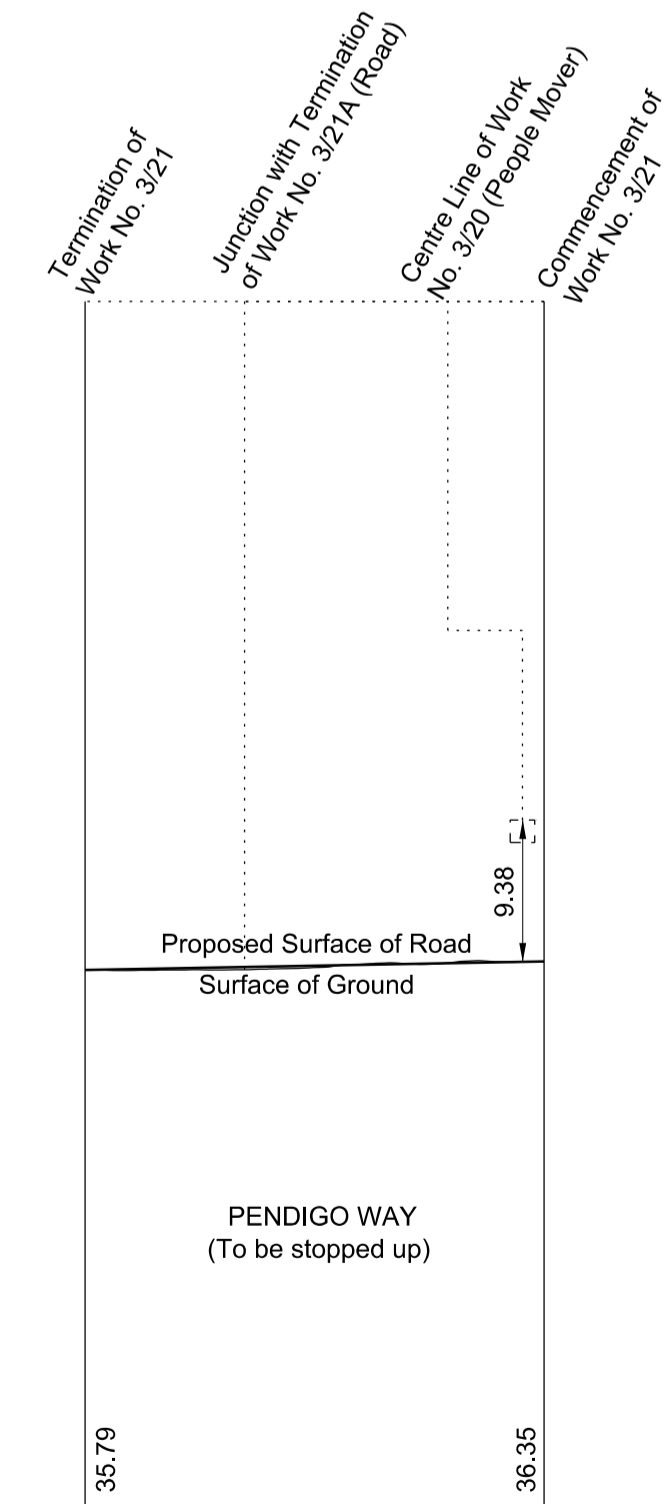
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/17 (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus ▲ on plan (Sheet No 3-006). Such fixed point being 92.79m above Ordnance Datum Newlyn.

**WORK No. 3/21A**  
 FOR PLAN OF WORK SEE SHEET No. 3-007

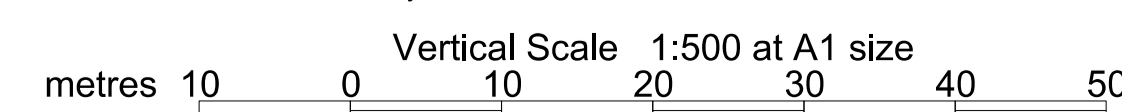
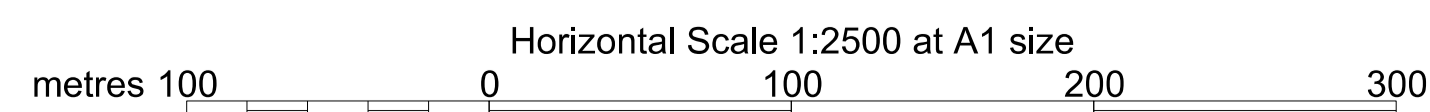


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 27  
 Greatest inclination of existing road 1 in 27  
 Datum Line for Work No 3/21A (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at the junction with Eastway, and marked thus ▲ on plan (Sheet No 3-007). Such fixed point being 94.61m above Ordnance Datum Newlyn.

**WORK No. 3/21**  
 FOR PLAN OF WORK SEE SHEET No. 3-007



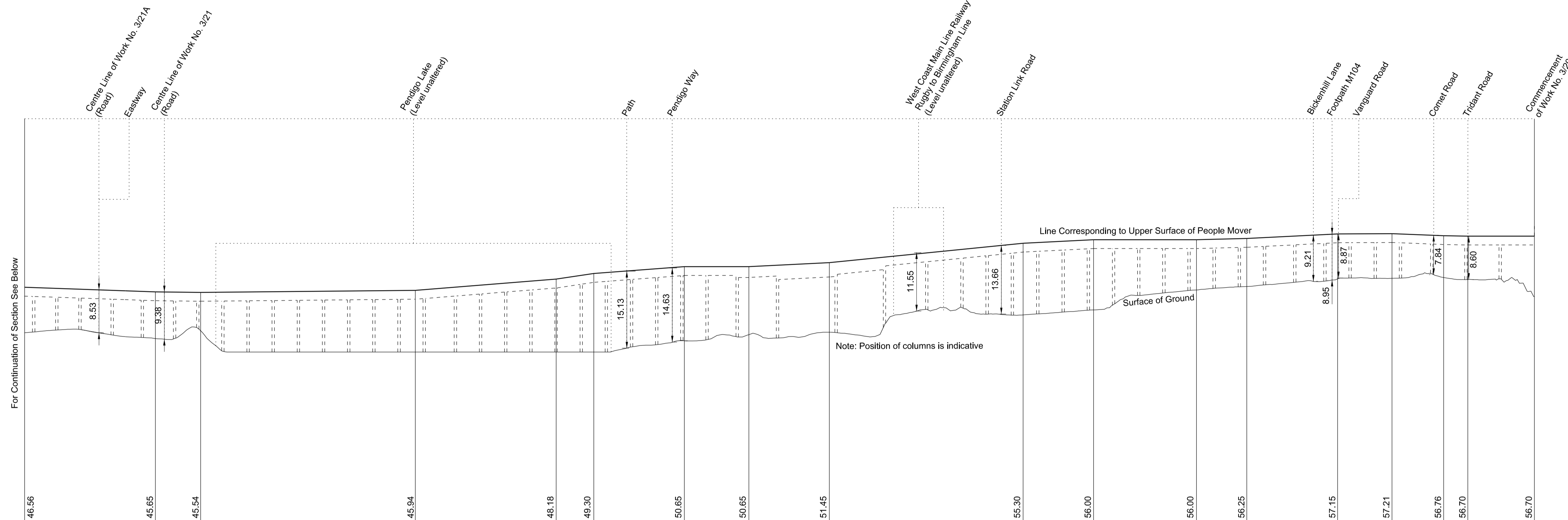
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 108  
 Greatest inclination of existing road 1 in 108  
 Datum Line for Work No 3/21 (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at the junction with Eastway, and marked thus ▲ on plan (Sheet No 3-007). Such fixed point being 94.61m above Ordnance Datum Newlyn.



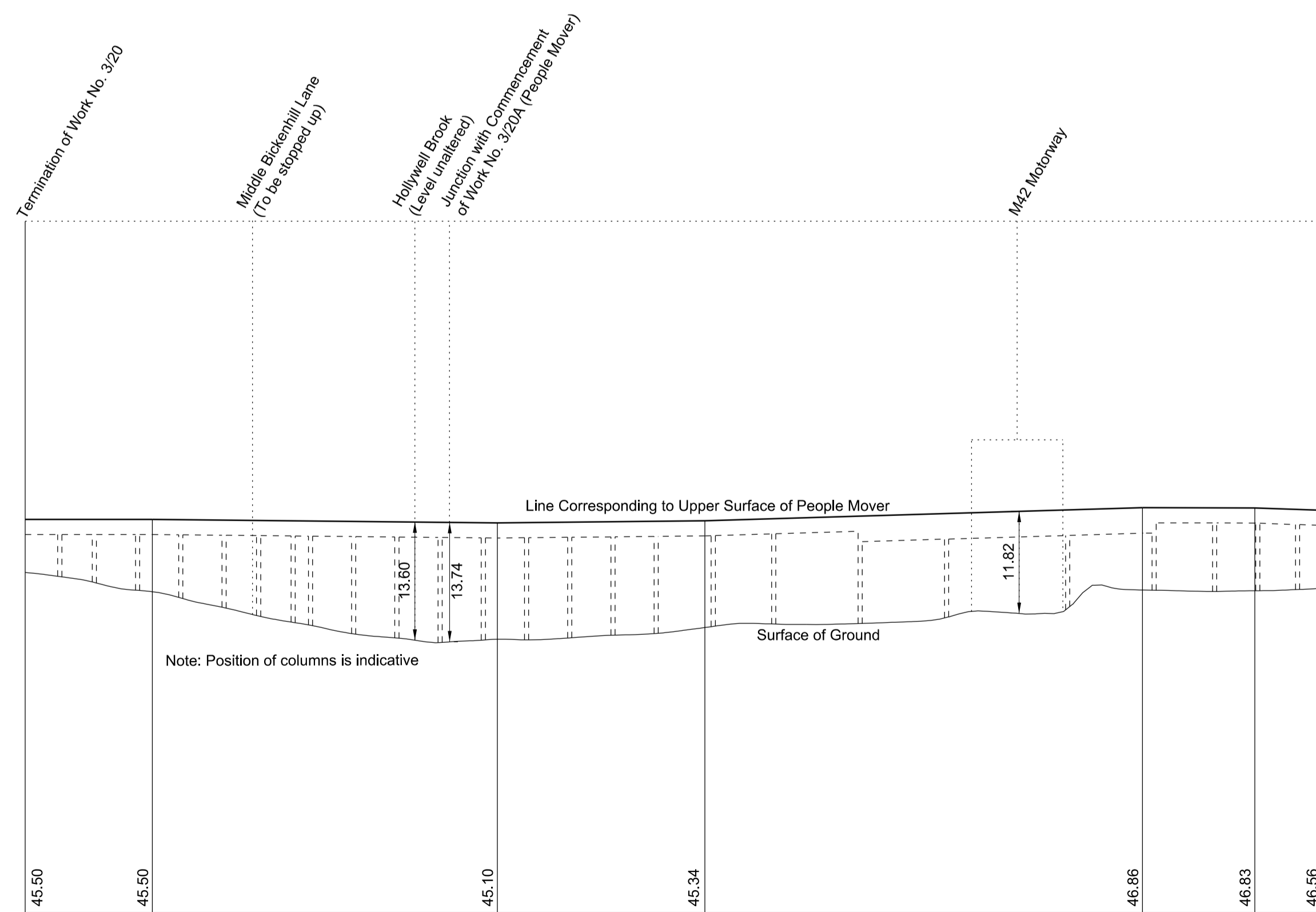
# SECTIONS

## WORK No. 3/20

FOR PLAN OF WORK SEE SHEETS Nos. 3-006, 3-007 and 3-008



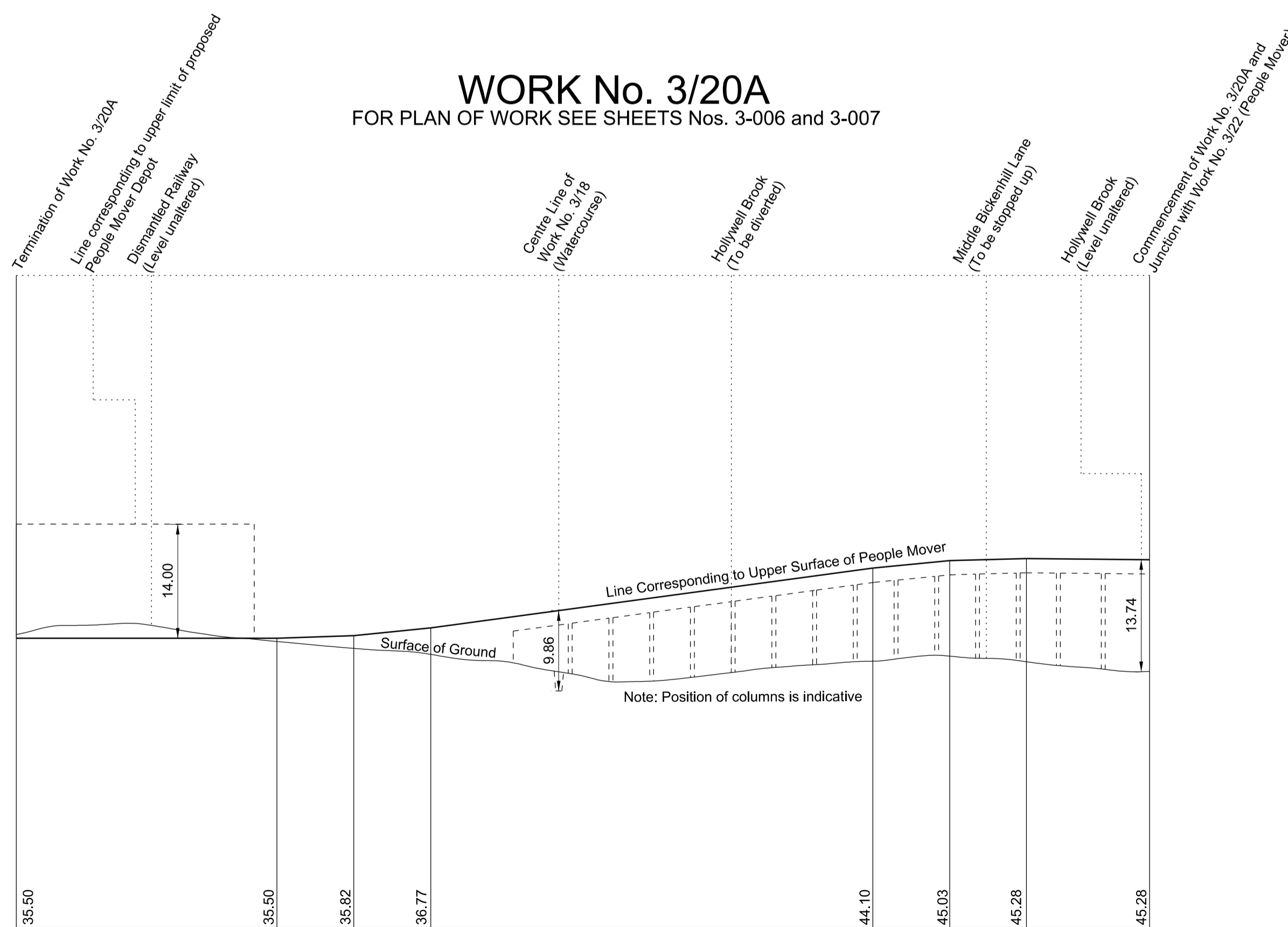
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/20 (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at the junction with Eastway, and marked thus on plan (Sheet No 3-007). Such fixed point being 94.61m above Ordnance Datum Newlyn.



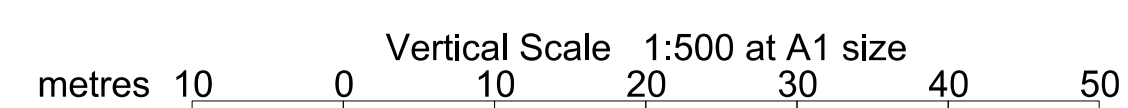
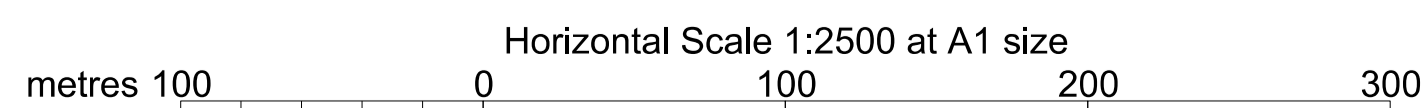
Datum Line is 55m above Ordnance Datum at Newlyn (See note)

## WORK No. 3/20A

FOR PLAN OF WORK SEE SHEETS Nos. 3-006 and 3-007

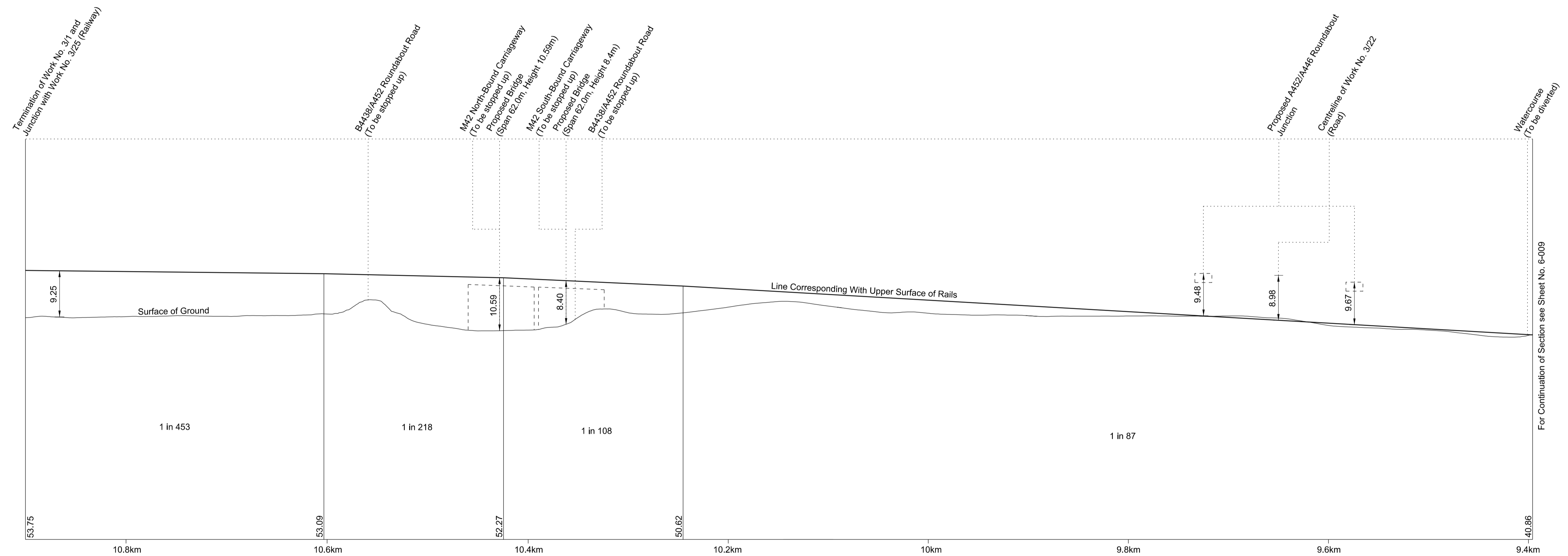


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/20A (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at the junction with Eastway, and marked thus on plan (Sheet No 3-007). Such fixed point being 94.61m above Ordnance Datum Newlyn.




# SECTIONS

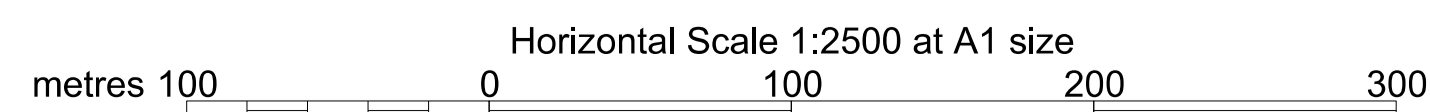
FOR PLAN OF WORK SEE SHEET No. 3-009



Total length 10.9km  
Datum Line is 55m above Ordnance Datum at Newlyn (See note)

Datum Line for Work No 3/1 (55 metres above Ordnance Datum) is 52.08m below the fixed point being a manhole cover in turning head, Truggist Lane, Berkswell, and marked thus  on plan (Sheet No 3-001). Such fixed point being 107.08m above Ordnance Datum Newlyn.

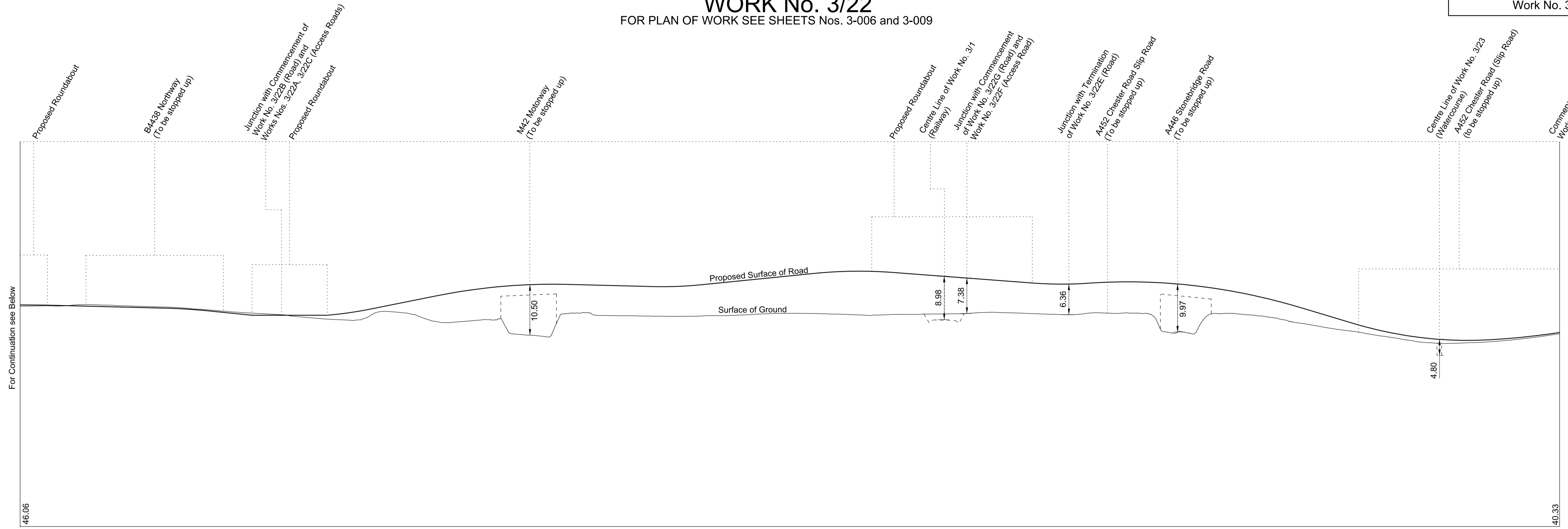
For Continuation of Section see Sheet No. 6-009




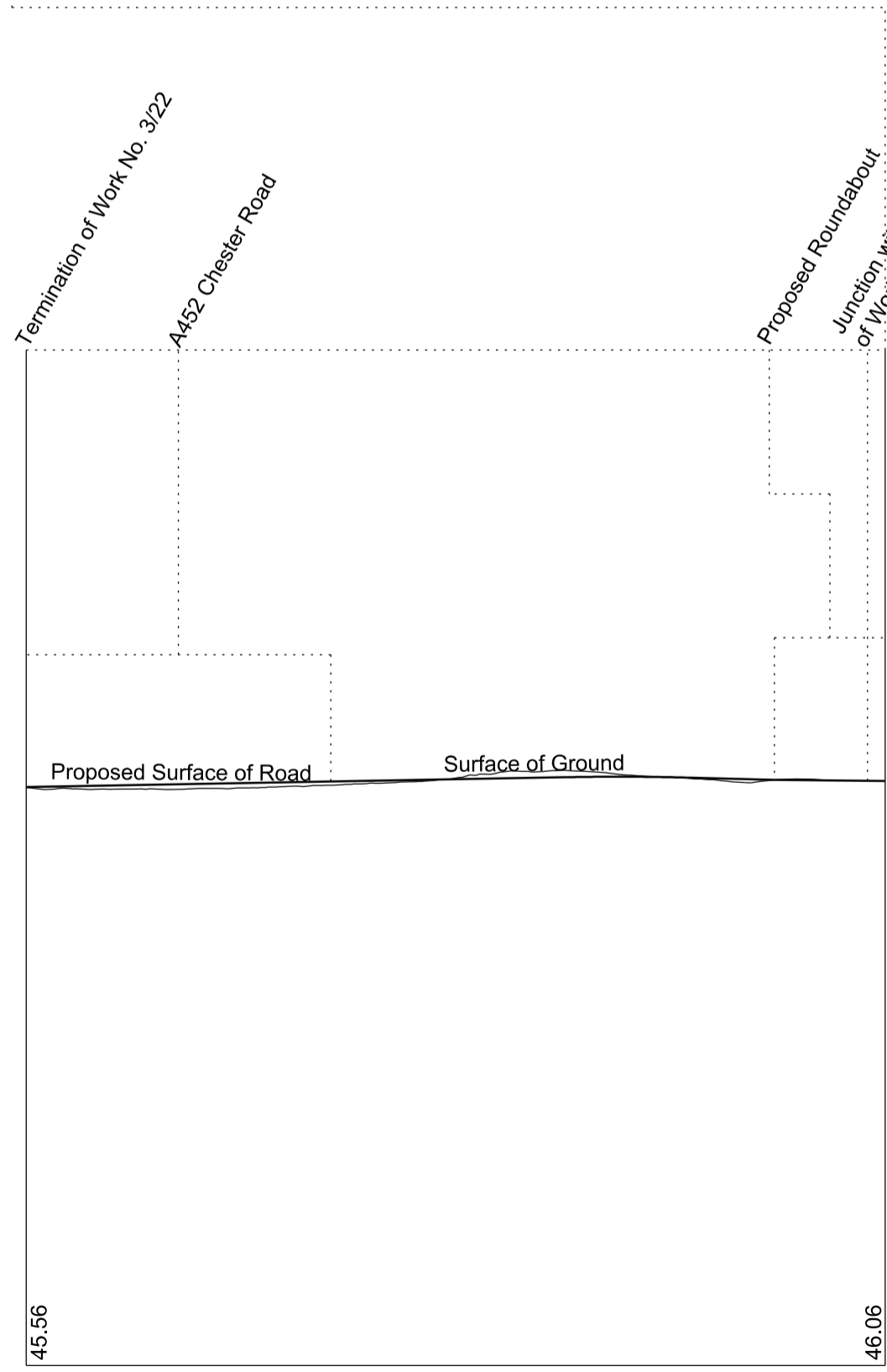
# SECTIONS

## WORK No. 3/22 FOR PLAN OF WORK SEE SHEETS Nos. 3-006 and 3-009

SHEET No. 6-016  
IN PARLIAMENT - SESSION 2013-14  
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)  
Work No. 3/22 (Road)  
Work No. 3/22F (Access Road)

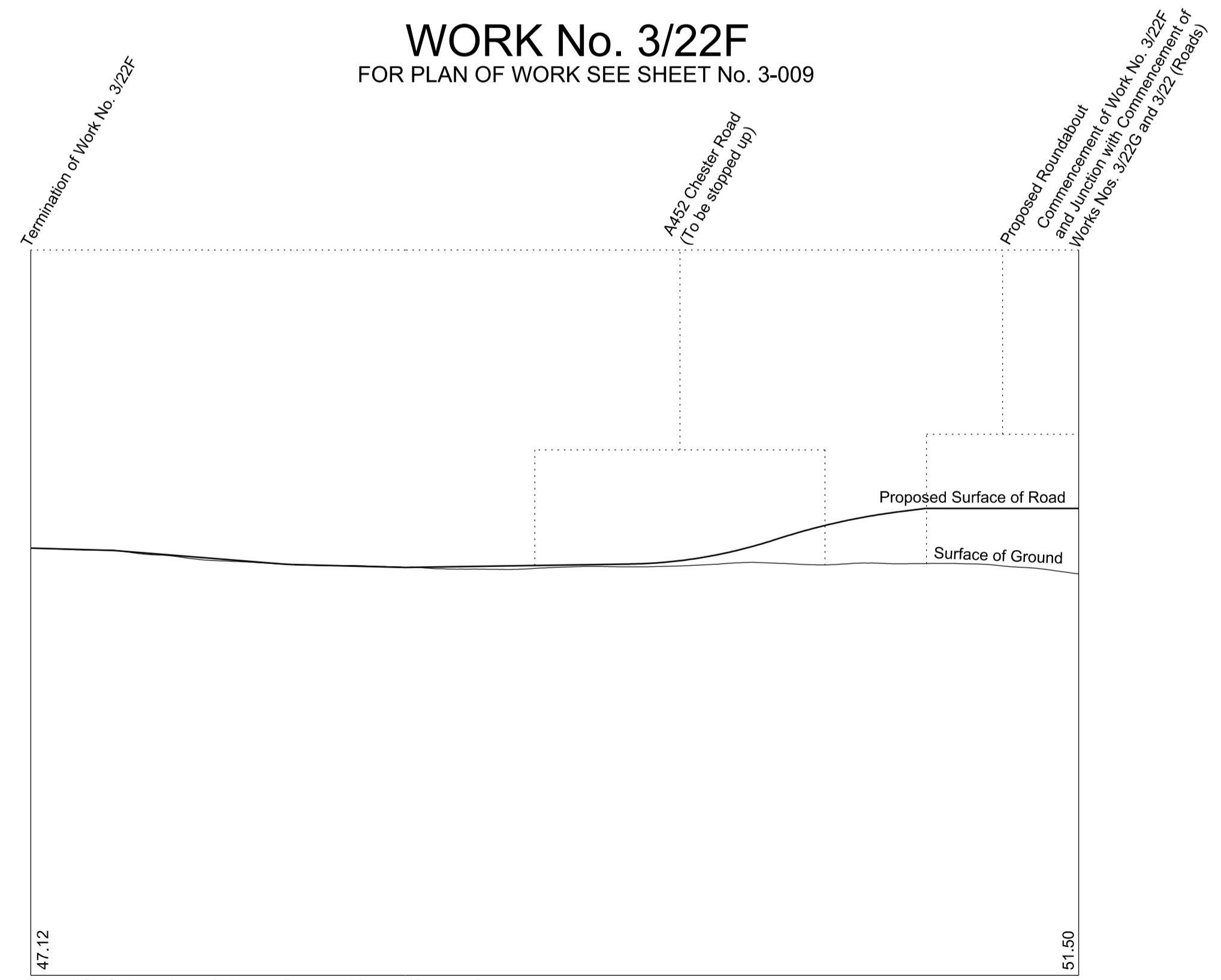



Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
Greatest inclination of proposed road 1 in 17  
Greatest inclination of existing road 1 in 26  
Datum Line for Work No 3/22 (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane from Northway, on the approach to the roundabout for the NEC, and marked thus  on plan (Sheet No 3-009). Such fixed point being 98.86m above Ordnance Datum Newlyn.

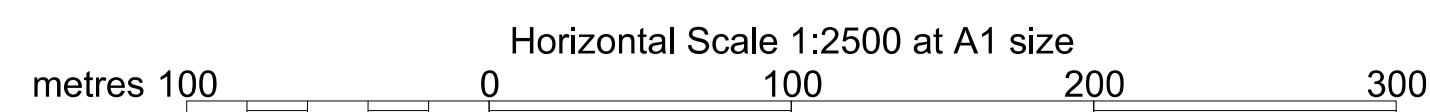


Datum Line is 55m above Ordnance Datum at Newlyn (See note)

## WORK No. 3/22F FOR PLAN OF WORK SEE SHEET No. 3-009

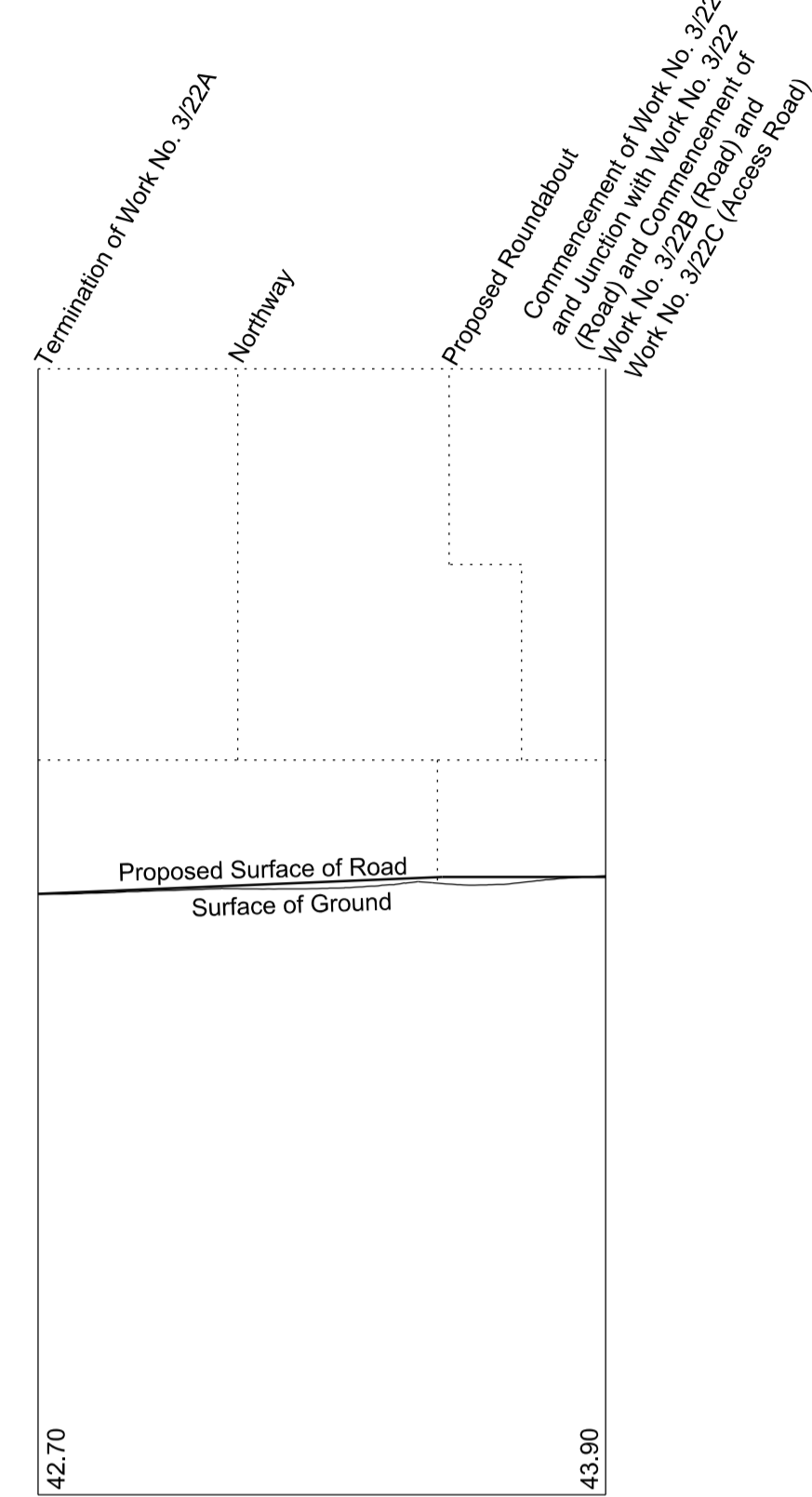



Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
Greatest inclination of proposed road 1 in 24  
Greatest inclination of existing road 1 in N/A  
Datum Line for Work No 3/22F (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane from Northway, on the approach to the roundabout for the NEC, and marked thus  on plan (Sheet No 3-009). Such fixed point being 98.86m above Ordnance Datum Newlyn.



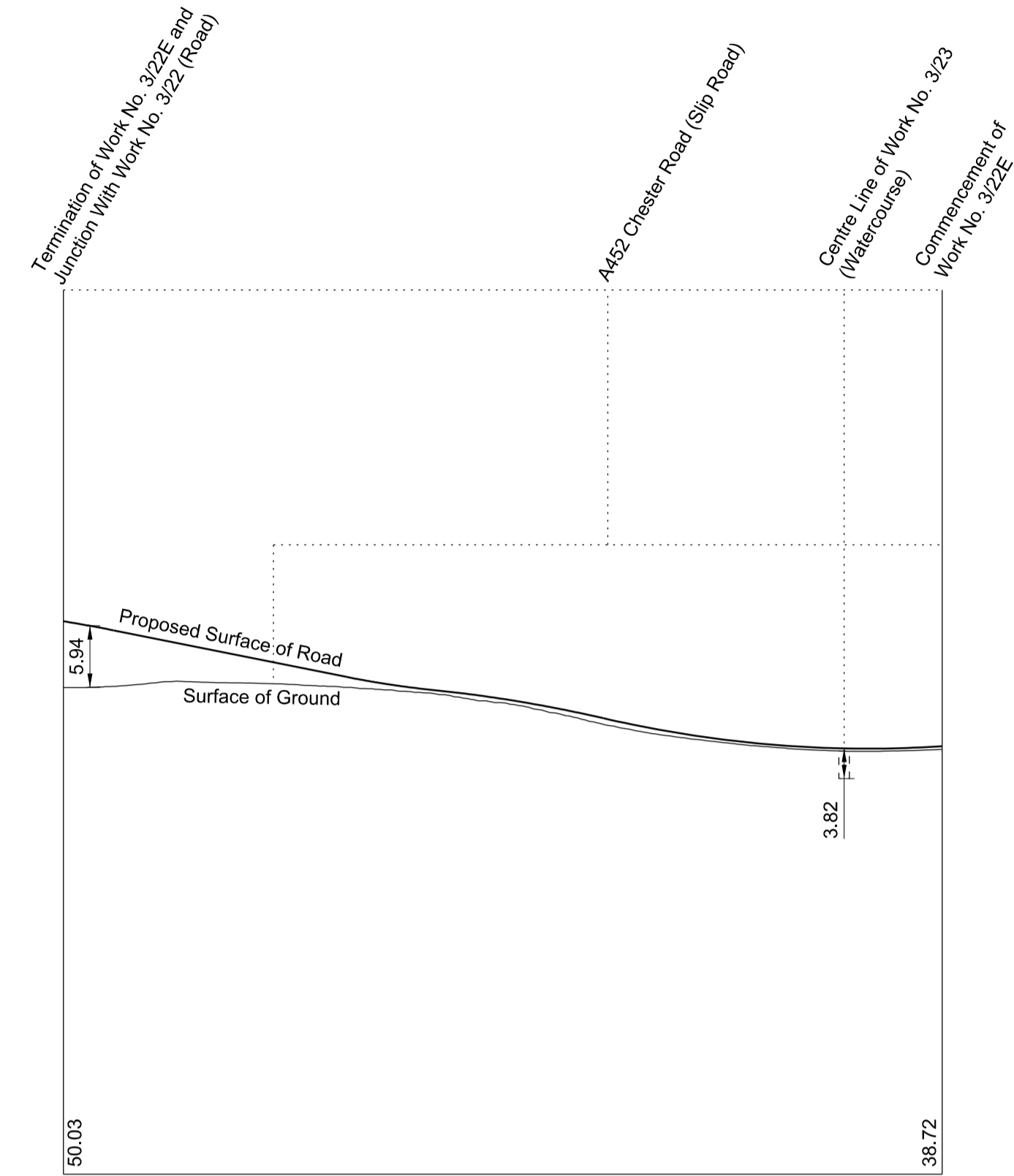
# SECTIONS


**WORK No. 3/22A**  
 FOR PLAN OF WORK SEE SHEET No. 3-009



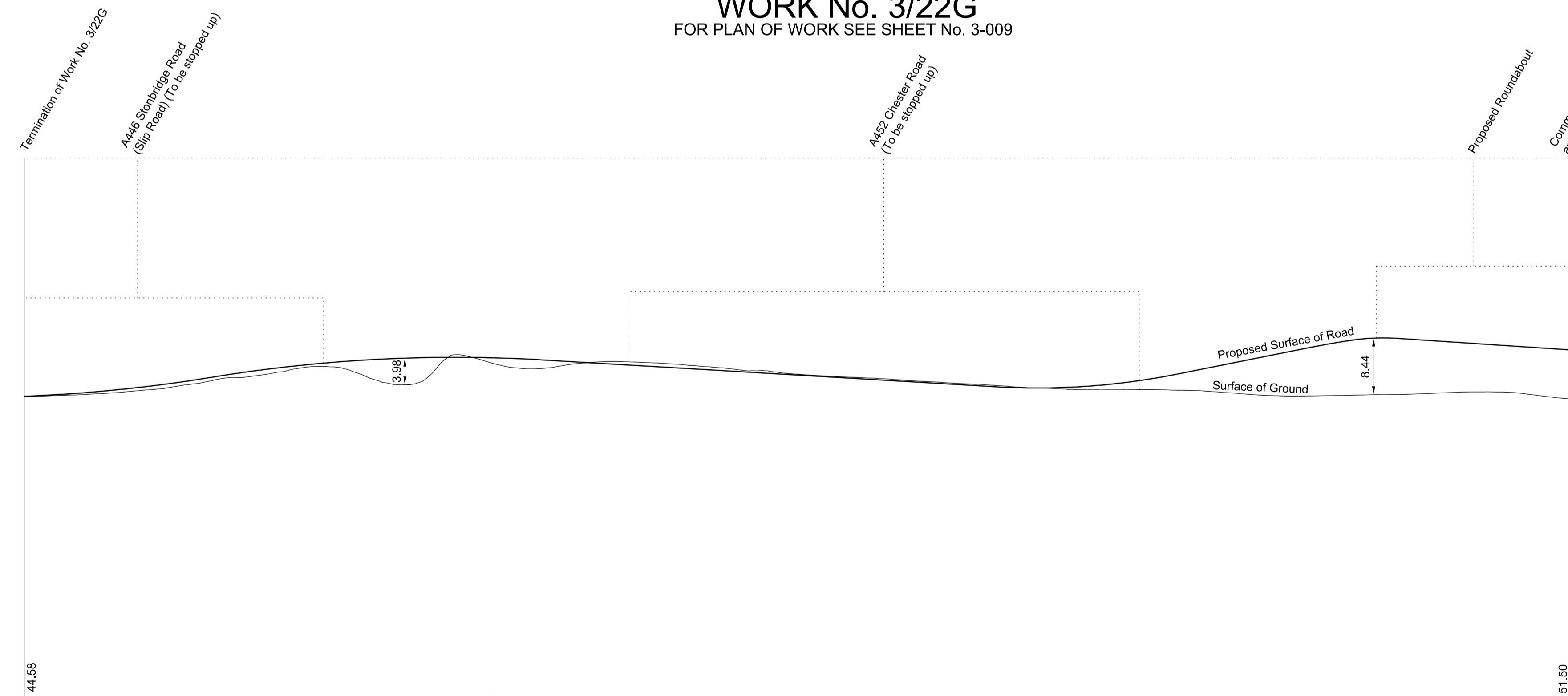
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 120  
 Greatest inclination of existing road 1 in 120  
 Datum Line for Work No 3/22A (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane from Northway, on the approach to the roundabout for the NEC, and marked thus  on plan (Sheet No 3-009). Such fixed point being 98.86m above Ordnance Datum Newlyn.


**WORK No. 3/22E**  
 FOR PLAN OF WORK SEE SHEETS Nos. 3-006 and 3-009

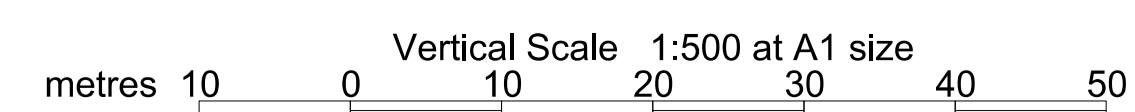
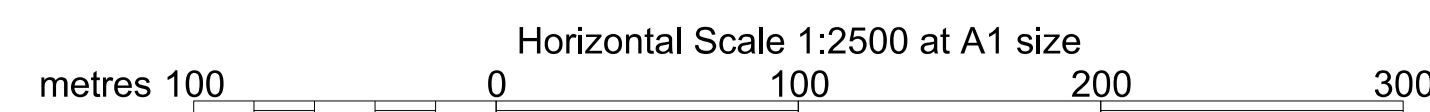


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 25  
 Greatest inclination of existing road 1 in 25  
 Datum Line for Work No 3/22E (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus  on plan (Sheet No 3-006). Such fixed point being 92.79m above Ordnance Datum Newlyn.

**WORK No. 3/22G**  
 FOR PLAN OF WORK SEE SHEET No. 3-009



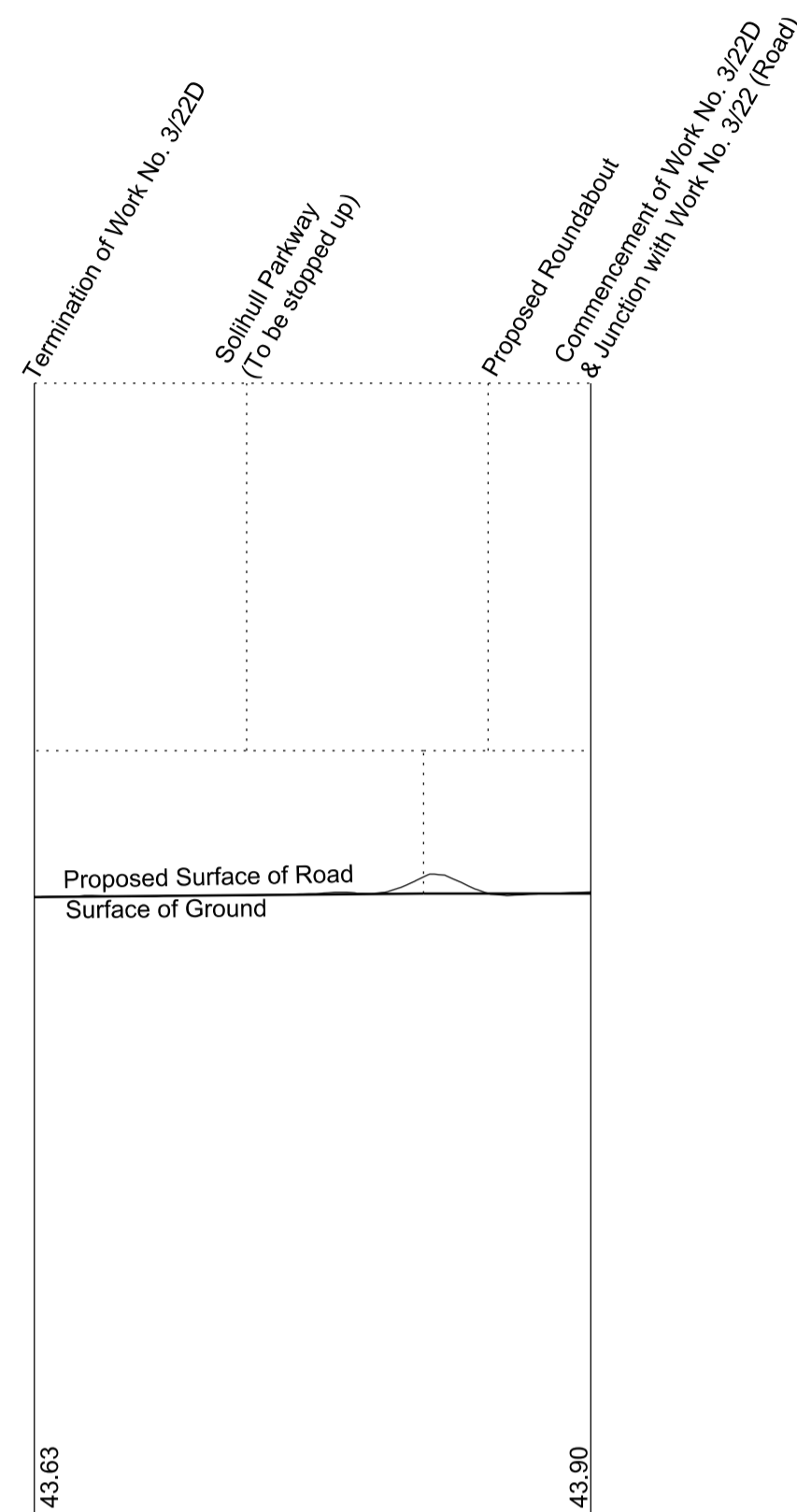
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 28  
 Greatest inclination of existing road 1 in 27  
 Datum Line for Work No 3/22G (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane from Northway, on the approach to the roundabout for the NEC, and marked thus  on plan (Sheet No 3-009). Such fixed point being 98.86m above Ordnance Datum Newlyn.



# SECTIONS

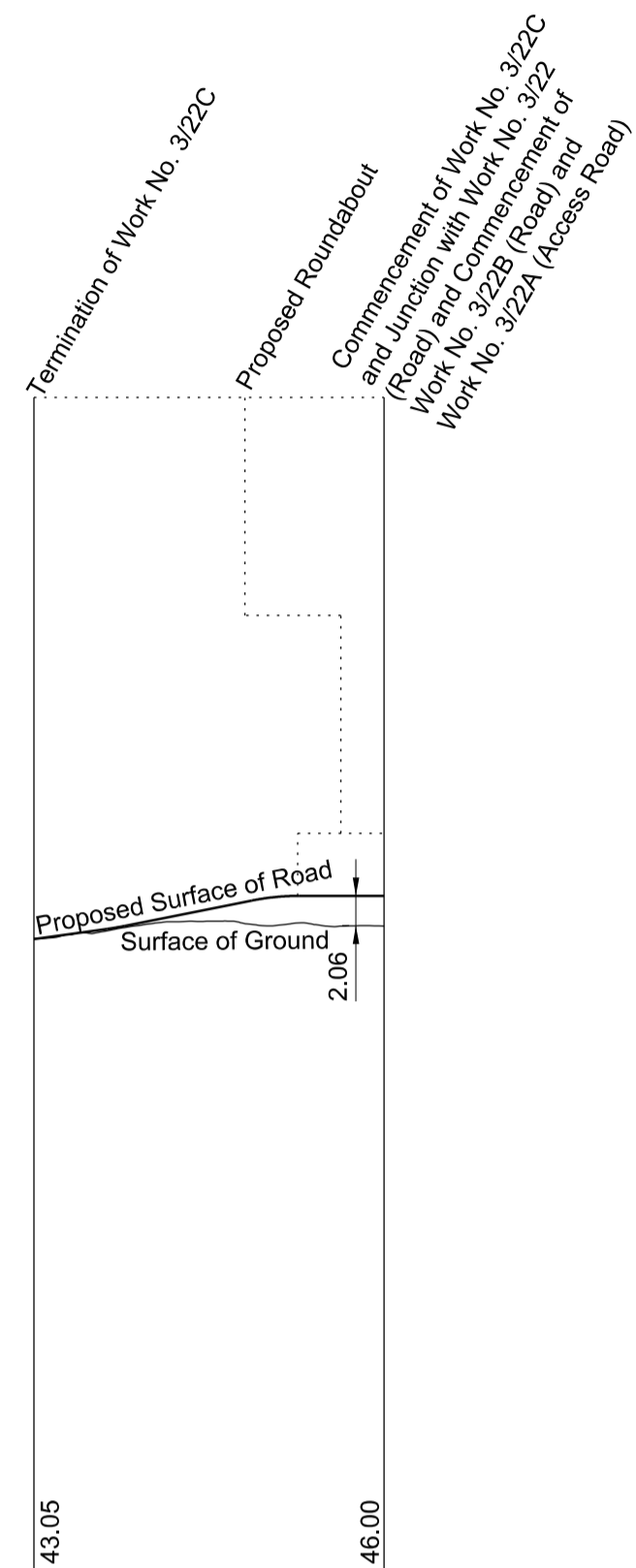
IN PARLIAMENT - SESSION 2013-14  
 HIGH SPEED RAIL  
 (LONDON - WEST MIDLANDS)  
 Works Nos. 3/22C, 3/22D (Access Roads)  
 Work No. 3/22B (Road Widening)  
 Work No. 3/23 (Watercourse)  
 Work No. 3/24 (Bridge Widening)  
 Works Nos. 3/24A, 3/24B (Highway Widening)

**WORK No. 3/22D**  
 FOR PLAN OF WORK SEE SHEET No. 3-009



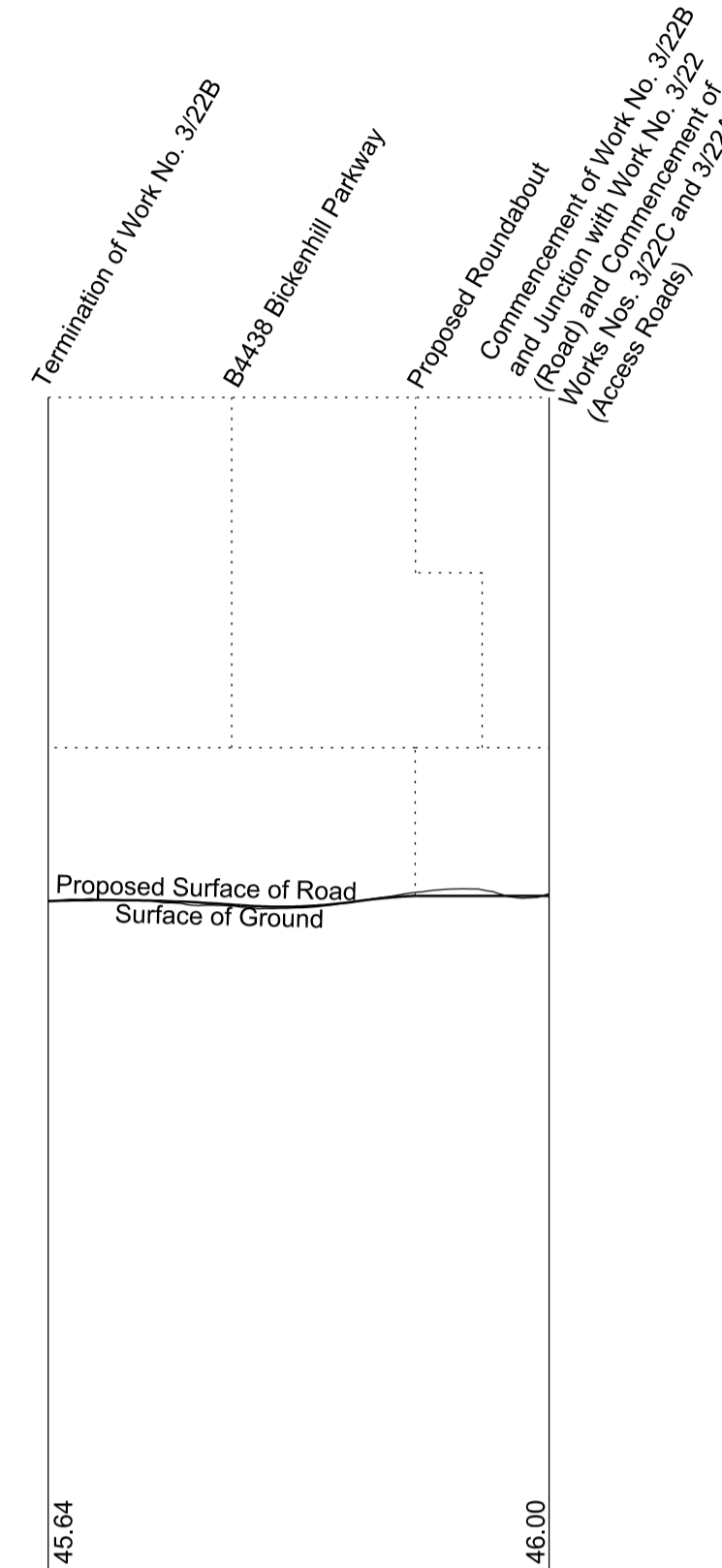
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 510  
 Greatest inclination of existing road 1 in 510  
 Datum Line for Work No 3/22D (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane from Northway, on the approach to the roundabout for the NEC, and marked thus  $\blacktriangle$  on plan (Sheet No 3-009). Such fixed point being 98.86m above Ordnance Datum Newlyn.

**WORK No. 3/22C**  
 FOR PLAN OF WORK SEE SHEET No. 3-009



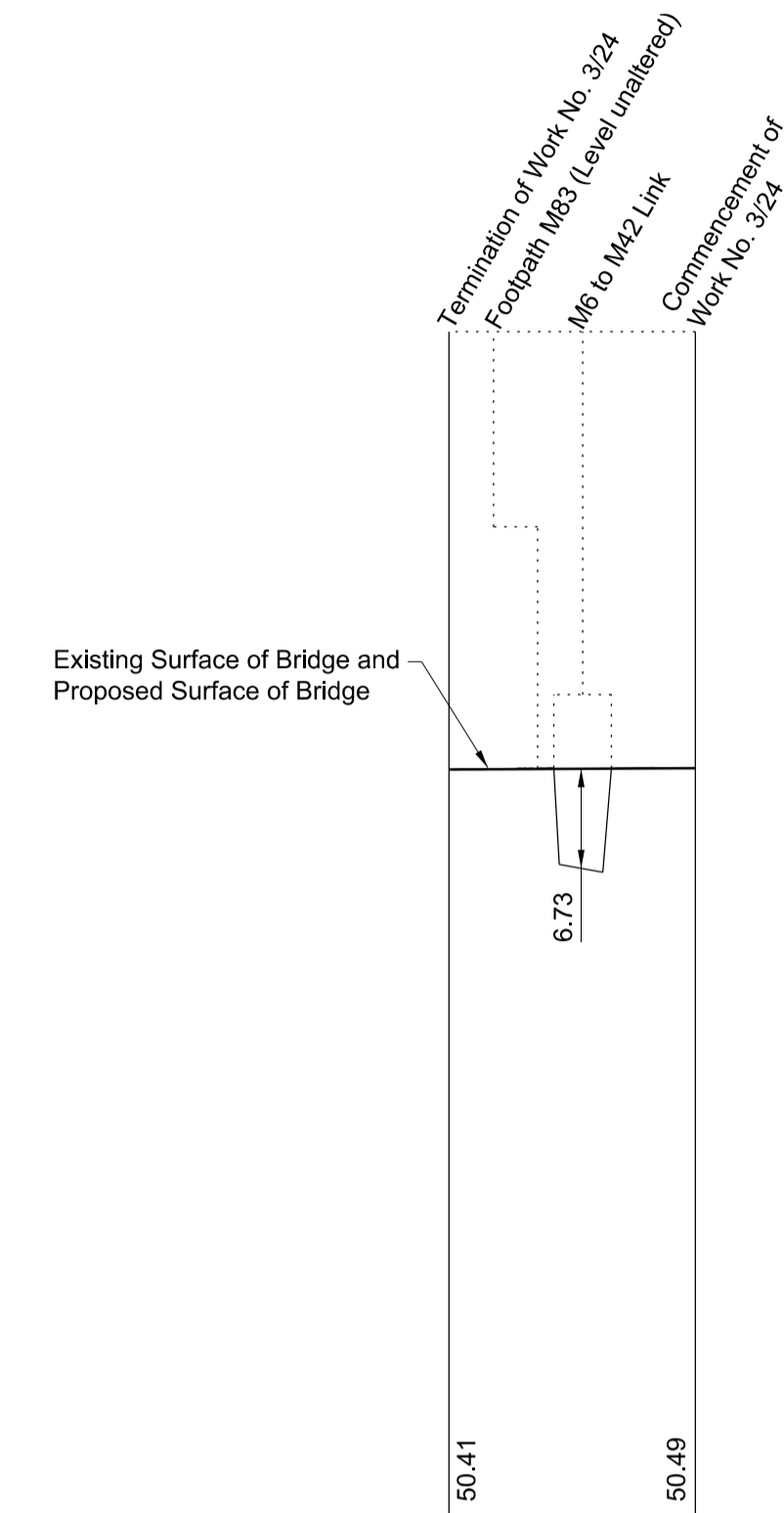
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 25  
 Greatest inclination of existing road 1 in 85  
 Datum Line for Work No 3/22C (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane from Northway, on the approach to the roundabout for the NEC, and marked thus  $\blacktriangle$  on plan (Sheet No 3-009). Such fixed point being 98.86m above Ordnance Datum Newlyn.

