



February 2016

High Speed Rail (London - West Midlands)

Consolidated Plans and Sections as amended in the House of Commons Select Committee

SECTIONS | Volume 5.1 | Colne Valley - Burton Green

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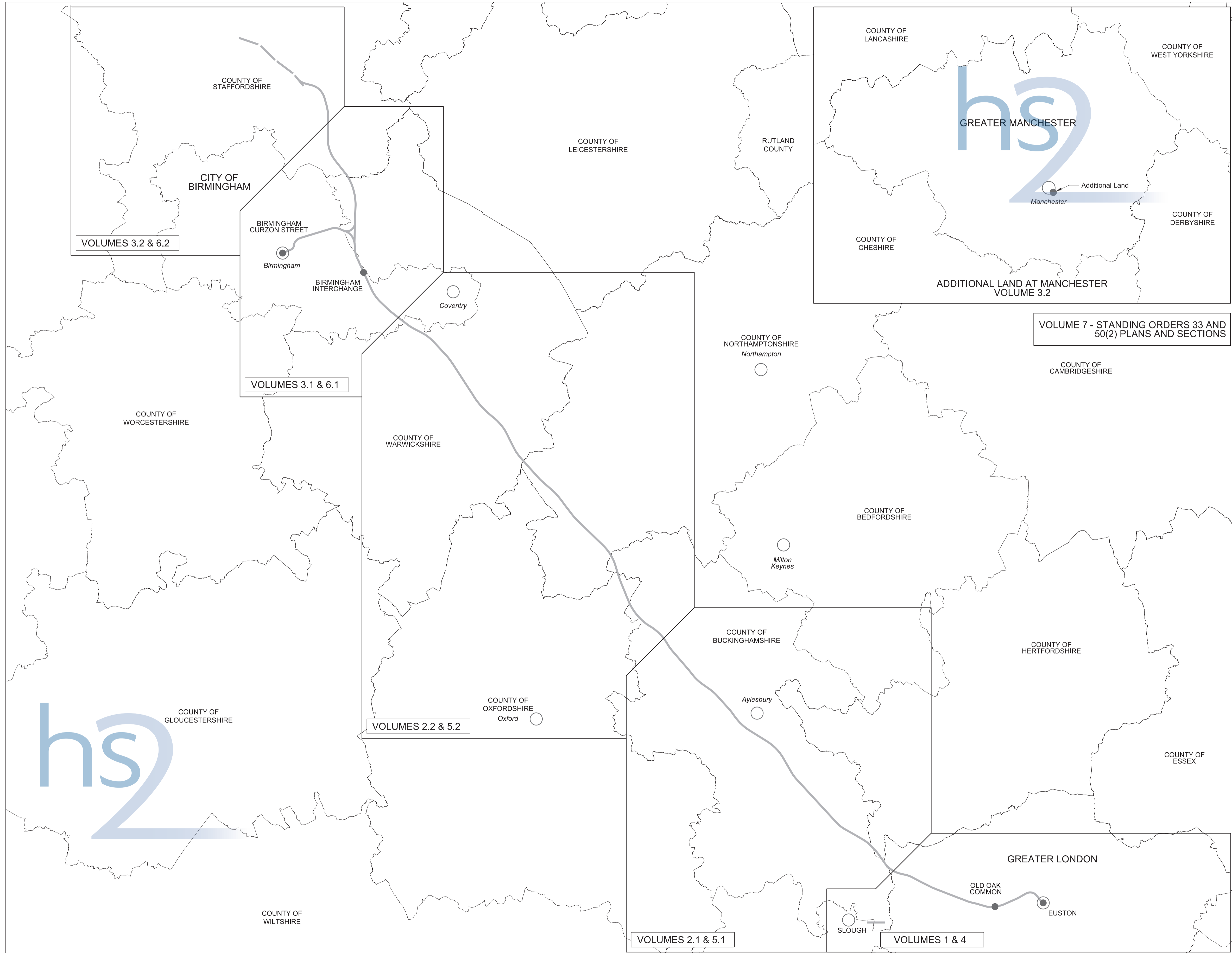
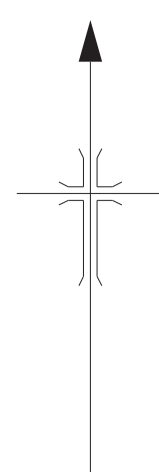
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SCHEME DIAGRAM



KEY TO PLANS

Diagram showing symbols for Centre Line of Surface Work, Limit of Deviation, County / Borough / District Boundary, Parish Boundary, Commencement of Work, Termination of Work, Commencement and Termination of Work, New / Improved Access, and Datum Point.

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Section Volume: 5 Colne Valley - Burton Green

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Greater London - London Borough of Hillingdon

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County of Buckinghamshire - District of South Buckinghamshire

Table listing work numbers and descriptions for South Buckinghamshire area, including Work No. 2/1 to 2/7F.

County of Buckinghamshire - District of Chiltern

Table listing work numbers and descriptions for Chiltern area, including Work No. 2/1 to 2/23.

County of Hertfordshire - District of Three Rivers

Table listing work numbers and descriptions for Three Rivers area, including Work No. 2/1 to 2/10A.

County of Buckinghamshire - District of Aylesbury Vale

Table listing work numbers and descriptions for Aylesbury Vale area, including Work No. 2/14 to 2/49.

Table listing work numbers and descriptions for Aylesbury Vale area, including Work No. 2/50A to 2/53.

Main index table listing work numbers, descriptions, and sheet numbers for plans and sections, including entries for Hillingdon, South Buckinghamshire, Chiltern, Three Rivers, Aylesbury Vale, and Wycombe.












Country of Buckinghamshire - District of Wycombe

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County of Oxfordshire - District of Cherwell

Table listing work numbers and descriptions for Cherwell area, including Work No. 2/49 to 2/107A.

KEY TO PLANS

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

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Sheet Numbers

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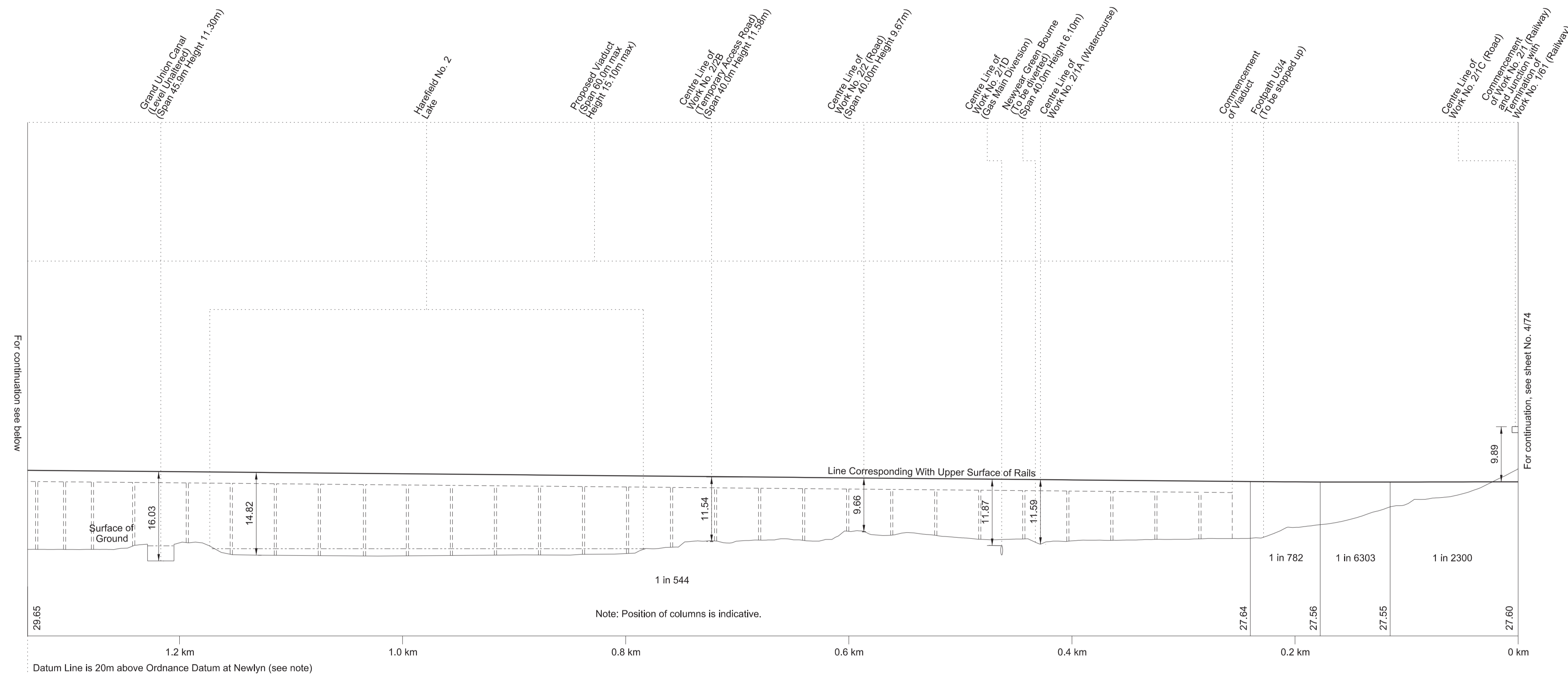
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Metropolitan Borough of Solihull

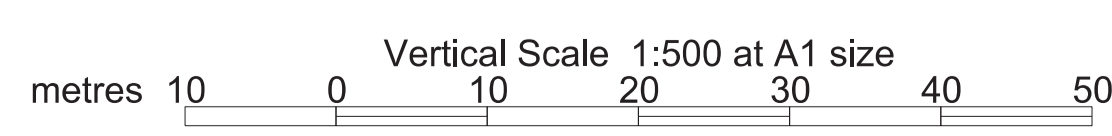
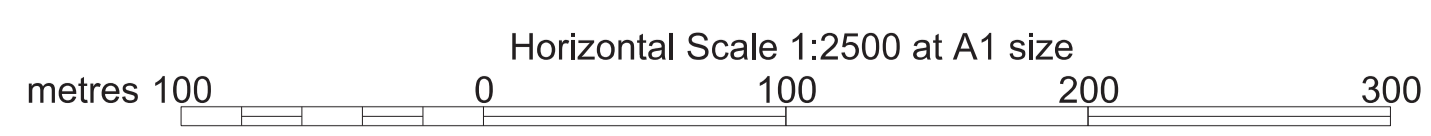
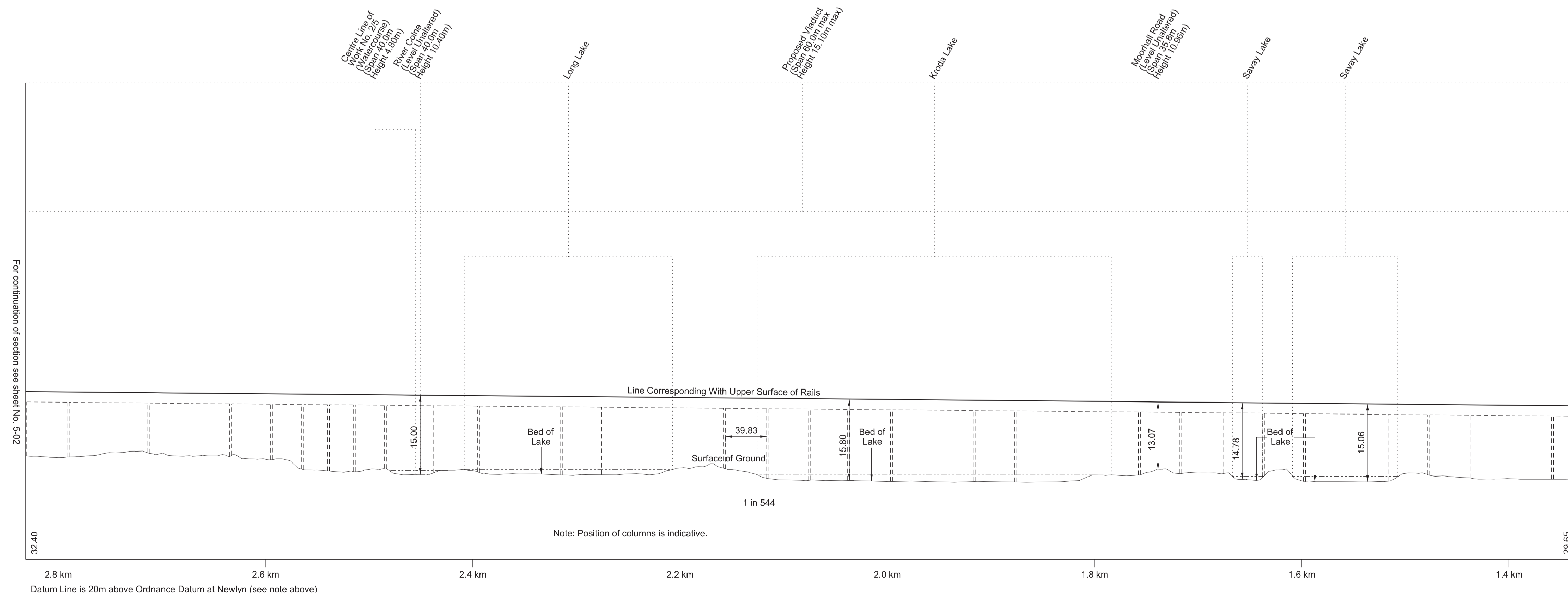
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SECTIONS

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-01 and SHEET No. 2-06

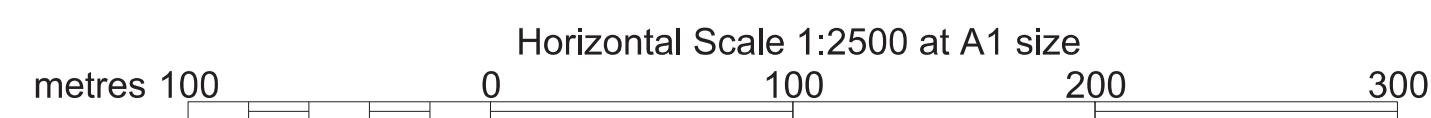
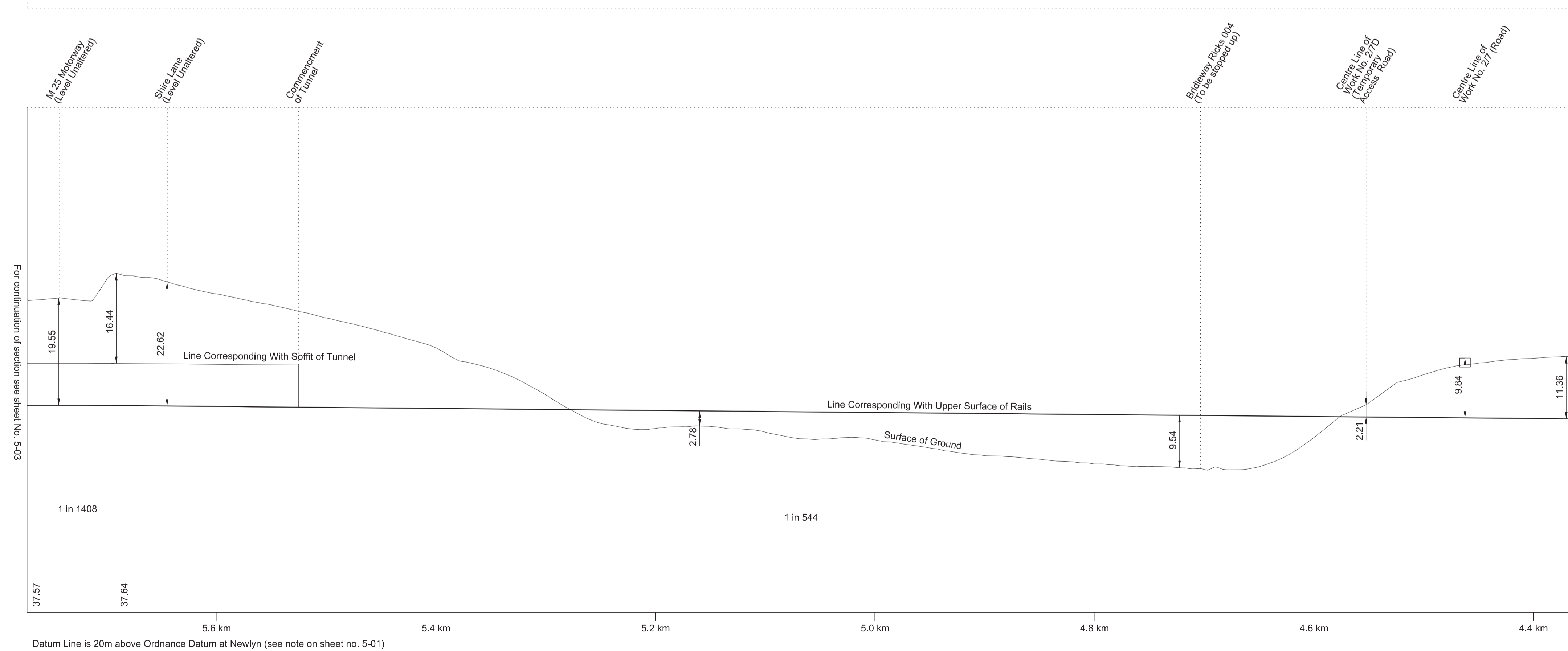
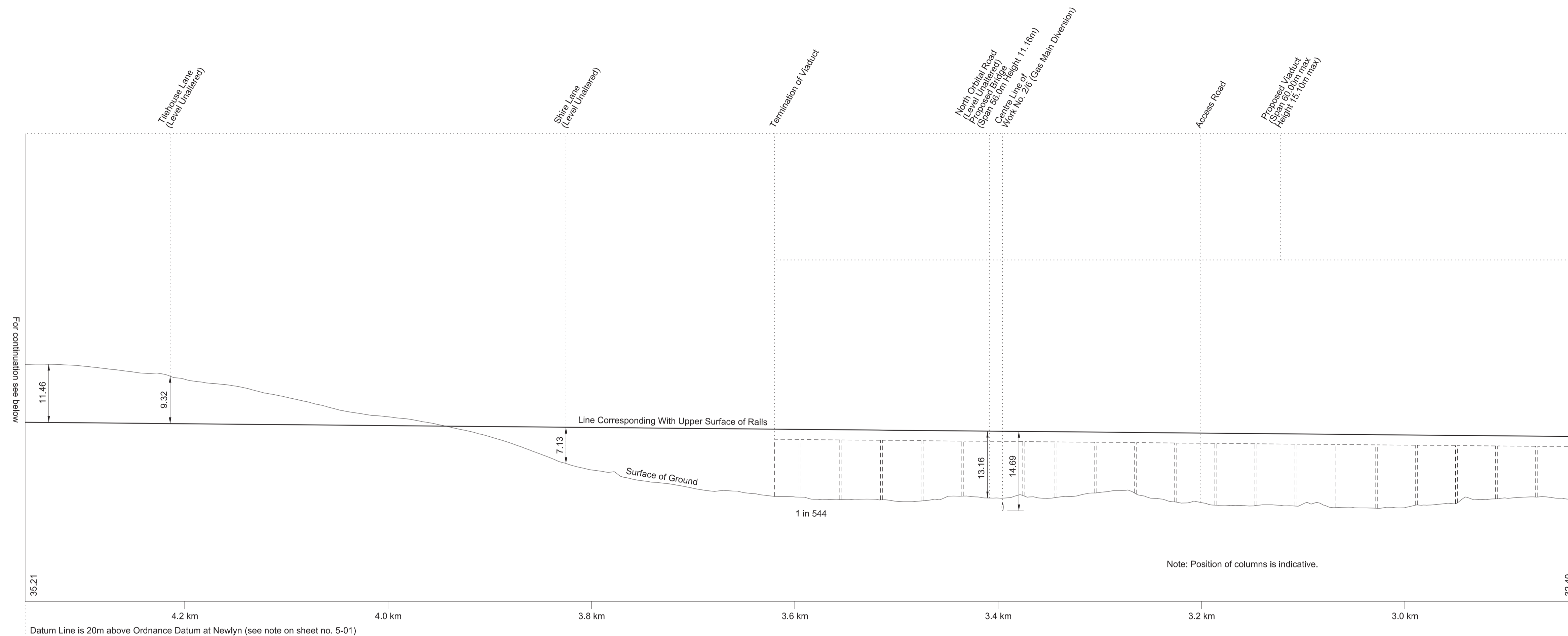


Datum Line for Work No. 2/1 (20 metres above Ordnance Datum) is 24.30m below the fixed point being a Gully on Harvil Road, opposite the Dog's Trust, Harefield, and marked thus \blacktriangledown on plan (Sheet No. 2-01). Such fixed point being 44.30m above Ordnance Datum Newlyn (ODN).



SECTIONS

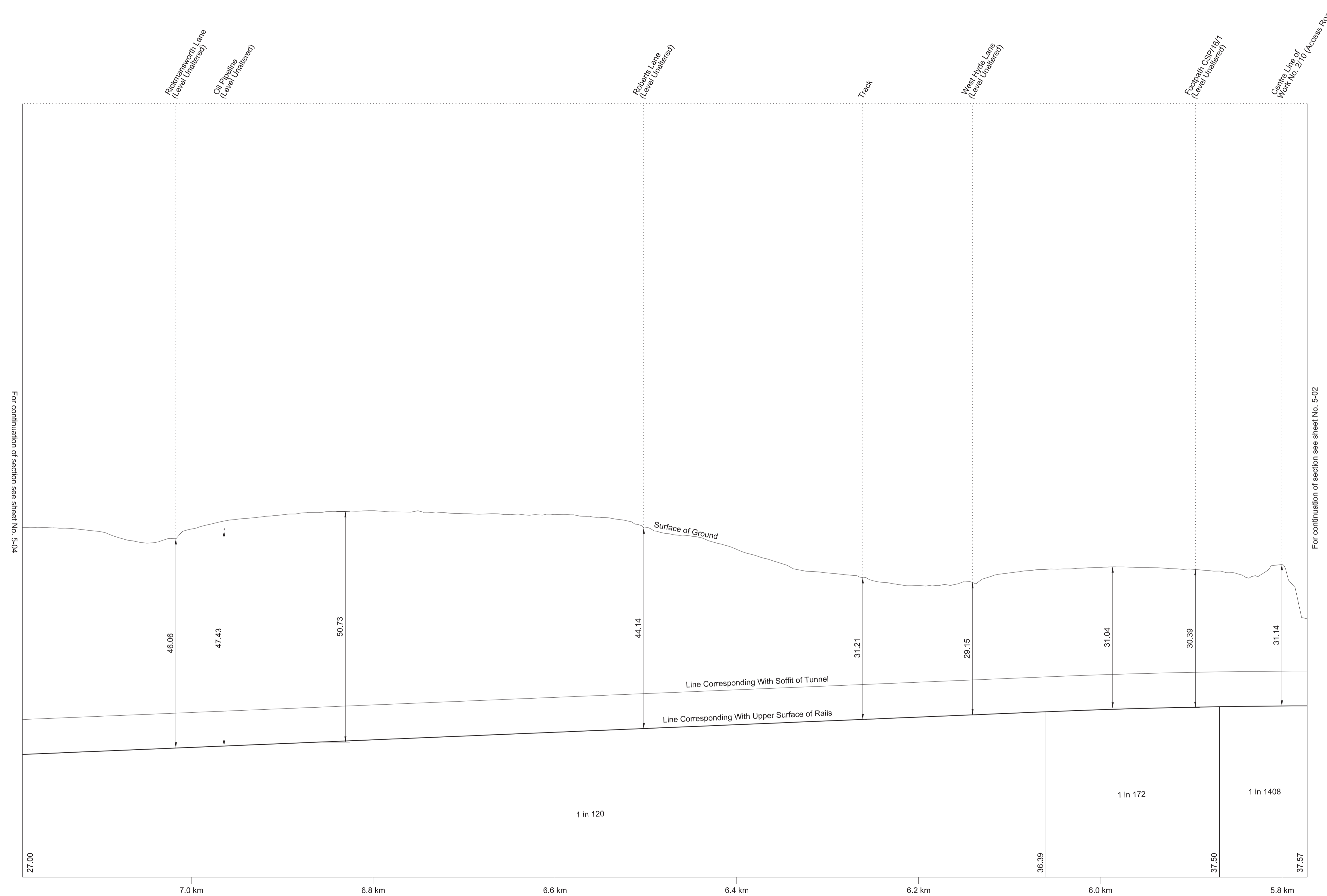
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-08 and 2-10



SECTIONS

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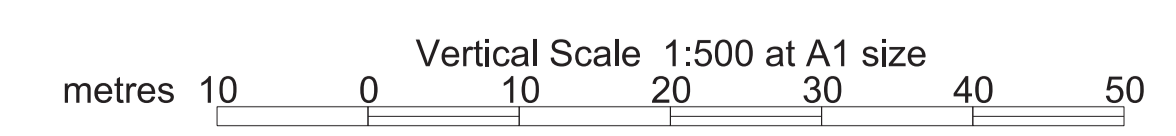
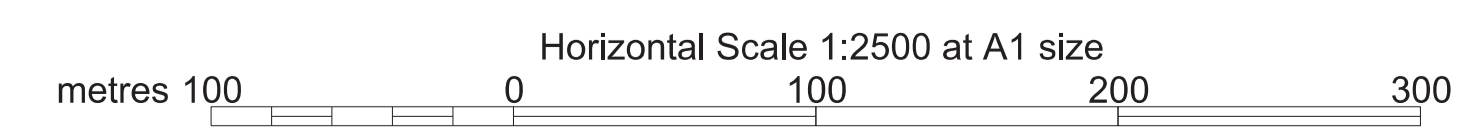
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/1 (Railway)



For continuation of section see sheet No. 5-04

For continuation of section see sheet No. 5-02

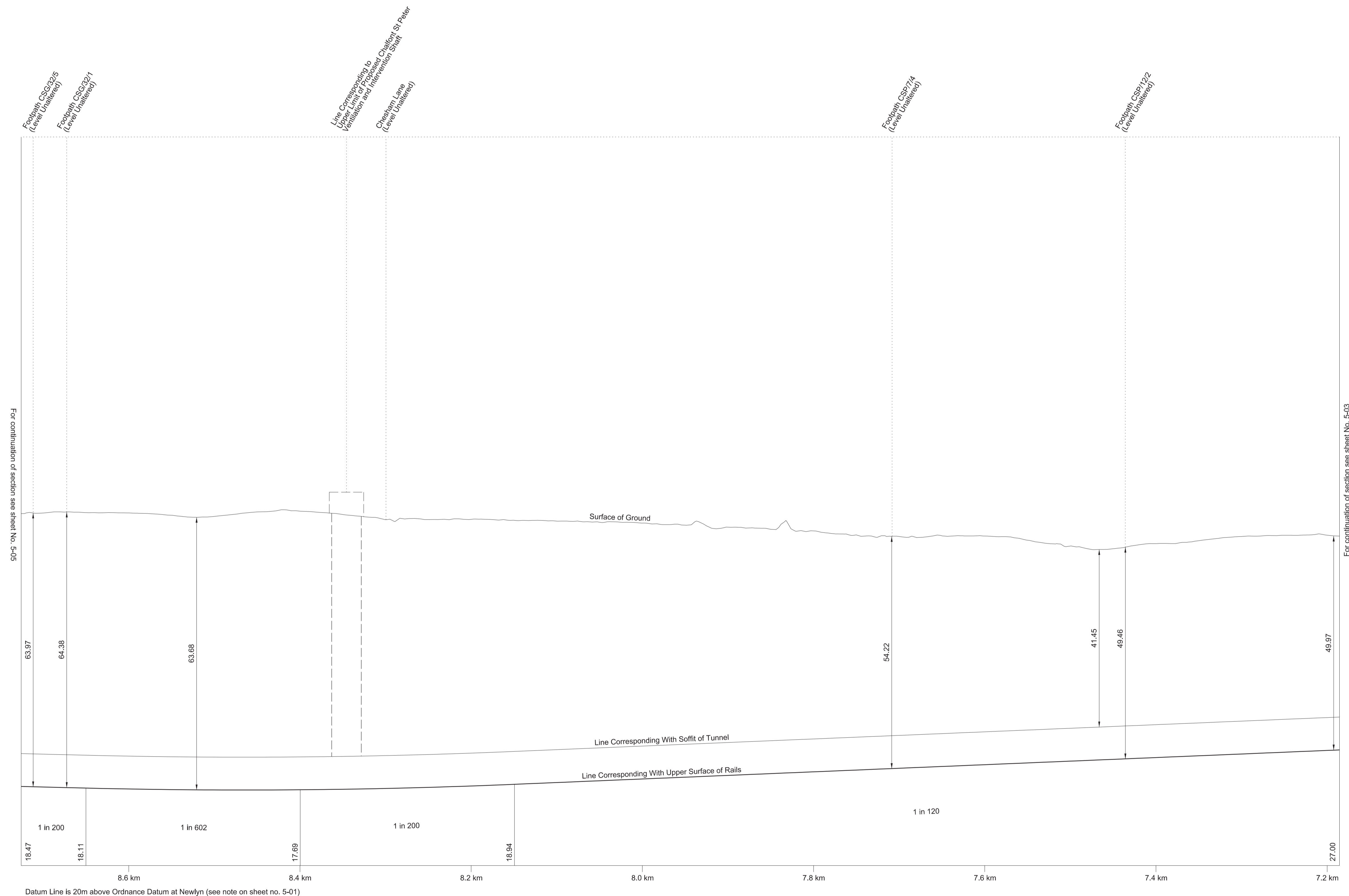
Datum Line is 20m above Ordnance Datum at Newlyn (see note on sheet no. 5-01)



SECTIONS

FOR PLAN OF WORK SEE SHEET No. 2-14

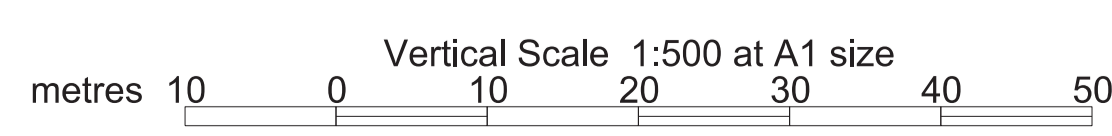
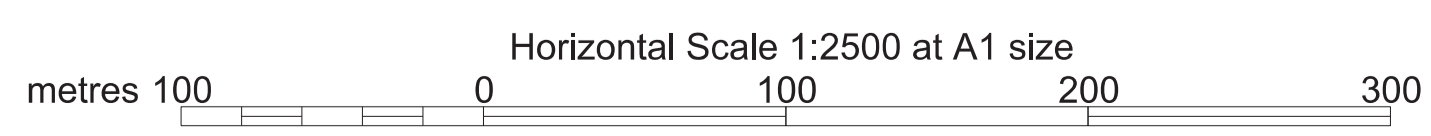
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/1 (Railway)



For continuation of section see sheet No. 5-05

For continuation of section see sheet No. 5-03

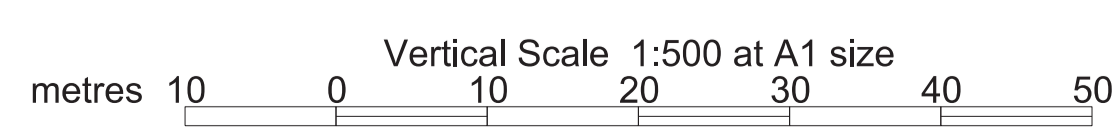
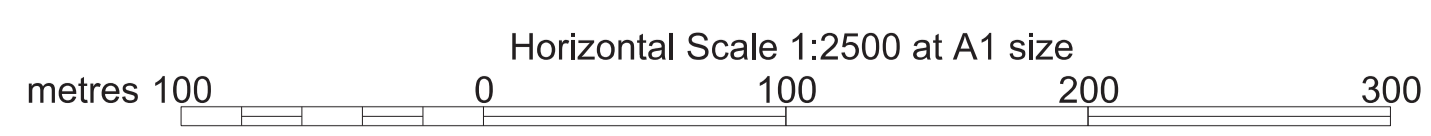
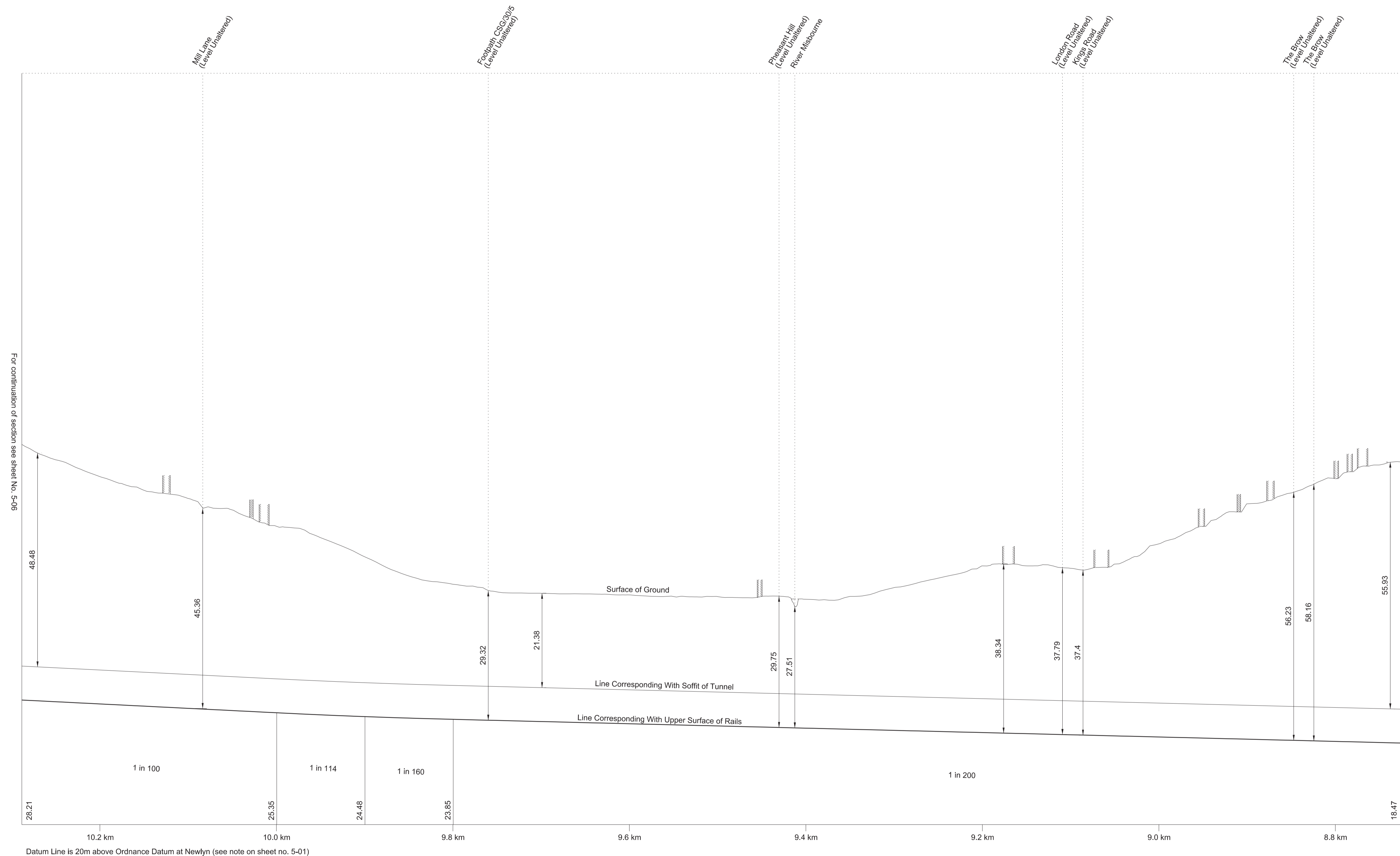
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SECTIONS

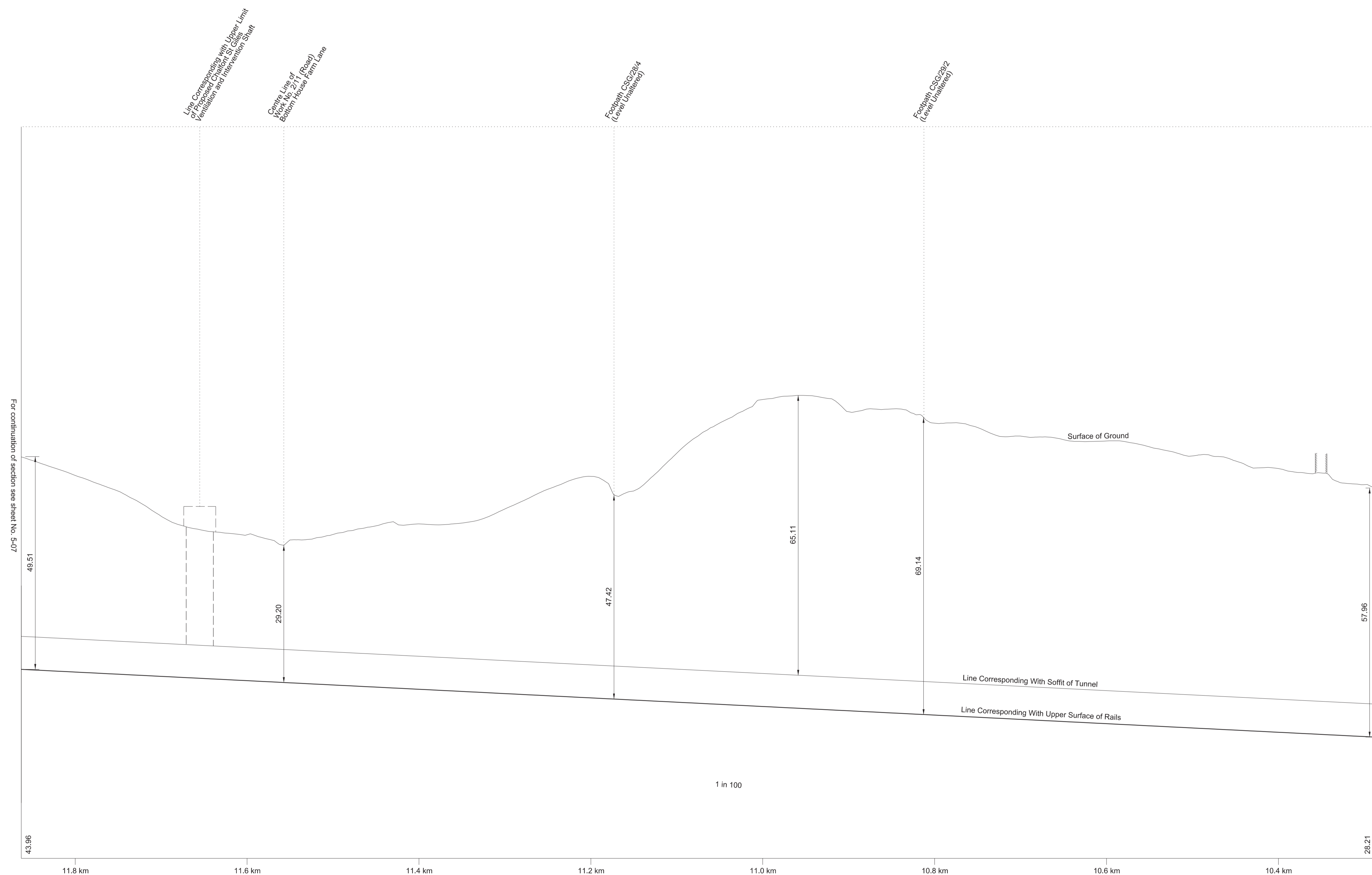
FOR PLAN OF WORK SEE SHEET No. 2-15

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

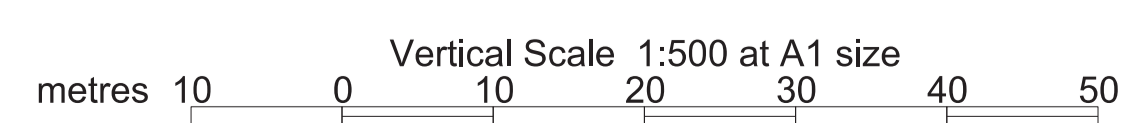
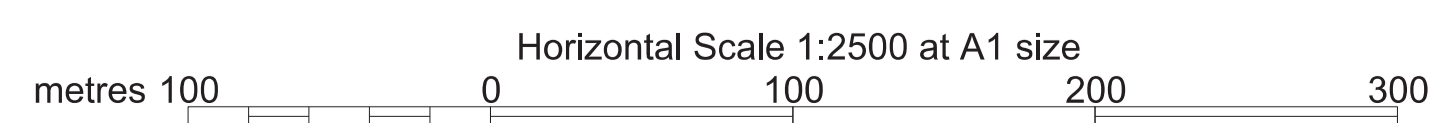


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FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-16

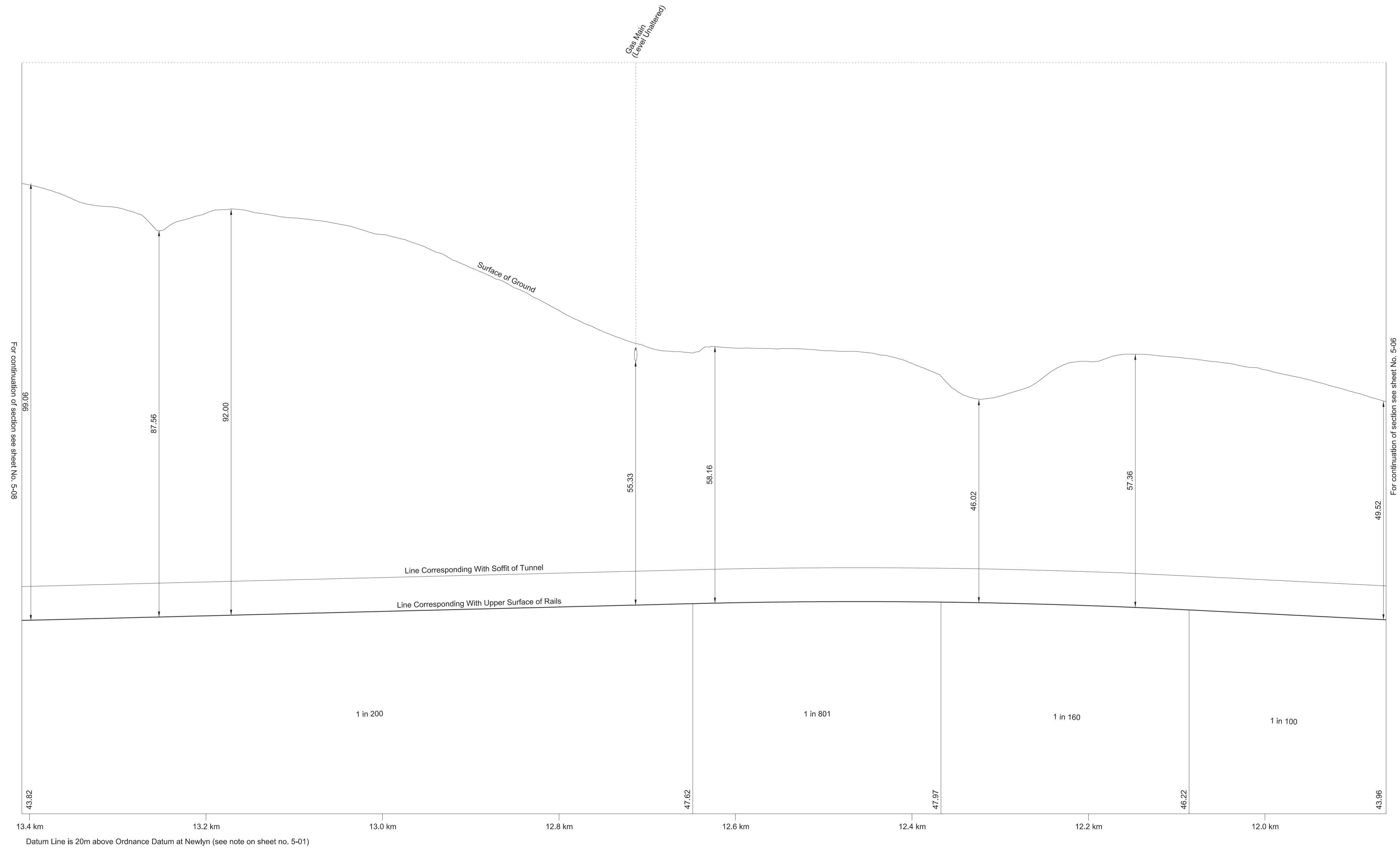


Datum Line is 20m above Ordnance Datum at Newlyn (see note on sheet no. 5-01)



SECTIONS

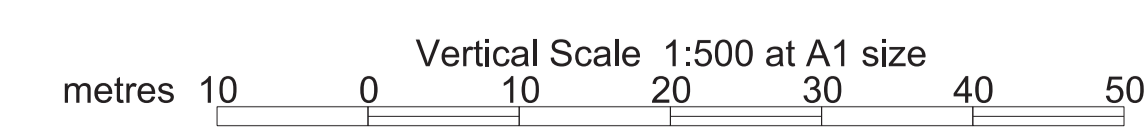
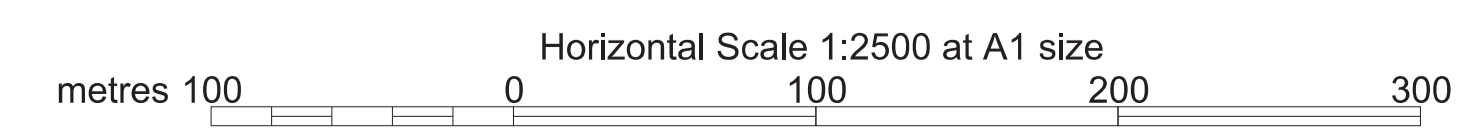
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For continuation of section see sheet No. 5-08

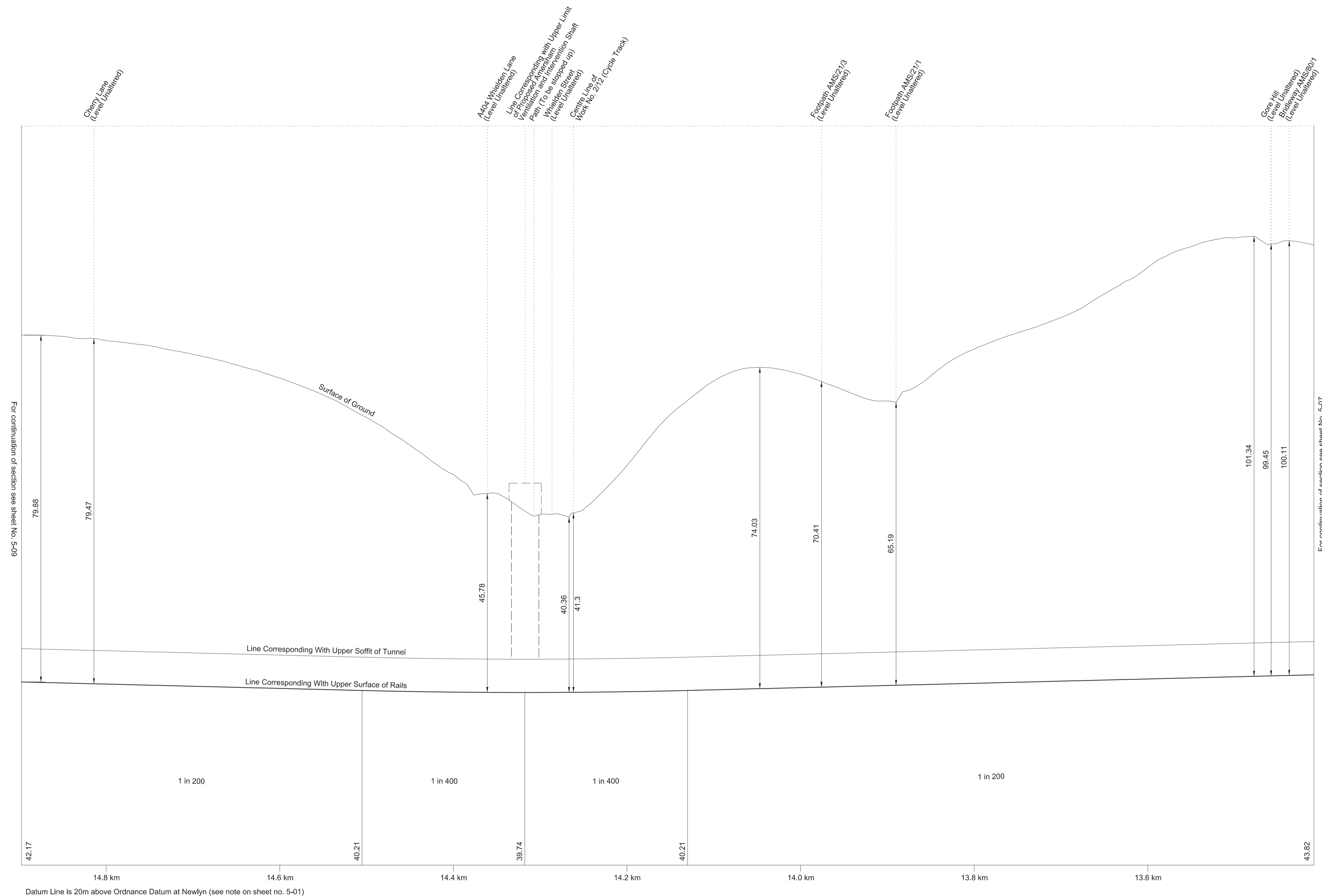
For continuation of section see sheet No. 5-06

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



SECTIONS

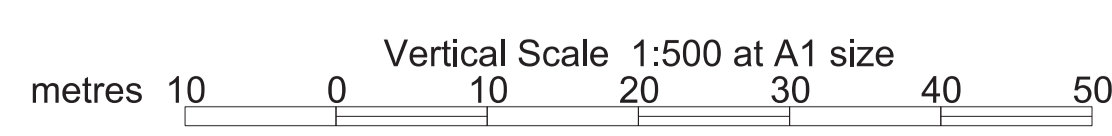
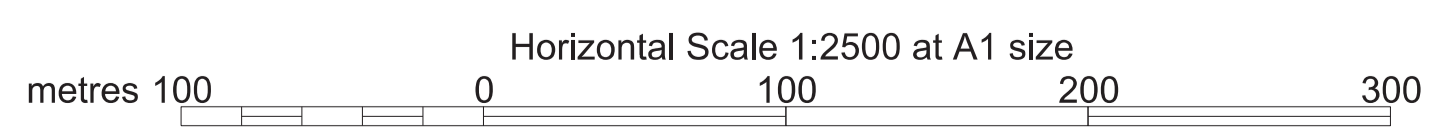
FOR PLAN OF WORK SEE SHEET No. 2-19



For continuation of section see sheet No. 5-09

For continuation of section see sheet No. 5-07

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



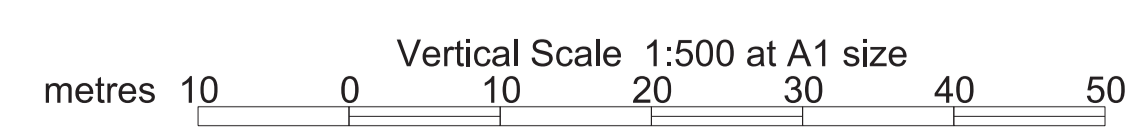
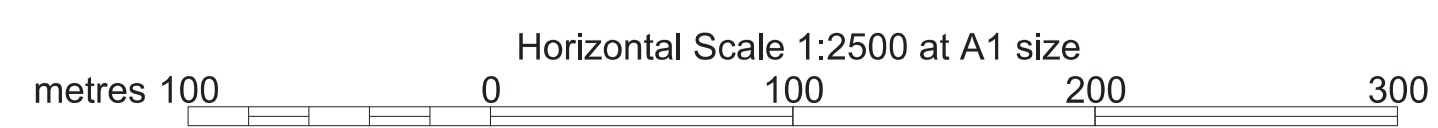
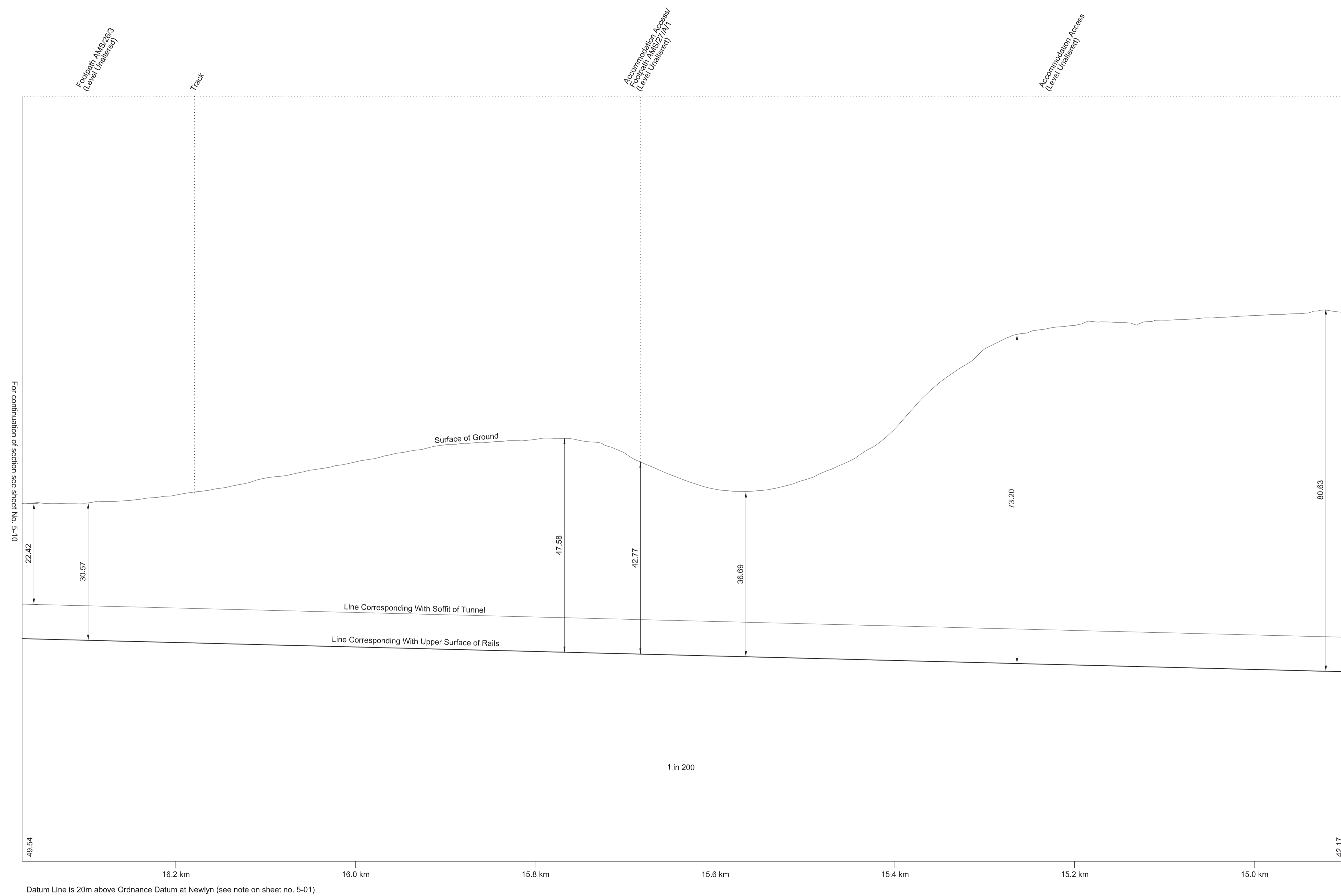
SECTIONS

FOR PLAN OF WORK SEE SHEET No. 2-20

IN PARLIAMENT - SESSION 2013-14

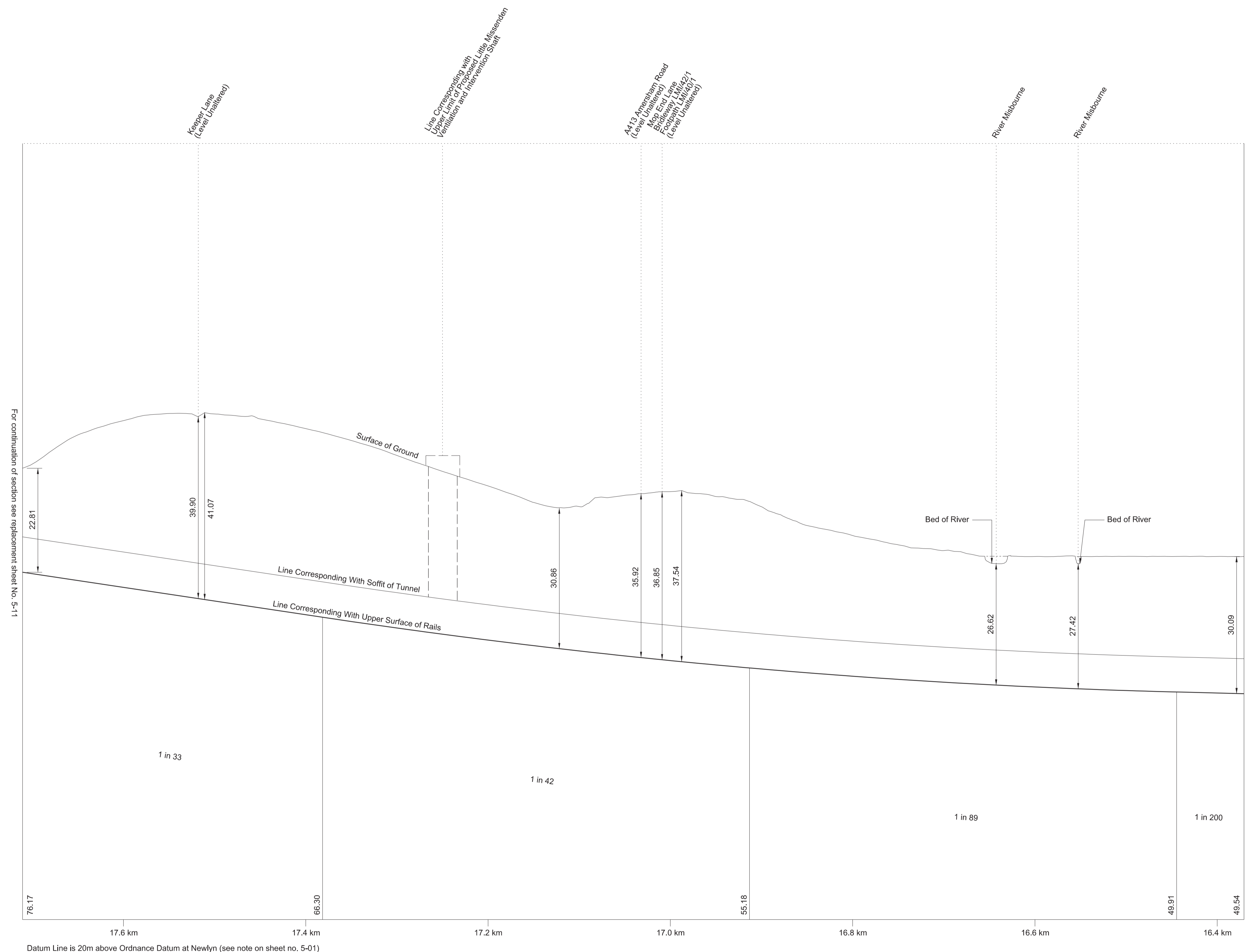
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)

Work No. 2/1 (Railway)



SECTIONS

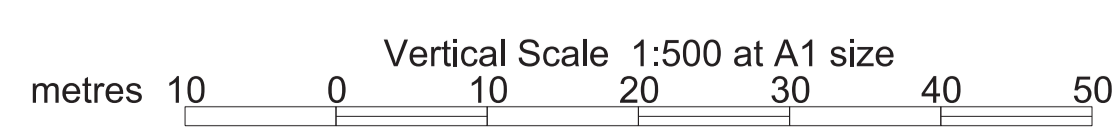
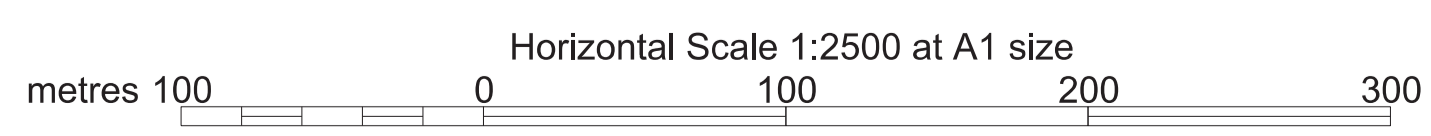
FOR PLAN OF WORK SEE SHEET No. 2-21



For continuation of section see replacement sheet No. 5-11

For continuation of section see sheet No. 5-09

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



SECTIONS

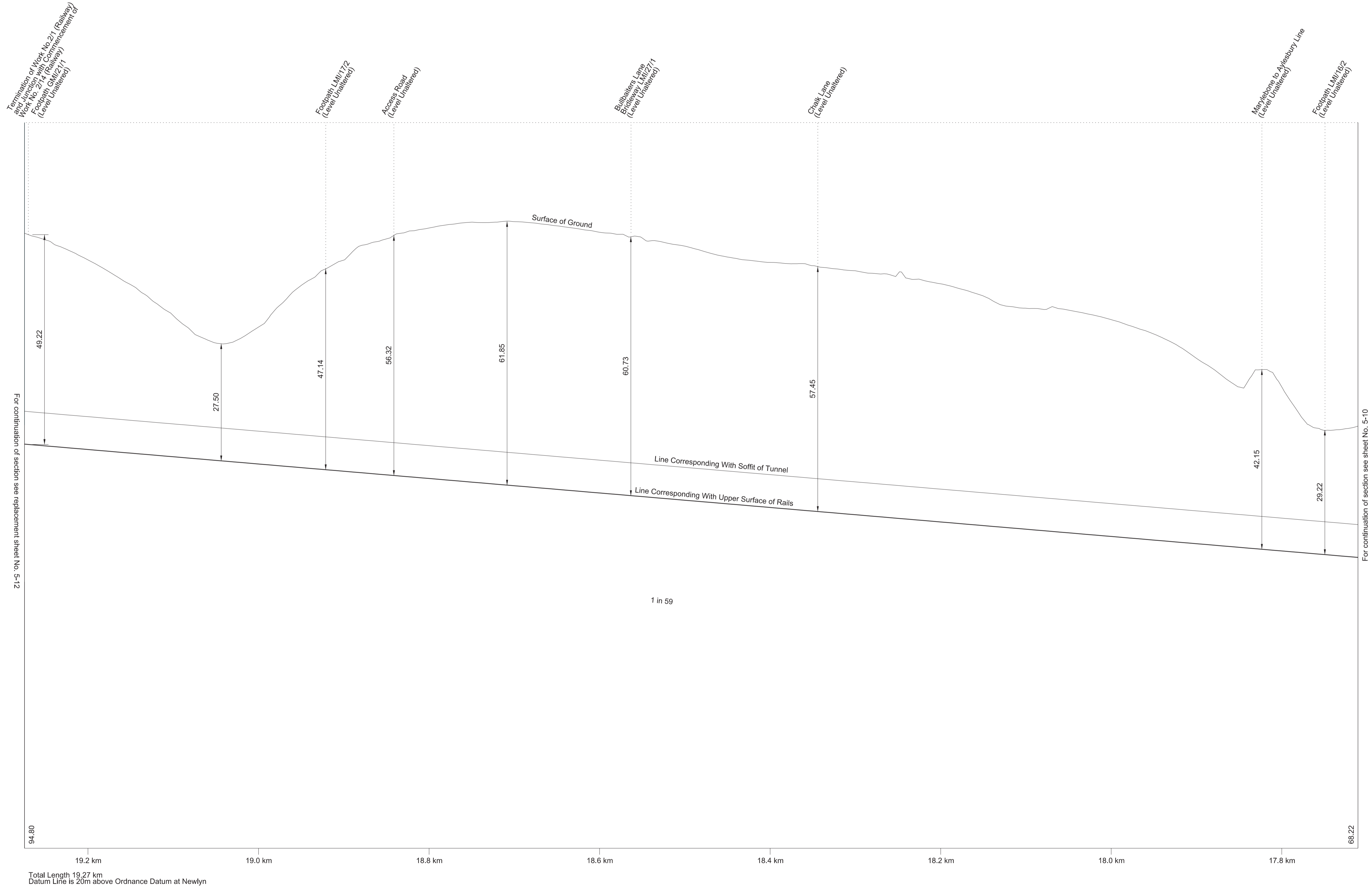
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-22

AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-
Work No. 2/1 realigned

REPLACEMENT SHEET No. 5-11

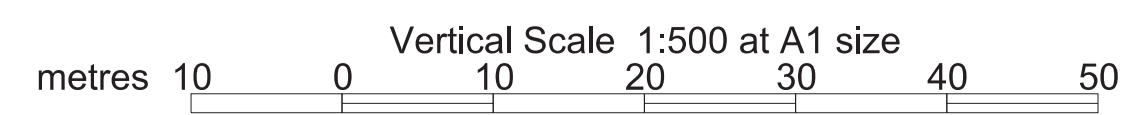
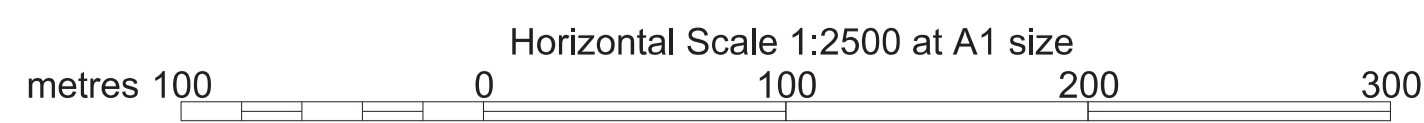
IN PARLIAMENT - SESSION 2015-16
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
ADDITIONAL PROVISION
(OCTOBER 2015)

Work No. 2/1 (Railway)



For continuation of section see replacement sheet No. 5-12

For continuation of section see sheet No. 5-10

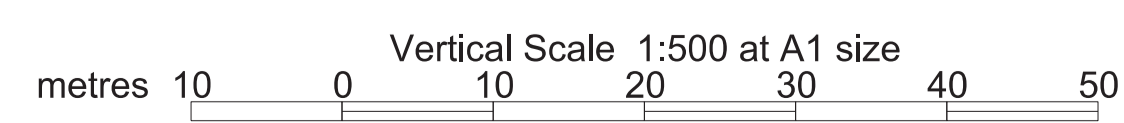
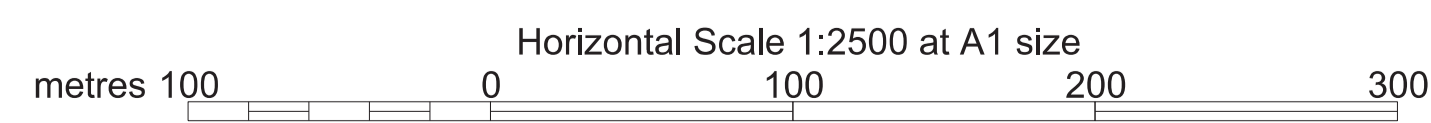
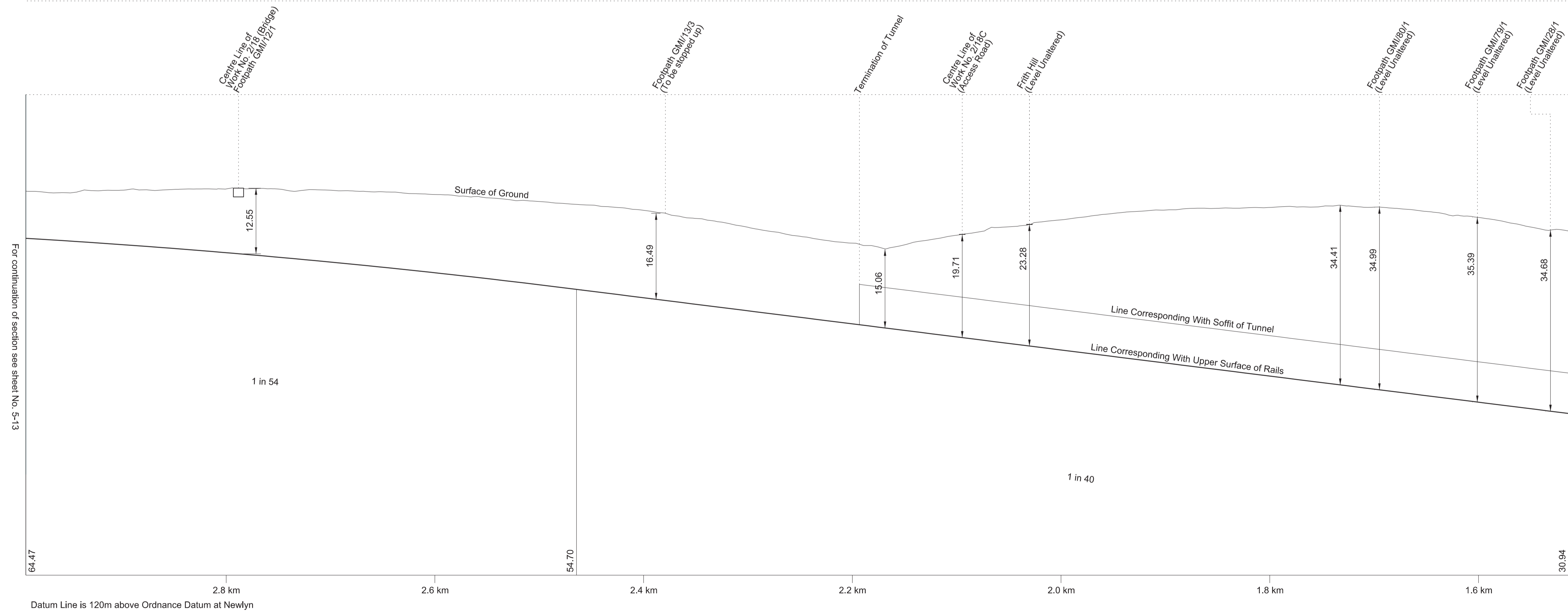
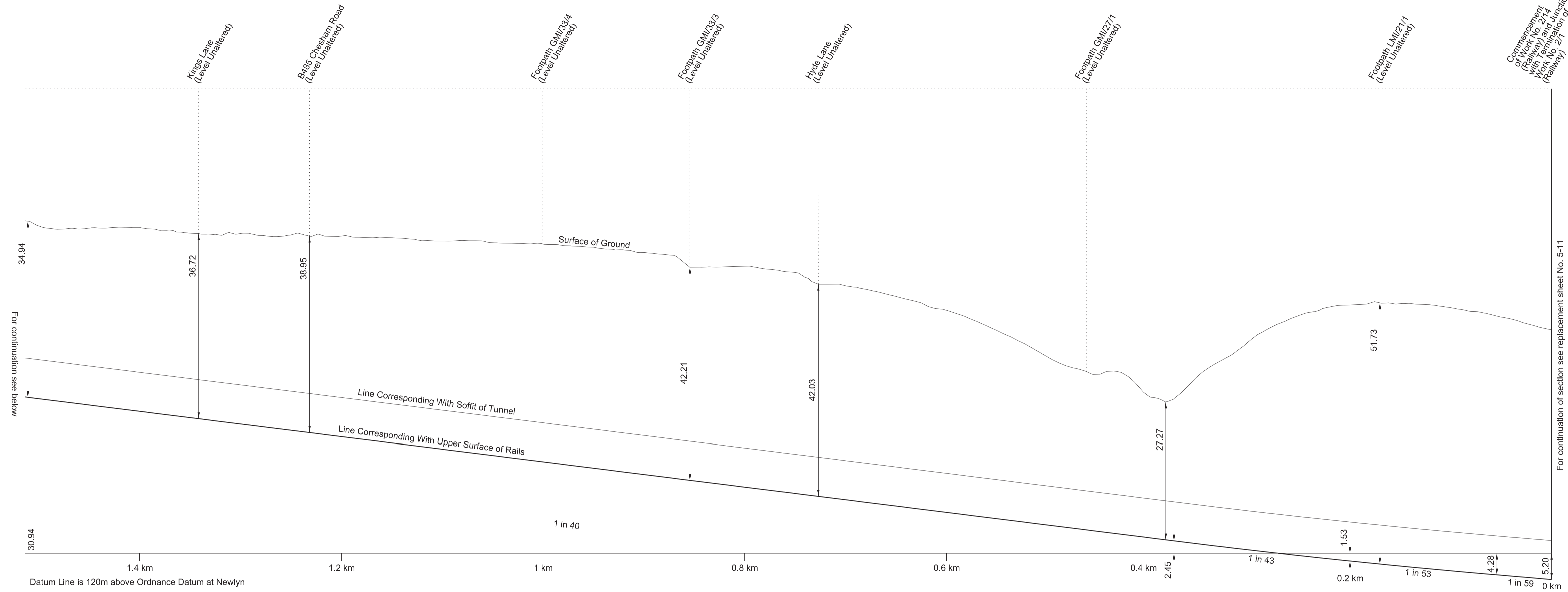


SECTIONS

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

AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-
Work No. 2/14 realigned

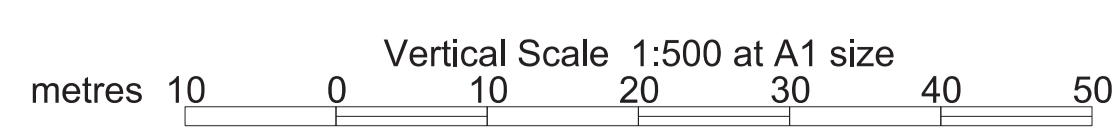
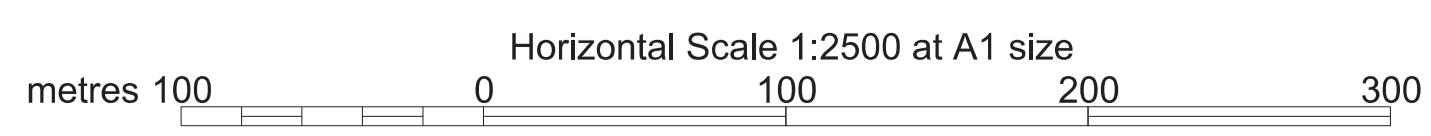
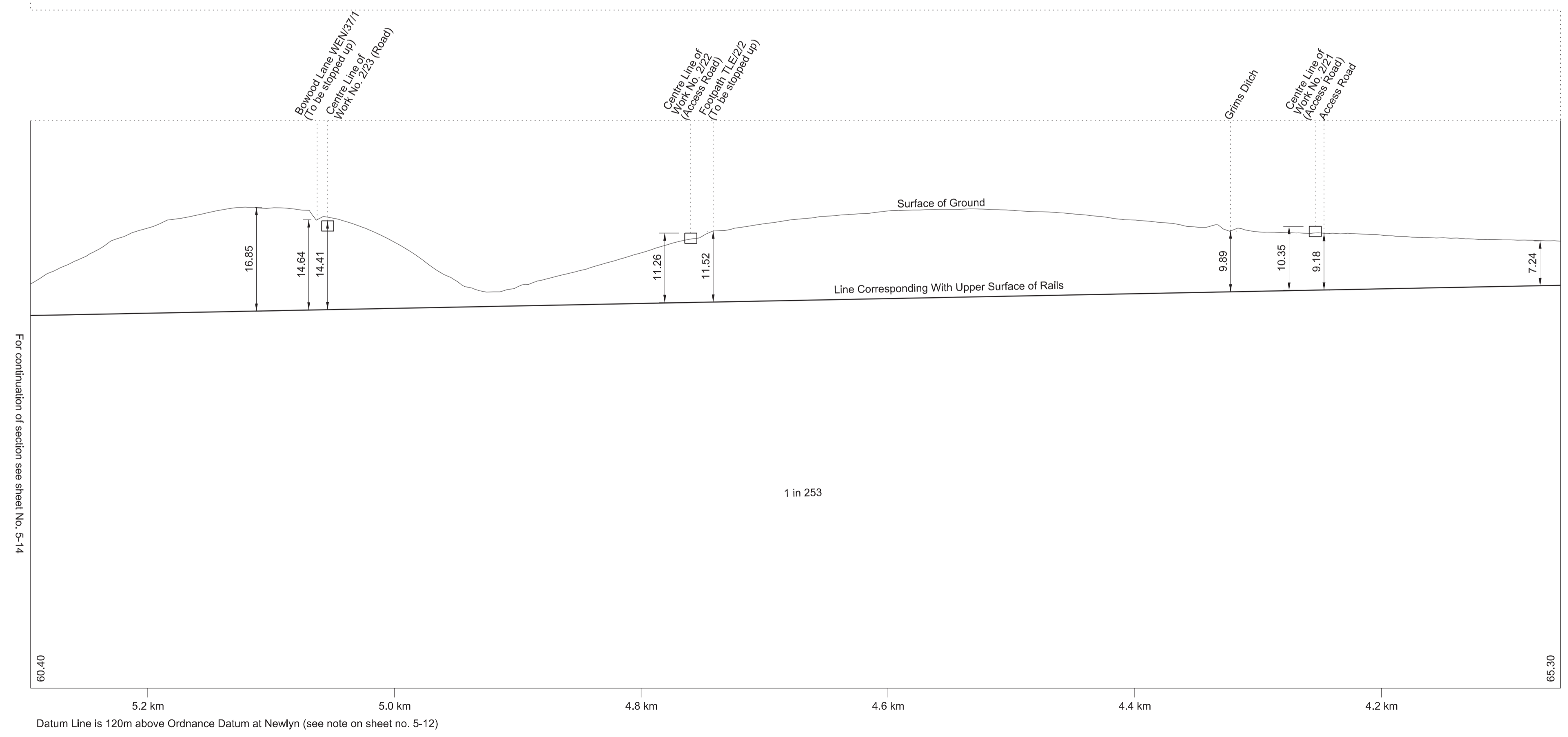
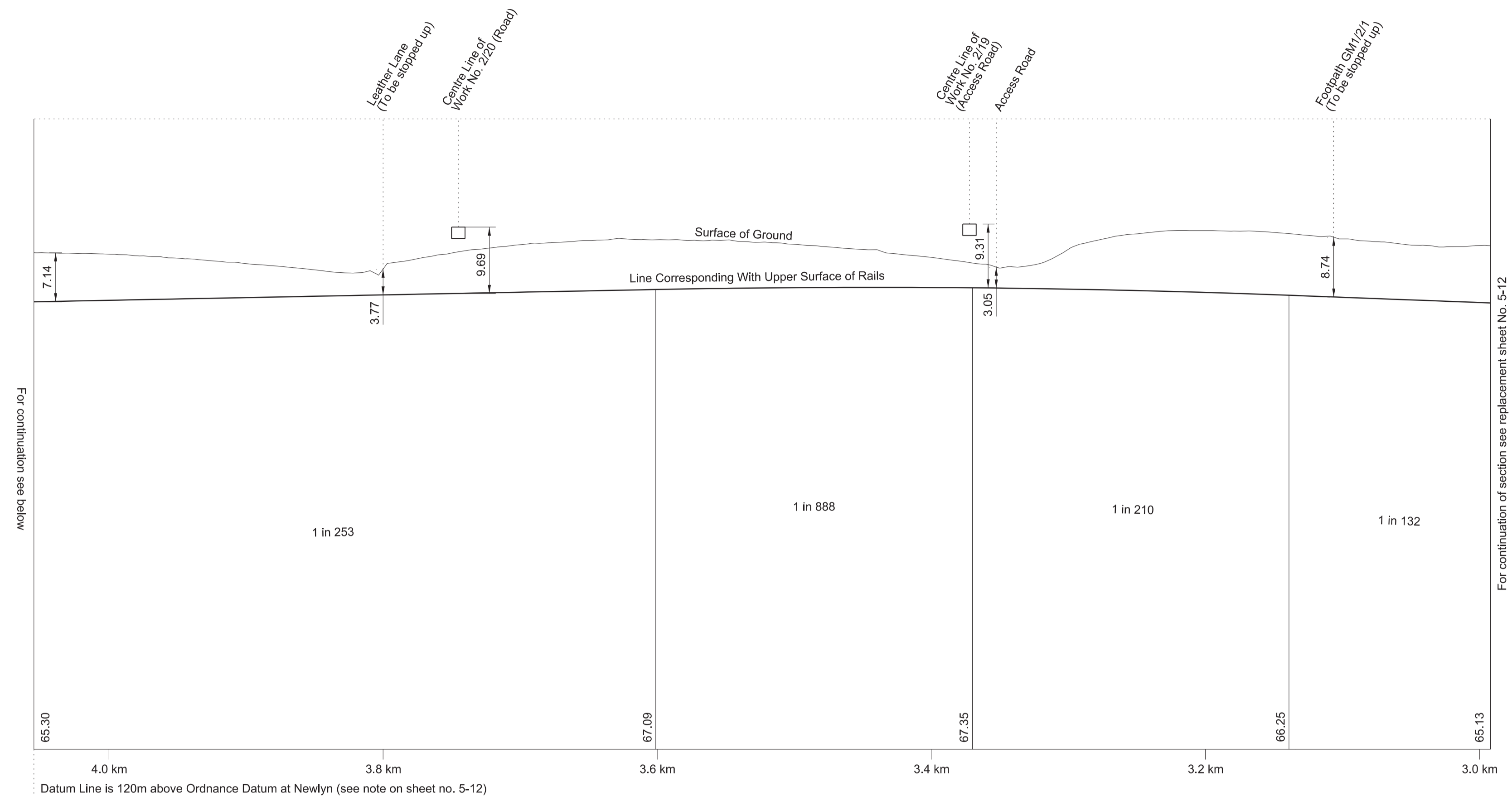
REPLACEMENT SHEET No. 5-12
IN PARLIAMENT - SESSION 2015-16
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
ADDITIONAL PROVISION
(OCTOBER 2015)
Work No. 2/14 (Railway)



SECTIONS

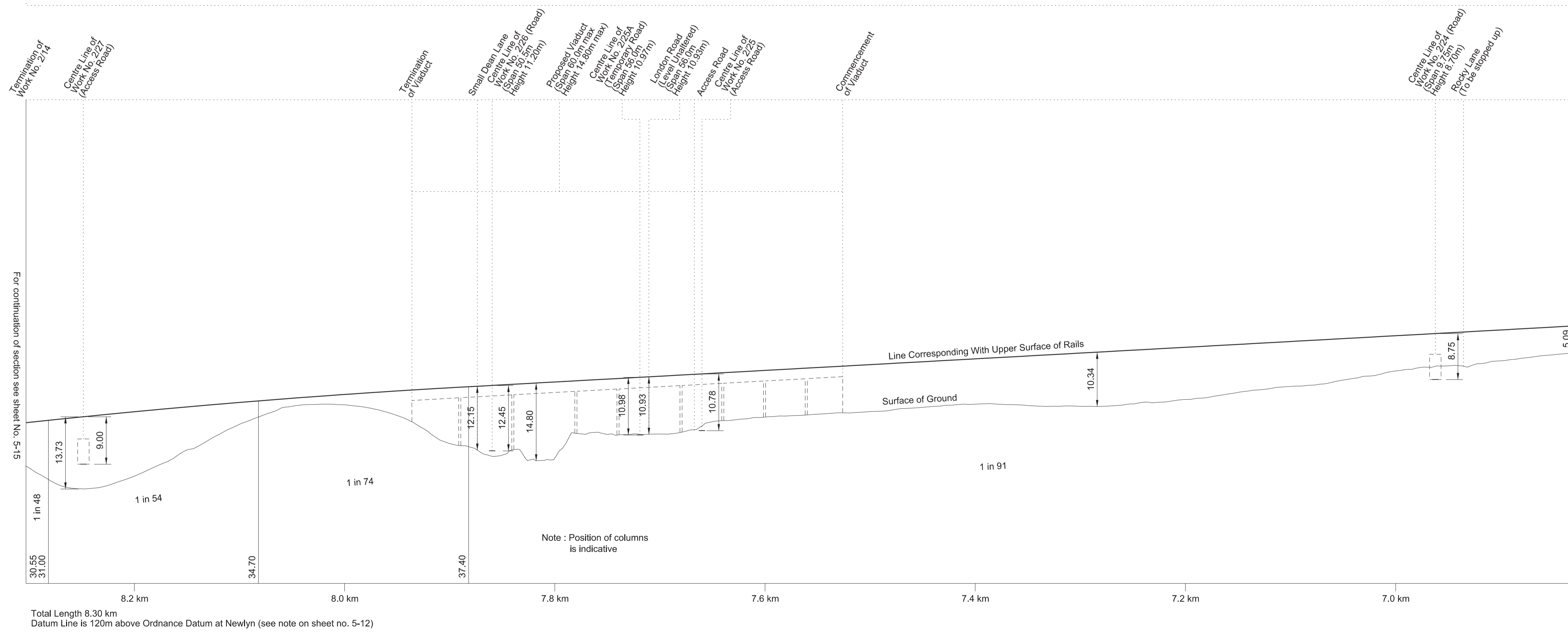
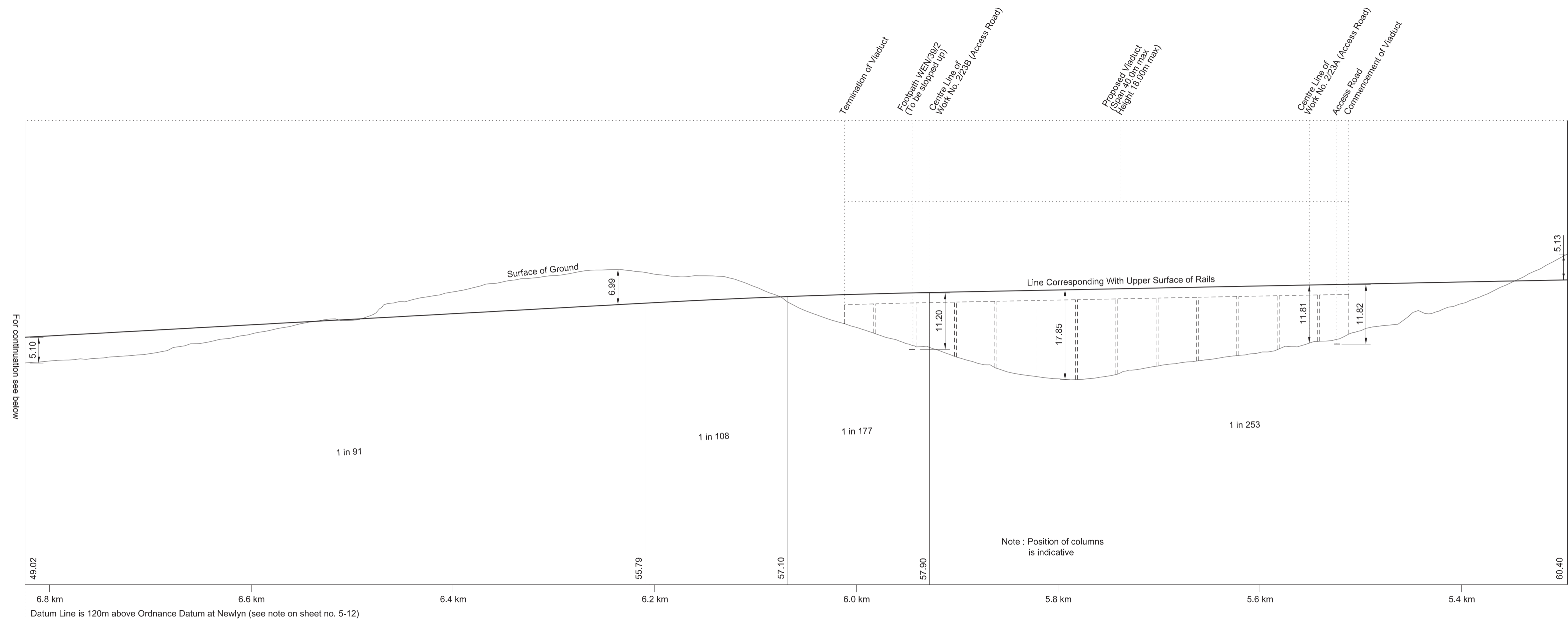
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-27 and 2-28

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

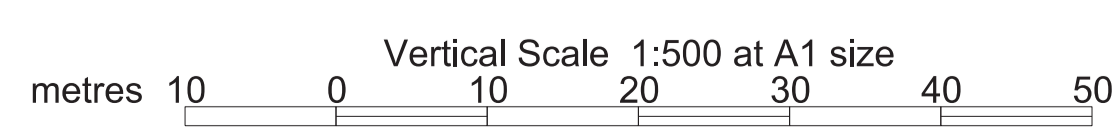
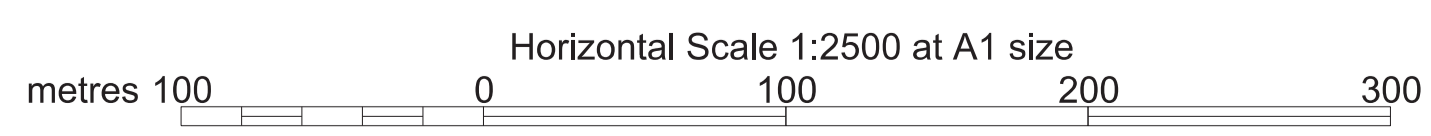


SECTIONS

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

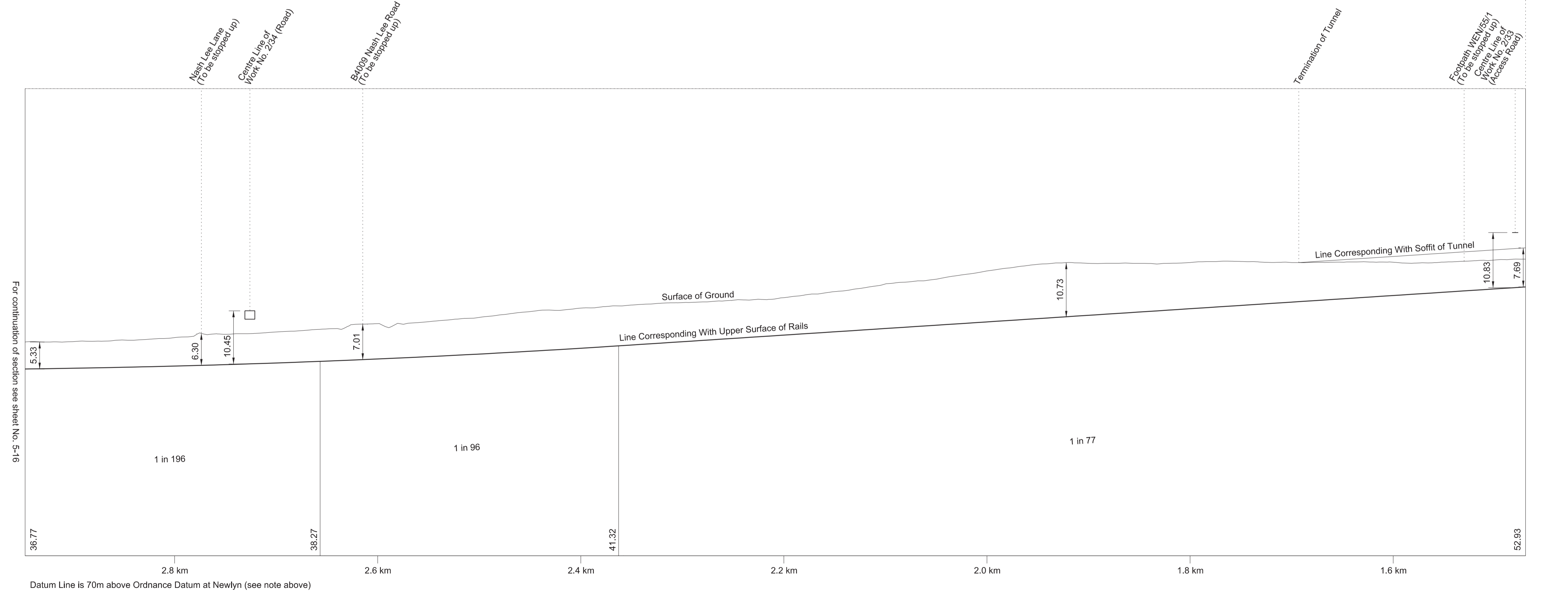
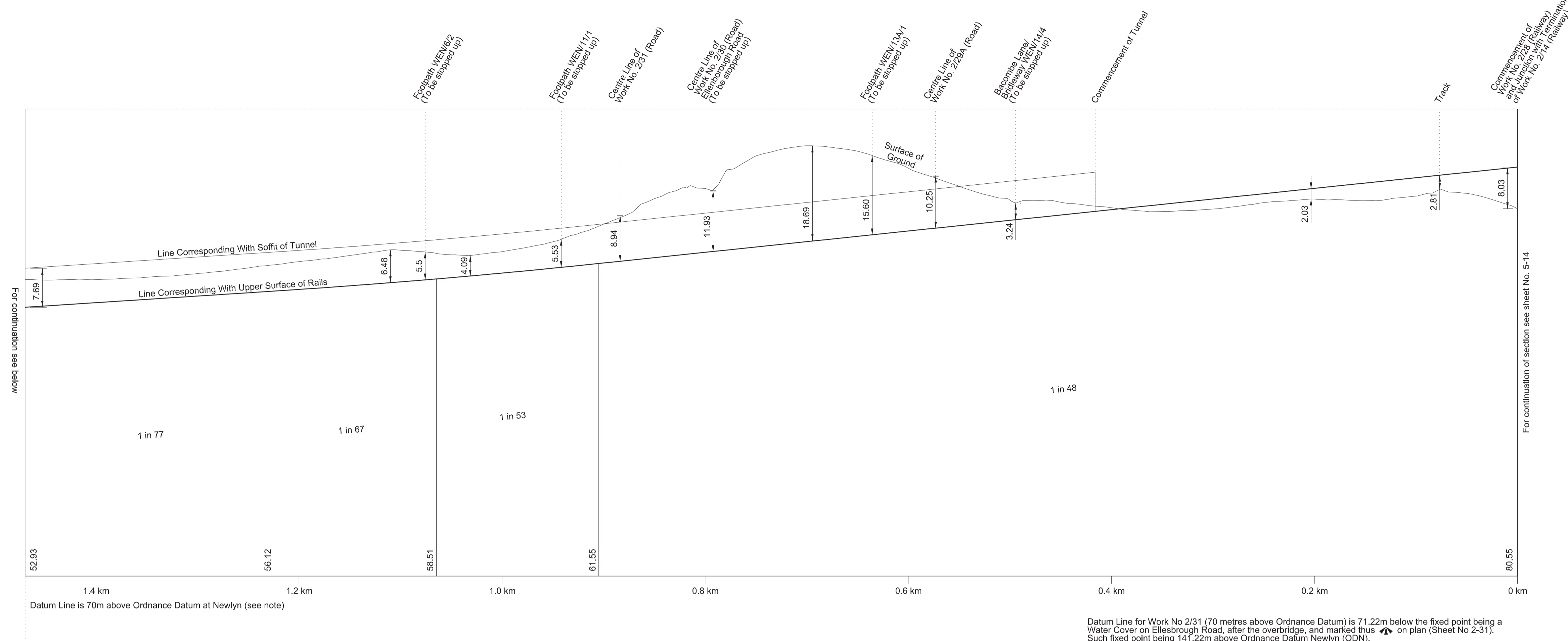


Total Length 8.30 km
Datum Line is 120m above Ordnance Datum at Newlyn (see note on sheet no. 5-12)



SECTIONS

FOR PLAN OF WORK SEE SHEET No. 2-31 and REPLACEMENT SHEET No. 2-32



For continuation see below

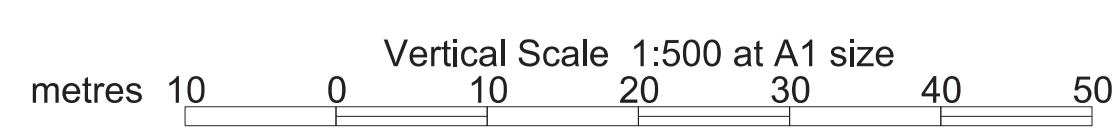
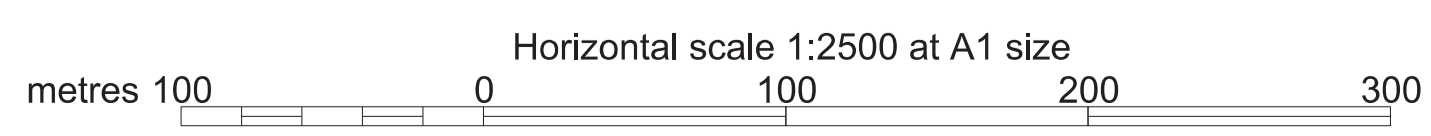
For continuation of section see sheet No. 5-14

For continuation of section see sheet No. 5-16

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

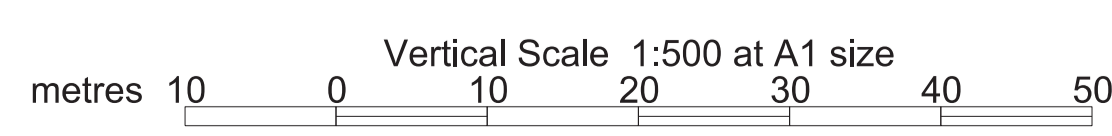
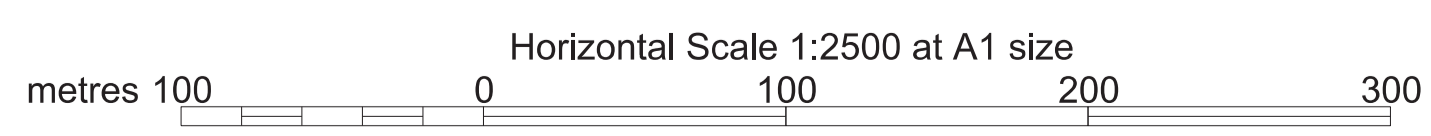
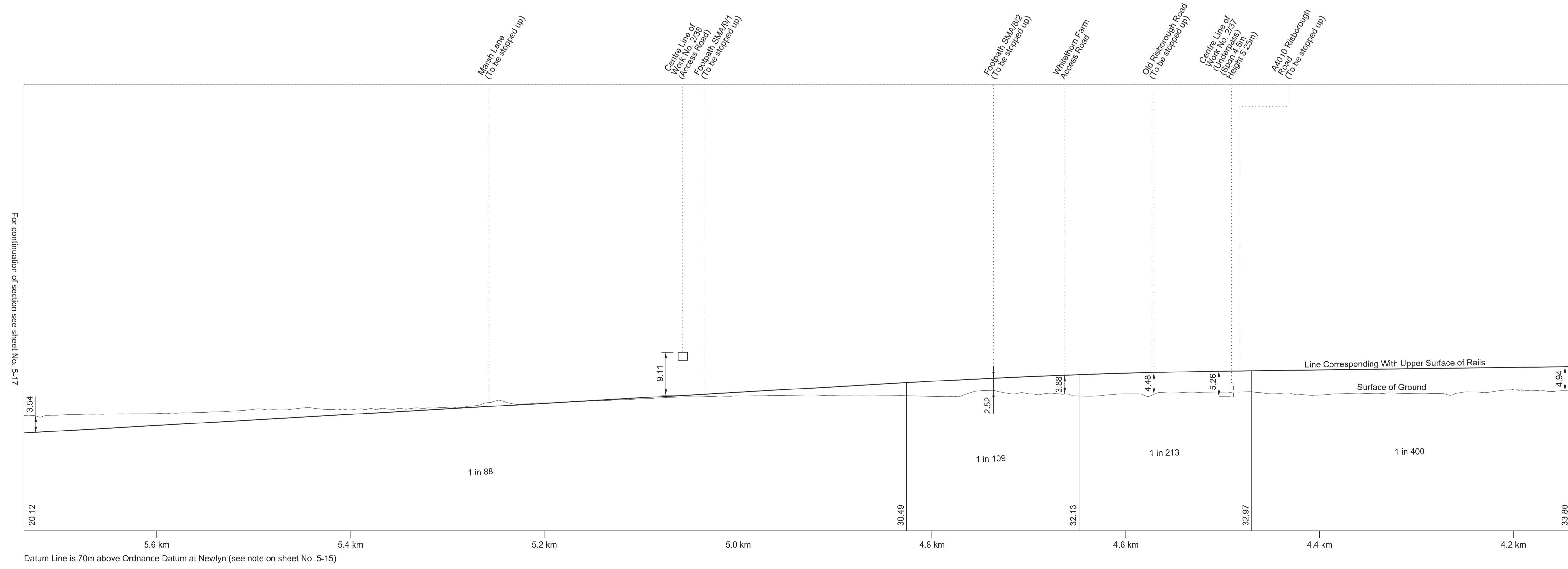
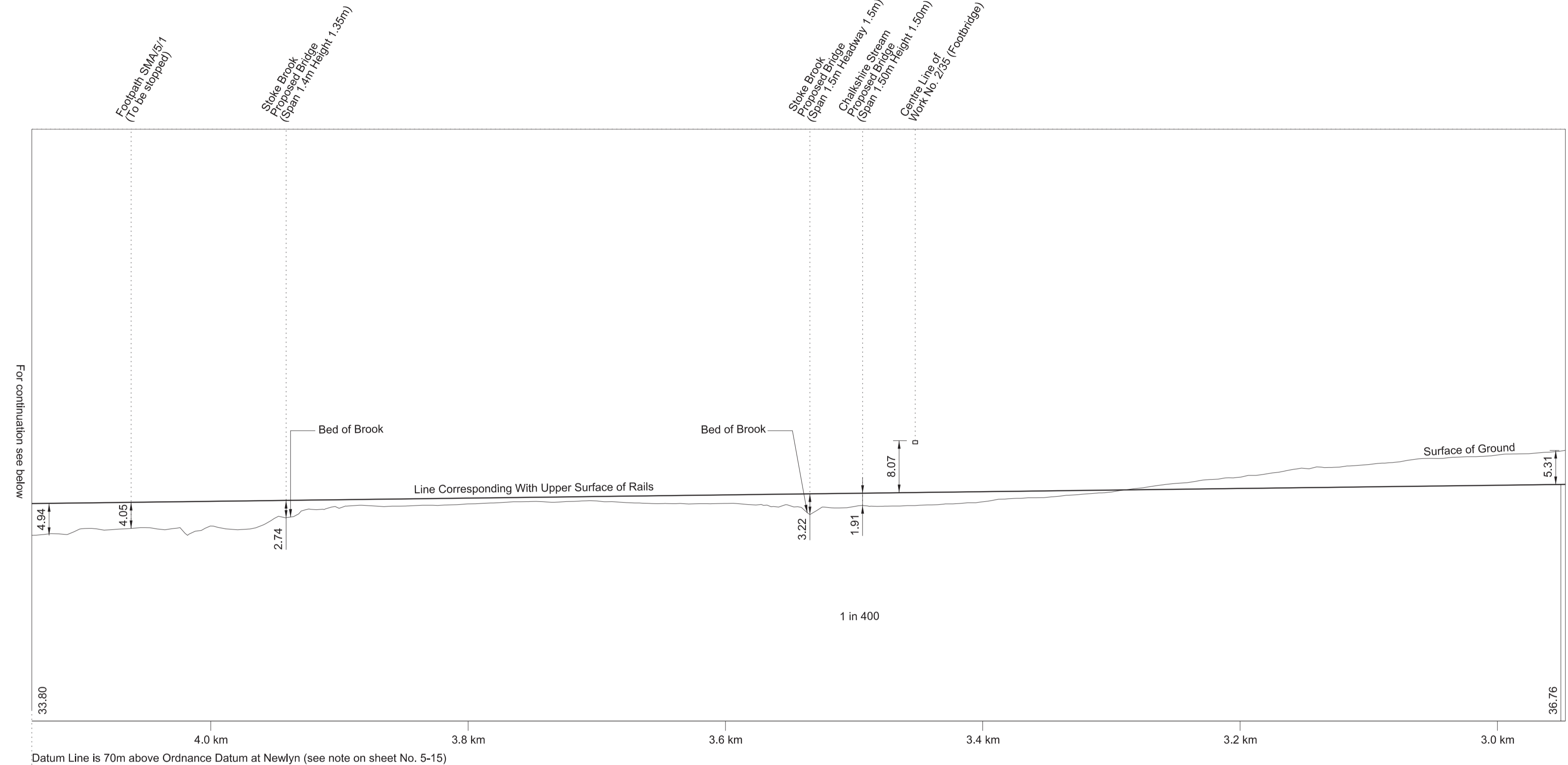
Datum Line for Work No 2/31 (70 metres above Ordnance Datum) is 71.22m below the fixed point being a Water Cover on Ellesbrough Road, after the overbridge, and marked thus  on plan (Sheet No 2-31). Such fixed point being 141.22m above Ordnance Datum Newlyn (ODN).