**WORK No. 3/22B**  
 FOR PLAN OF WORK SEE SHEET No. 3-009



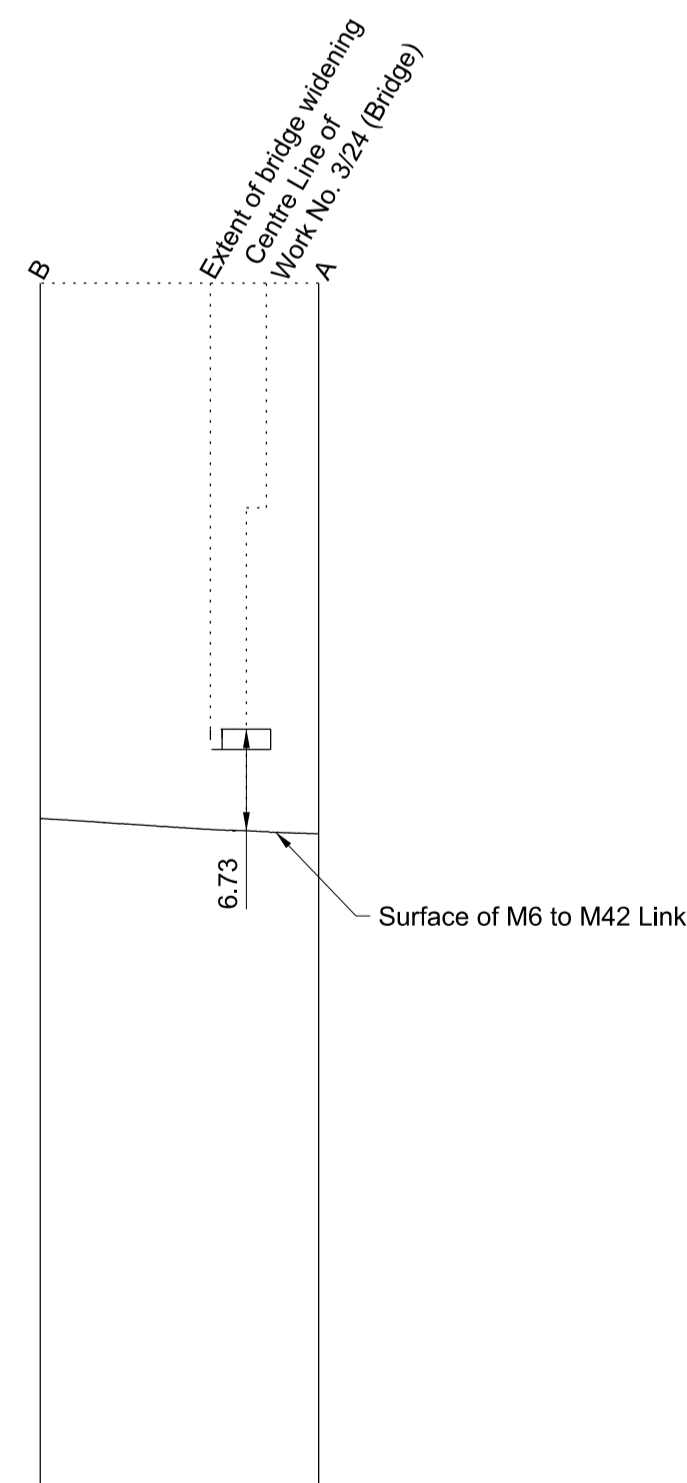
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 62  
 Greatest inclination of existing road 1 in 62  
 Datum Line for Work No 3/22B (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane from Northway, on the approach to the roundabout for the NEC, and marked thus  $\blacktriangle$  on plan (Sheet No 3-009). Such fixed point being 98.86m above Ordnance Datum Newlyn.

**WORK No. 3/24**  
 FOR PLAN SEE SHEET No. 3-010



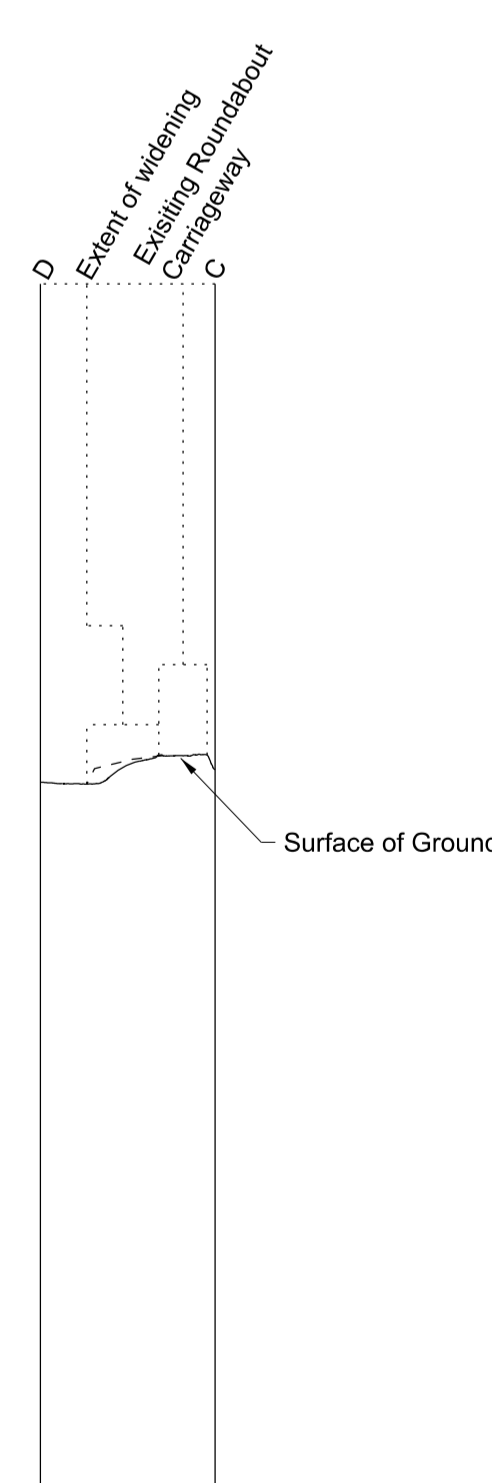
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/24 (55 metres above Ordnance Datum) is 43.37m below the fixed point being a BT inspection cover on Coleshill Heath Road, at the entrance to the Area 9 Maintenance Compound, and marked thus  $\blacktriangle$  on plan (Sheet No 3-010). Such fixed point being 98.37m above Ordnance Datum Newlyn.

**WORK No. 3/24A**  
 FOR PLAN SEE SHEET No. 3-010  
 SECTION ALONG LINE A-B



Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/24A (55 metres above Ordnance Datum) is 43.37m below the fixed point being a BT inspection cover on Coleshill Heath Road, at the entrance to the Area 9 Maintenance Compound, and marked thus  $\blacktriangle$  on plan (Sheet No 3-010). Such fixed point being 98.37m above Ordnance Datum Newlyn.

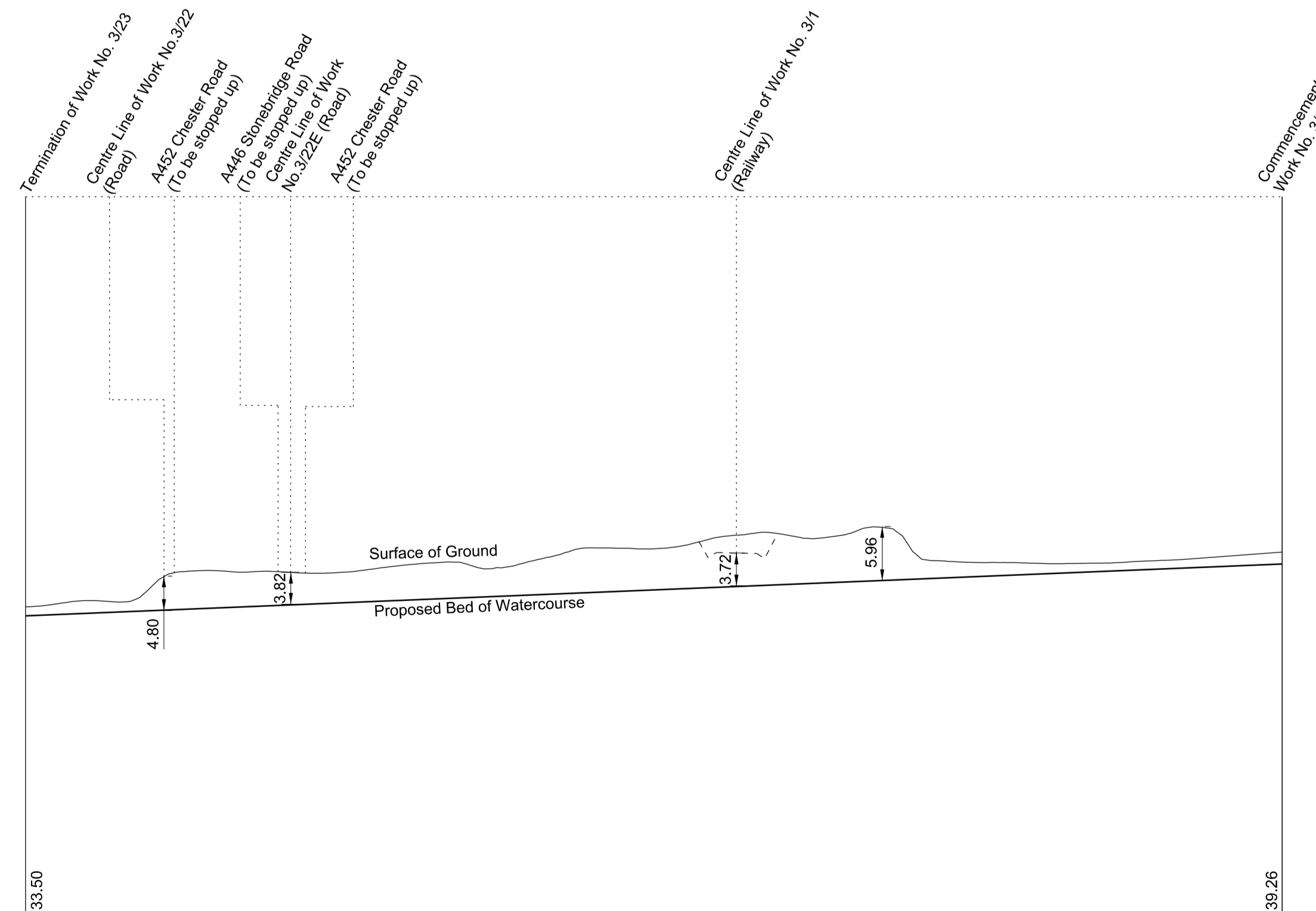
**WORK No. 3/24B**  
 FOR PLAN SEE SHEET No. 3-010  
 SECTION ALONG LINE D-C



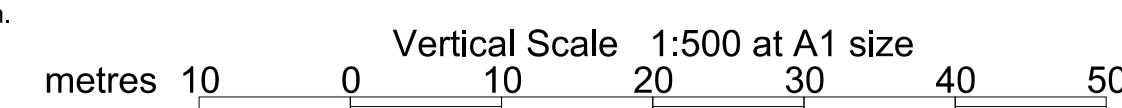
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/24B (55 metres above Ordnance Datum) is 43.37m below the fixed point being a BT inspection cover on Coleshill Heath Road, at the entrance to the Area 9 Maintenance Compound, and marked thus  $\blacktriangle$  on plan (Sheet No 3-010). Such fixed point being 98.37m above Ordnance Datum Newlyn.  
 Horizontal Scale 1:2500 at A1 size



**WORK No. 3/23**  
 FOR PLAN OF WORK SEE SHEETS Nos. 3-006 and 3-009

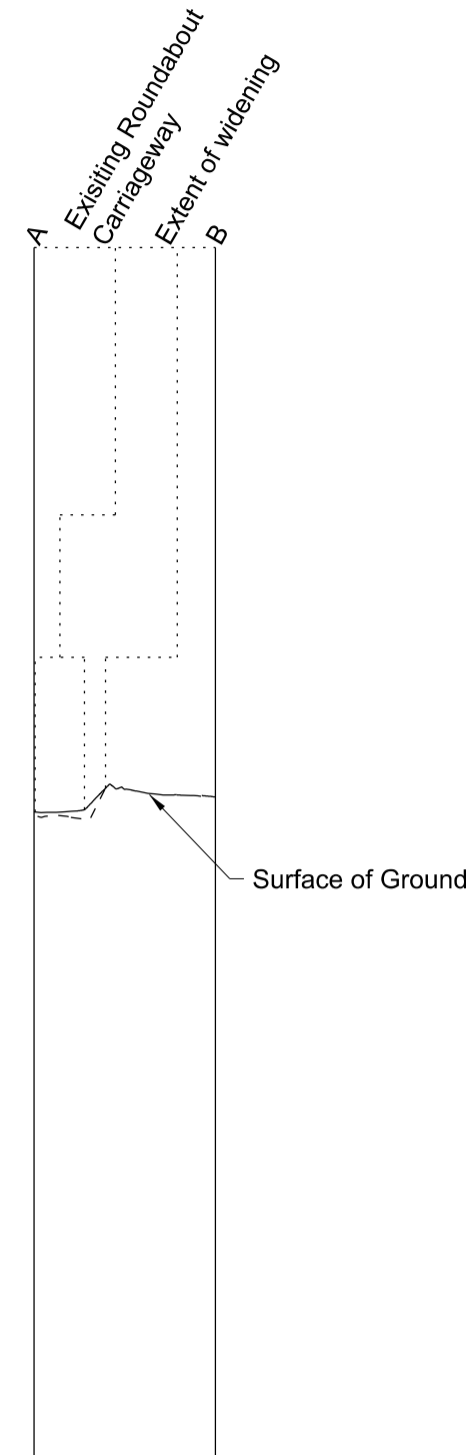


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/23 (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus  $\blacktriangle$  on plan (Sheet No 3-006). Such fixed point being 92.79m above Ordnance Datum Newlyn.




# SECTIONS

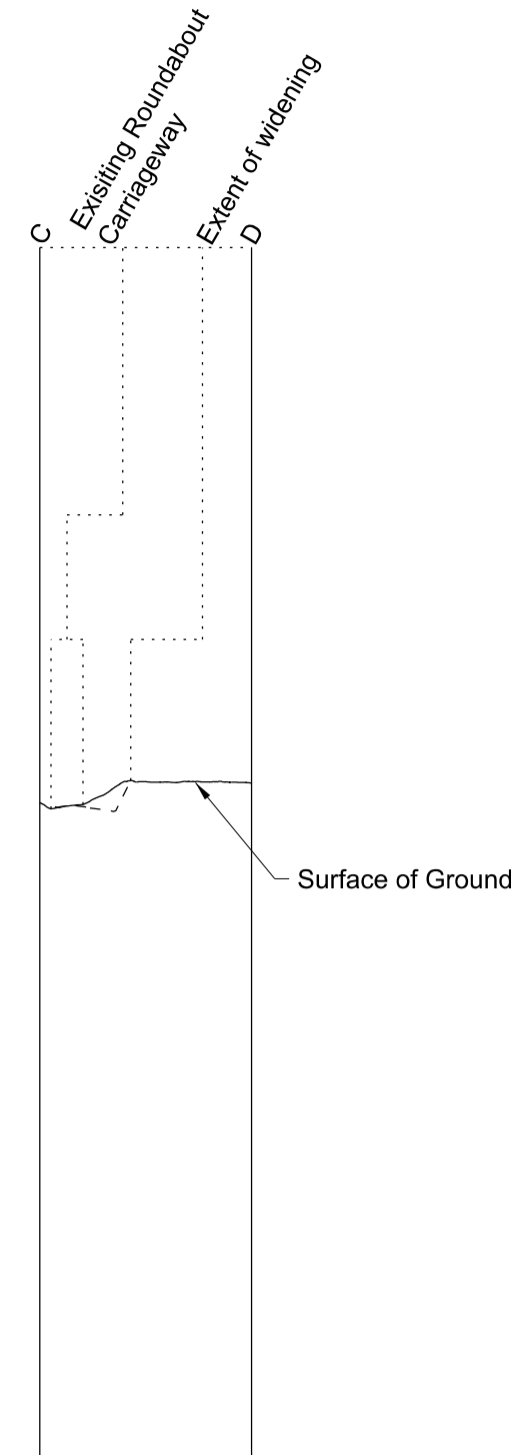
**WORK No. 3/16E**  
 FOR PLAN OF WORK SEE SHEET No. 3-007  
 SECTION ALONG LINE A-B




Datum Line is 55m above Ordnance Datum at Newlyn (See note)

Datum Line for Work No 3/16J (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at the junction with Eastway, and marked thus  on plan (Sheet No 3-007). Such fixed point being 94.61m above Ordnance Datum Newlyn.

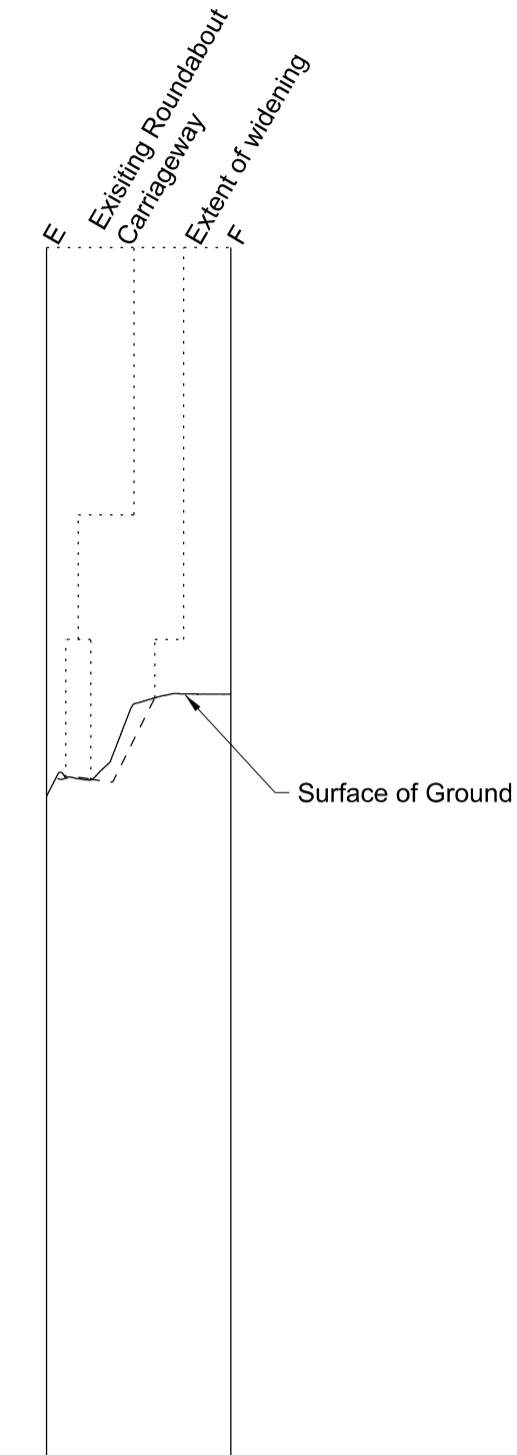
**WORK No. 3/16E**  
 FOR PLAN OF WORK SEE SHEET No. 3-007  
 SECTION ALONG LINE C-D




Datum Line is 55m above Ordnance Datum at Newlyn (See note)

Datum Line for Work No 3/16K (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at the junction with Eastway, and marked thus  on plan (Sheet No 3-007). Such fixed point being 94.61m above Ordnance Datum Newlyn.

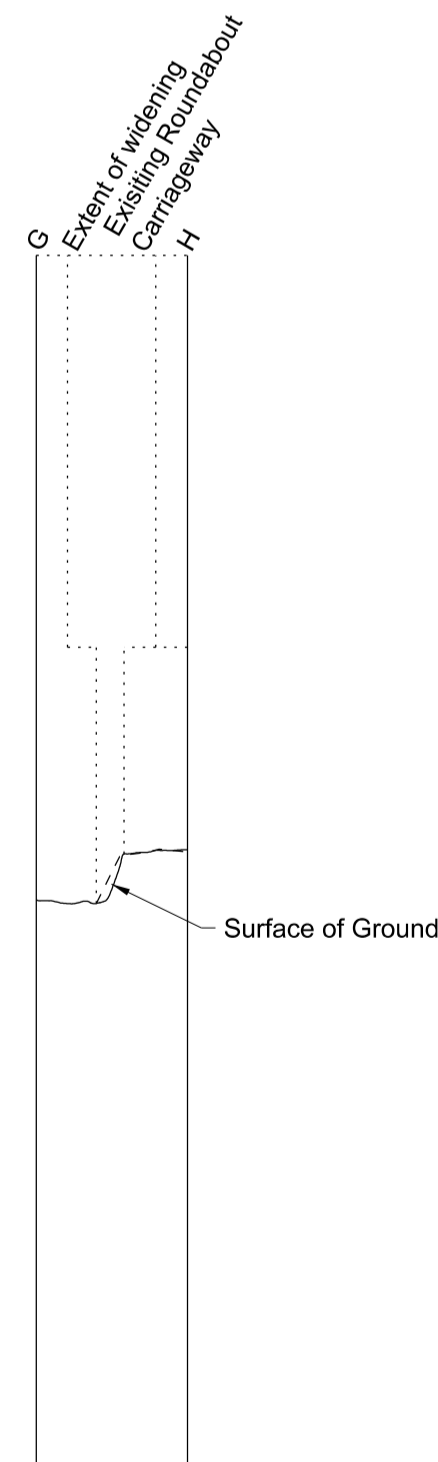
**WORK No. 3/16F**  
 FOR PLAN OF WORK SEE SHEET No. 3-007  
 SECTION ALONG LINE E-F




Datum Line is 55m above Ordnance Datum at Newlyn (See note)

Datum Line for Work No 3/16M (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at the junction with Eastway, and marked thus  on plan (Sheet No 3-007). Such fixed point being 94.61m above Ordnance Datum Newlyn.

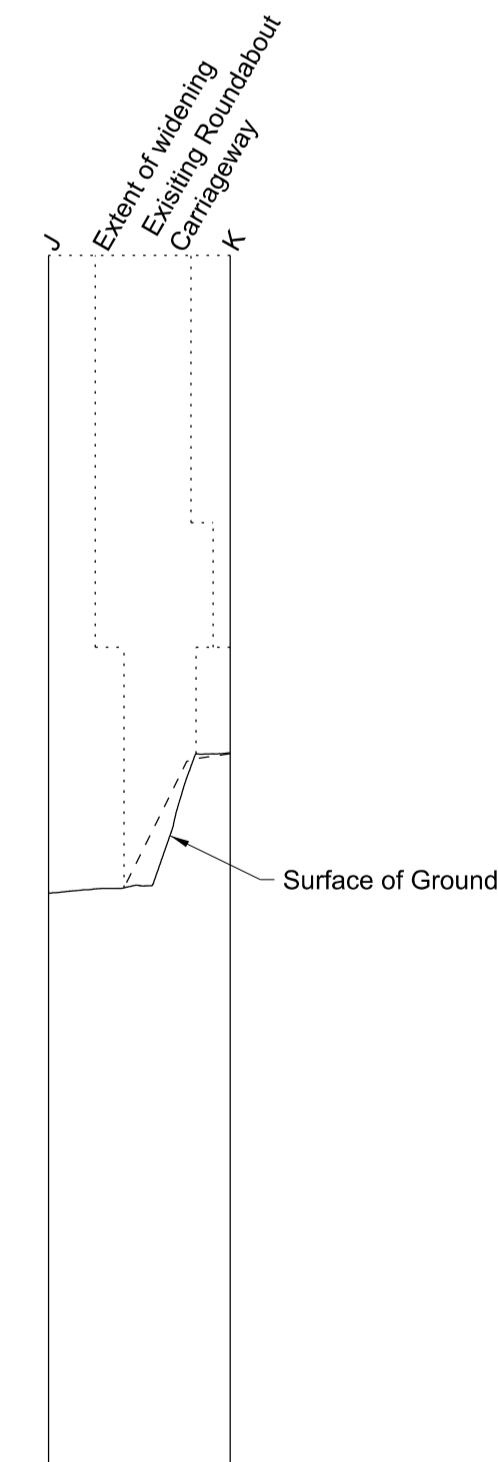
**WORK No. 3/16G**  
 FOR PLAN OF WORK SEE SHEET No. 3-007  
 SECTION ALONG LINE G-H




Datum Line is 55m above Ordnance Datum at Newlyn (See note)

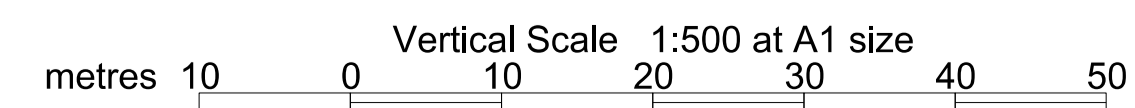
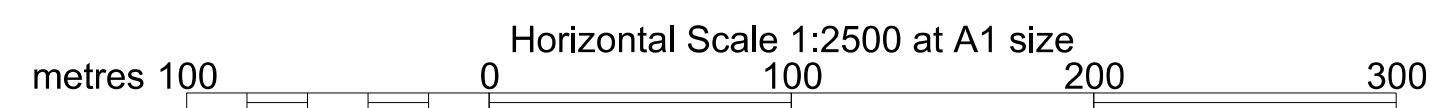
Datum Line for Work No 3/16G (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at the junction with Eastway, and marked thus  on plan (Sheet No 3-007). Such fixed point being 94.61m above Ordnance Datum Newlyn.

**WORK No. 3/16H**  
 FOR PLAN OF WORK SEE SHEET No. 3-007  
 SECTION ALONG LINE J-K



Datum Line is 55m above Ordnance Datum at Newlyn (See note)

Datum Line for Work No 3/16N (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at the junction with Eastway, and marked thus  on plan (Sheet No 3-007). Such fixed point being 94.61m above Ordnance Datum Newlyn.

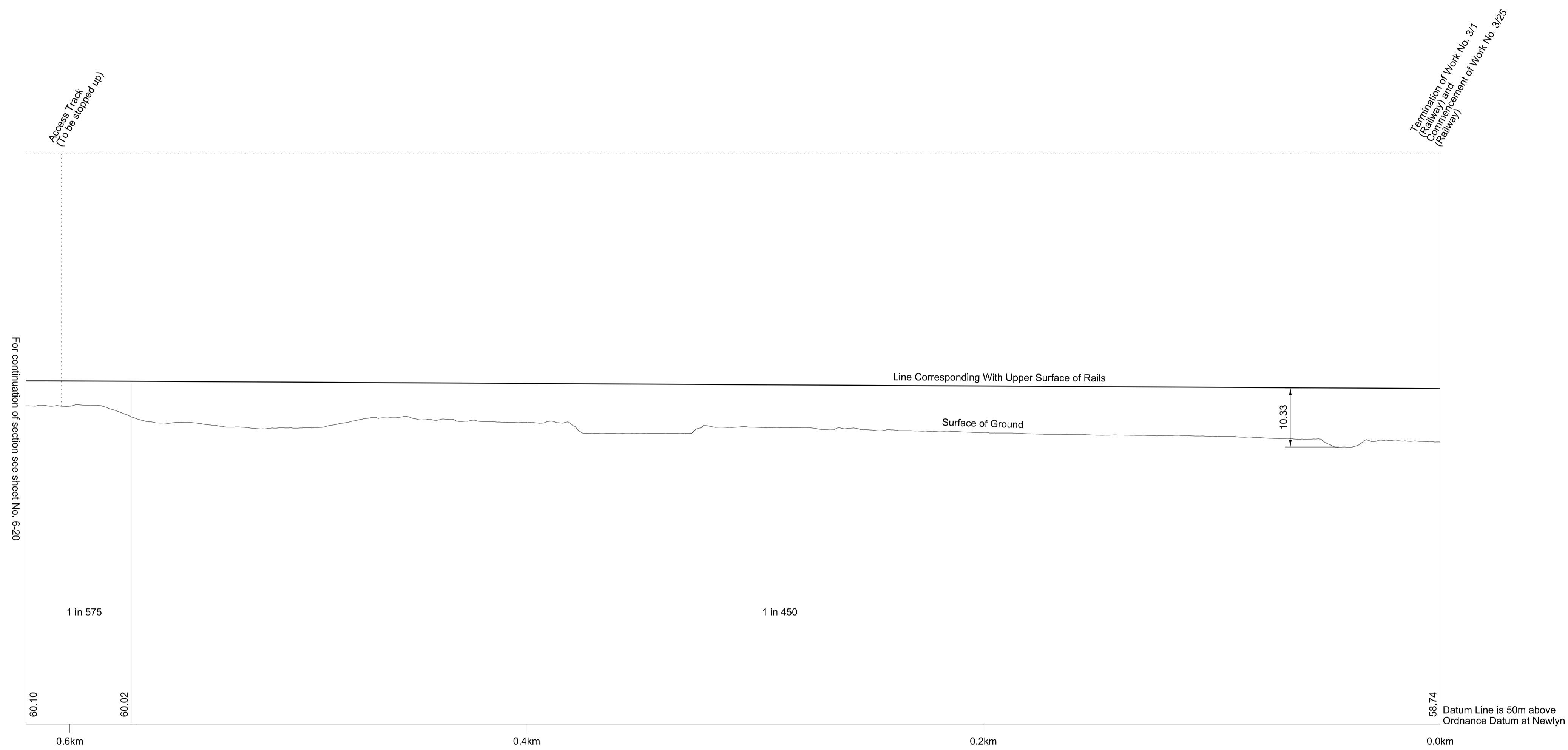




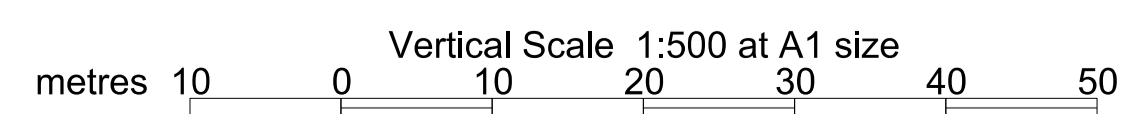
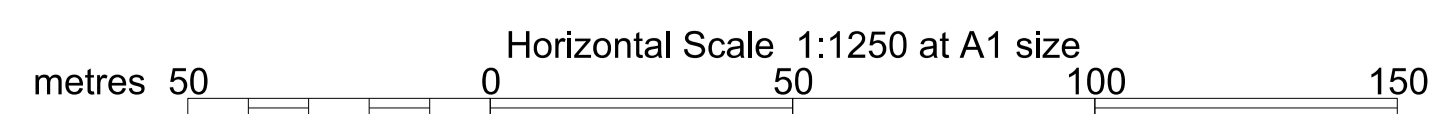
# SECTIONS

FOR PLAN OF WORK SEE SHEET No. 3-11

IN PARLIAMENT - SESSION 2013-14  
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)  
Work No. 3/25 (Railway)



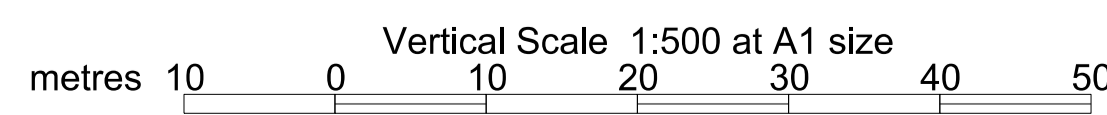
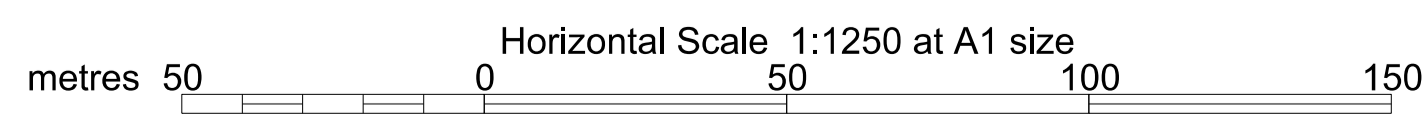
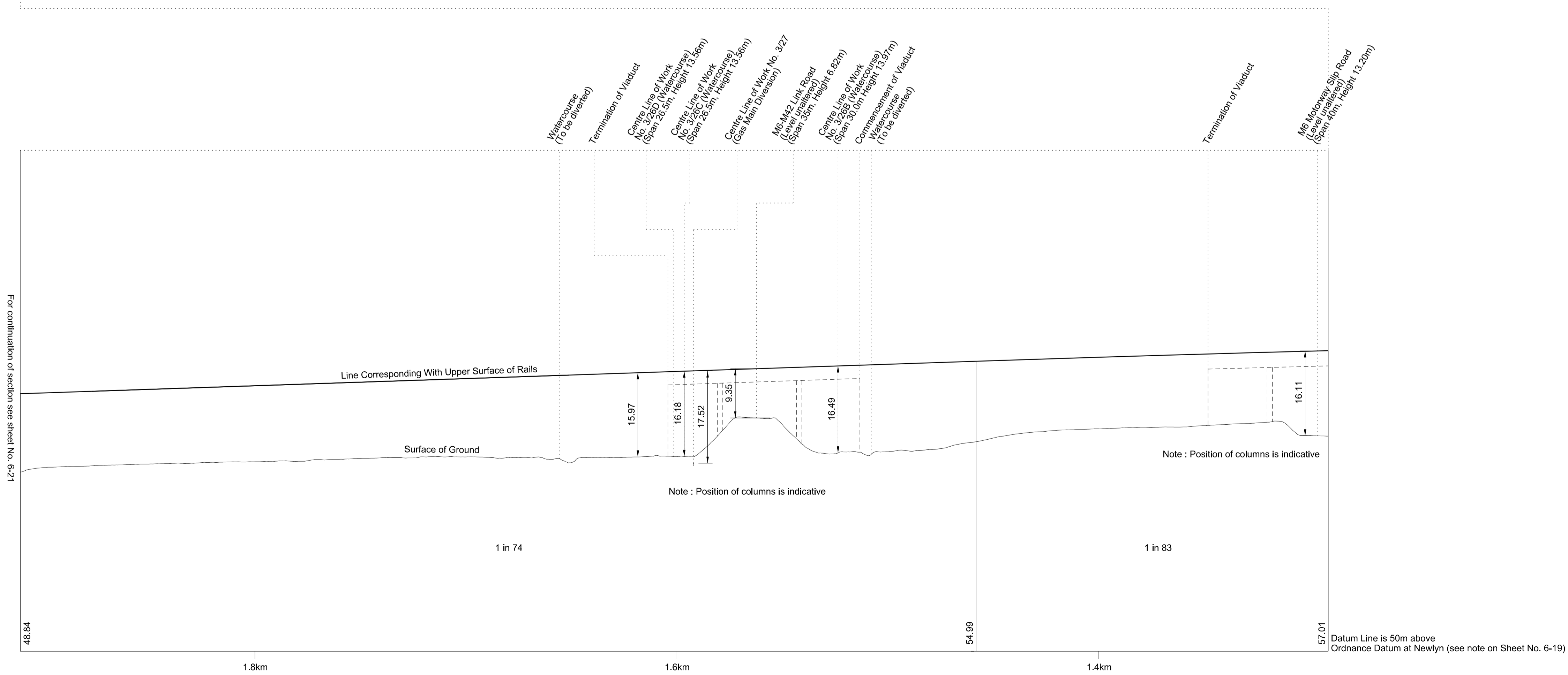
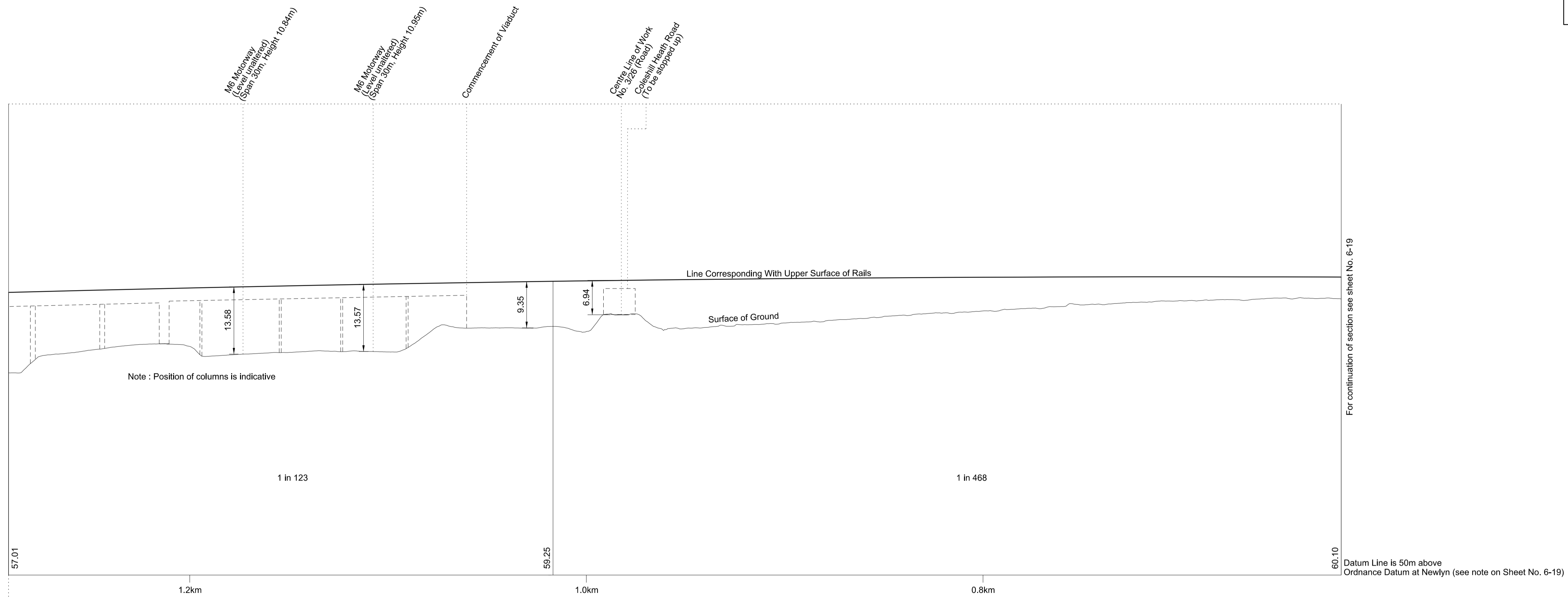
Datum Line for Work No. 3/25 (50.00 metres above Ordnance Datum) is 50.77m below the fixed point being a gully in car park at back of old Amey Mouchel office, Birmingham Business Park, and marked thus on plan (Sheet No. 3-11). Such fixed point being 100.77m above Ordnance Datum Newlyn (ODN).



# SECTIONS

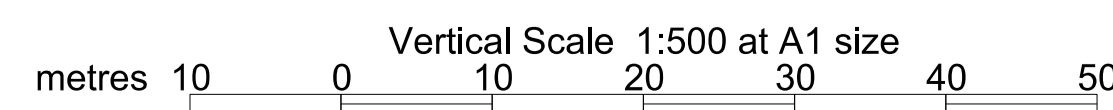
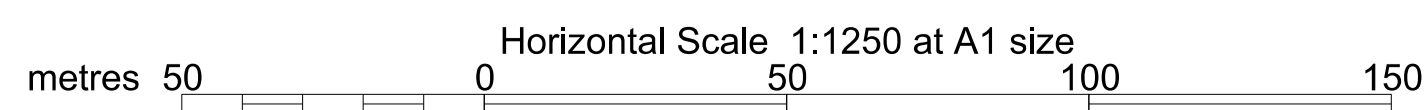
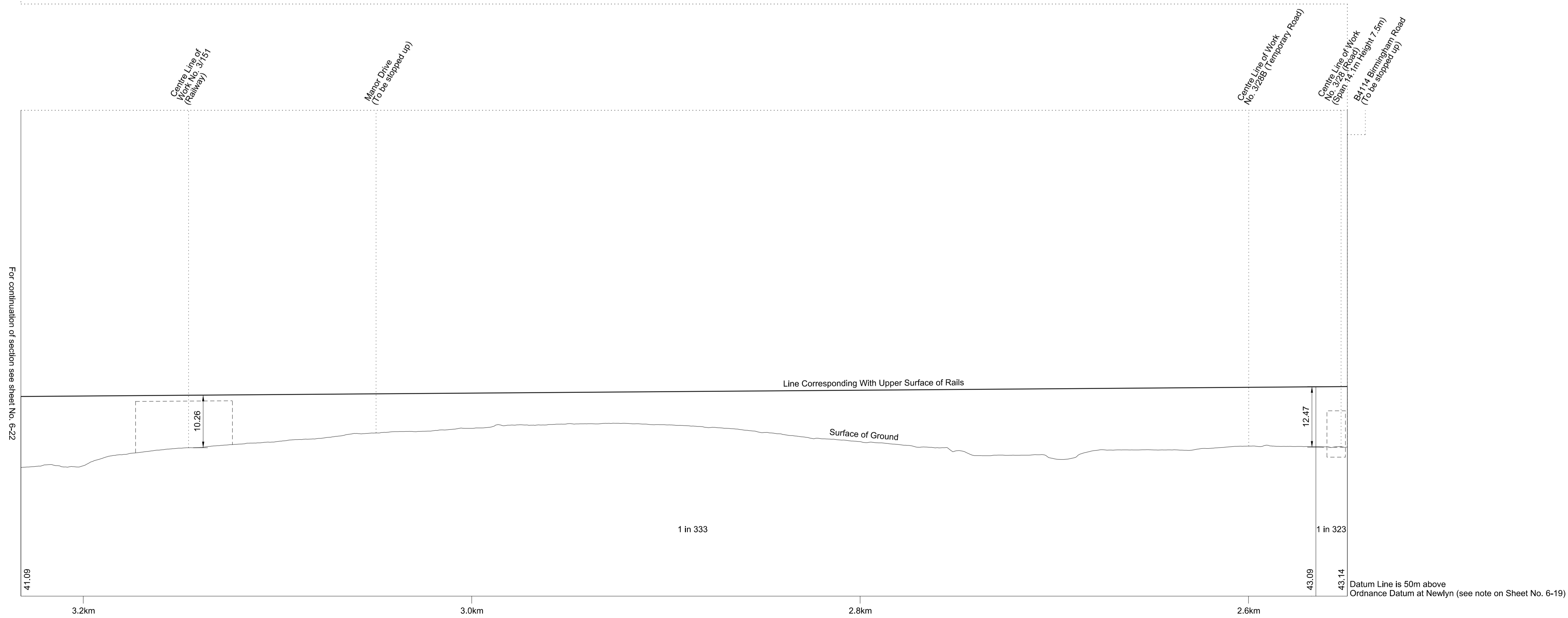
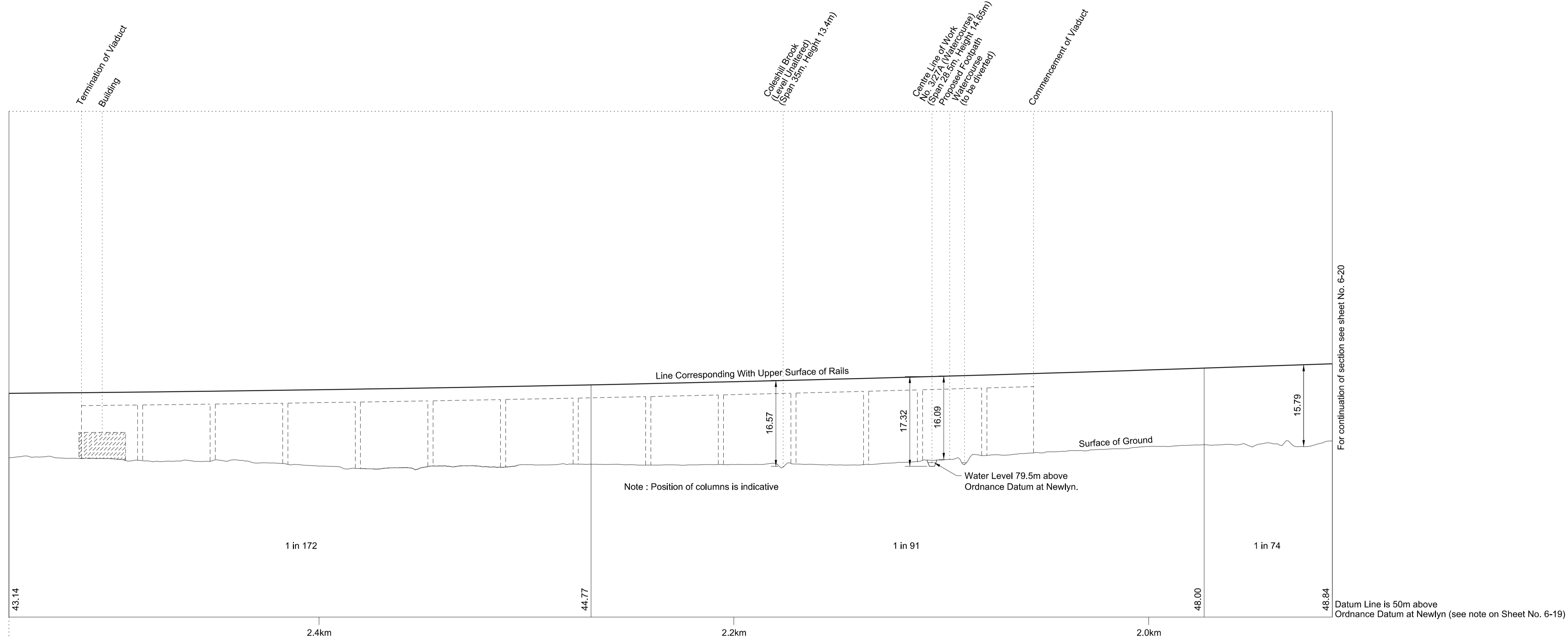
FOR PLAN OF WORK SEE SHEETS Nos. 3-12 AND 3-14

IN PARLIAMENT - SESSION 2013-14  
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)  
Work No. 3/25 (Railway)



# SECTIONS

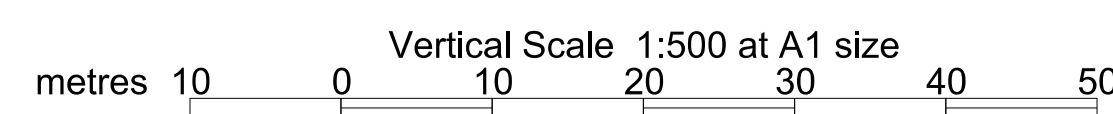
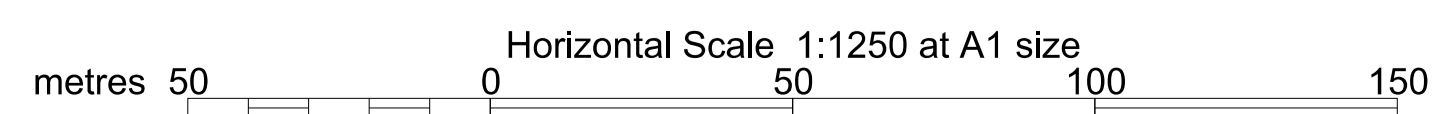
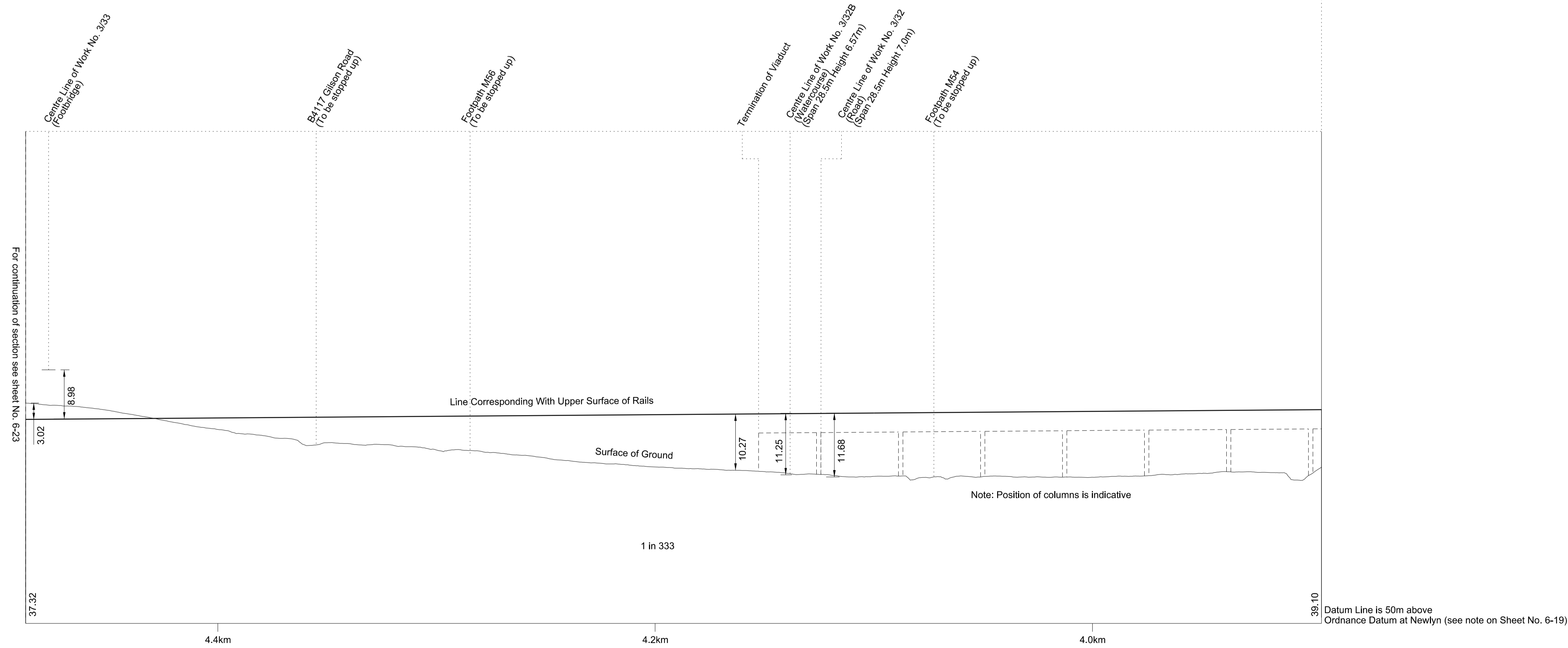
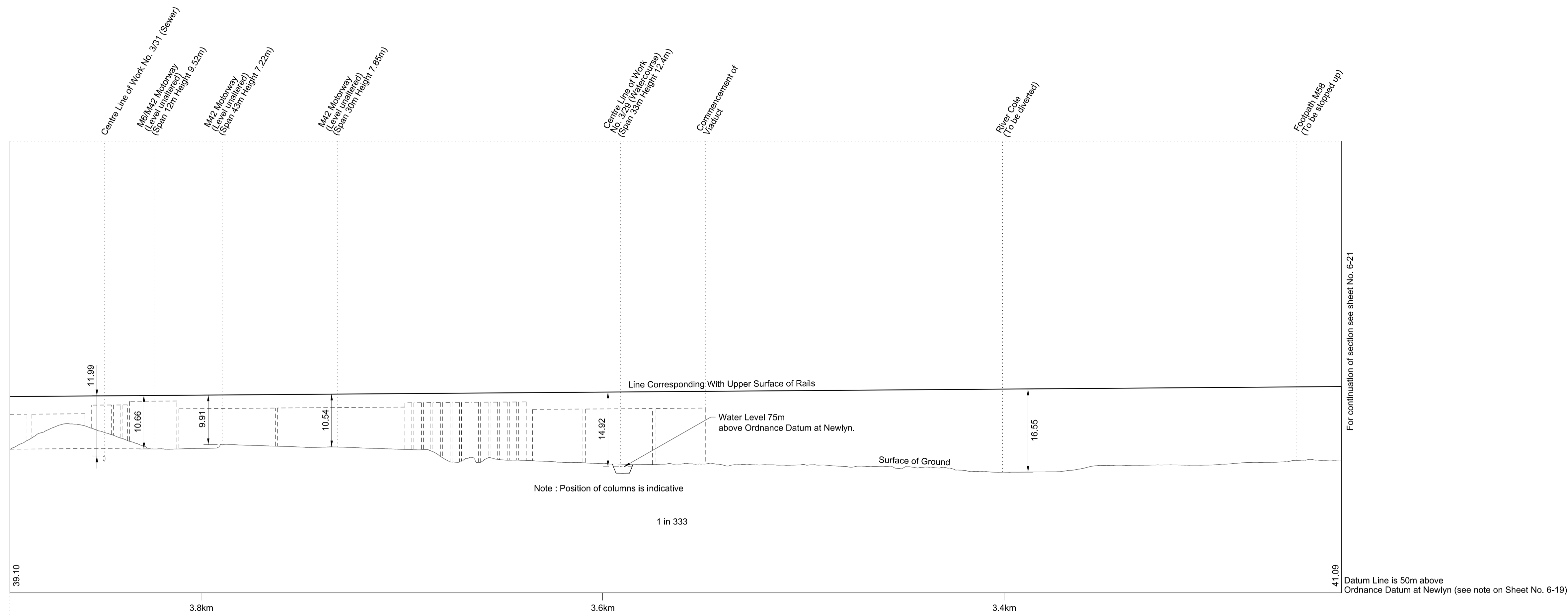
FOR PLAN OF WORK SEE SHEETS Nos. 3-16 AND 3-18



# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-20 AND 3-21

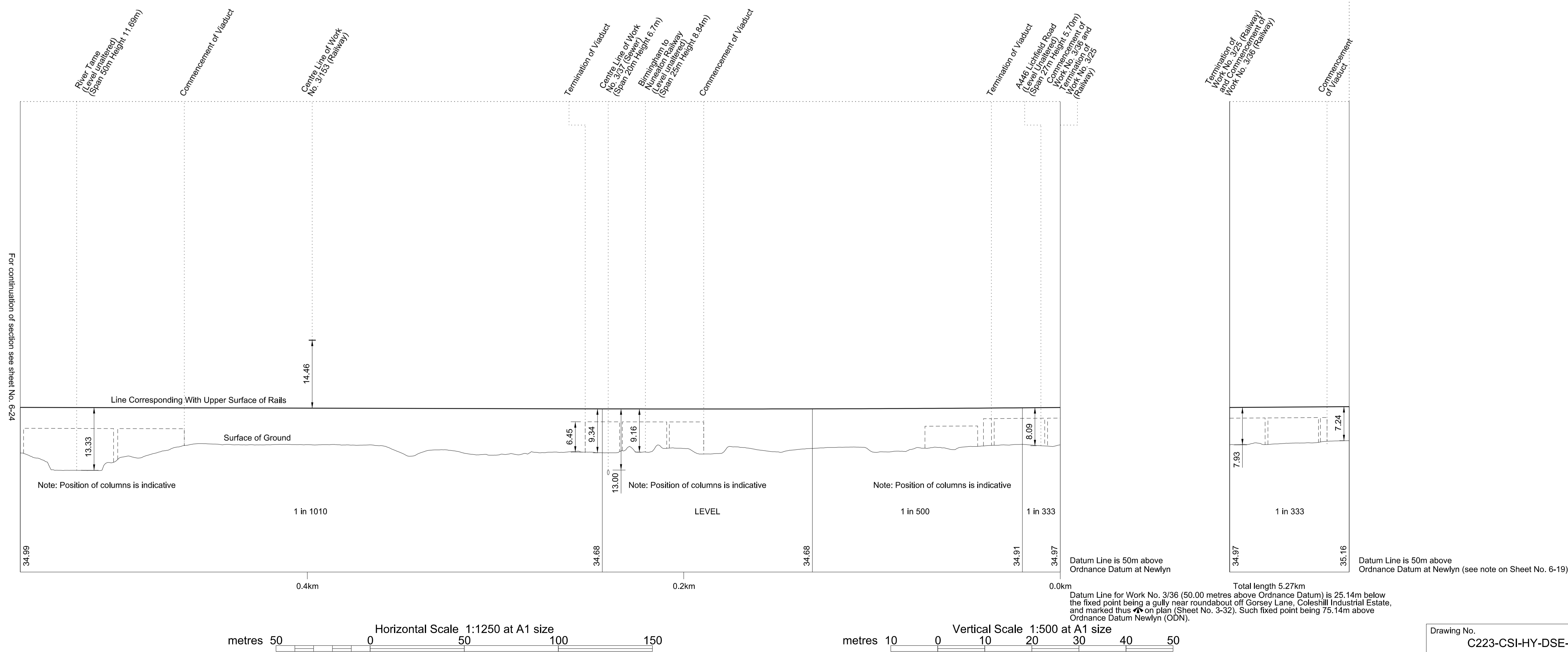
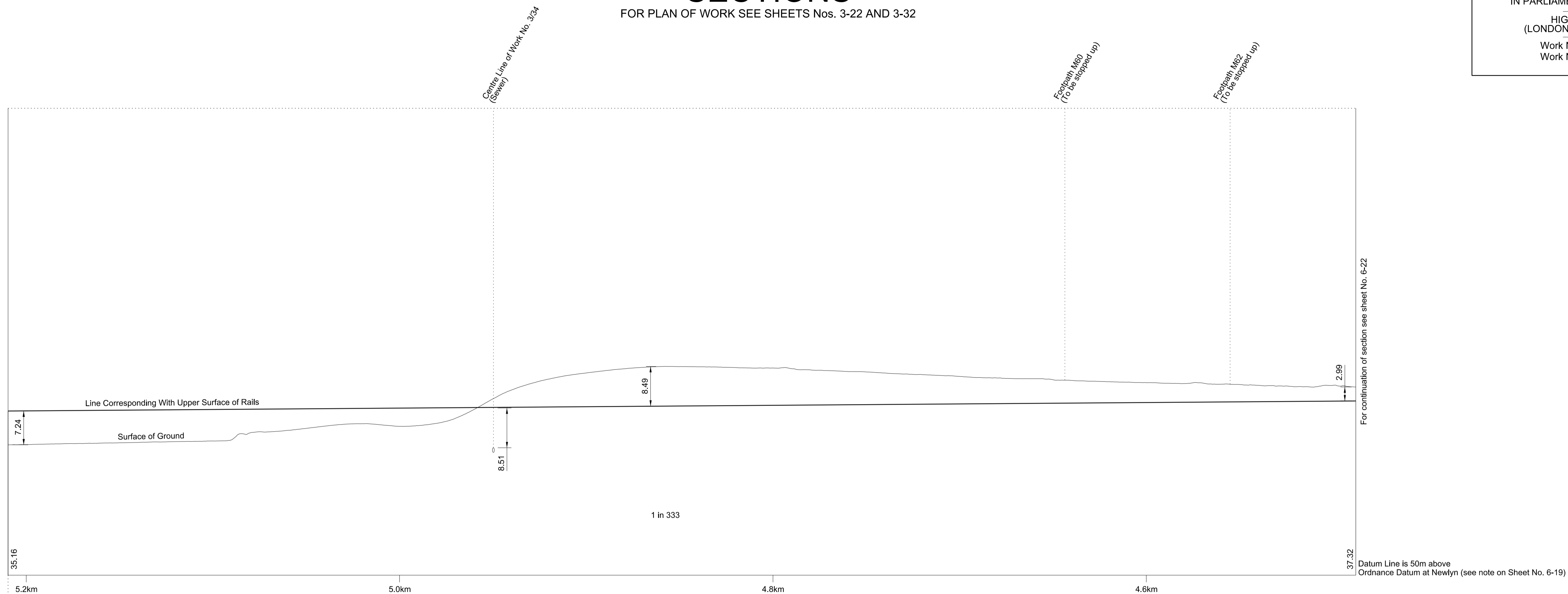
IN PARLIAMENT - SESSION 2013-14  
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)  
Work No. 3/25 (Railway)