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



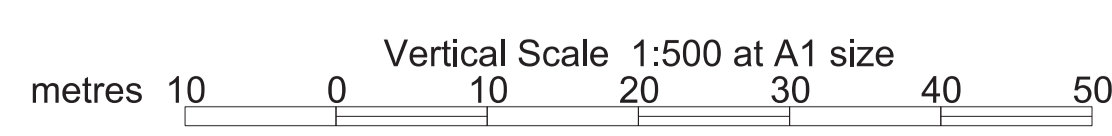
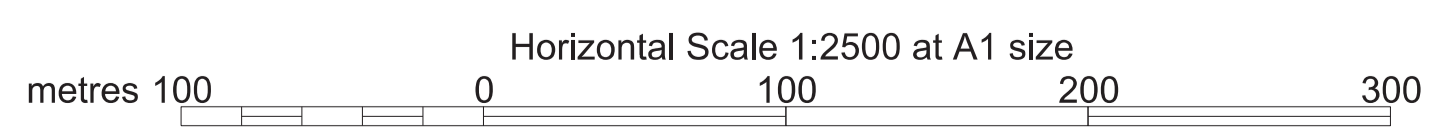
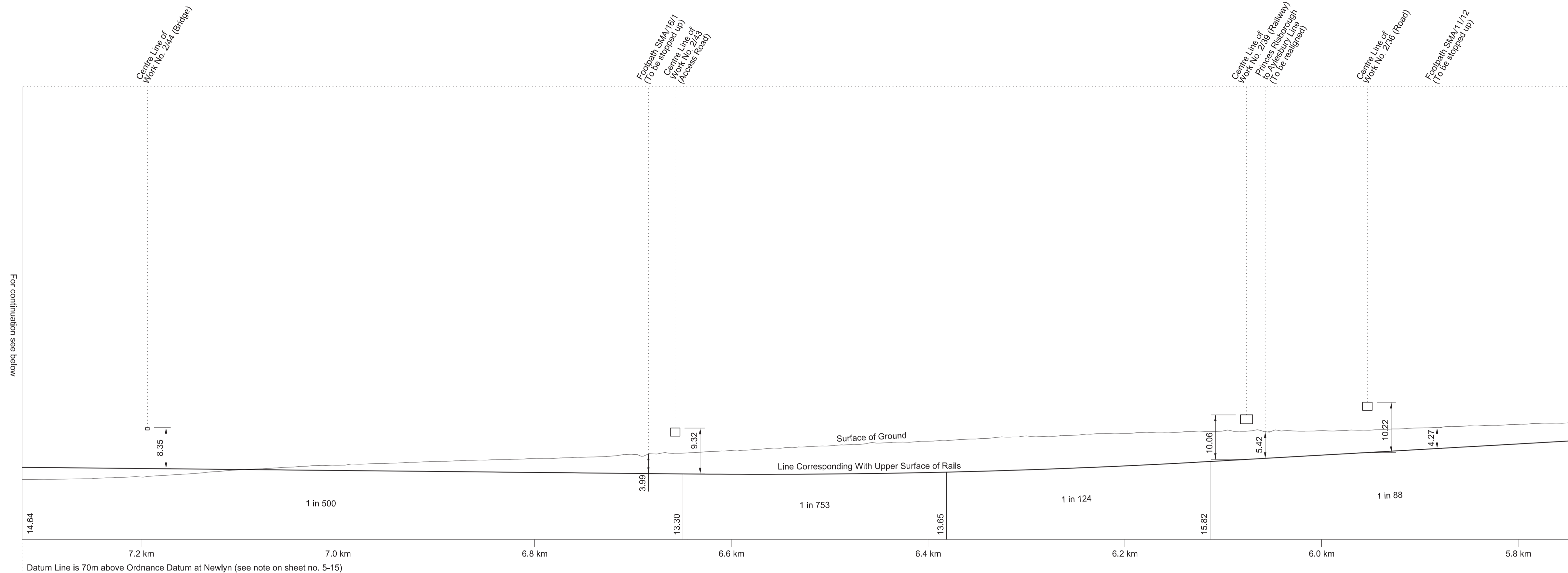
SECTIONS

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



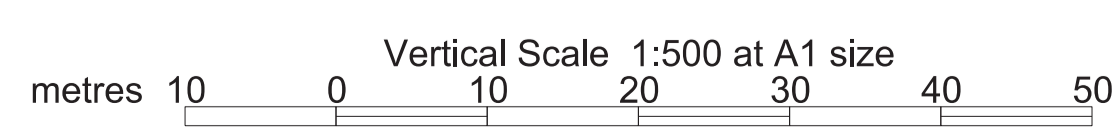
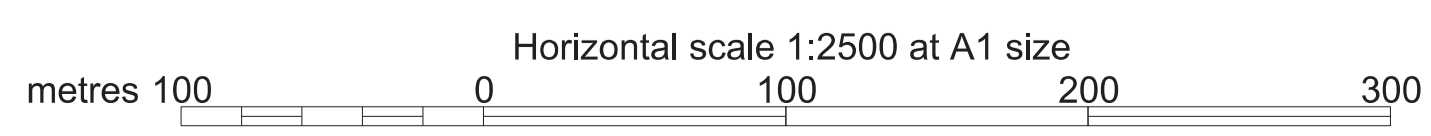
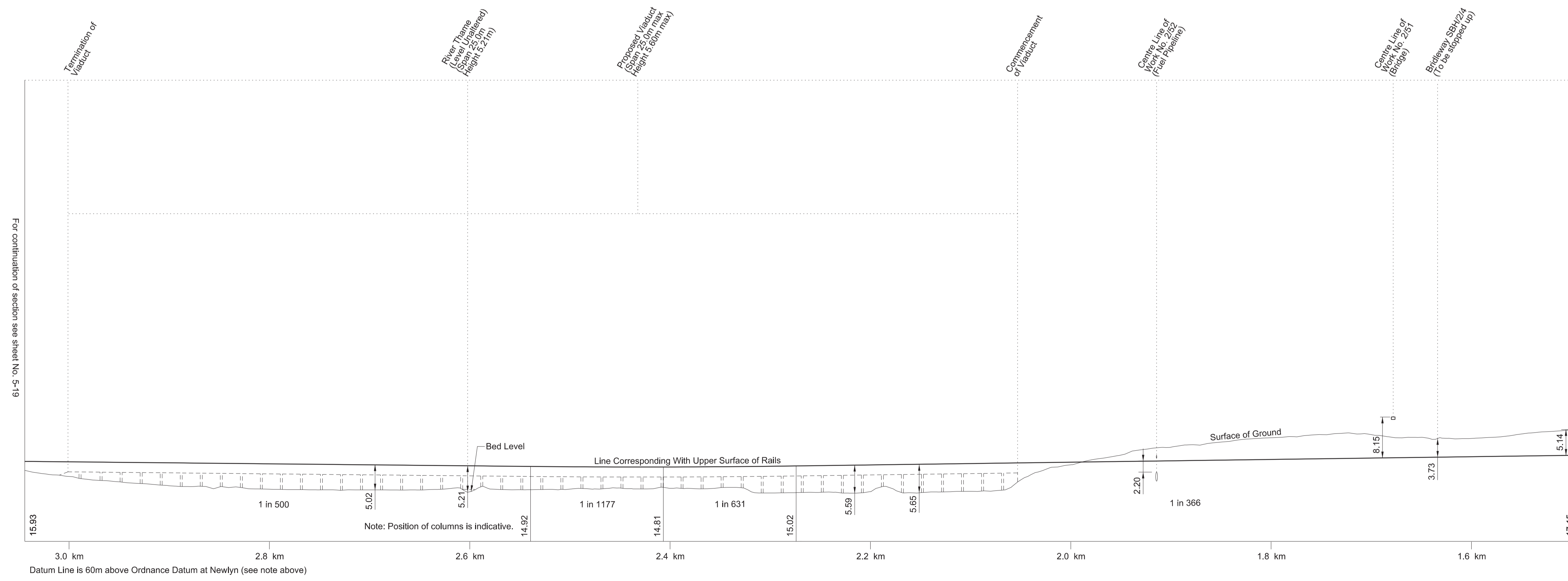
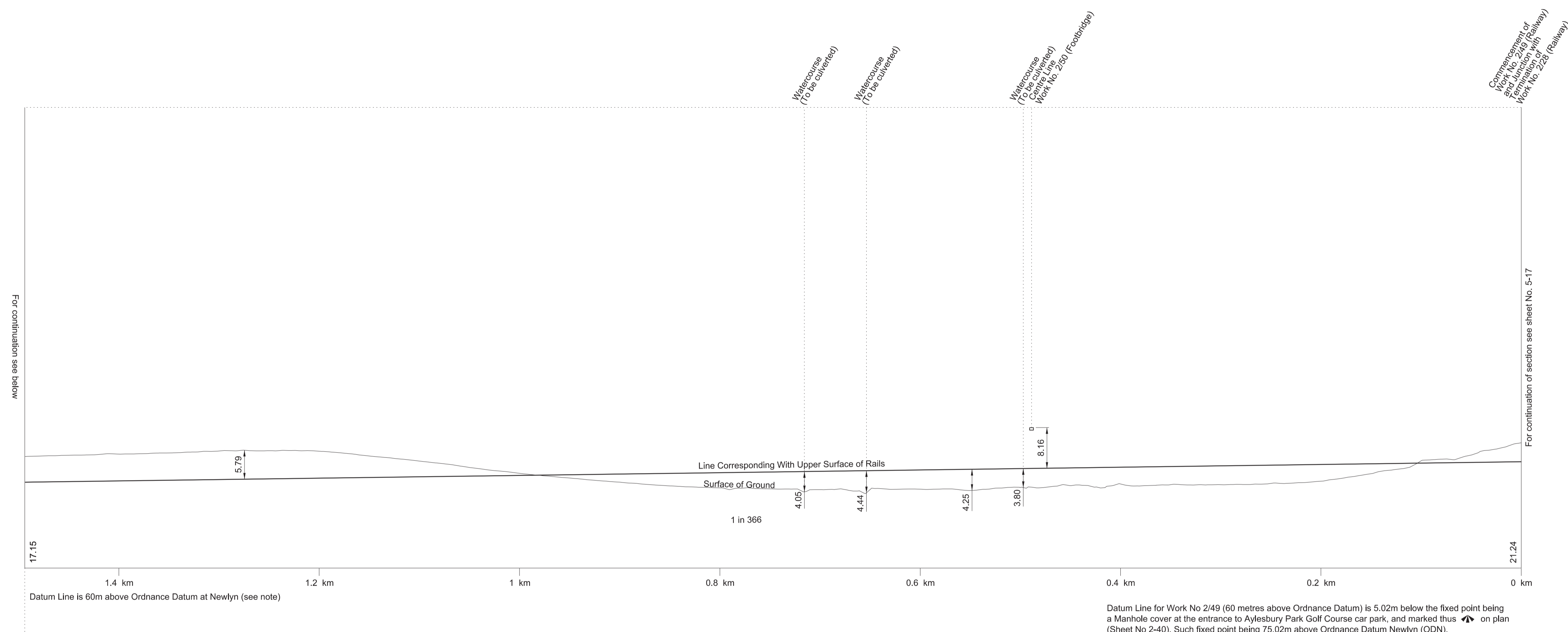
SECTIONS

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



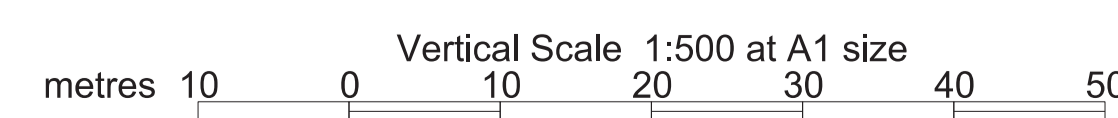
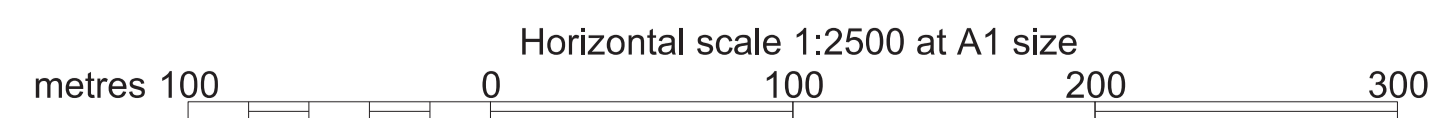
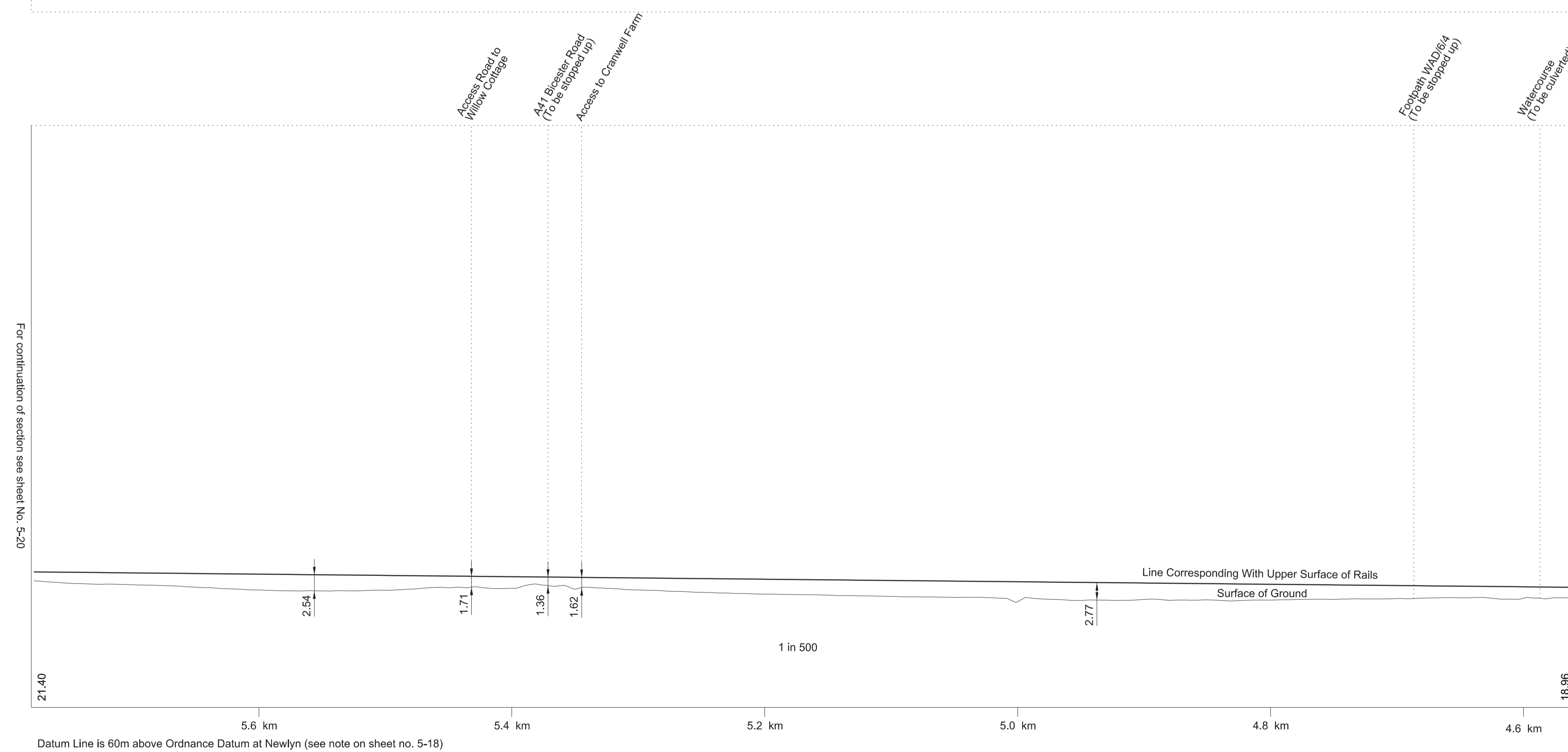
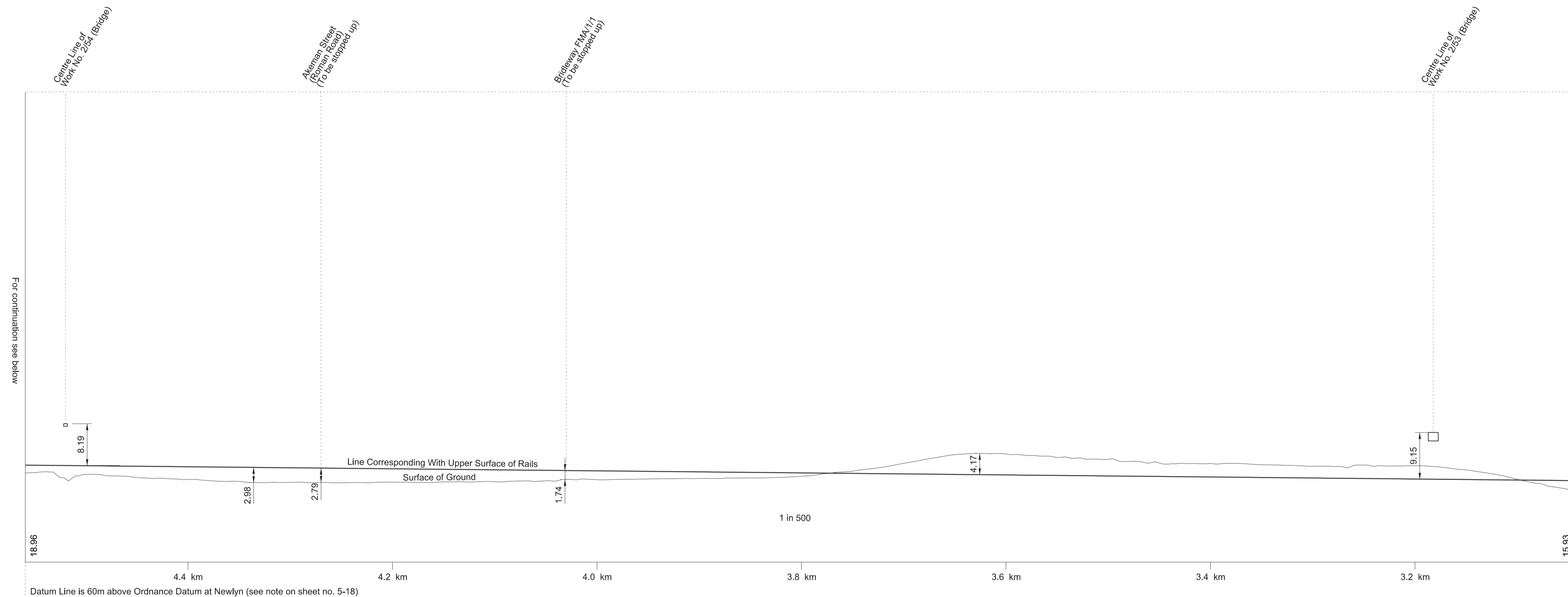
SECTIONS

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



SECTIONS

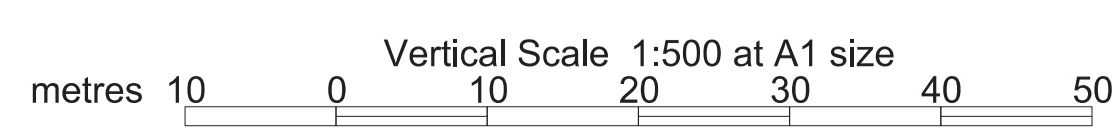
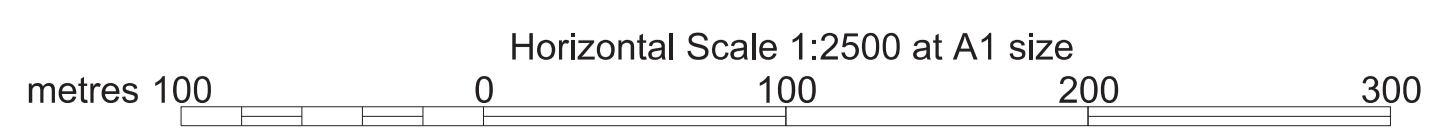
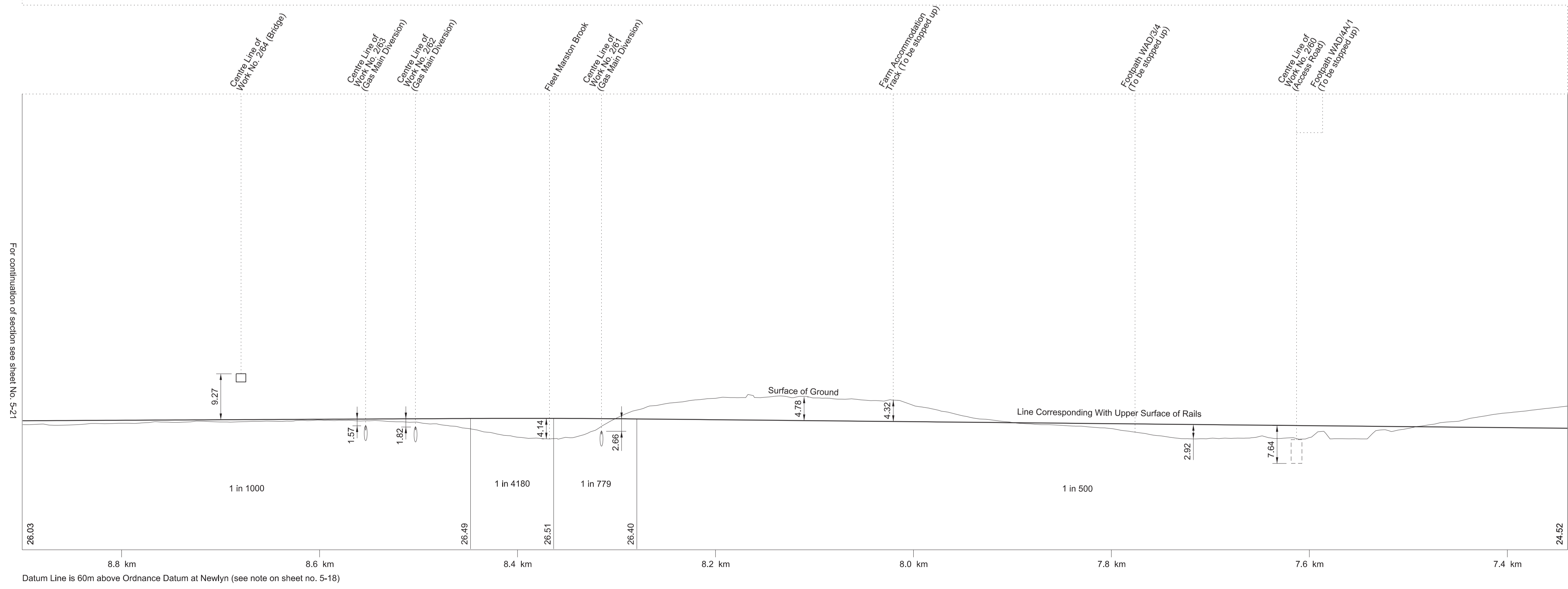
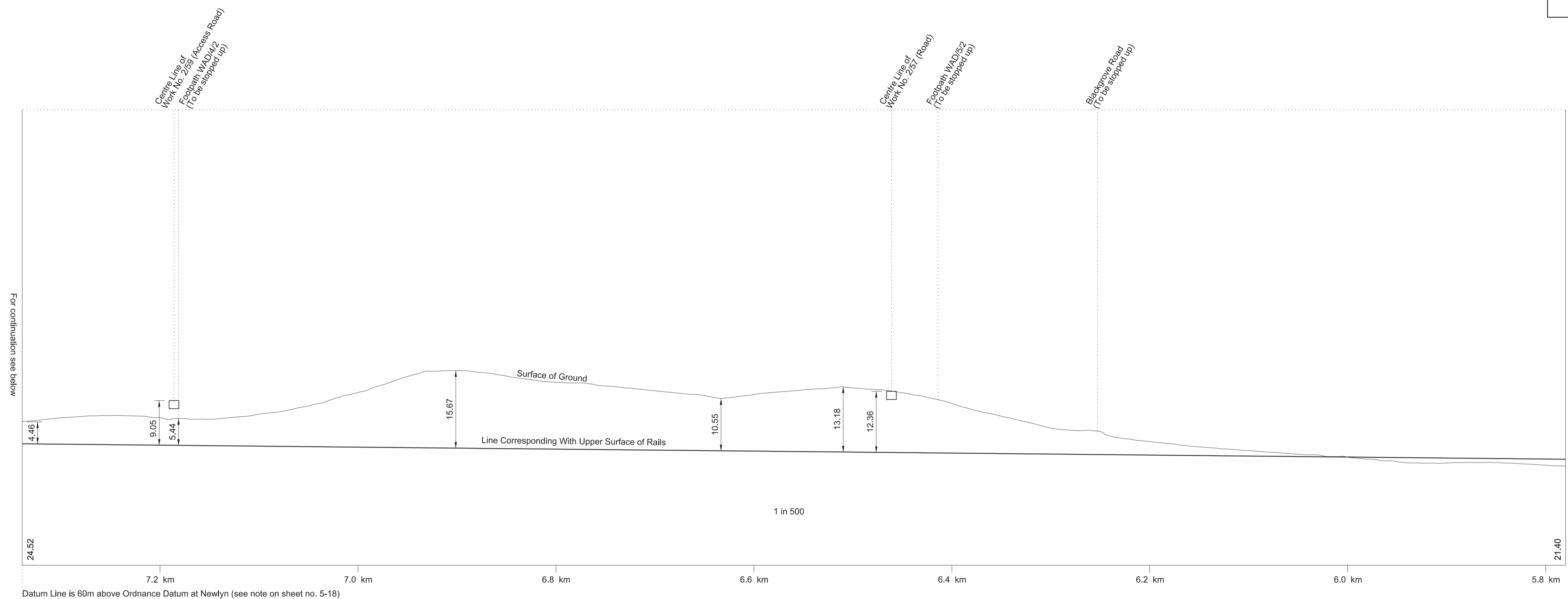
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-42 and SHEET No. 2-43



SECTIONS

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

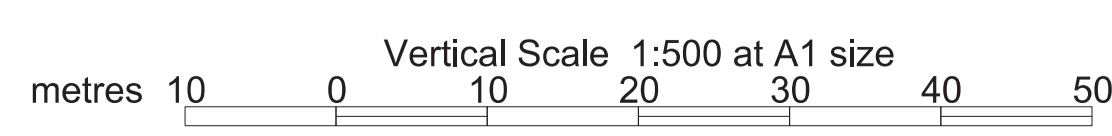
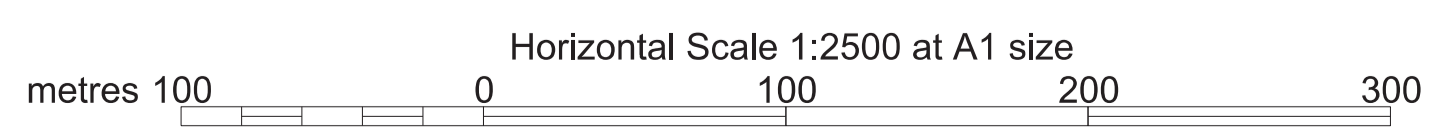
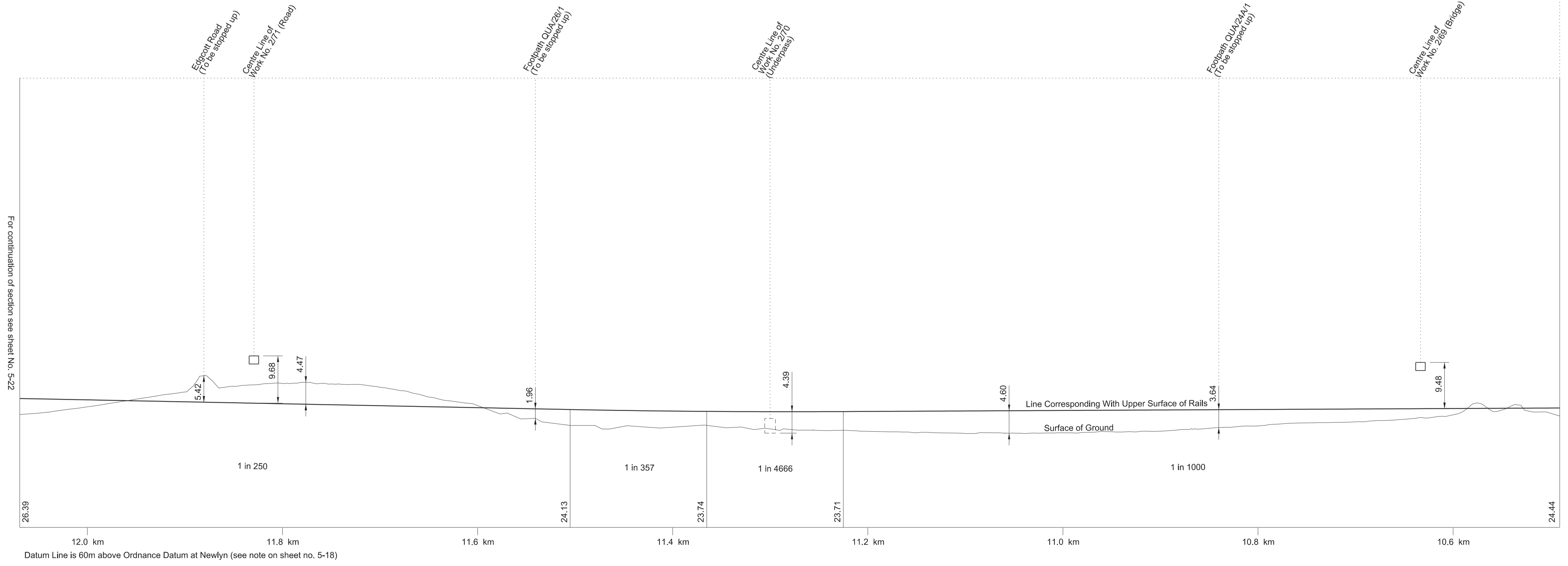
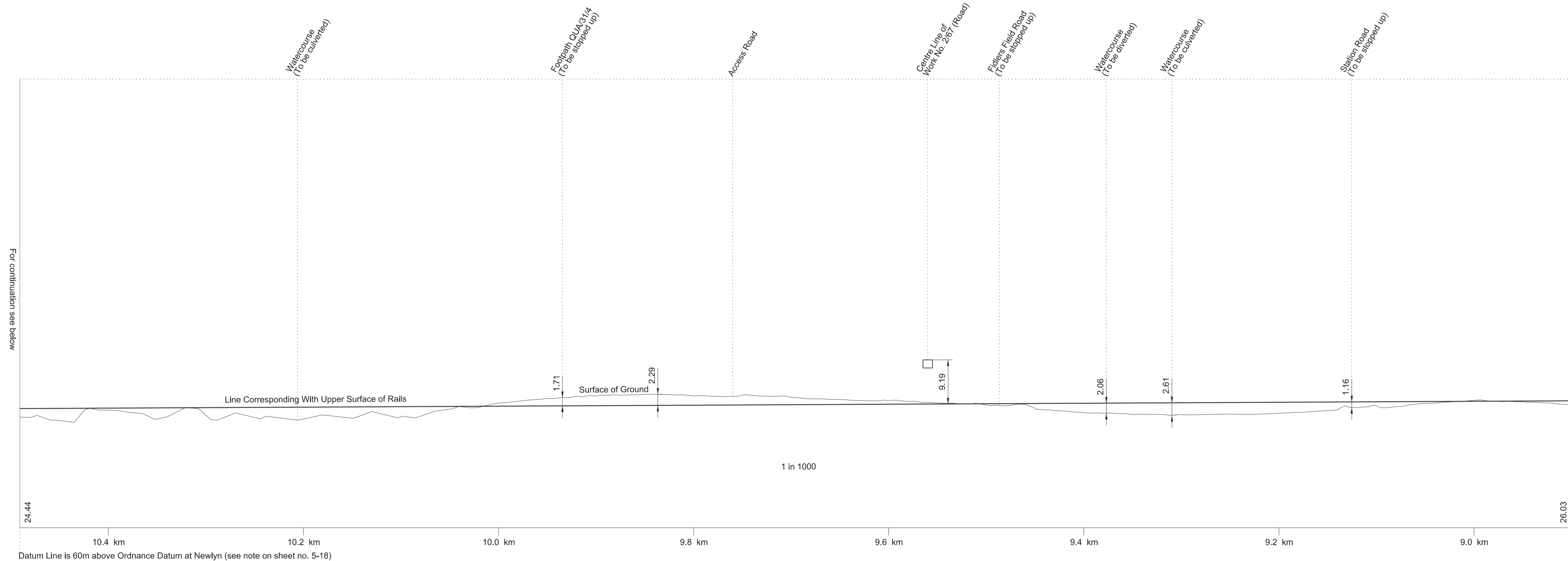
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/49 (Railway)



SECTIONS

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

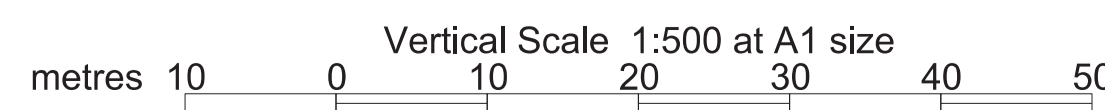
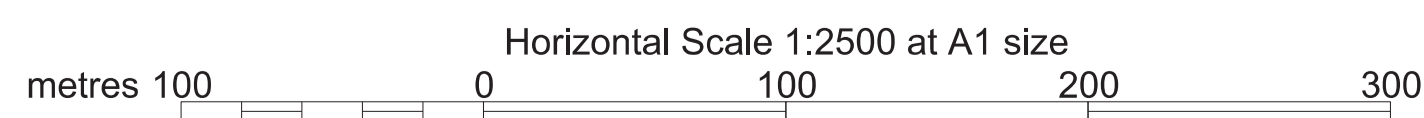
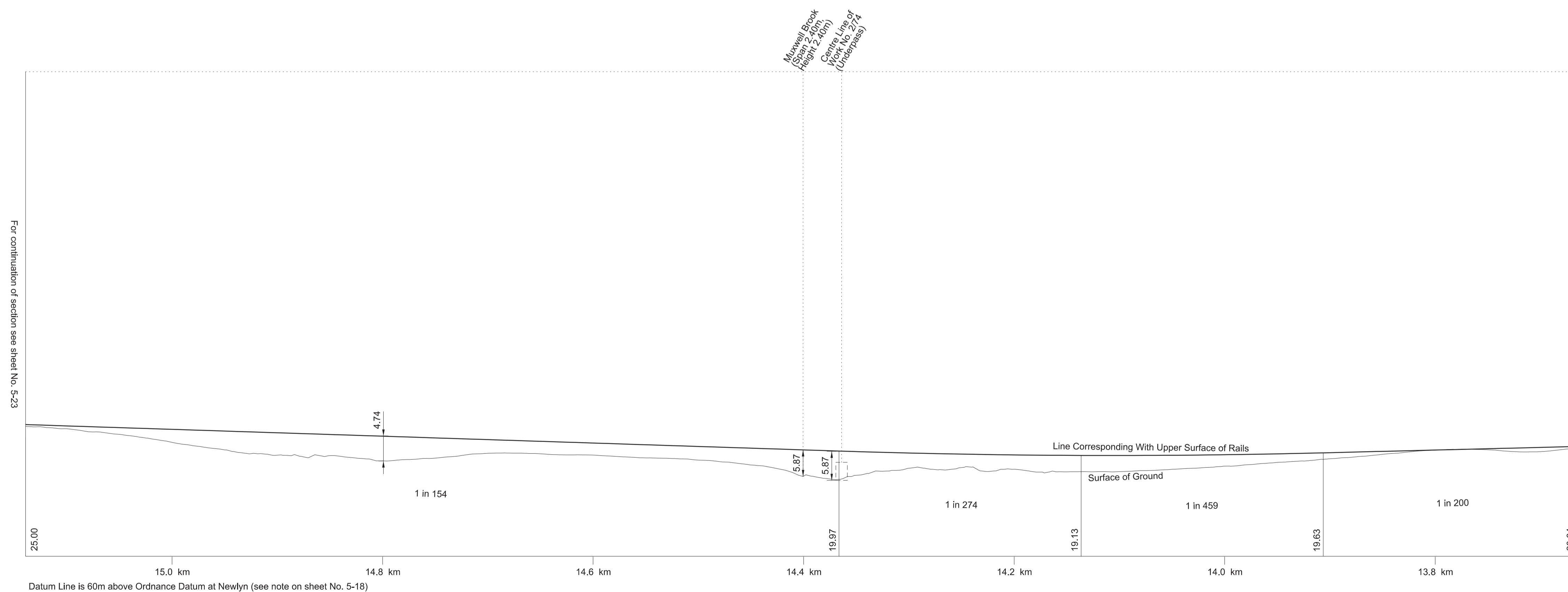
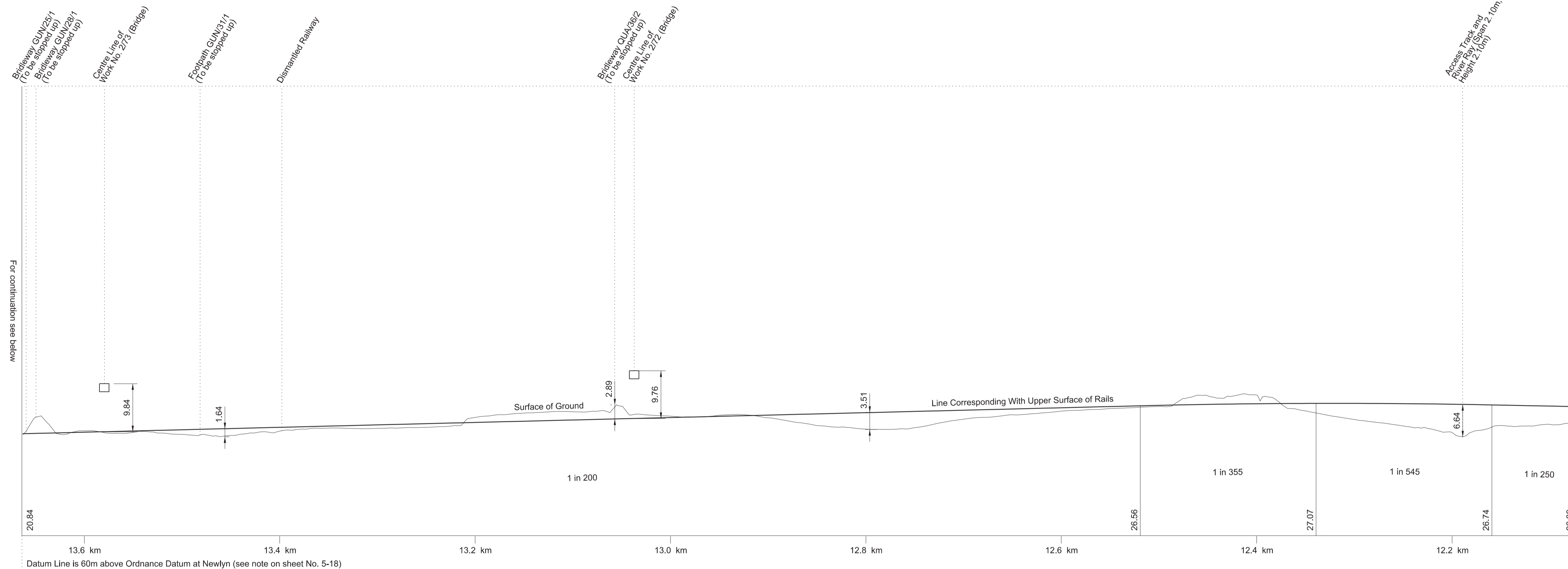
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/49 (Railway)



SECTIONS

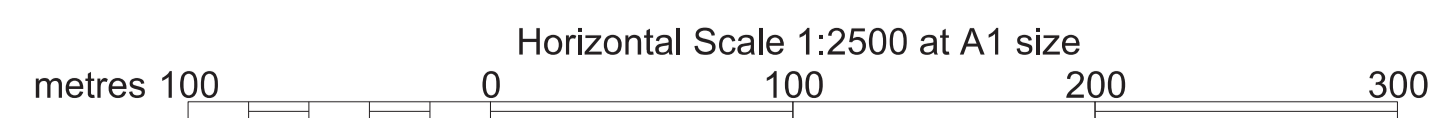
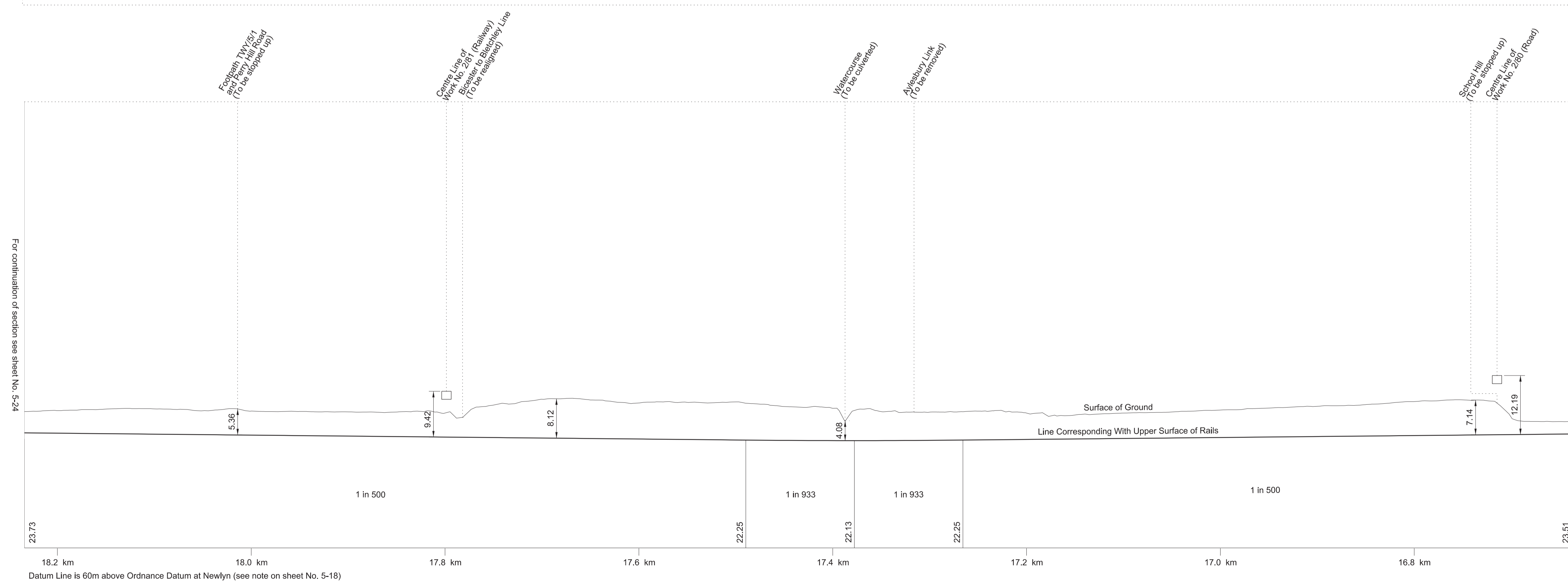
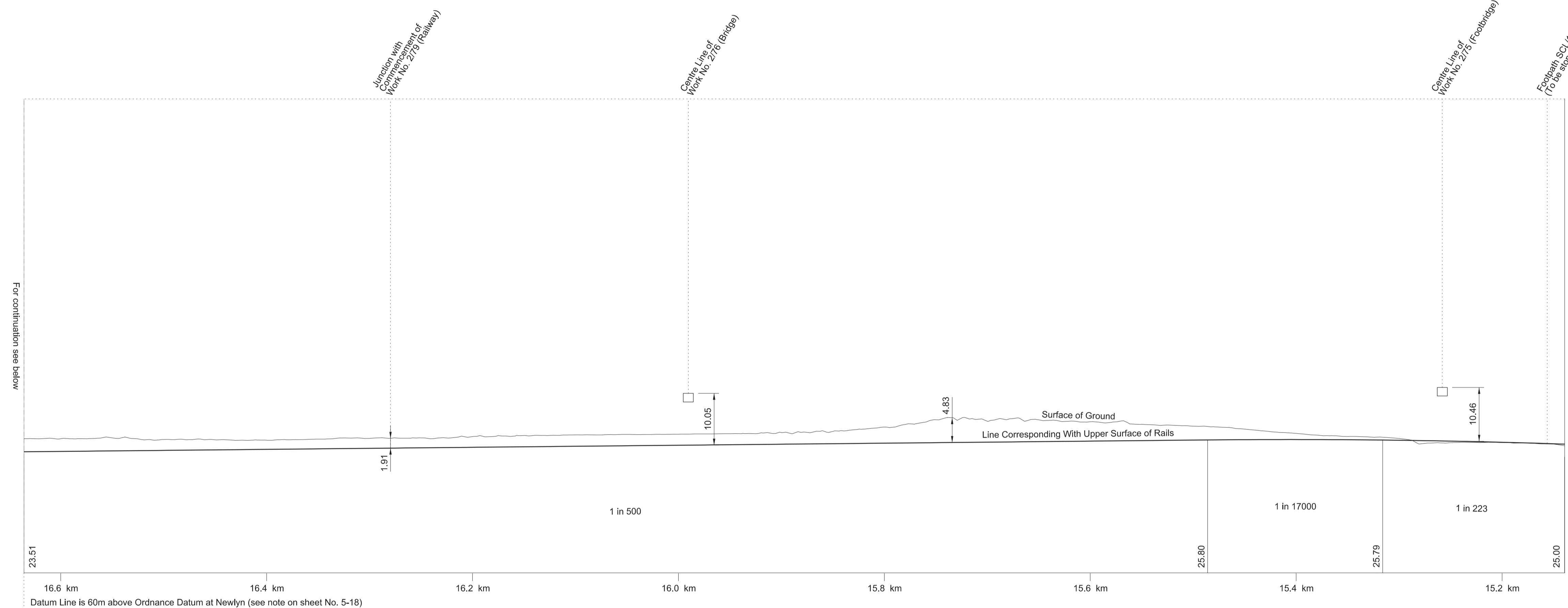
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-54 and 2-55

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



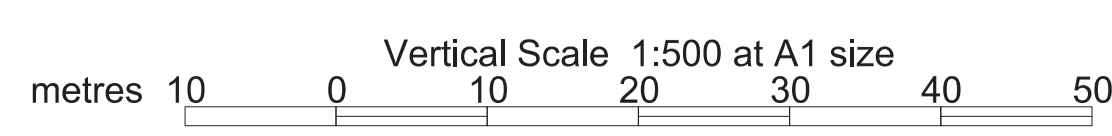
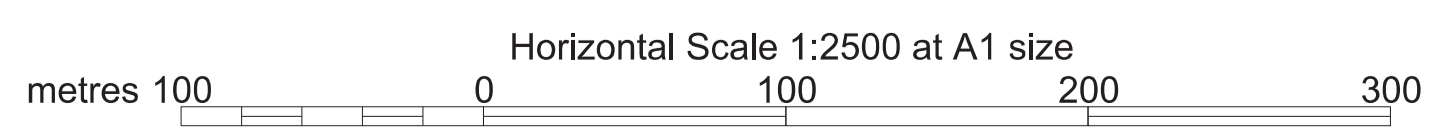
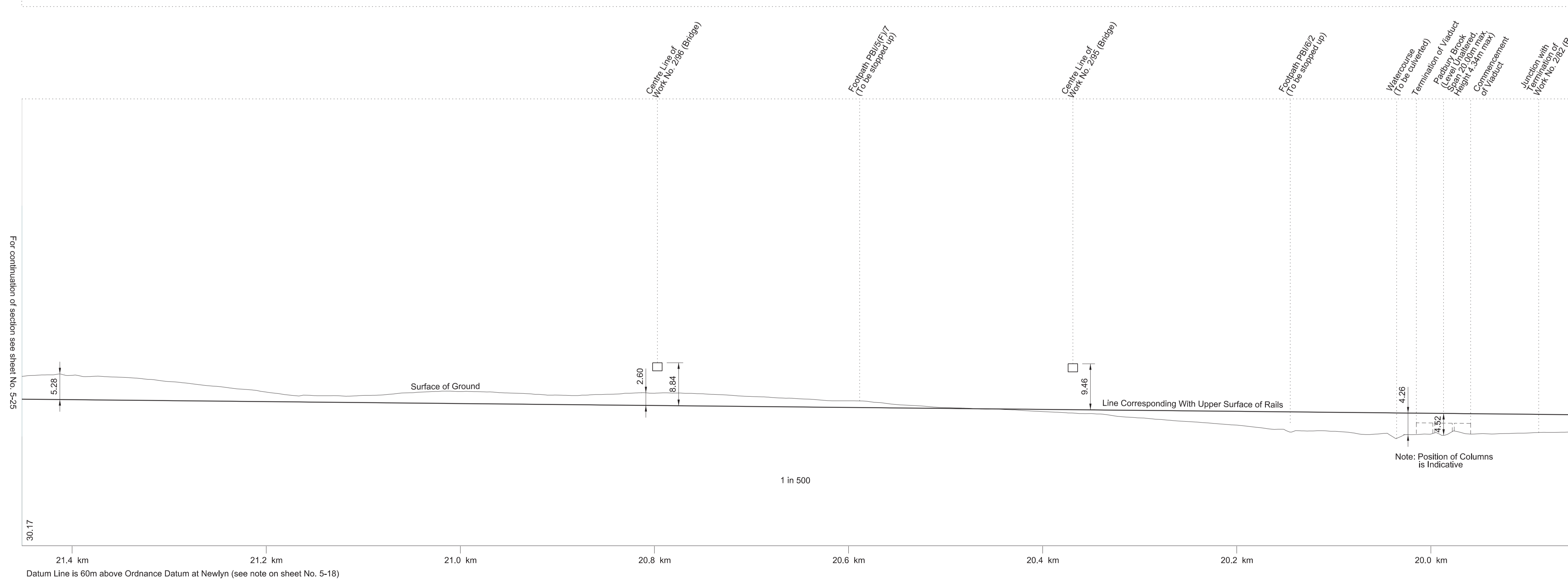
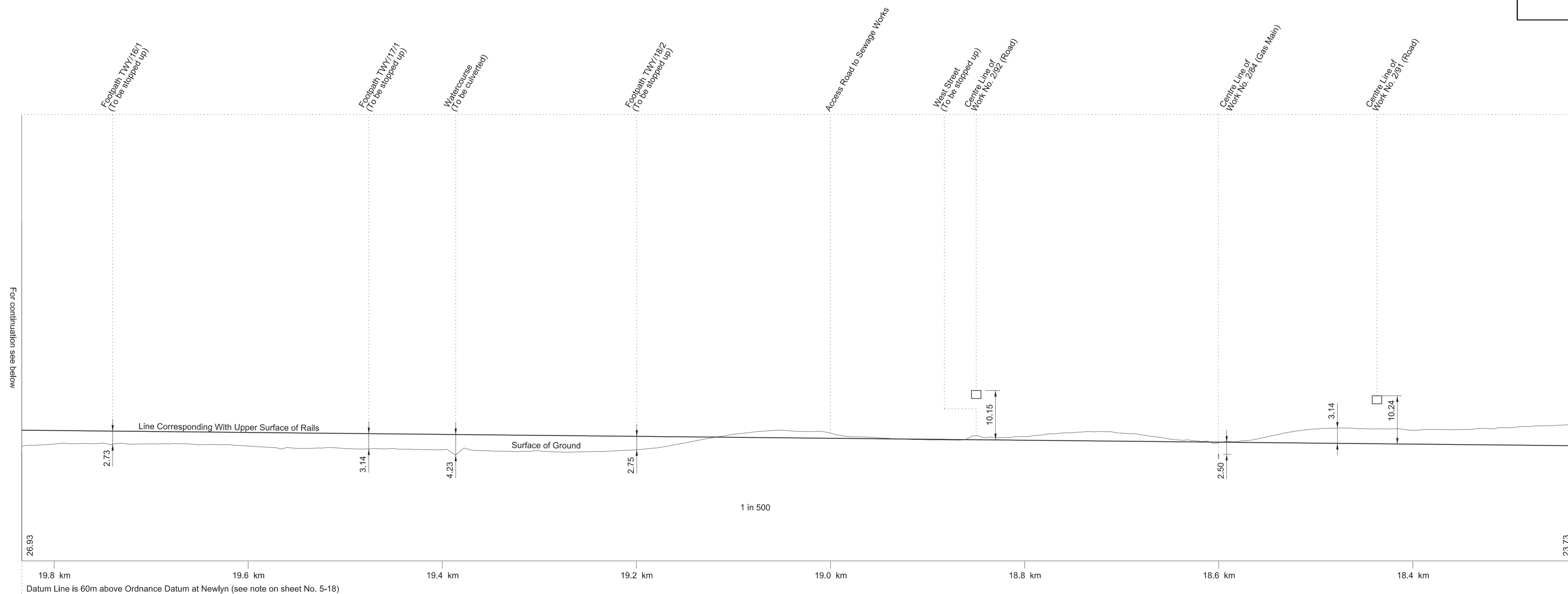
SECTIONS

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



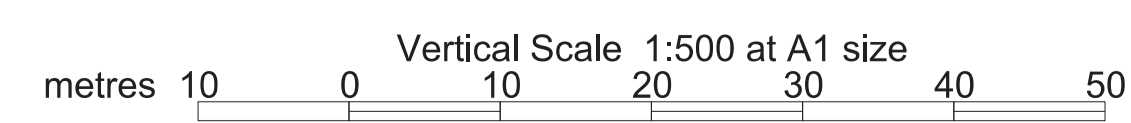
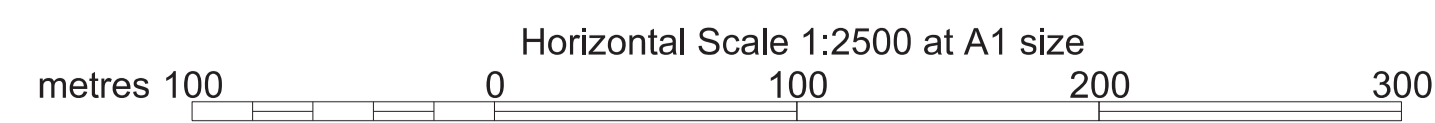
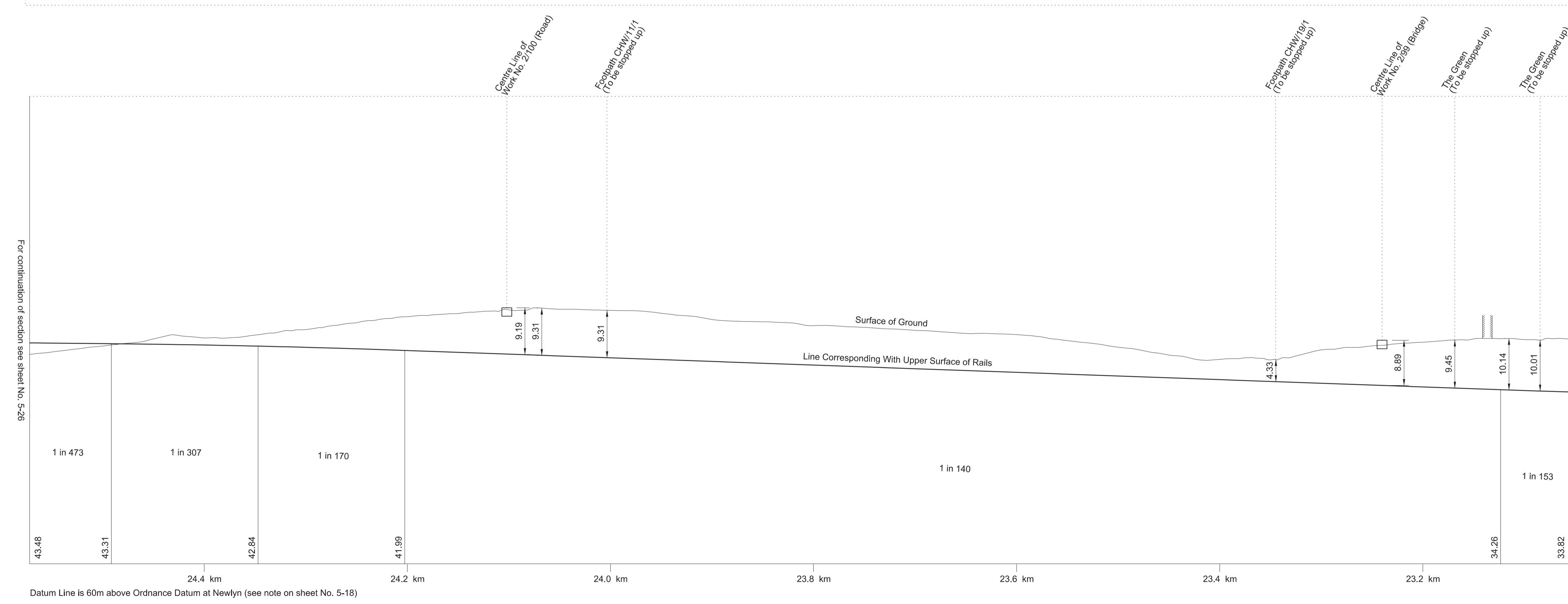
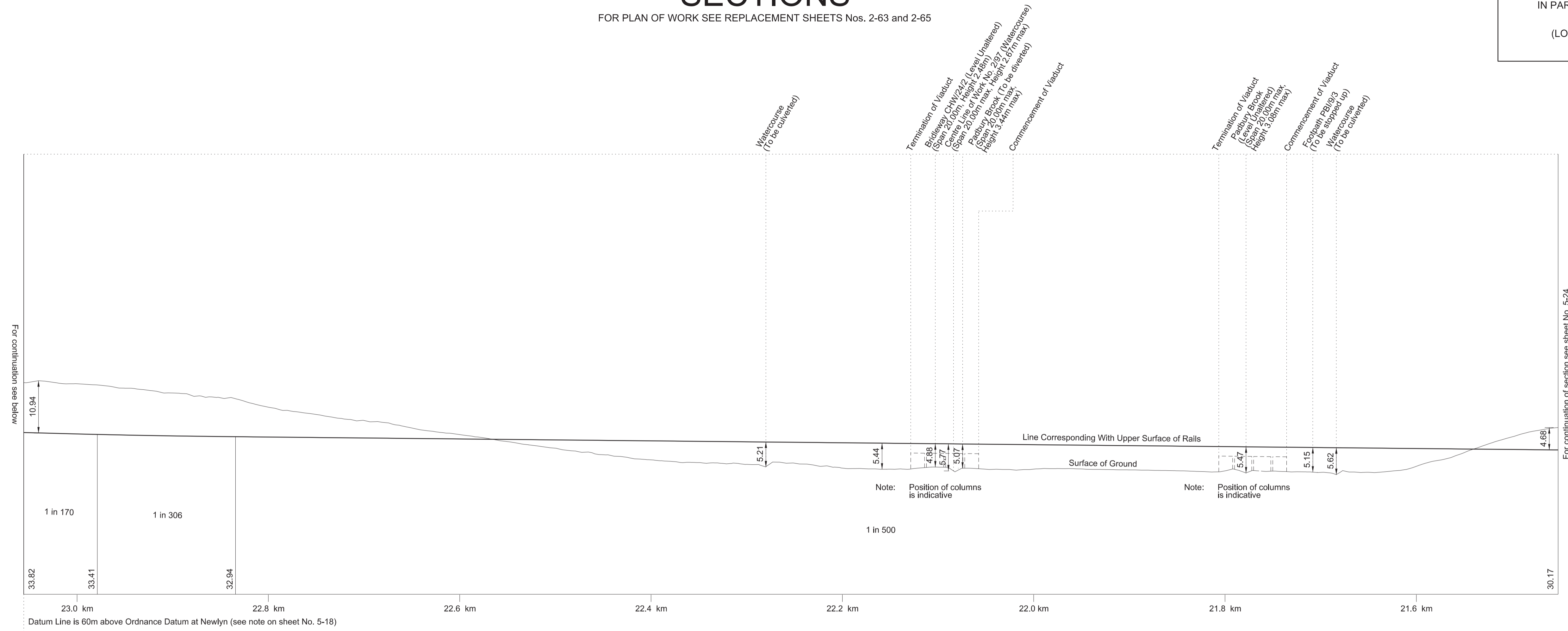
SECTIONS

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



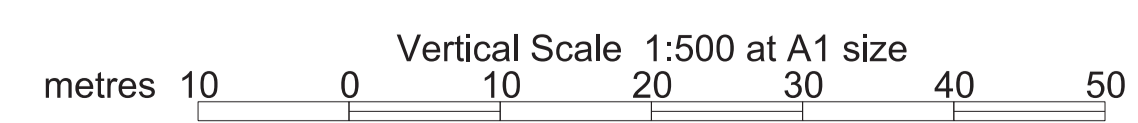
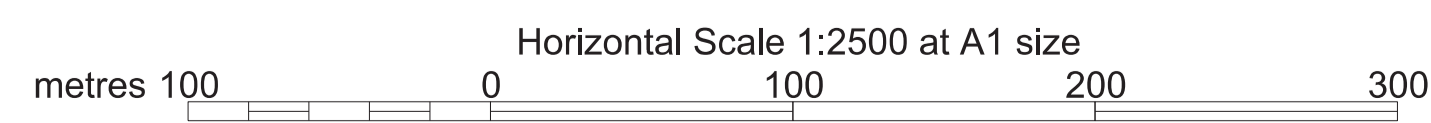
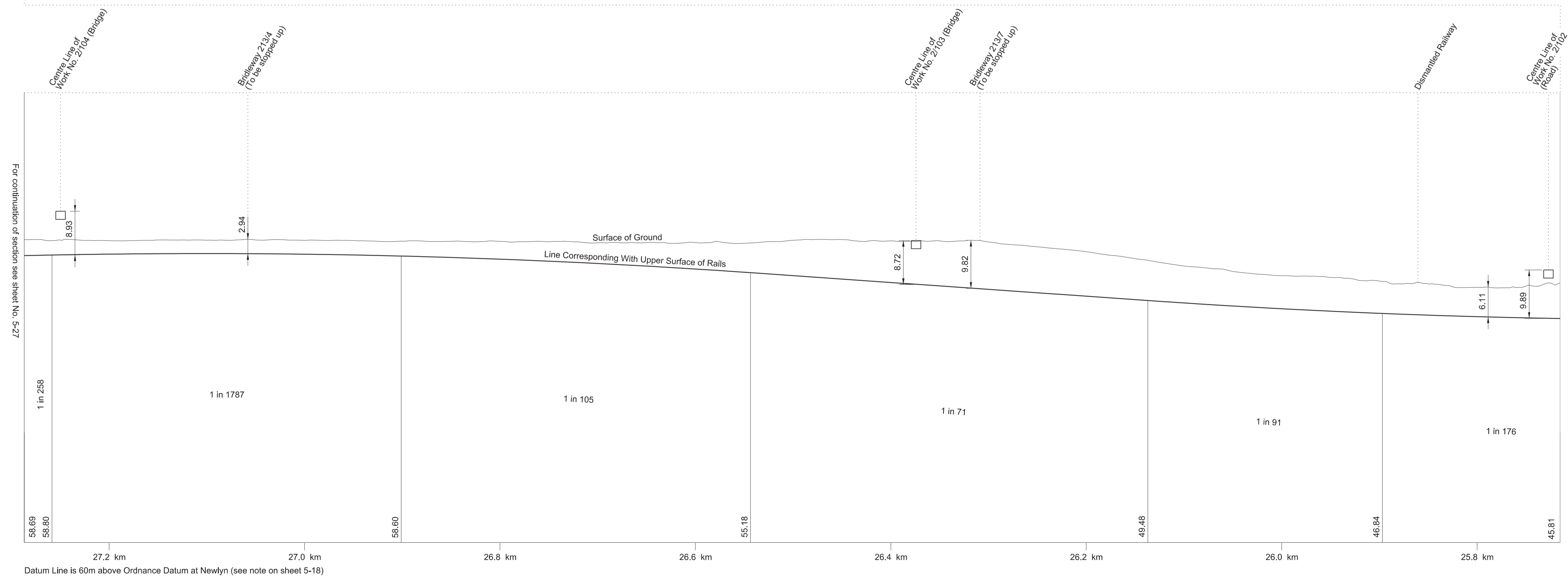
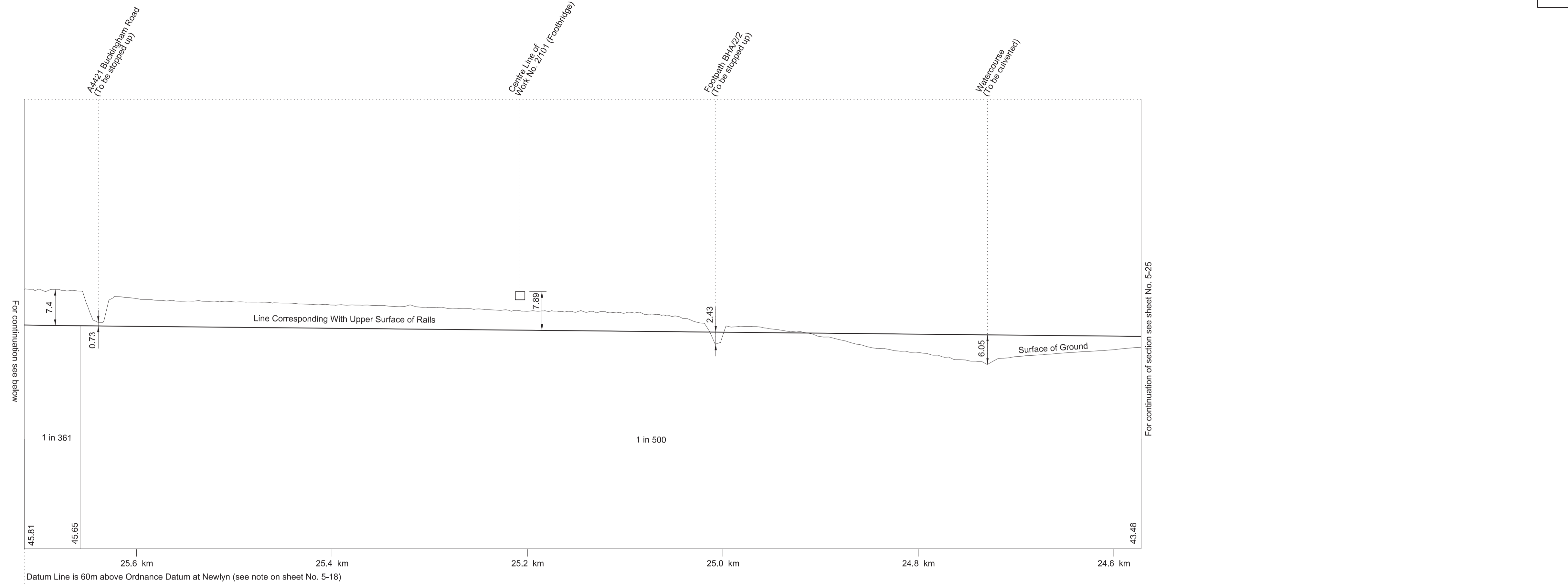
SECTIONS

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



SECTIONS

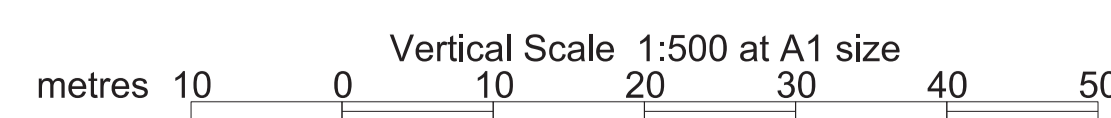
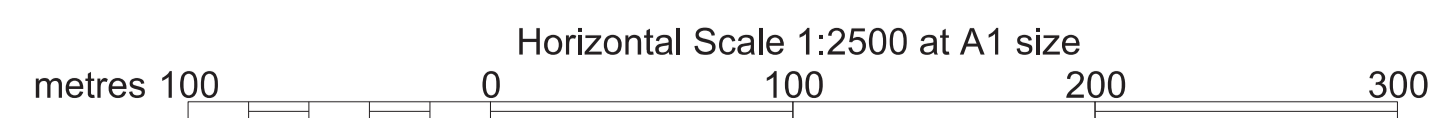
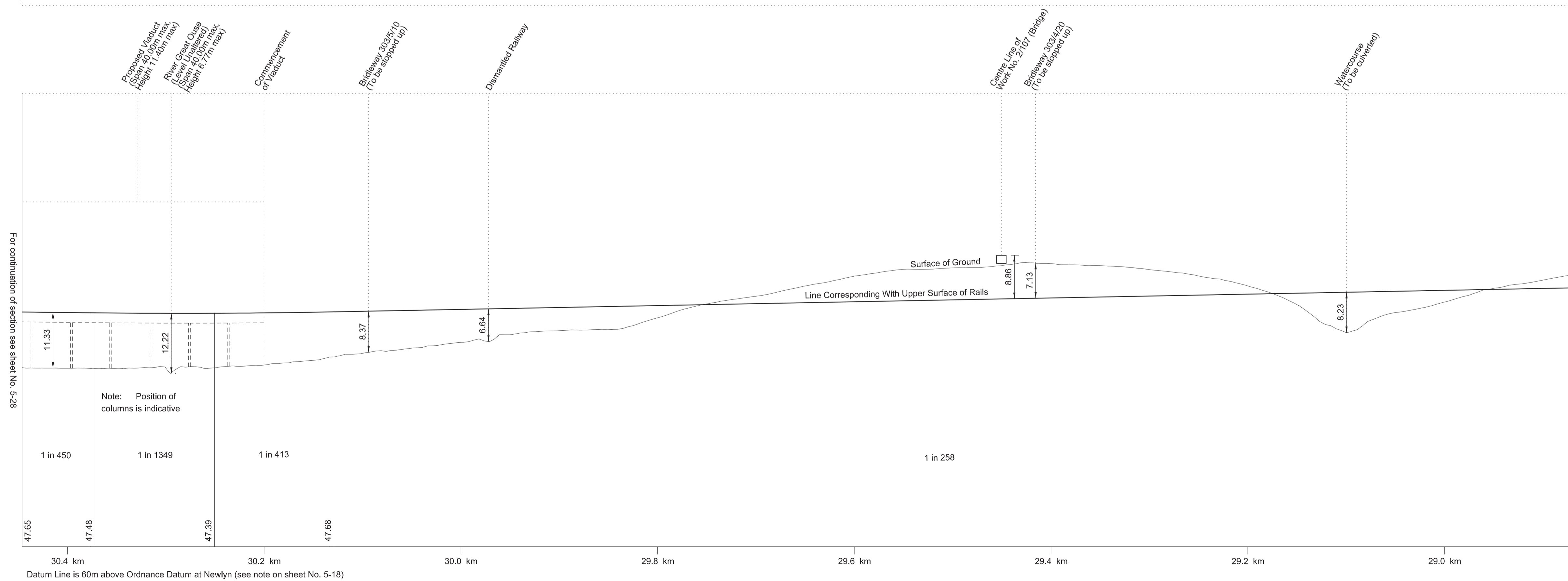
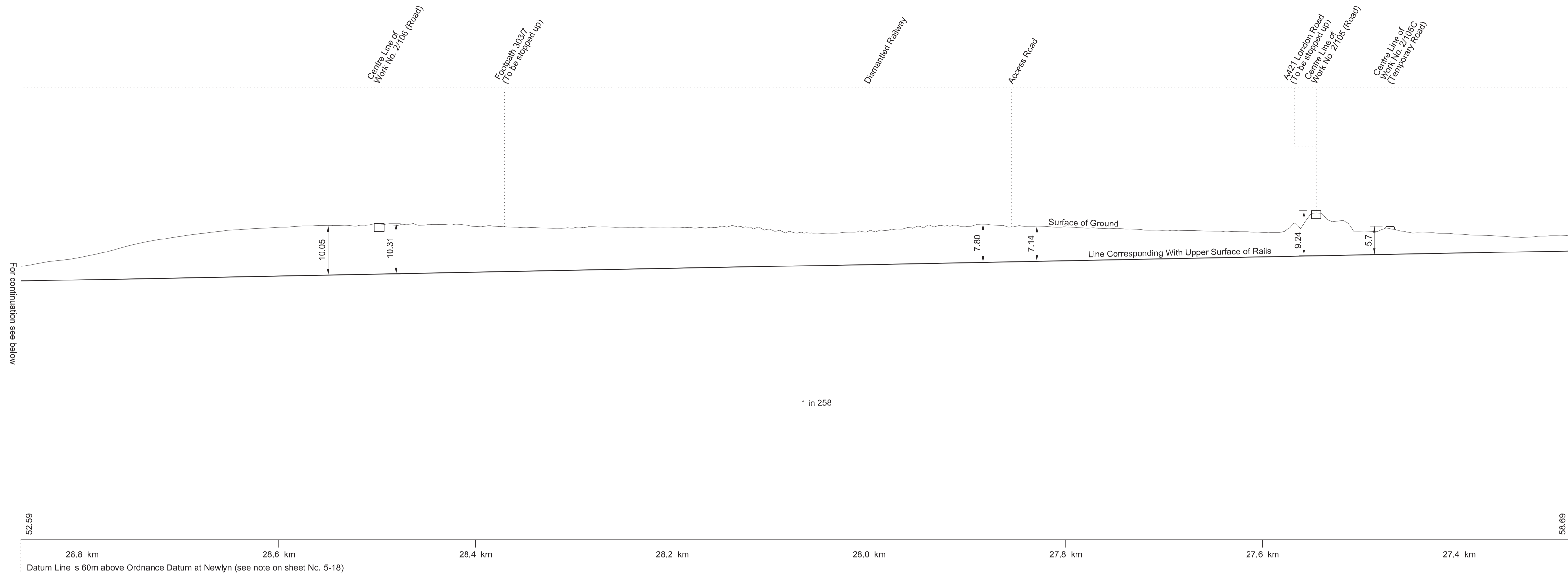
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-66 and SHEET No. 2-67



SECTIONS

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

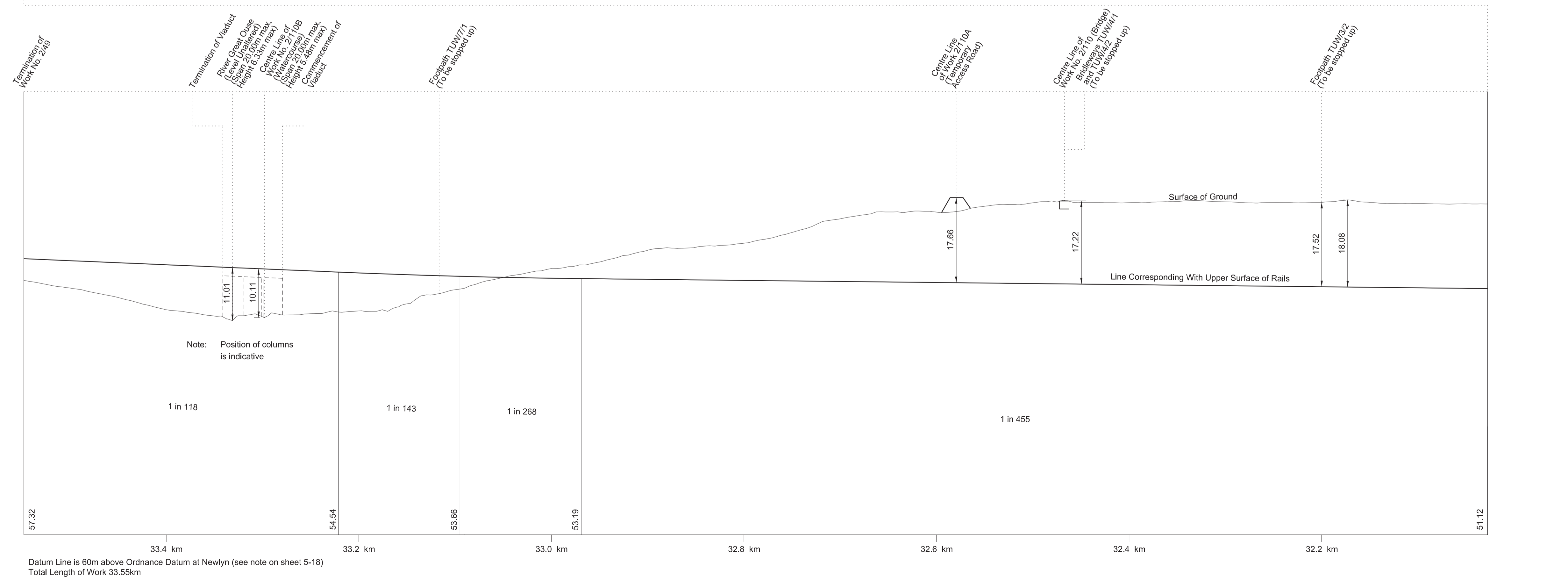
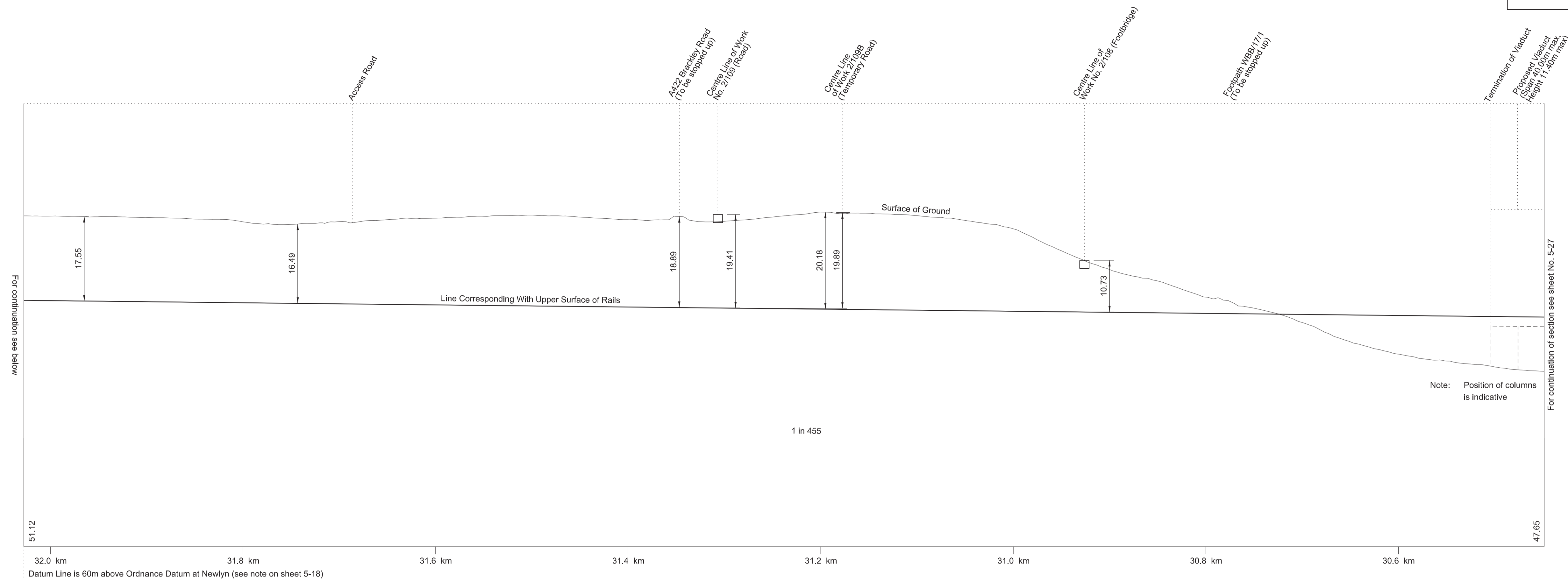
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/49 (Railway)



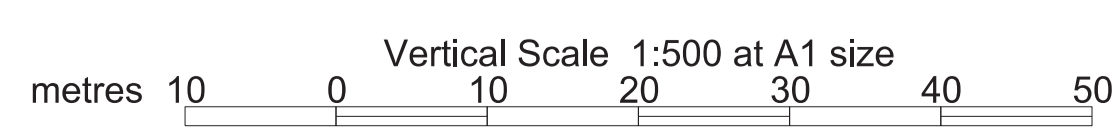
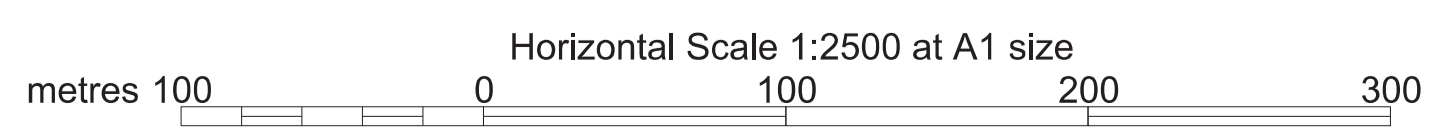
SECTIONS

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

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



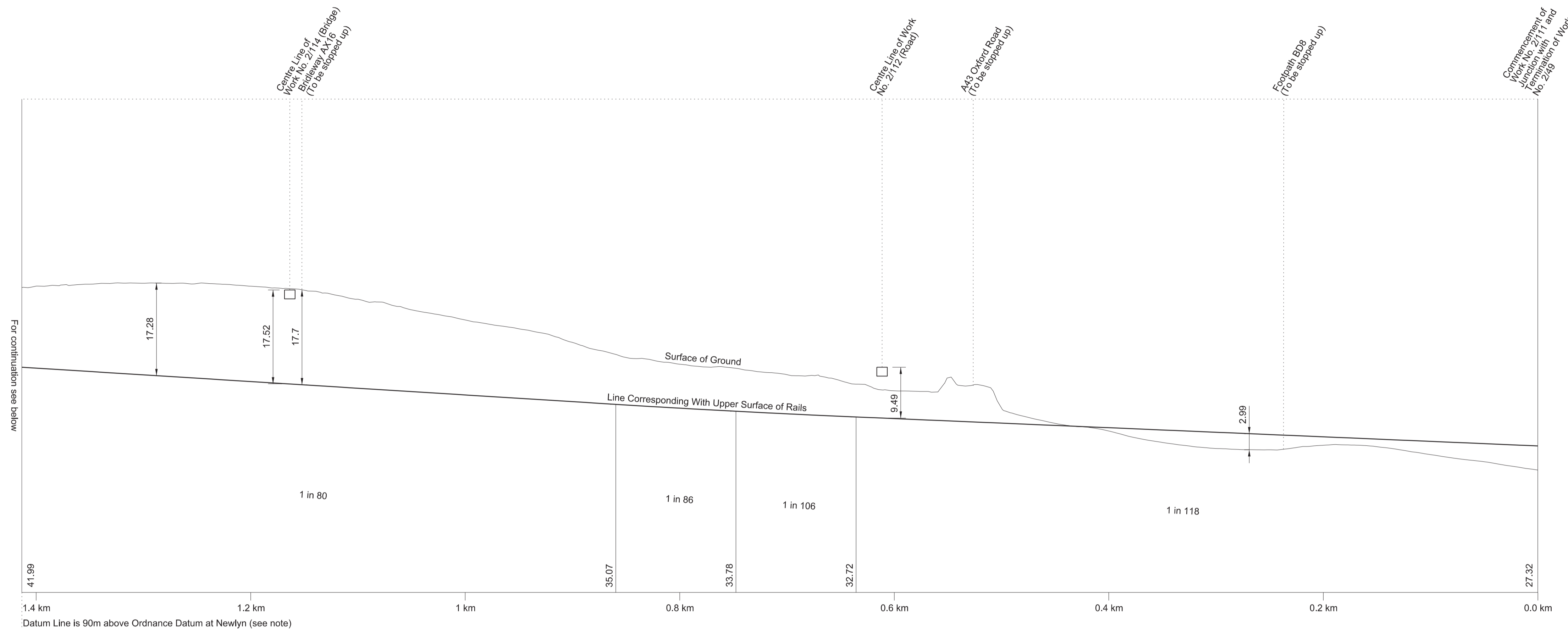
Datum Line is 60m above Ordnance Datum at Newlyn (see note on sheet 5-18)
Total Length of Work 33.55km



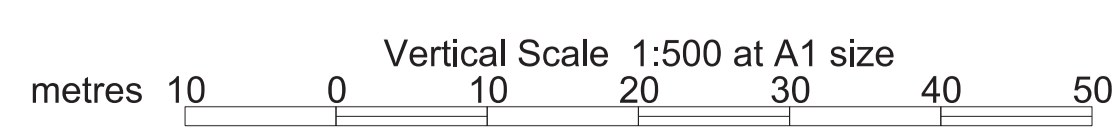
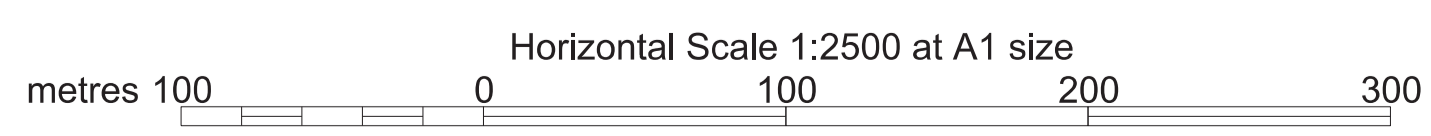
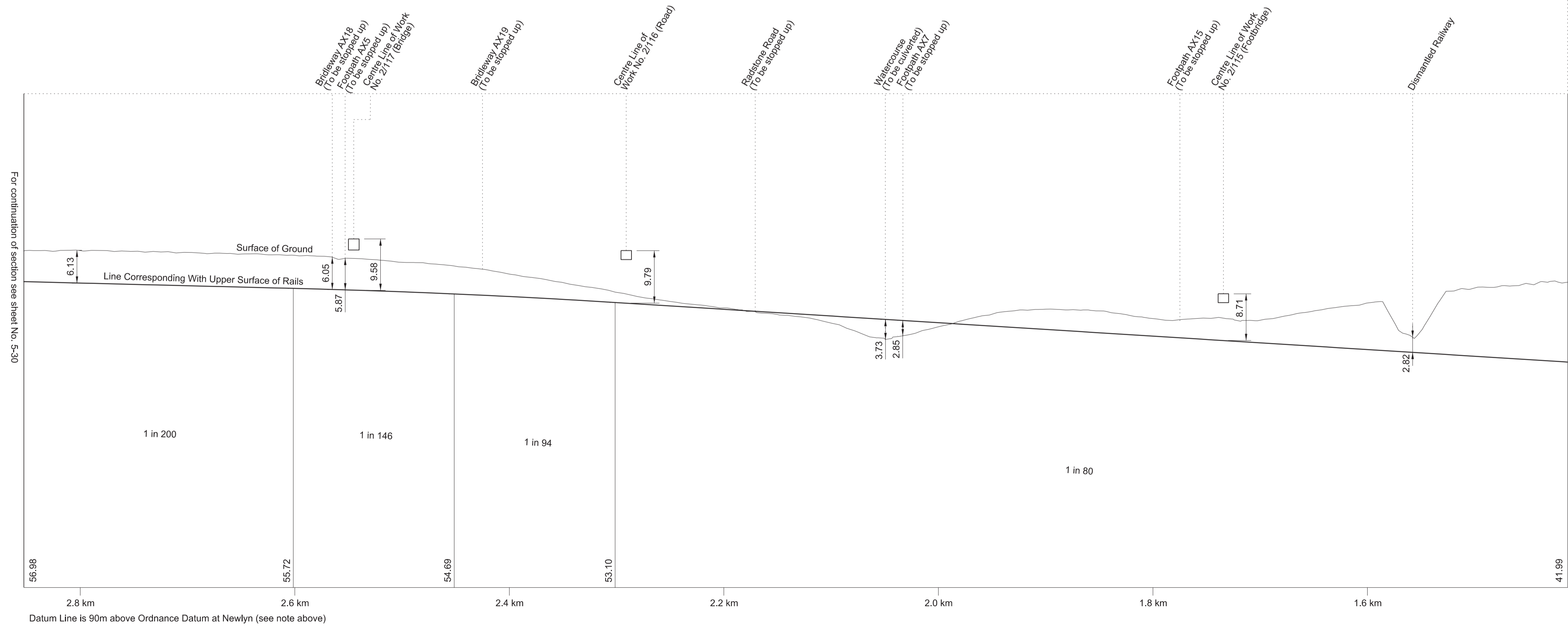
SECTIONS

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

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

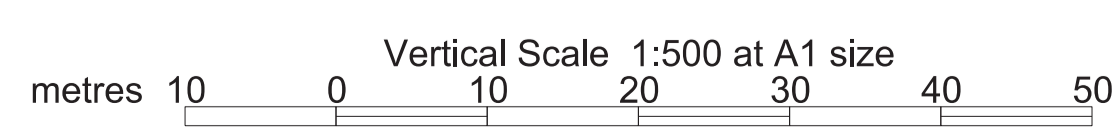
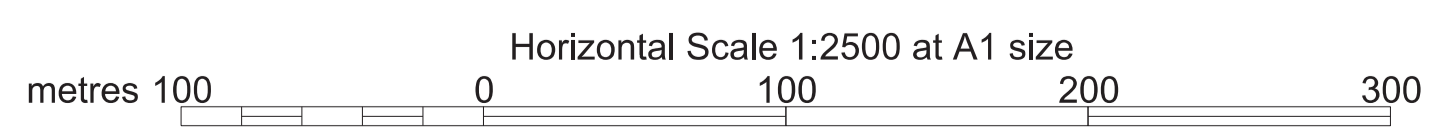
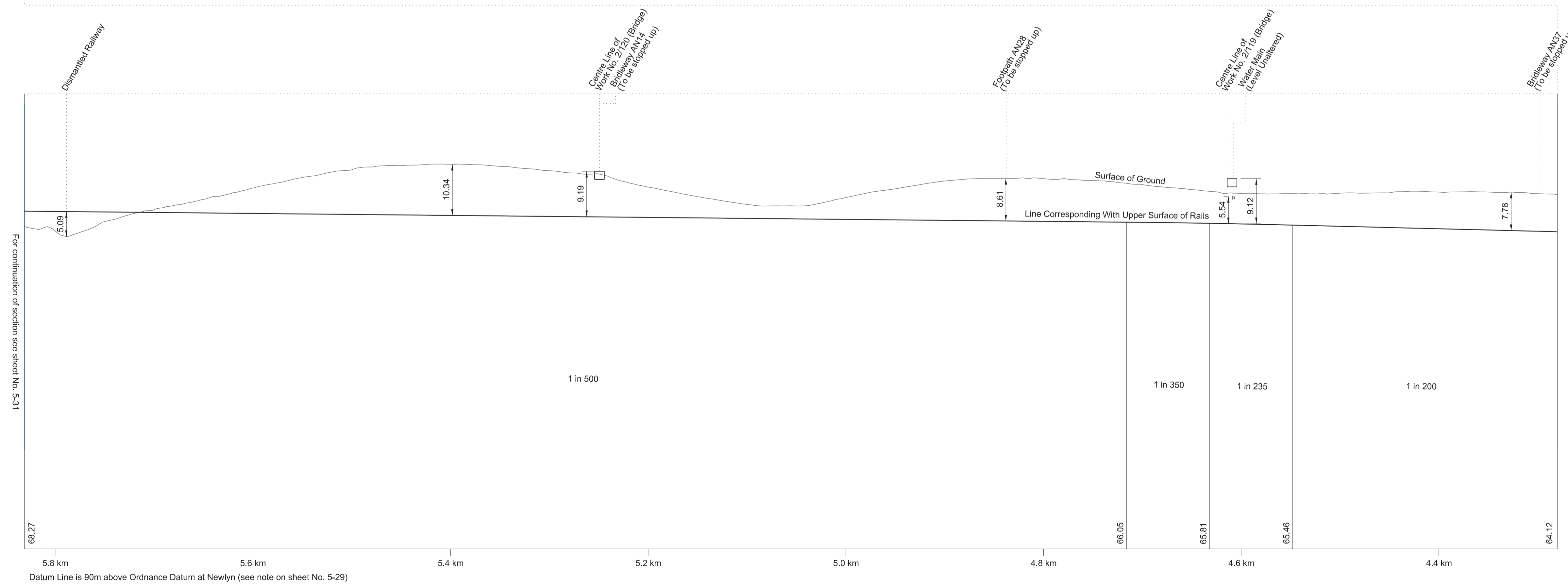
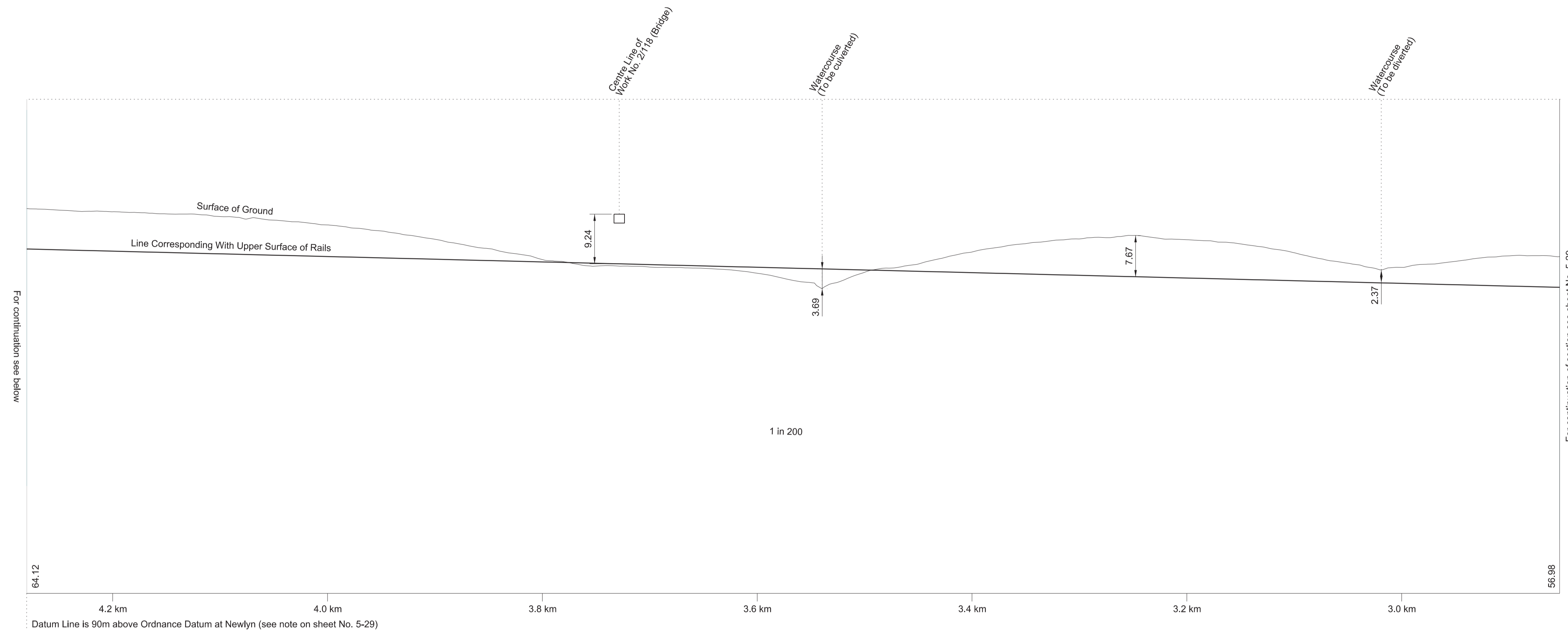


Datum Line for Work No. 2/111 (90 metres above Ordnance Datum) is 38.42m below the fixed point being the end of solid channel white line on the A43, outside Ilets Farm, and marked thus \blacktriangle on plan (Sheet No. 2-76). Such fixed point being 128.42m above Ordnance Datum Newlyn (ODN).