# SECTIONS

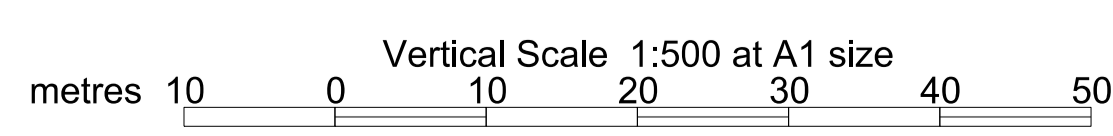
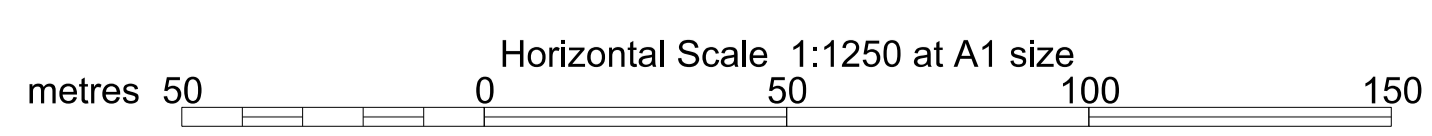
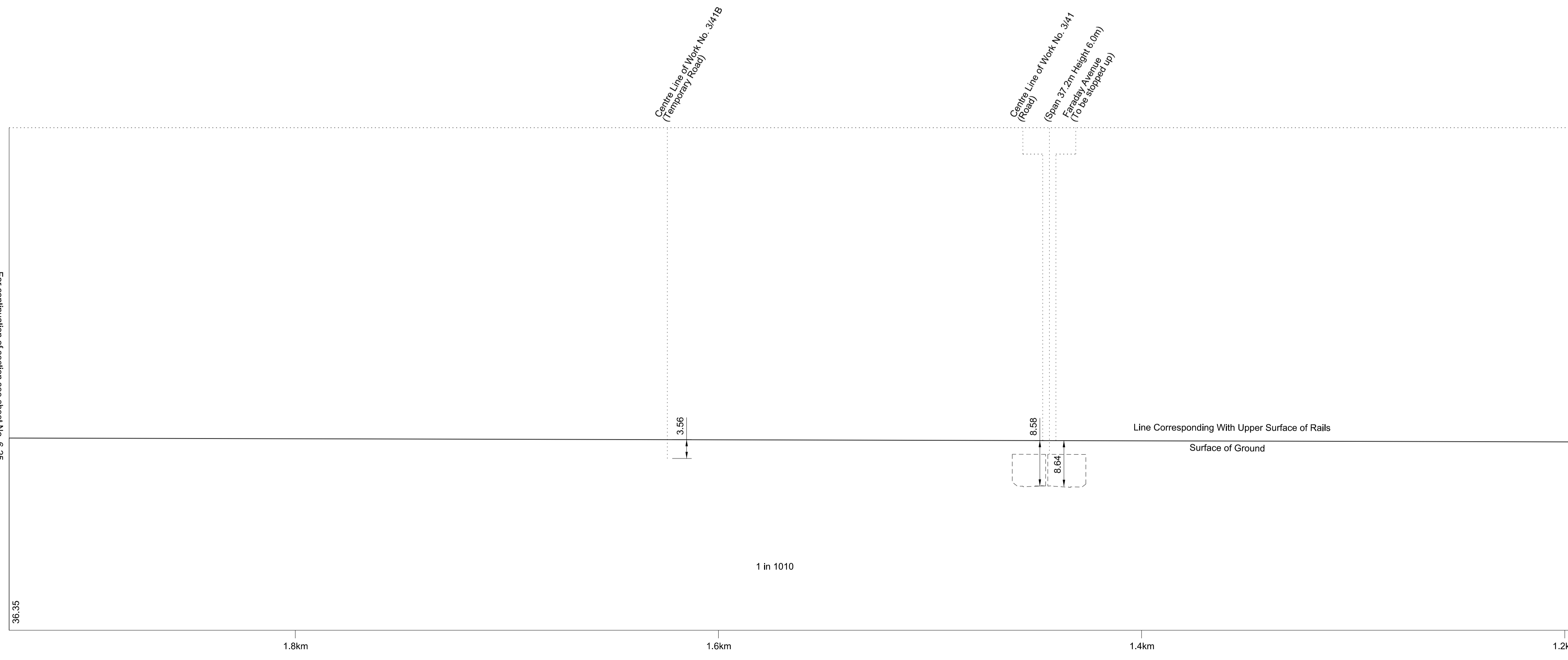
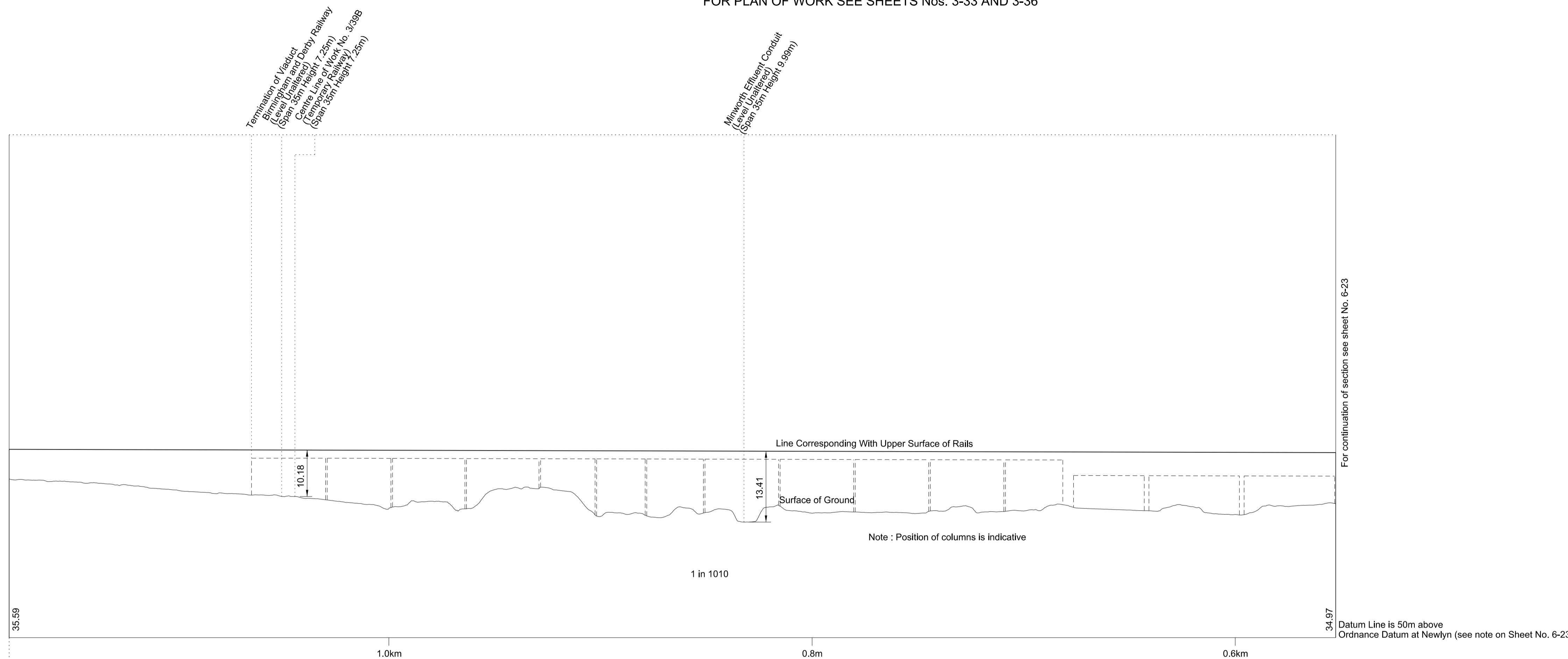
FOR PLAN OF WORK SEE SHEETS Nos. 3-22 AND 3-32

IN PARLIAMENT - SESSION 2013-14  
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)  
Work No. 3/25 (Railway)  
Work No. 3/36 (Railway)



# SECTIONS

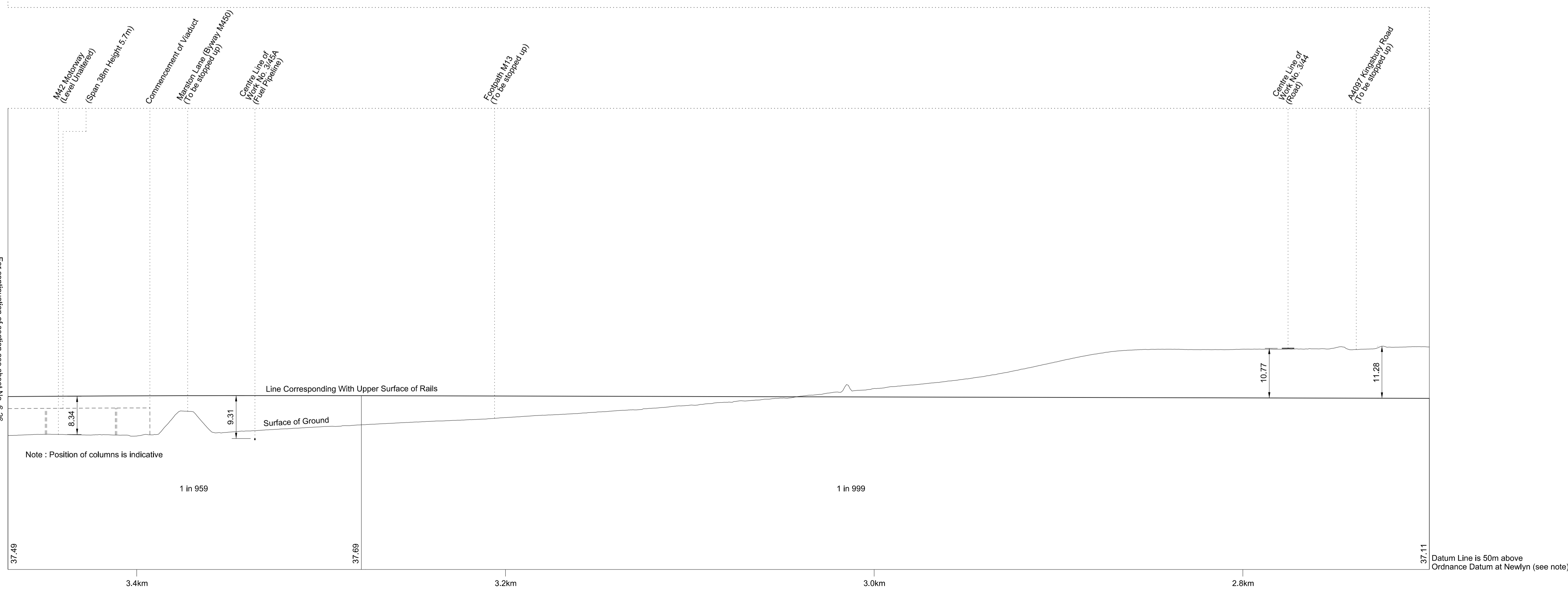
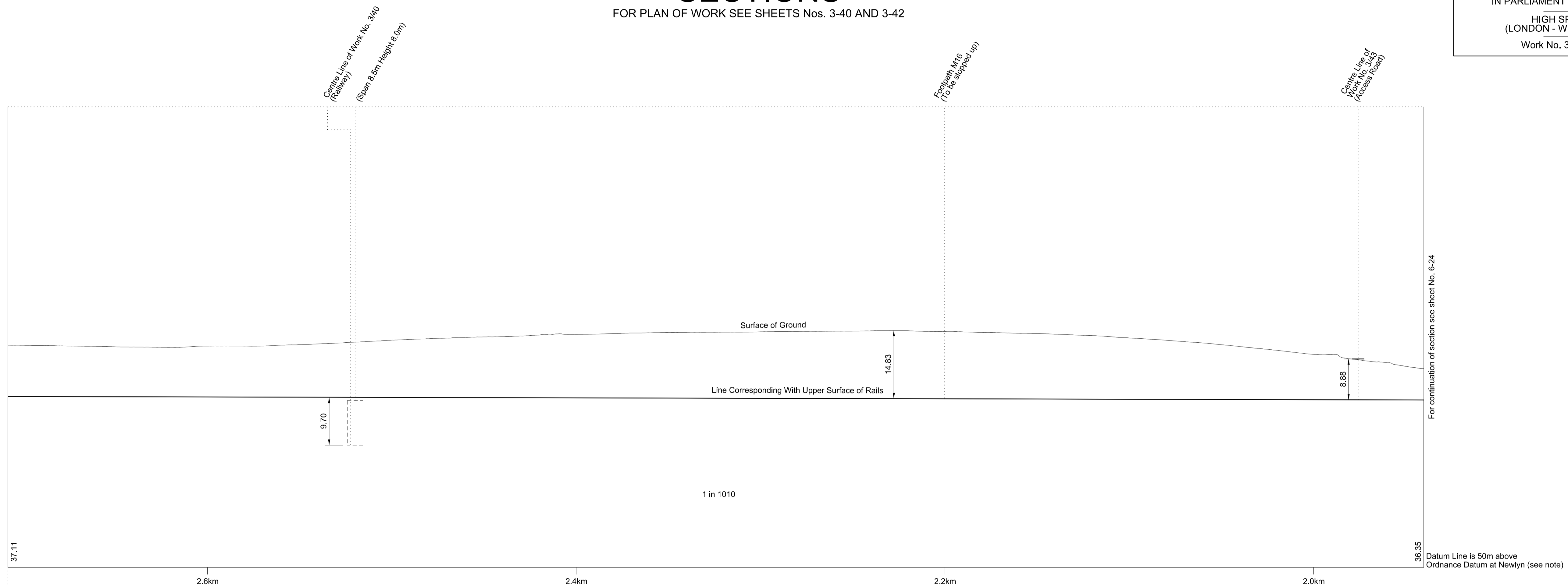
FOR PLAN OF WORK SEE SHEETS Nos. 3-33 AND 3-36



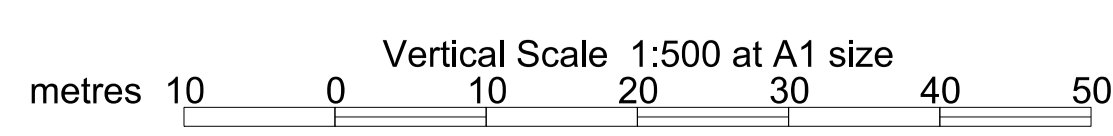
# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-40 AND 3-42

IN PARLIAMENT - SESSION 2013-14  
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)  
Work No. 3/36 (Railway)

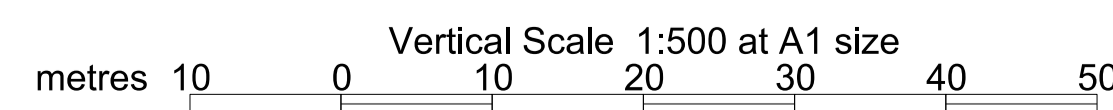
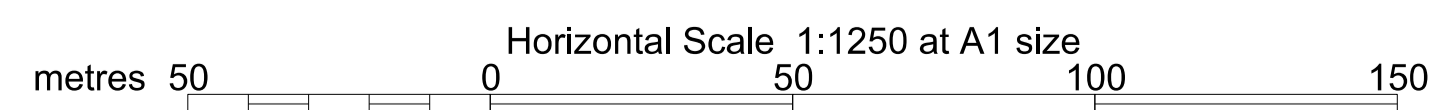
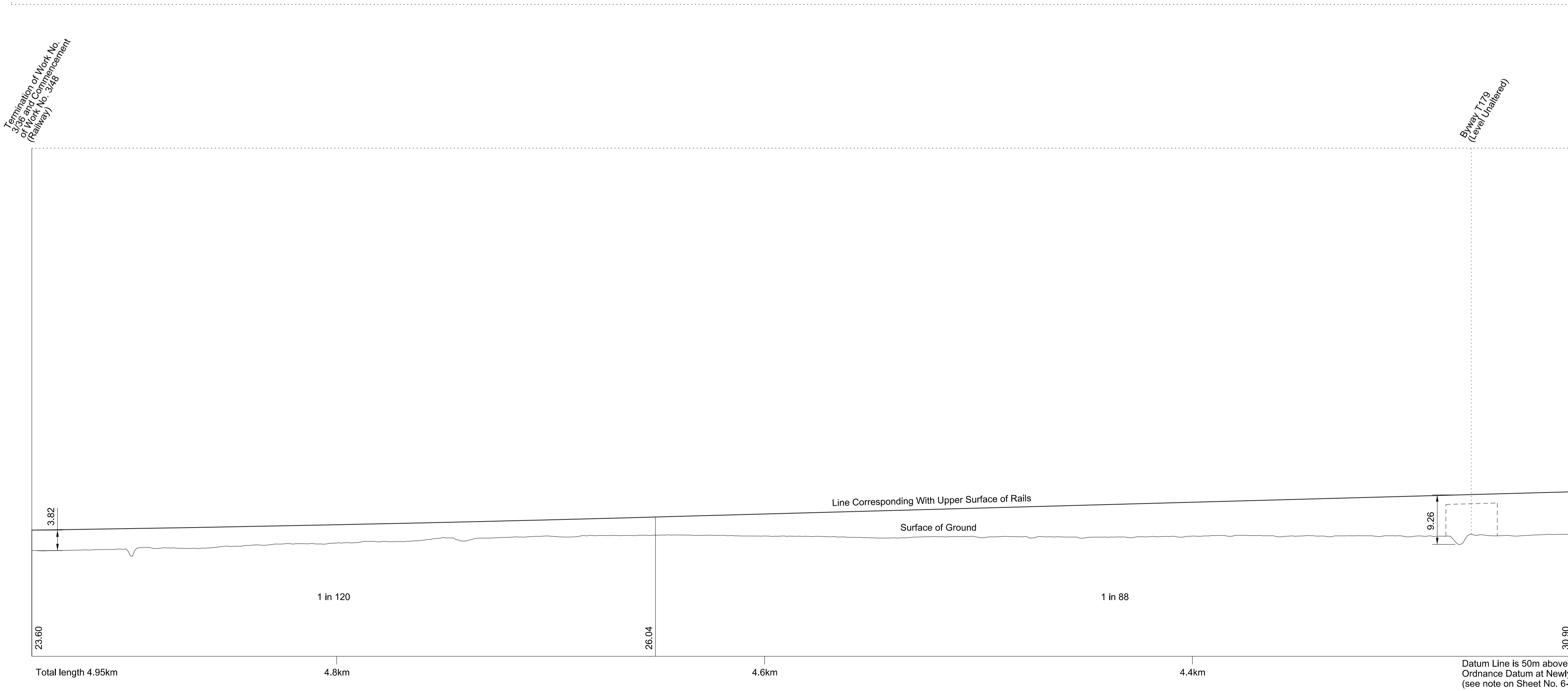
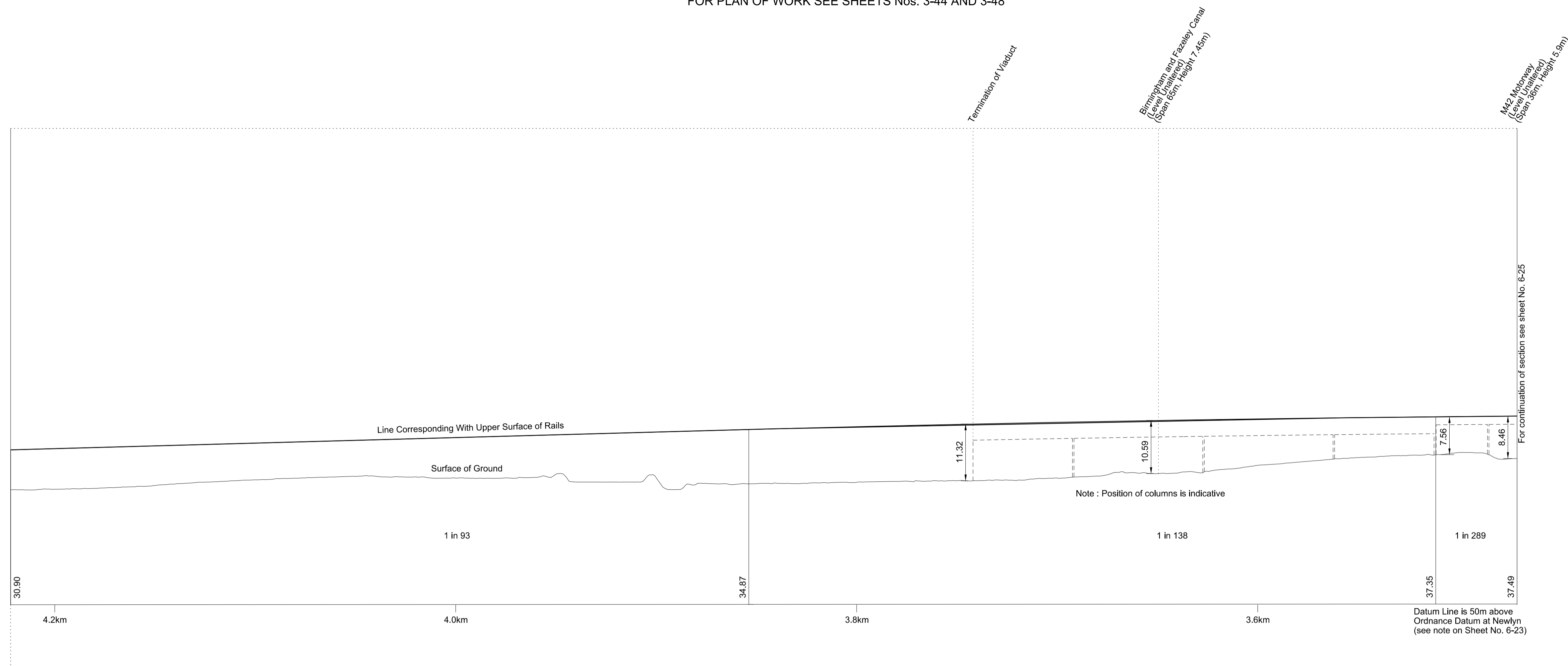


Note : Position of columns is indicative



# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-44 AND 3-48

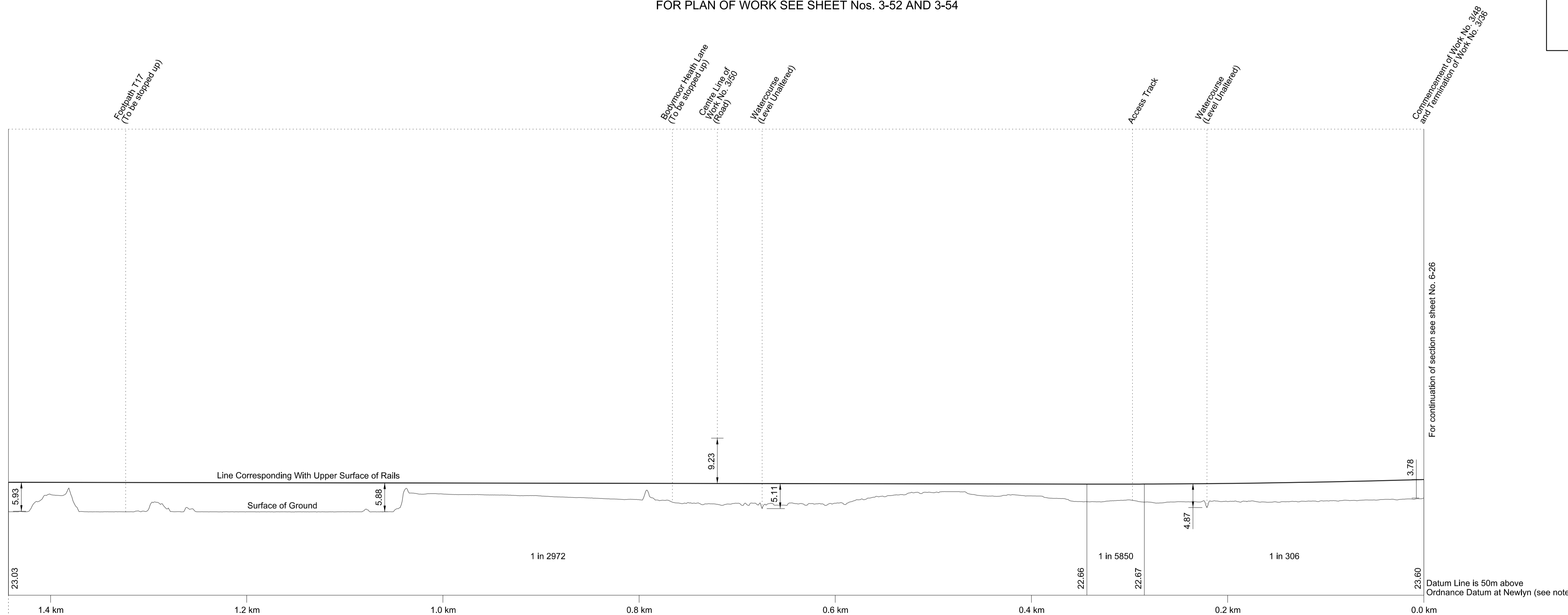




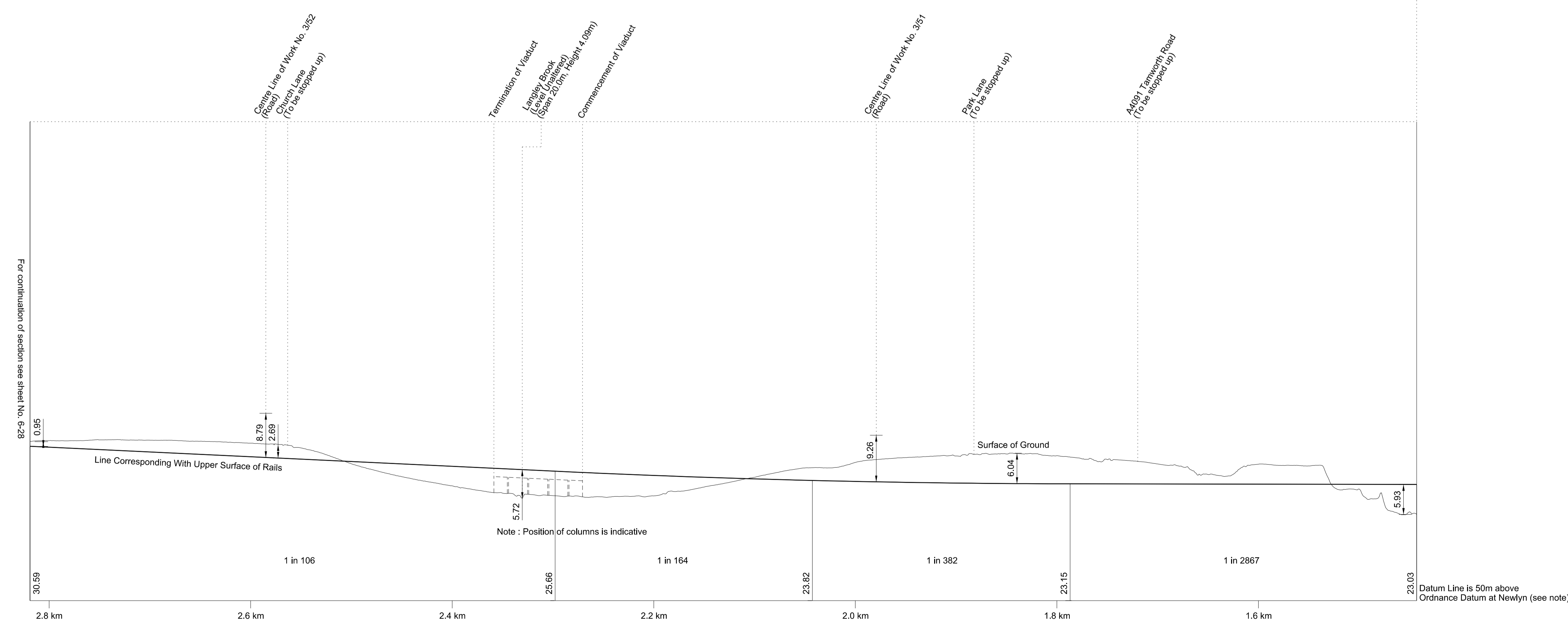
# SECTIONS

FOR PLAN OF WORK SEE SHEET Nos. 3-52 AND 3-54

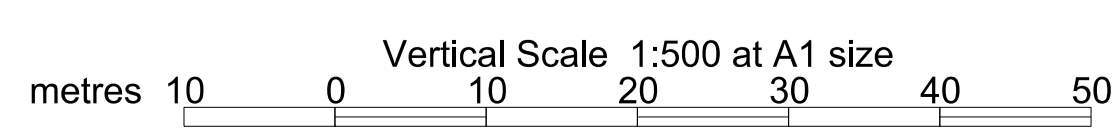
IN PARLIAMENT - SESSION 2013-14  
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)  
Work No. 3/48 (Railway)



Datum Line for Work No. 3/48 (50.00 metres above Ordnance Datum) is 22.93m below the fixed point being a corner of inspection cover on the A4091, opposite Middleton House Farm, and marked thus on plan (Sheet No. 3-52). Such fixed point being 72.93m above Ordnance Datum Newlyn (ODN).

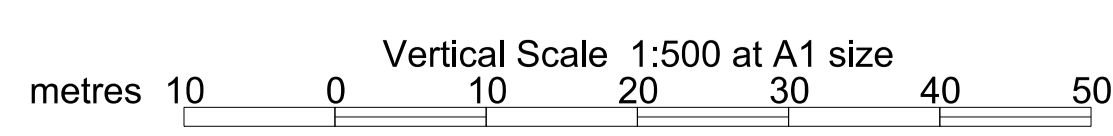
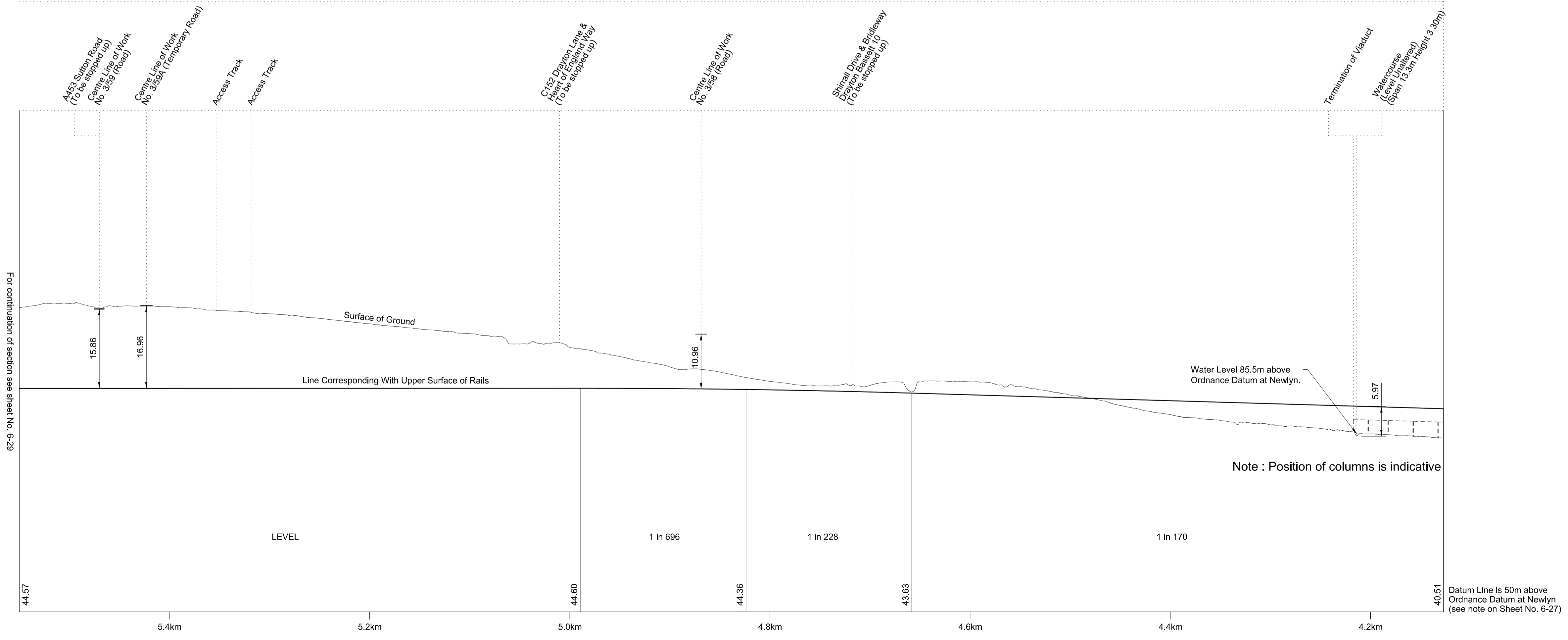
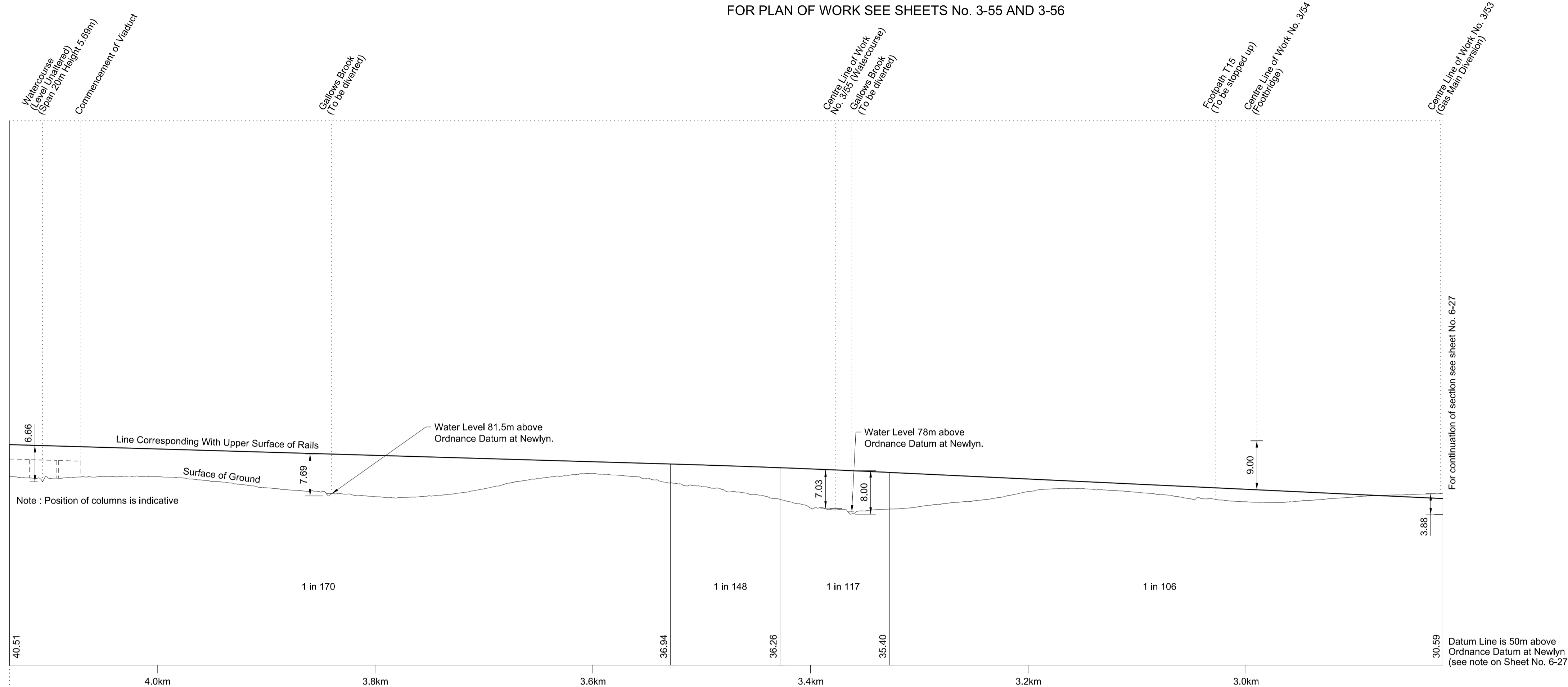


Note : Position of columns is indicative



# SECTIONS

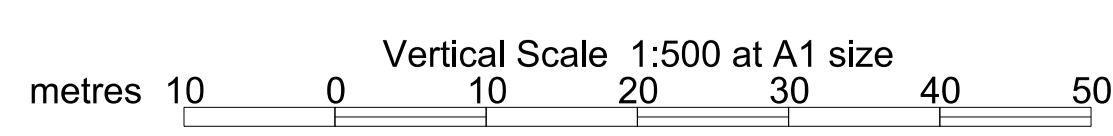
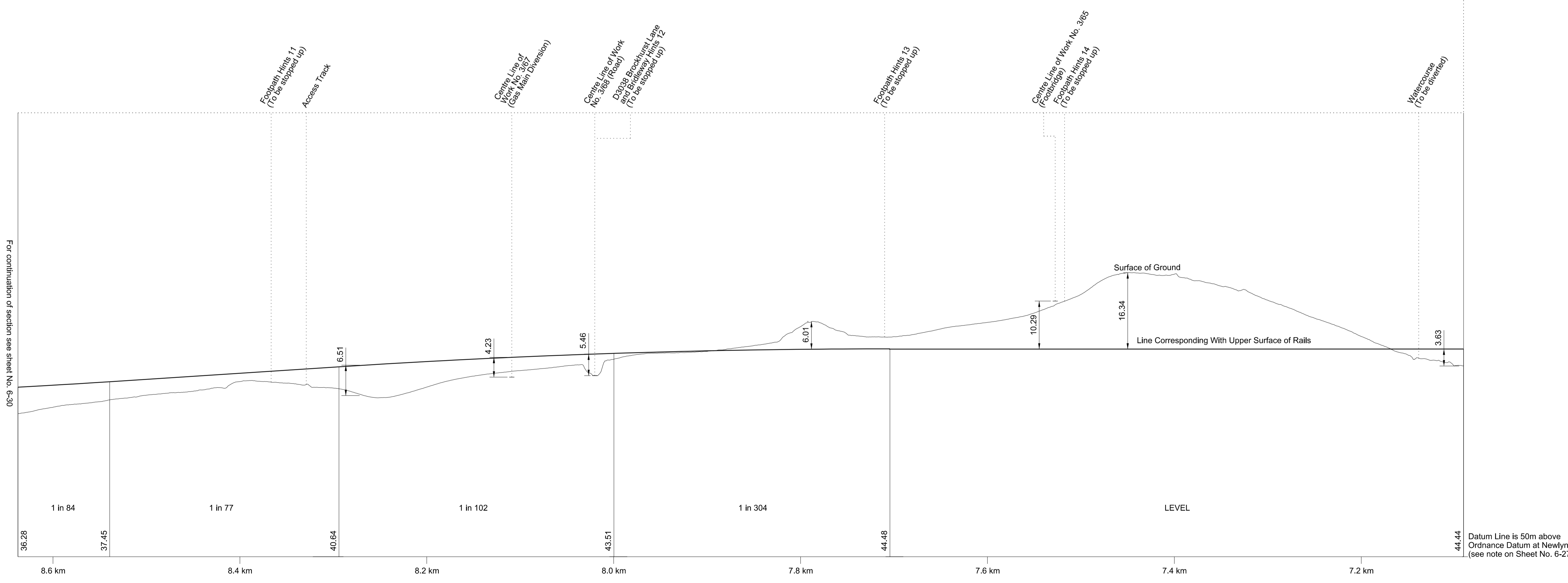
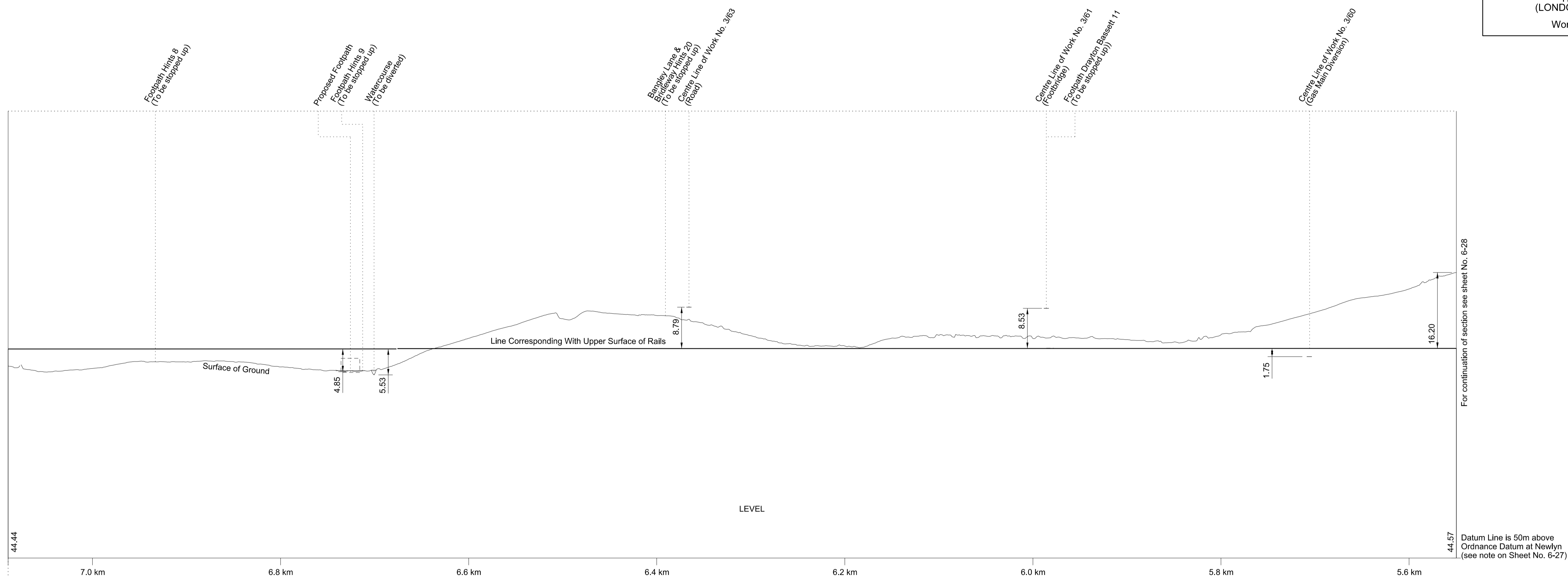
FOR PLAN OF WORK SEE SHEETS No. 3-55 AND 3-56



# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-57 AND 3-60

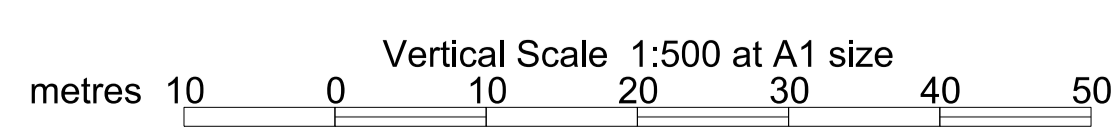
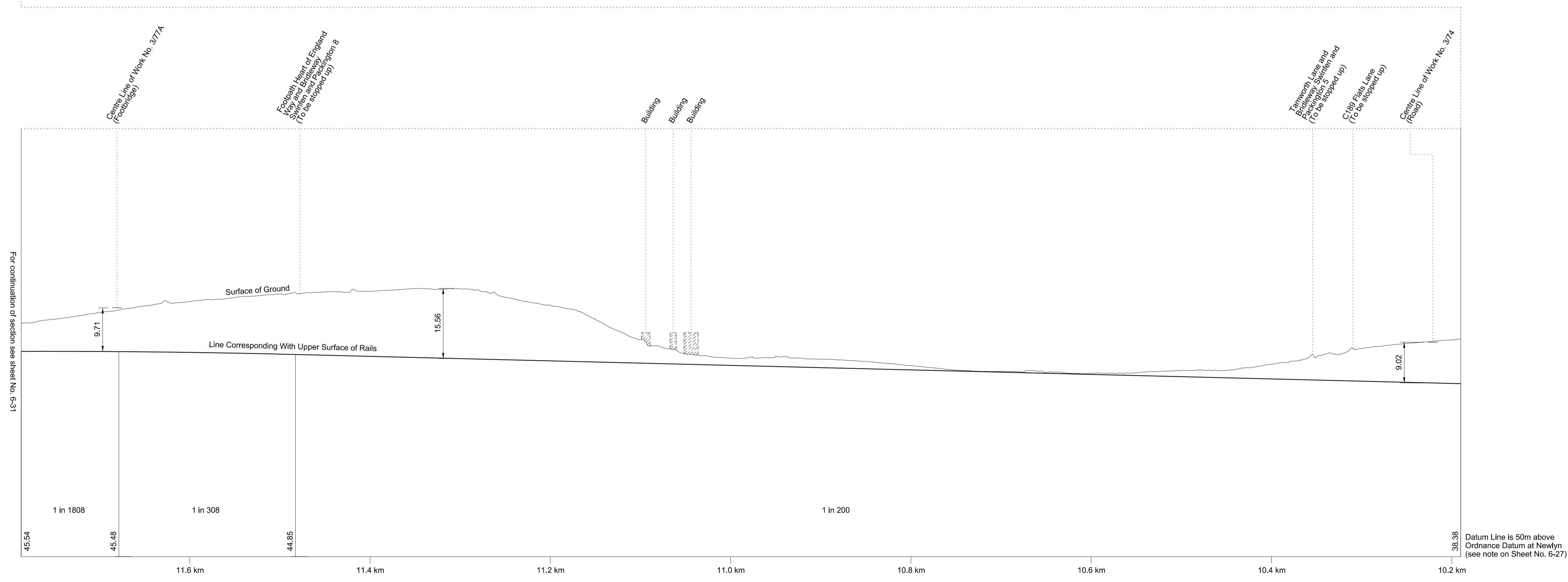
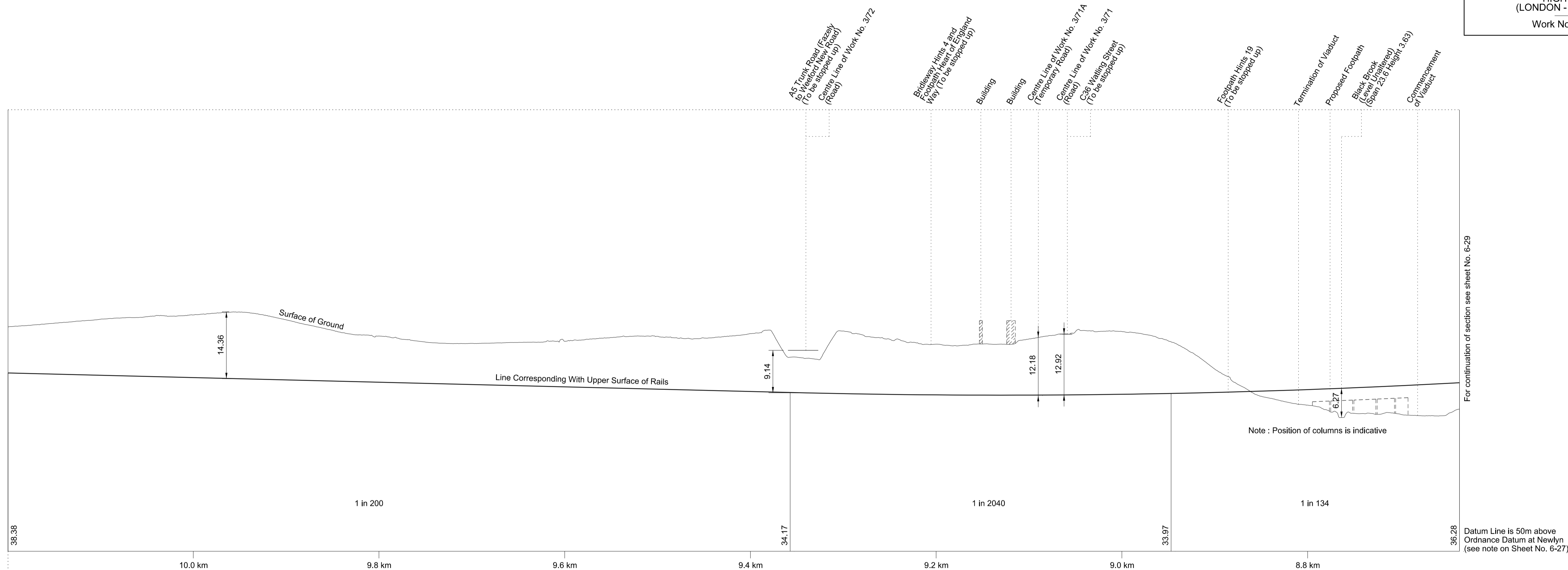
IN PARLIAMENT - SESSION 2013-14  
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)  
Work No. 3/48 (Railway)



# SECTIONS

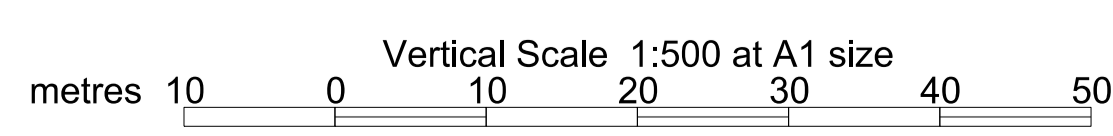
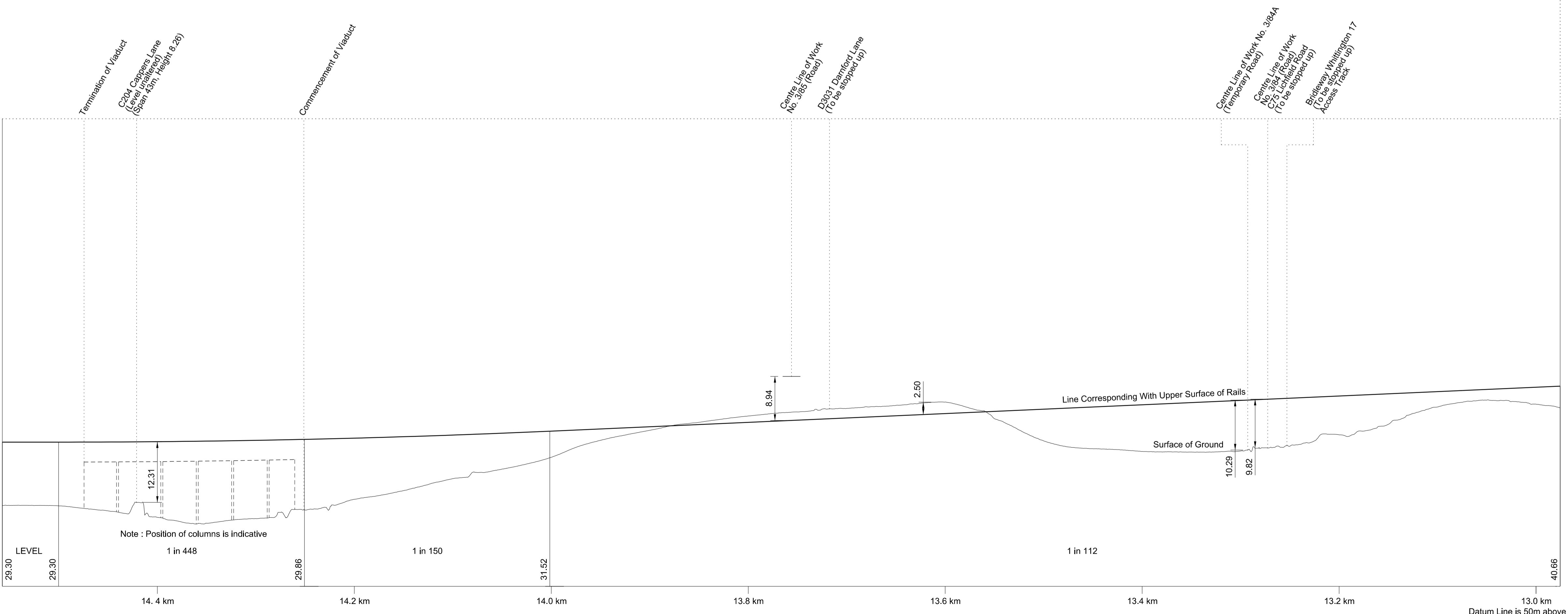
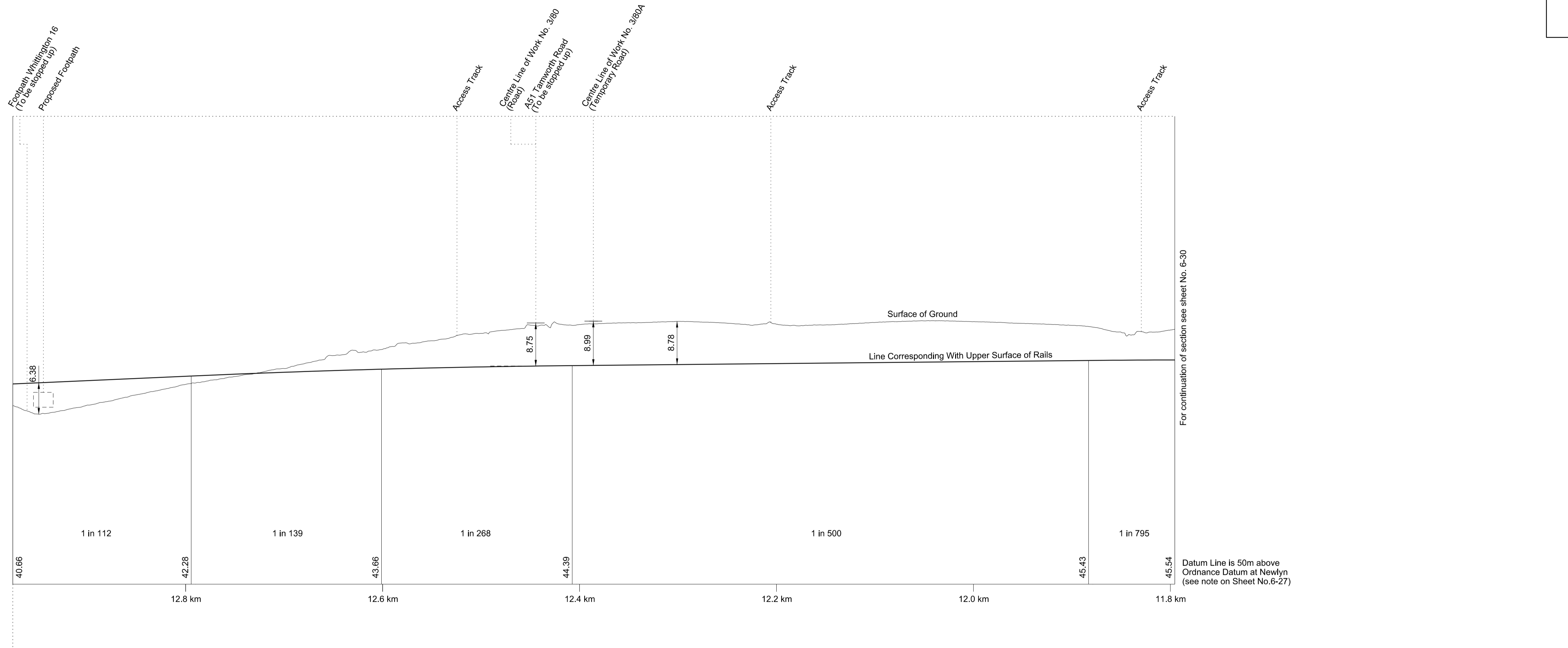
FOR PLAN OF WORK SEE SHEETS Nos. 3-62 AND 3-63

IN PARLIAMENT - SESSION 2013-14  
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)  
Work No. 3/48 (Railway)



# SECTIONS

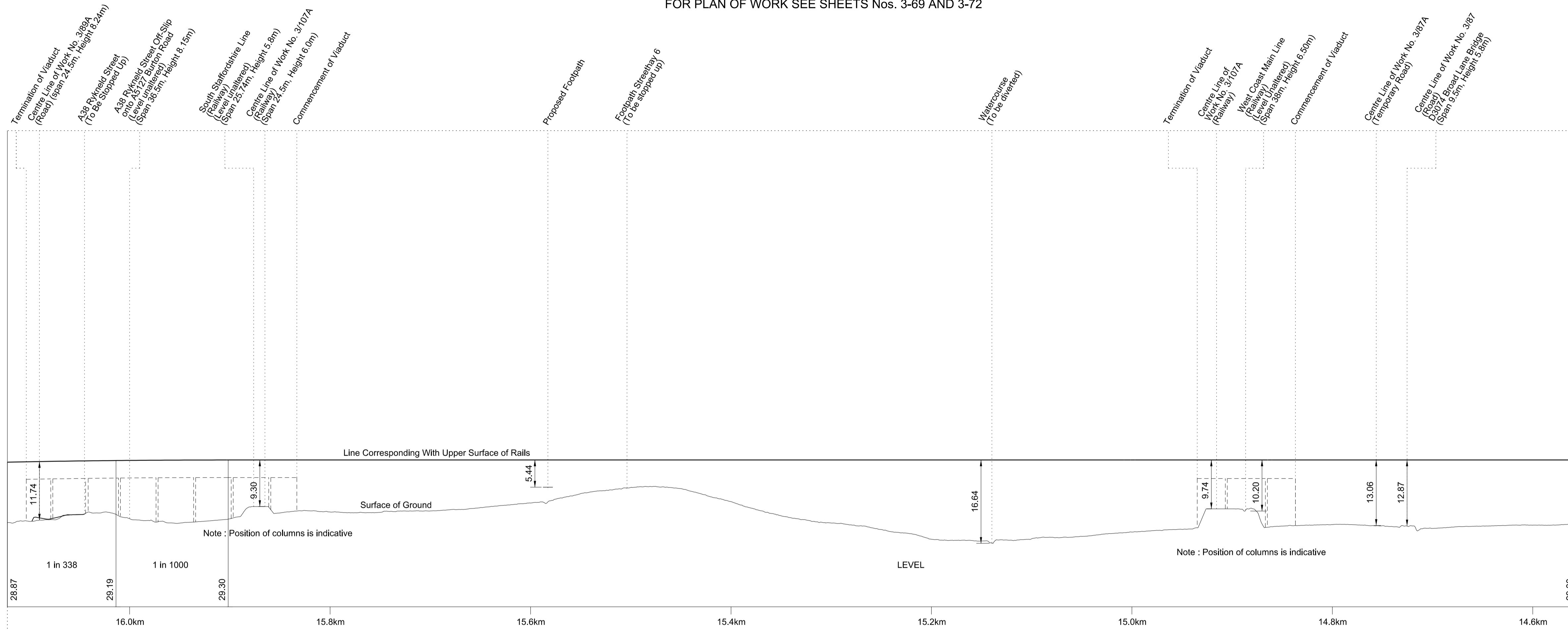
FOR PLAN OF WORK SEE SHEETS Nos. 3-64 AND 3-65



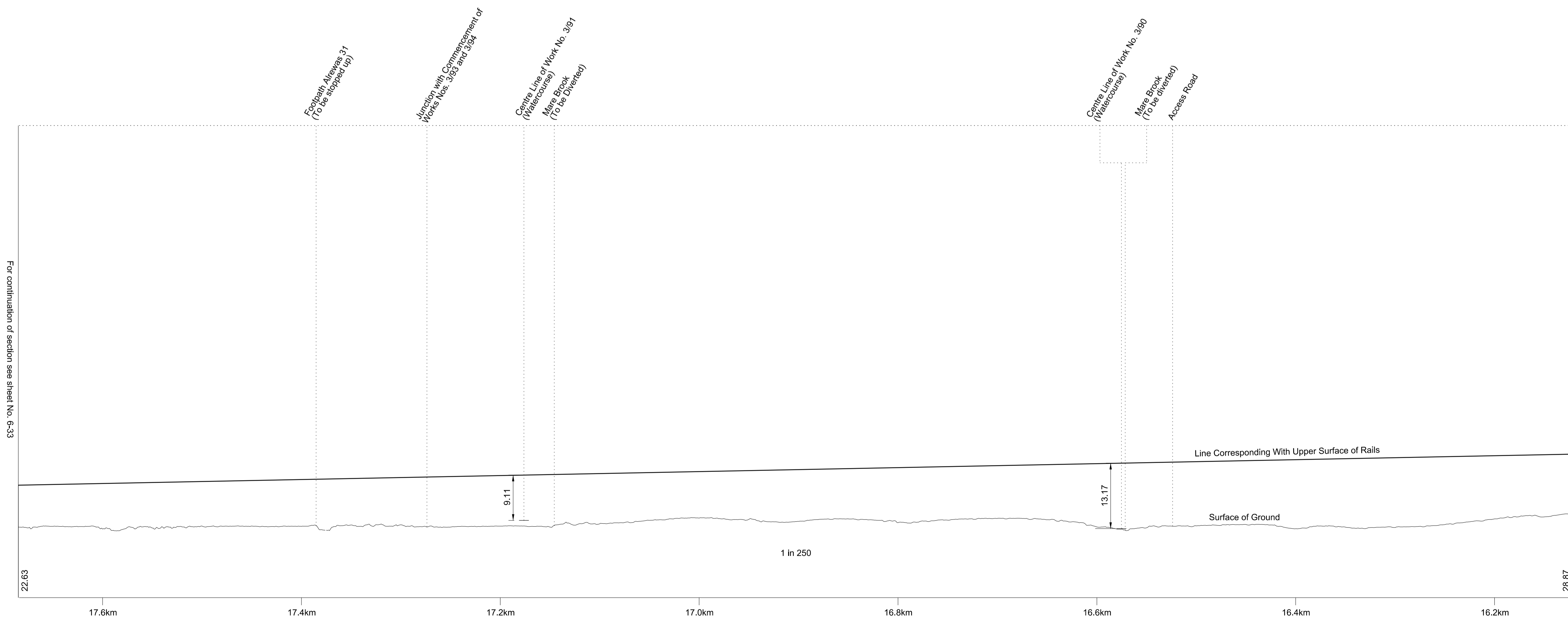
# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-69 AND 3-72

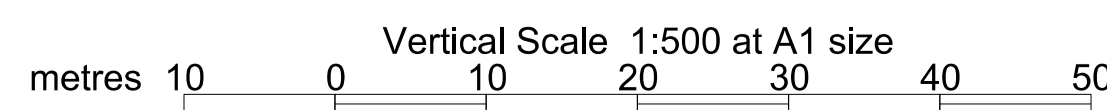
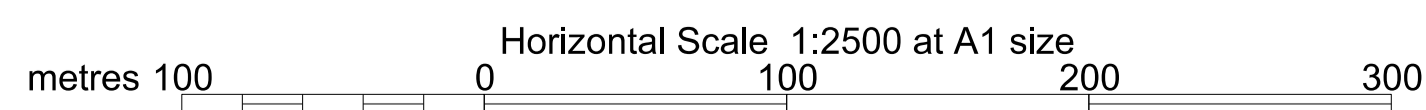
IN PARLIAMENT - SESSION 2013-14  
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)  
Work No. 3/48 (Railway)