SECTIONS

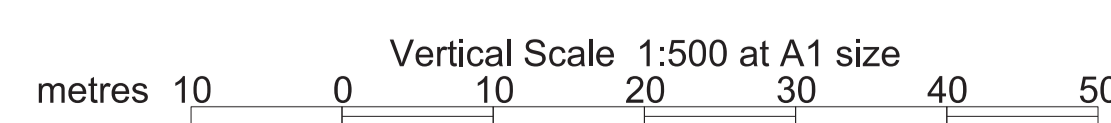
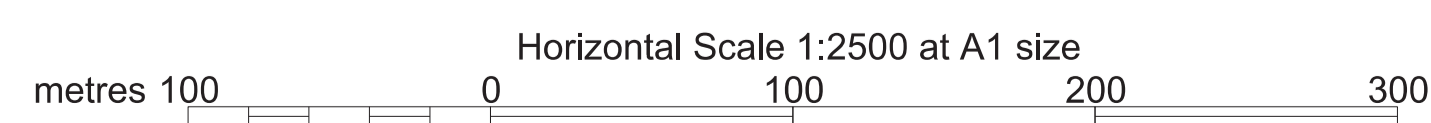
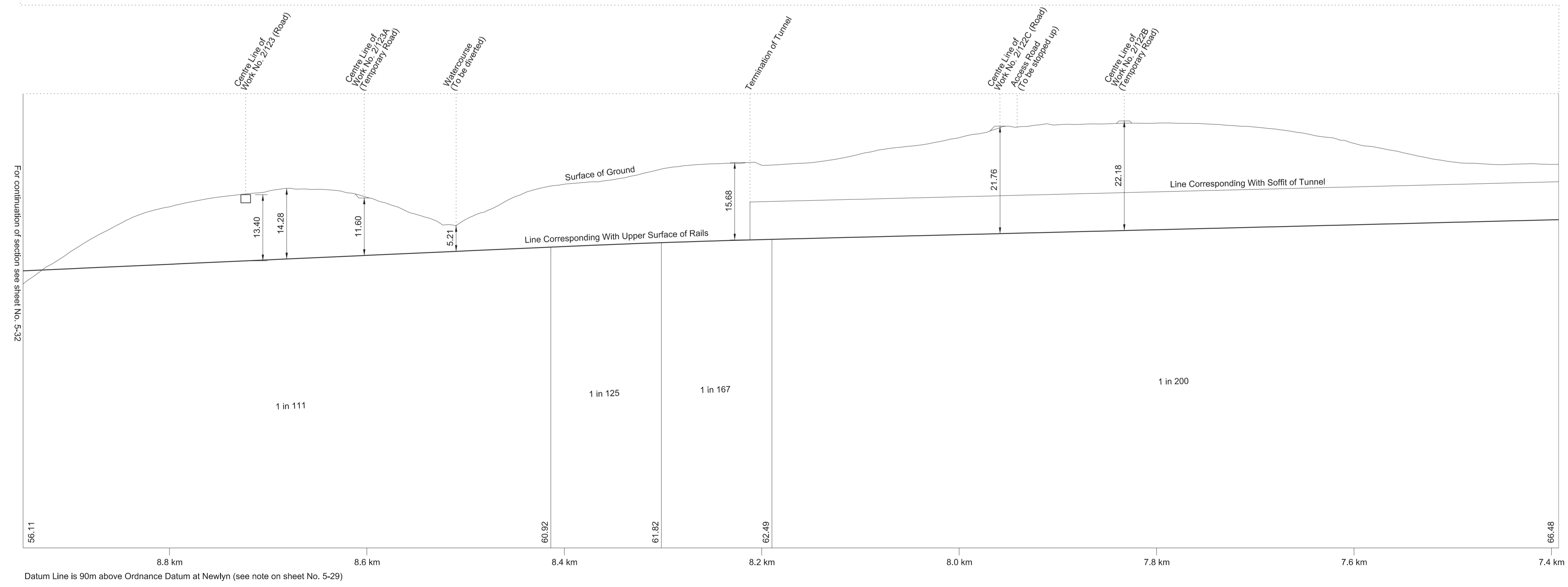
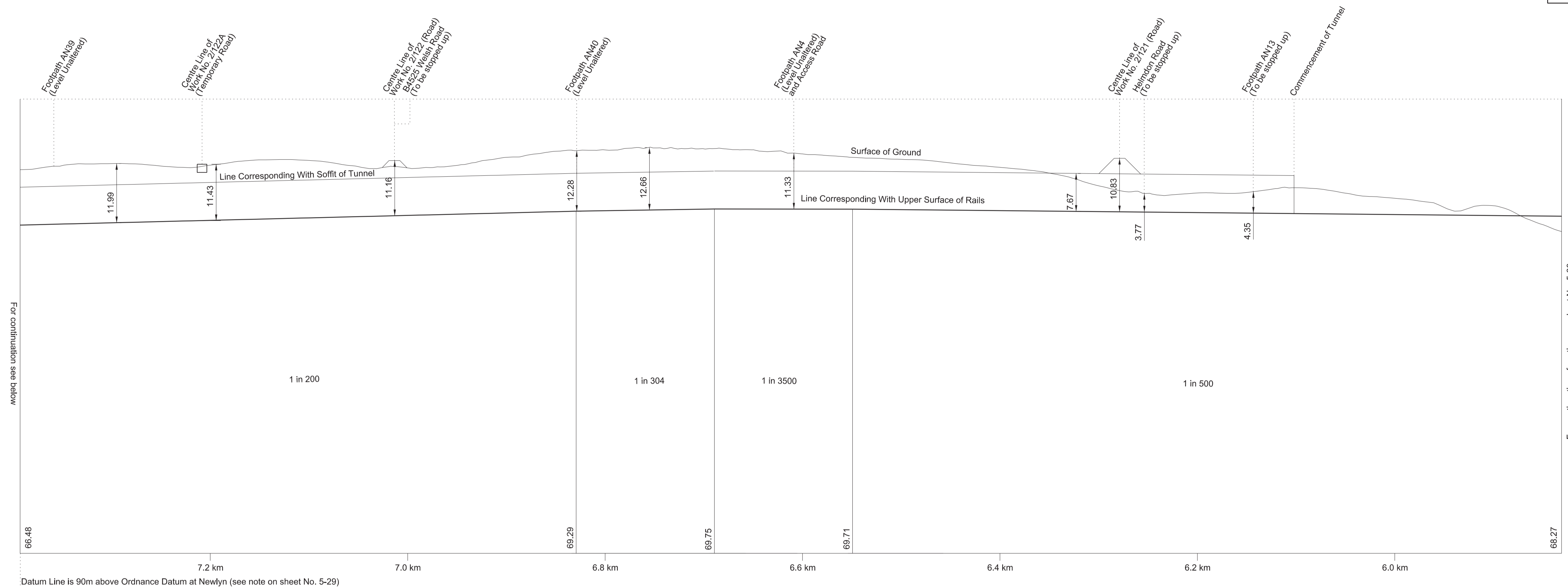
FOR PLAN OF WORK SEE SHEET No. 2-78 and REPLACEMENT SHEET No. 2-79



SECTIONS

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

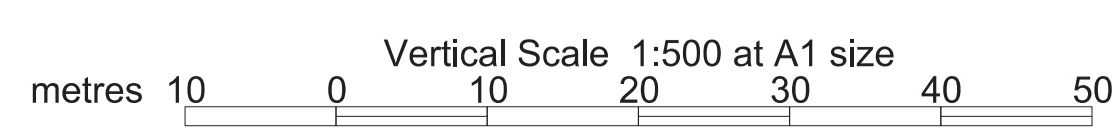
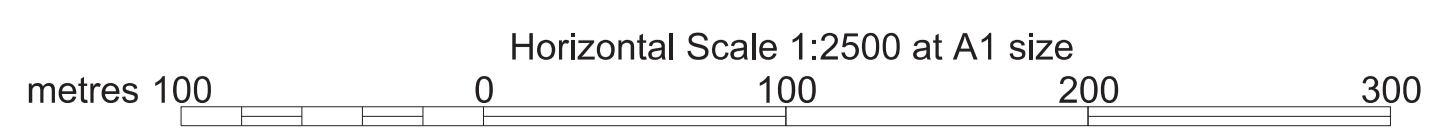
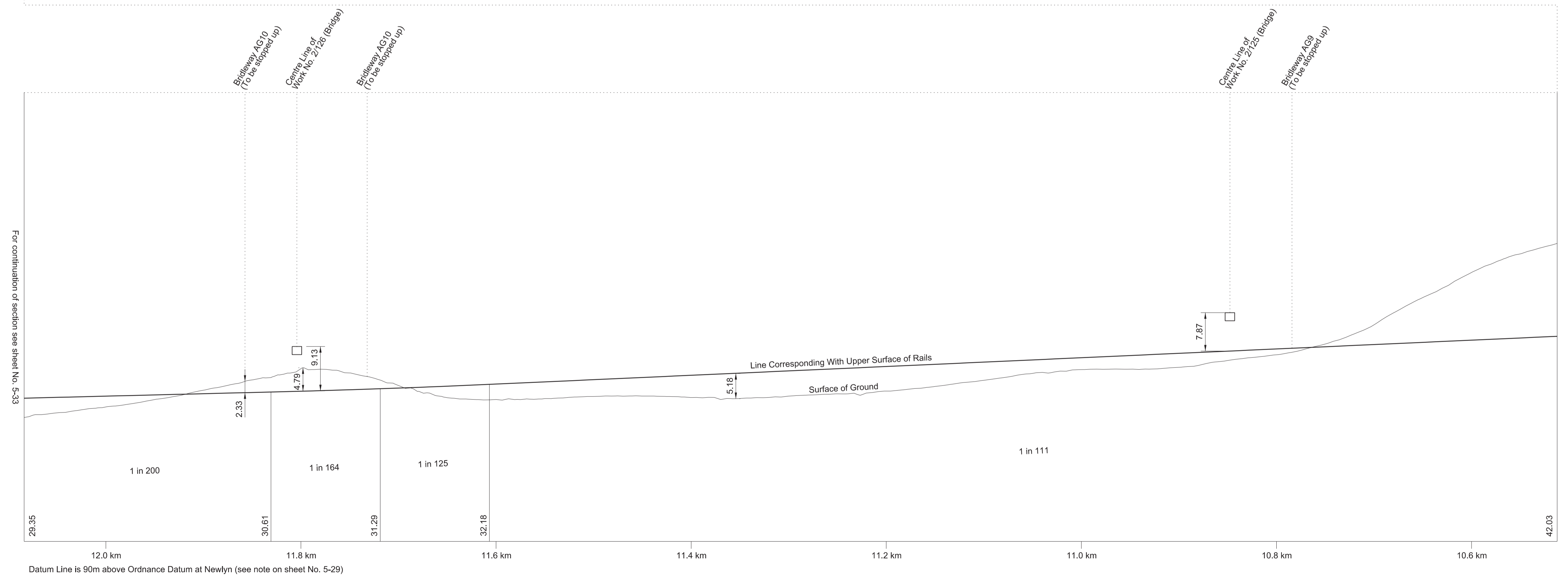
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/111 (Railway)



SECTIONS

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

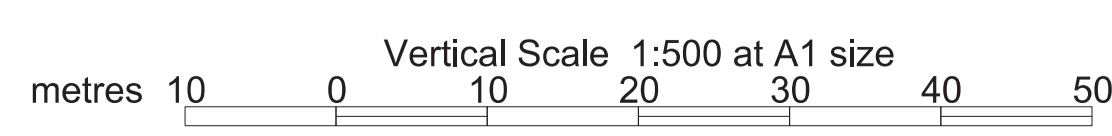
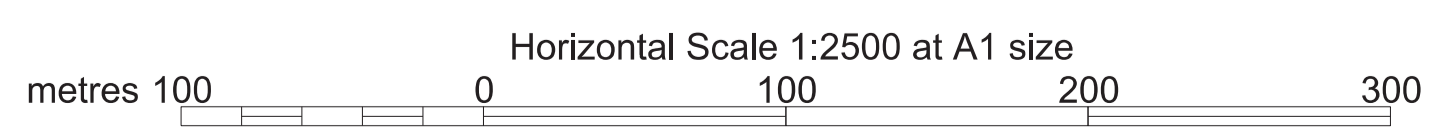
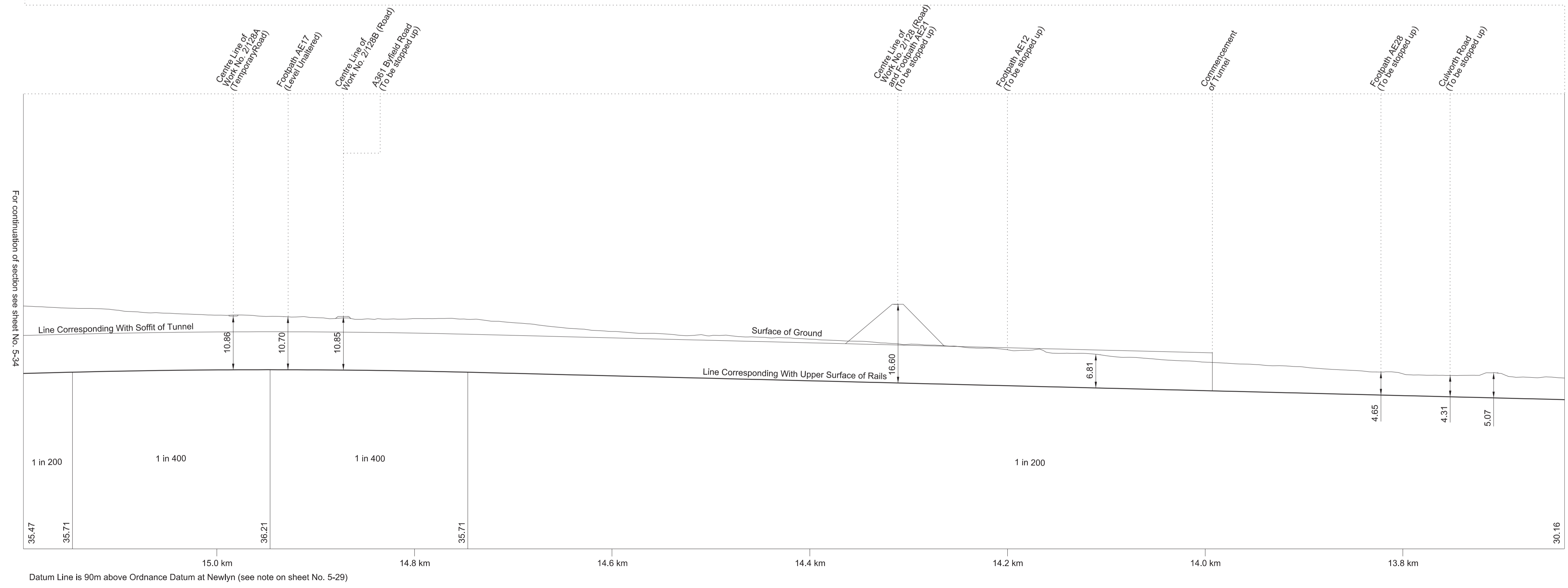
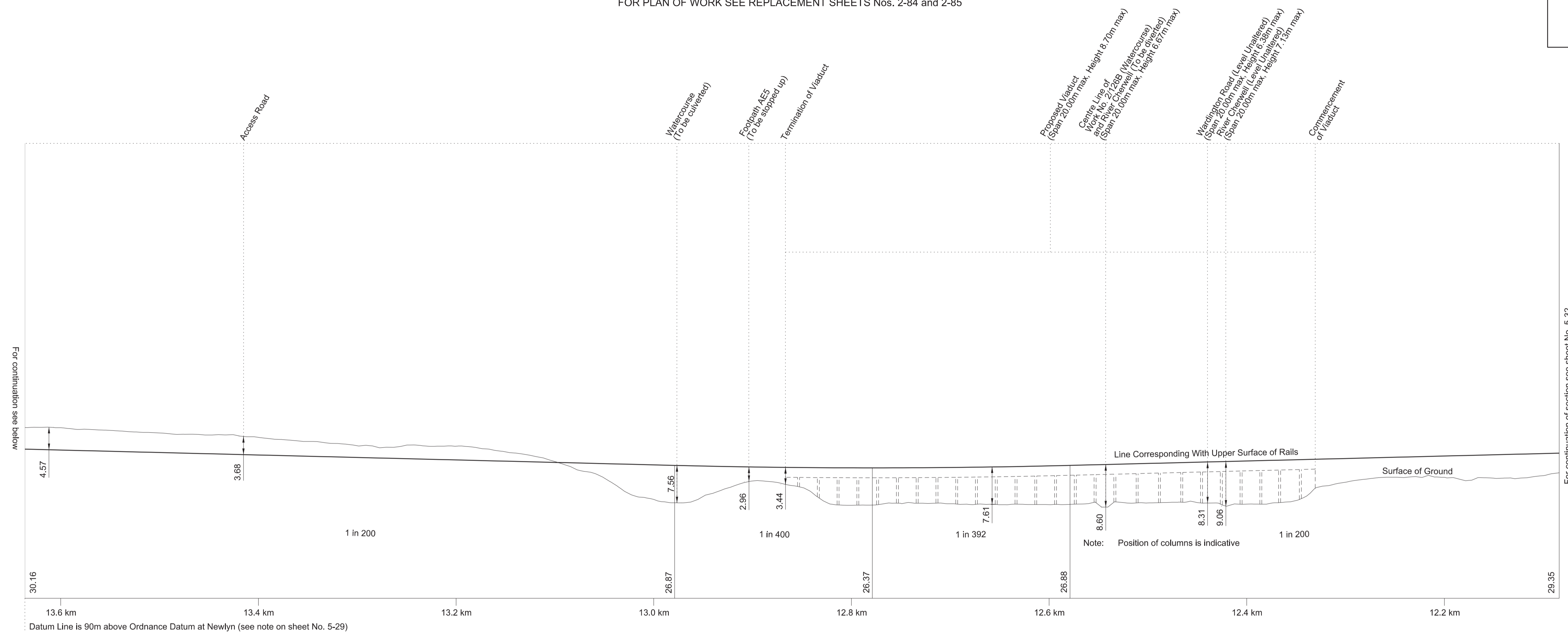
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/111 (Railway)



SECTIONS

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

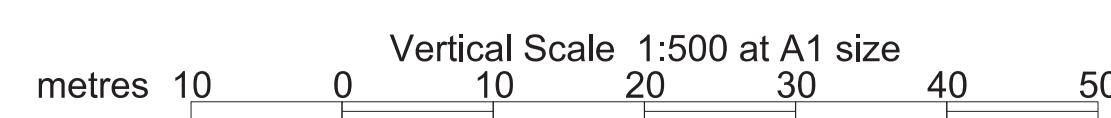
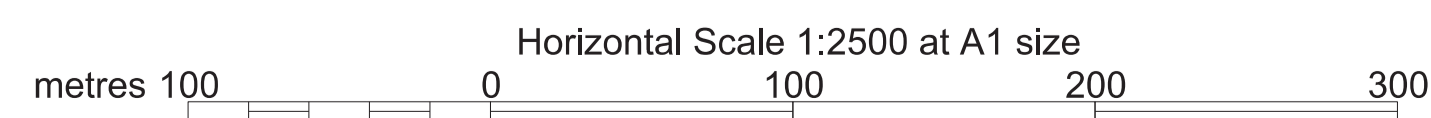
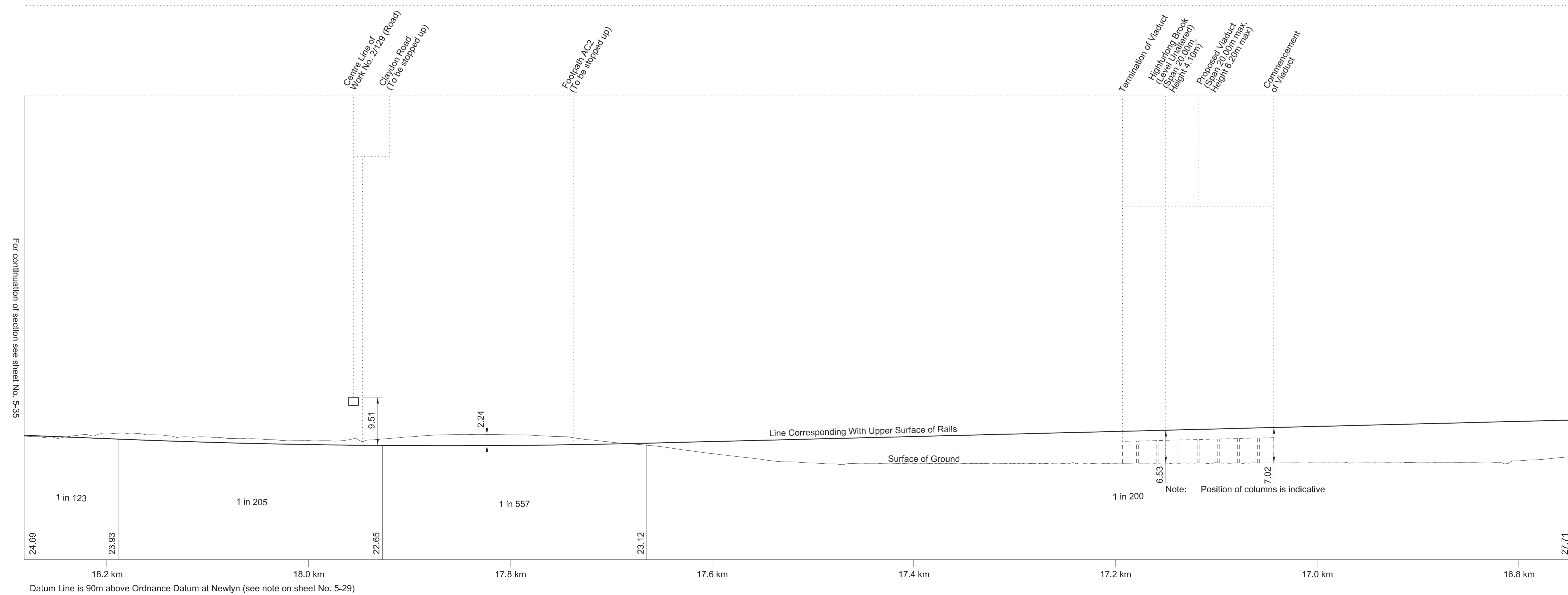
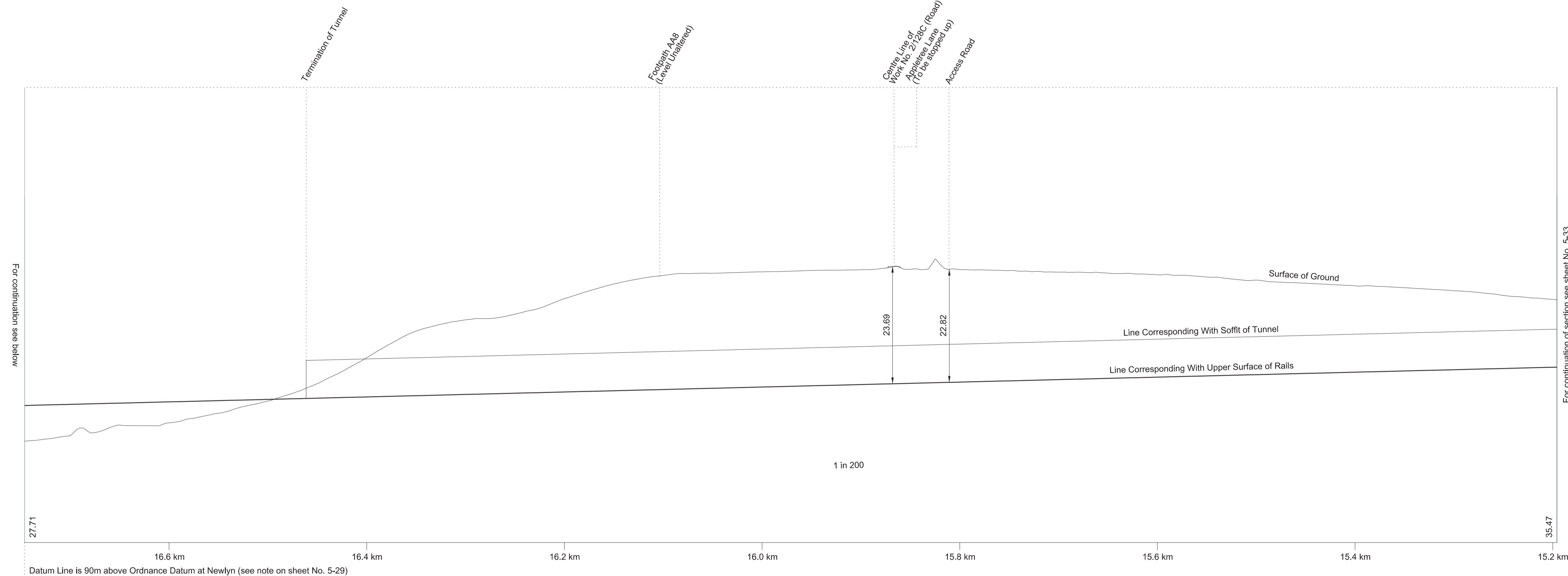
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/111 (Railway)



SECTIONS

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

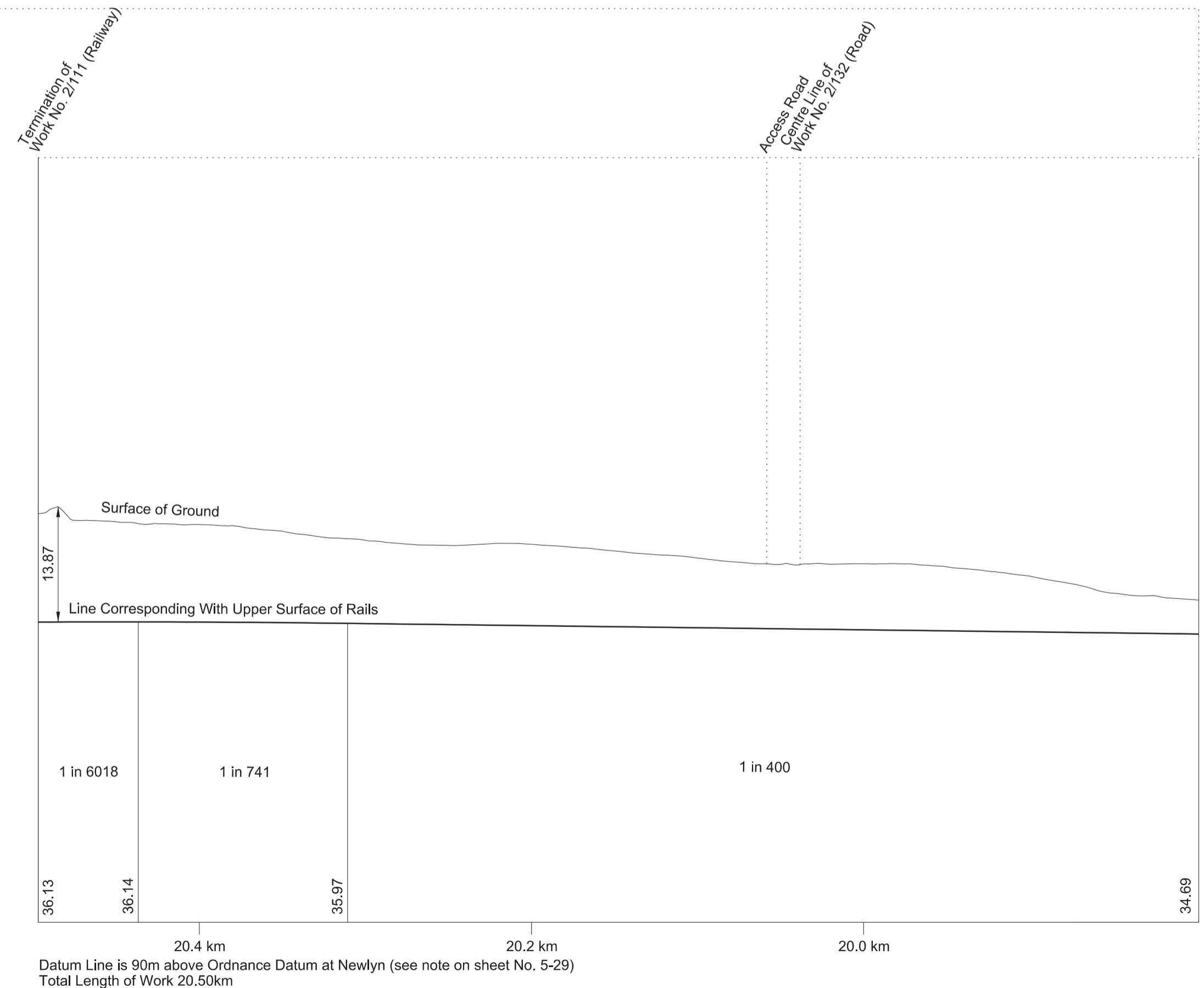
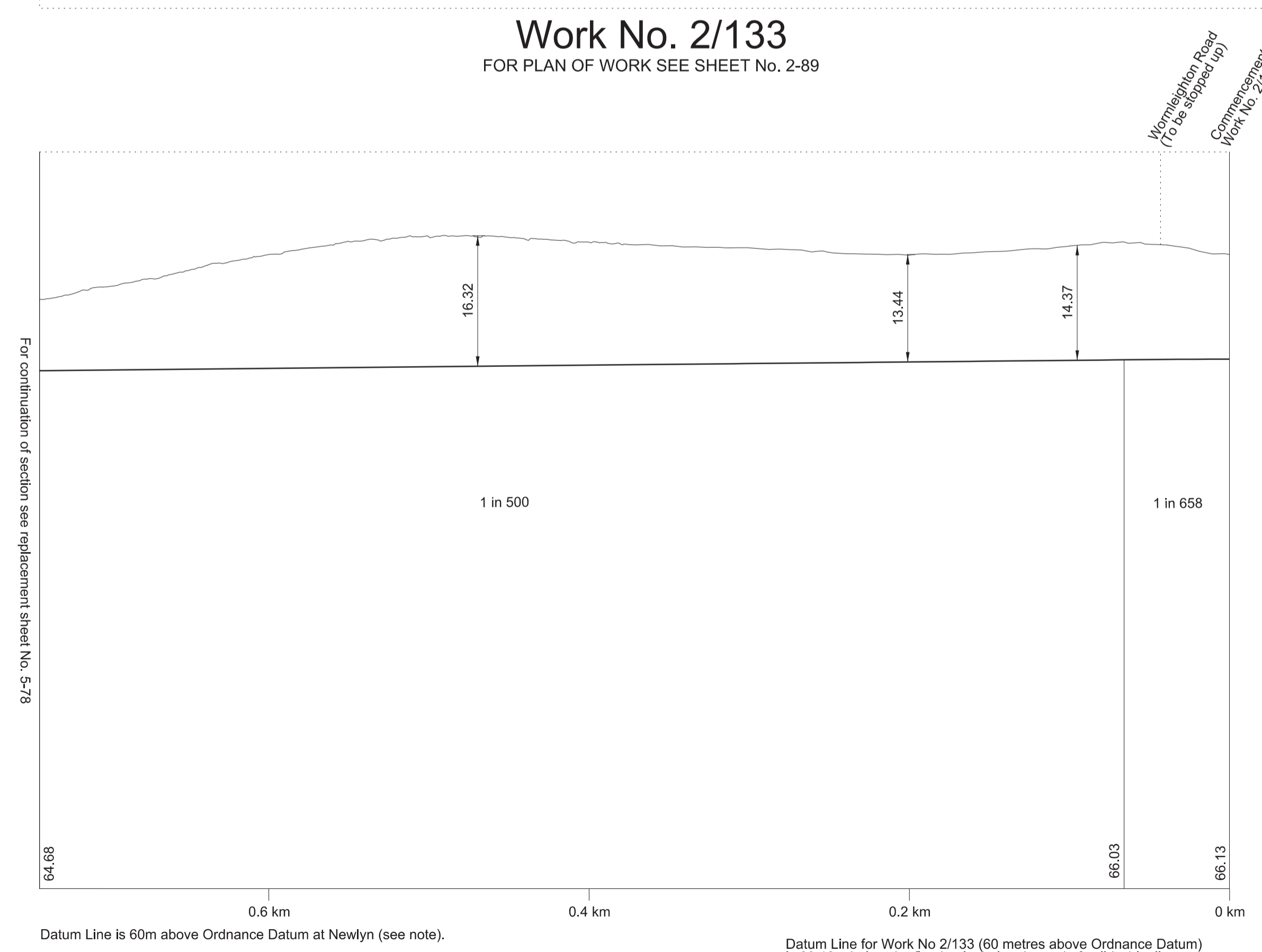
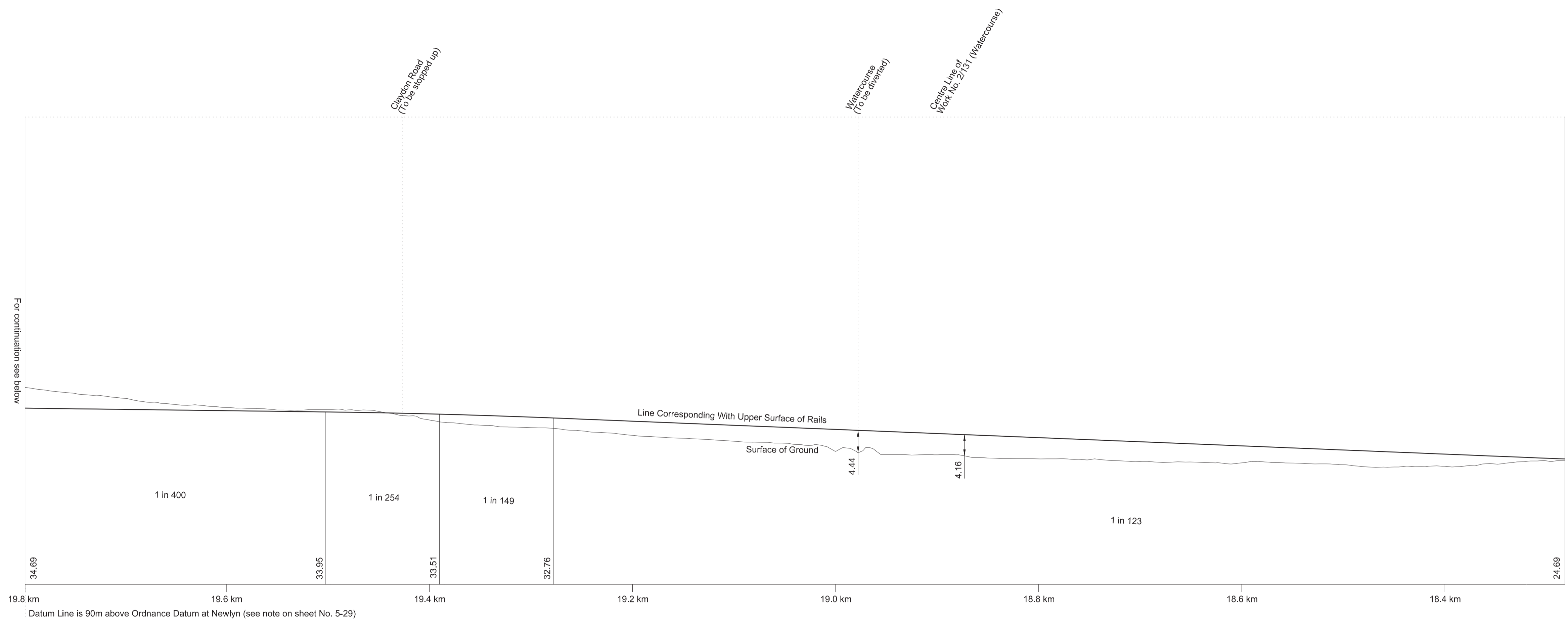
IN PARLIAMENT - SESSION 2013-14
HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)
Work No. 2/111 (Railway)



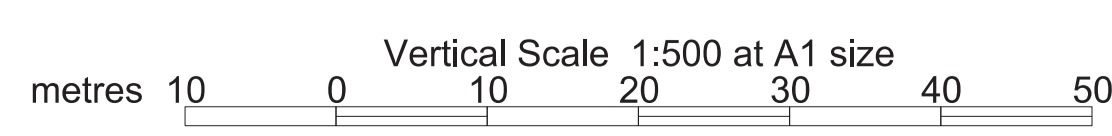
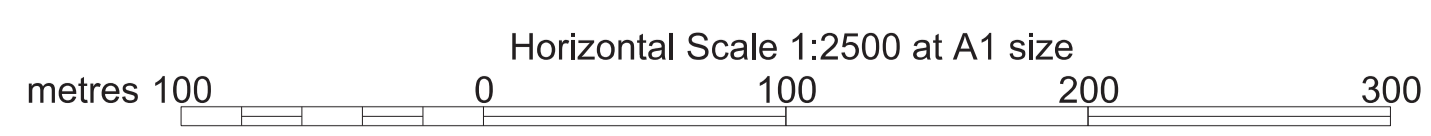
SECTIONS

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

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



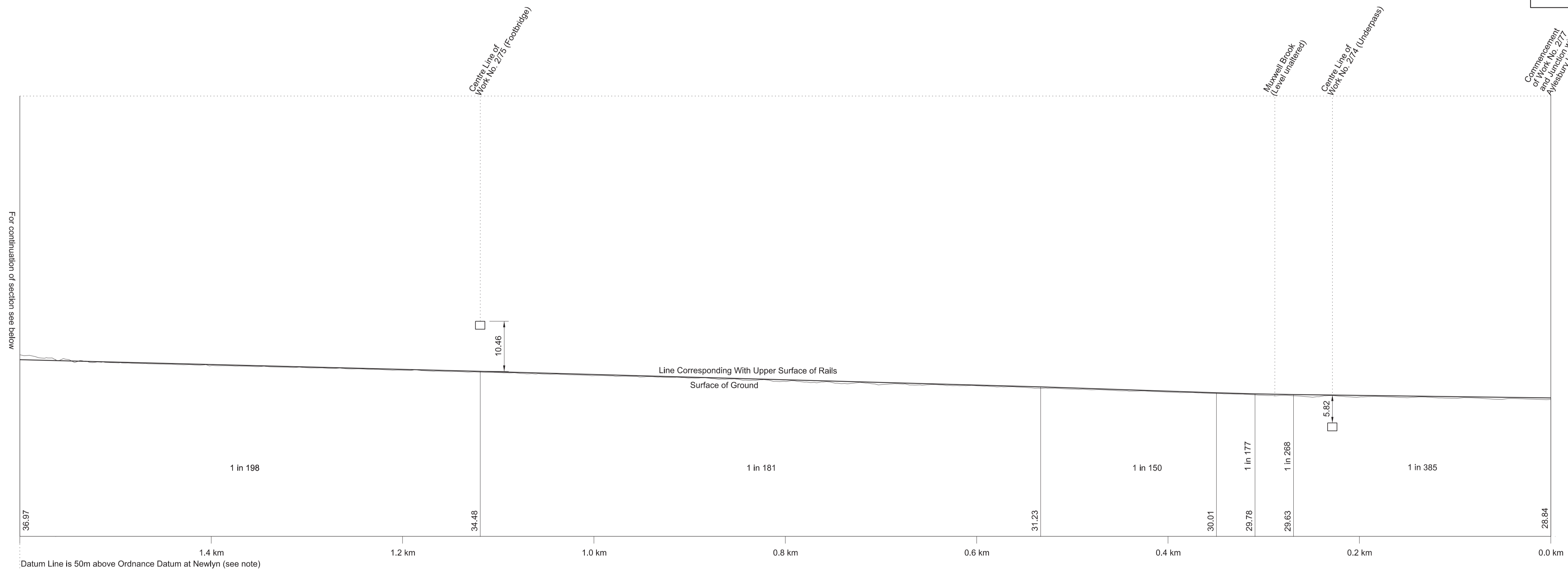
Datum Line for Work No 2/133 (60 metres above Ordnance Datum) is 83.10m below the fixed point being the end of solid white line on Wormleighton Road and marked thus on plan (Sheet No 2-89). Such fixed point being 143.10m above Ordnance Datum Newlyn (ODN).



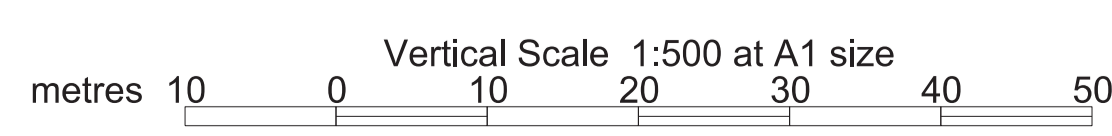
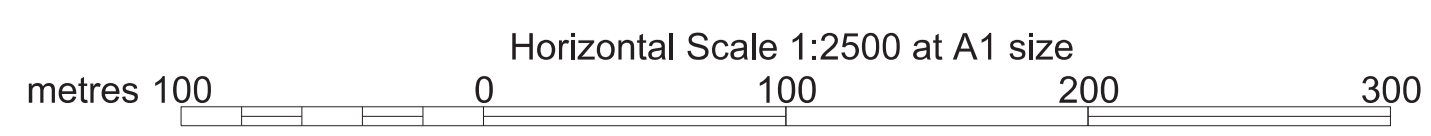
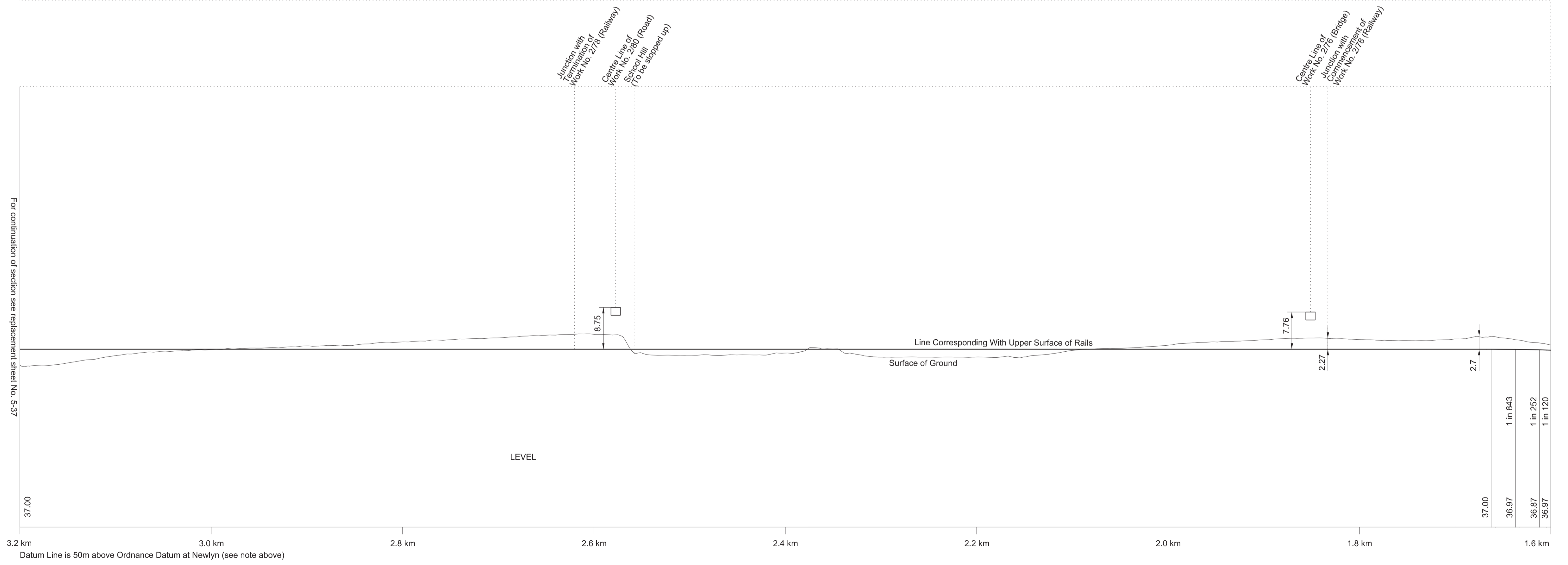
SECTIONS

Work No. 2/77

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



Datum Line for Work No. 2/77 (50 metres above Ordnance Datum) is 44.09m below the fixed point being a top of railway bridge parapet on Perry Hill Road, and marked thus \blacktriangledown on plan (Sheet No 2-57). Such fixed point being 94.09m above Ordnance Datum Newlyn (ODN).



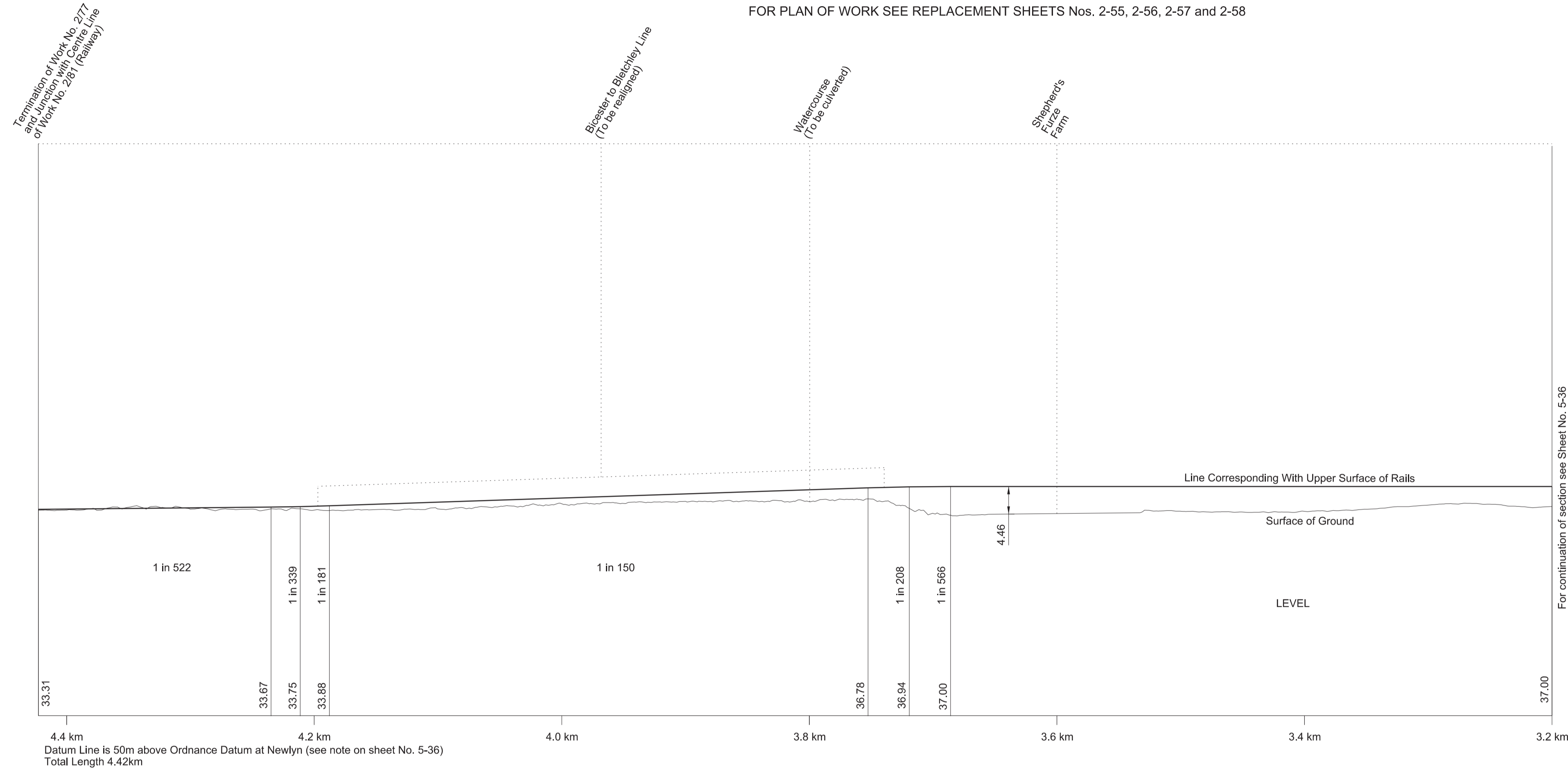
SECTIONS

Work No. 2/77

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

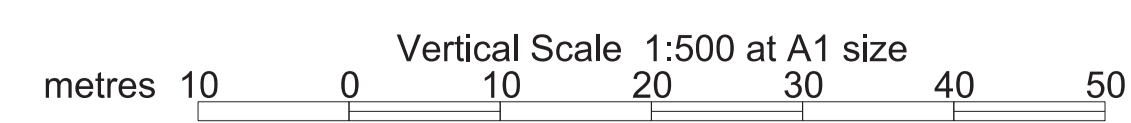
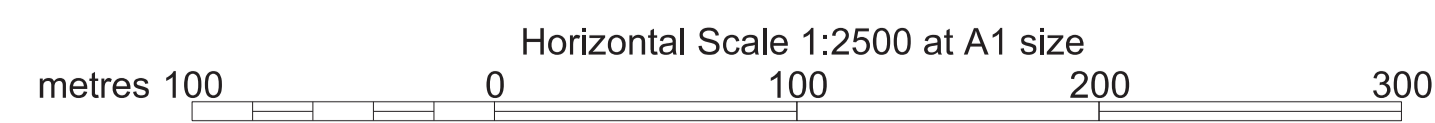
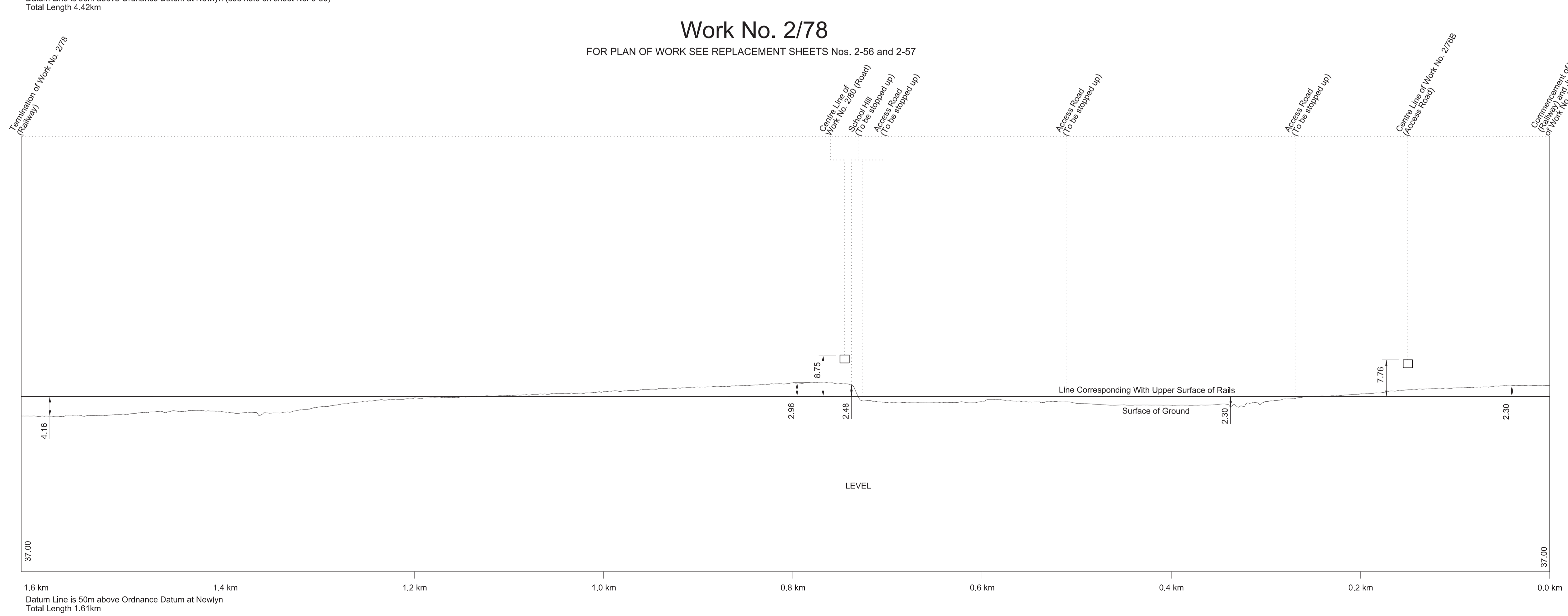
REPLACEMENT SHEET No. 5-37
 IN PARLIAMENT - SESSION 2015-16
 HIGH SPEED RAIL
 (LONDON - WEST MIDLANDS)
 ADDITIONAL PROVISION
 (OCTOBER 2015)
 Works Nos. 2/77, 2/78 (Railways)

AMENDMENTS TO THIS SHEET
 ARE AS FOLLOWS :-
 Work No. 2/78 extended



Work No. 2/78

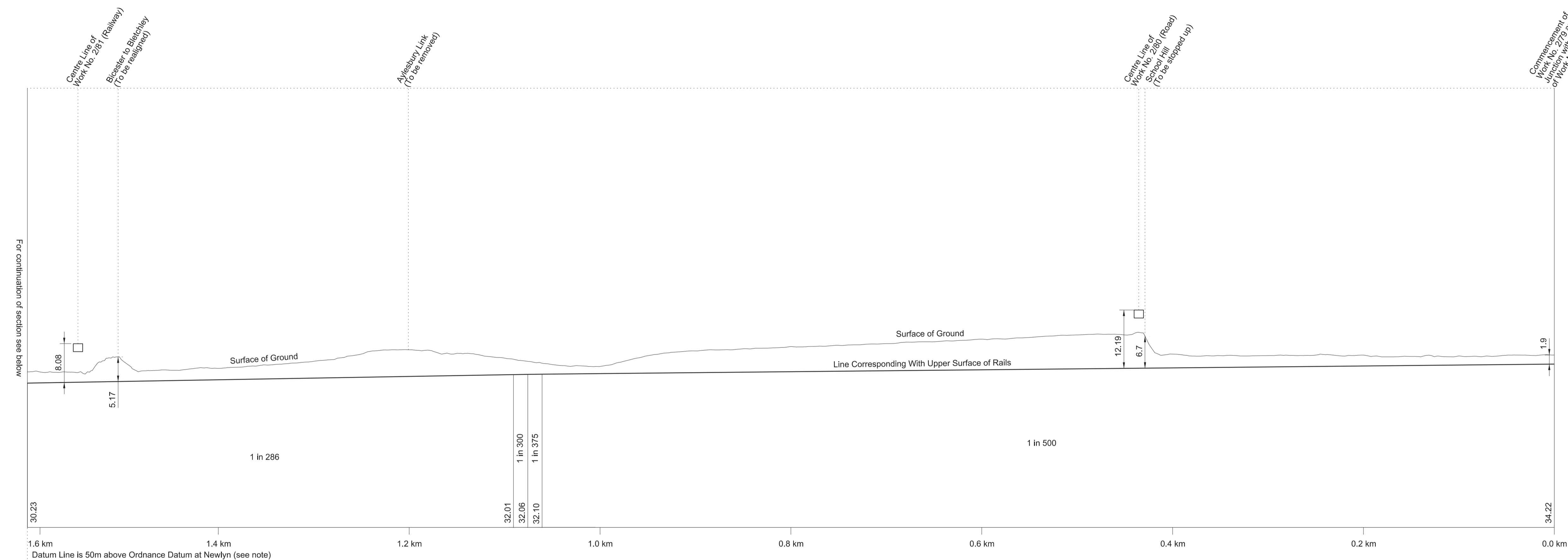
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-56 and 2-57




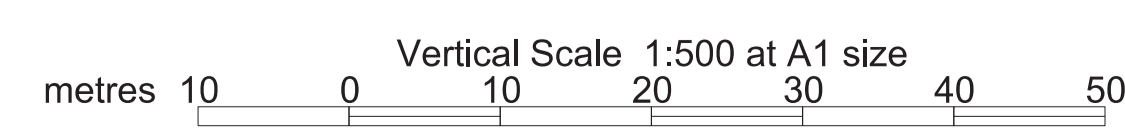
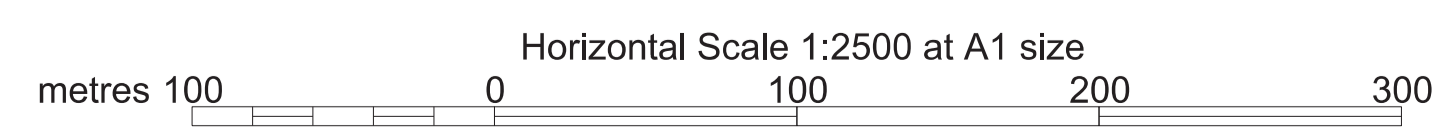
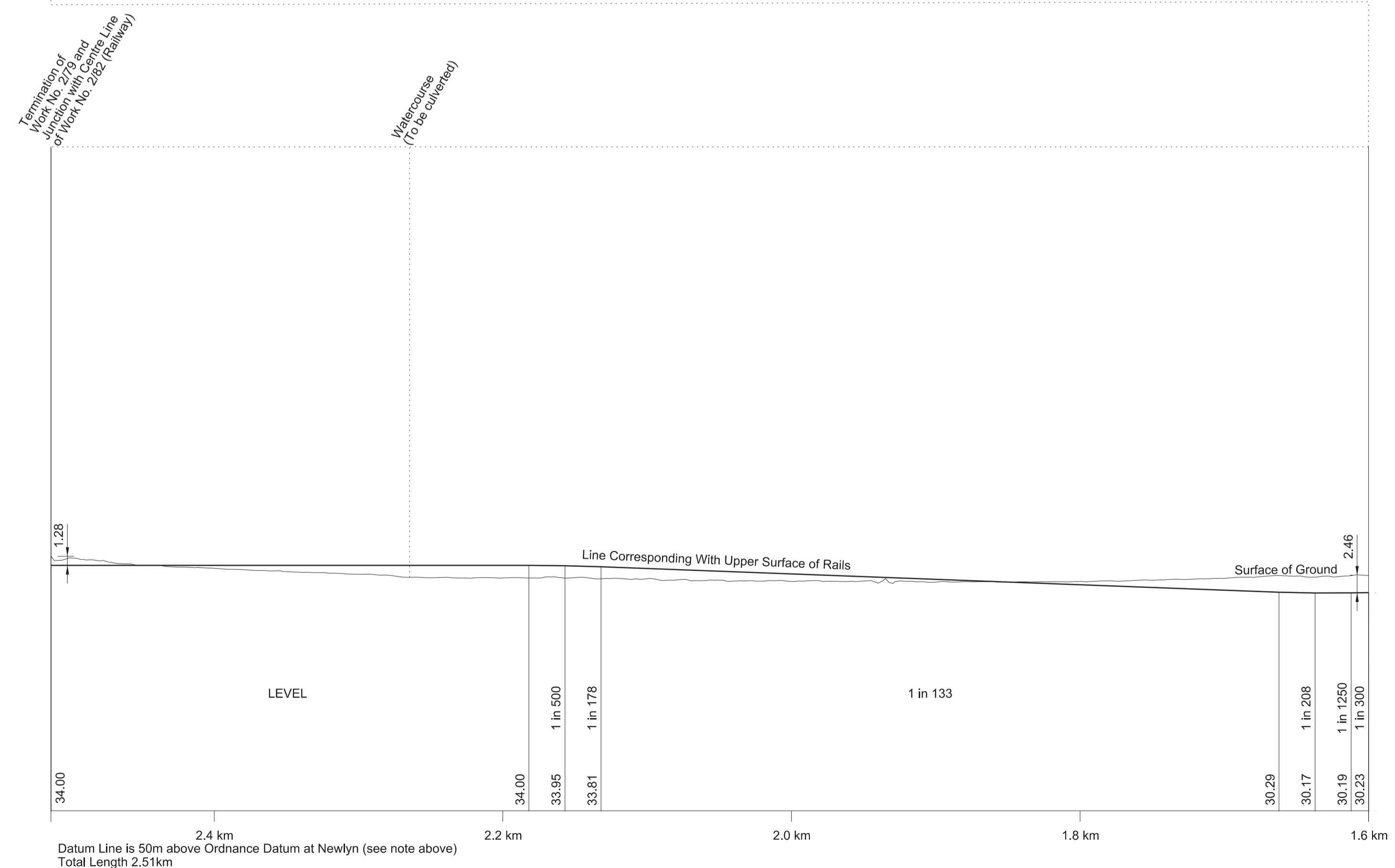
SECTIONS

Work No. 2/79

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



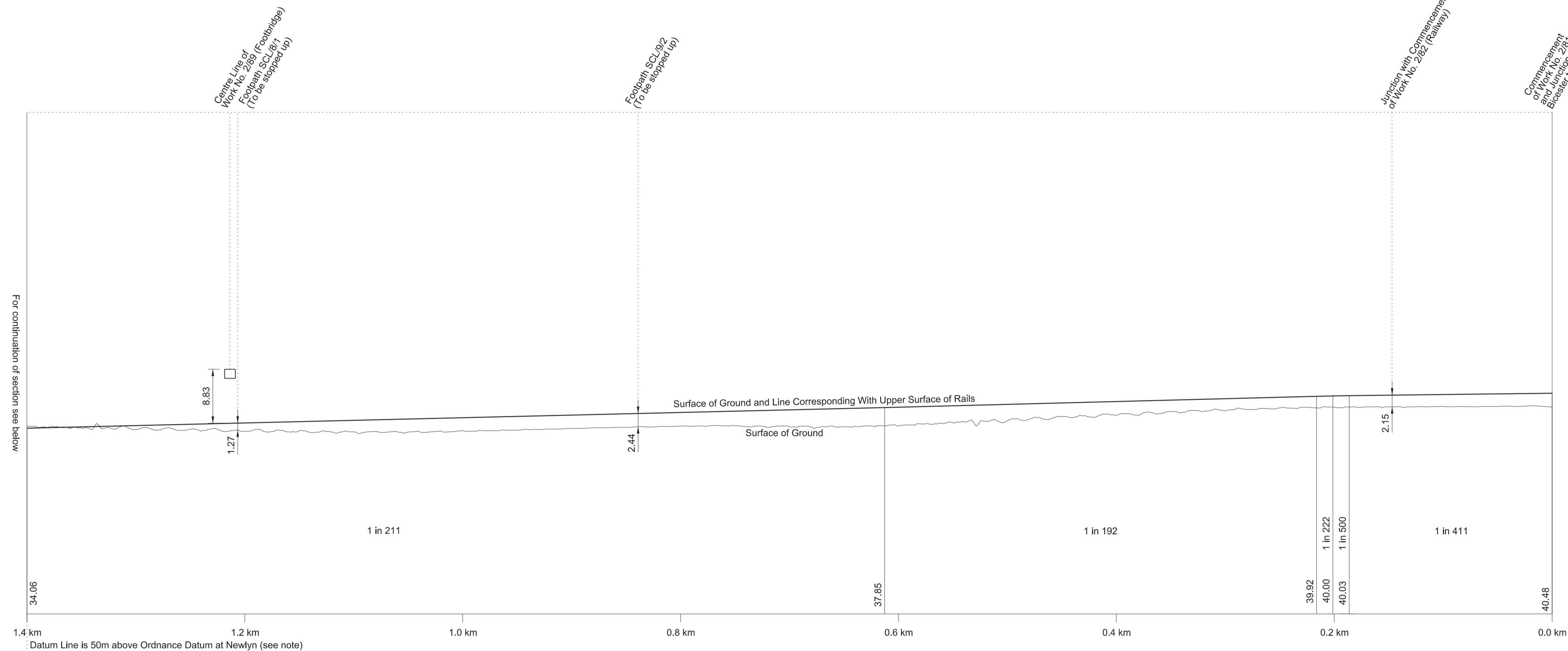
Datum Line for Work No. 2/79 (50 metres above Ordnance Datum) is 44.09m below the fixed point being a top of railway bridge parapet on Perry Hill Road, and marked thus  on plan (Sheet No 2-57). Such fixed point being 94.09m above Ordnance Datum Newlyn (ODN).



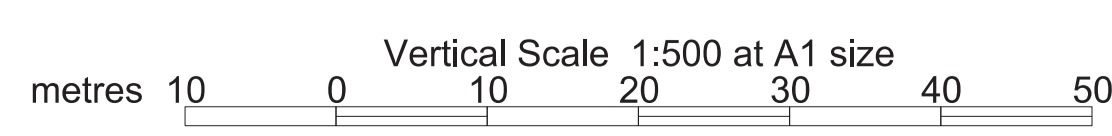
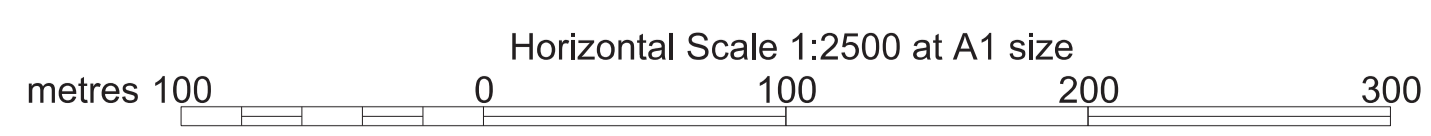
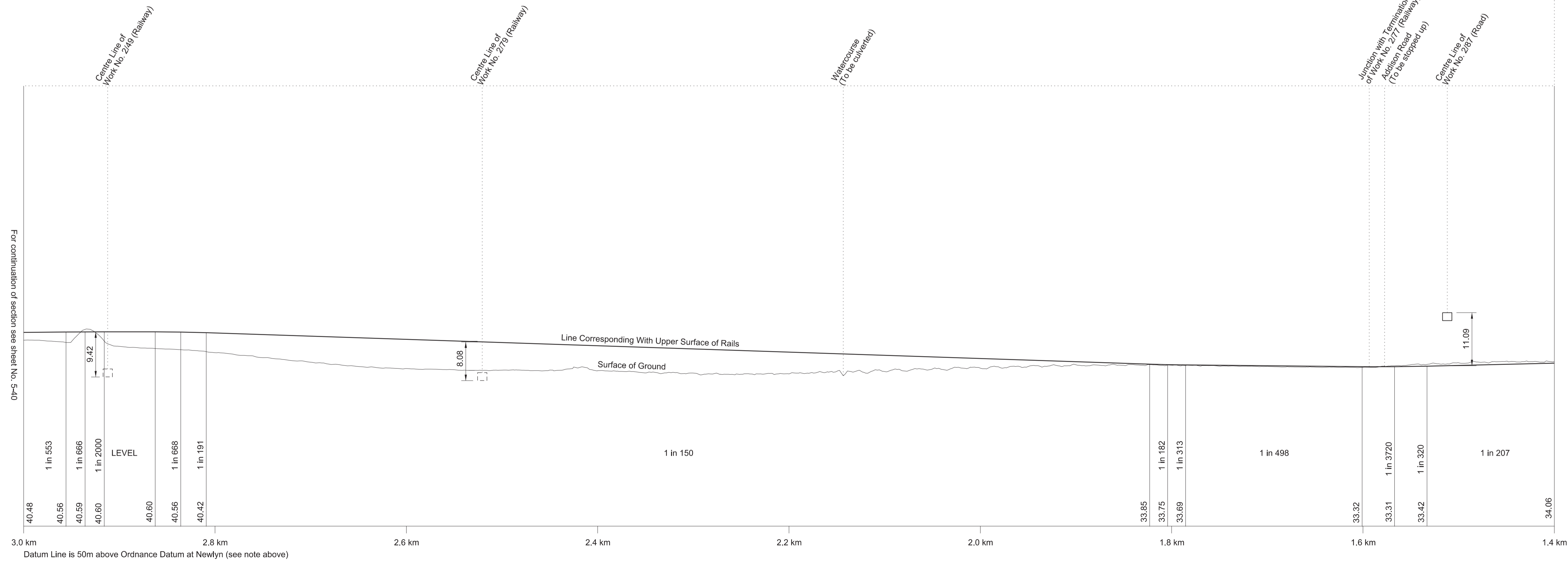
SECTIONS

Work No. 2/81

FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-57, 2-58 and SHEET No. 2-59



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



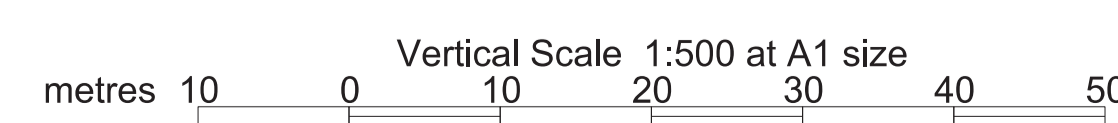
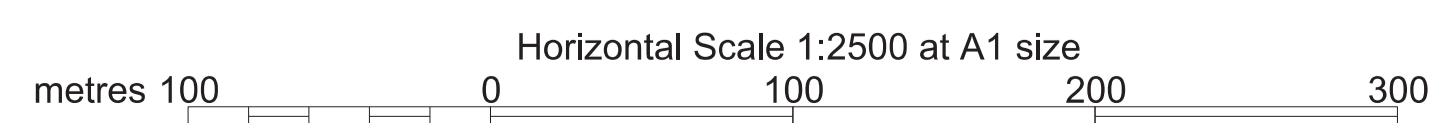
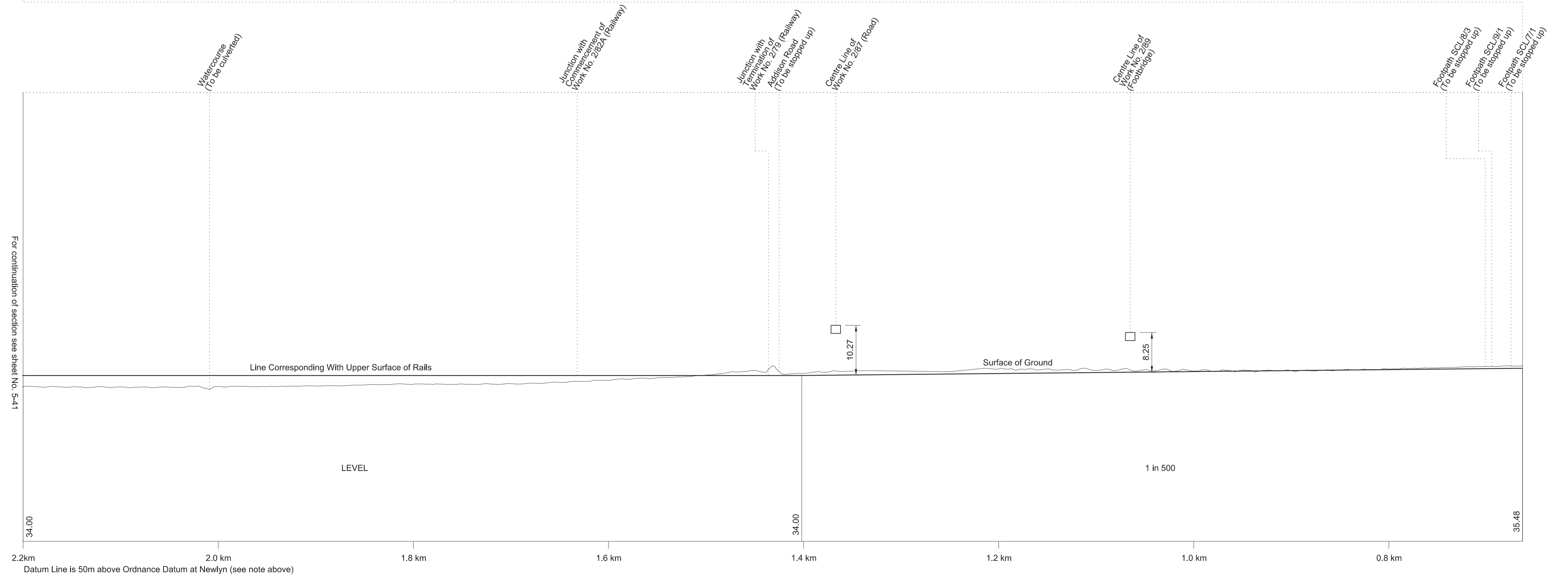
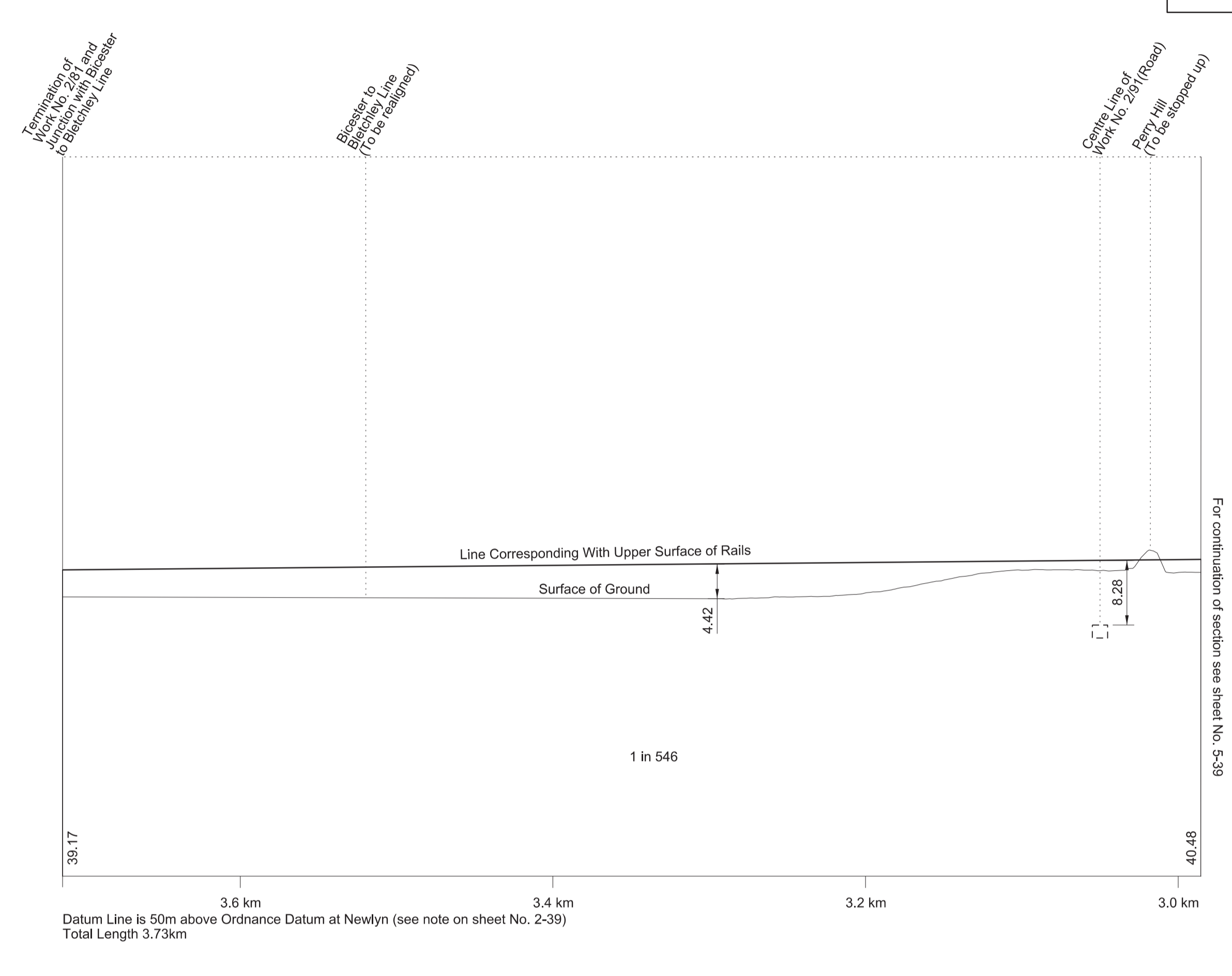
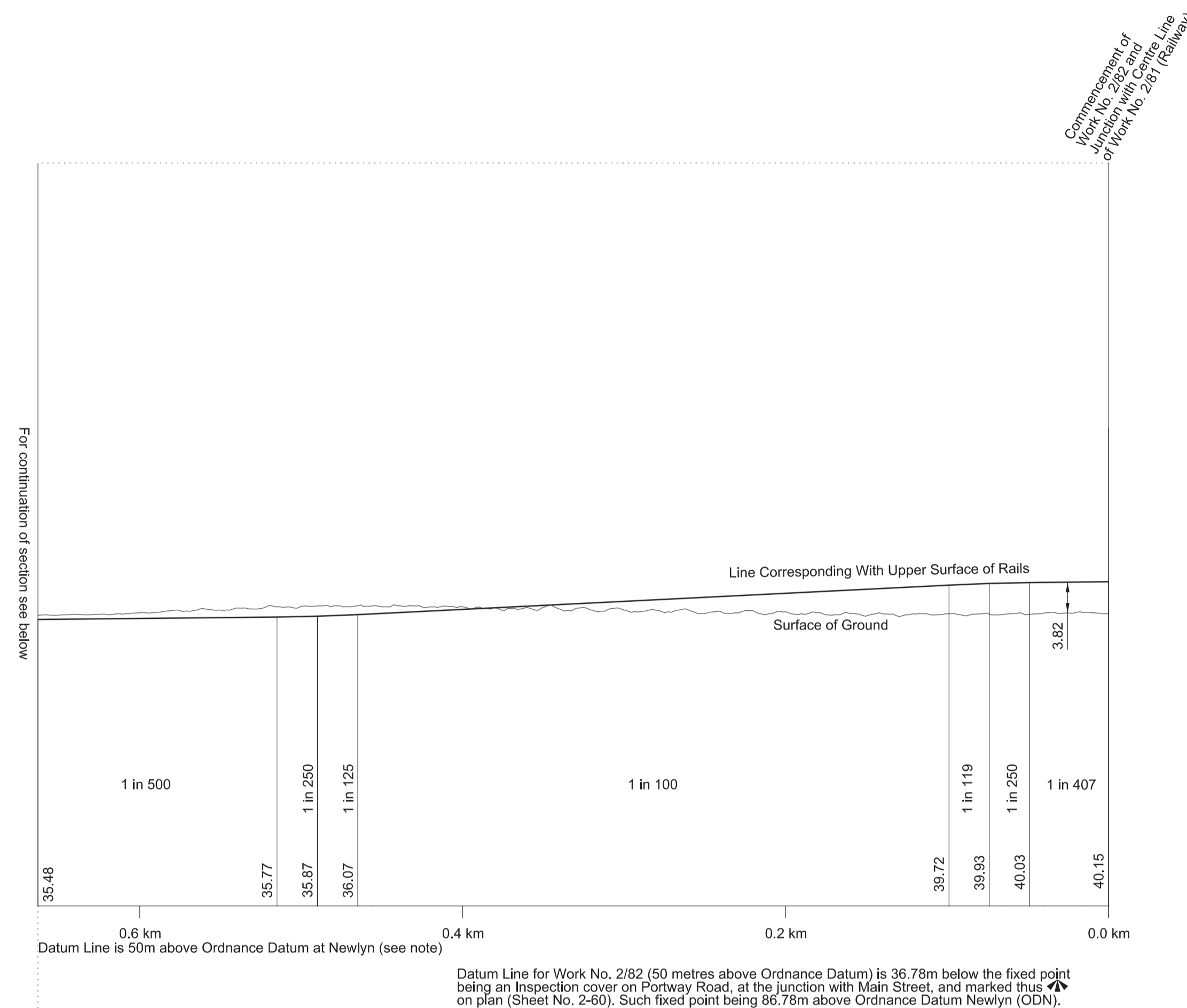
SECTIONS

Work No. 2/82

FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-57, 2-58, 2-60, 2-61 and SHEET No. 2-59

Work No. 2/81

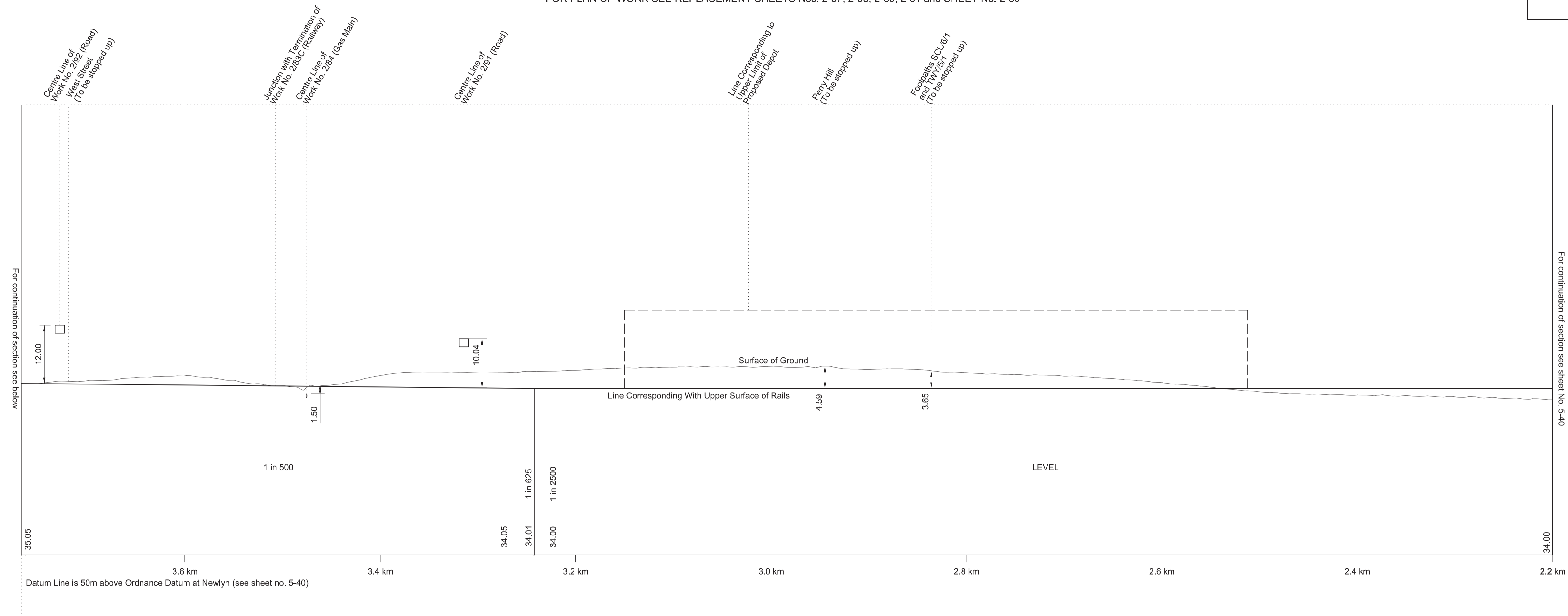
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-57, 2-58 and SHEET No. 2-59



SECTIONS

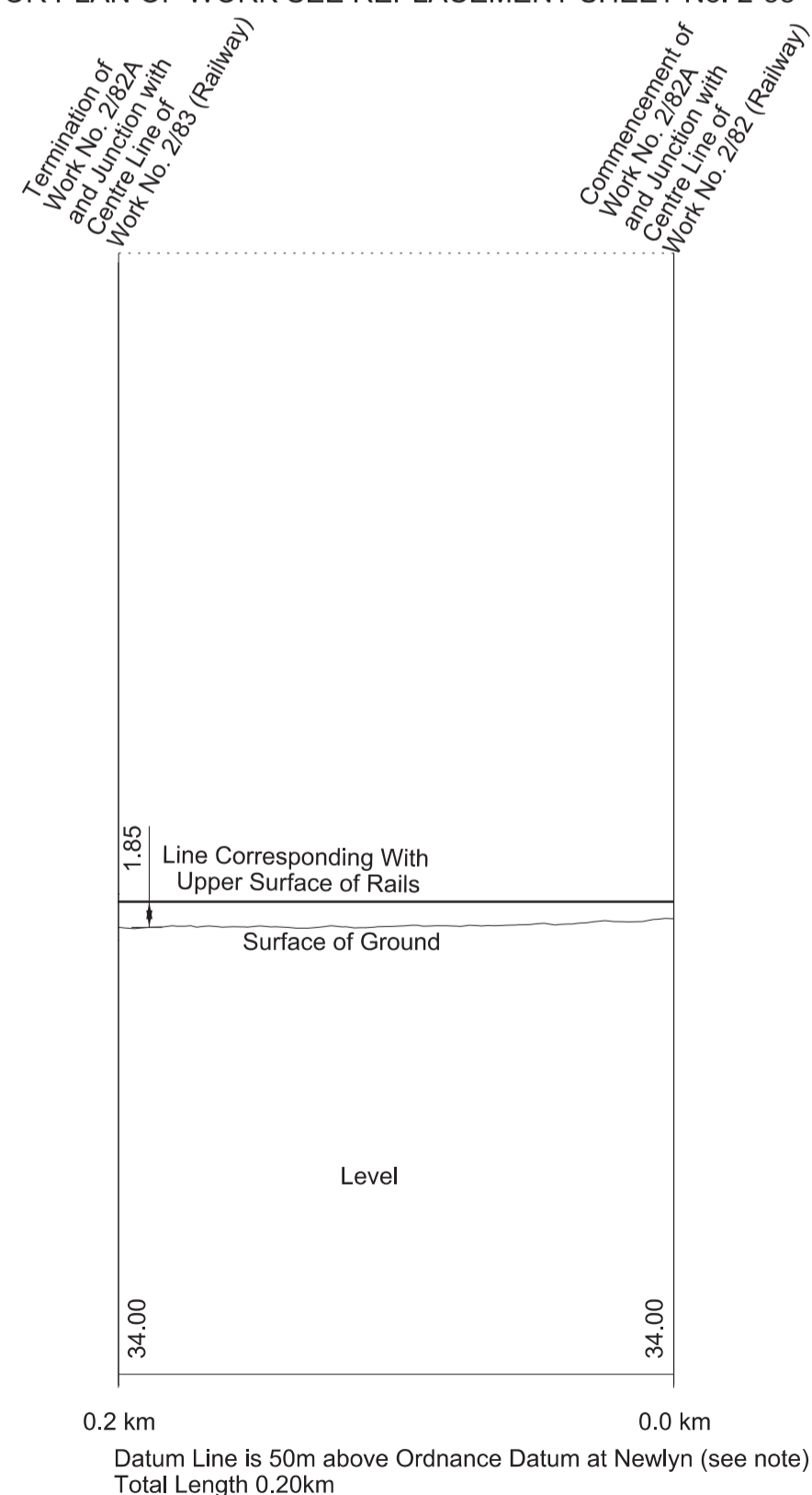
Work No. 2/82

FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-57, 2-58, 2-60, 2-61 and SHEET No. 2-59



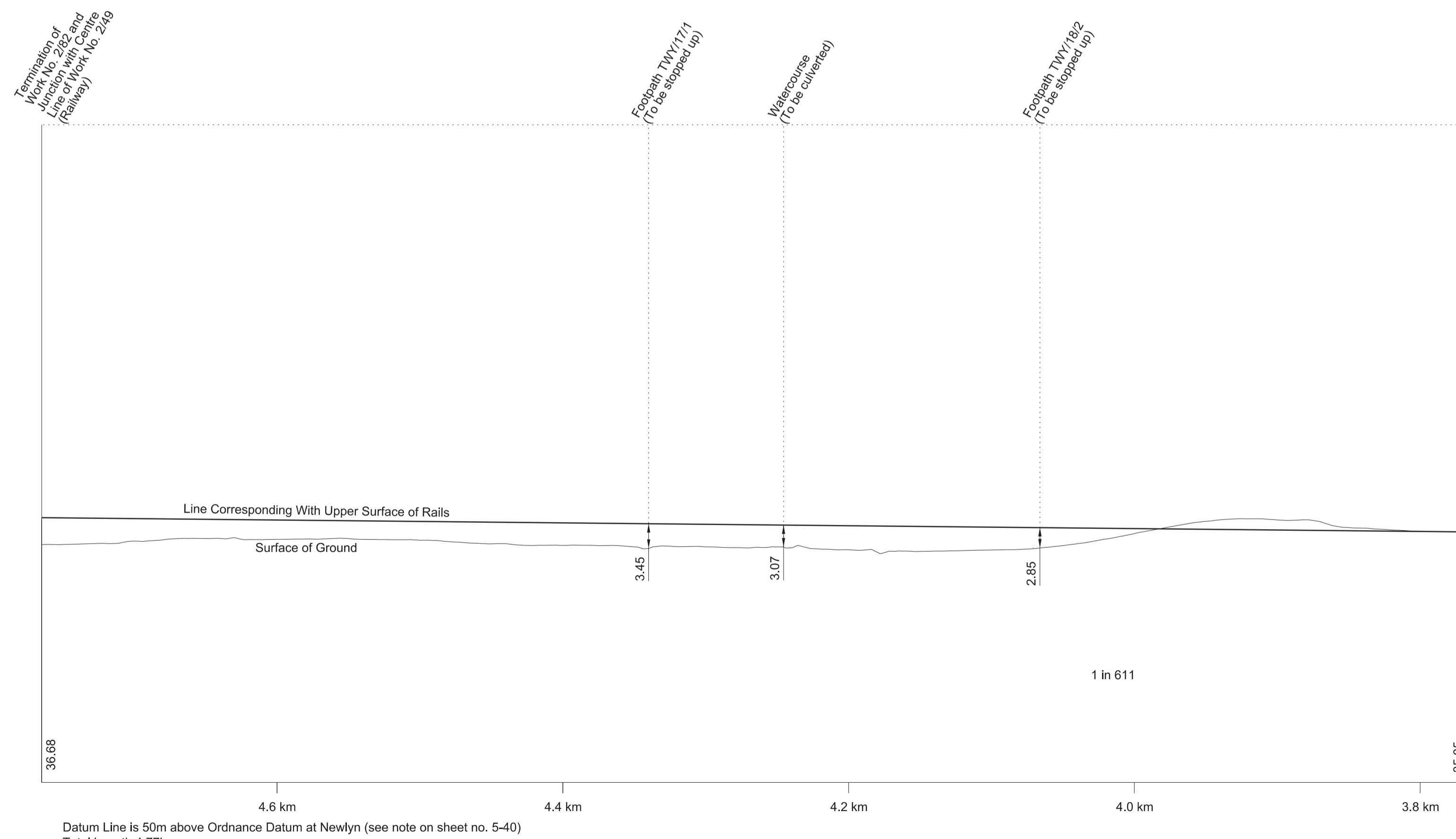
Work No. 2/82A

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-58

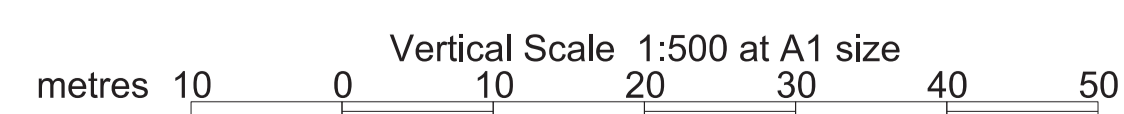
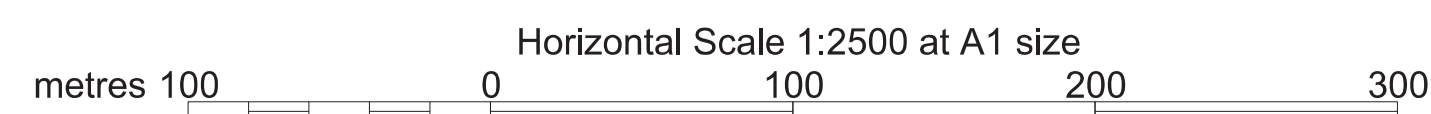


Datum Line is 50m above Ordnance Datum at Newlyn (see note)
Total Length 0.20km

Datum Line for Work No. 2/82A (50 metres above Ordnance Datum) is 40.69m below the fixed point being a concrete inspection cover near the disused railway line crossing on Queen Catherine Road, Steeple Claydon, and marked thus \blacktriangledown on plan (Sheet No. 2-59). Such fixed point being 90.69m above Ordnance Datum Newlyn (ODN).