For continuation of section see sheet No. 6-31

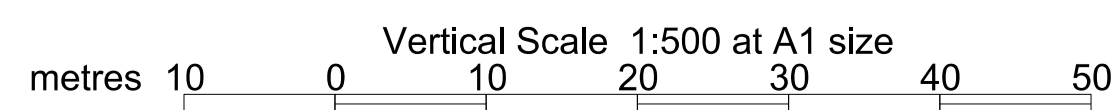
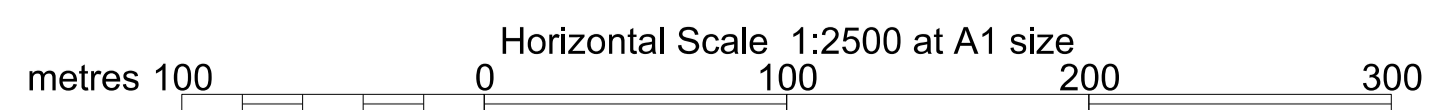
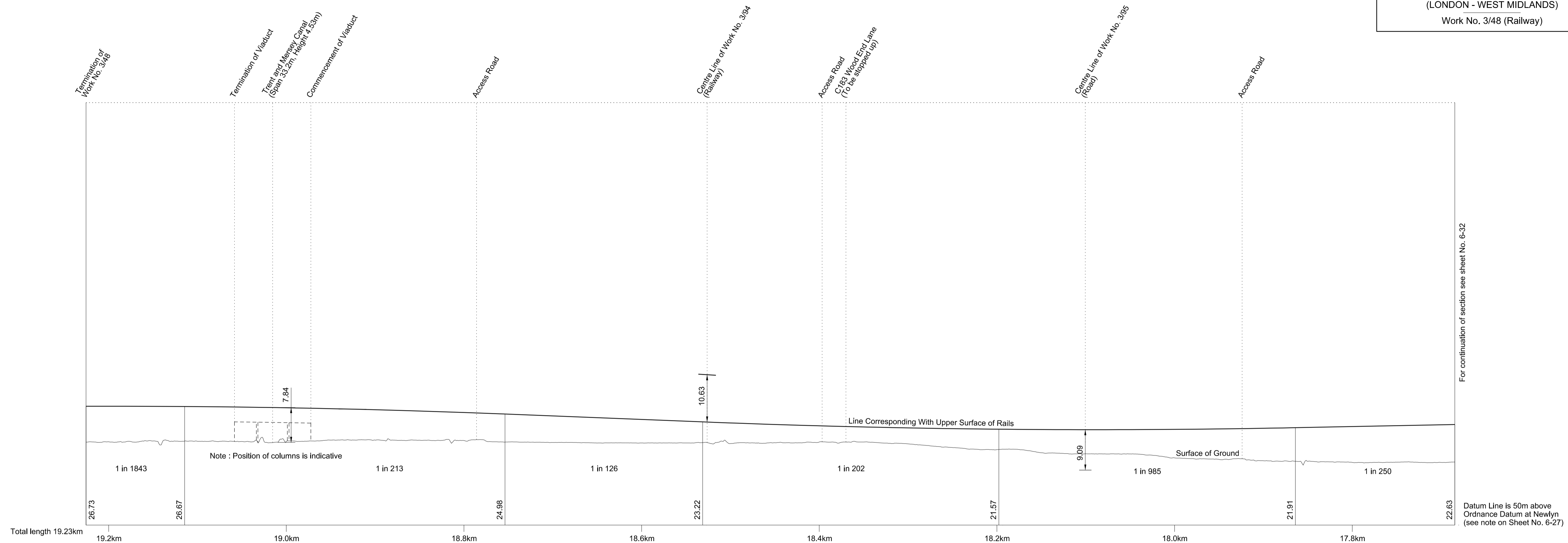


For continuation of section see sheet No. 6-33



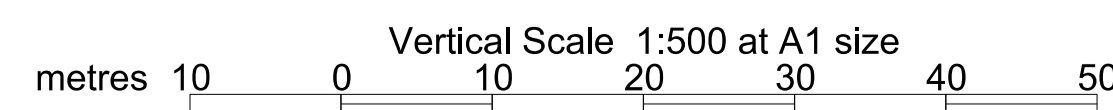
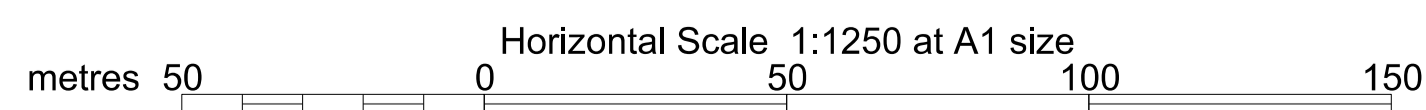
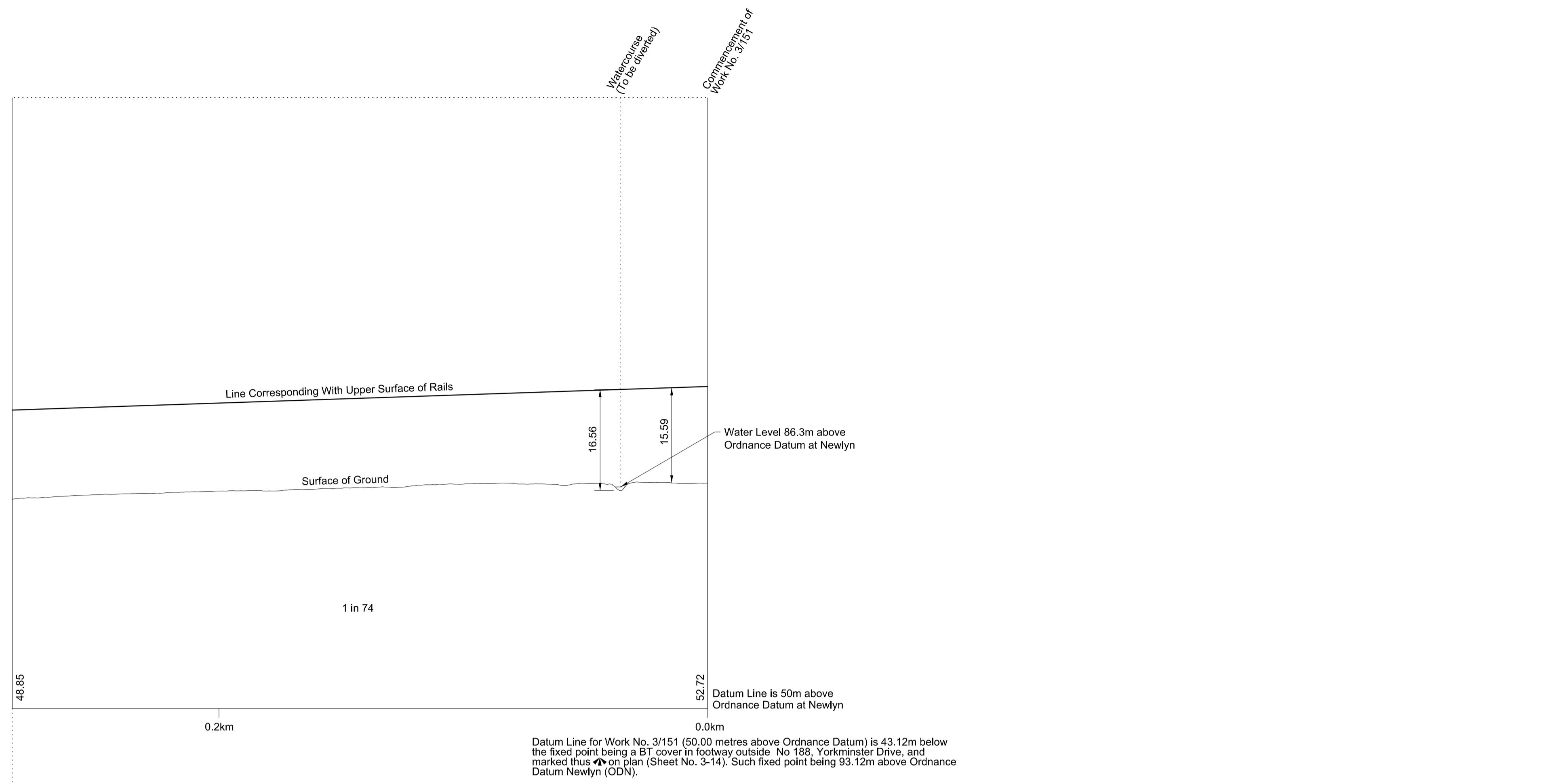
# SECTIONS

FOR PLAN OF WORK SEE SHEET No. 3-74



# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-14 AND 3-16

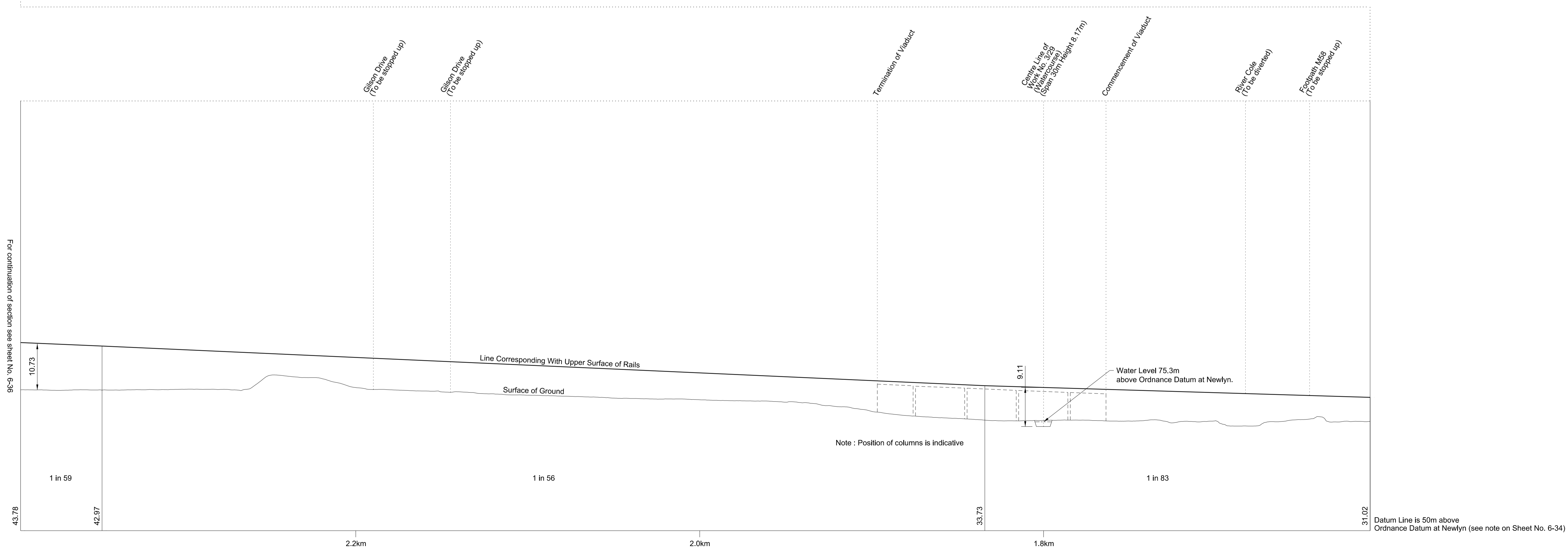
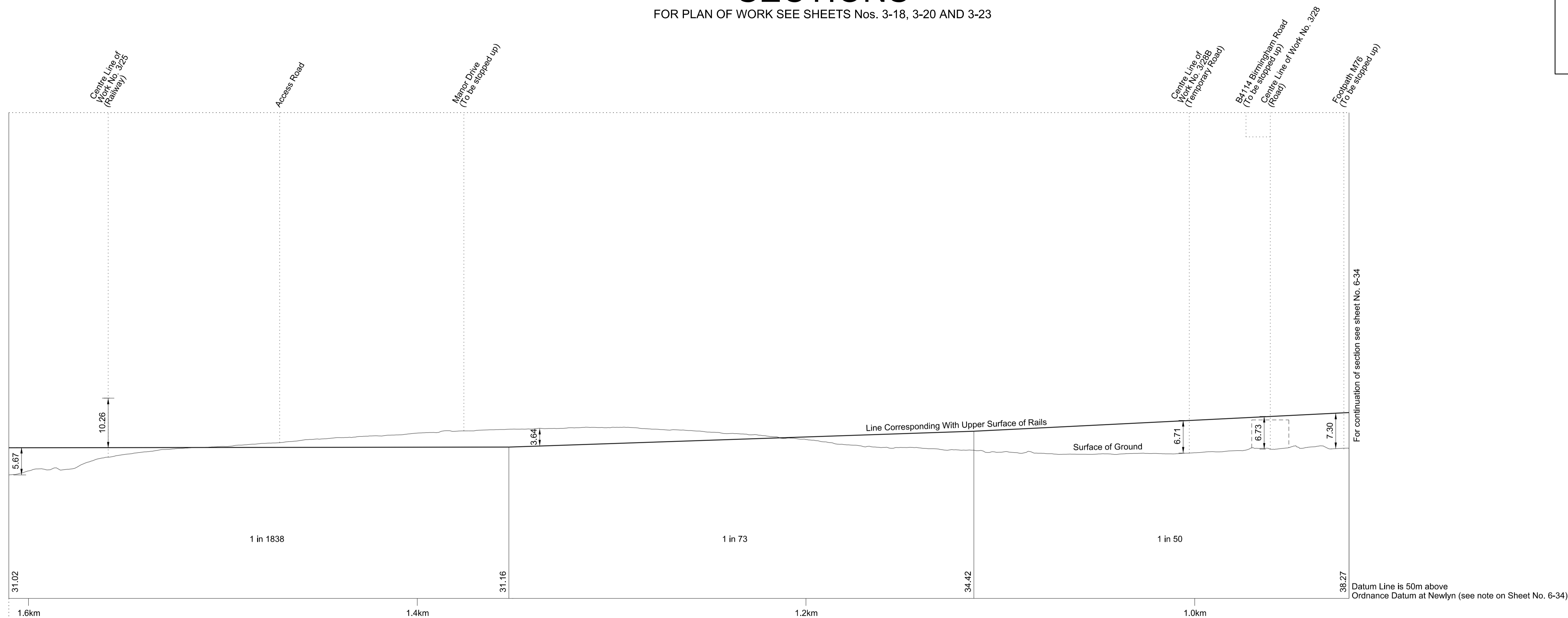




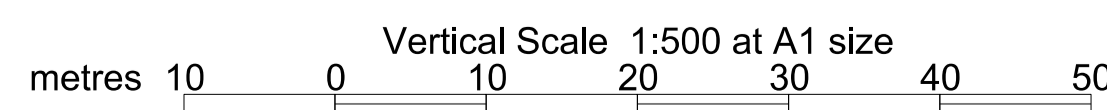
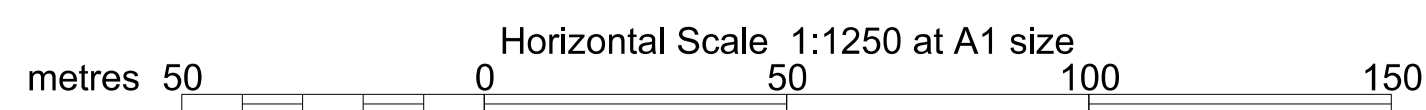
# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-18, 3-20 AND 3-23

IN PARLIAMENT - SESSION 2013-14  
 HIGH SPEED RAIL  
 (LONDON - WEST MIDLANDS)  
 Work No. 3/151 (Railway)

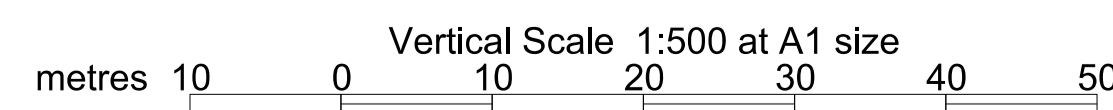
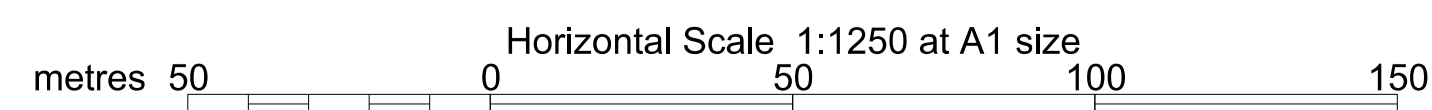
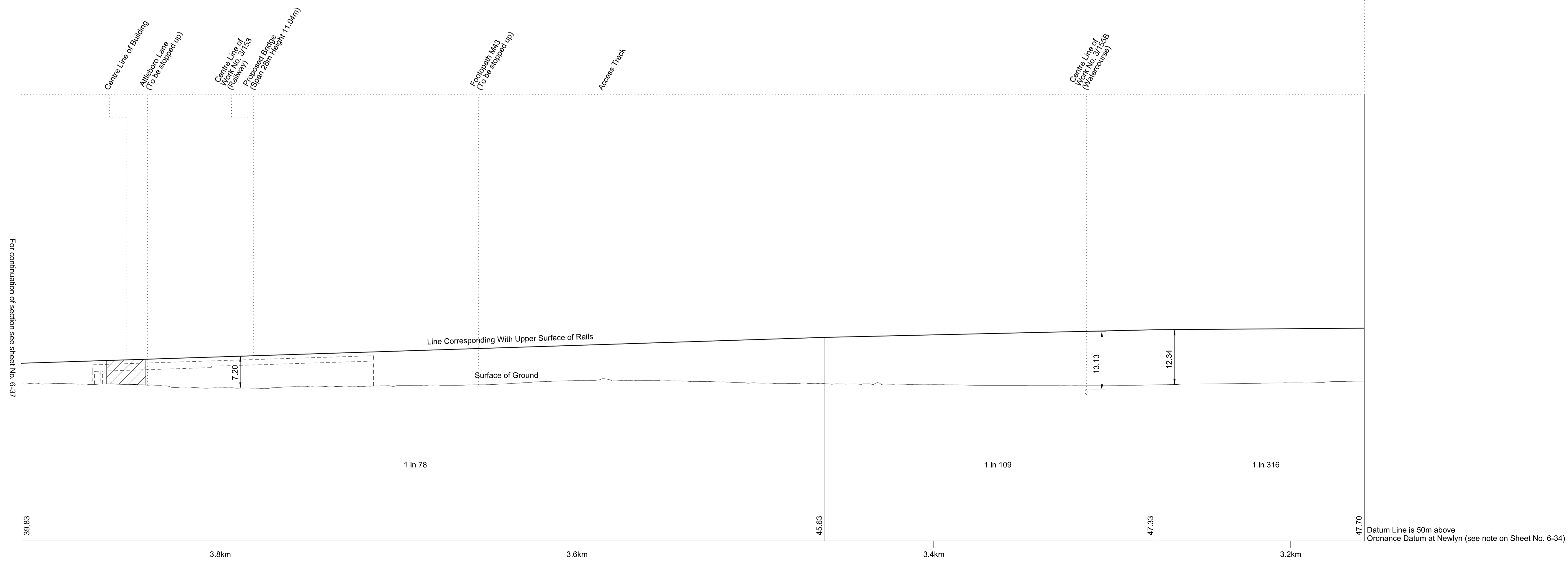
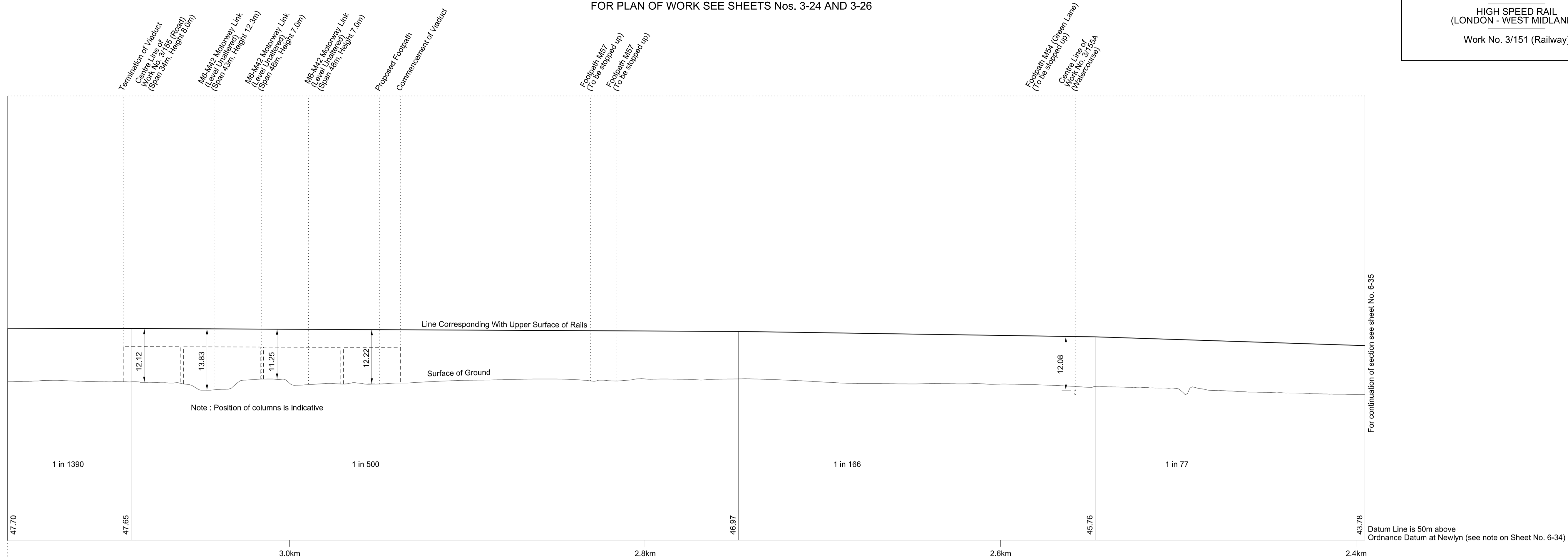


Note : Position of columns is indicative



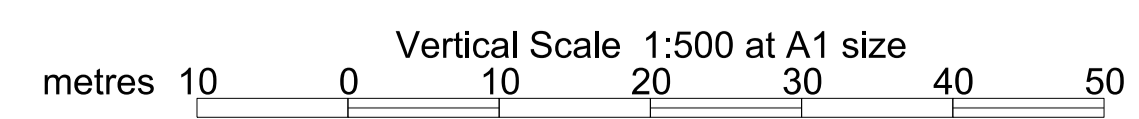
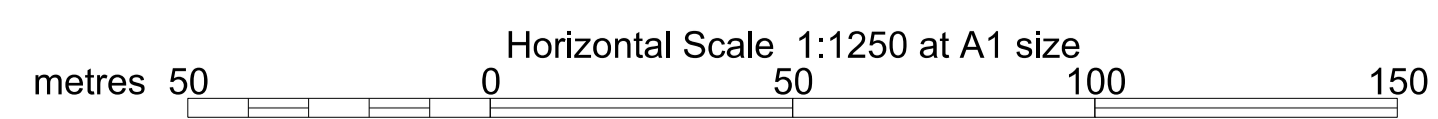
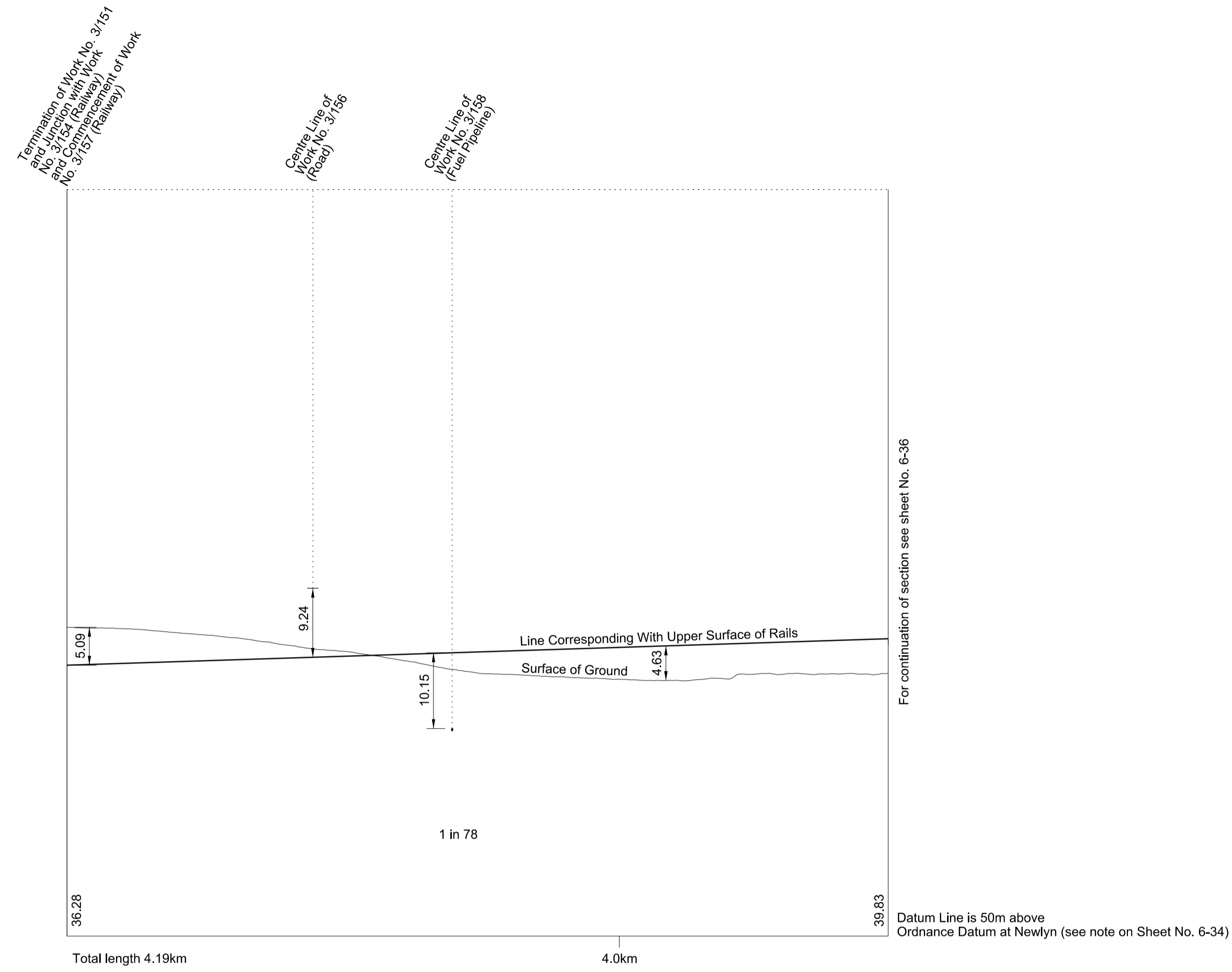
# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-24 AND 3-26



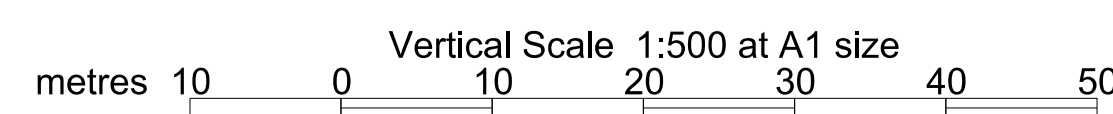
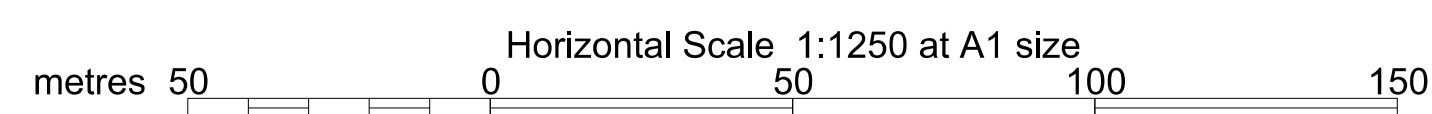
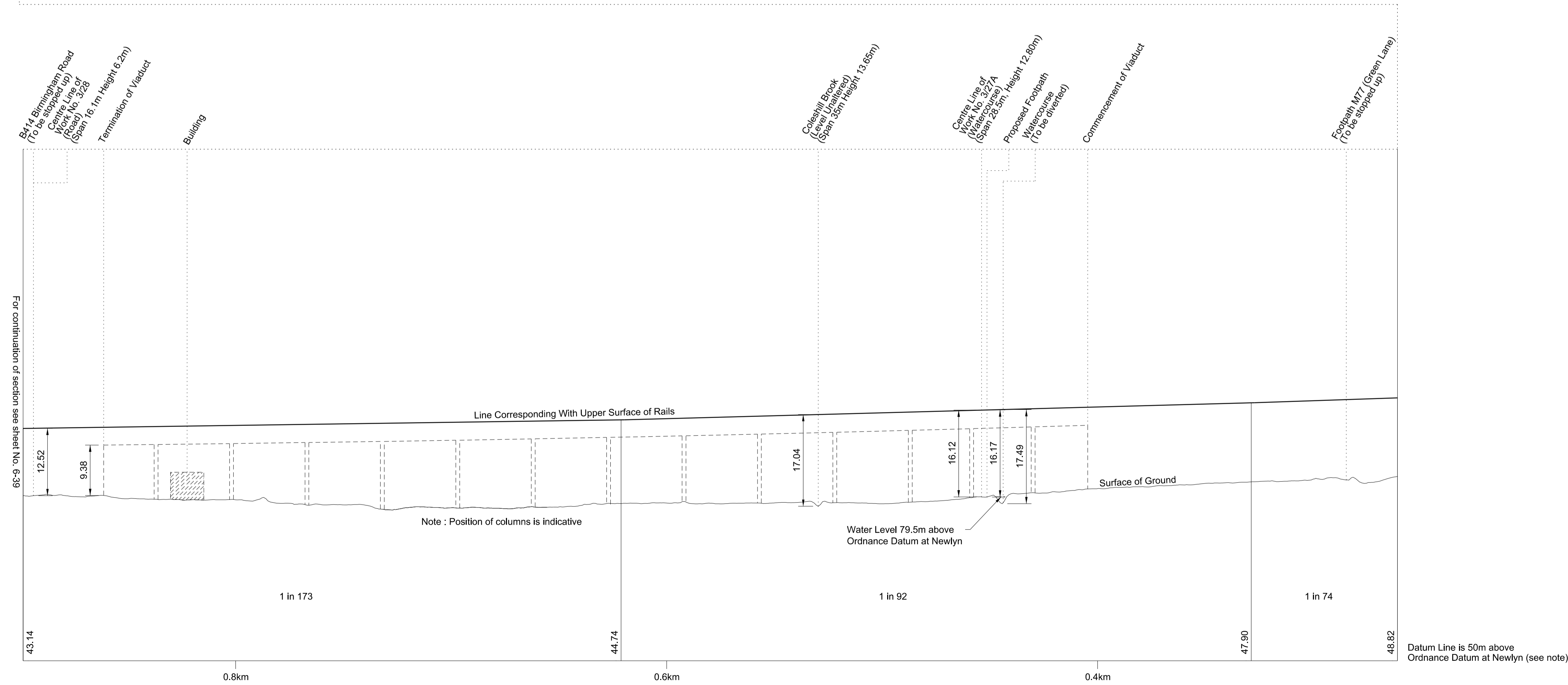
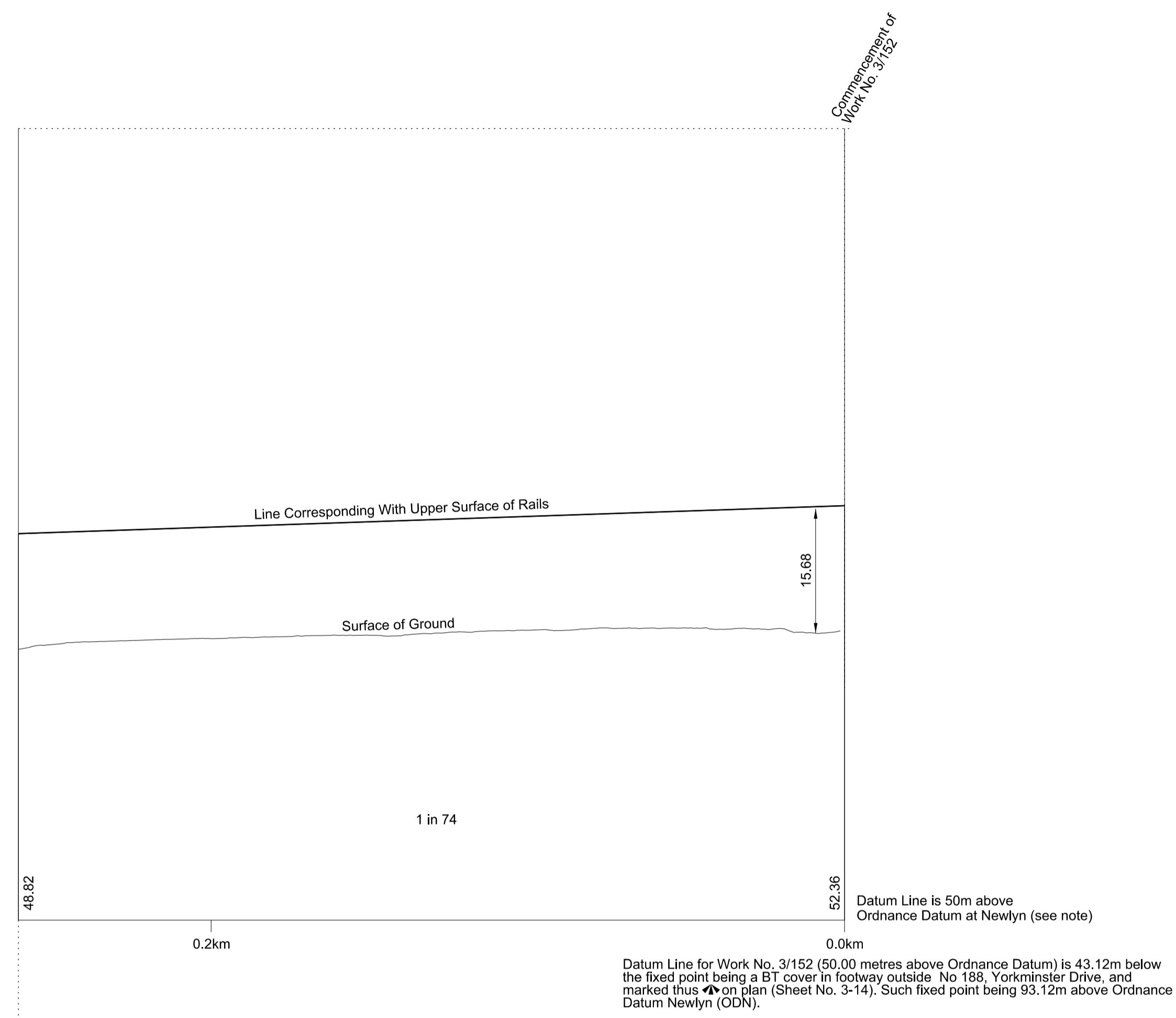
# SECTIONS

FOR PLAN OF WORK SEE SHEET No. 3-27



# SECTIONS

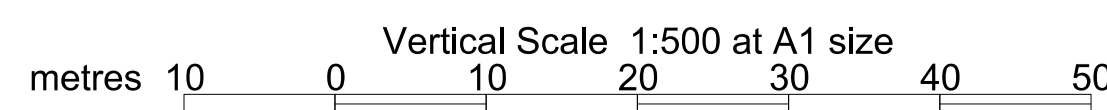
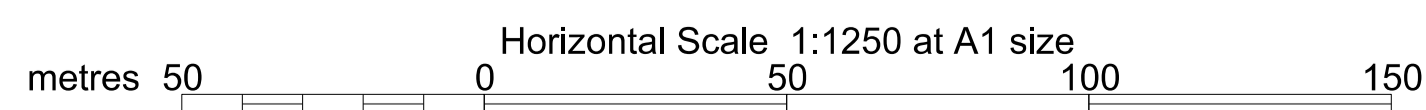
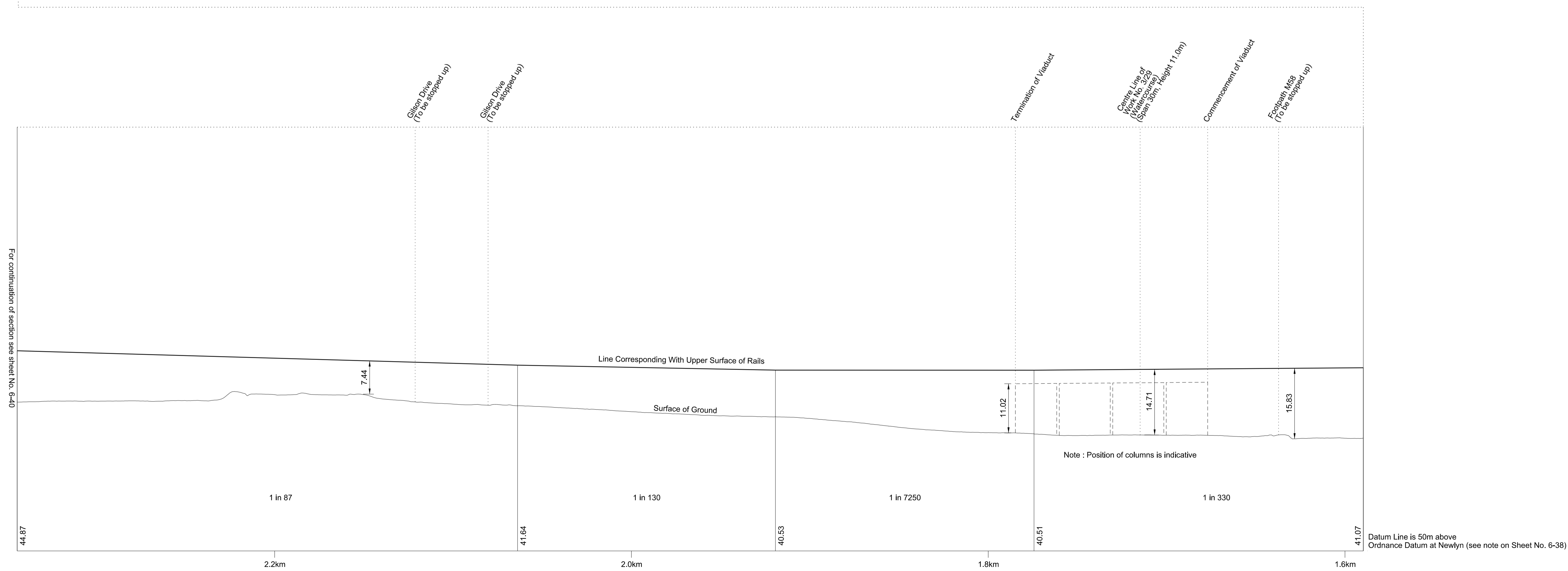
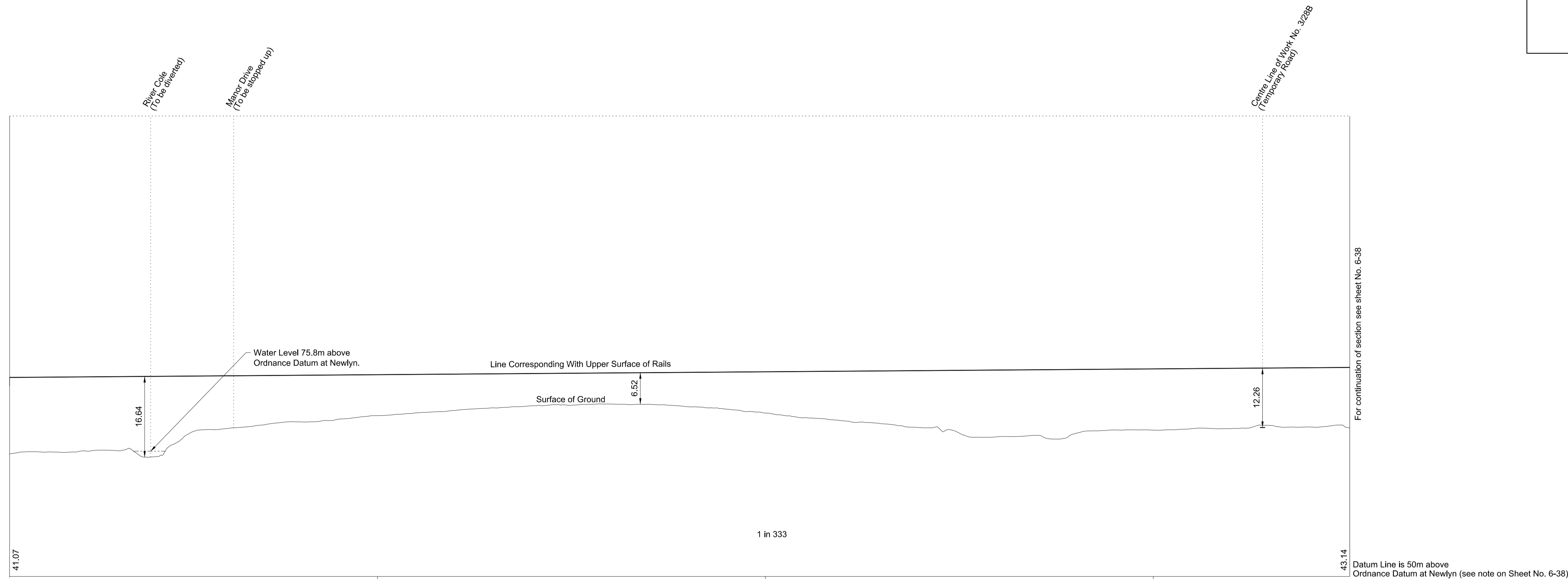
FOR PLAN OF WORK SEE SHEETS Nos. 3-14 AND 3-16



# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-18, 3-20 AND 3-23

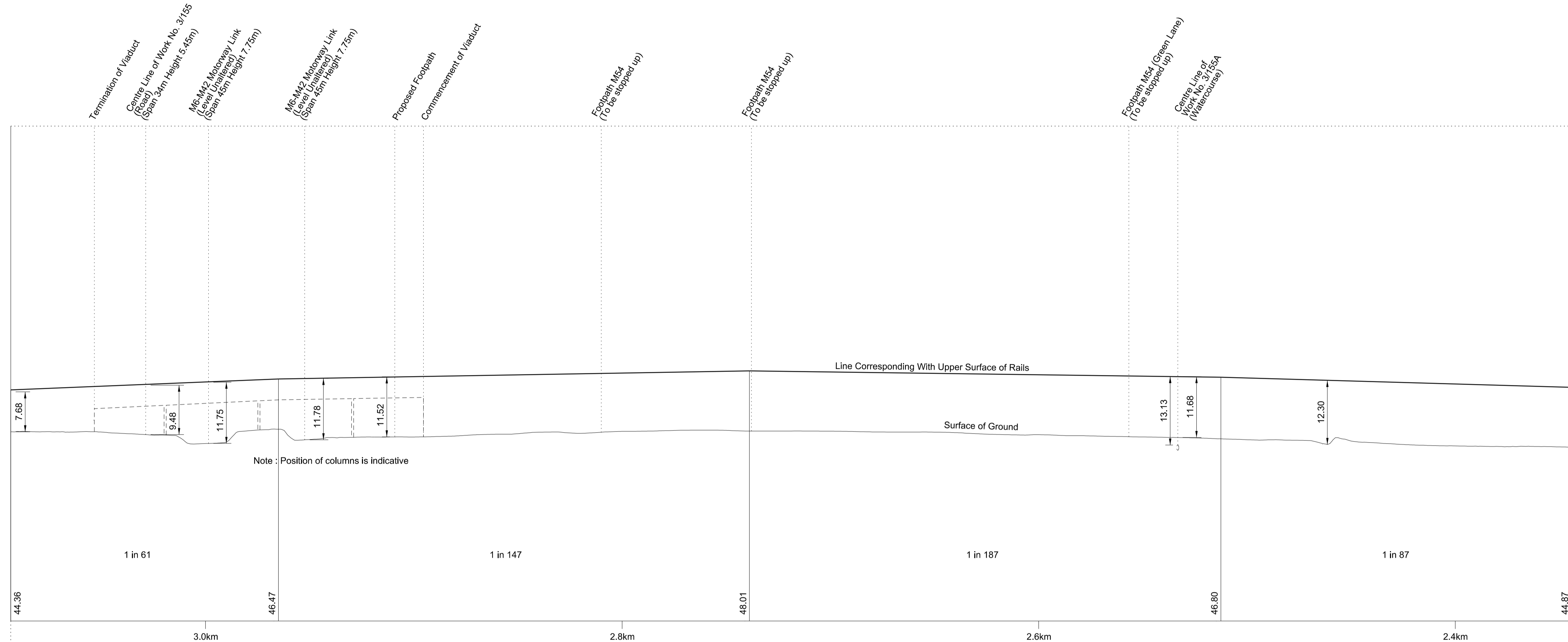
IN PARLIAMENT - SESSION 2013-14  
 HIGH SPEED RAIL  
 (LONDON - WEST MIDLANDS)  
 Work No. 3/152 (Railway)



# SECTIONS

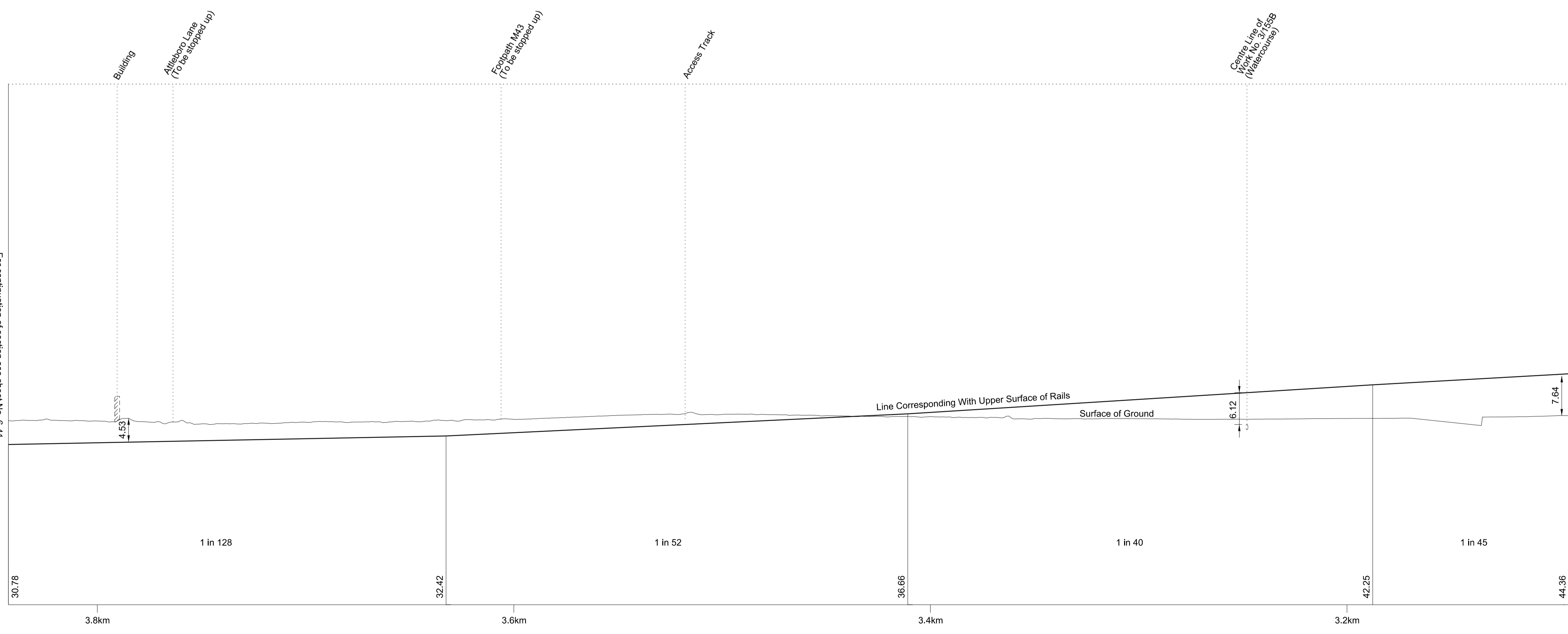
FOR PLAN OF WORK SEE SHEETS Nos. 3-24 AND 3-26

IN PARLIAMENT - SESSION 2013-14  
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)  
Work No. 3/152 (Railway)



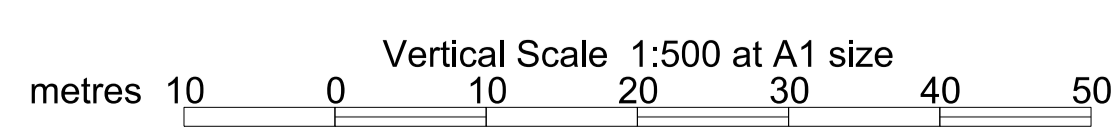
For continuation of section see sheet No. 6-39

Datum Line is 50m above Ordnance Datum at Newlyn (see note on Sheet No. 6-38)



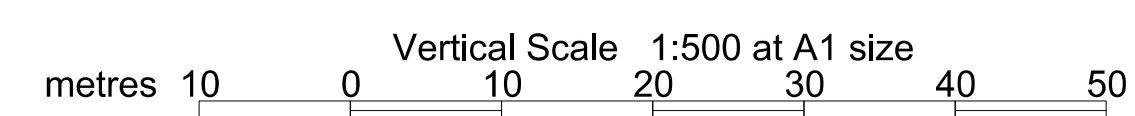
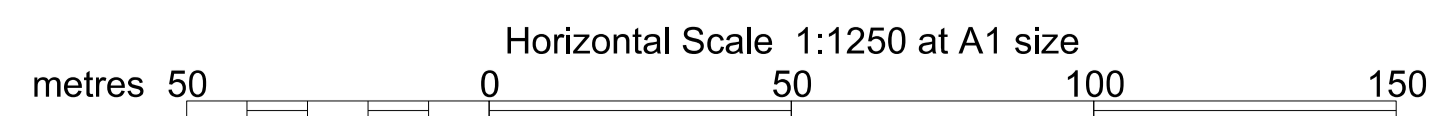
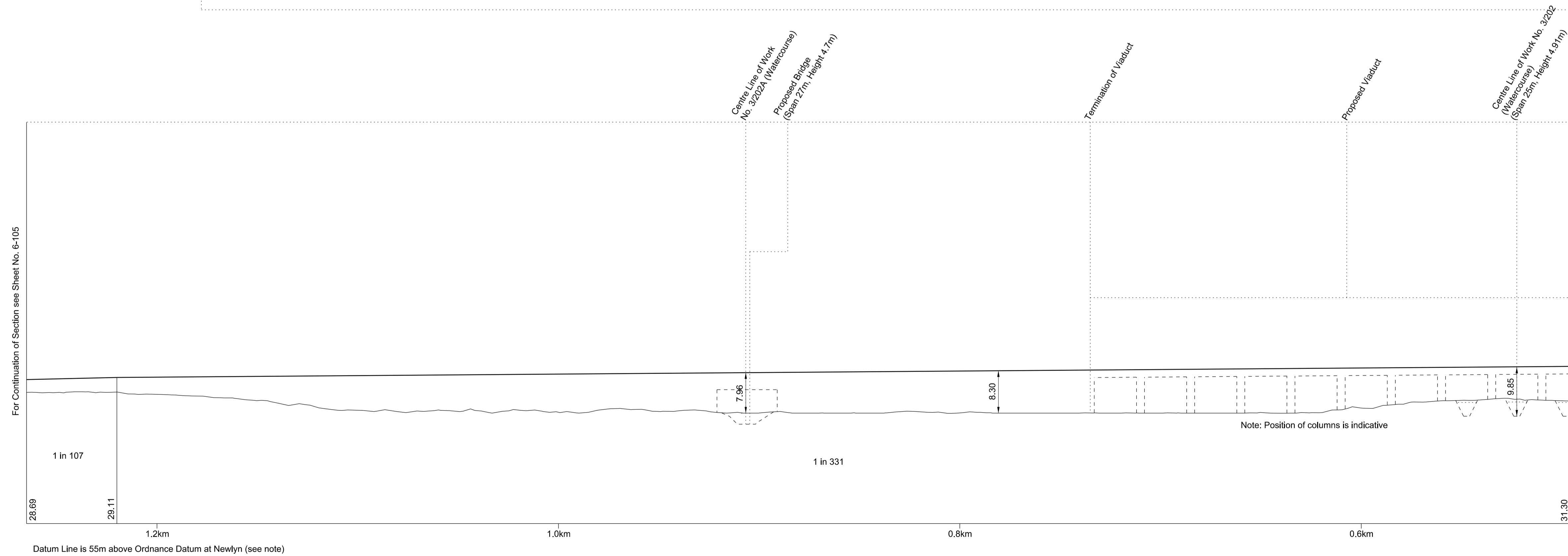
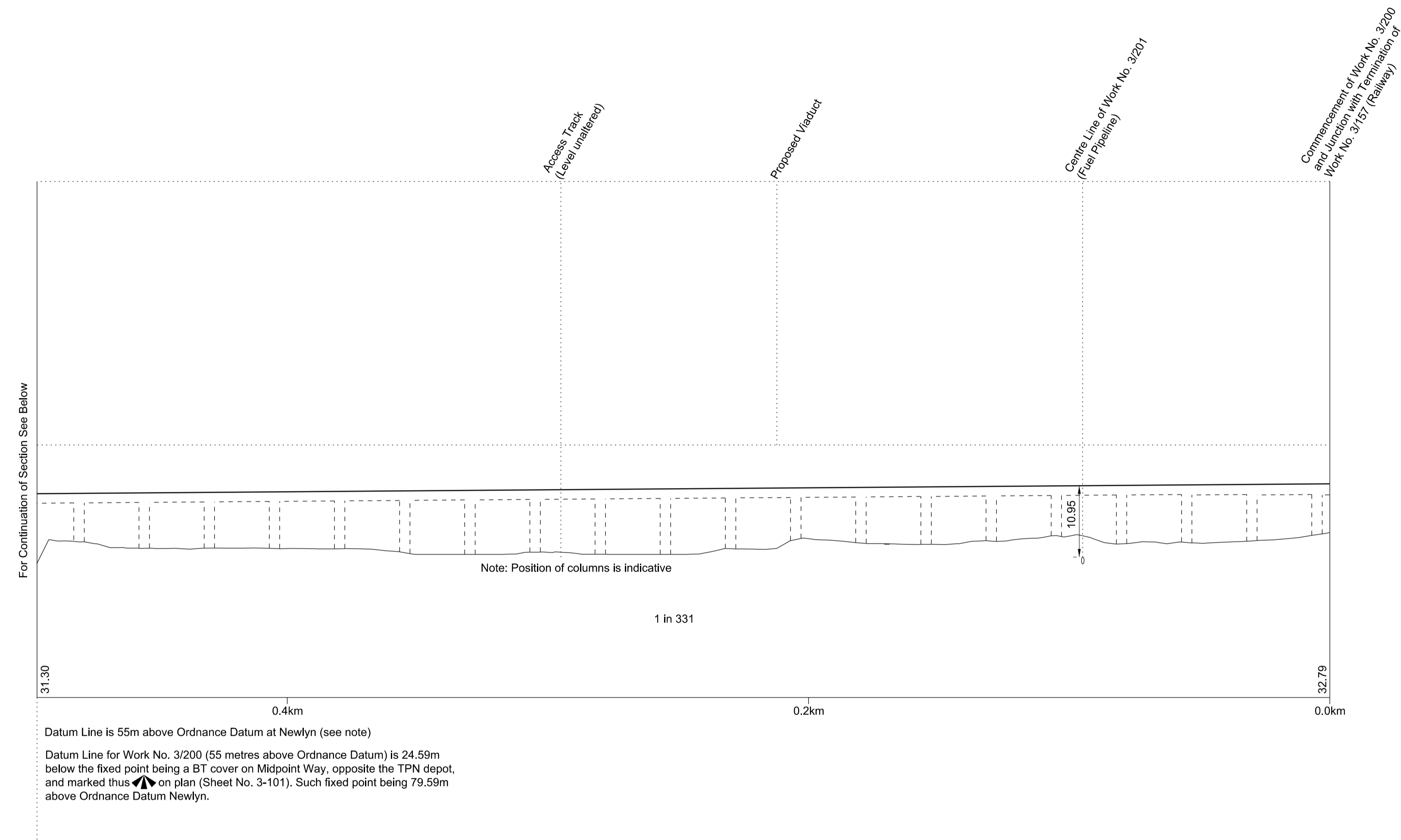
For continuation of section see sheet No. 6-41

Datum Line is 50m above Ordnance Datum at Newlyn (see note on Sheet No. 6-38)



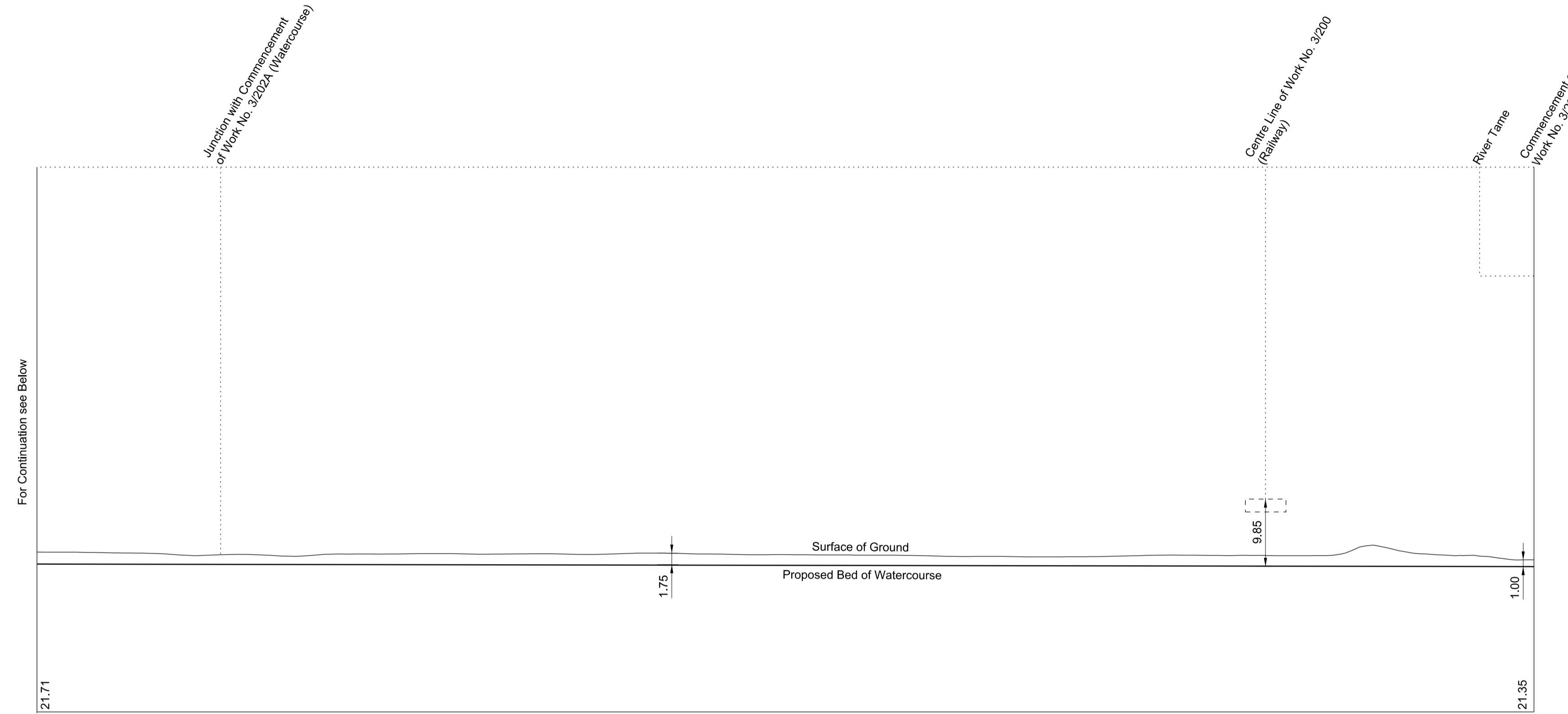
# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-101 and 3-102



# SECTIONS

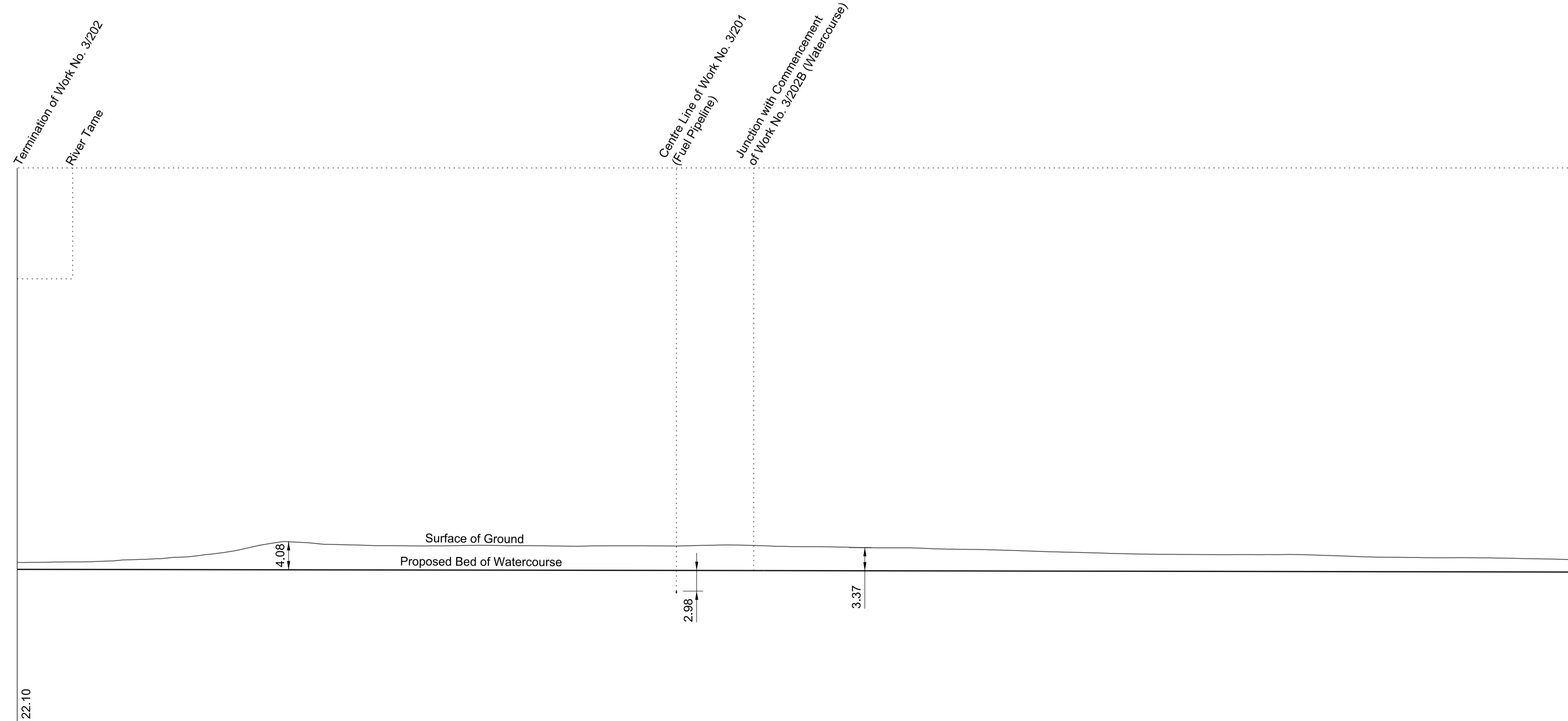
FOR PLAN OF WORK SEE SHEETS Nos. 3-101, 3-102 and 3-103



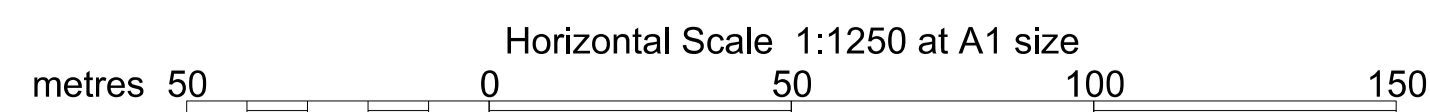
For Continuation see Below

Datum Line is 55m above Ordnance Datum at Newlyn (see note)

Datum Line for Work No. 3/202 (55 metres above Ordnance Datum) is 24.59m below the fixed point being a BT cover on Midpoint Way, opposite the TPN depot, and marked thus  on plan (Sheet No. 3-101). Such fixed point being 79.59m above Ordnance Datum Newlyn.



Datum Line is 55m above Ordnance Datum at Newlyn (see note)






# SECTIONS

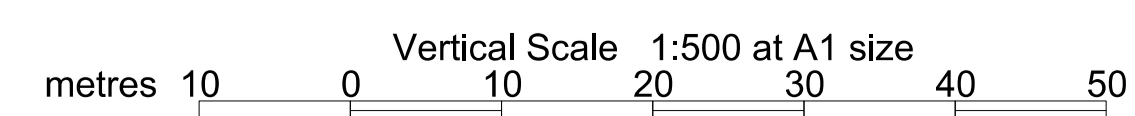
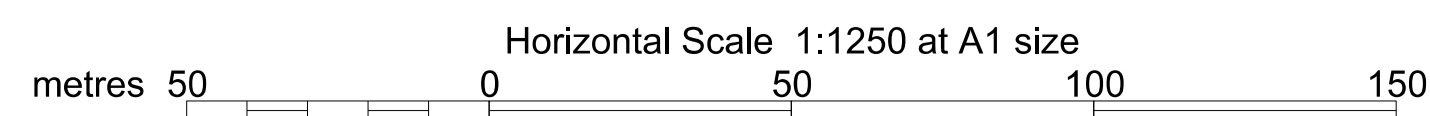
FOR PLAN OF WORK SEE SHEETS Nos. 3-101, 3-102 and 3-103



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
Datum Line for Work No. 3/201 (55 metres above Ordnance Datum) is 24.59m below the fixed point being a BT cover on Midpoint Way, opposite the TPN depot, and marked thus  on plan (Sheet No. 3-101). Such fixed point being 79.59m above Ordnance Datum Newlyn.

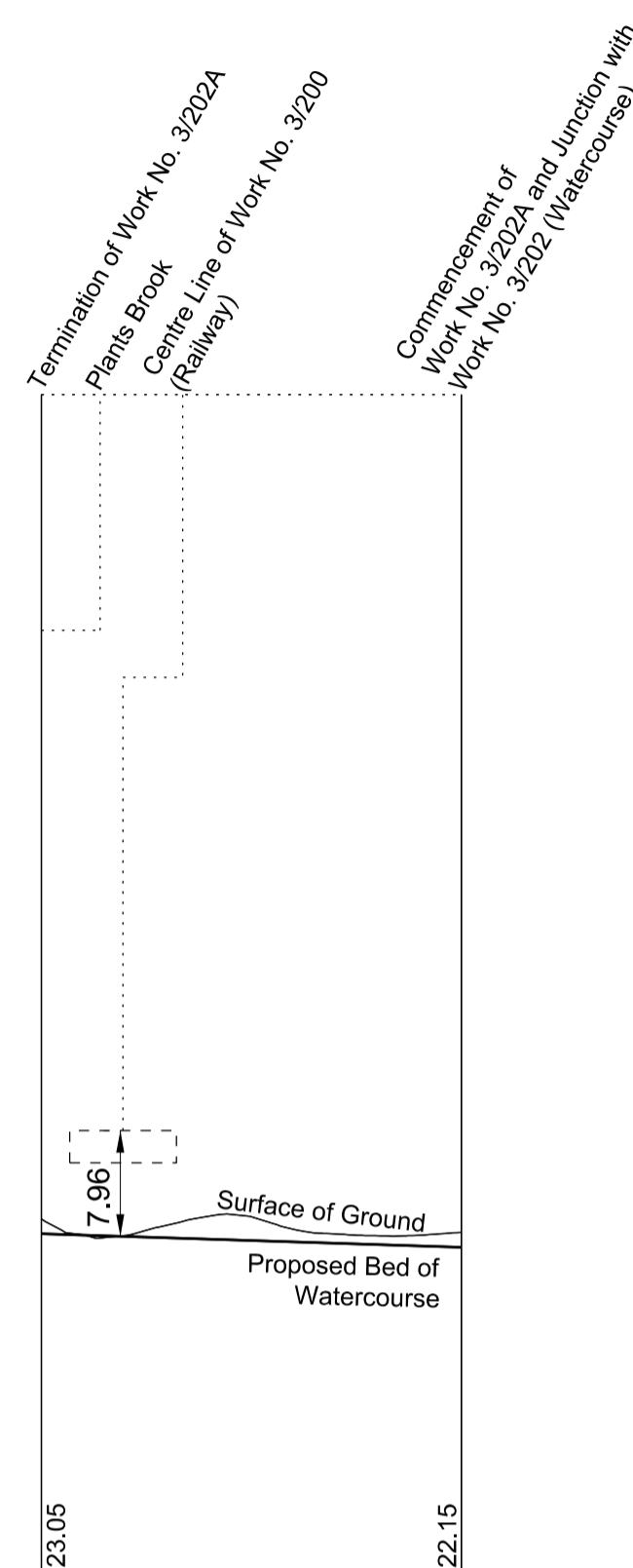



Datum Line is 55m above Ordnance Datum at Newlyn (see note)



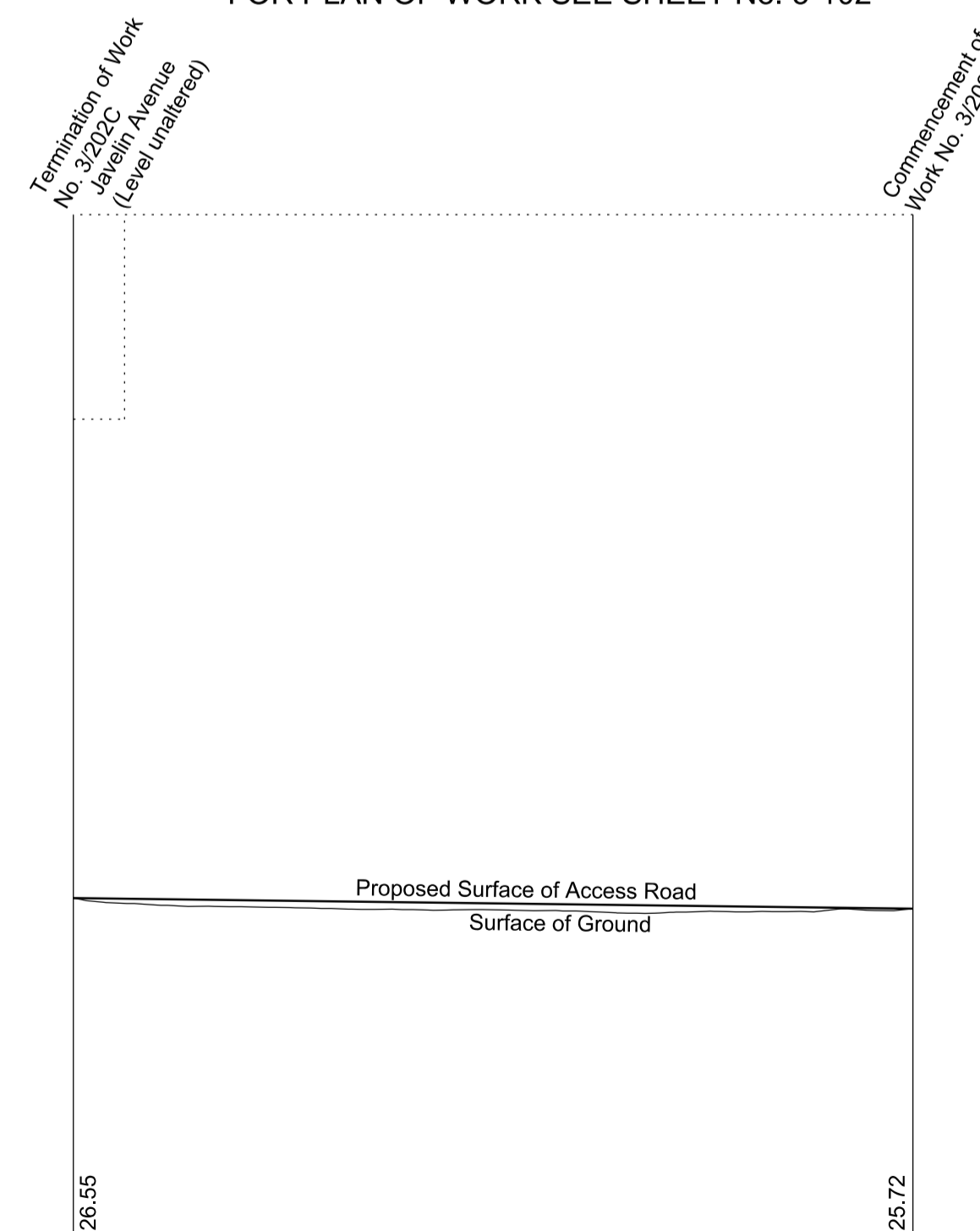
# SECTIONS


## WORK No. 3/202A FOR PLAN OF WORK SEE SHEET No. 3-102

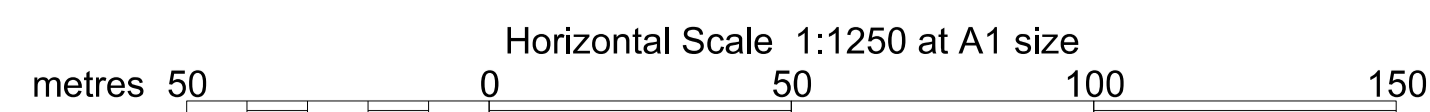


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/202A (55 metres above Ordnance Datum) is 26.67m below the fixed point being a gully on the south side of Javelin Avenue, outside Nos. 70 and 72, and marked thus  on plan (Sheet No. 3-102). Such fixed point being 81.67m above Ordnance Datum Newlyn.

## WORK No. 3/202C FOR PLAN OF WORK SEE SHEET No. 3-102

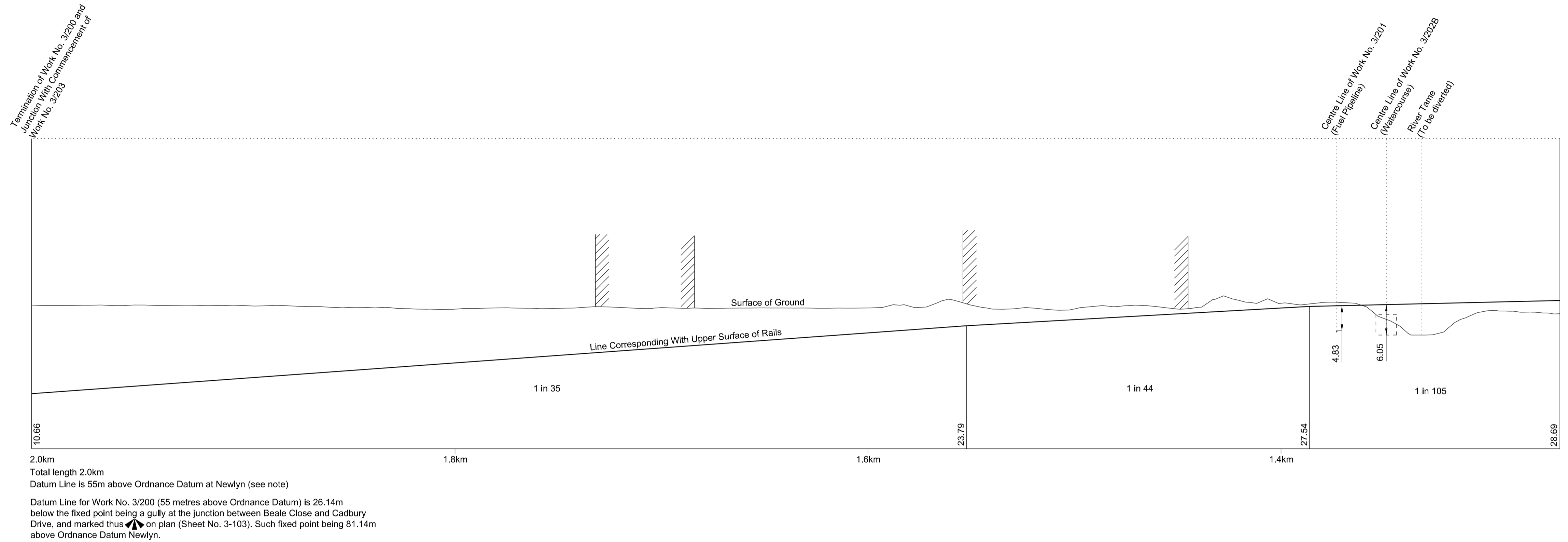


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 198  
 Greatest inclination of existing road n/a  
 Datum Line for Work No. 3/202C (55 metres above Ordnance Datum) is 26.67m below the fixed point being a gully on the south side of Javelin Avenue, outside Nos. 70 and 72, and marked thus  on plan (Sheet No. 3-102). Such fixed point being 81.67m above Ordnance Datum Newlyn.

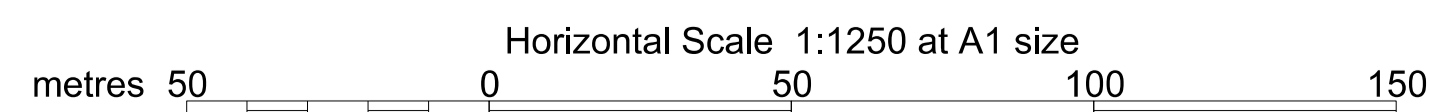
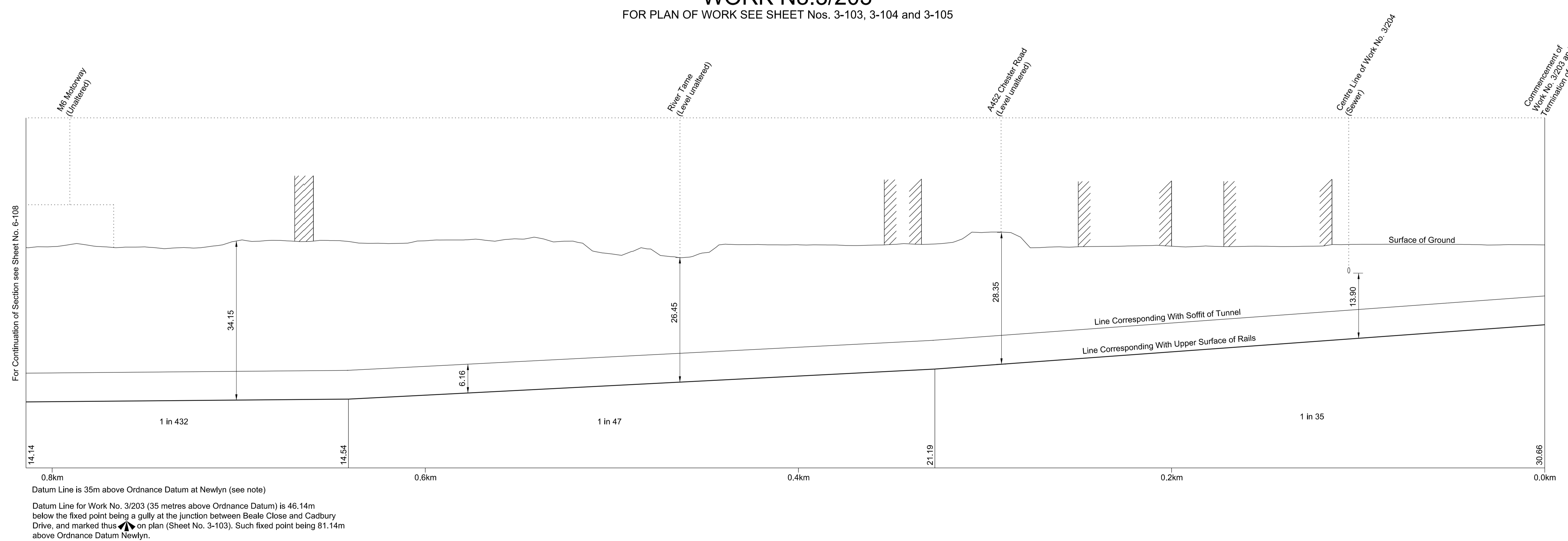


# SECTIONS

## WORK No.3/200 FOR PLAN OF WORK SEE SHEET No. 3-103

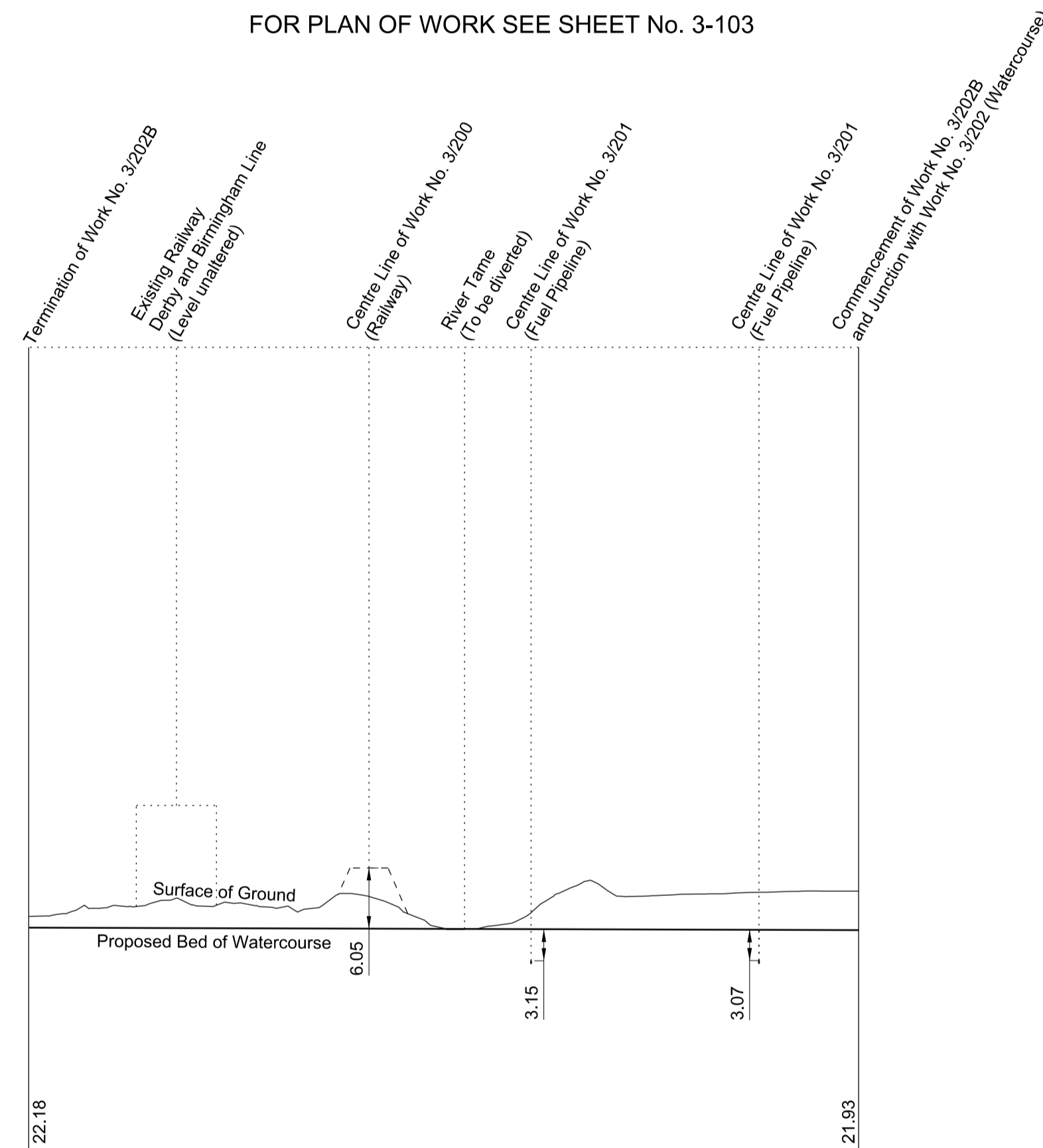


## WORK No.3/203 FOR PLAN OF WORK SEE SHEET Nos. 3-103, 3-104 and 3-105




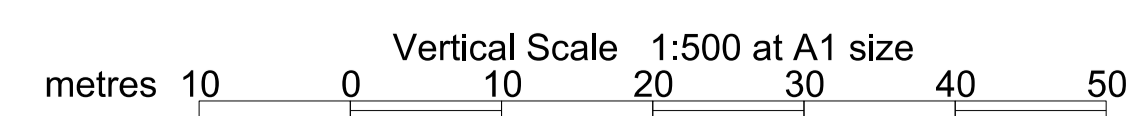
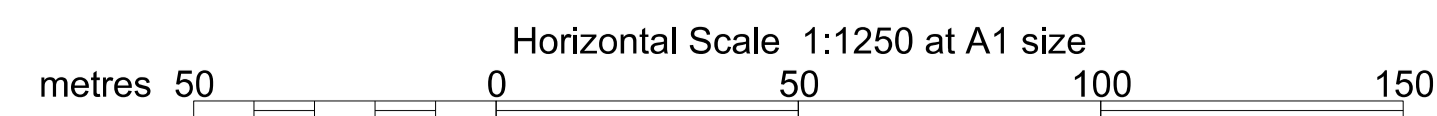
# SECTIONS

## WORK No. 3/202B FOR PLAN OF WORK SEE SHEET No. 3-103



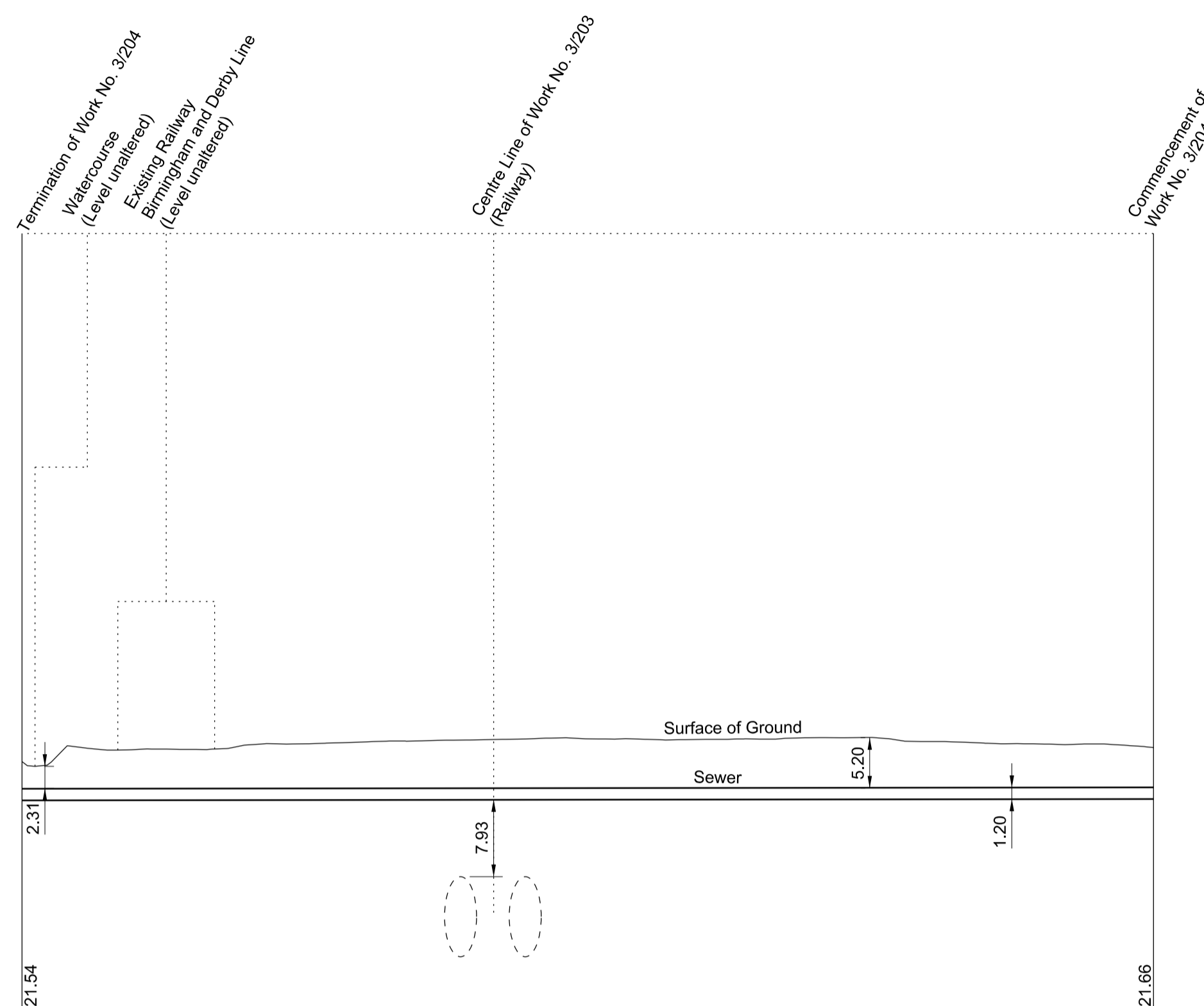
Datum Line is 55m above Ordnance Datum at Newlyn (see note)


Datum Line for Work No. 3/202B (55 metres above Ordnance Datum) is 26.14m below the fixed point being a gully at the junction between Beale Close and Cadbury Drive, and marked thus  on plan (Sheet No. 3-103). Such fixed point being 81.14m above Ordnance Datum Newlyn.



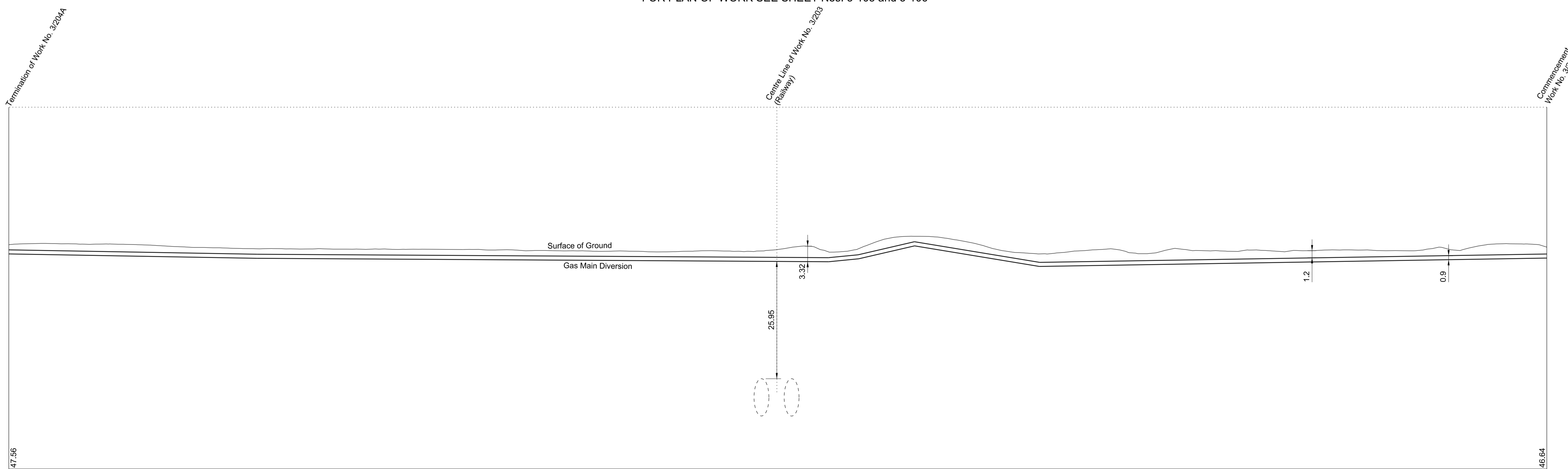
# SECTIONS


## WORK No. 3/204 FOR PLAN OF WORK SEE SHEET No. 3-104

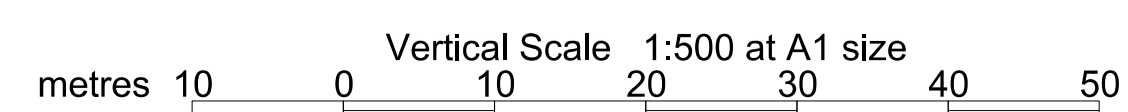
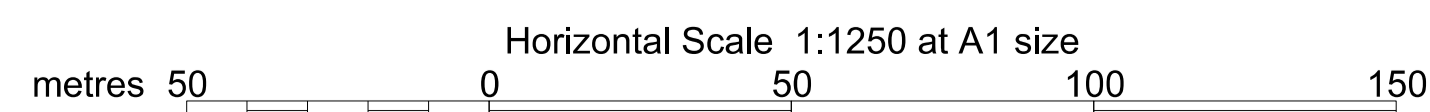


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
Datum Line for Work No. 3/204 (55 metres above Ordnance Datum) is 26.36m below the fixed point being an Inspection cover outside 157 Cadbury Drive, and marked thus  on plan (Sheet No. 3-104). Such fixed point being 81.36m above Ordnance Datum Newlyn.

## WORK No. 3/204A FOR PLAN OF WORK SEE SHEET Nos. 3-105 and 3-106

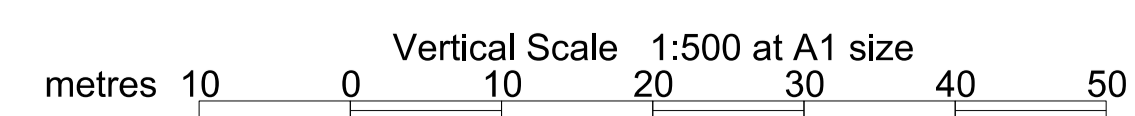
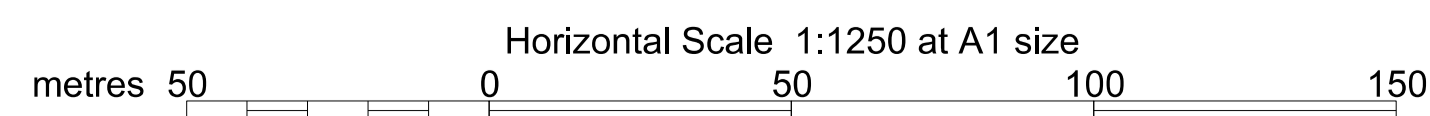
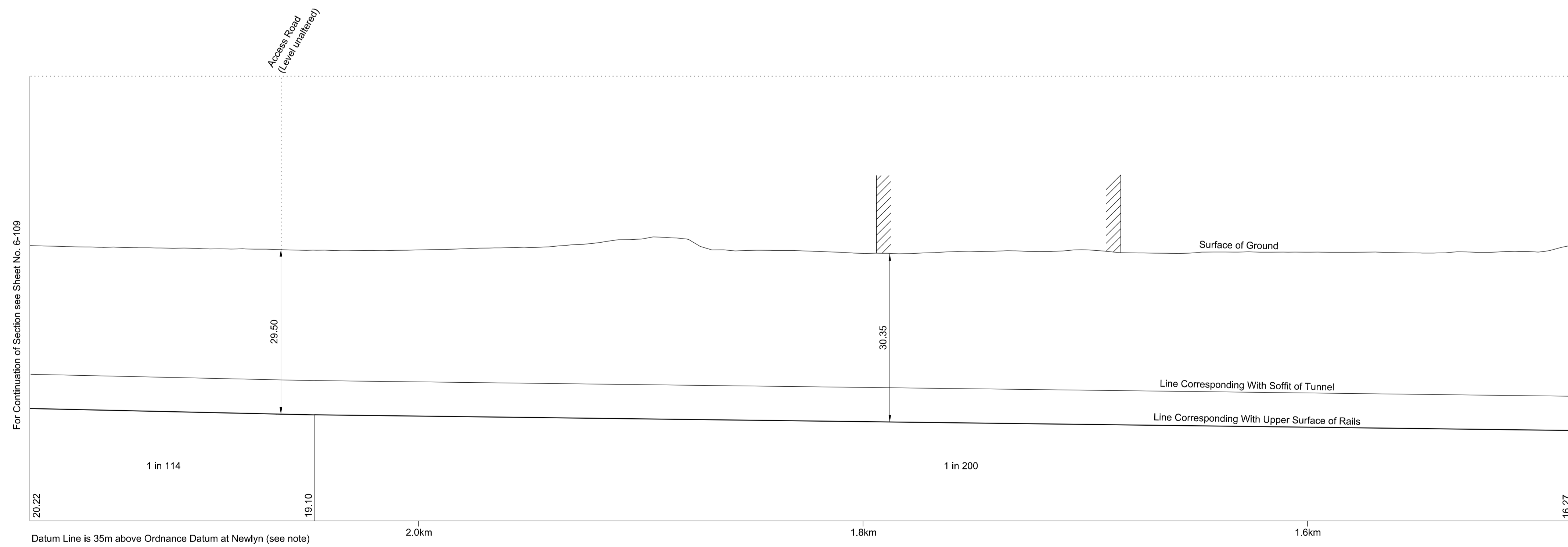
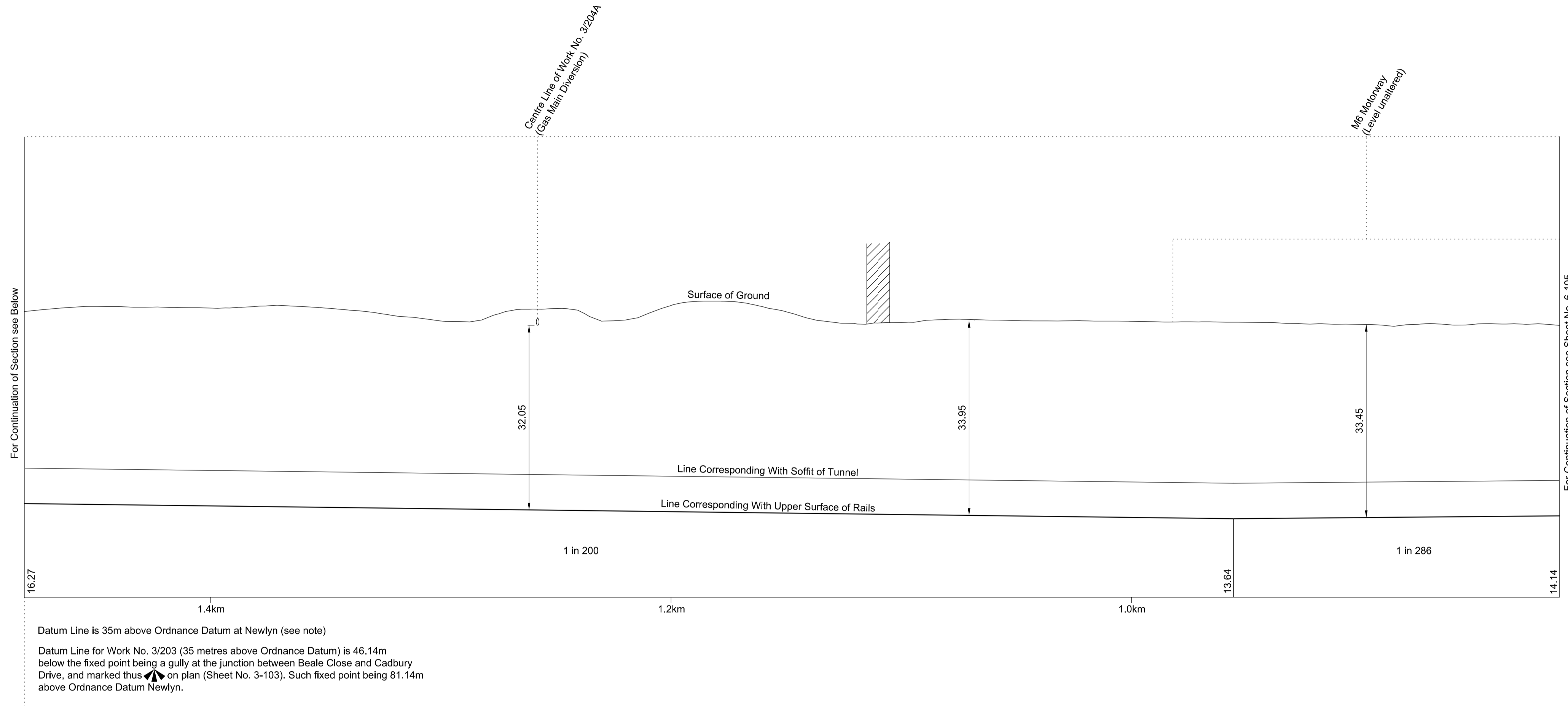


Datum Line is 35m above Ordnance Datum at Newlyn (see note)  
Datum Line for Work No. 3/204A (35 metres above Ordnance Datum) is 47.90m below the fixed point being a BT cover on Cheltenham Drive, and marked thus  on plan (Sheet No. 3-105). Such fixed point being 82.90m above Ordnance Datum Newlyn.



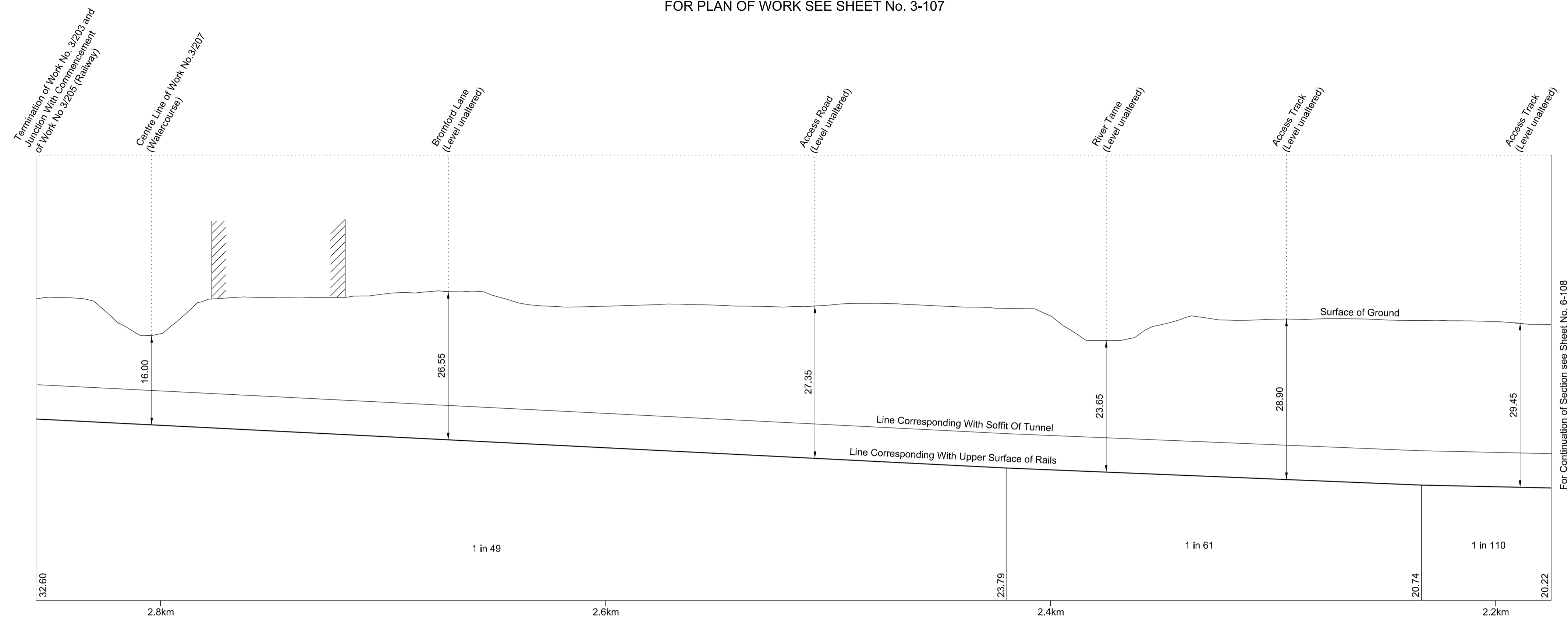
# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-105 and 3-106



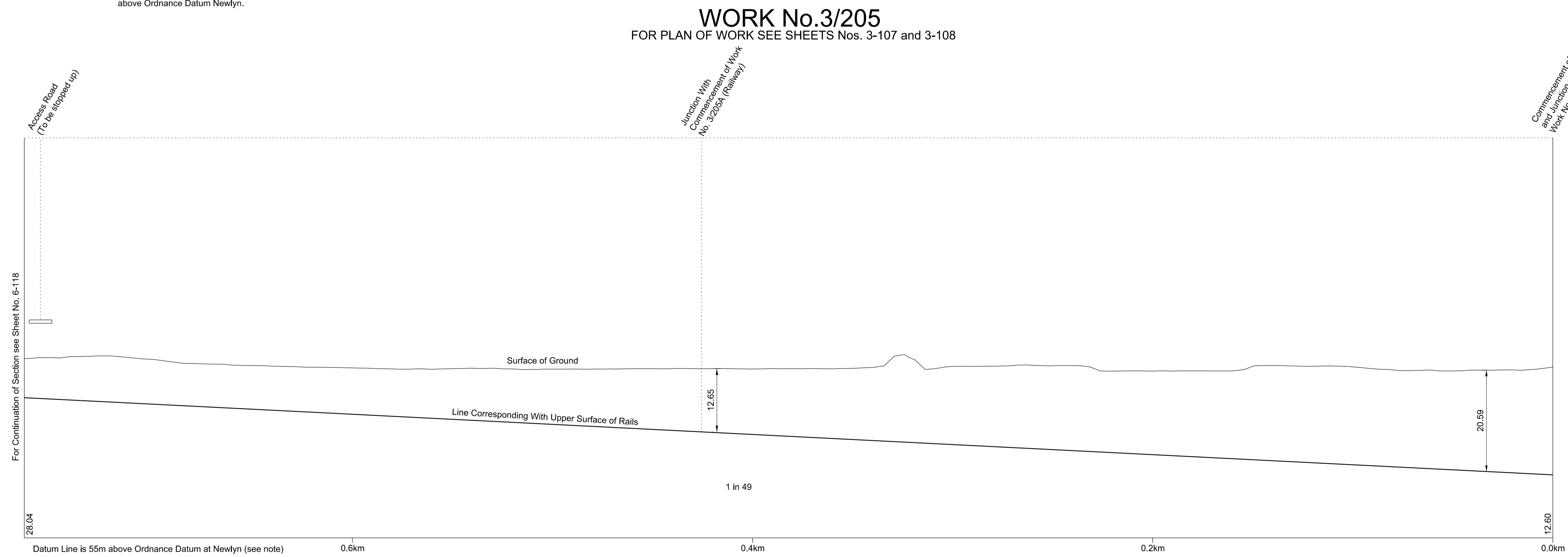
# SECTIONS

## WORK No.3/203 FOR PLAN OF WORK SEE SHEET No. 3-107

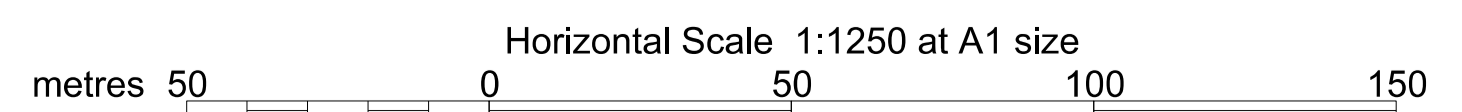


Total length 2.86km  
 Datum Line is 35m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/203 (35 metres above Ordnance Datum) is 46.14m below the fixed point being a gully at the junction between Beale Close and Cadbury Drive, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-103). Such fixed point being 81.14m above Ordnance Datum Newlyn.

## WORK No.3/205 FOR PLAN OF WORK SEE SHEETS Nos. 3-107 and 3-108

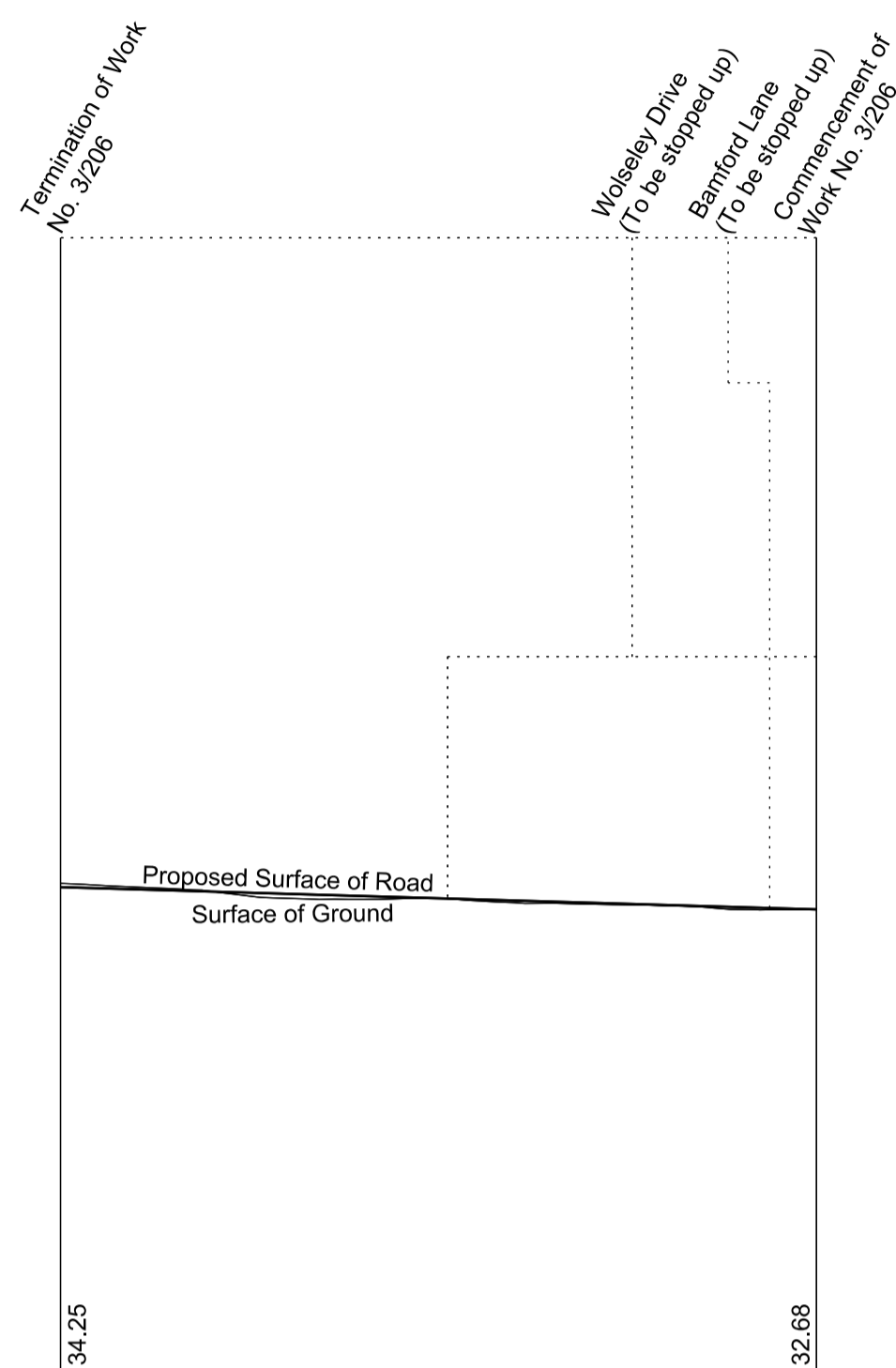



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/205 (55 metres above Ordnance Datum) is 29.50m below the fixed point being a Cable TV cover at the junction between Newmarket Way and Regal Croft, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-107). Such fixed point being 84.50m above Ordnance Datum Newlyn.



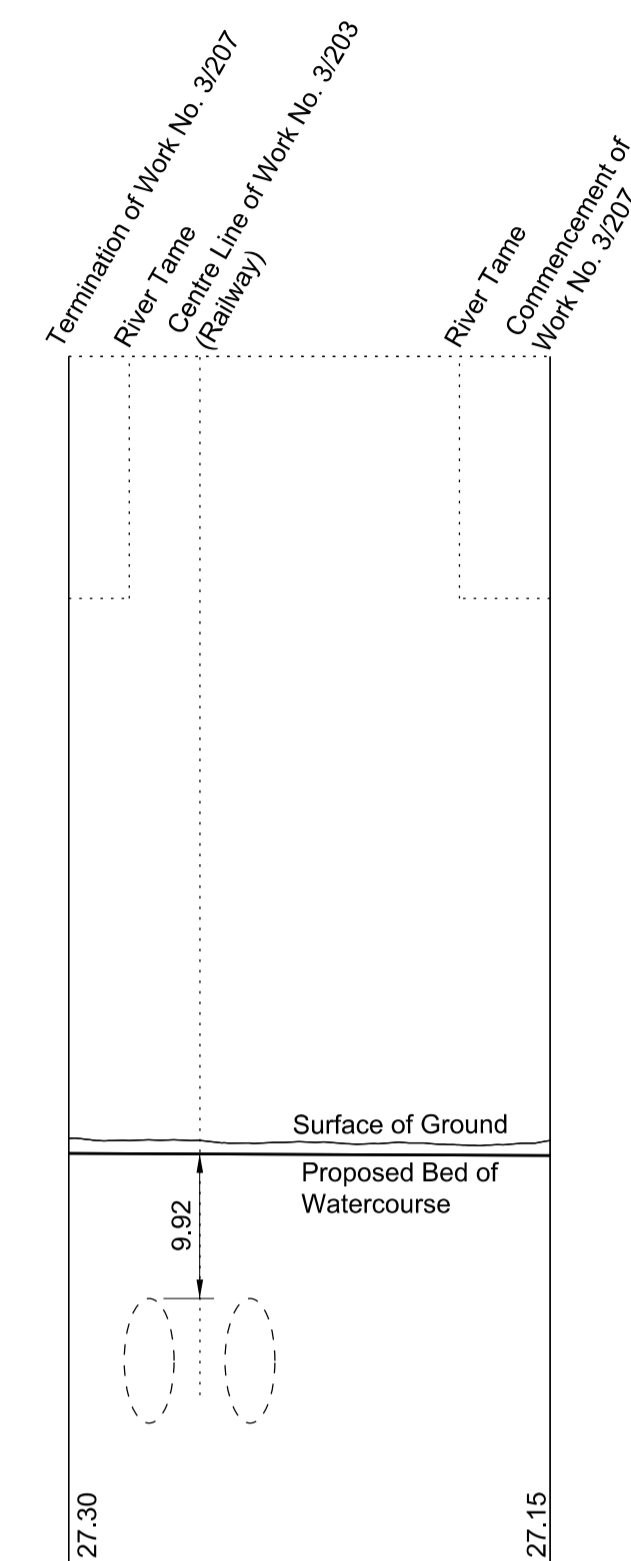
# SECTIONS


**WORK No. 3/206**  
 FOR PLAN OF WORK SEE SHEET No. 3-107



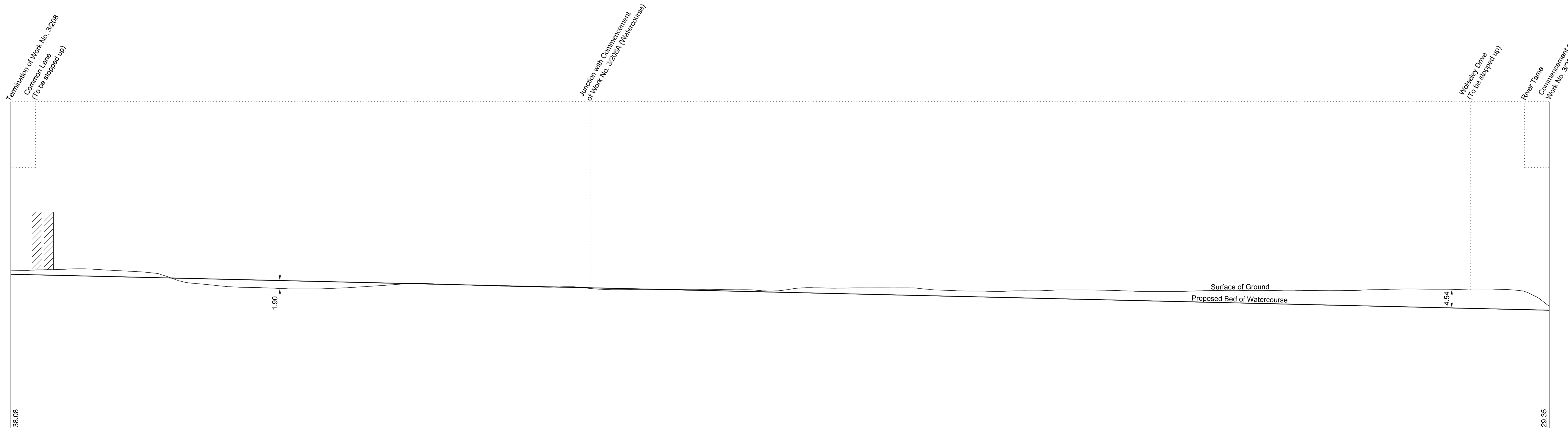
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 85  
 Greatest inclination of existing road 1 in 85  
 Datum Line for Work No. 3/206 (55 metres above Ordnance Datum) is 29.50m below the fixed point being a Cable TV cover at the junction between Newmarket Way and Regal Croft, and marked thus  on plan (Sheet No. 3-107). Such fixed point being 84.50m above Ordnance Datum Newlyn.


**WORK No. 3/207**  
 FOR PLAN OF WORK SEE SHEET No. 3-107

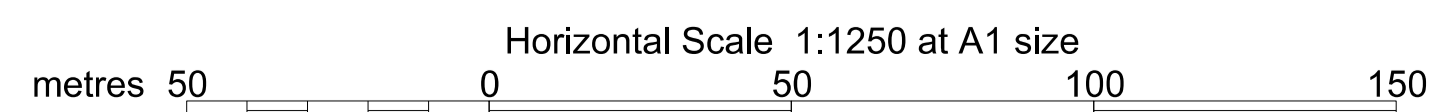


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/207 (55 metres above Ordnance Datum) is 29.50m below the fixed point being a Cable TV cover at the junction between Newmarket Way and Regal Croft, and marked thus  on plan (Sheet No. 3-107). Such fixed point being 84.50m above Ordnance Datum Newlyn.

**WORK No. 3/208**  
 FOR PLAN OF WORK SEE SHEET No. 3-107, 3-108 and 3-110



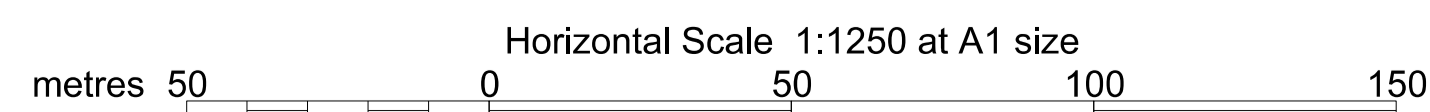
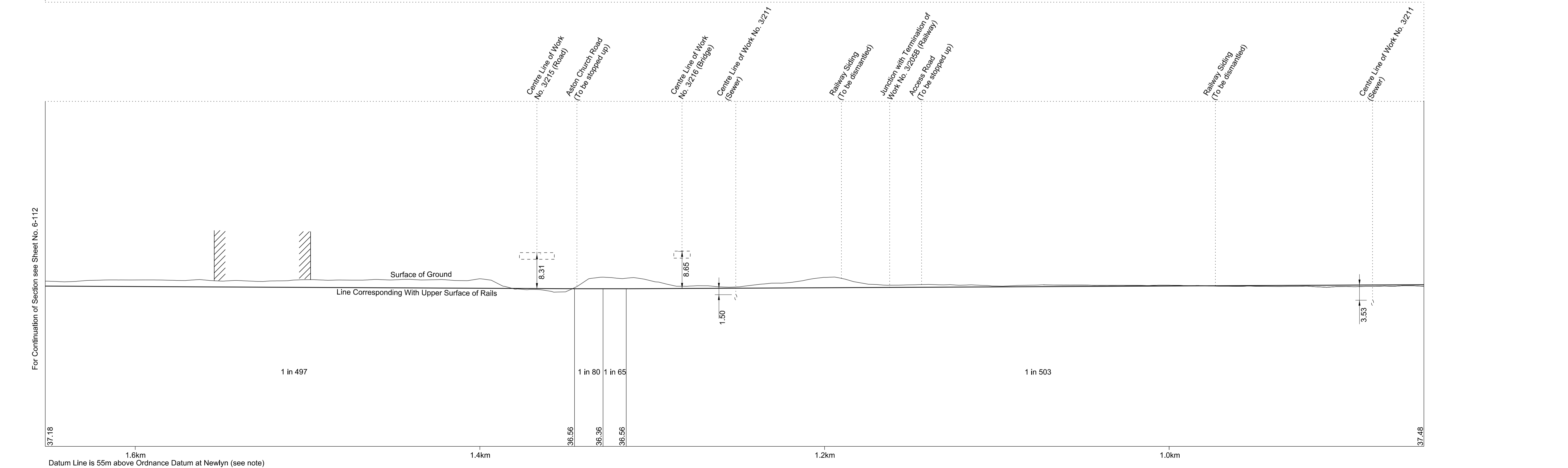
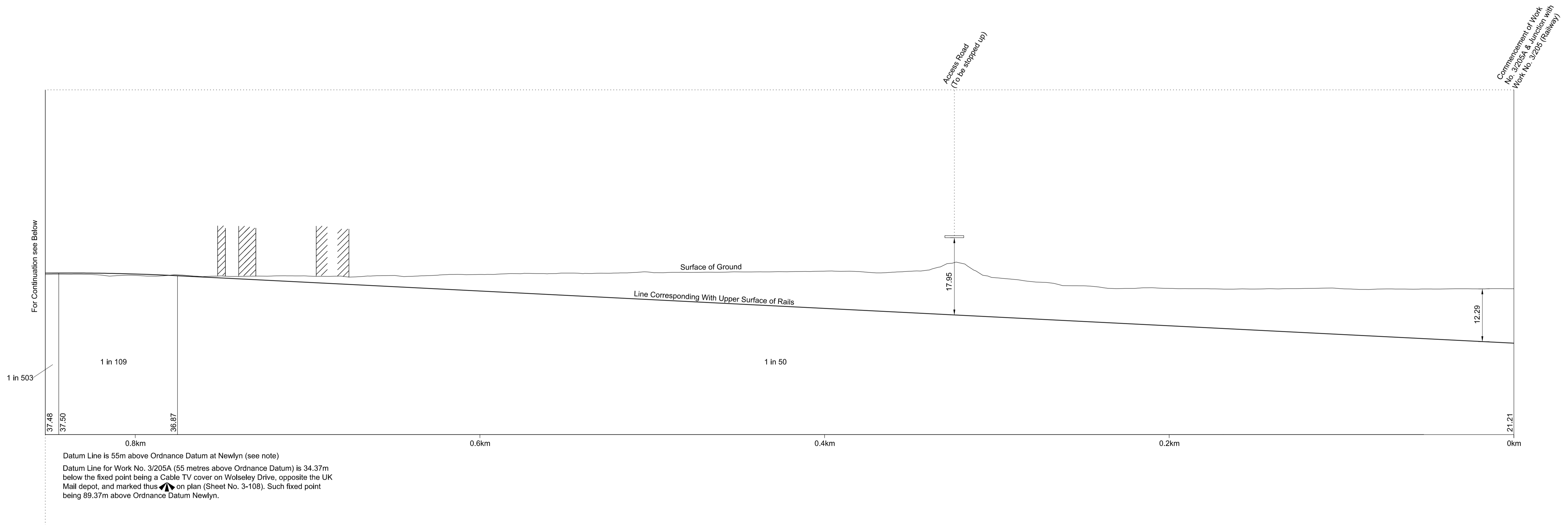
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/208 (55 metres above Ordnance Datum) is 29.50m below the fixed point being a Cable TV cover at the junction between Newmarket Way and Regal Croft, and marked thus  on plan (Sheet No. 3-107). Such fixed point being 84.50m above Ordnance Datum Newlyn.