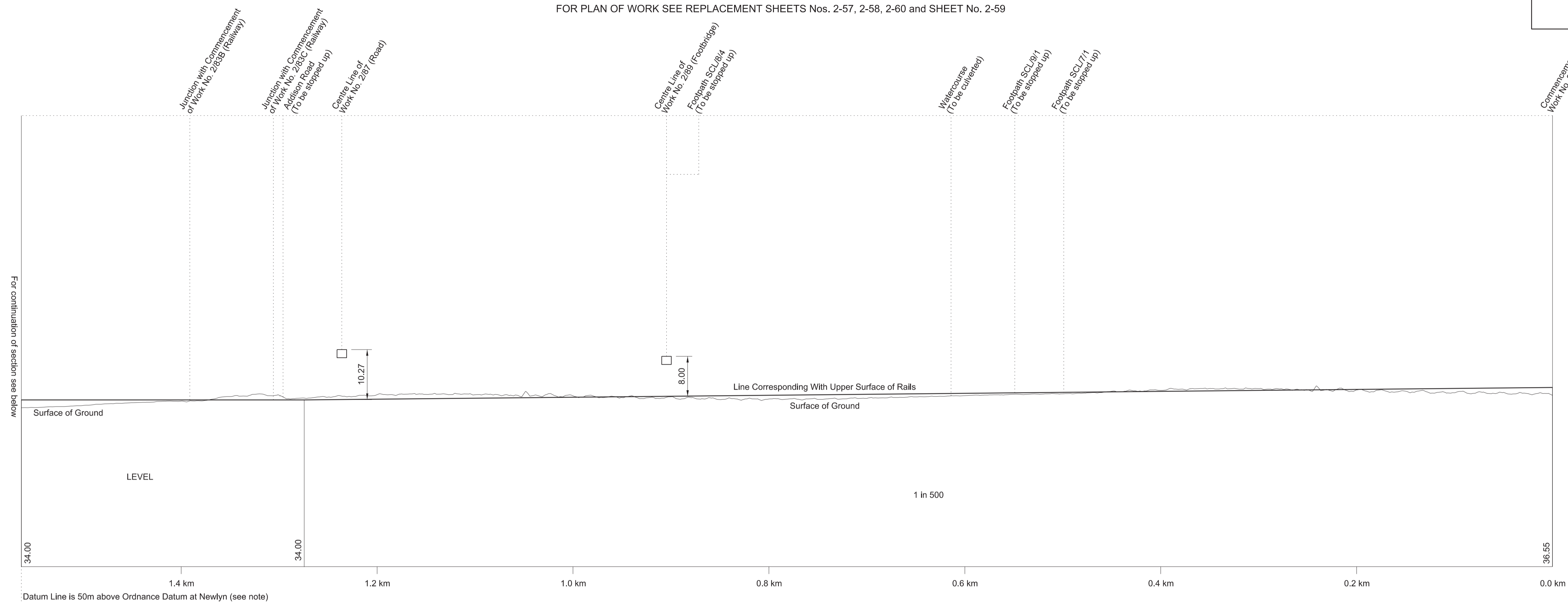
Datum Line is 50m above Ordnance Datum at Newlyn (see note on sheet no. 5-40)
Total Length 4.77km



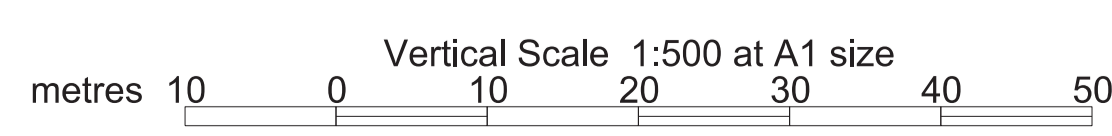
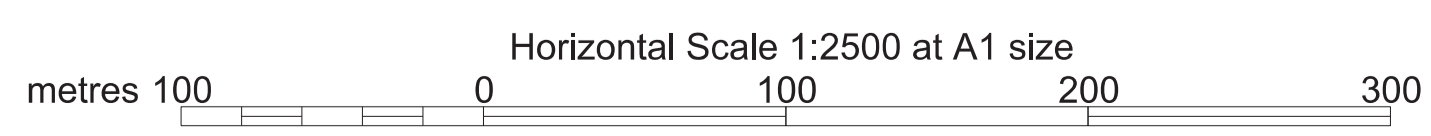
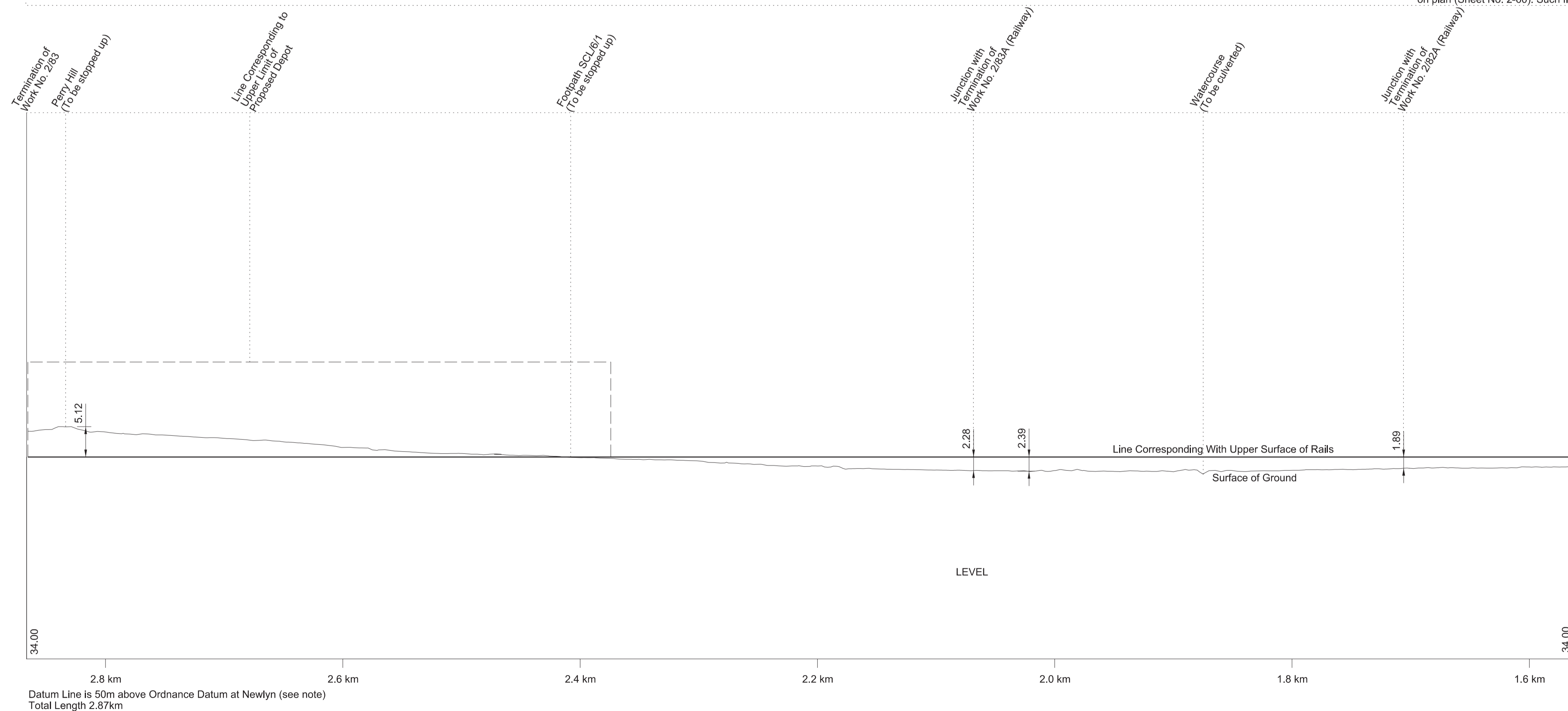
SECTIONS

Work No. 2/83

FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-57, 2-58, 2-60 and SHEET No. 2-59



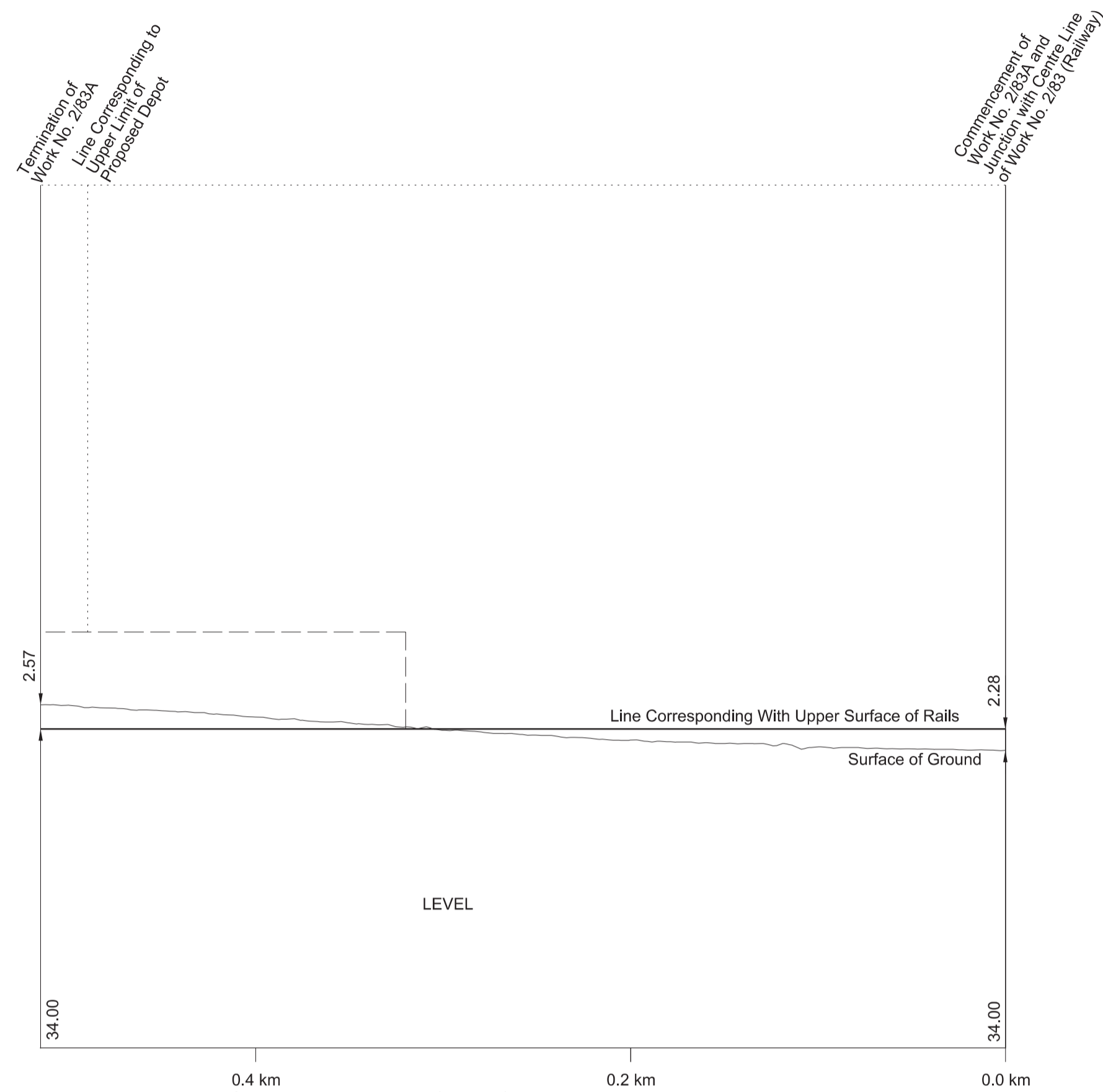
Datum Line for Work No. 2/83 (50 metres above Ordnance Datum) is 36.78m below the fixed point being an inspection cover on Portway Road, at the junction with Main Street, and marked thus on plan (Sheet No. 2-60). Such fixed point being 86.78m above Ordnance Datum Newlyn (ODN).



SECTIONS


Work No. 2/83A

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-57



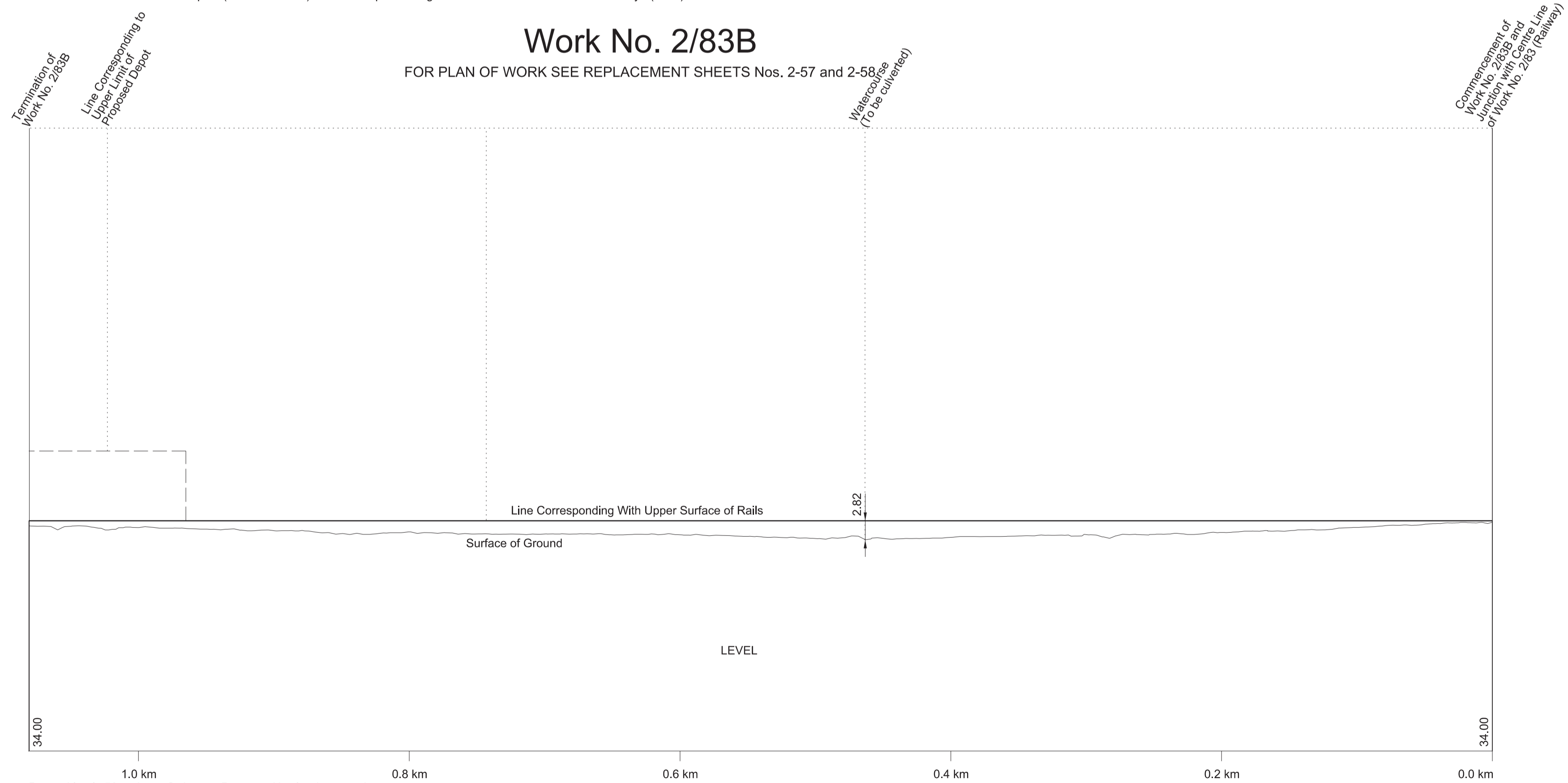
Datum Line is 50m above Ordnance Datum at Newlyn (see note)

Total Length 0.52km

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


Work No. 2/83B

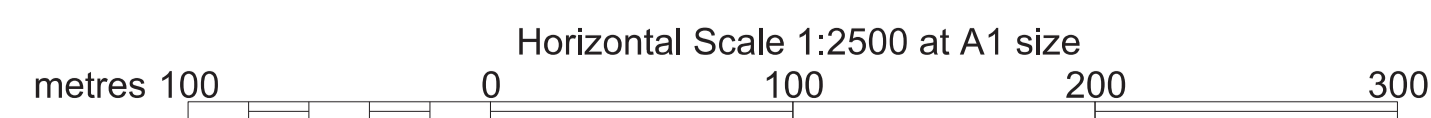
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-57 and 2-58



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

Total Length 1.08km

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



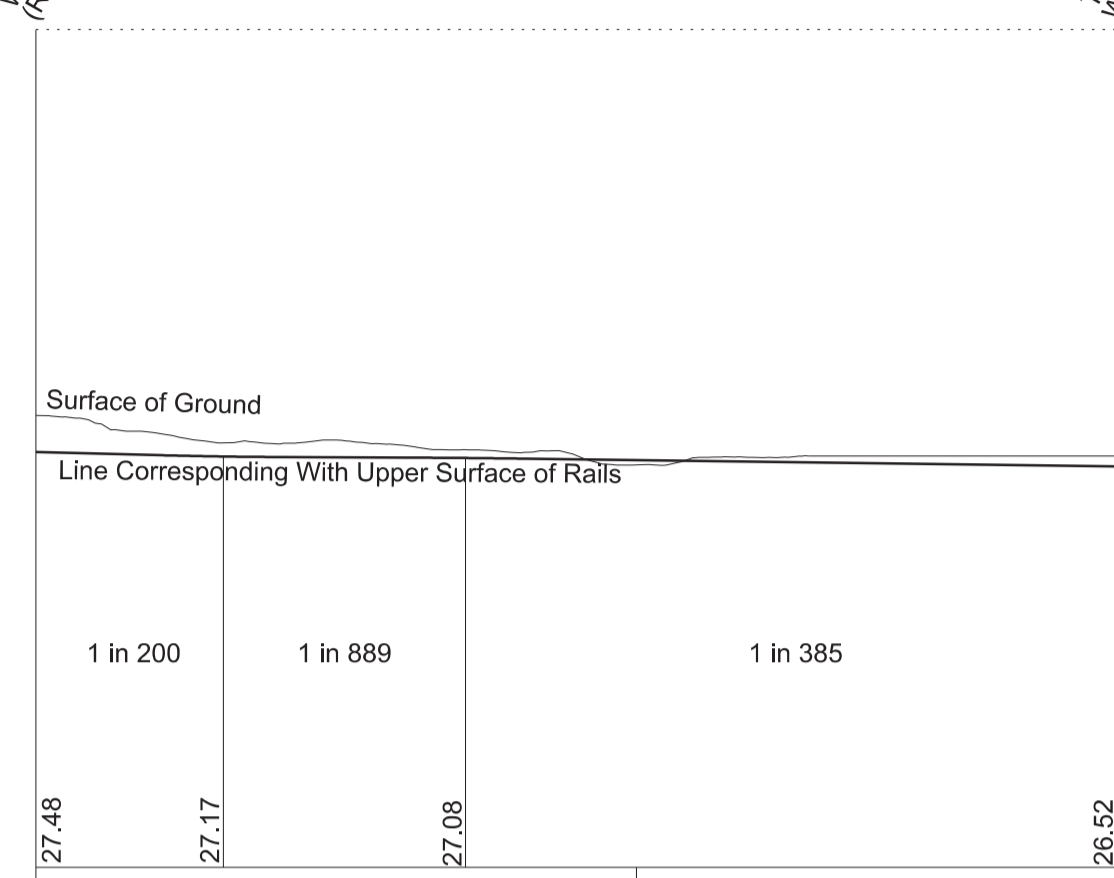
SECTIONS

Work No. 2/1B

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-01

Commencement of Work No. 2/1B and Termination of Work No. 2/1B (Railway)

Termination of Work No. 2/1B



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

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

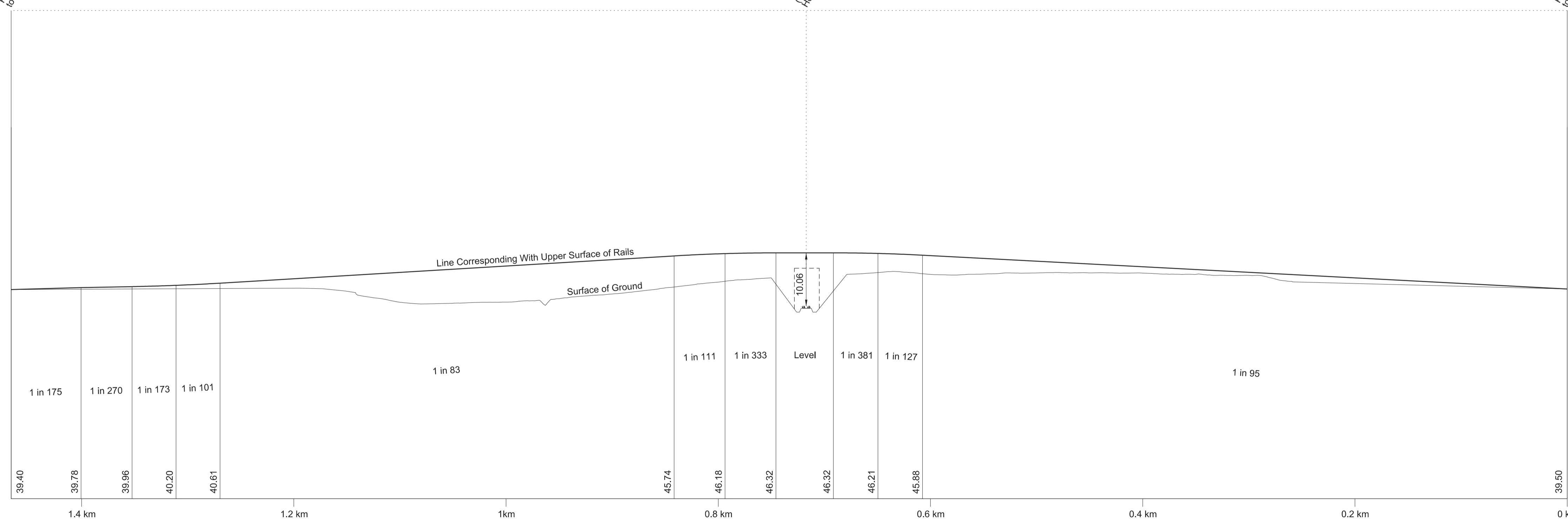
Work No. 2/39

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

Termination of Work No. 2/39 and Junction with Princess Risborough to Wycombe Line

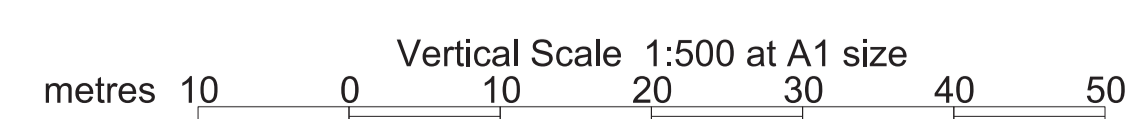
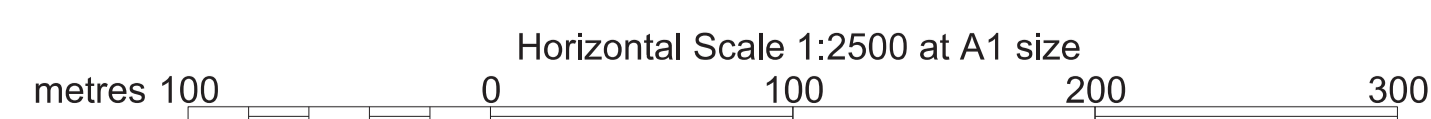
Centre Line of Railway 2/39 (Height 35.8m)

Commencement of Work No. 2/39 and Junction with Princess Risborough to Wycombe Line



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

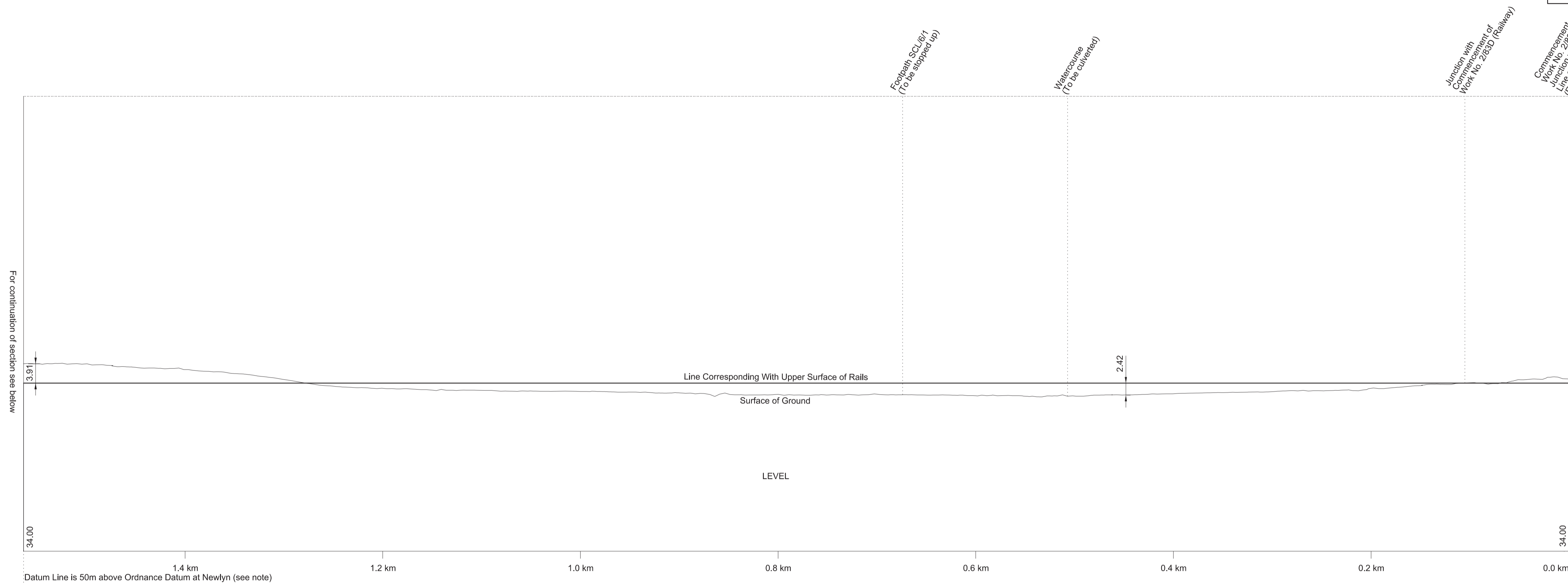
Datum Line for Work No 2/39 (50 metres above Ordnance Datum) is 51.22m below the fixed point being a Gully on A4010 between Stoke Mandeville and Wycombe, outside a concrete farm entrance, and marked thus 3240 on plan (Sheet No 2-34). Such fixed point being 101.22m above Ordnance Datum Newlyn (ODN).



SECTIONS

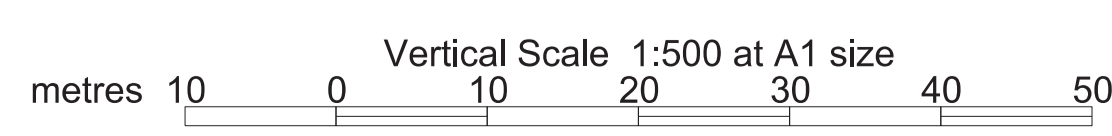
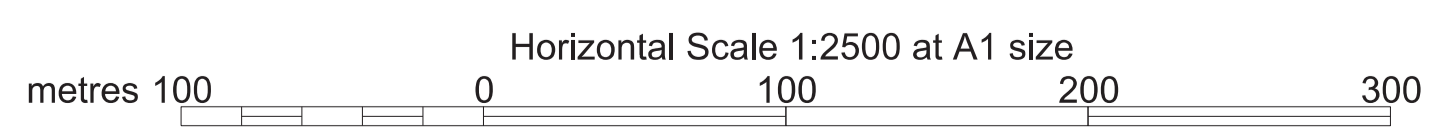
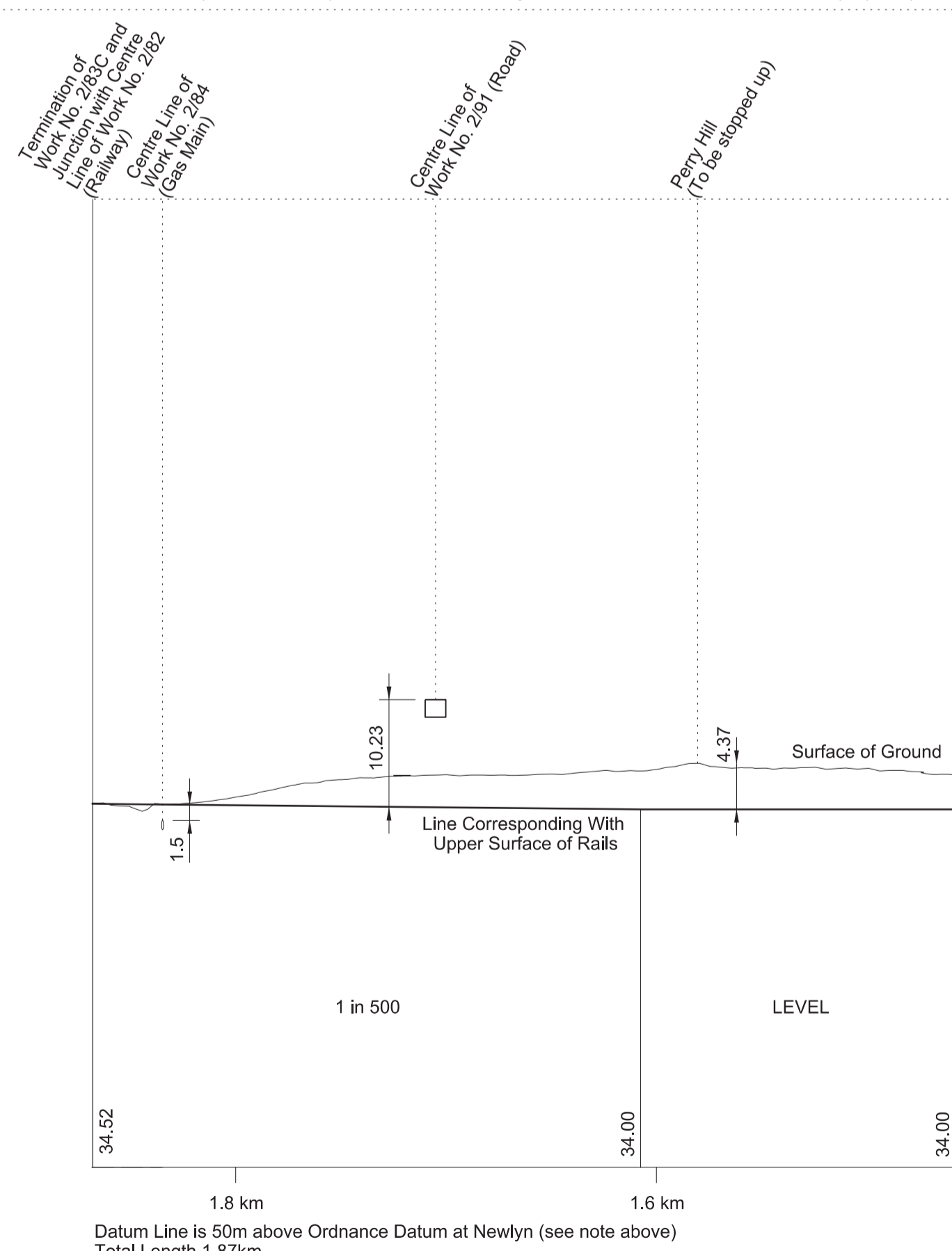
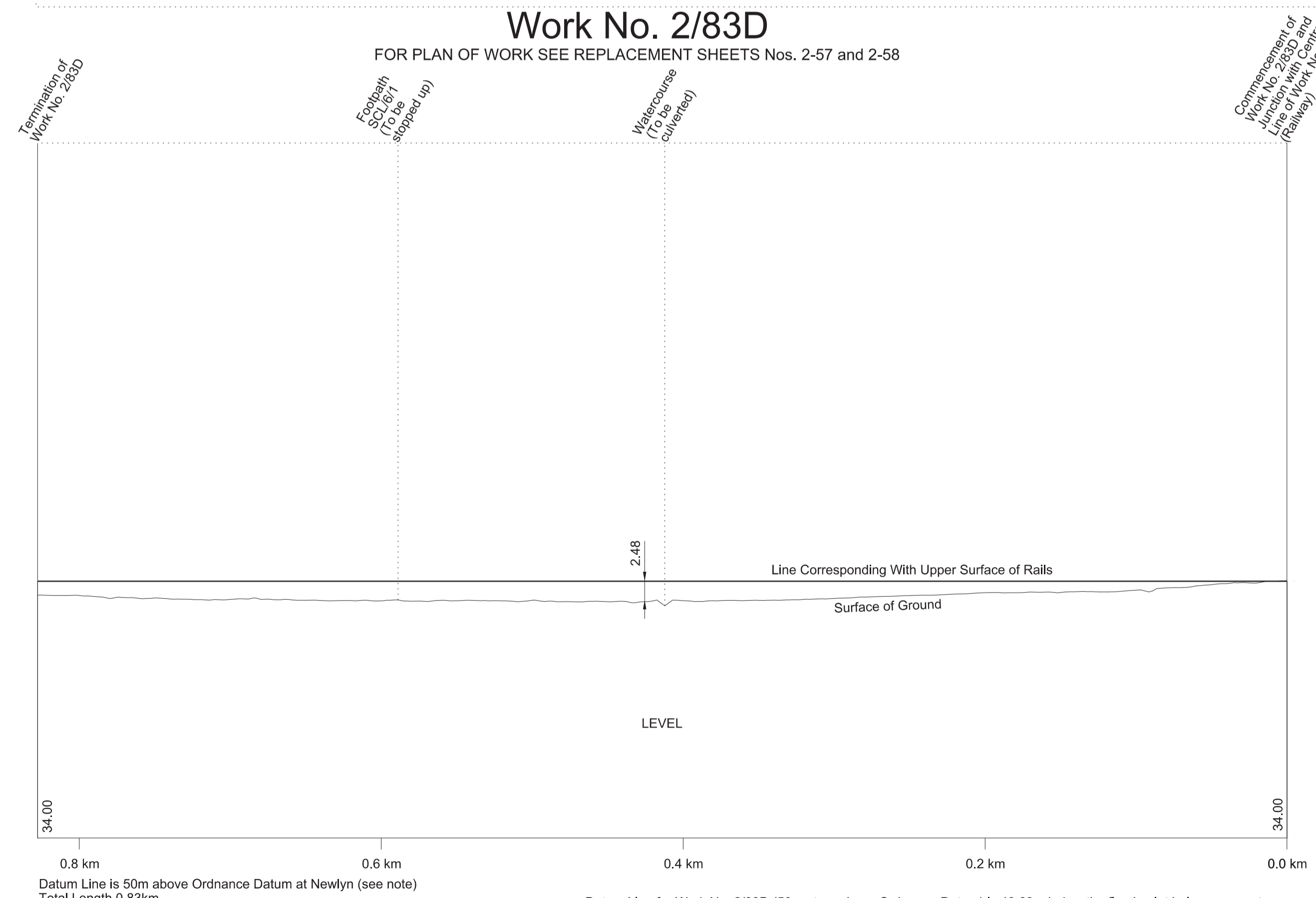
Work No. 2/83C

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



Work No. 2/83D

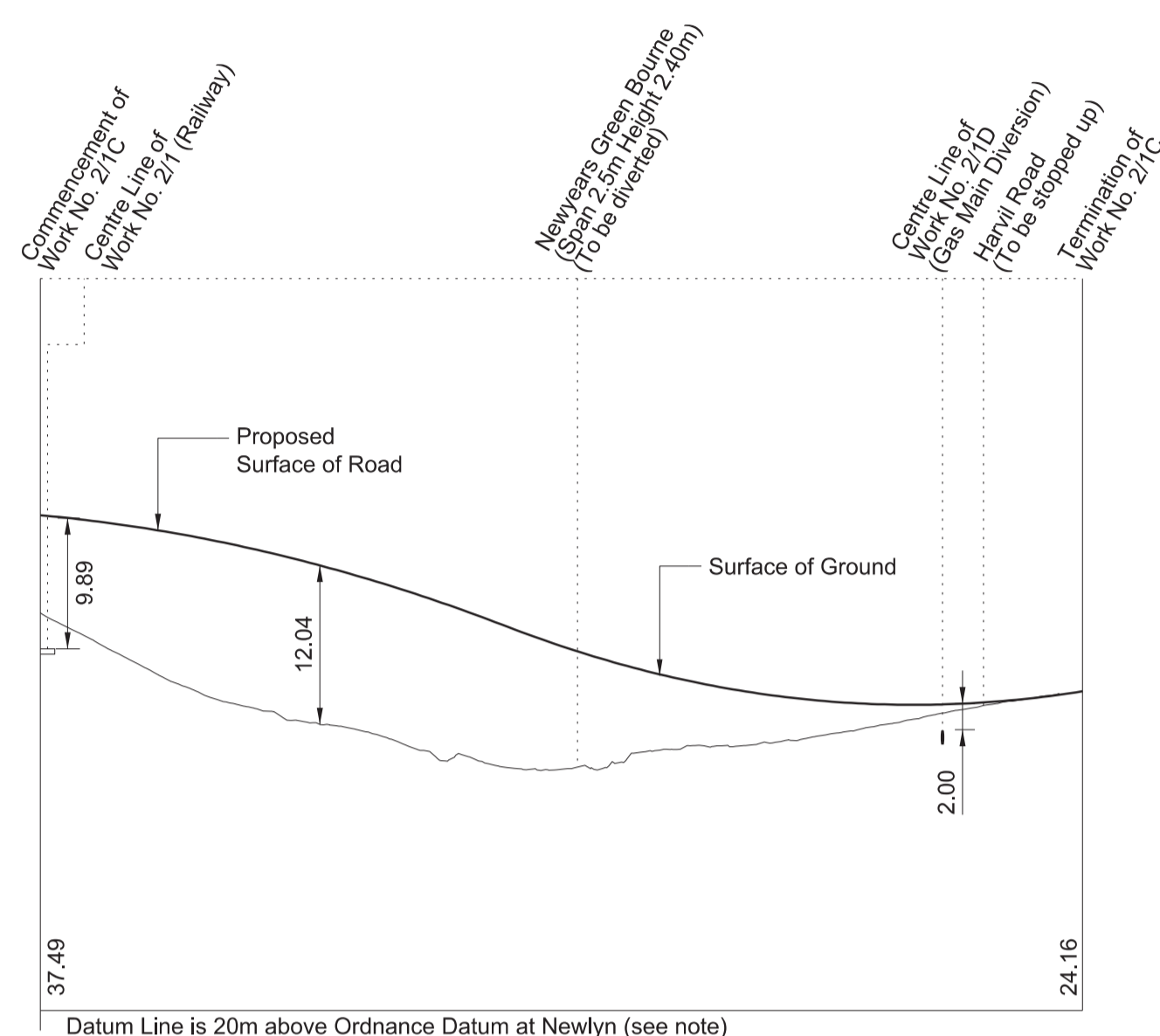
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-57 and 2-58



SECTIONS

WORK No. 2/1C

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-01



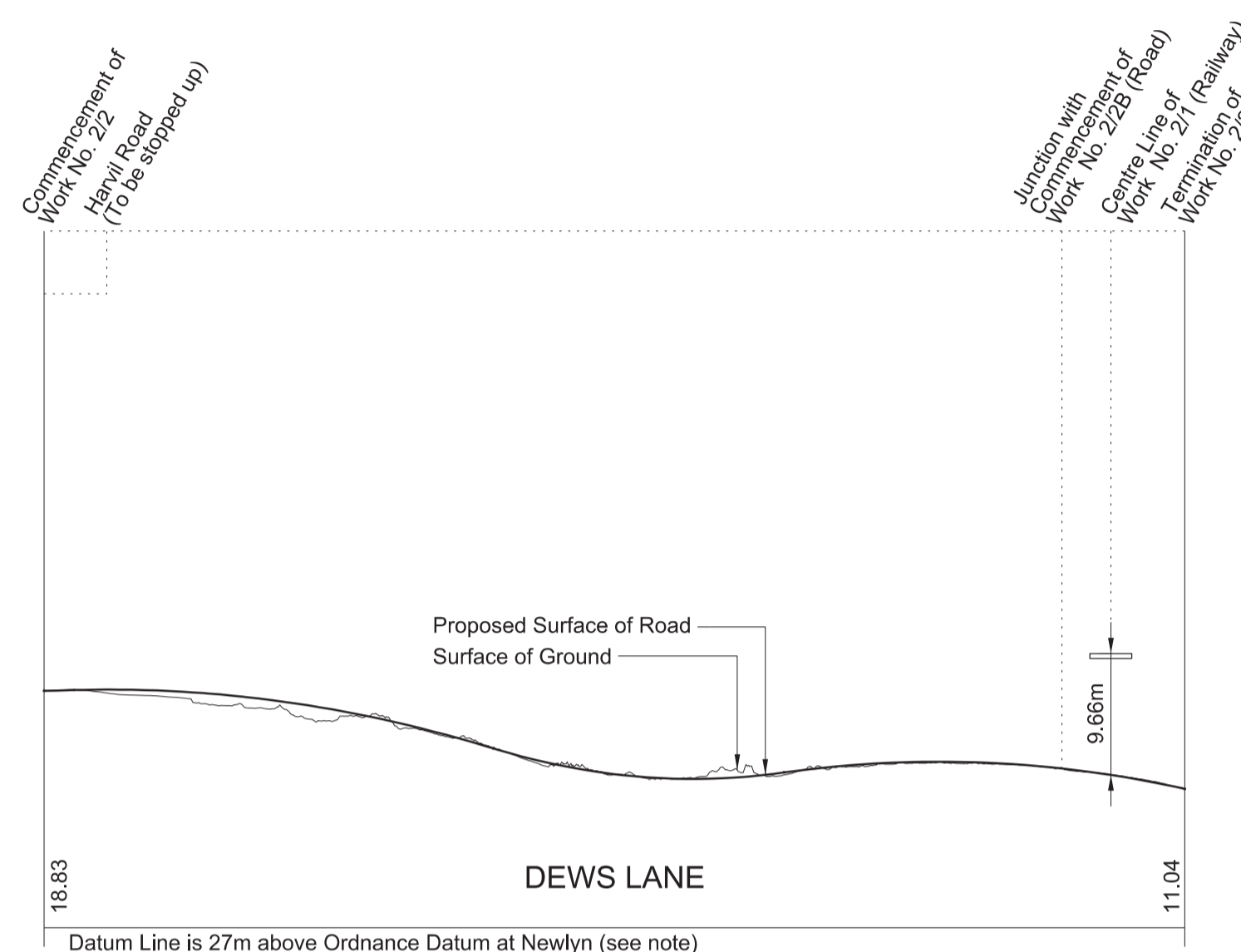
Datum Line is 20m above Ordnance Datum at Newlyn (see note)

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

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

WORK No. 2/2

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-01



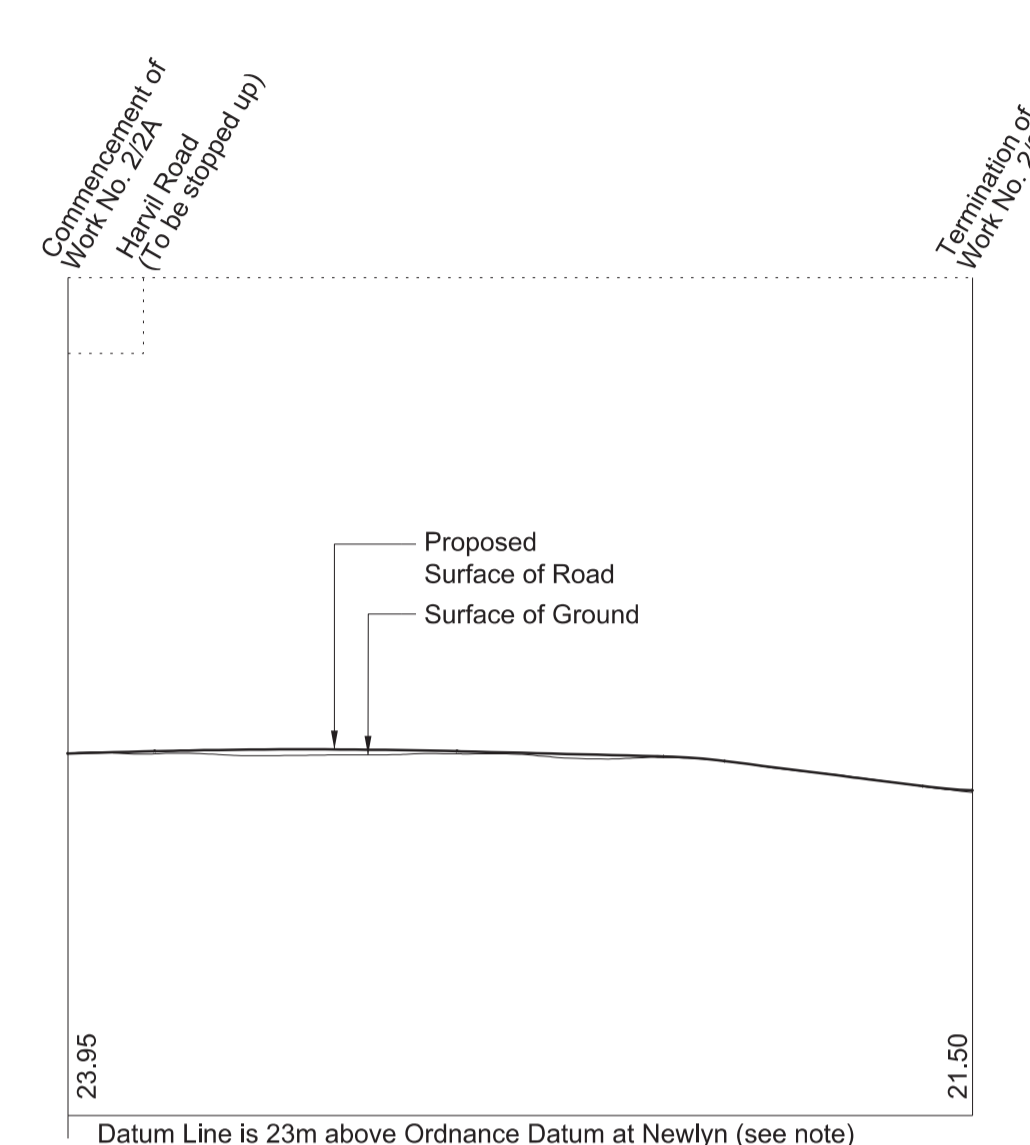
Datum Line is 27m above Ordnance Datum at Newlyn (see note)

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

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

WORK No. 2/2A

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



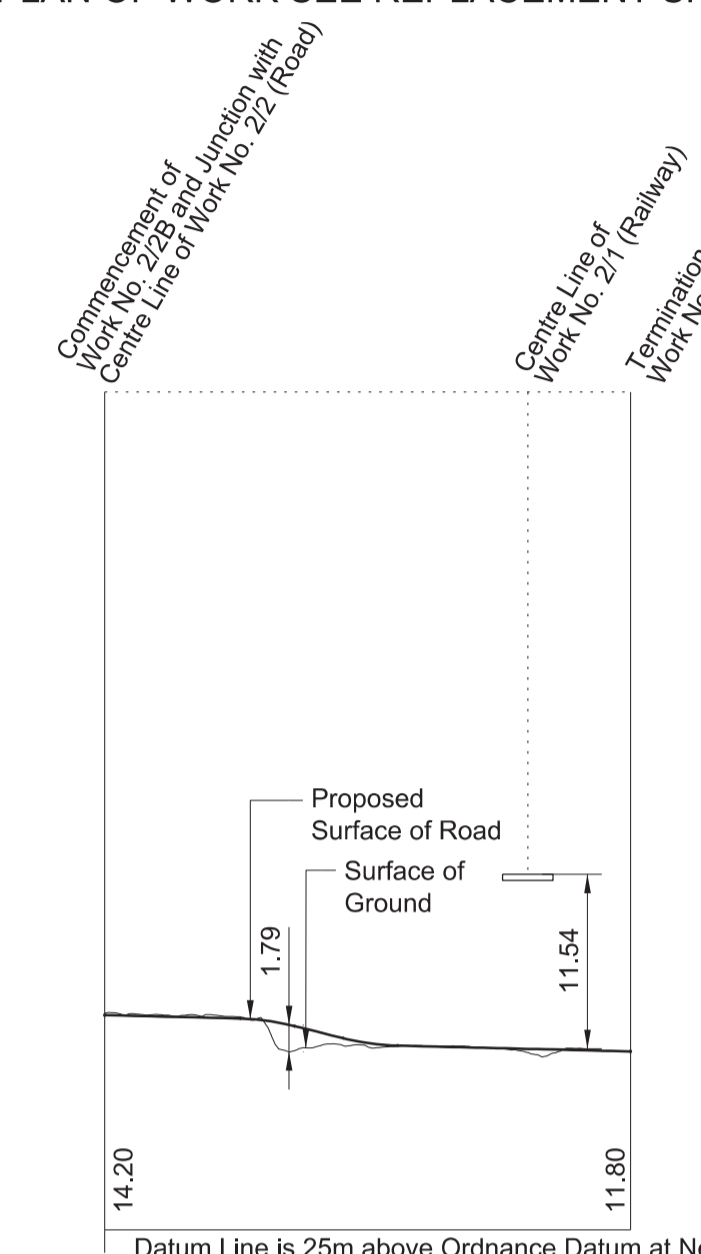
Datum Line is 23m above Ordnance Datum at Newlyn (see note)