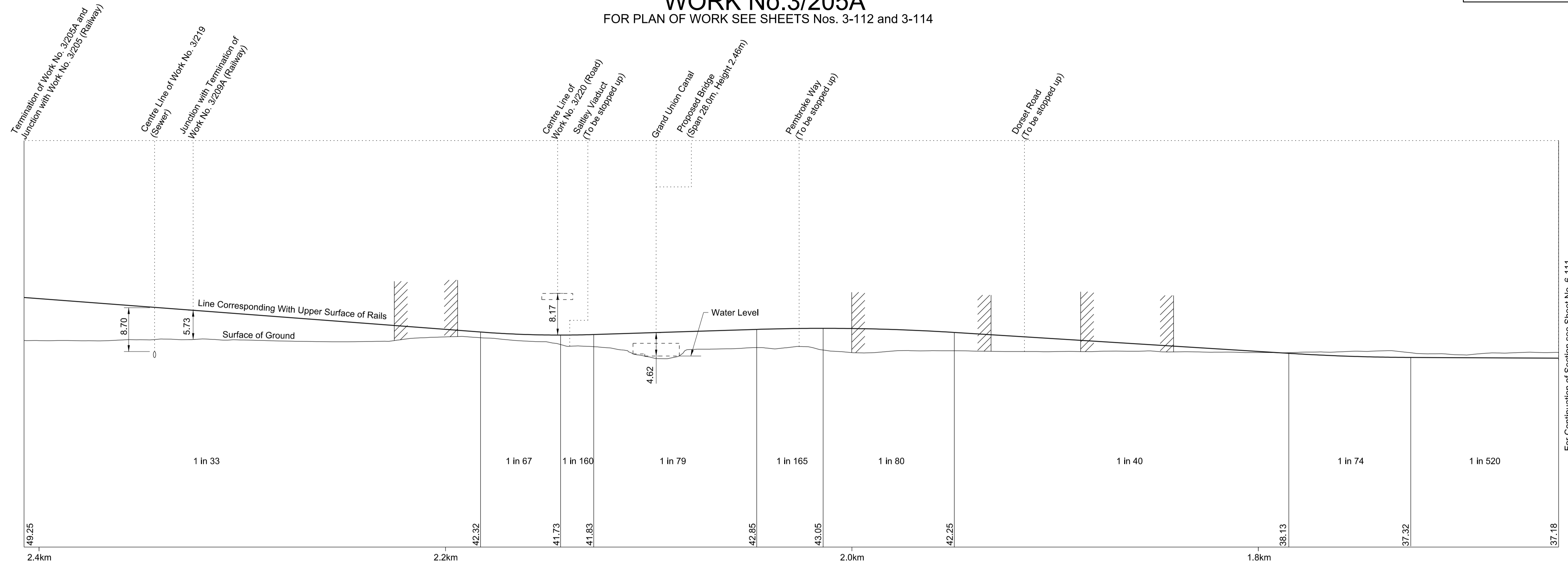
# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-108, 3-110 and 3-112



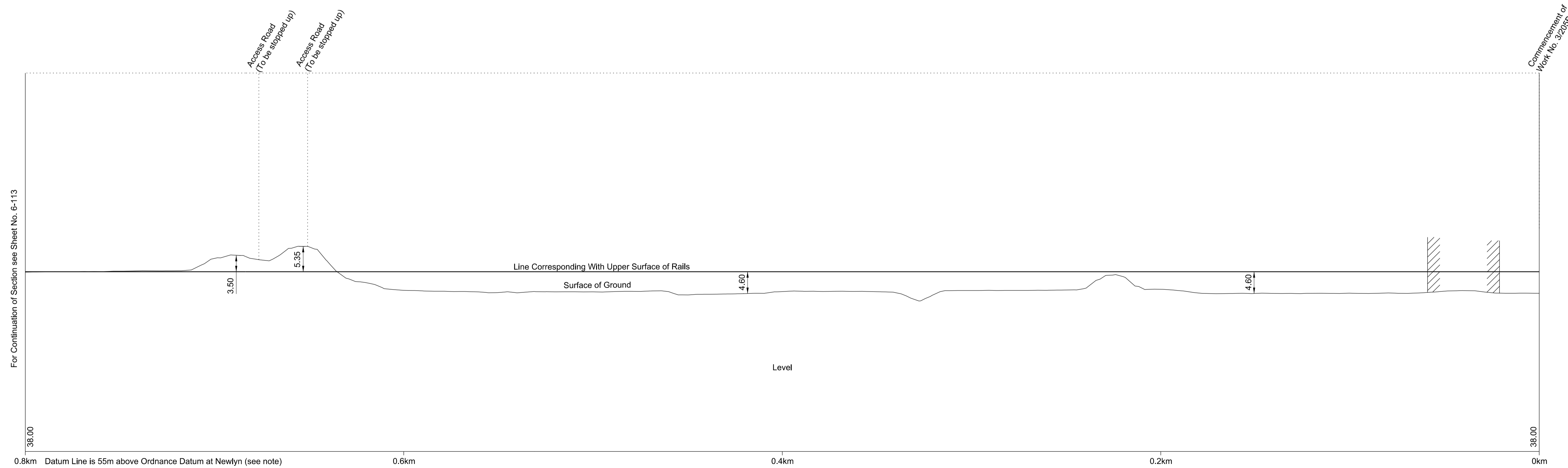
# SECTIONS

## WORK No.3/205A FOR PLAN OF WORK SEE SHEETS Nos. 3-112 and 3-114

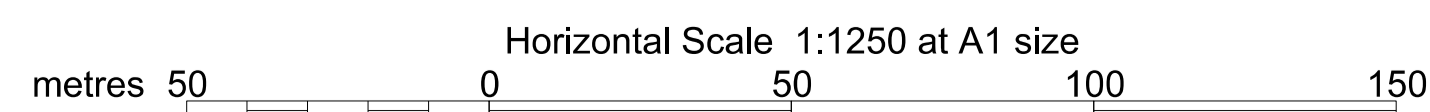


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/205B (55 metres above Ordnance Datum) is 34.37m below the fixed point being a Cable TV cover on Wolseley Drive, opposite the UK Mail depot, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-108). Such fixed point being 89.37m above Ordnance Datum Newlyn.

## WORK No.3/205B FOR PLAN OF WORK SEE SHEETS Nos. 3-108 and 3-110



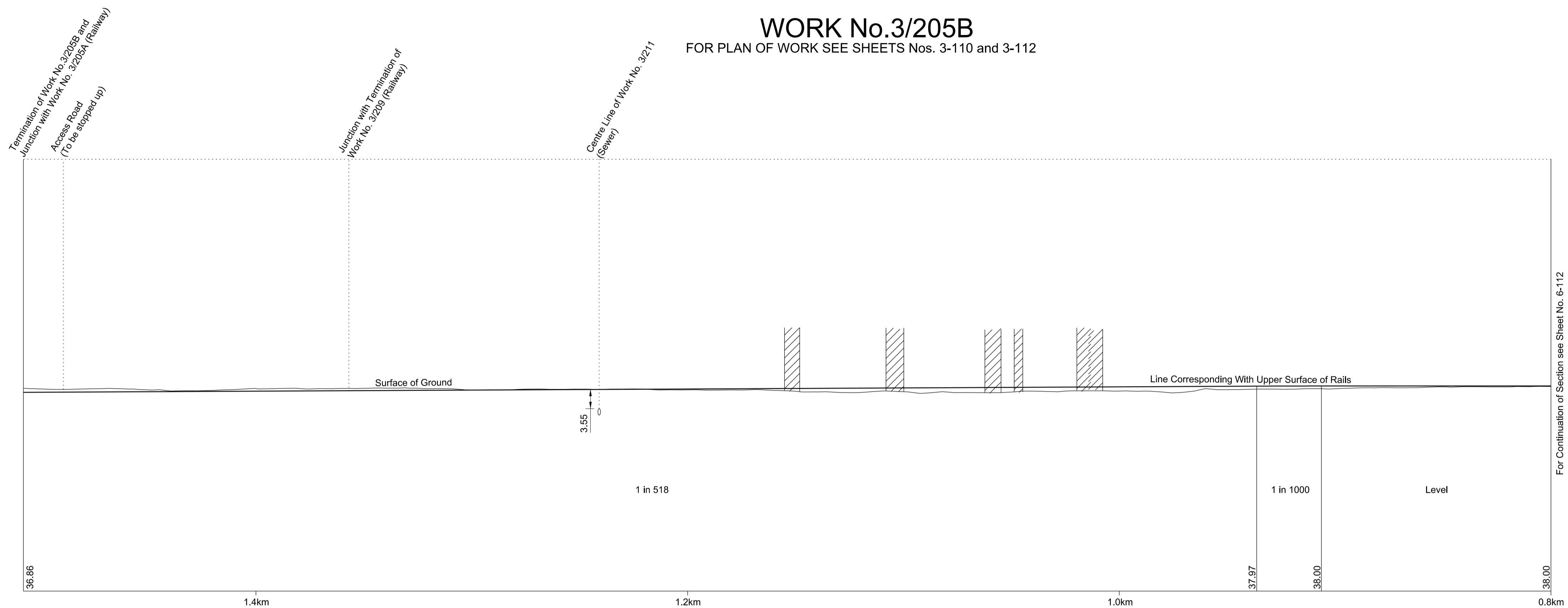
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/205C (55 metres above Ordnance Datum) is 34.37m below the fixed point being a Cable TV cover on Wolseley Drive, opposite the UK Mail depot, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-108). Such fixed point being 89.37m above Ordnance Datum Newlyn.




# SECTIONS

## WORK No.3/205B

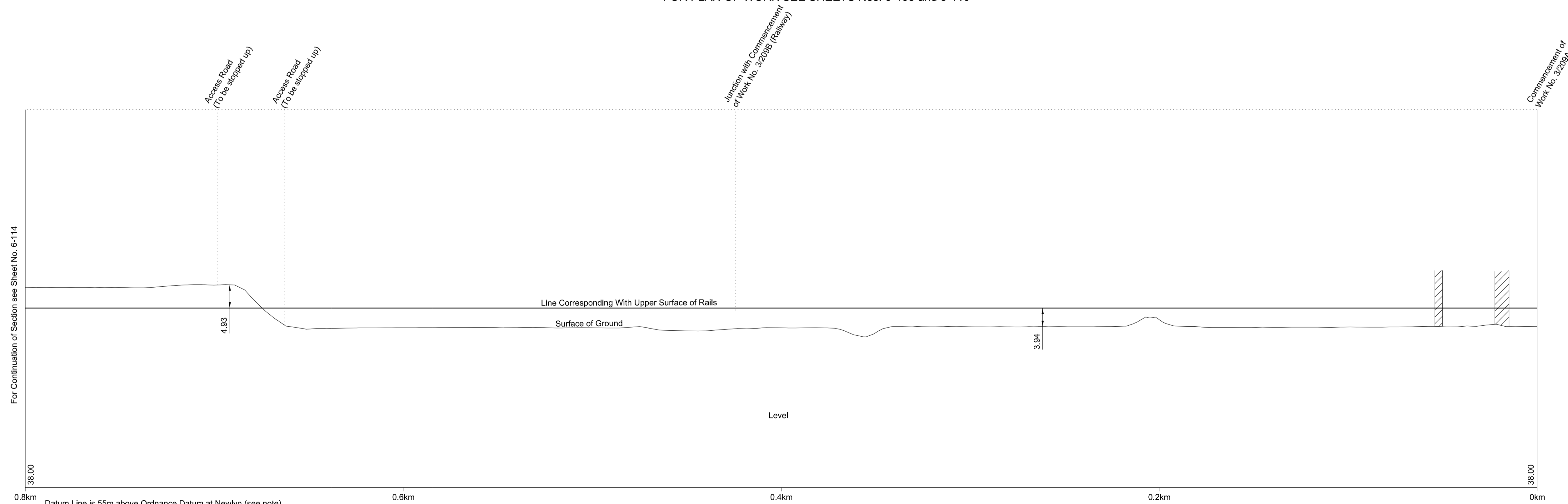
FOR PLAN OF WORK SEE SHEETS Nos. 3-110 and 3-112




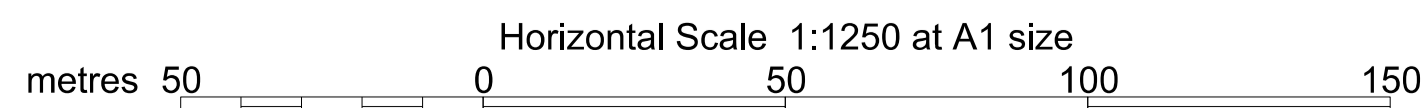
Total length 1.51km  
 Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/205B (55 metres above Ordnance Datum) is 34.37m below the fixed point being a Cable TV cover on Wolsley Drive, opposite the UK Mail depot, and marked thus  on plan (Sheet No. 3-108). Such fixed point being 89.37m above Ordnance Datum Newlyn.

## WORK No.3/209A

FOR PLAN OF WORK SEE SHEETS Nos. 3-108 and 3-110

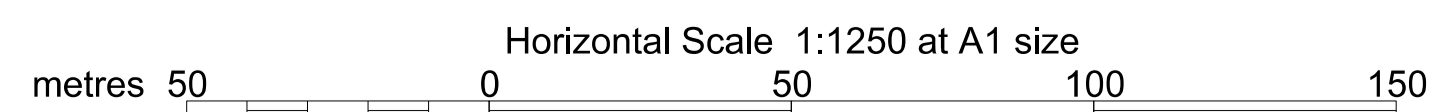
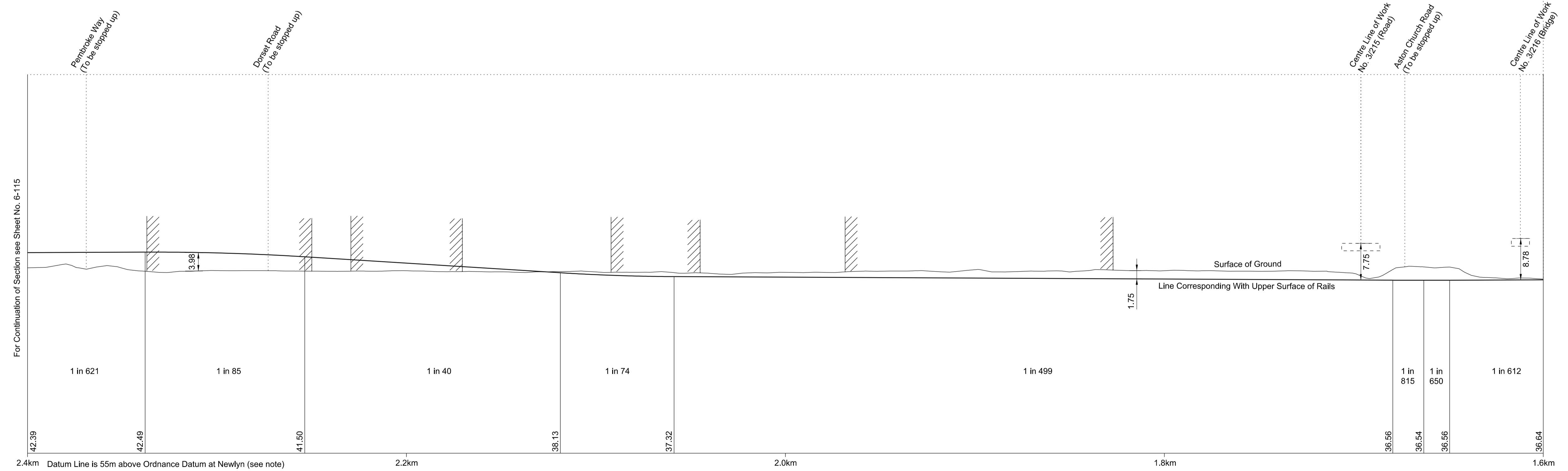
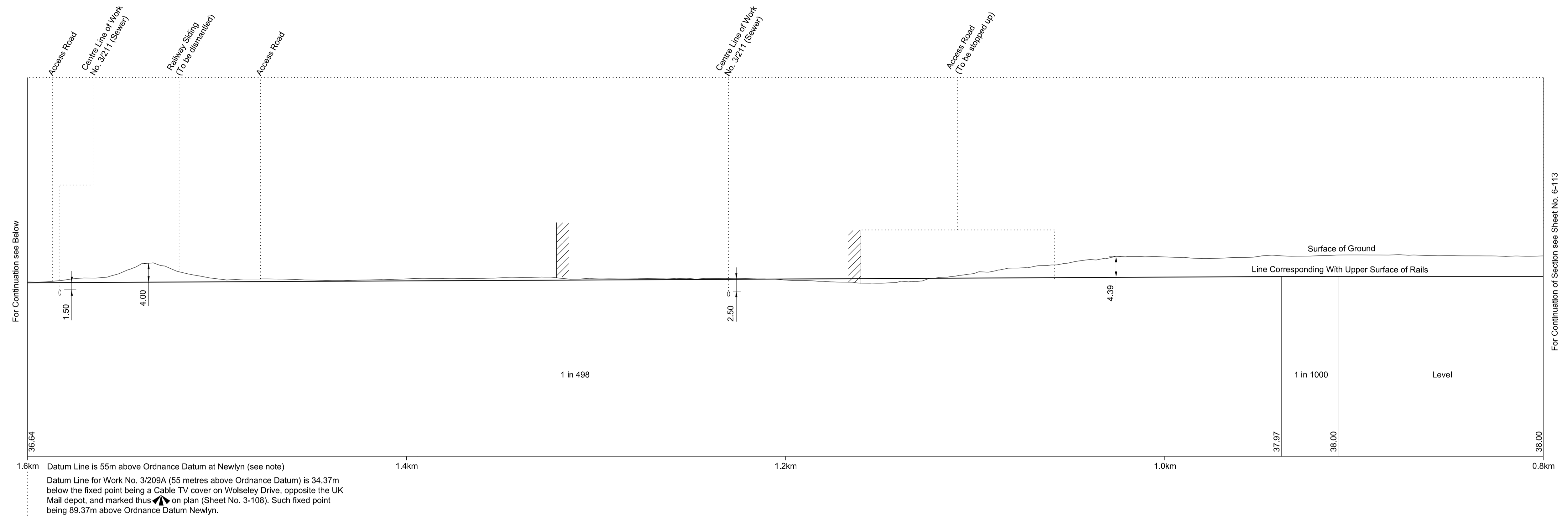


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/209A (55 metres above Ordnance Datum) is 34.37m below the fixed point being a Cable TV cover on Wolsley Drive, opposite the UK Mail depot, and marked thus  on plan (Sheet No. 3-108). Such fixed point being 89.37m above Ordnance Datum Newlyn.



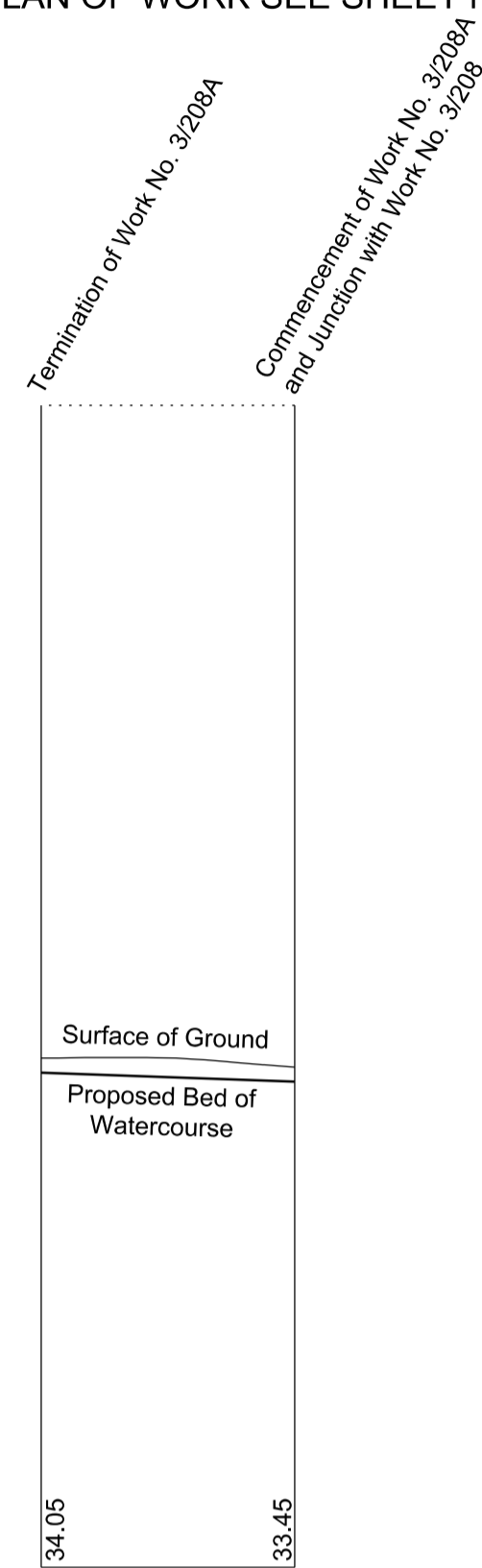
# SECTIONS

FOR PLAN OF WORK SEE SHEETS Nos. 3-110, 3-112 and 3-114



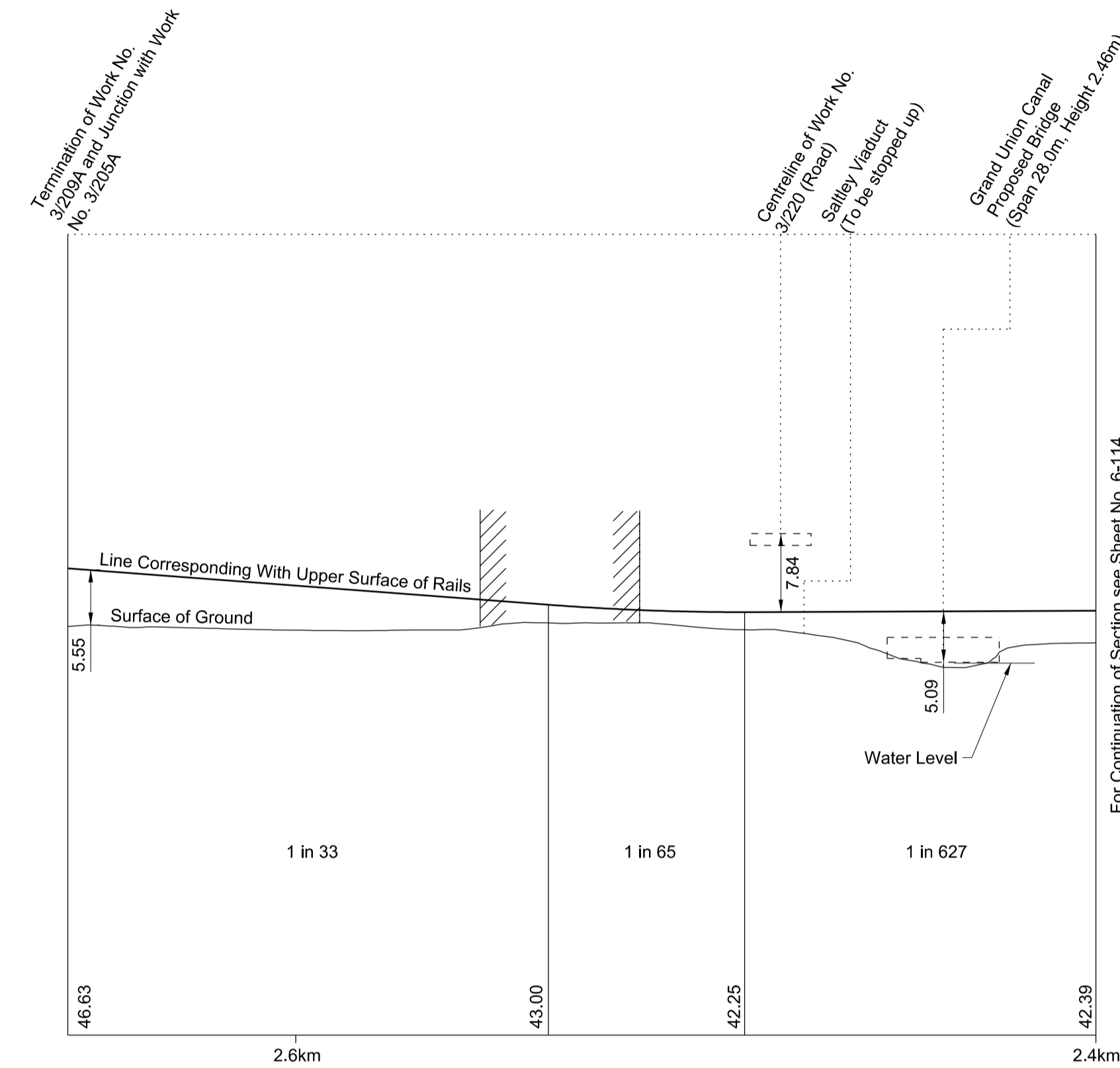
# SECTIONS

**WORK No.3/208A**  
 FOR PLAN OF WORK SEE SHEET No. 3-108



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/208A (55 metres above Ordnance Datum) is 34.37m below the fixed point being a Cable TV cover on Wolseley Drive, opposite the UK Mail depot, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-108). Such fixed point being 89.37m above Ordnance Datum Newlyn.

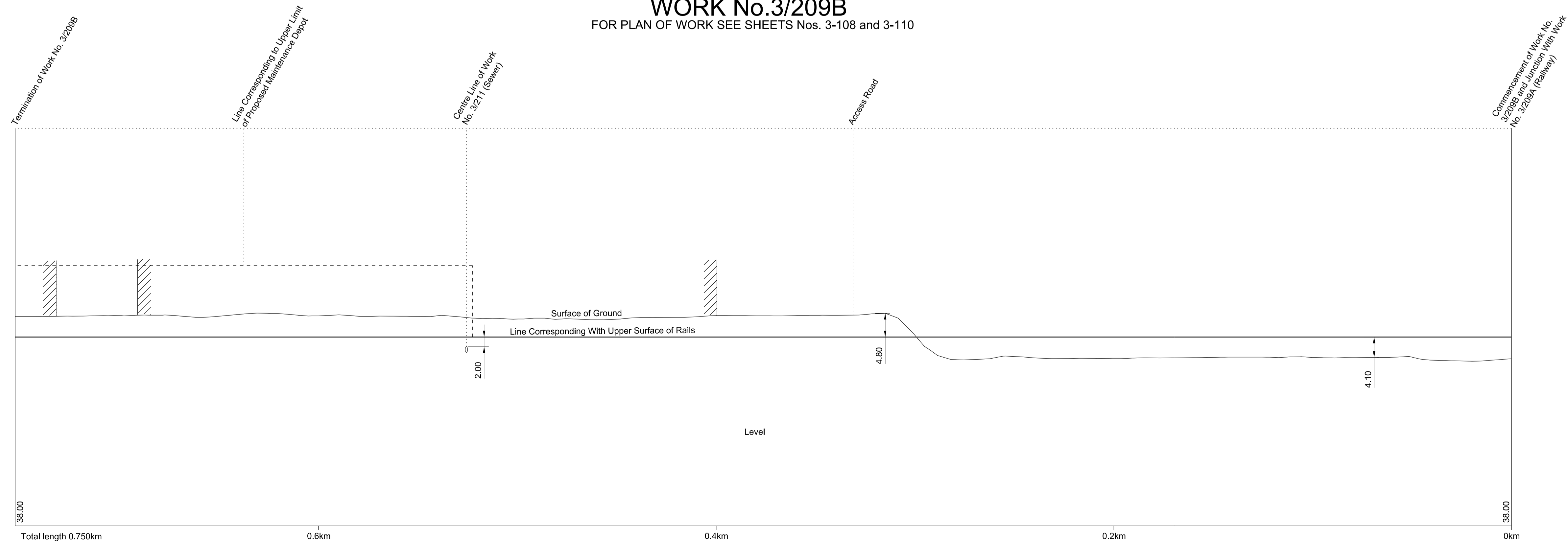
**WORK No.3/209A**  
 FOR PLAN OF WORK SEE SHEETS No. 3-114



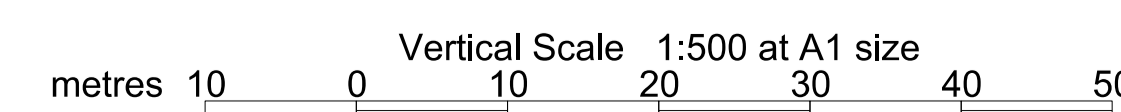
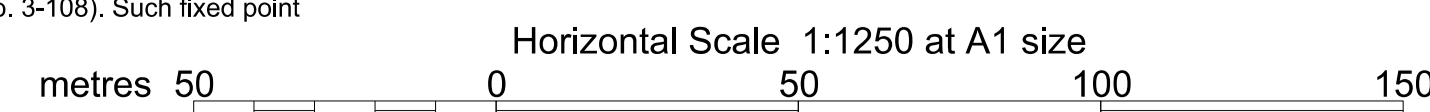
Total length 2.655km  
 Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/209A (55 metres above Ordnance Datum) is 34.37m below the fixed point being a Cable TV cover on Wolseley Drive, opposite the UK Mail depot, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-108). Such fixed point being 89.37m above Ordnance Datum Newlyn.

For Continuation of Section see Sheet No. 6-114

**WORK No.3/209B**  
 FOR PLAN OF WORK SEE SHEETS Nos. 3-108 and 3-110

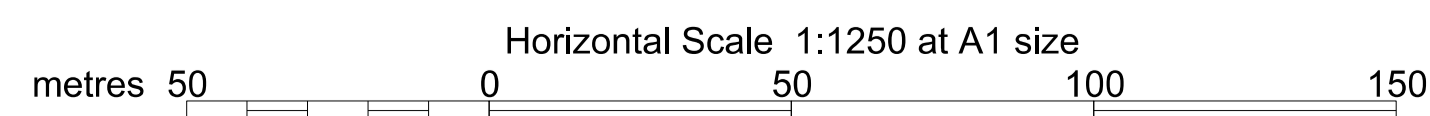
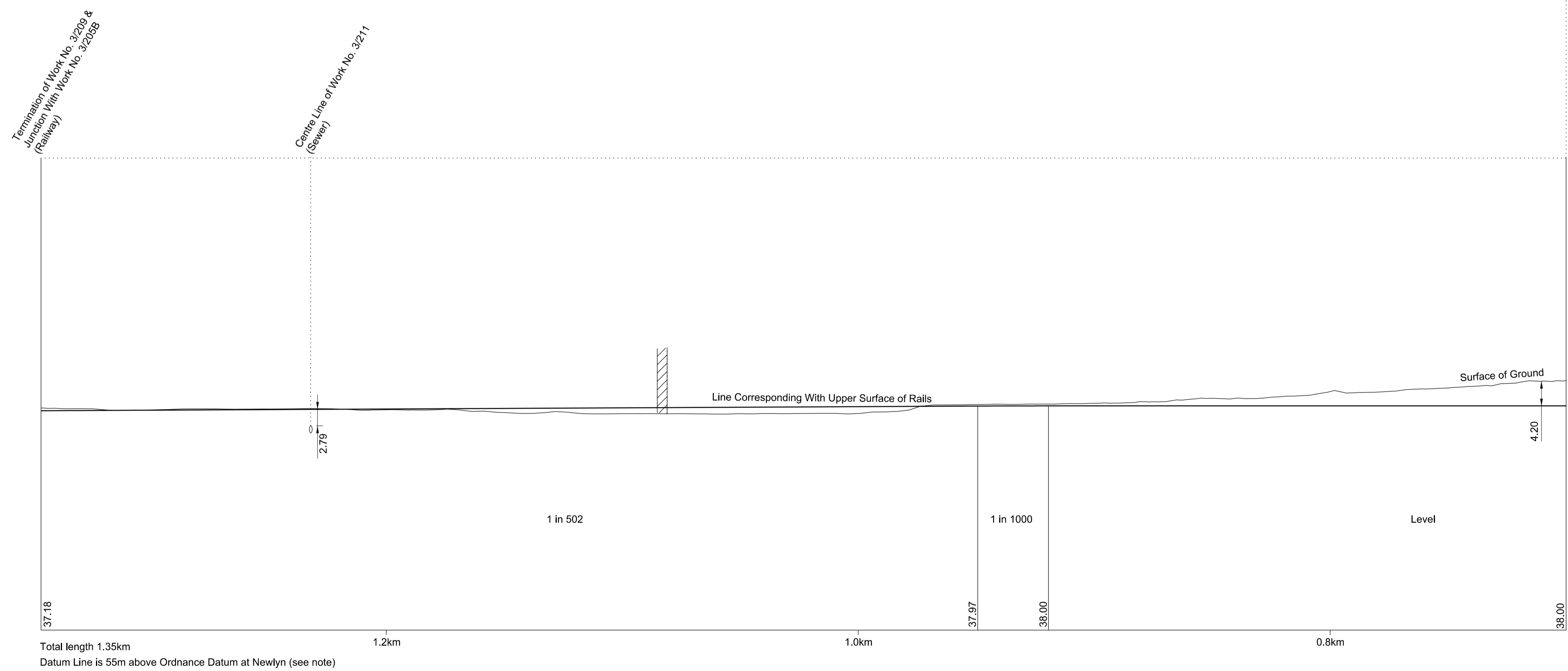
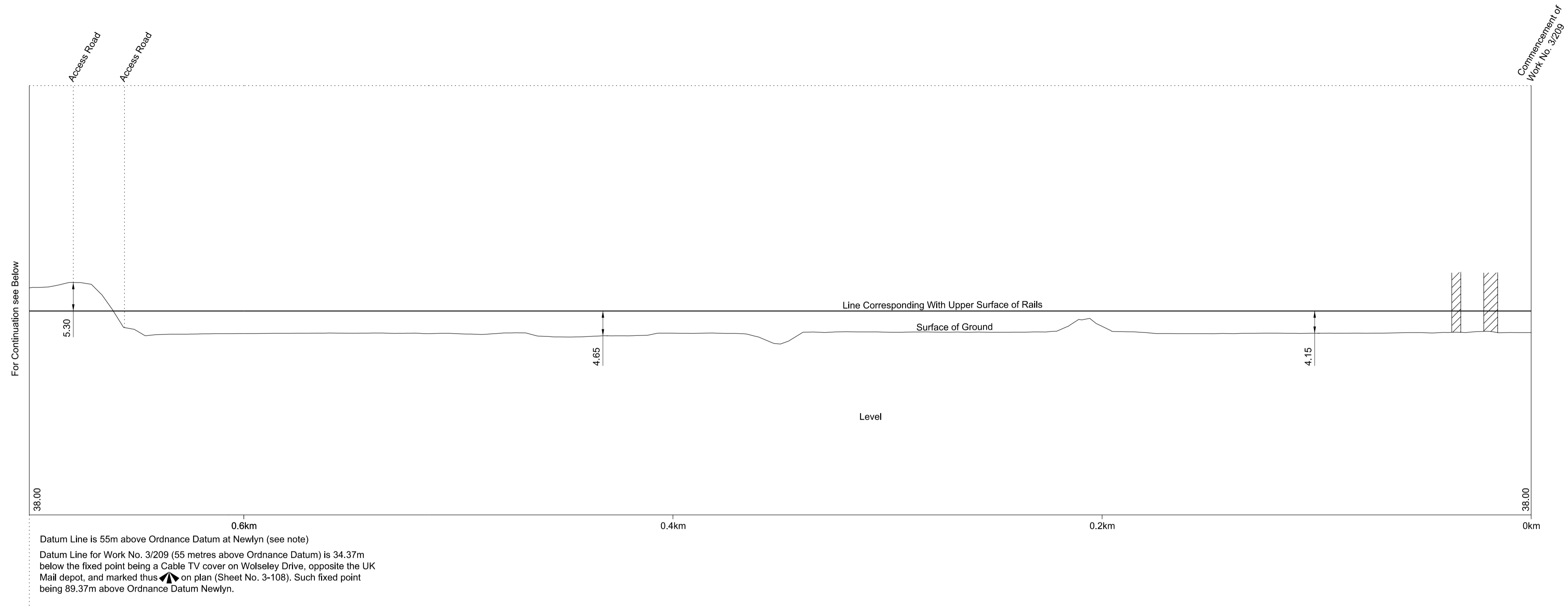


Total length 0.750km  
 Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/209B (55 metres above Ordnance Datum) is 34.37m below the fixed point being a Cable TV cover on Wolseley Drive, opposite the UK Mail depot, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-108). Such fixed point being 89.37m above Ordnance Datum Newlyn.



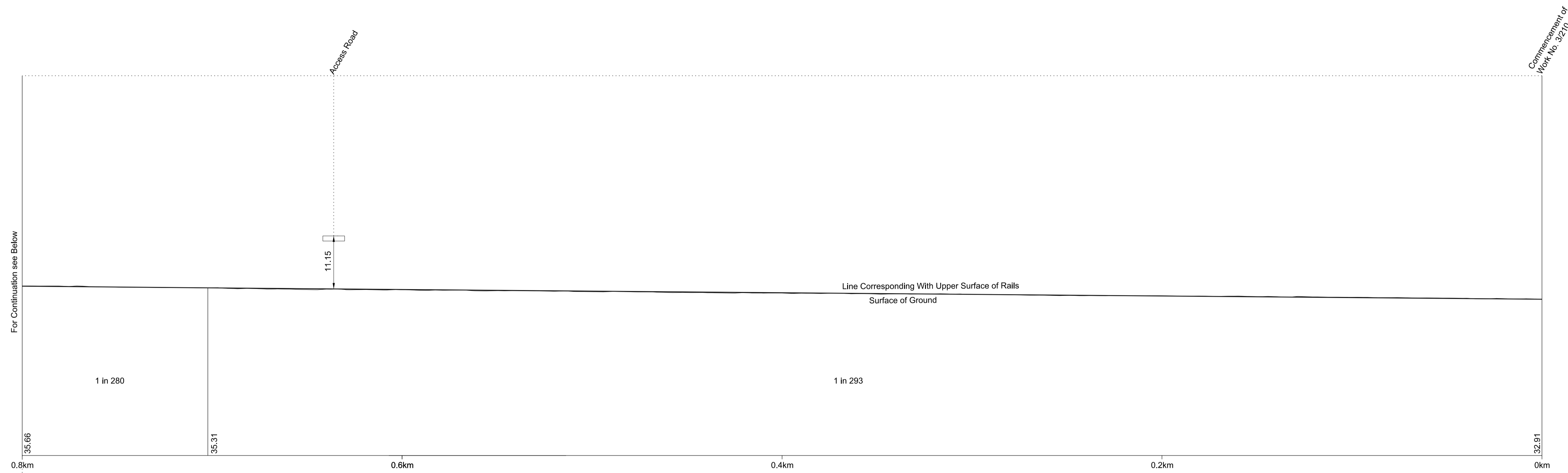
# SECTIONS


FOR PLAN OF WORK SEE SHEETS Nos. 3-108 and 3-110

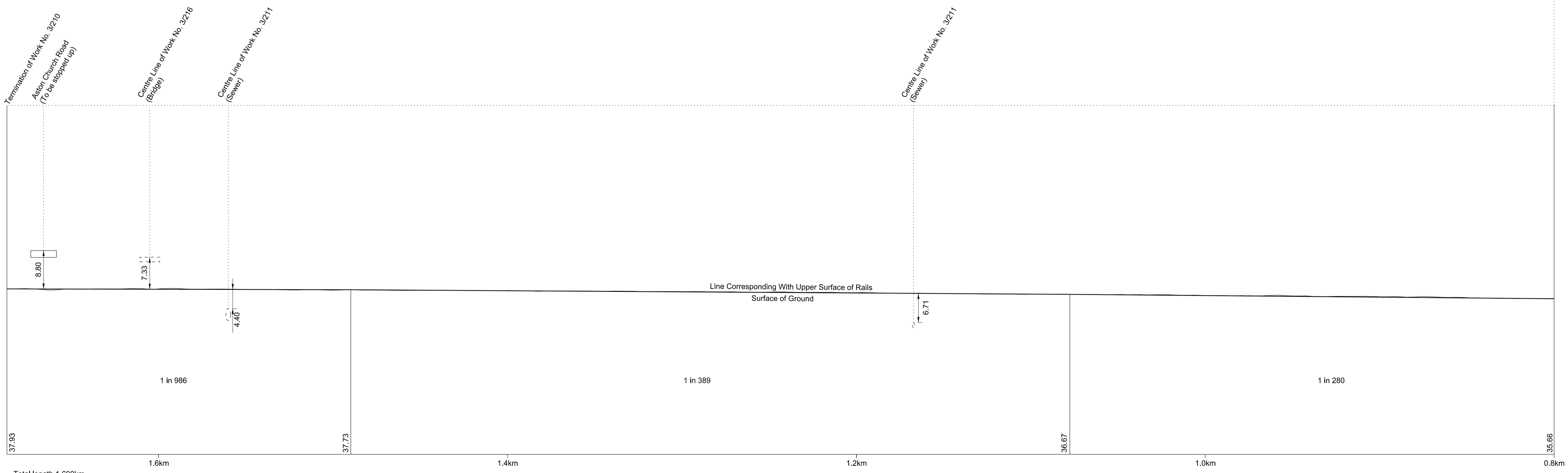


# SECTIONS

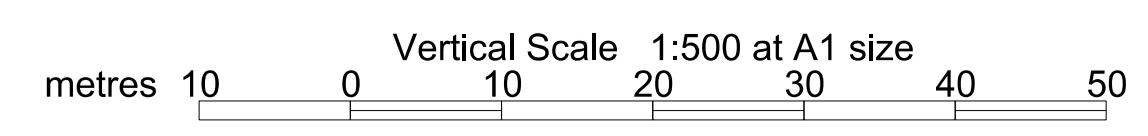
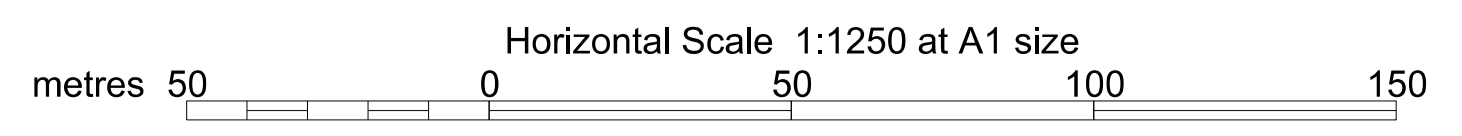
FOR PLAN OF WORK SEE SHEETS Nos. 3-108, 3-110 and 3-112



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
Datum Line for Work No. 3/210 (55 metres above Ordnance Datum) is 34.37m below the fixed point being a Cable TV cover on Wolsley Drive, opposite the UK Mail depot, and marked thus  on plan (Sheet No. 3-108). Such fixed point being 89.37m above Ordnance Datum Newlyn.

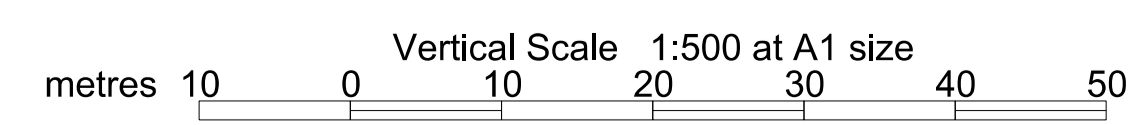
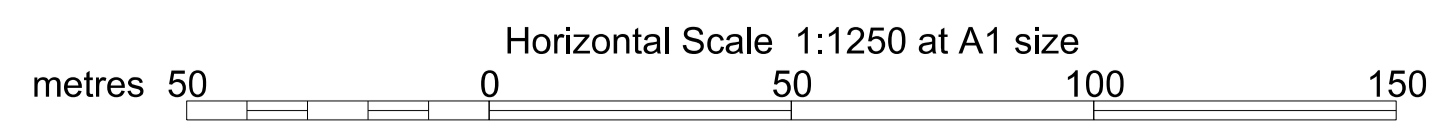
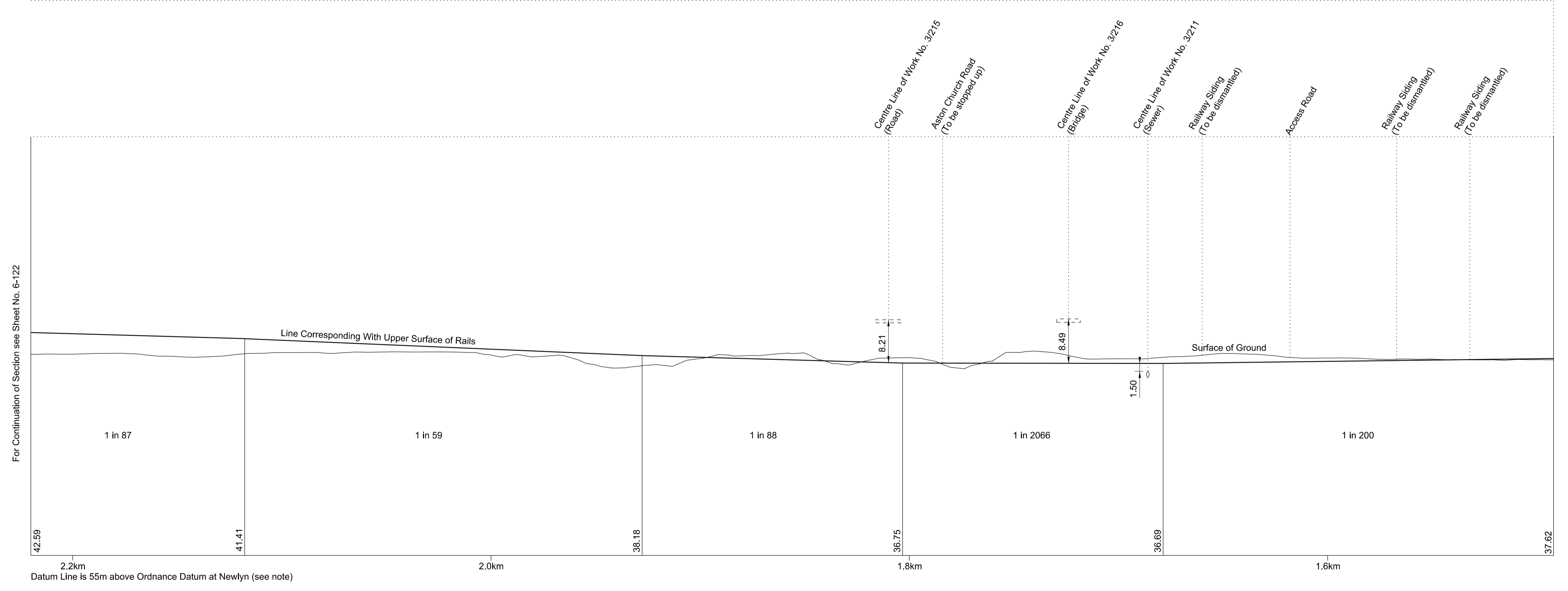
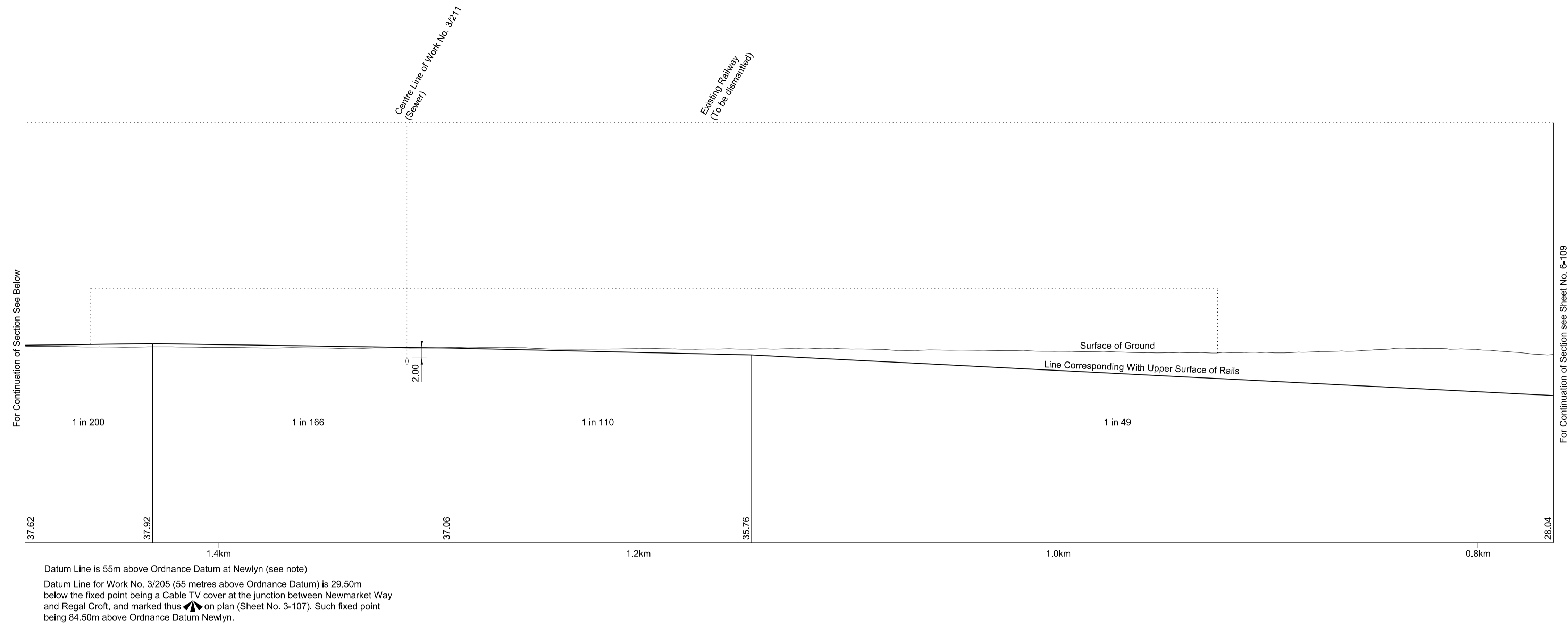


Total length 1.690km  
Datum Line is 55m above Ordnance Datum at Newlyn (see note)



# SECTIONS

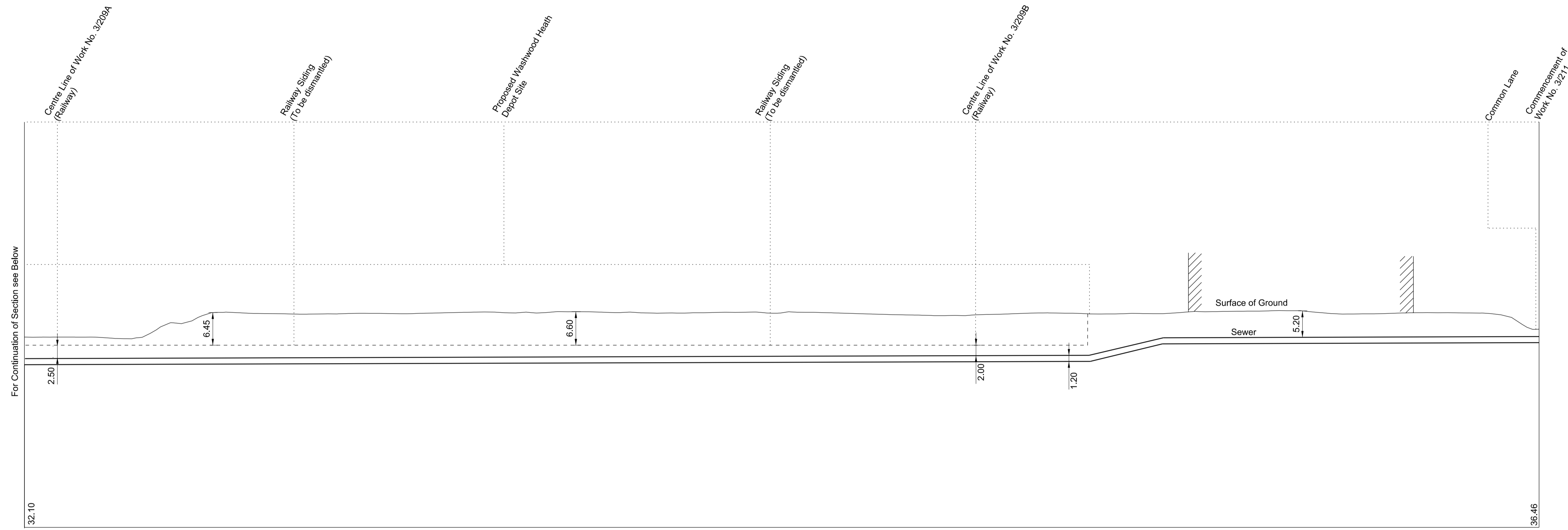
FOR PLAN OF WORK SEE SHEETS Nos. 3-110 and 3-112



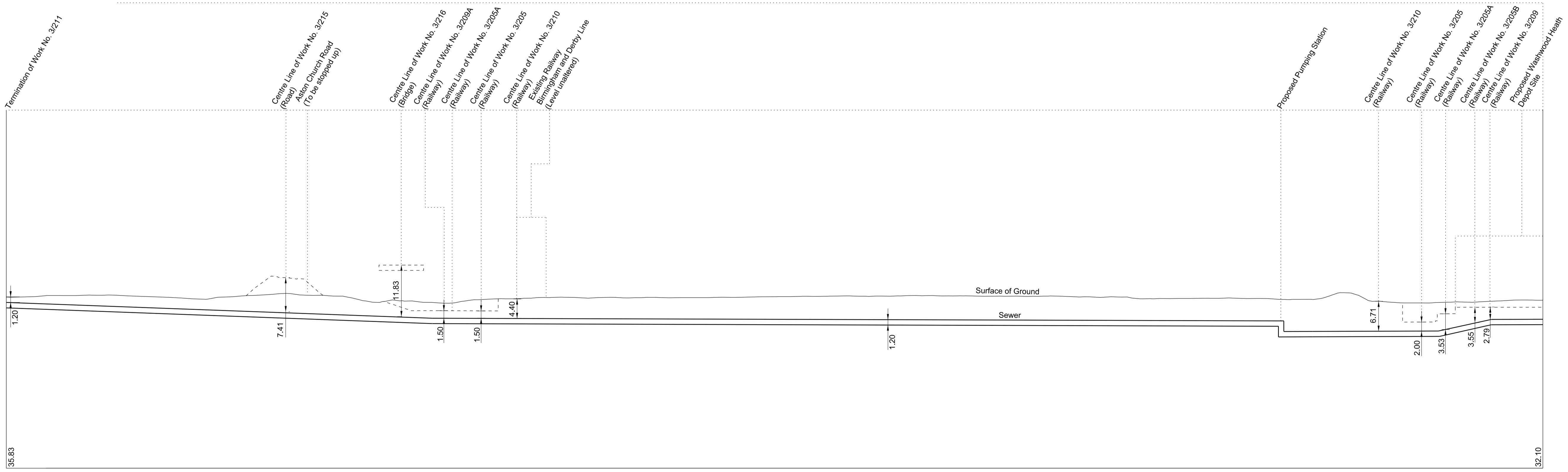


# SECTIONS

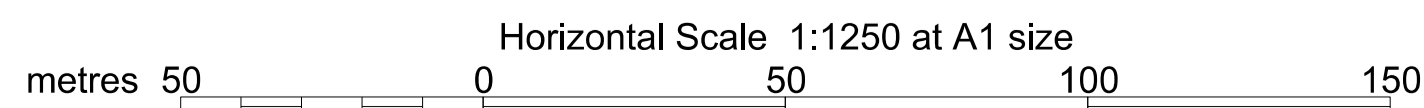
FOR PLAN OF WORK SEE SHEETS Nos. 3-110 and 3-112



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/211 (55 metres above Ordnance Datum) is 36.27m below the fixed point being a Fire Hydrant outside 151-7 Common Lane, and marked thus on plan (Sheet No. 3-110). Such fixed point being 91.27m above Ordnance Datum Newlyn.

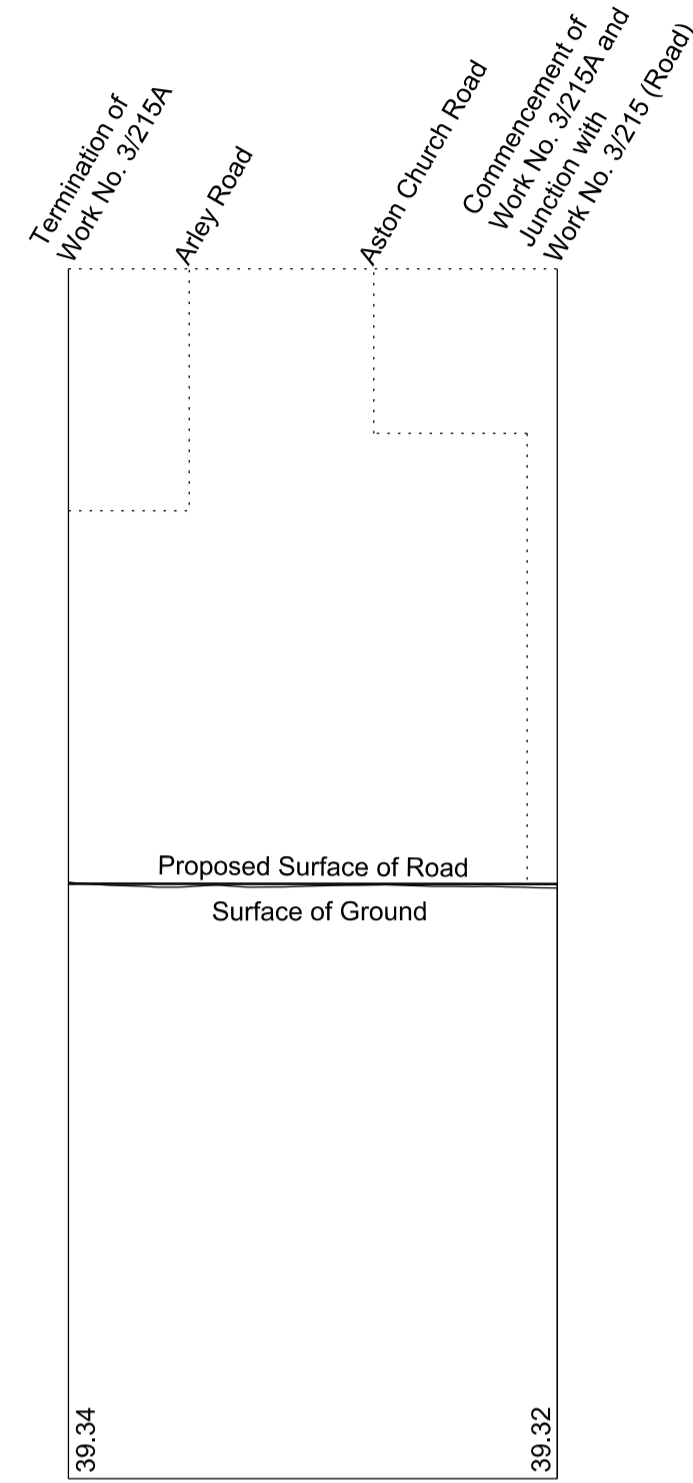


Datum Line is 55m above Ordnance Datum at Newlyn (see note)



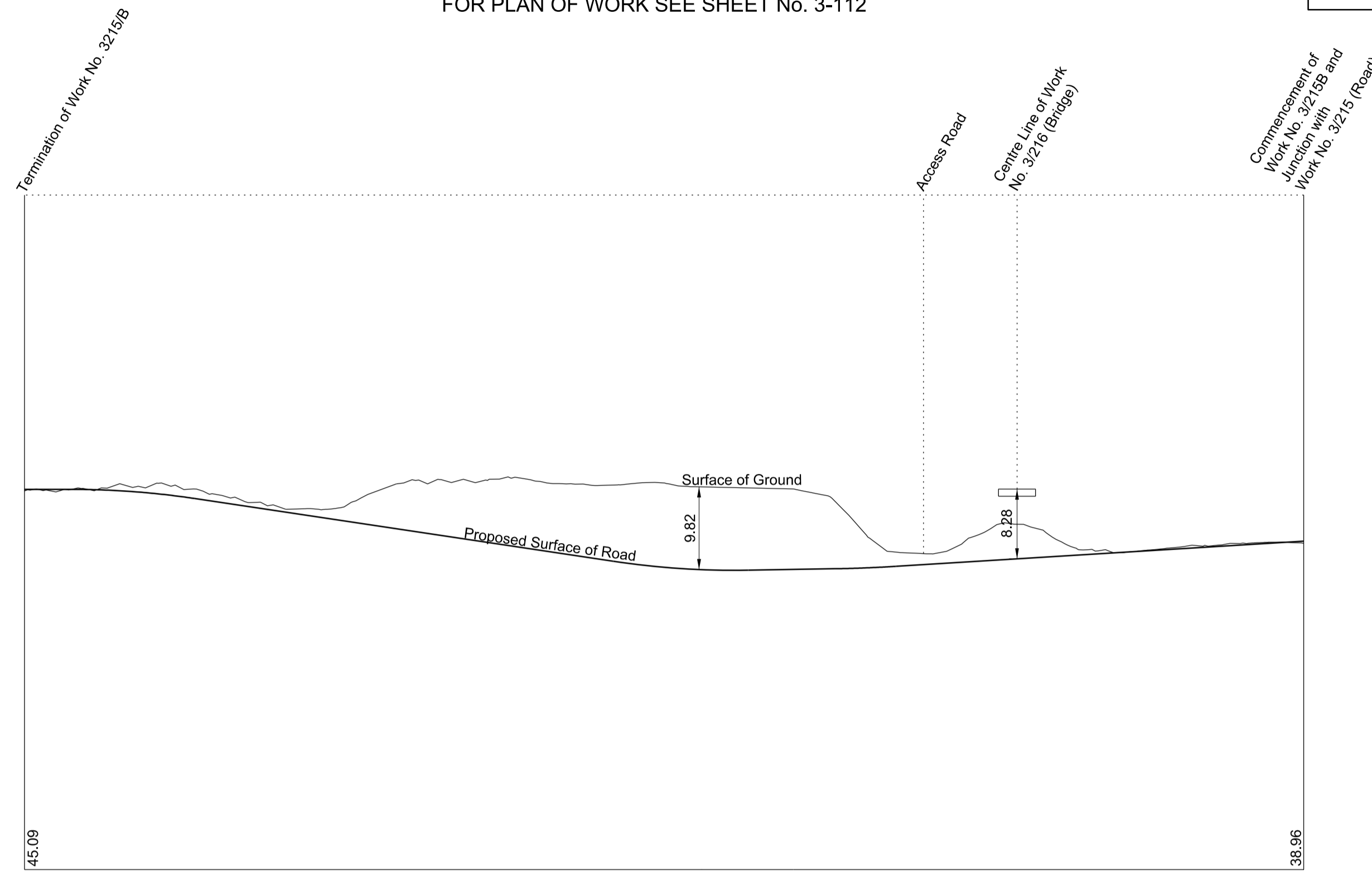
# SECTIONS

**WORK No. 3/215A**  
 FOR PLAN OF WORK SEE SHEET No. 3-112



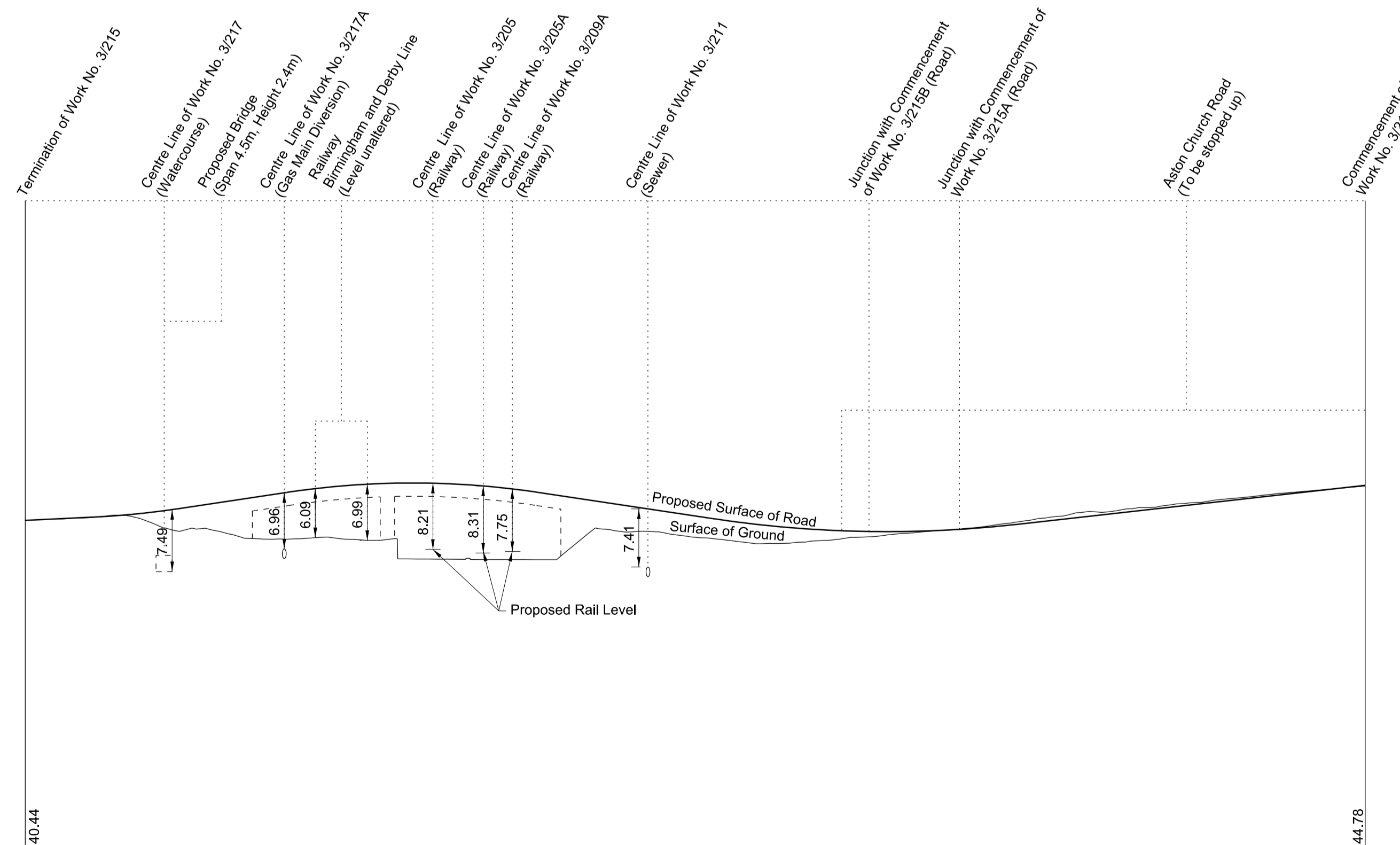
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 4043  
 Greatest inclination of existing road 1 in 4043  
 Datum Line for Work No. 3/215A (55 metres above Ordnance Datum) is 38.92m below the fixed point being a gully at the junction between Arley Road and Chartist Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-112). Such fixed point being 93.92m above Ordnance Datum Newlyn.

**WORK No. 3/215B**  
 FOR PLAN OF WORK SEE SHEET No. 3-112

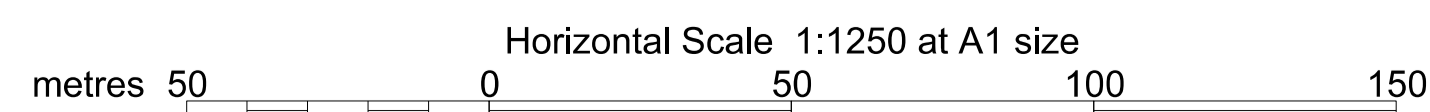


Datum Line is 55m above Ordnance Datum at Newlyn (see sheet no. X)  
 Greatest inclination of proposed road 1 in 17  
 Greatest inclination of existing road n/a  
 Datum Line for Work No. 3/215B (55 metres above Ordnance Datum) is 38.92m below the fixed point being a gully at the junction between Arley Road and Chartist Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-112). Such fixed point being 93.92m above Ordnance Datum Newlyn.

**WORK No. 3/215**  
 FOR PLAN OF WORK SEE SHEET Nos. 3-112 and 3-113

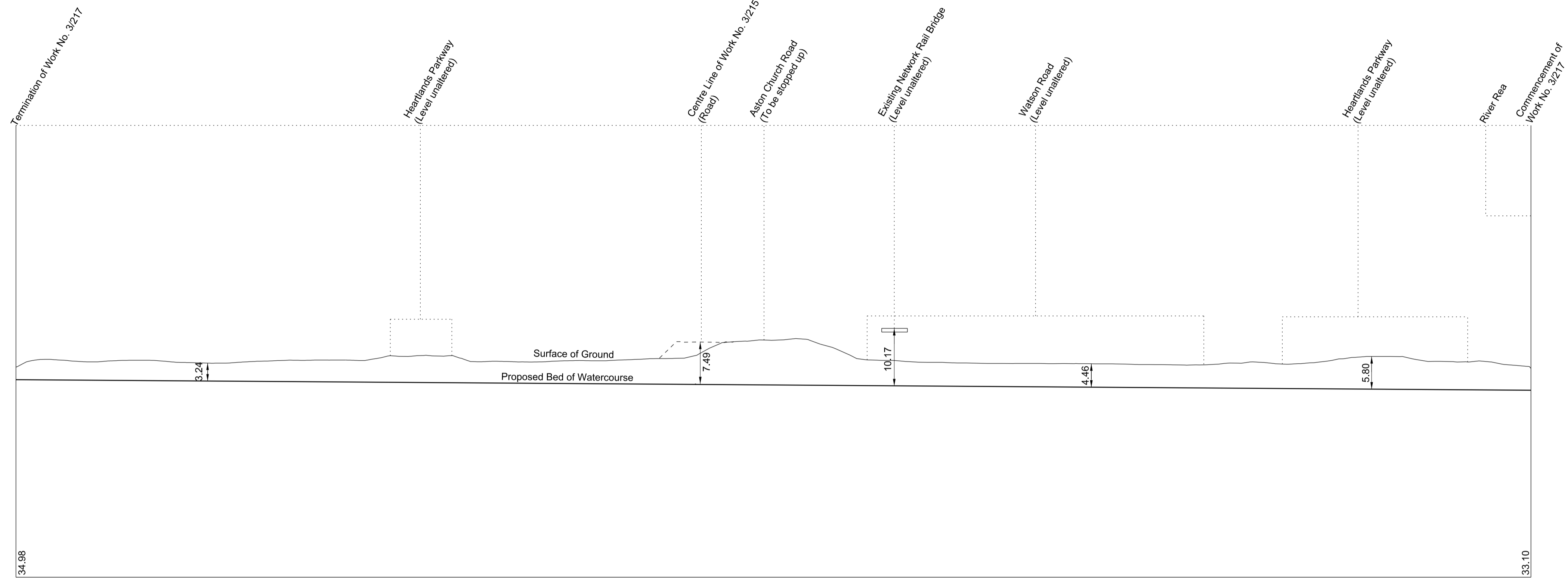


Datum Line is 55m above Ordnance Datum at Newlyn (see sheet no. X)  
 Greatest inclination of proposed road 1 in 16  
 Greatest inclination of existing road 1 in 17  
 Datum Line for Work No. 3/215 (55 metres above Ordnance Datum) is 38.92m below the fixed point being a gully at the junction between Arley Road and Chartist Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-112). Such fixed point being 93.92m above Ordnance Datum Newlyn.



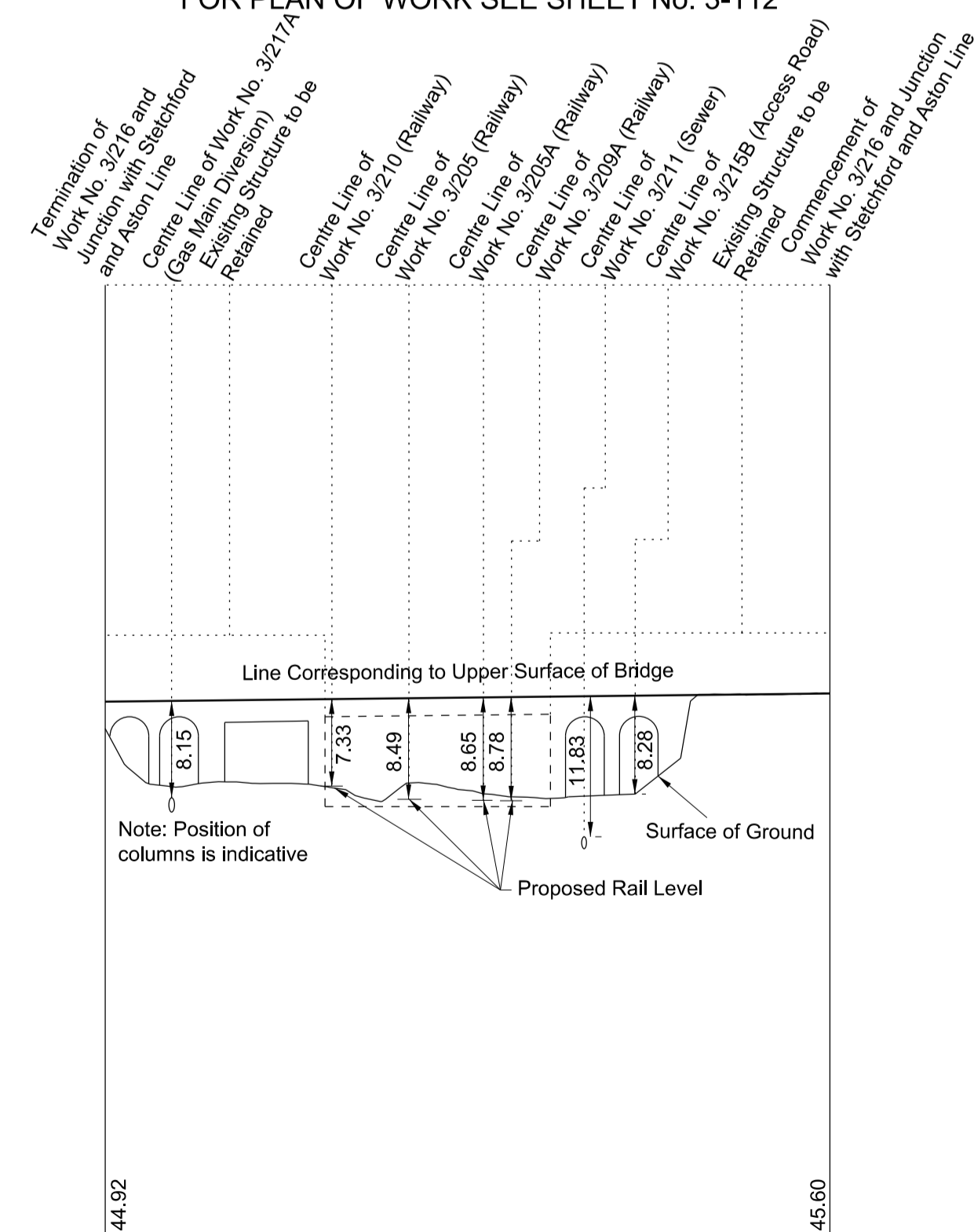
# SECTIONS

## WORK No. 3/217 FOR PLAN OF WORK SEE SHEET No. 3-112



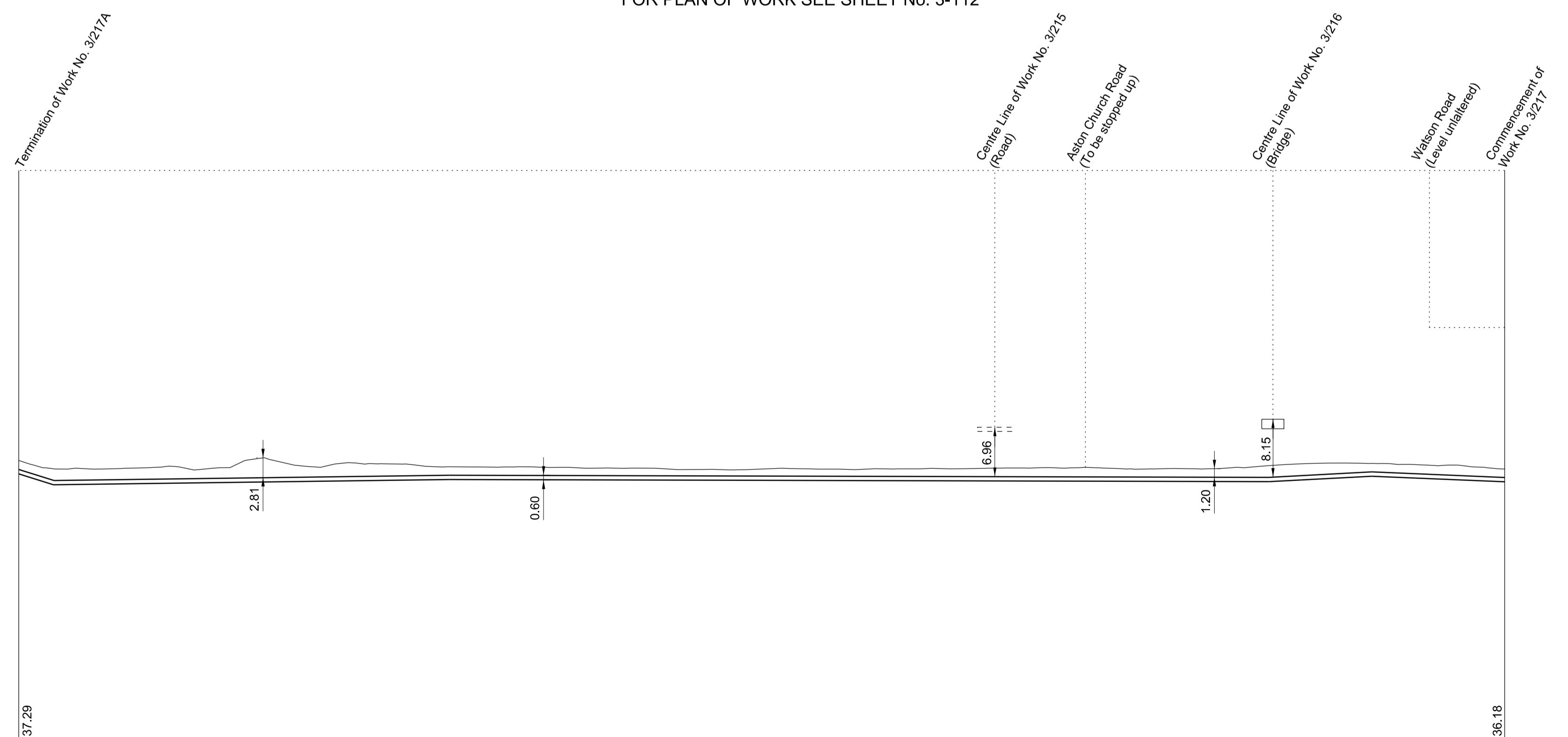
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/217 (55 metres above Ordnance Datum) is 38.92m below the fixed point being a gully at the junction between Arley Road and Chartist Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-112). Such fixed point being 93.92m above Ordnance Datum Newlyn.

## WORK No. 3/216 FOR PLAN OF WORK SEE SHEET No. 3-112

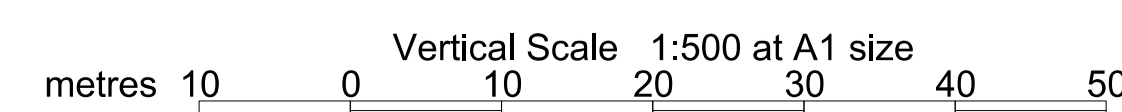
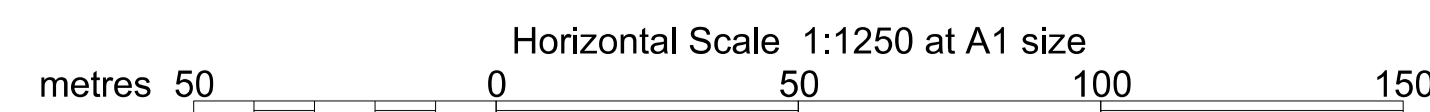


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/216 (55 metres above Ordnance Datum) is 38.92m below the fixed point being a gully at the junction between Arley Road and Chartist Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-112). Such fixed point being 93.92m above Ordnance Datum Newlyn.

## WORK No. 3/217A FOR PLAN OF WORK SEE SHEET No. 3-112

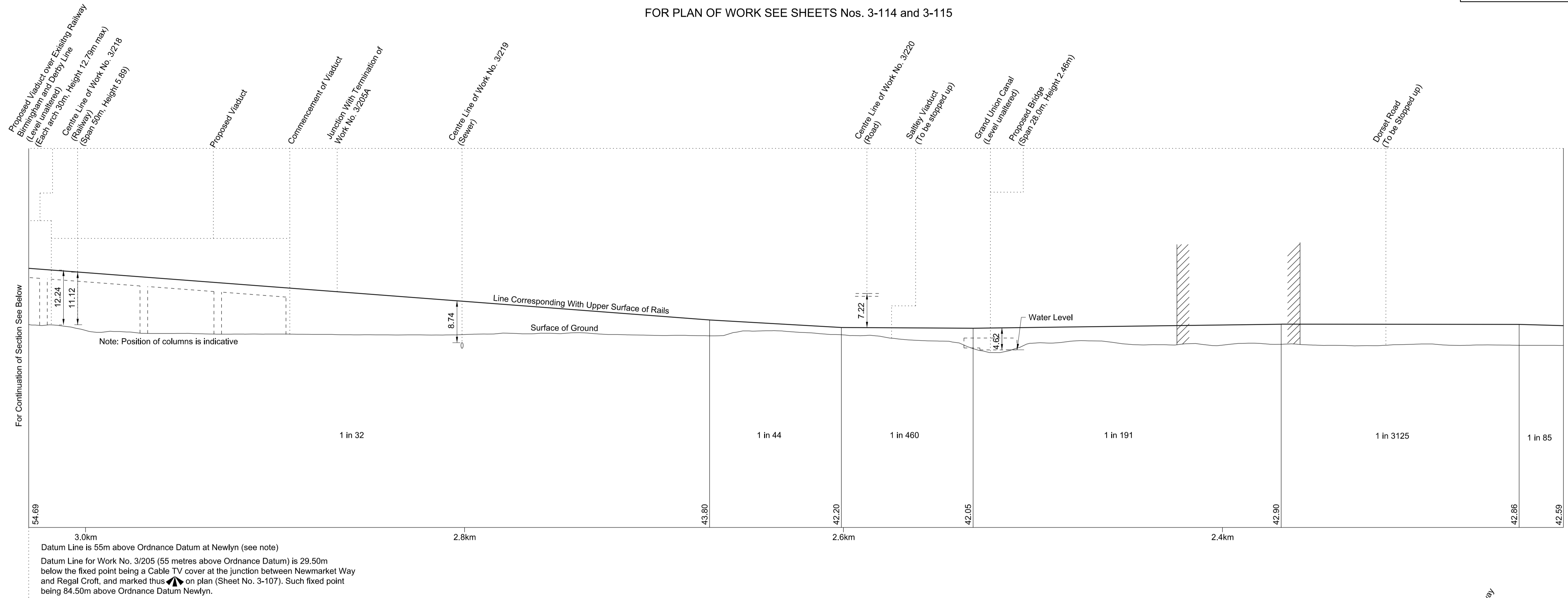


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/217A (55 metres above Ordnance Datum) is 38.92m below the fixed point being a gully at the junction between Arley Road and Chartist Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-112). Such fixed point being 93.92m above Ordnance Datum Newlyn.



# SECTIONS

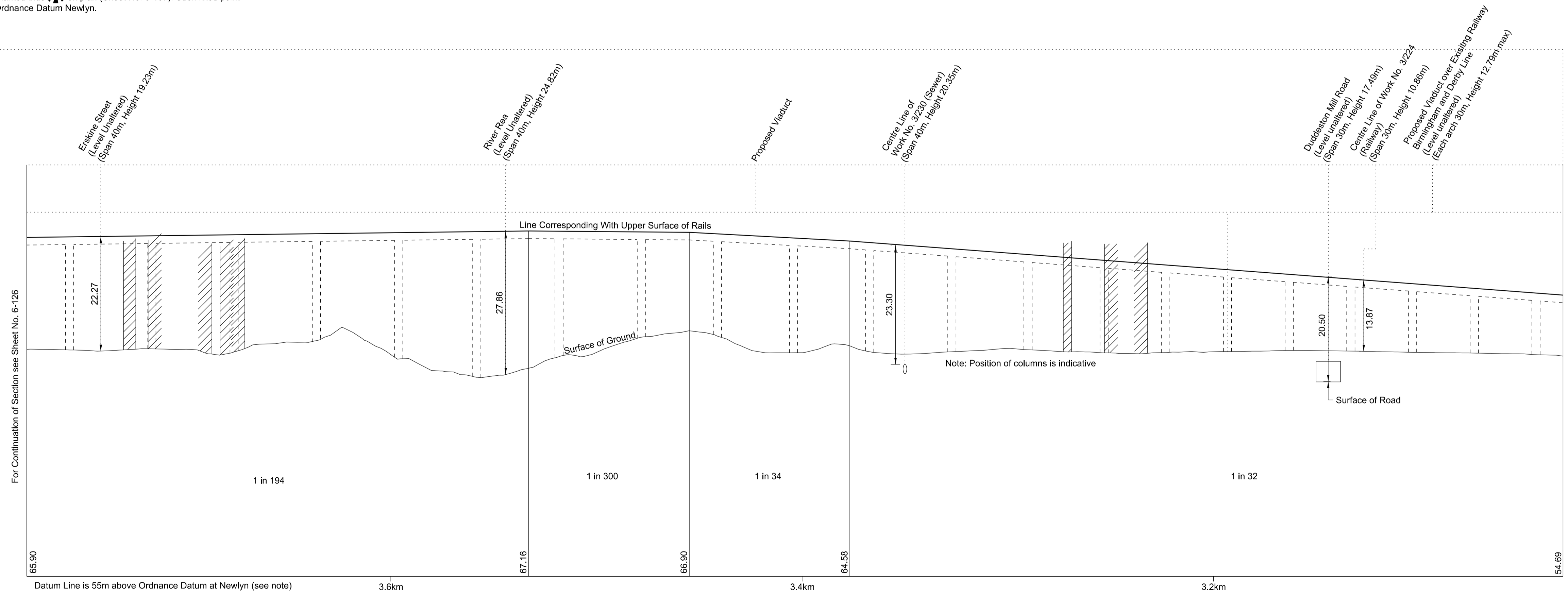
FOR PLAN OF WORK SEE SHEETS Nos. 3-114 and 3-115



For Continuation of Section See Below

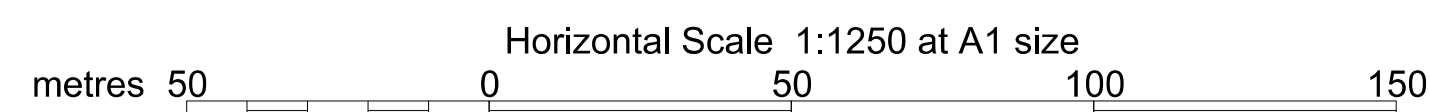
For Continuation of Section see Sheet No. 6-118

Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/205 (55 metres above Ordnance Datum) is 29.50m below the fixed point being a Cable TV cover at the junction between Newmarket Way and Regal Croft, and marked thus on plan (Sheet No. 3-107). Such fixed point being 84.50m above Ordnance Datum Newlyn.



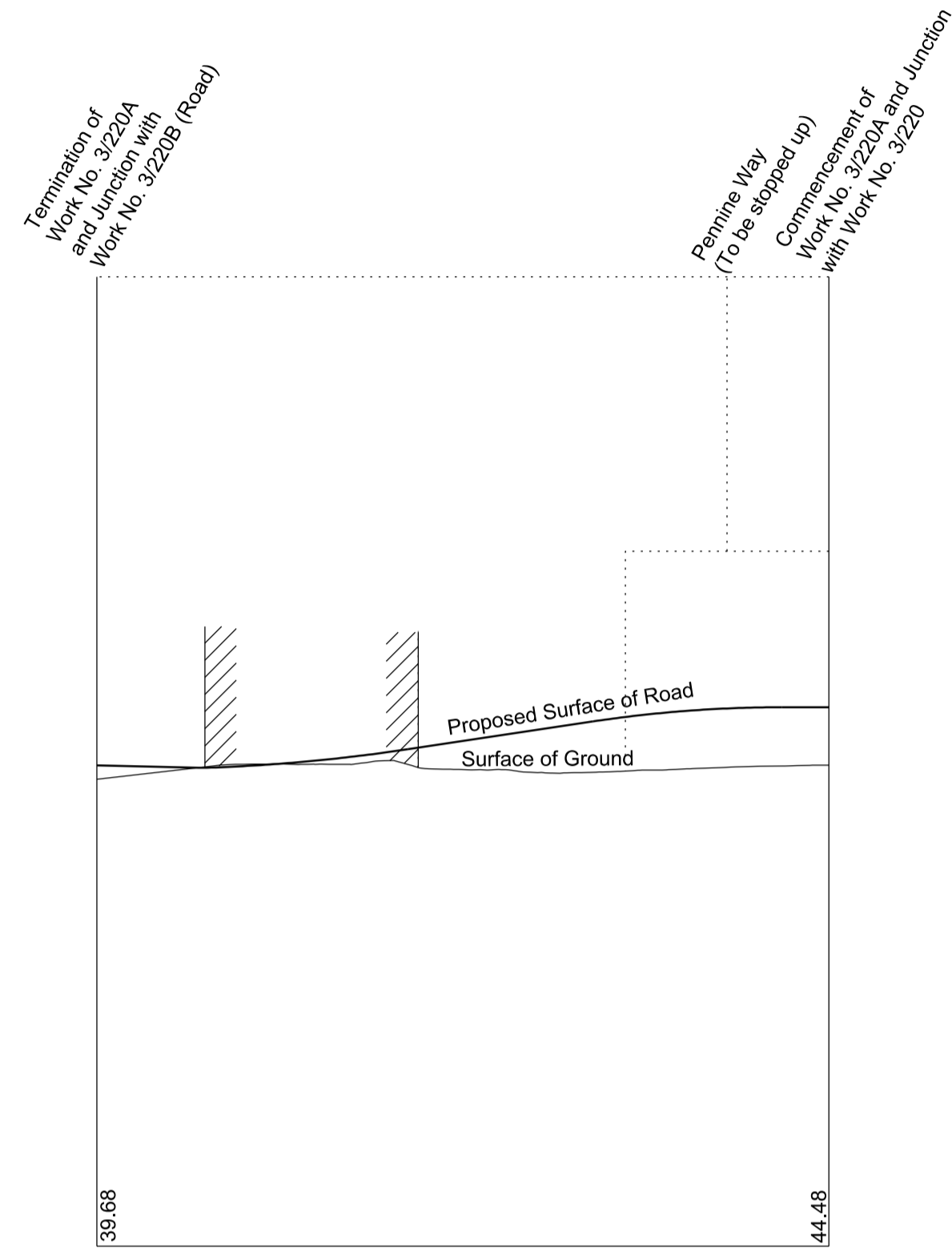
For Continuation of Section see Sheet No. 6-126

Datum Line is 55m above Ordnance Datum at Newlyn (see note)



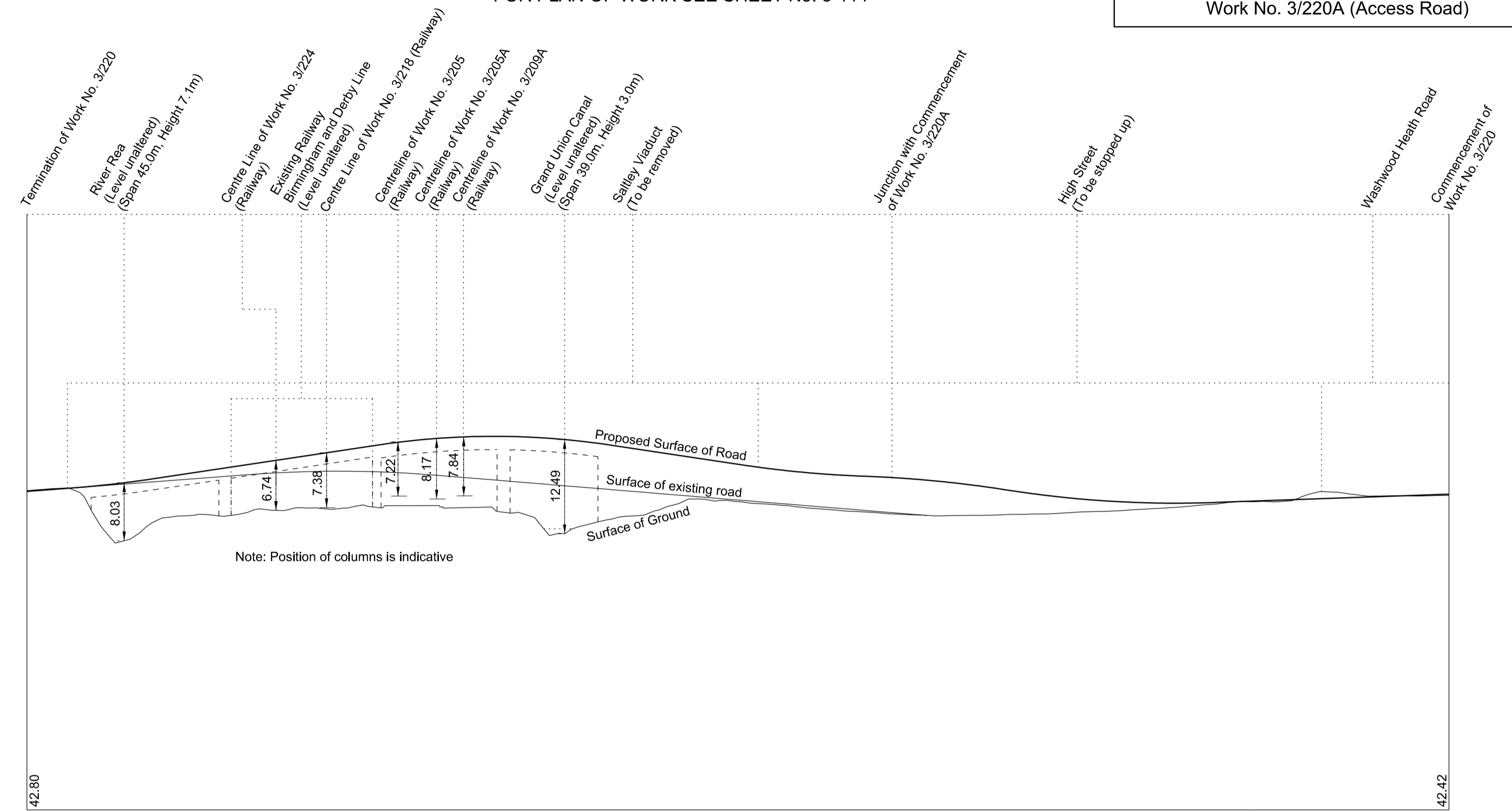
# SECTIONS

## WORK No. 3/220A FOR PLAN OF WORK SEE SHEET No. 3-114



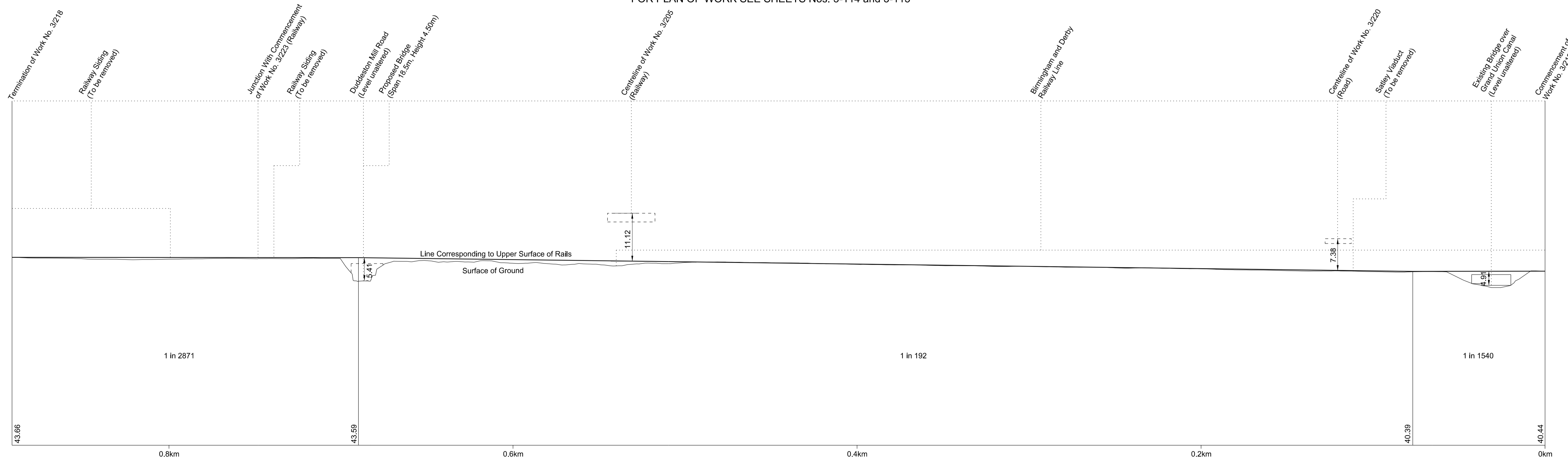
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 17  
 Greatest inclination of existing road 1 in 91  
 Datum Line for Work No. 3/220A (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance Datum Newlyn.

## WORK No. 3/220 FOR PLAN OF WORK SEE SHEET No. 3-114



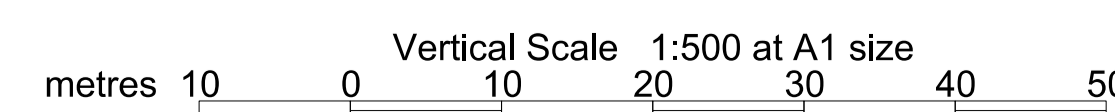
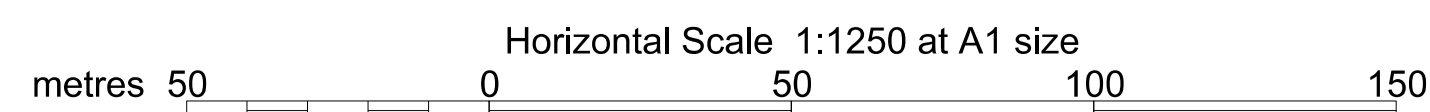
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 17  
 Greatest inclination of existing road 1 in 34  
 Datum Line for Work No. 3/220 (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance Datum Newlyn.

## WORK No. 3/218 FOR PLAN OF WORK SEE SHEETS Nos. 3-114 and 3-115



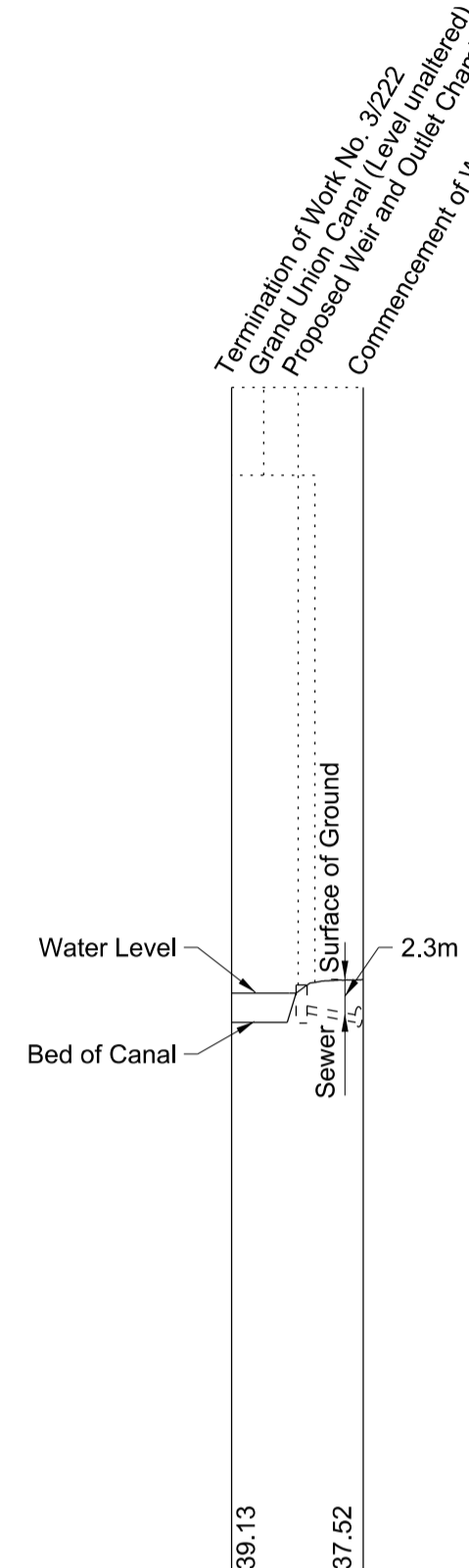
Total length 0.890km  
 Datum Line is 55m above Ordnance Datum at Newlyn (see note)

Datum Line for Work No. 3/218 (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance Datum Newlyn.




# SECTIONS

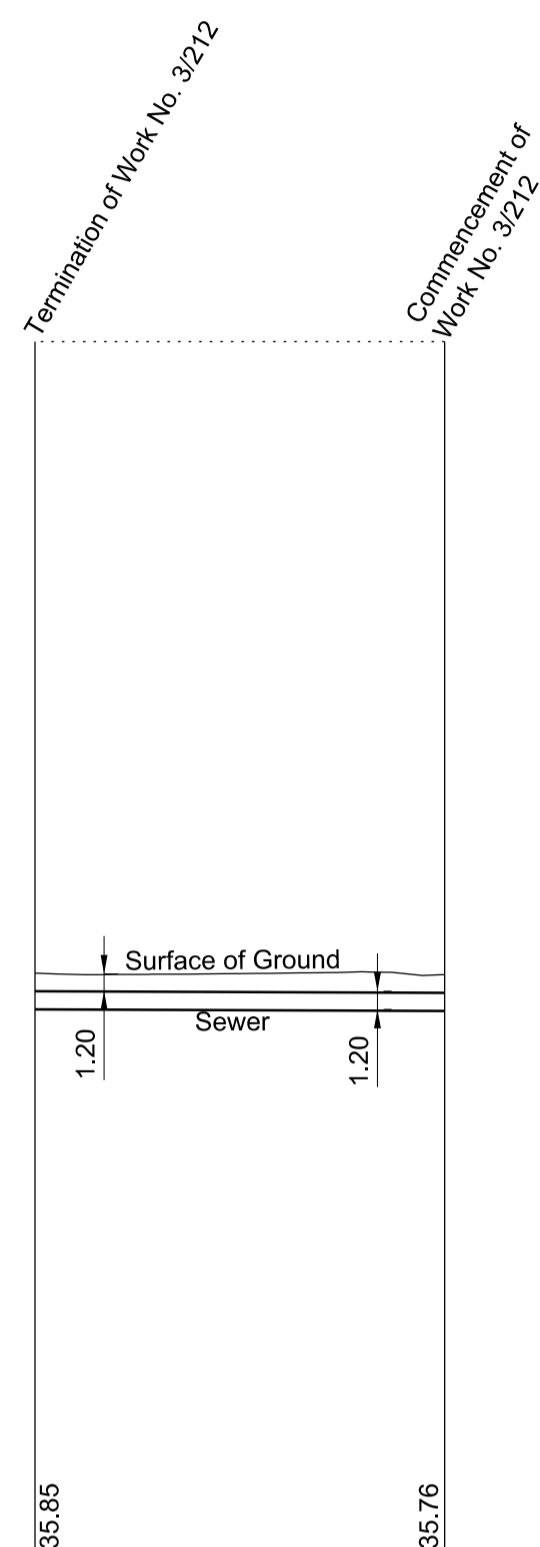
**WORK No. 3/222**  
 FOR PLAN OF WORK SEE SHEET No. 3-114




Datum Line is 55m above Ordnance Datum at Newlyn (see note)

Datum Line for Work No. 3/222 (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance Datum Newlyn.

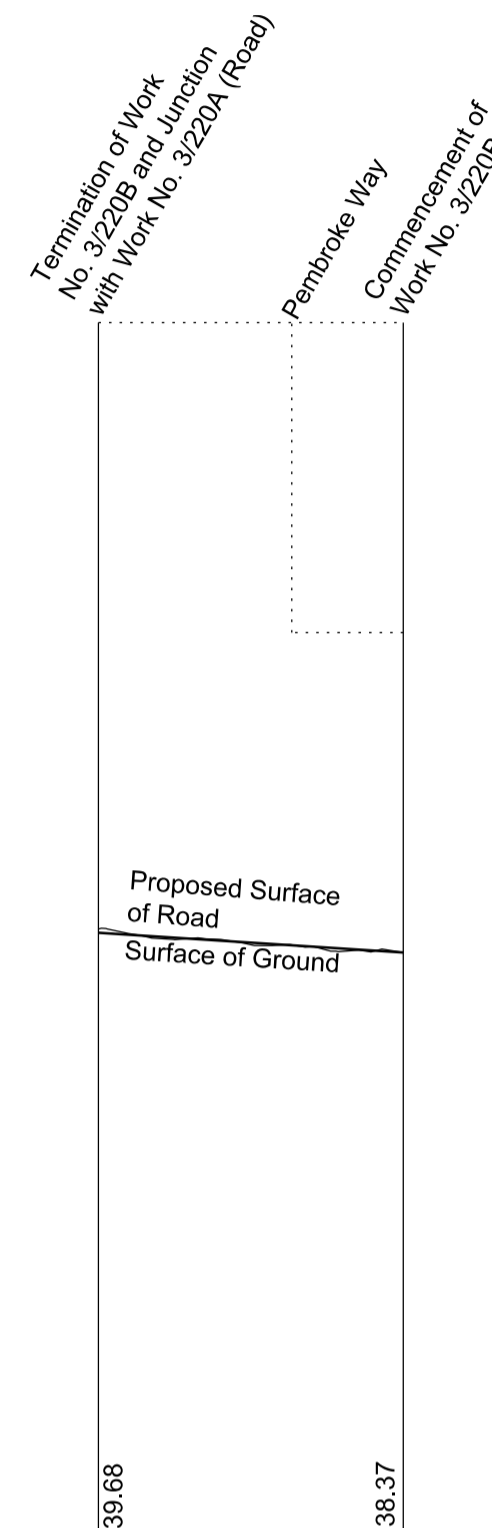
**WORK No. 3/212**  
 FOR PLAN OF WORK SEE SHEET No. 3-114




Datum Line is 55m above Ordnance Datum at Newlyn (see note)

Datum Line for Work No. 3/212 (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance Datum Newlyn.

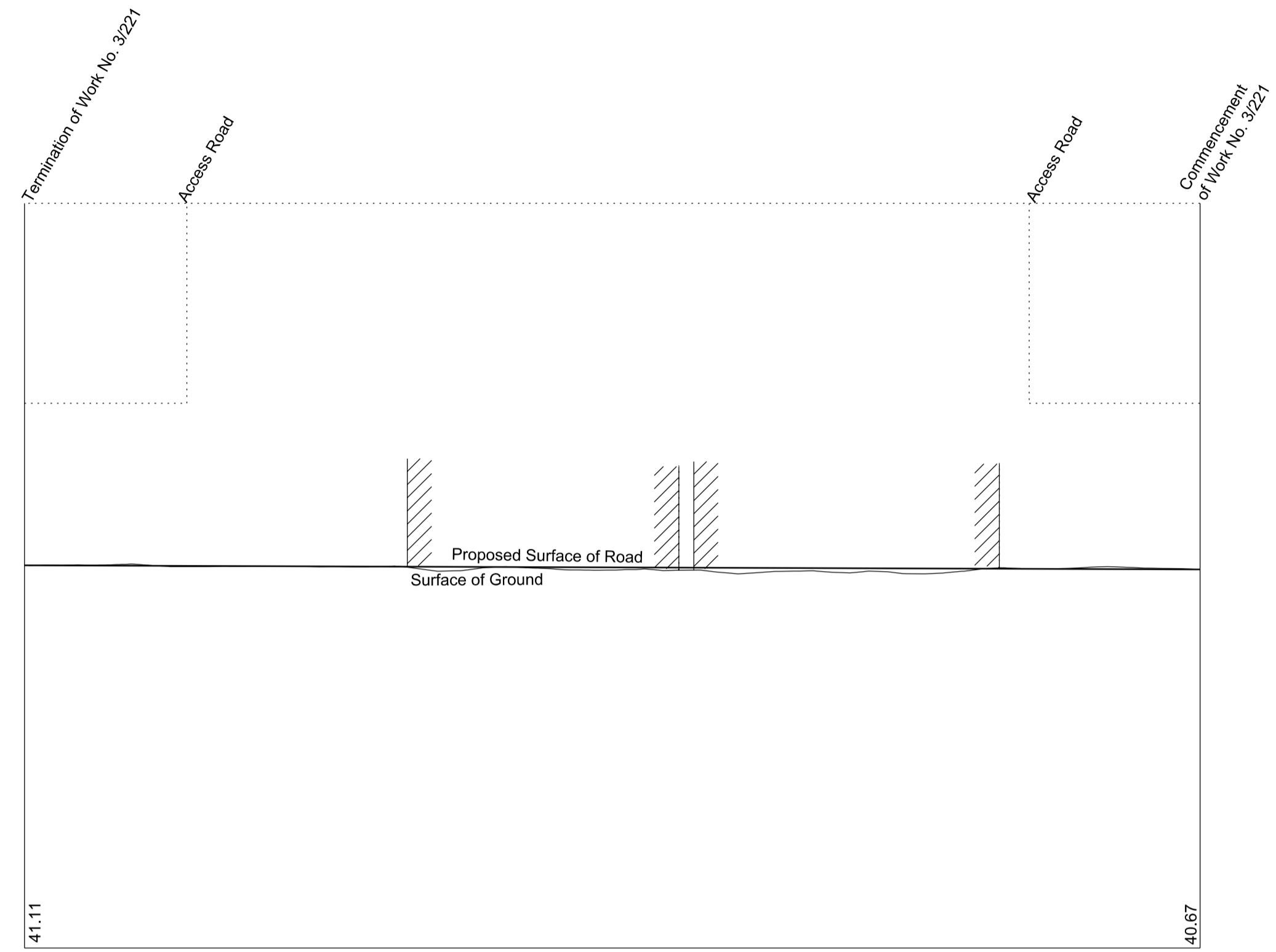
**WORK No. 3/220B**  
 FOR PLAN OF WORK SEE SHEET No. 3-114




Datum Line is 55m above Ordnance Datum at Newlyn (see note)

Datum Line for Work No. 3/220B (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance Datum Newlyn.

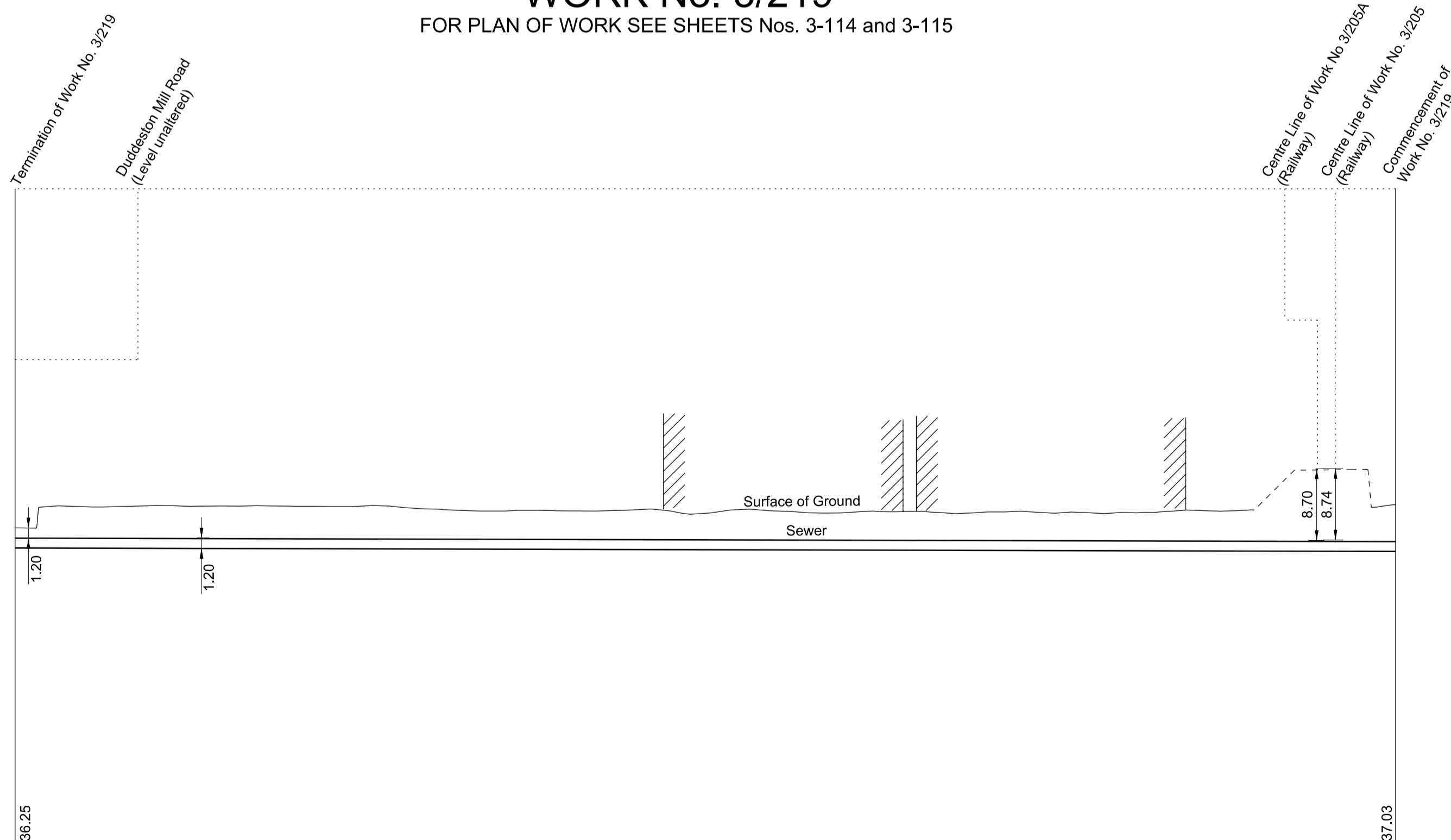
**WORK No. 3/221**  
 FOR PLAN OF WORK SEE SHEET No. 3-114




Datum Line is 55m above Ordnance Datum at Newlyn (see note)

Datum Line for Work No. 3/221 (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance Datum Newlyn.

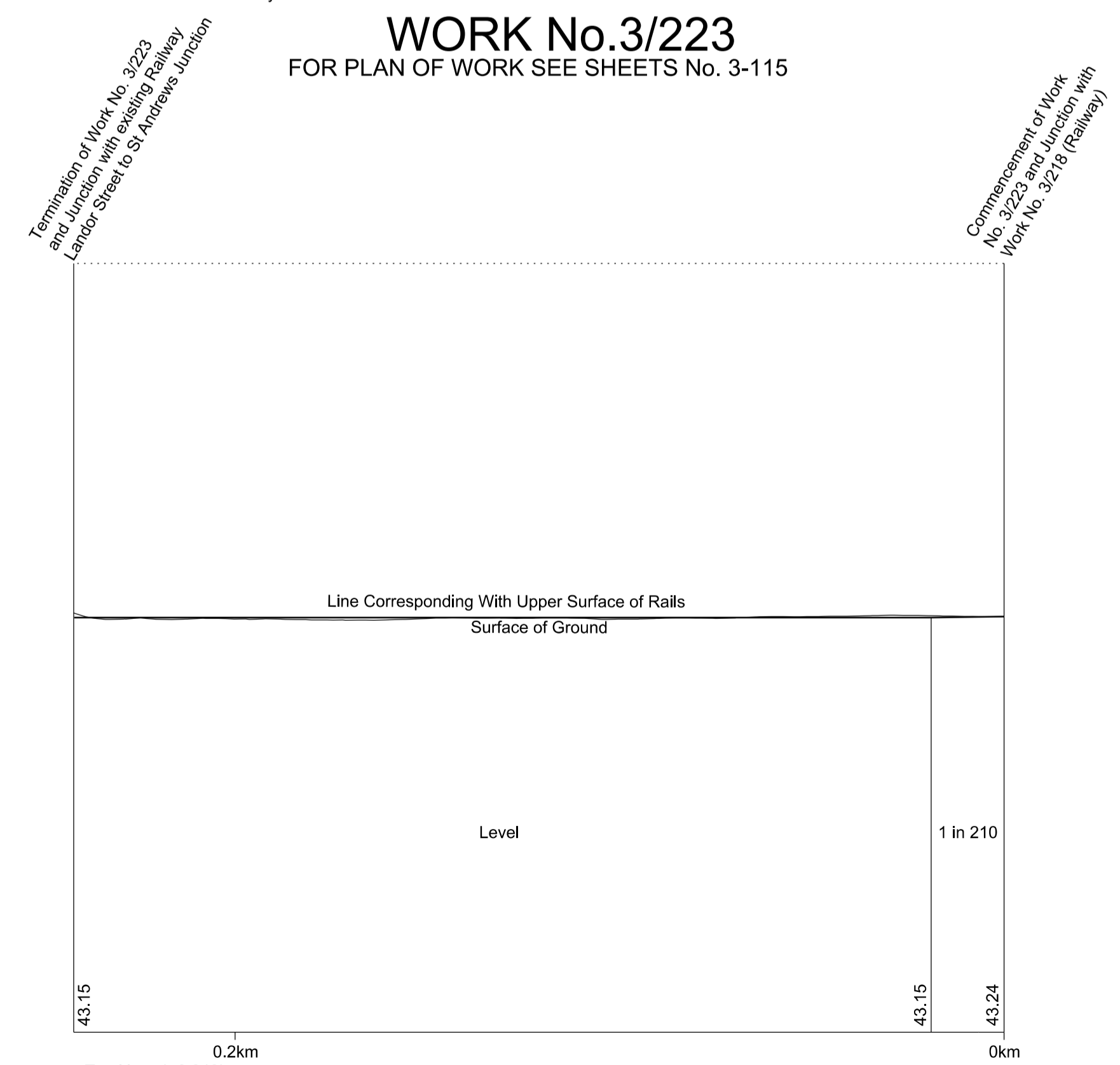
**WORK No. 3/219**  
 FOR PLAN OF WORK SEE SHEETS Nos. 3-114 and 3-115




Datum Line is 55m above Ordnance Datum at Newlyn (see note)

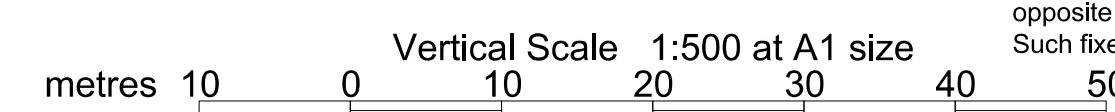
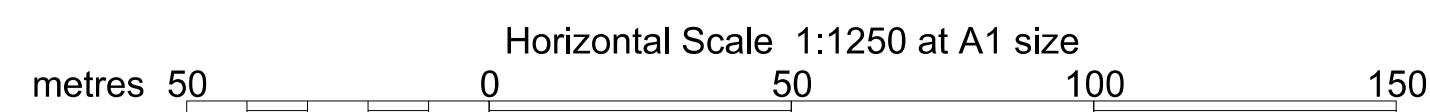
Datum Line for Work No. 3/219 (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance Datum Newlyn.

**WORK No. 3/223**  
 FOR PLAN OF WORK SEE SHEETS No. 3-115



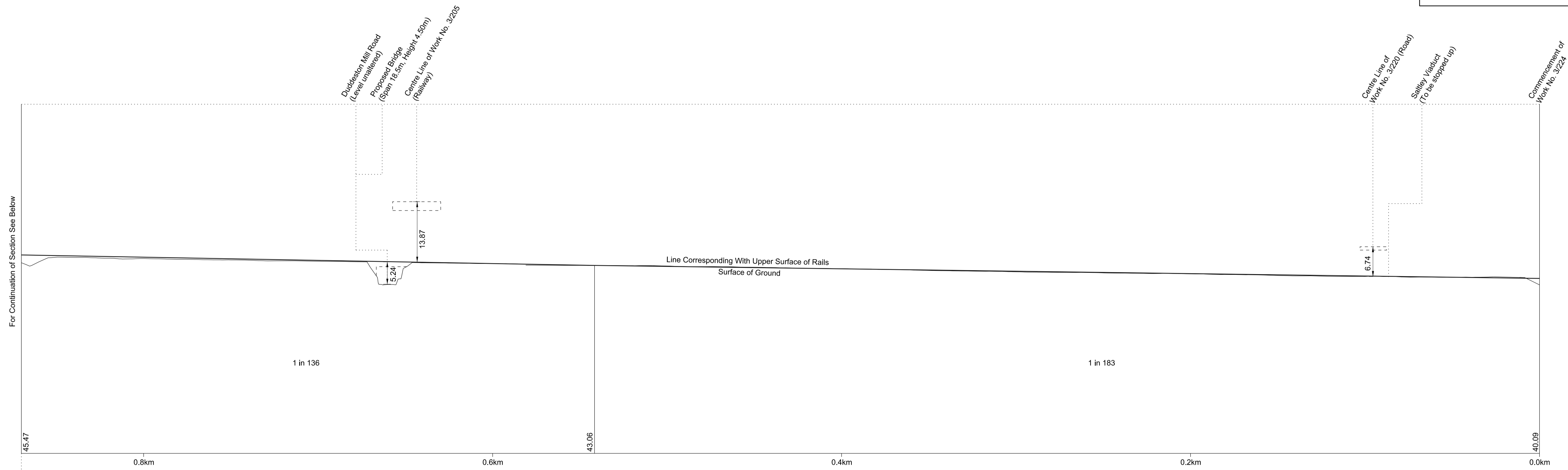
Datum Line is 55m above Ordnance Datum at Newlyn (see note)


Datum Line for Work No. 3/223 (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance Datum Newlyn.

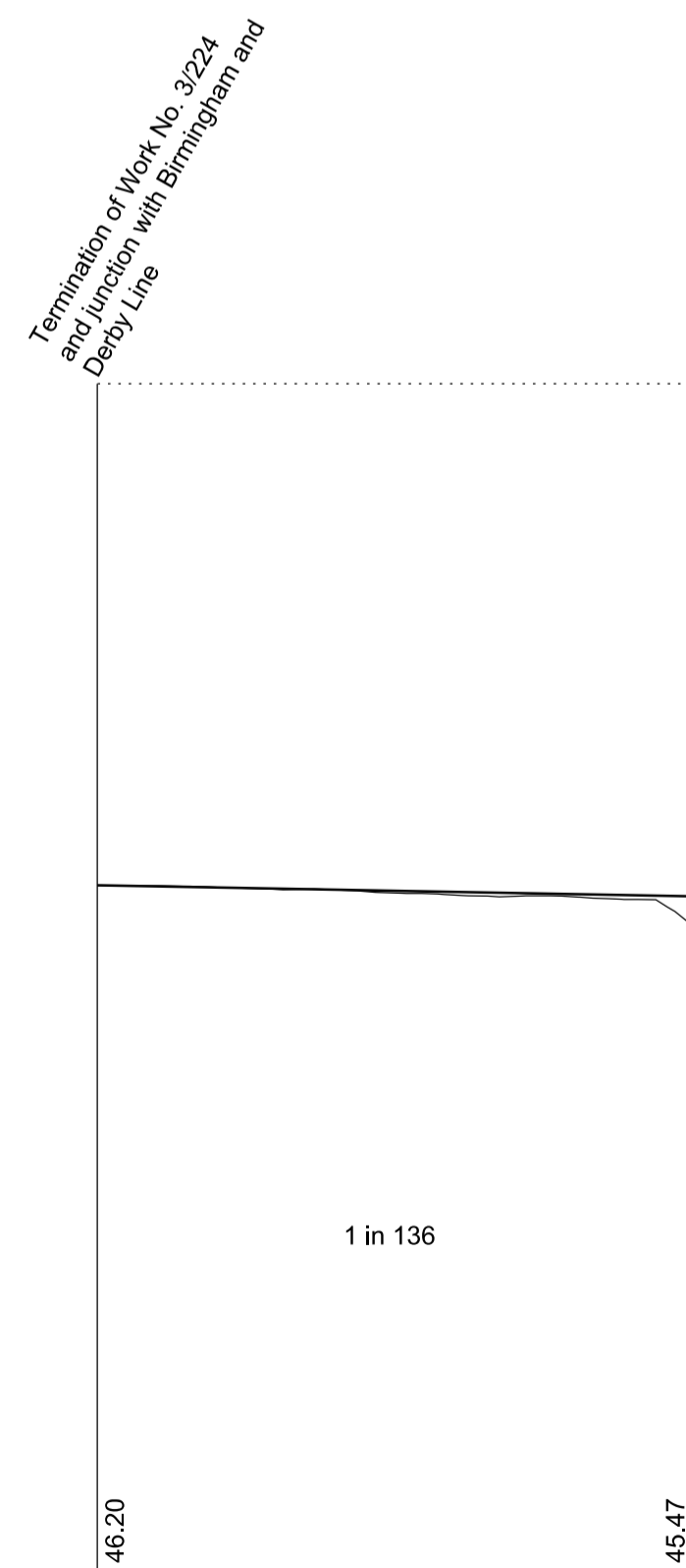


# SECTIONS

**WORK No.3/224**  
FOR PLAN OF WORK SEE SHEET Nos. 3-114 and 3-115

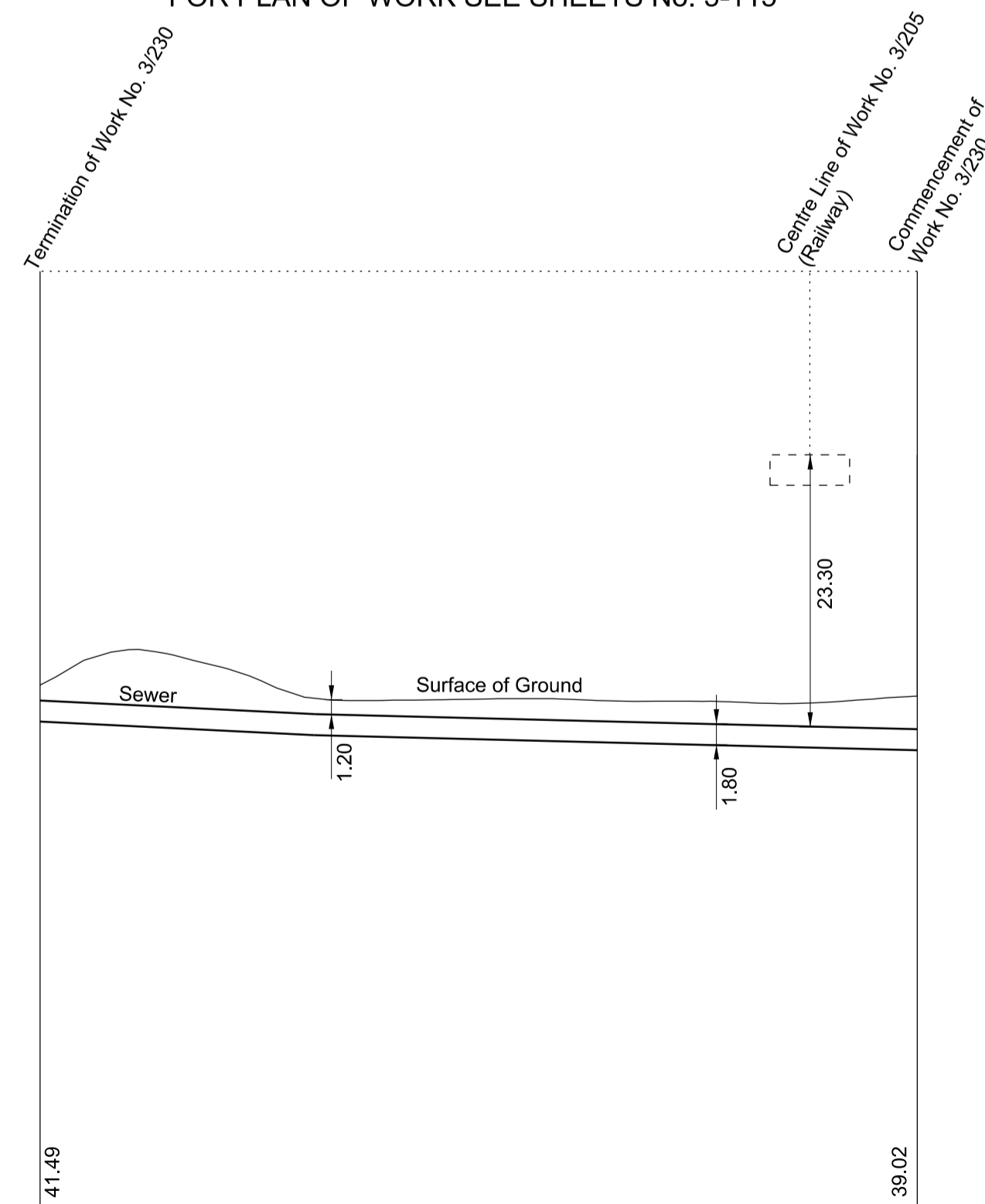



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
Datum Line for Work No. 3/224 (55 metres above Ordnance Datum) is 48.49m below the fixed point being a BT cover on Dollman Street opposite Alma Crescent, and marked thus  on plan (Sheet No. 3-115). Such fixed point being 103.49m above Ordnance Datum Newlyn.



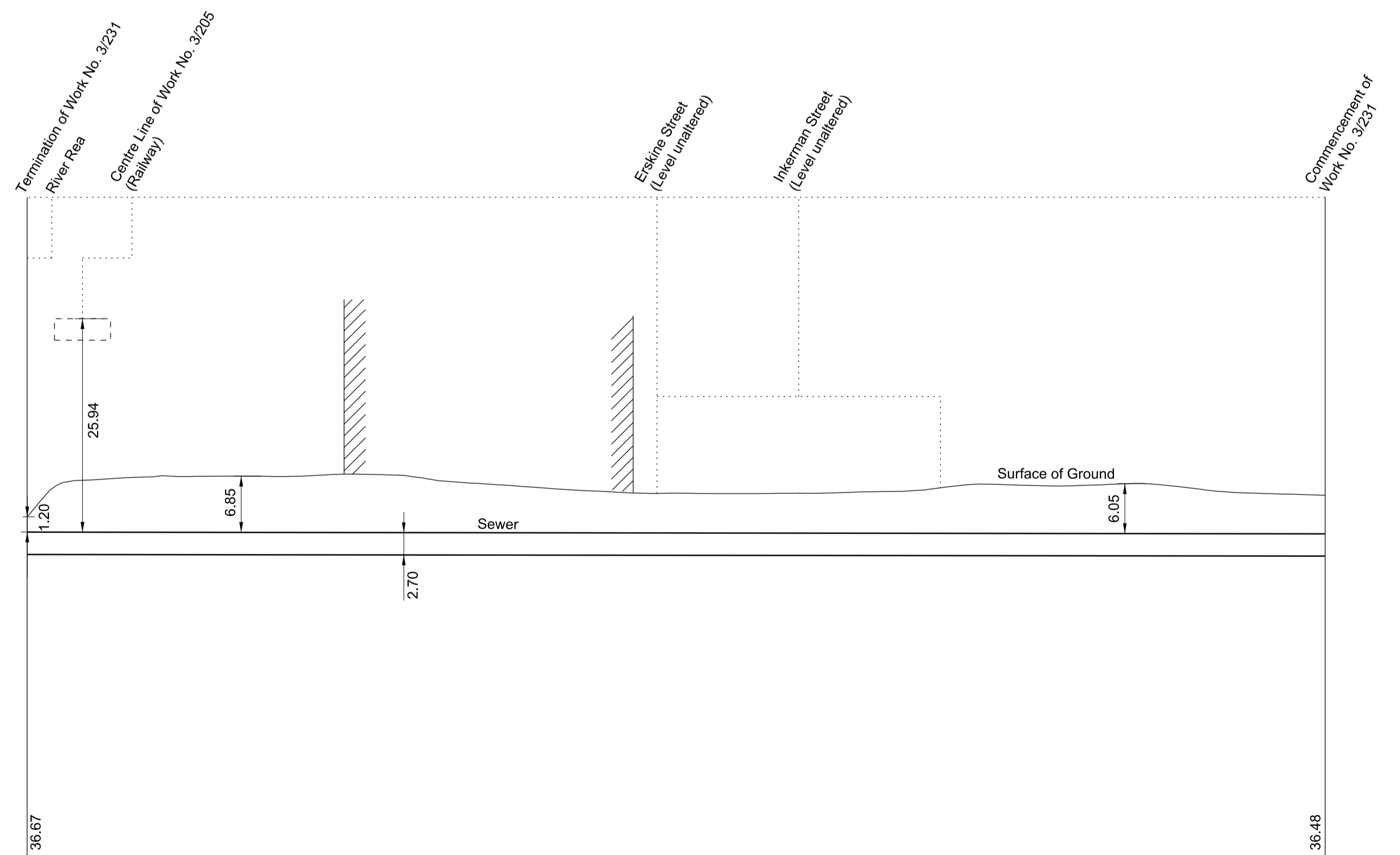
Total length 0.97km  
Datum Line is 55m above Ordnance Datum at Newlyn (see note)


**WORK No.3/230**  
FOR PLAN OF WORK SEE SHEETS No. 3-115

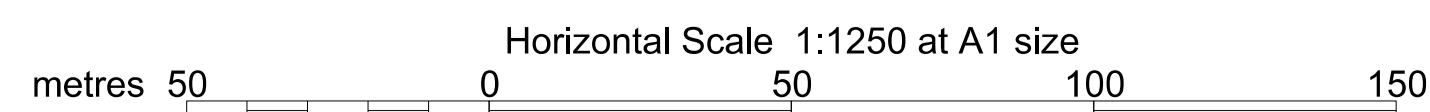


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
Datum Line for Work No. 3/230 (55 metres above Ordnance Datum) is 48.49m below the fixed point being a BT cover on Dollman Street opposite Alma Crescent, and marked thus  on plan (Sheet No. 3-115). Such fixed point being 103.49m above Ordnance Datum Newlyn.

**WORK No.3/231**  
FOR PLAN OF WORK SEE SHEETS Nos. 3-115 and 3-116

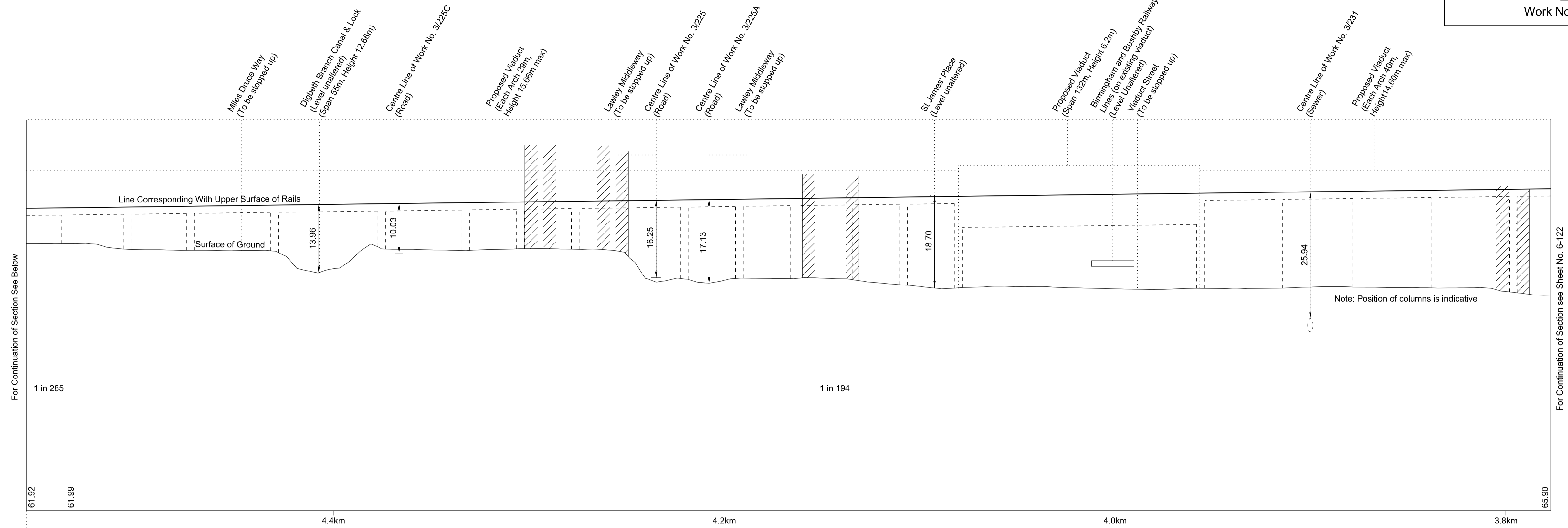



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
Datum Line for Work No. 3/231 (55 metres above Ordnance Datum) is 48.49m below the fixed point being a BT cover on Dollman Street opposite Alma Crescent, and marked thus  on plan (Sheet No. 3-115). Such fixed point being 103.49m above Ordnance Datum Newlyn.

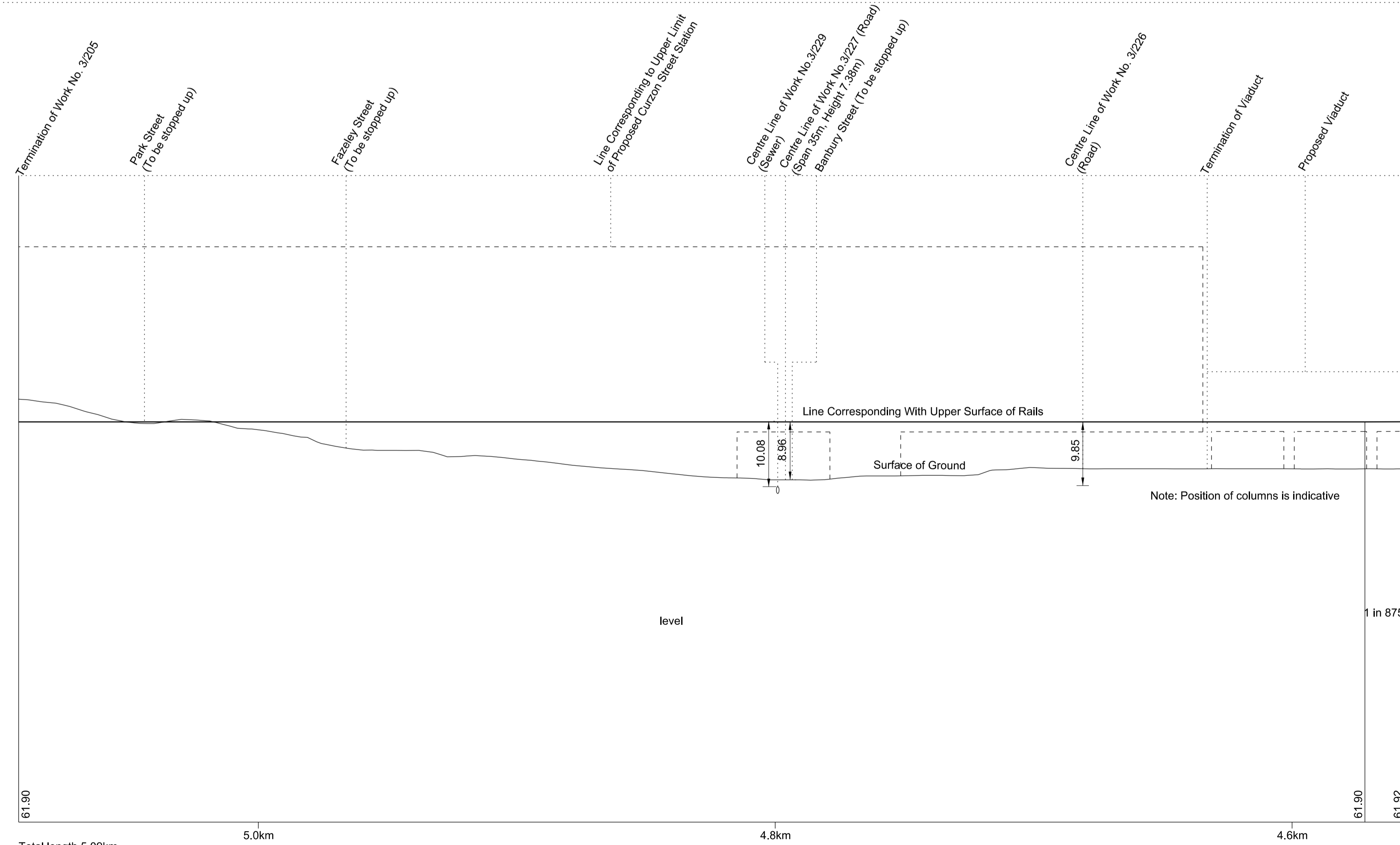


# SECTIONS

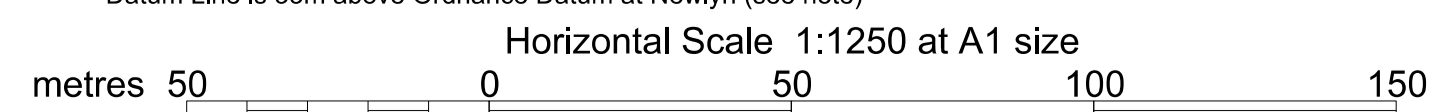
FOR PLAN OF WORK SEE SHEETS Nos. 3-116 and 3-118



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/205 (55 metres above Ordnance Datum) is 29.50m below the fixed point being a Cable TV cover at the junction between Newmarket Way and Regal Croft, and marked thus  on plan (Sheet No. 3-107). Such fixed point being 84.50m above Ordnance Datum Newlyn.



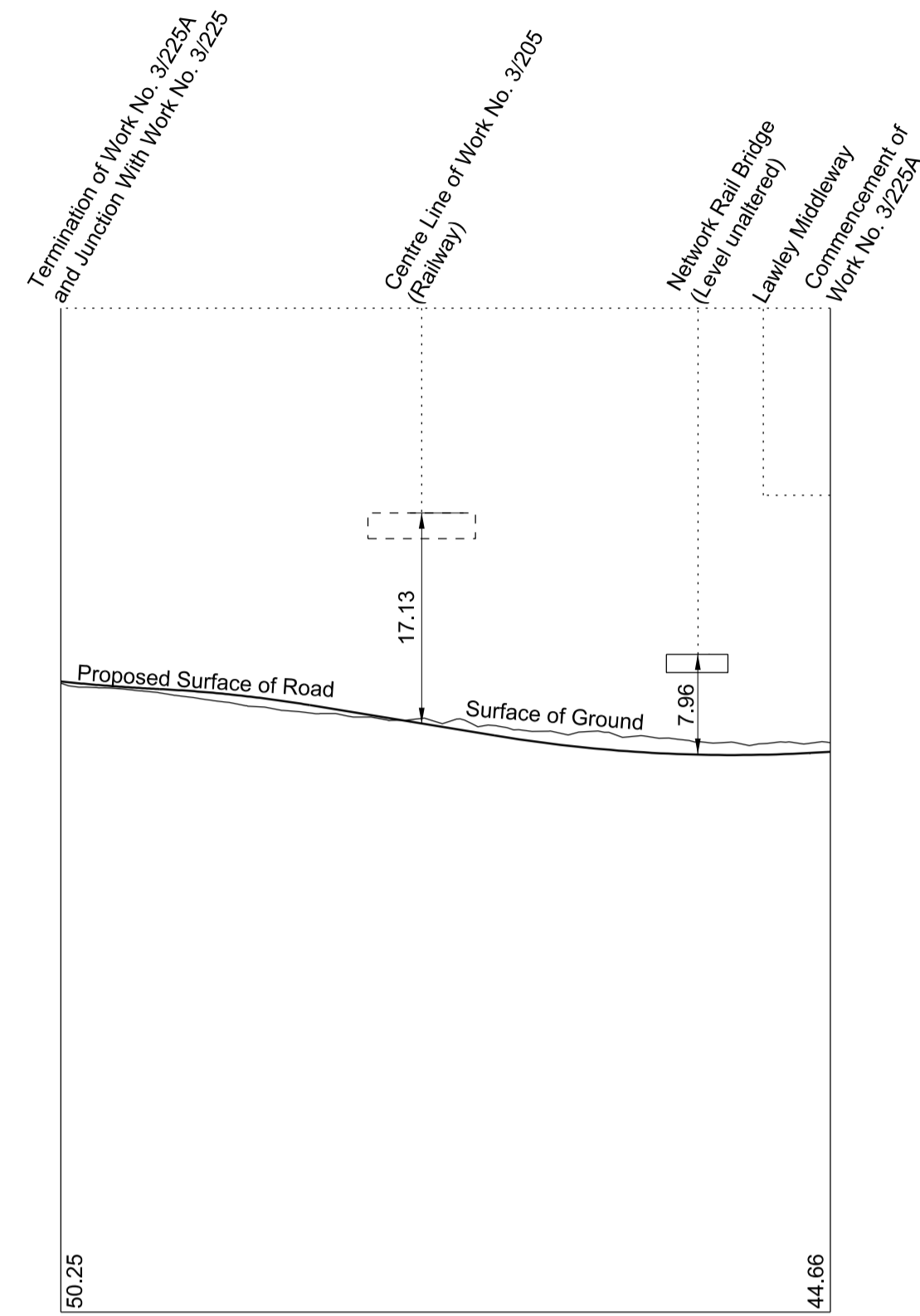
Total Length 5.09km  
 Datum Line is 55m above Ordnance Datum at Newlyn (see note)





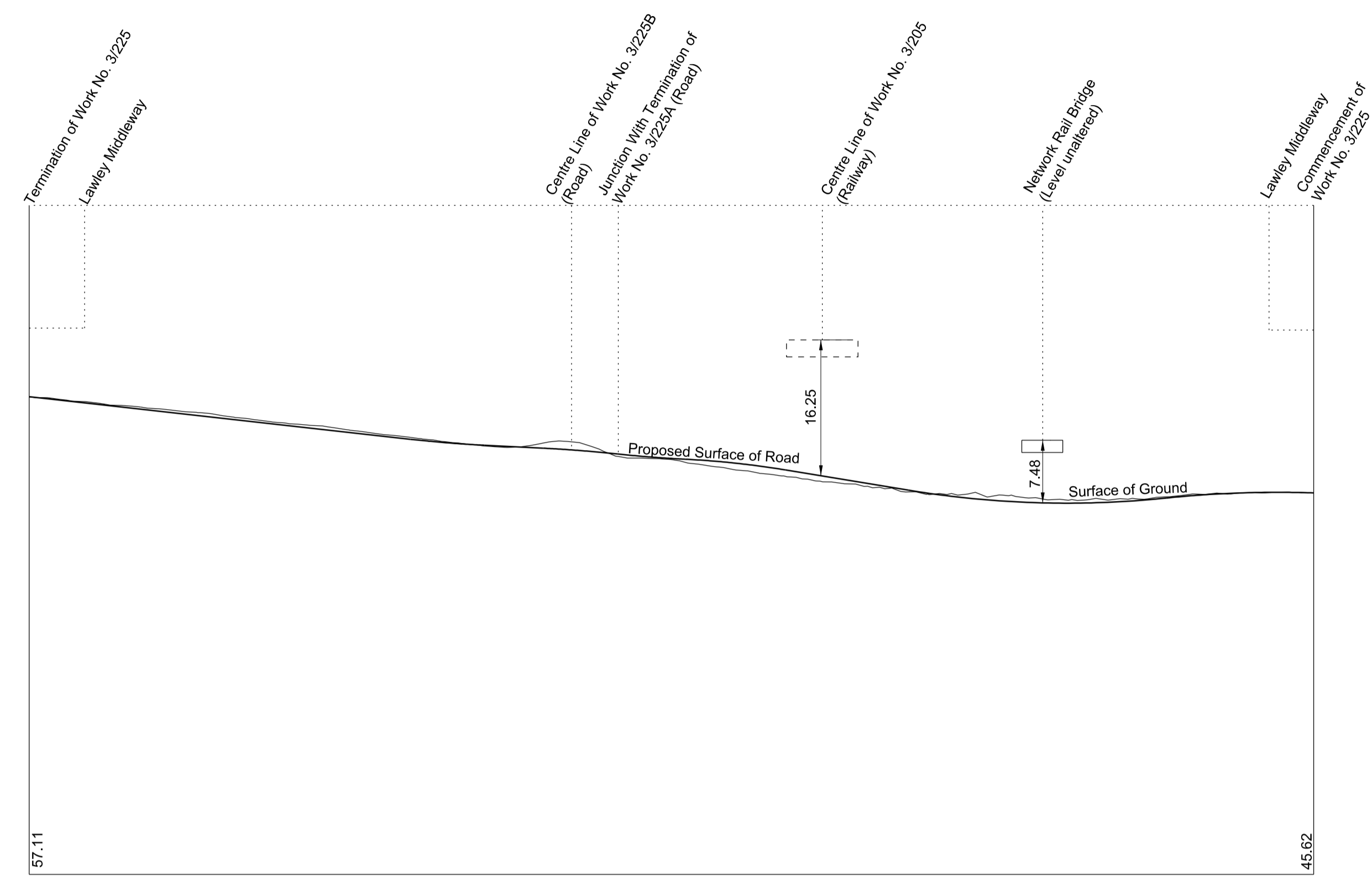
# SECTIONS

**WORK No. 3/225A**  
 FOR PLAN OF WORK SEE SHEET No. 3-116



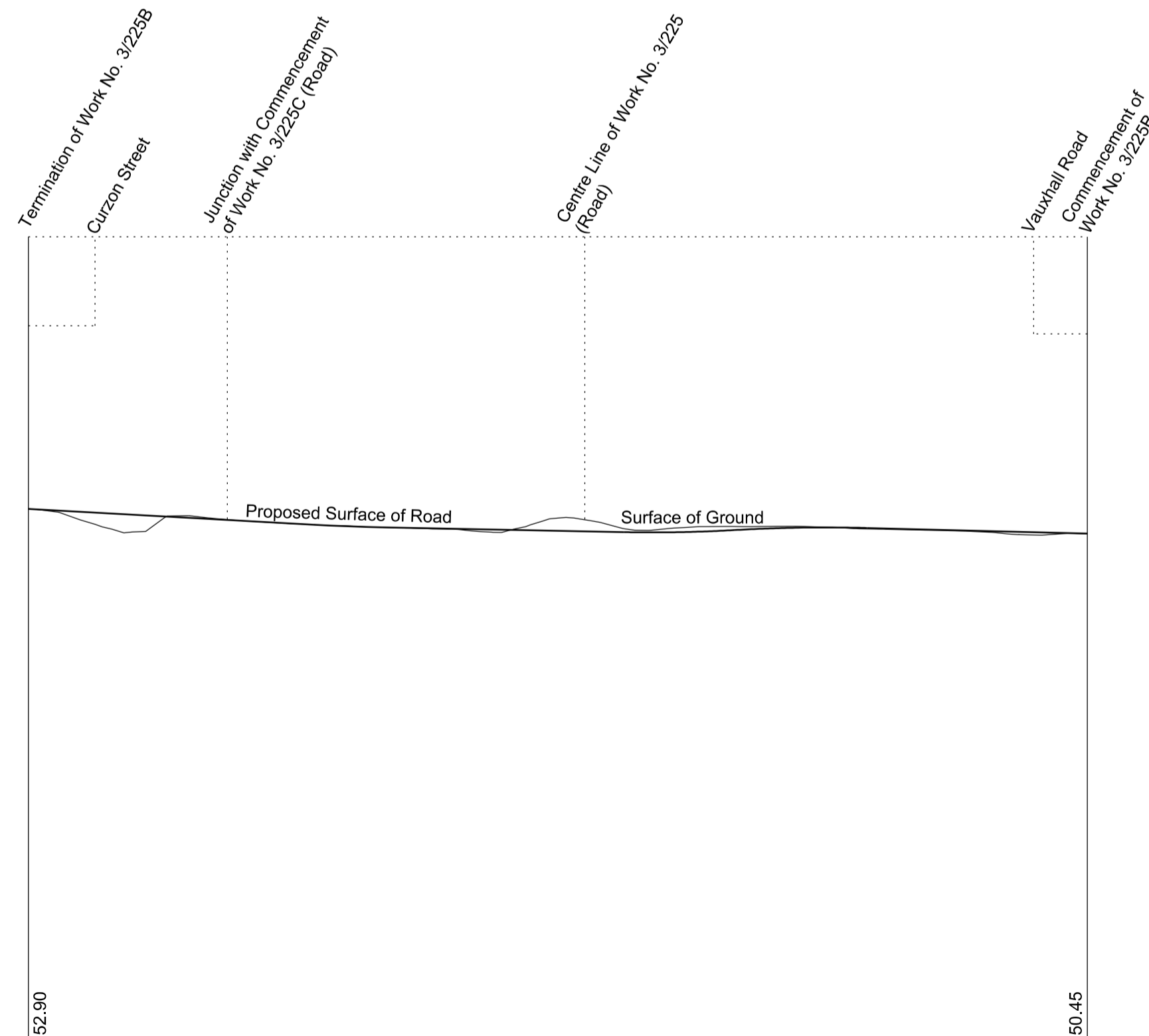
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 15  
 Greatest inclination of existing road 1 in 15  
 Datum Line for Work No. 3/225A (55 metres above Ordnance Datum) is 52.80m below the fixed point being a BT cover at the junction between Vauxhall Grove and Vauxhall Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-116). Such fixed point being 107.80m above Ordnance Datum Newlyn.

**WORK No. 3/225**  
 FOR PLAN OF WORK SEE SHEET No. 3-116



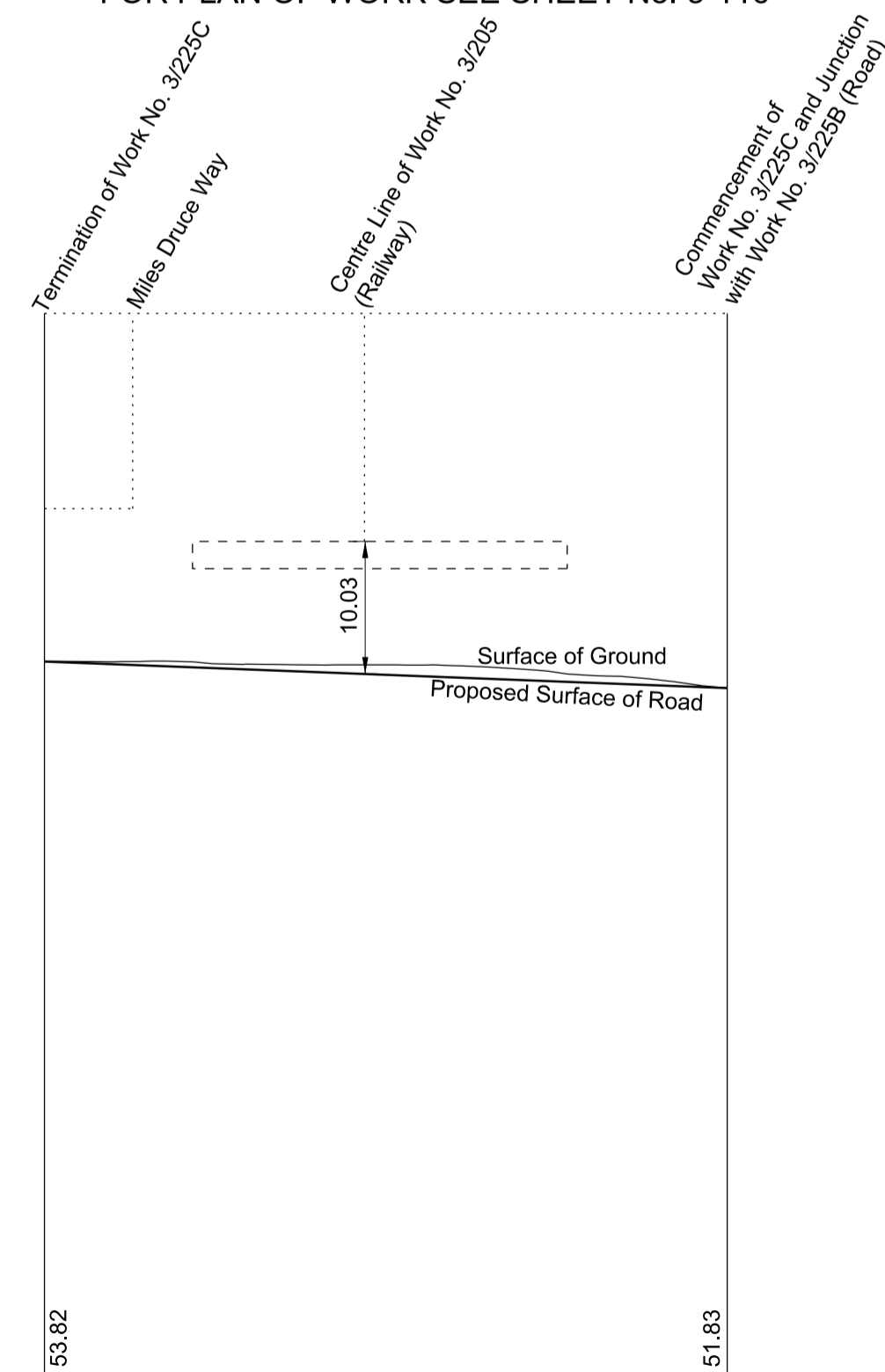
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 15  
 Greatest inclination of existing road 1 in 15  
 Datum Line for Work No. 3/225 (55 metres above Ordnance Datum) is 52.80m below the fixed point being a BT cover at the junction between Vauxhall Grove and Vauxhall Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-116). Such fixed point being 107.80m above Ordnance Datum Newlyn.

**WORK No. 3/225B**  
 FOR PLAN OF WORK SEE SHEET No. 3-116



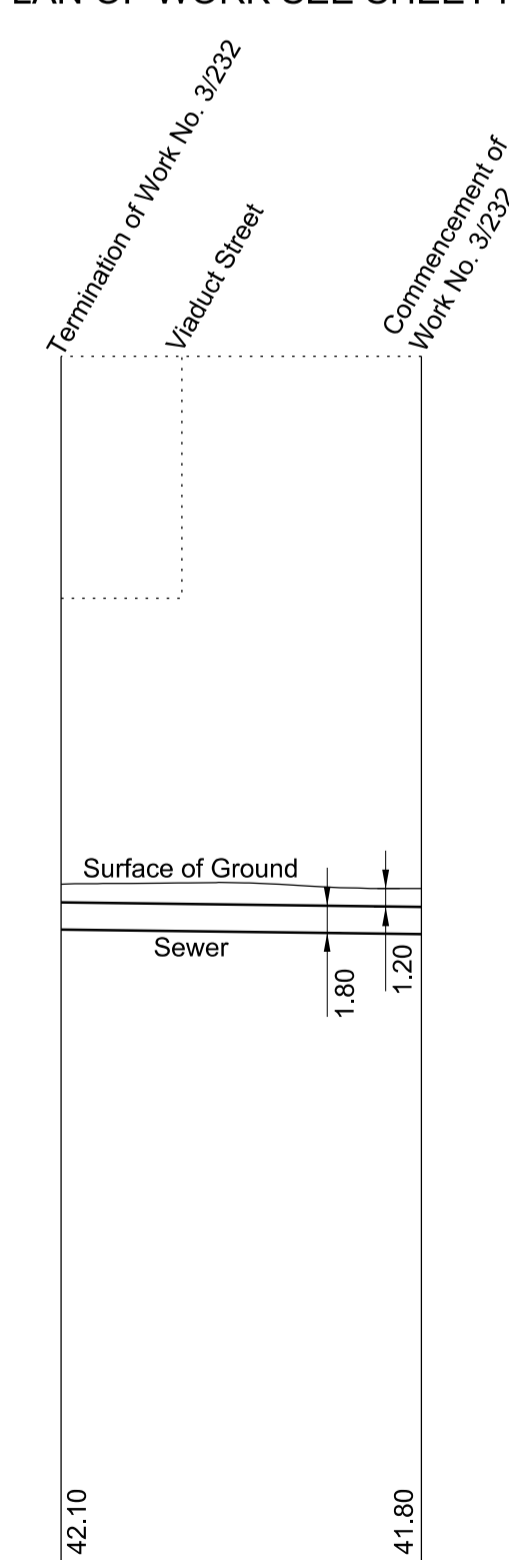
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 43  
 Greatest inclination of existing road 1 in 43  
 Datum Line for Work No. 3/225B (55 metres above Ordnance Datum) is 52.80m below the fixed point being a BT cover at the junction between Vauxhall Grove and Vauxhall Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-116). Such fixed point being 107.80m above Ordnance Datum Newlyn.

**WORK No. 3/225C**  
 FOR PLAN OF WORK SEE SHEET No. 3-116



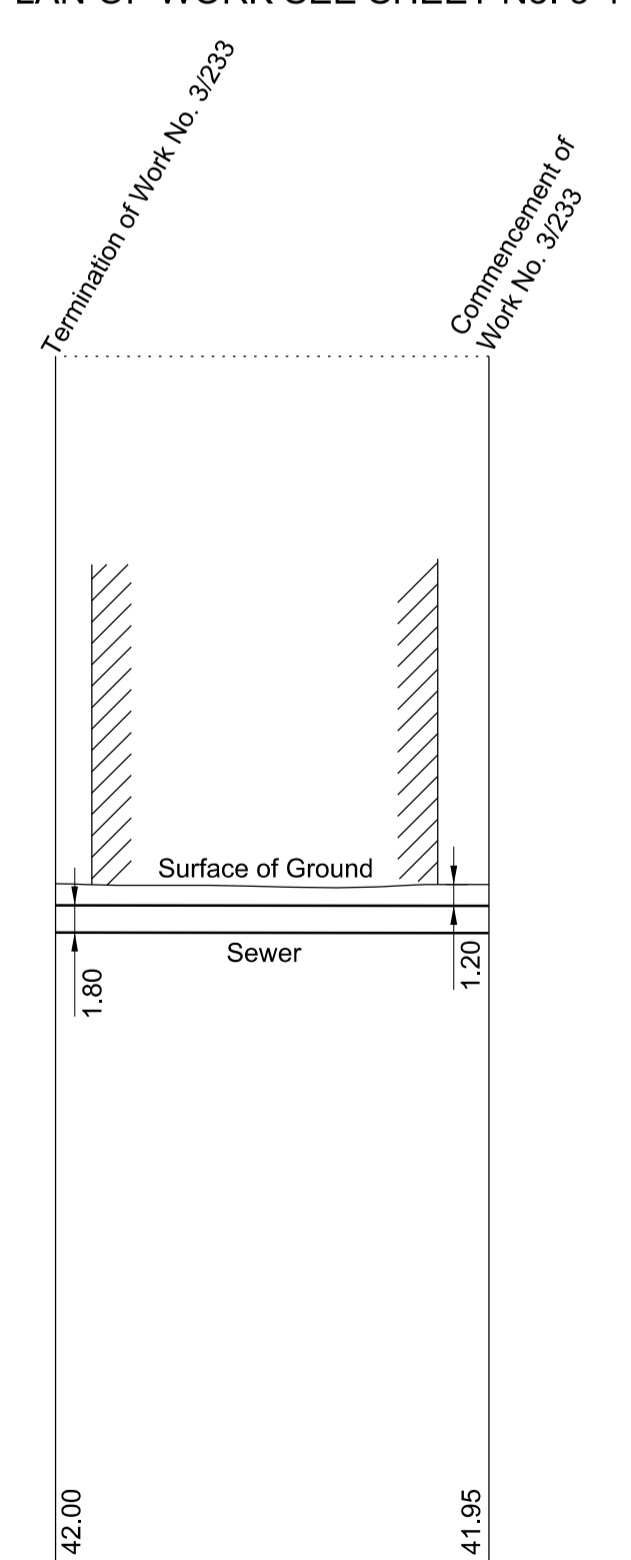
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 64  
 Greatest inclination of existing road N/A  
 Datum Line for Work No. 3/225C (55 metres above Ordnance Datum) is 52.80m below the fixed point being a BT cover at the junction between Vauxhall Grove and Vauxhall Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-116). Such fixed point being 107.80m above Ordnance Datum Newlyn.

**WORK No. 3/232**  
 FOR PLAN OF WORK SEE SHEET No. 3-116

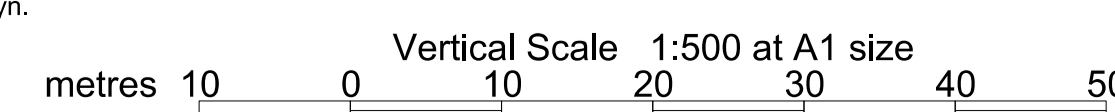
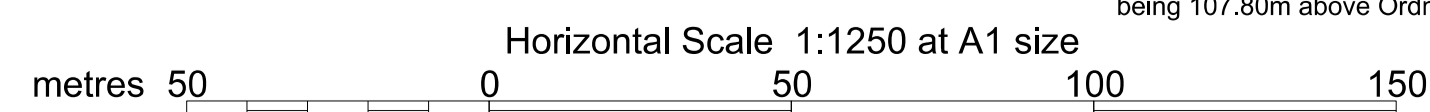


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/232 (55 metres above Ordnance Datum) is 52.80m below the fixed point being a BT cover at the junction between Vauxhall Grove and Vauxhall Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-116). Such fixed point being 107.80m above Ordnance Datum Newlyn.

**WORK No. 3/233**  
 FOR PLAN OF WORK SEE SHEET No. 3-116

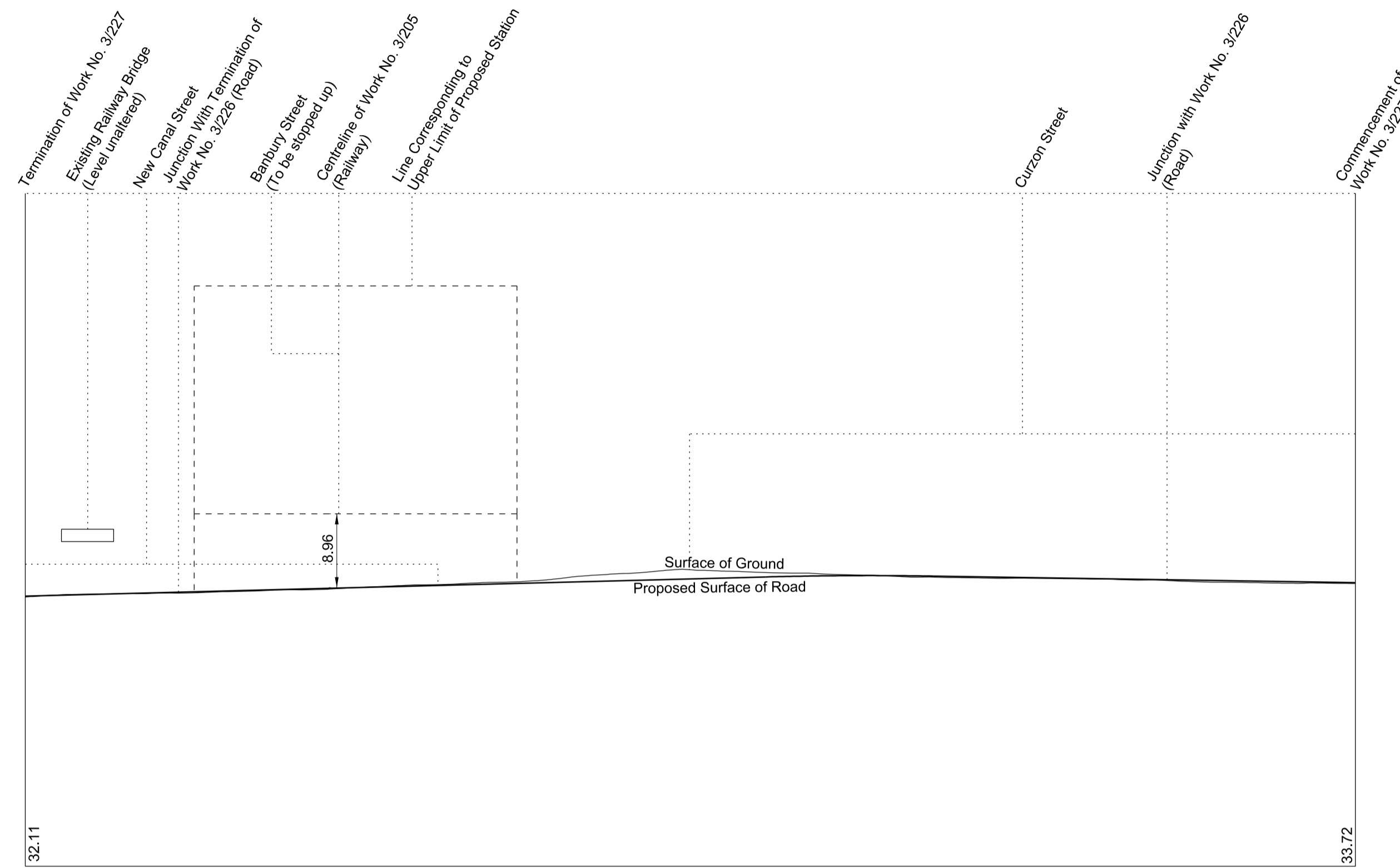


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/233 (55 metres above Ordnance Datum) is 52.80m below the fixed point being a BT cover at the junction between Vauxhall Grove and Vauxhall Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-116). Such fixed point being 107.80m above Ordnance Datum Newlyn.



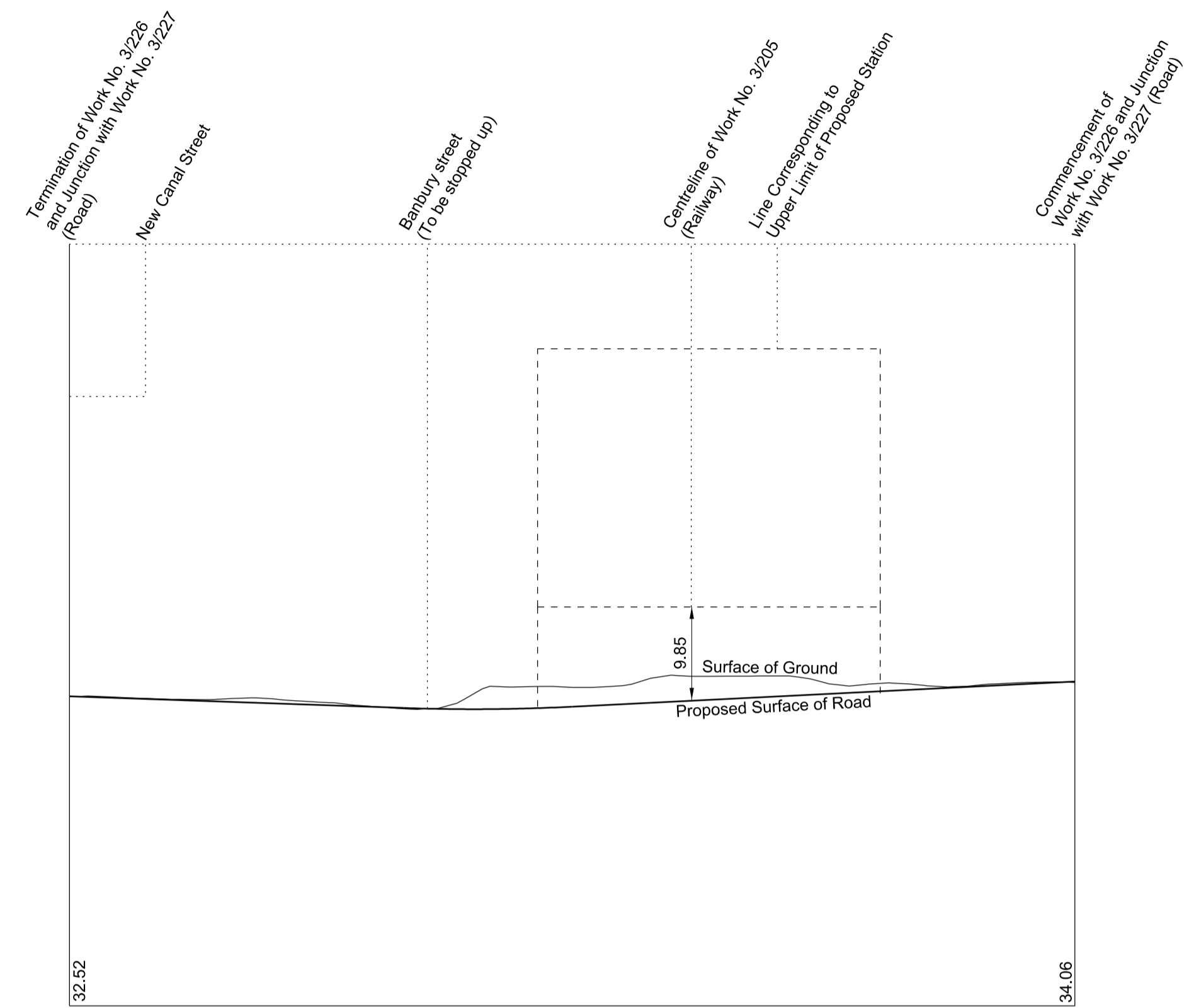
# SECTIONS

**WORK No. 3/227**  
 FOR PLAN OF WORK SEE SHEET No. 3-118



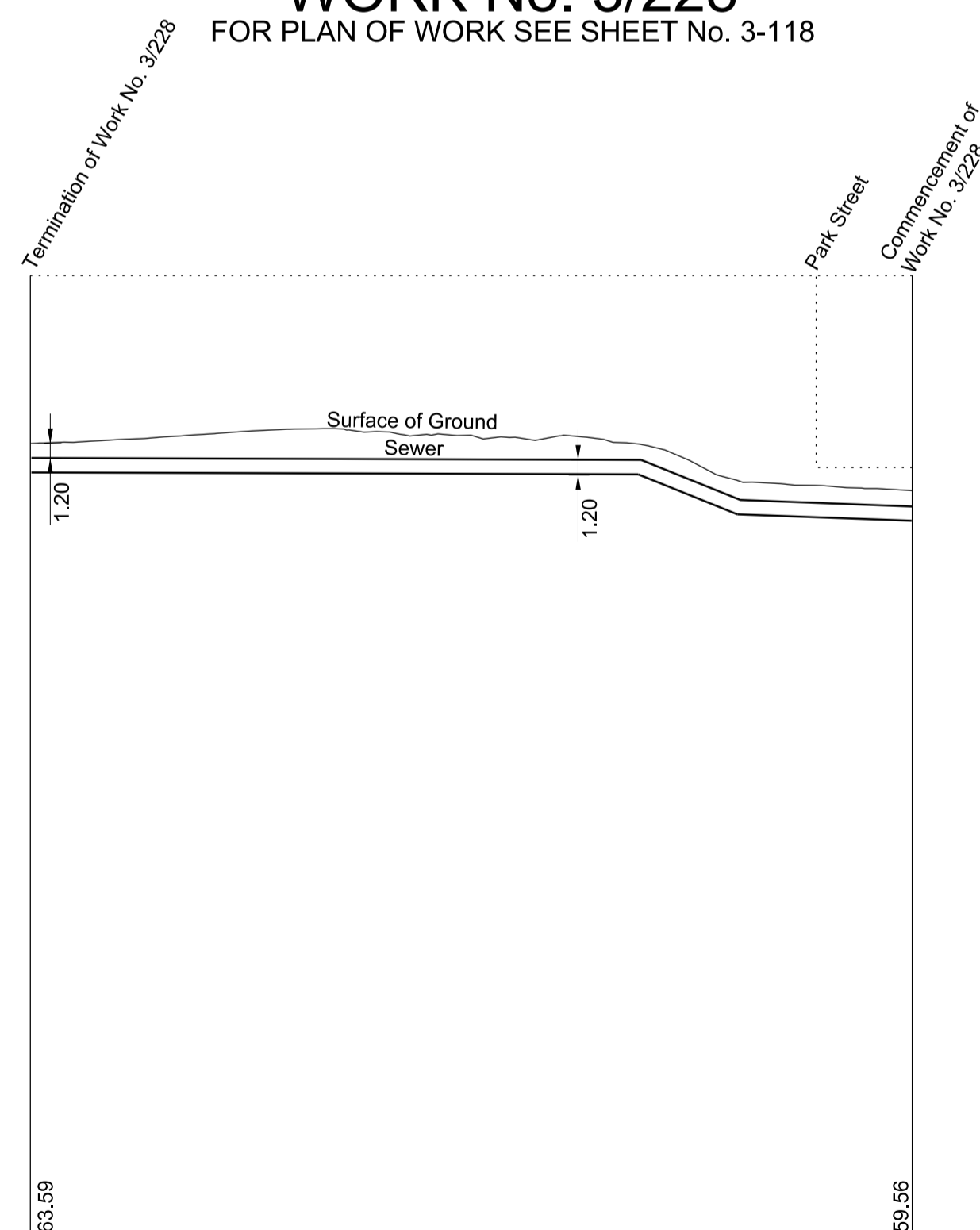
Datum Line is 75m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 98  
 Greatest inclination of existing road 1 in 98  
 Datum Line for Work No 3/227 (75 metres above Ordnance Datum) is 44.90m below the fixed point being a cover on the footpath on the north side of The Priory Queensway at the junction with Moor Street Queensway and Masshouse Lane, and marked thus  $\blacktriangle$  on plan (Sheet No 3-118). Such fixed point being 119.90m above Ordnance Datum Newlyn.

**WORK No. 3/226**  
 FOR PLAN OF WORK SEE SHEET No. 3-118



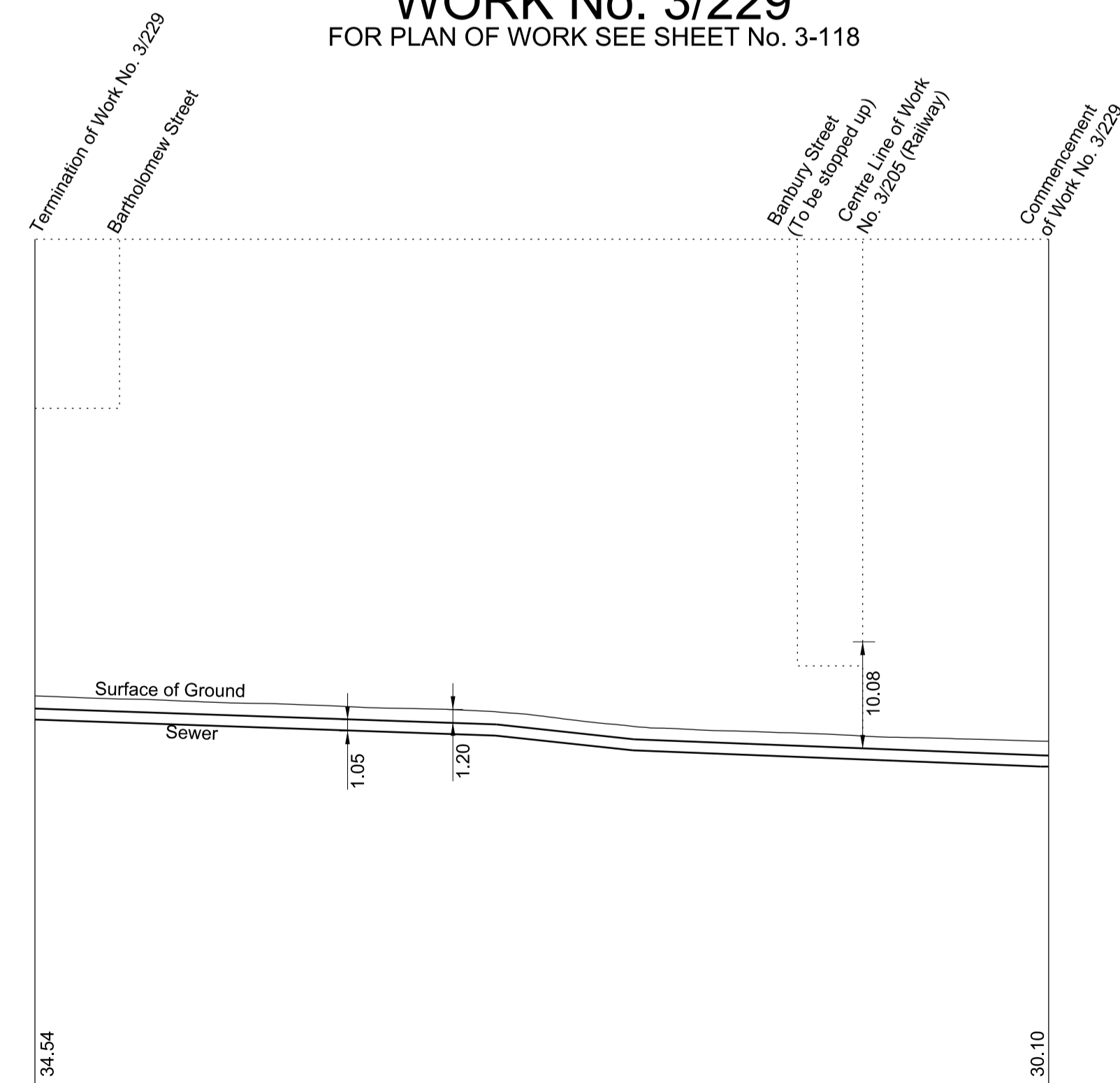
Datum Line is 75m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 54  
 Greatest inclination of existing road N/A  
 Datum Line for Work No 3/226 (75 metres above Ordnance Datum) is 44.90m below the fixed point being a cover on the footpath on the north side of The Priory Queensway at the junction with Moor Street Queensway and Masshouse Lane, and marked thus  $\blacktriangle$  on plan (Sheet No 3-118). Such fixed point being 119.90m above Ordnance Datum Newlyn.

**WORK No. 3/228**  
 FOR PLAN OF WORK SEE SHEET No. 3-118



Datum Line is 55m above Ordnance Datum at Newlyn (see sheet no. X)  
 Datum Line for Work No 3/228 (55 metres above Ordnance Datum) is 64.90m below the fixed point being a cover on the footpath on the north side of The Priory Queensway at the junction with Moor Street Queensway and Masshouse Lane, and marked thus  $\blacktriangle$  on plan (Sheet No 3-118). Such fixed point being 119.90m above Ordnance Datum Newlyn.

**WORK No. 3/229**  
 FOR PLAN OF WORK SEE SHEET No. 3-118



Datum Line is 75m above Ordnance Datum at Newlyn (see sheet no. X)  
 Datum Line for Work No 3/229 (75 metres above Ordnance Datum) is 44.90m below the fixed point being a cover on the footpath on the north side of The Priory Queensway at the junction with Moor Street Queensway and Masshouse Lane, and marked thus  $\blacktriangle$  on plan (Sheet No 3-118). Such fixed point being 119.90m above Ordnance Datum Newlyn.