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

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

WORK No. 2/2B

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-01



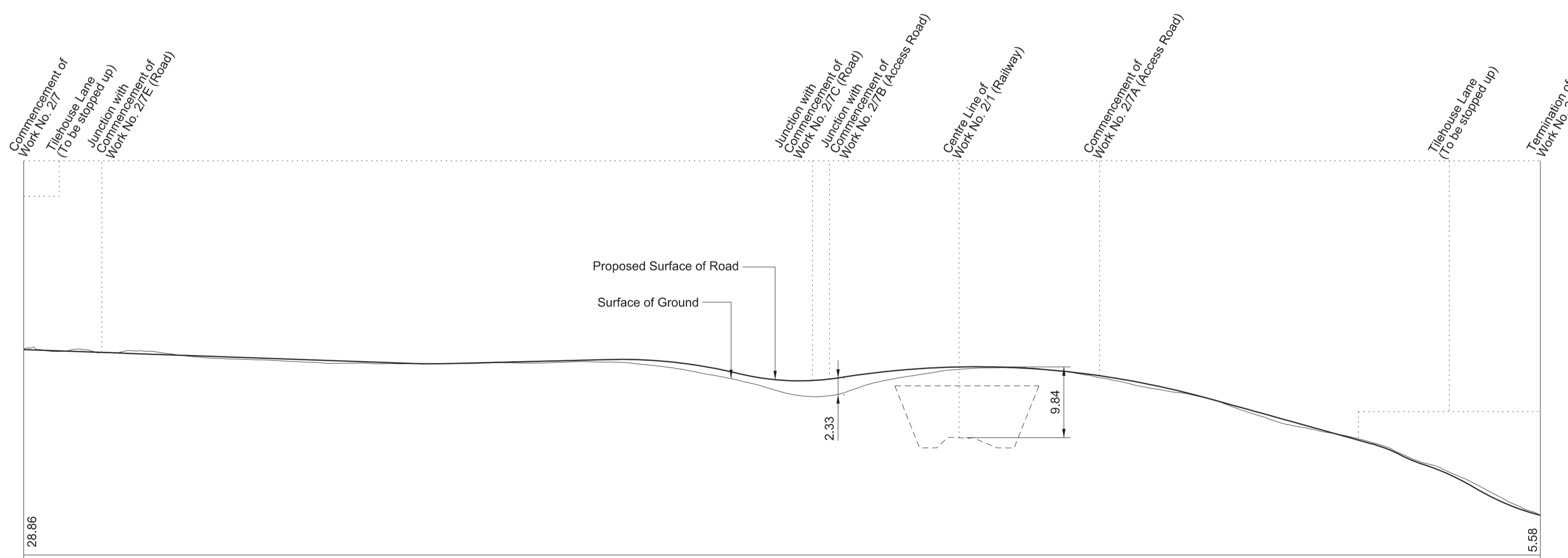
Datum Line is 25m above Ordnance Datum at Newlyn (see note)

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

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

WORK No. 2/7

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



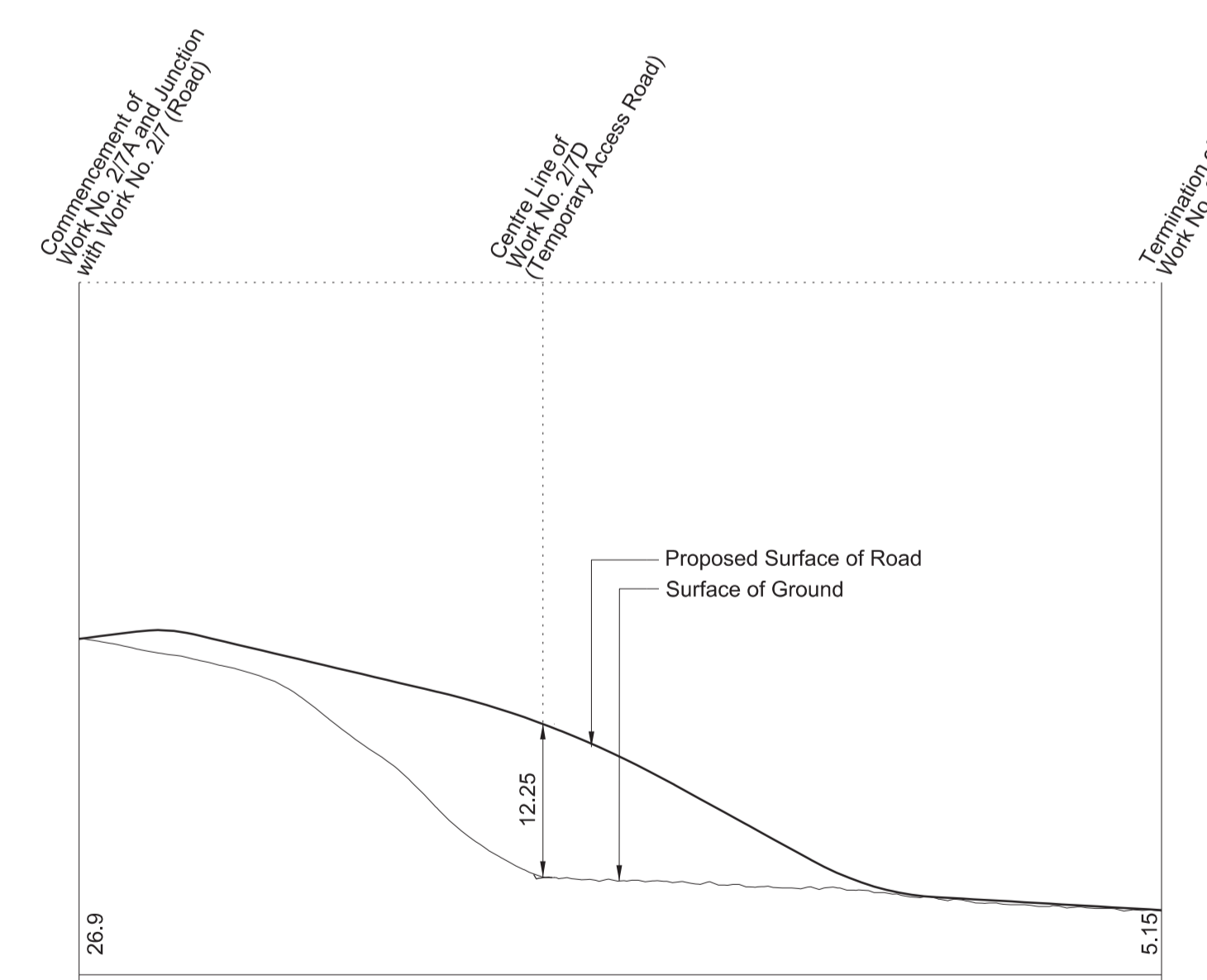
Datum Line is 39m above Ordnance Datum at Newlyn (see note)

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

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

WORK No. 2/7A

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-10



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

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

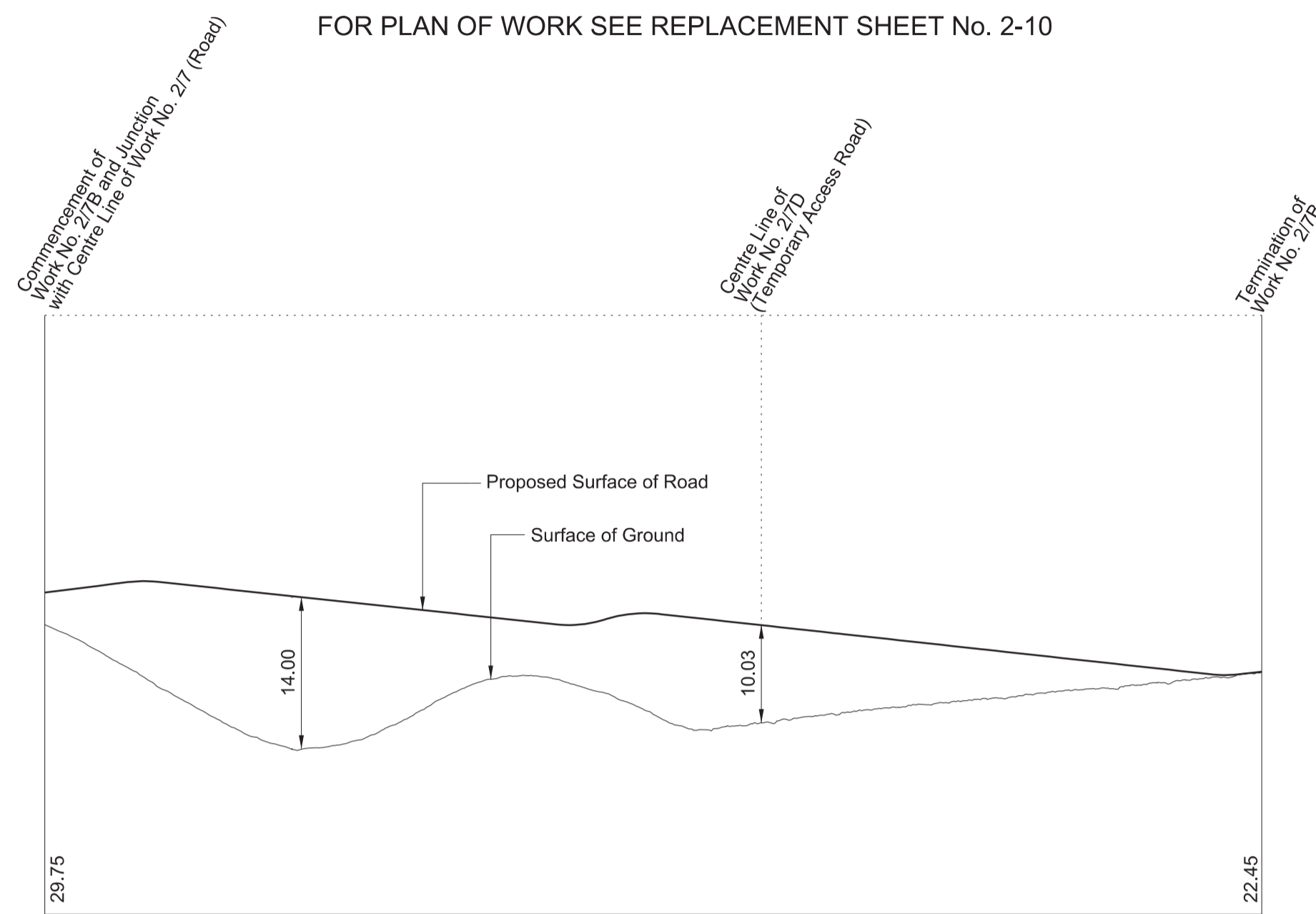
Datum Line for Work No. 2/7A (37 metres above Ordnance Datum) is 31.02m below the fixed point being an Inspection cover on Chalfont Lane, and marked thus \blacktriangledown on plan (Sheet No. 2-10). Such fixed point being 68.02m above Ordnance Datum Newlyn (ODN).



SECTIONS

WORK No. 2/7B

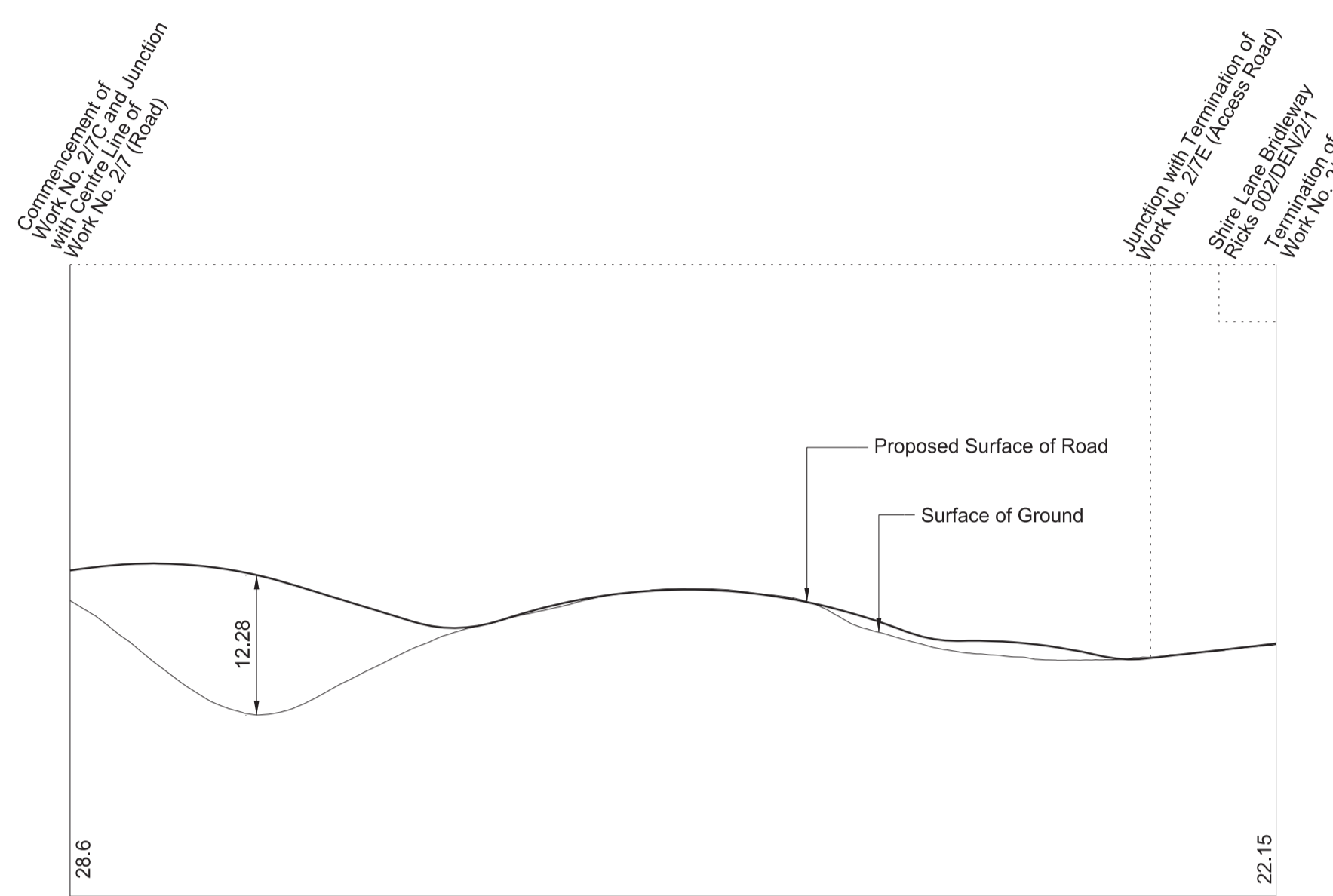
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-10



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

WORK No. 2/7C

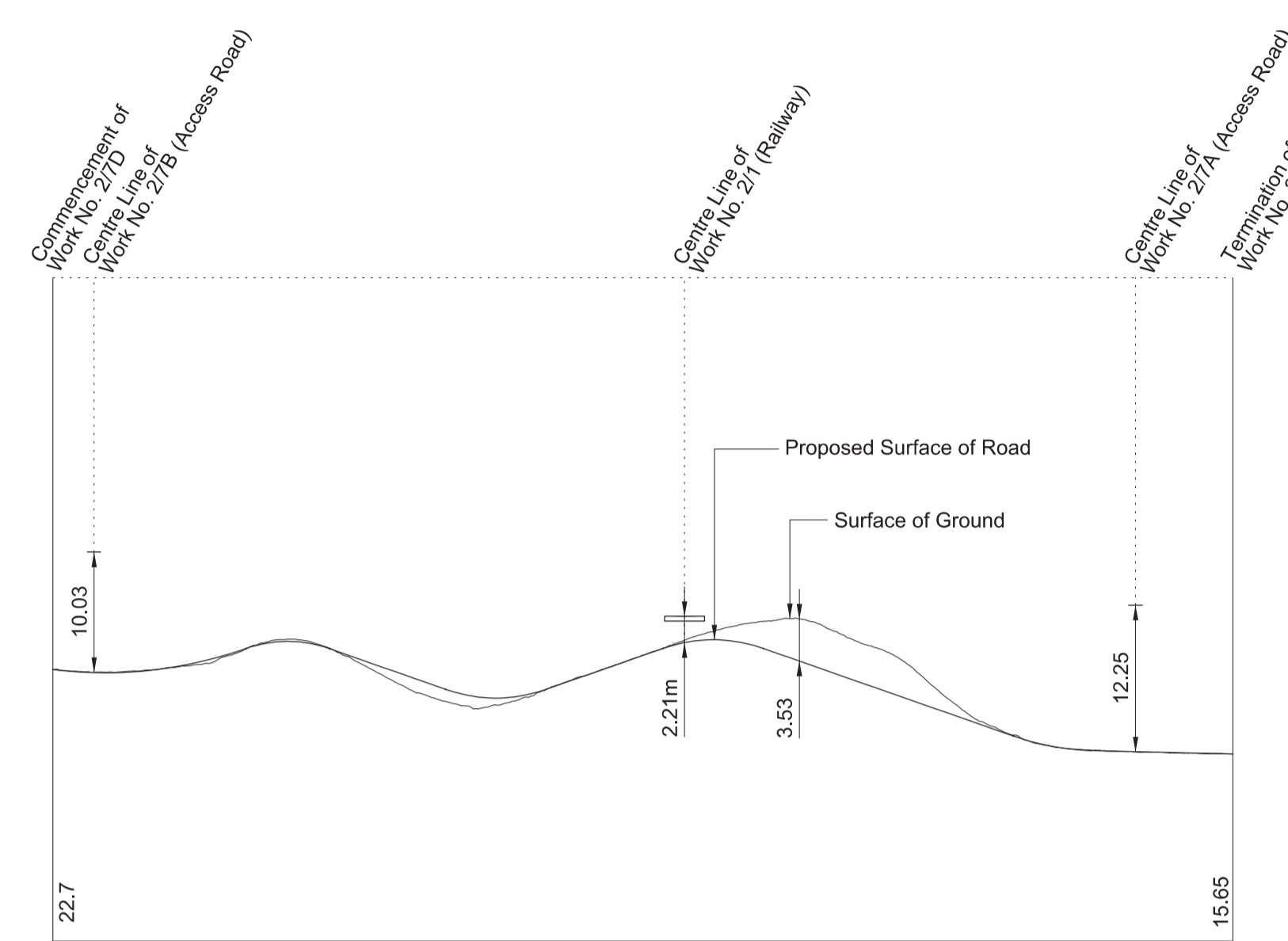
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-10 and SHEET No. 2-11



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

WORK No. 2/7D

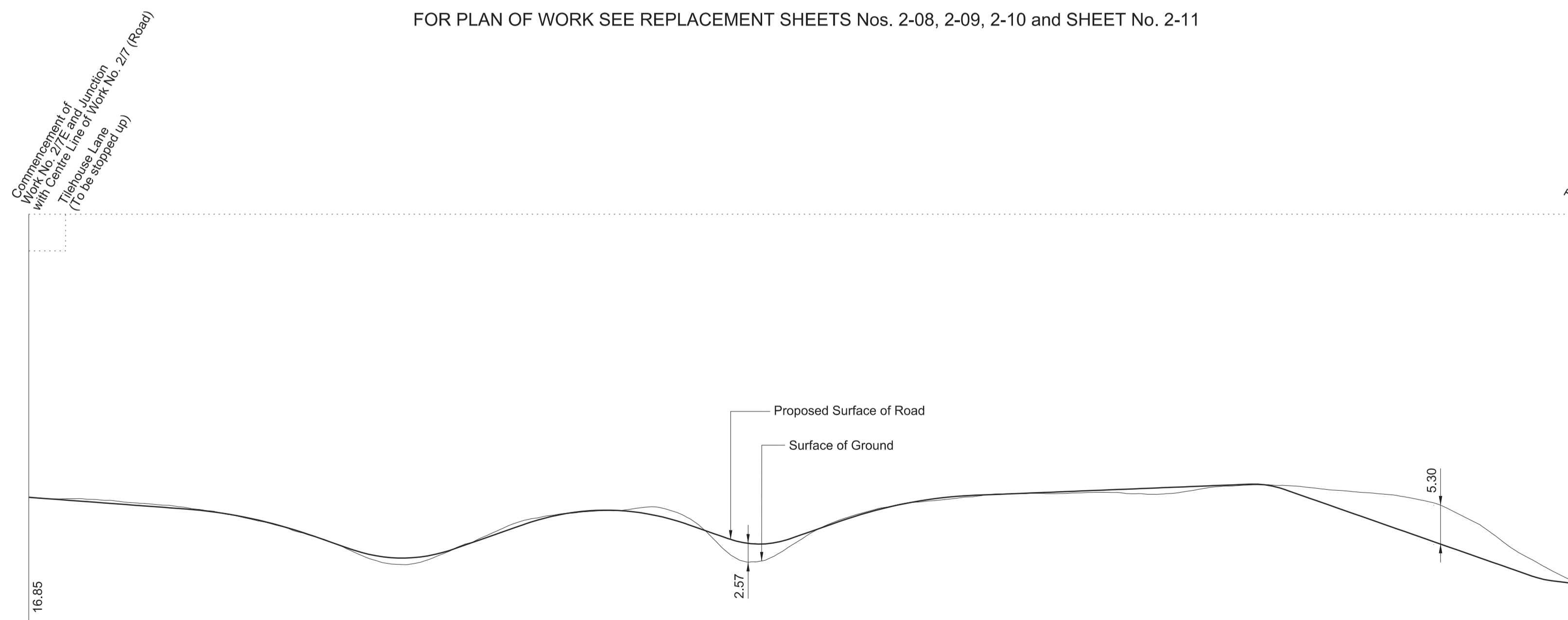
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-10



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

WORK No. 2/7E

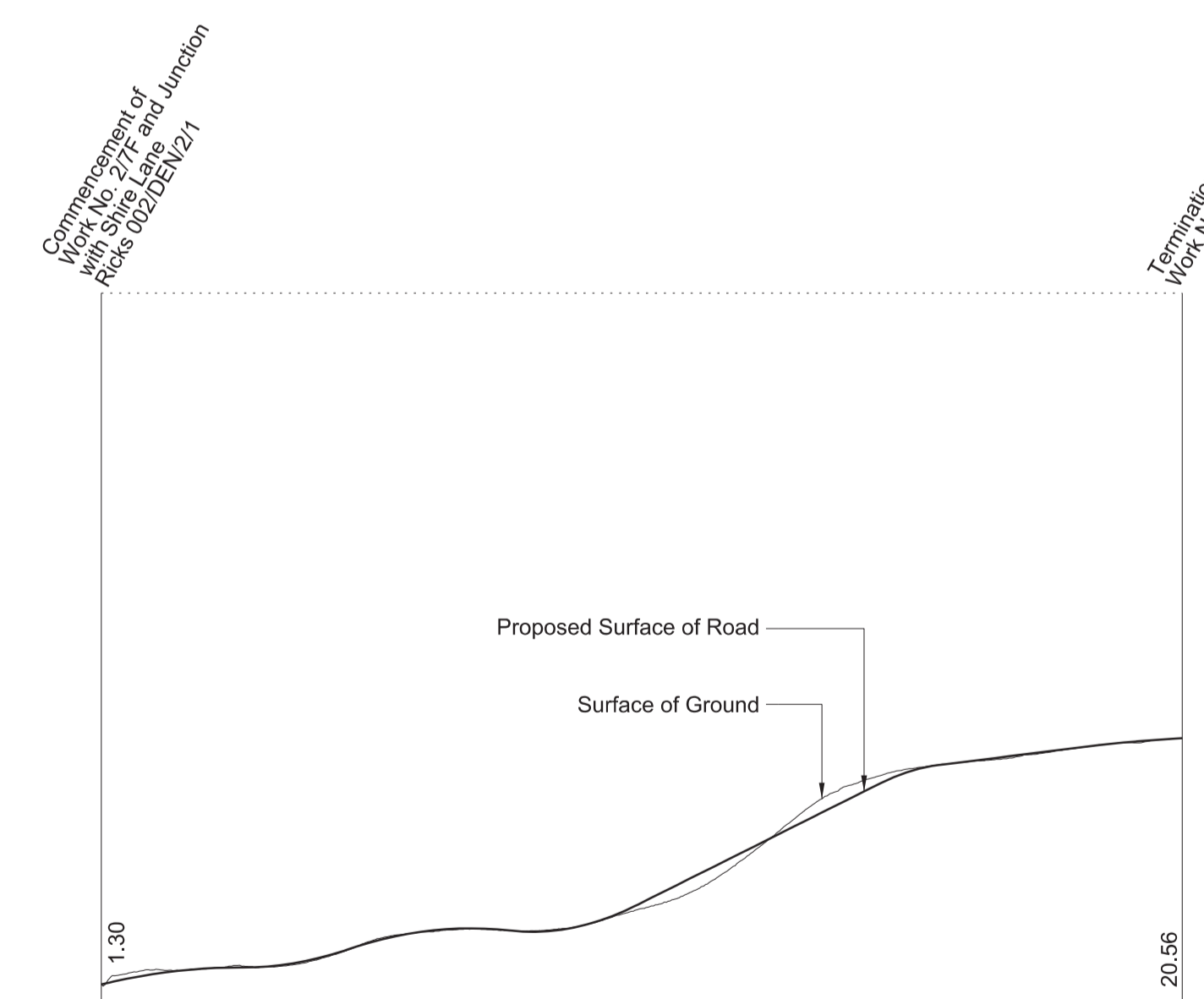
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-08, 2-09, 2-10 and SHEET No. 2-11



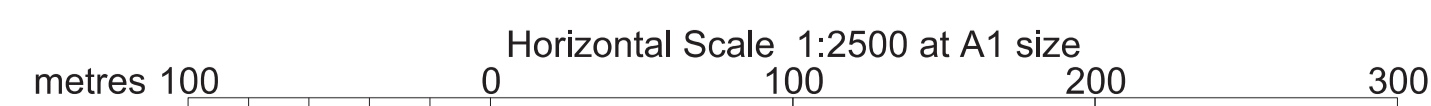
Datum Line is 51m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 14
 Greatest inclination of existing road 1 in 5
 Datum Line for Work No. 2/7E (51 metres above Ordnance Datum) is 10.63m above the fixed point being a Nail on the splitter island on Old Uxbridge Road,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

WORK No. 2/7F

FOR PLAN OF WORK SEE SHEET No. 2-11



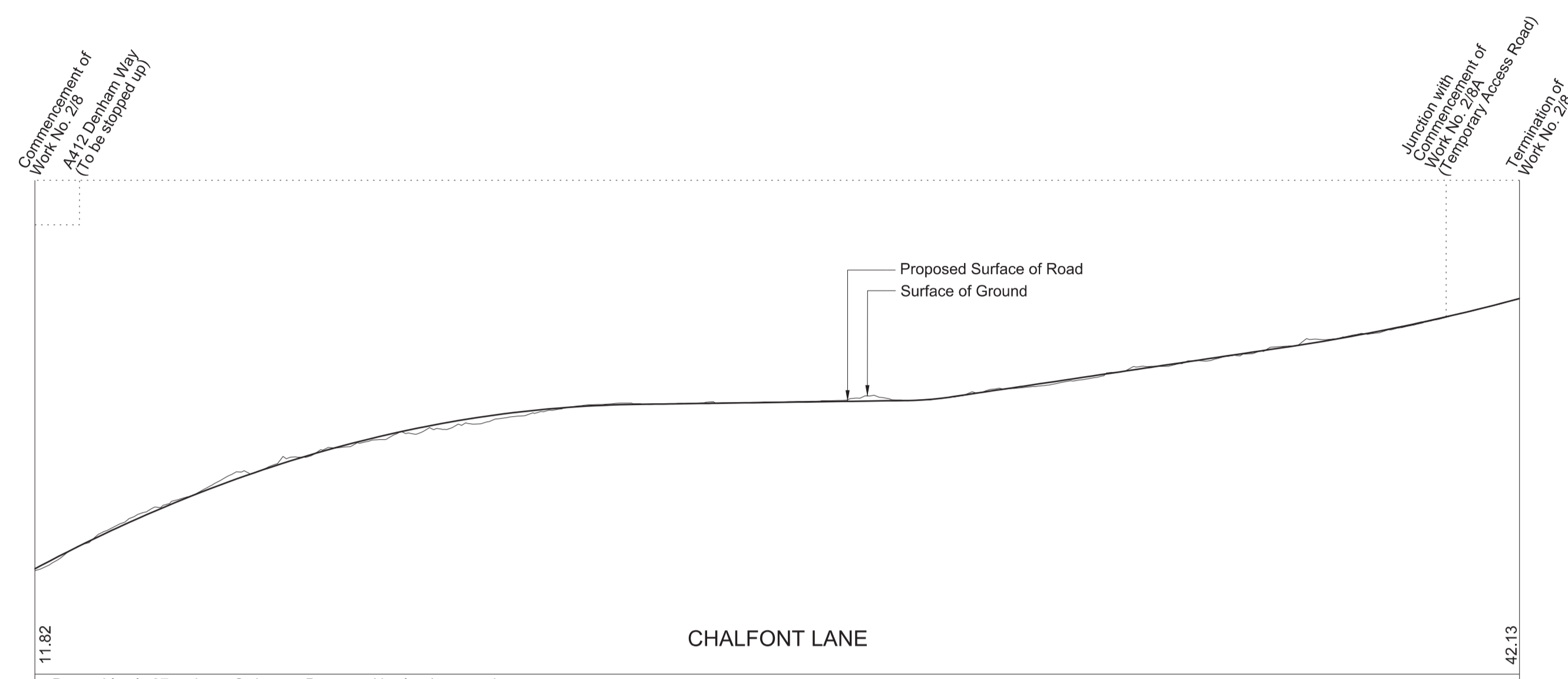
Datum Line is 56m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 10
 Greatest inclination of existing road 1 in 5
 Datum Line for Work No. 2/7F (56 metres above Ordnance Datum) is 31.48m below the fixed point being a Kerb Inlet cover opposite Mopes Farm, and marked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



SECTIONS

WORK No. 2/8

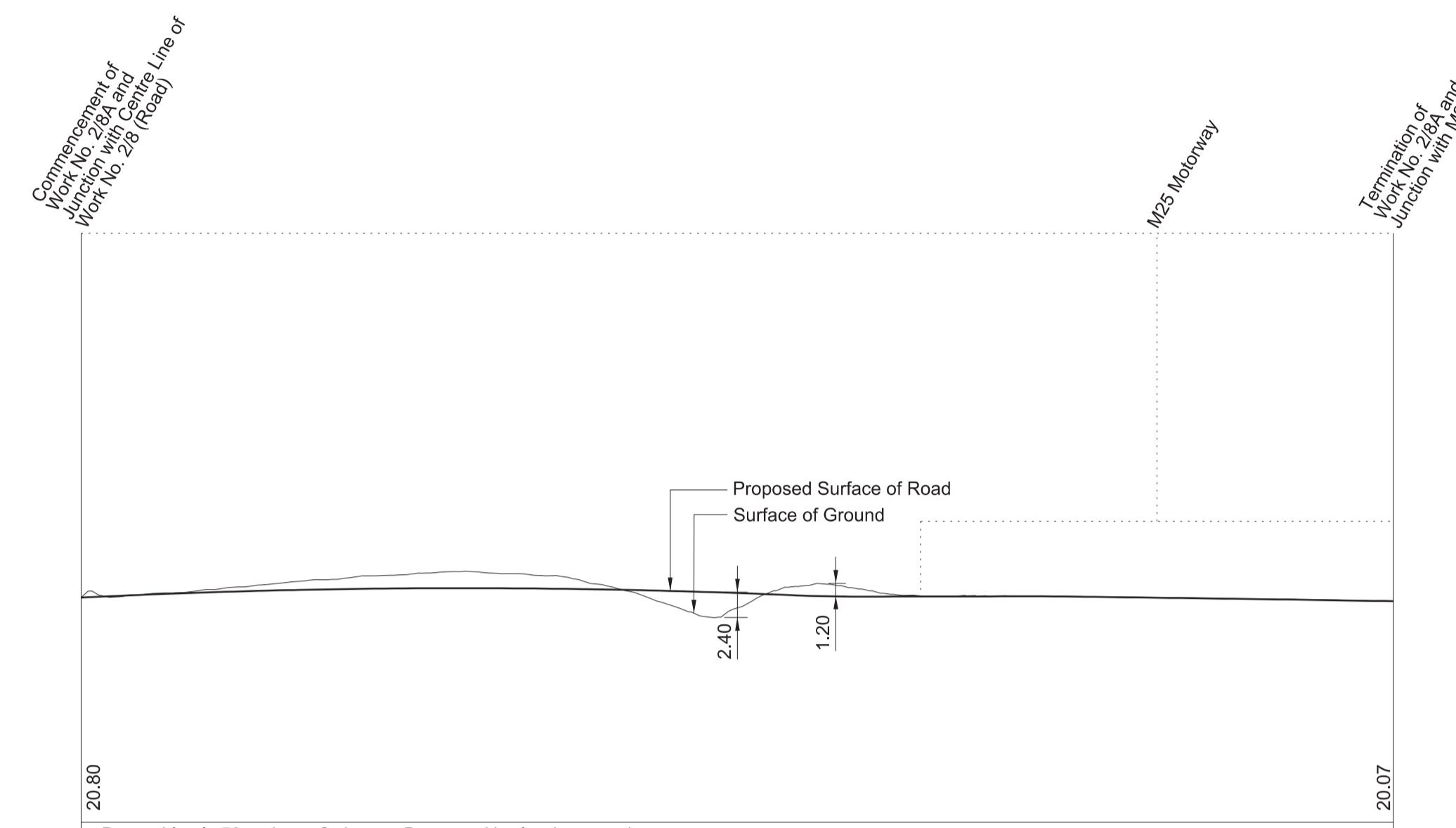
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-10



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

WORK No. 2/8A

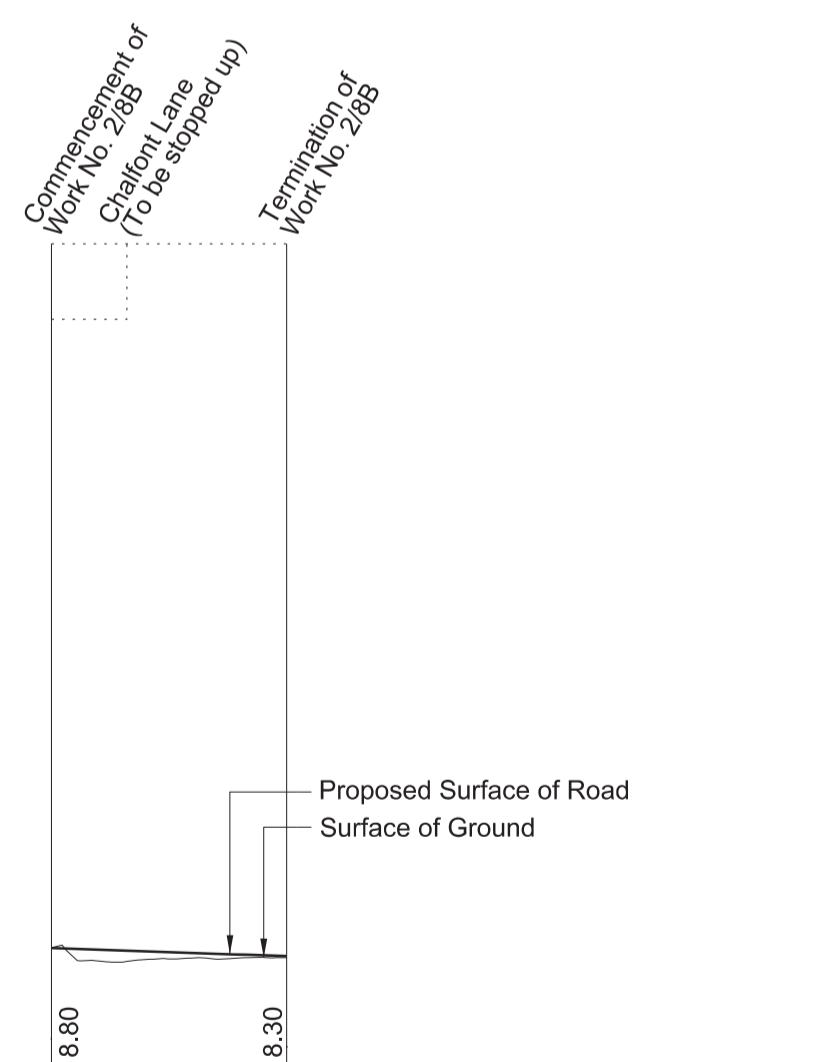
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-10 and SHEET No. 2-13



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

WORK No. 2/8B

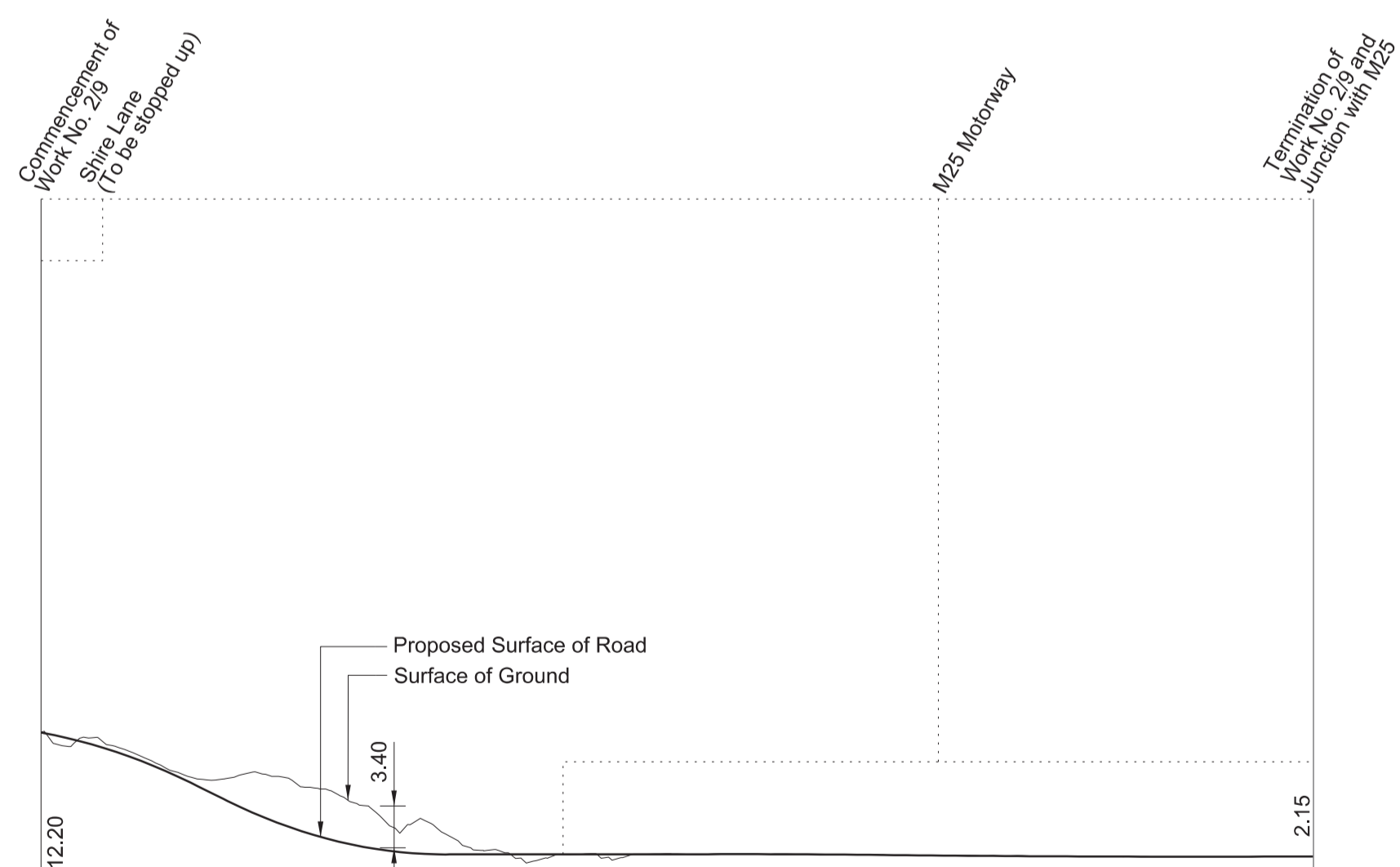
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-10



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

WORK No. 2/9

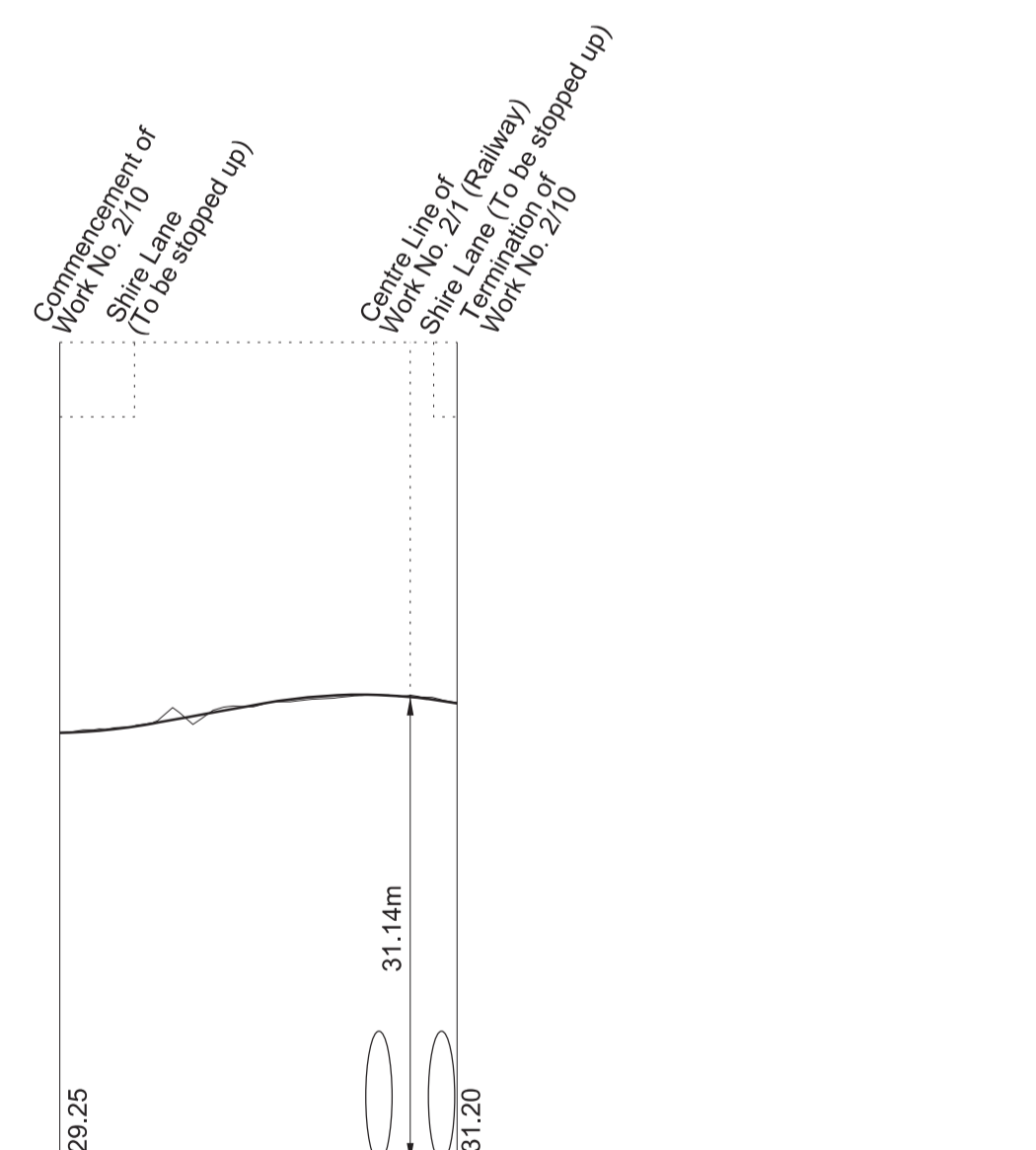
FOR PLAN OF WORK SEE SHEET No. 2-13



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

WORK No. 2/10

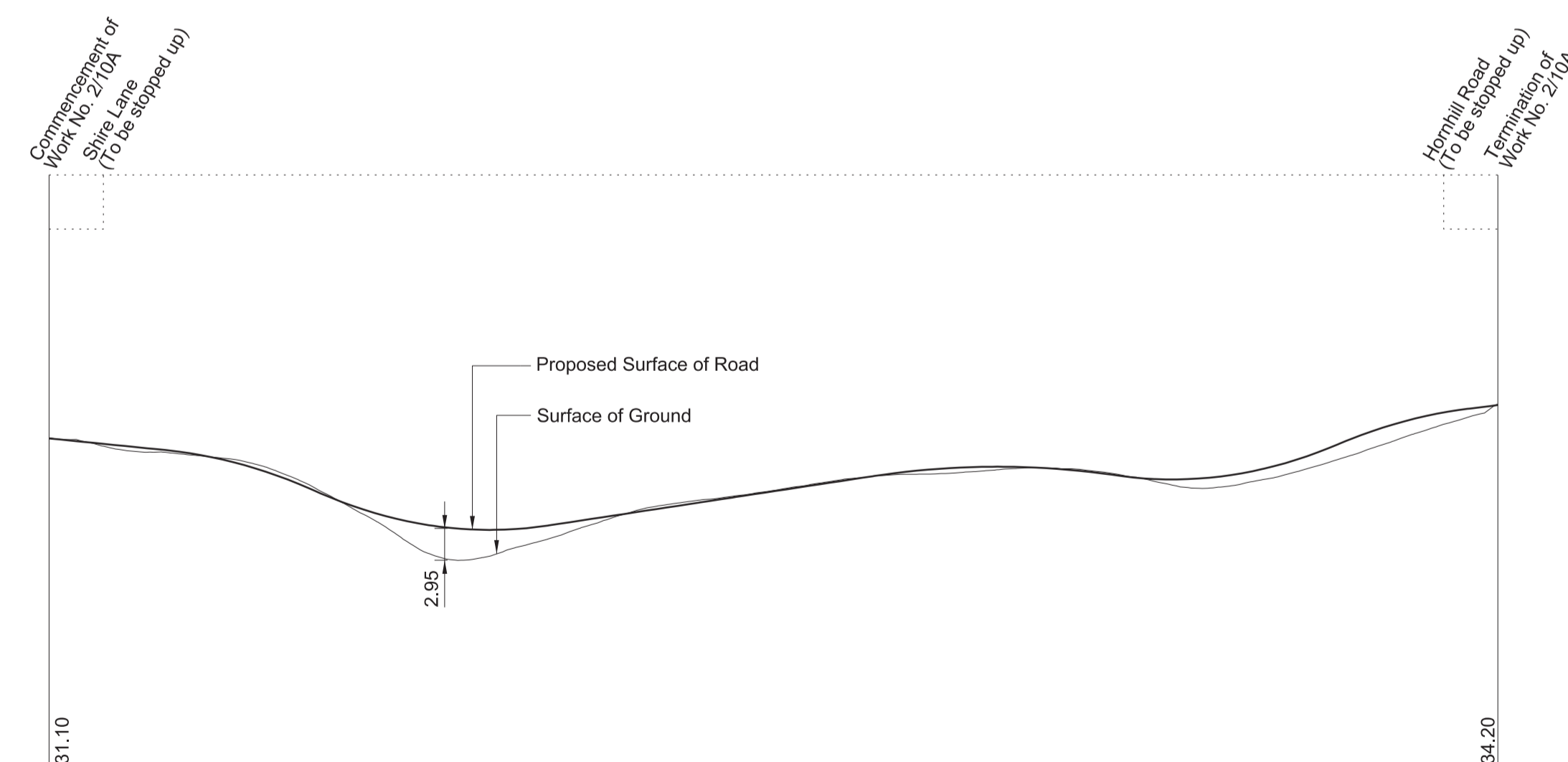
FOR PLAN OF WORK SEE SHEET No. 2-13



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

WORK No. 2/10A

FOR PLAN OF WORK SEE SHEET No. 2-13



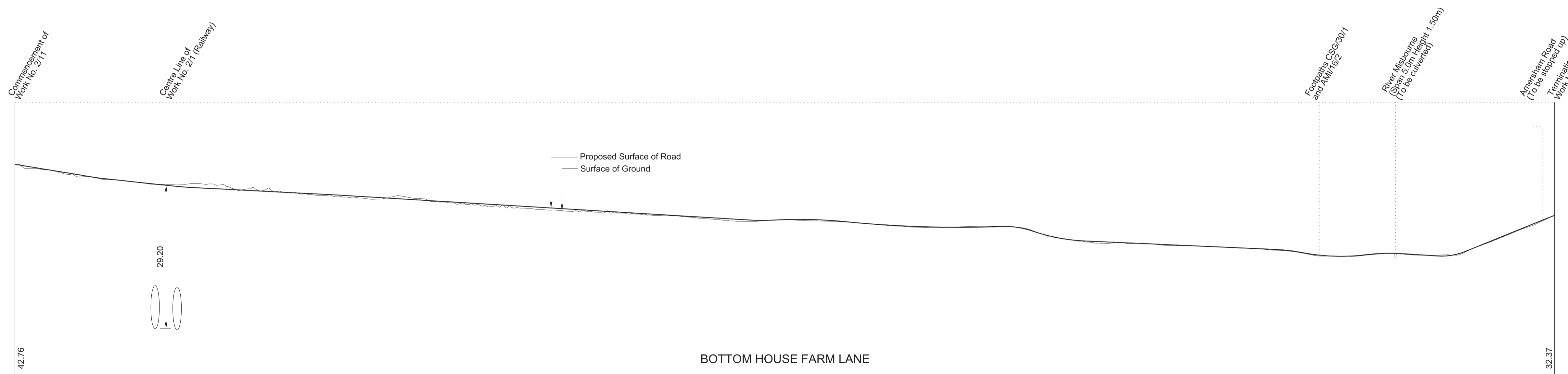
Datum Line is 58m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 11
 Greatest inclination of existing road 1 in 8
 Datum Line for Work No. 2/10A (58 metres above Ordnance Datum) is 30.41m below the fixed point being an Inspection cover on Shire Lane bridge over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



SECTIONS

WORK No. 2/11

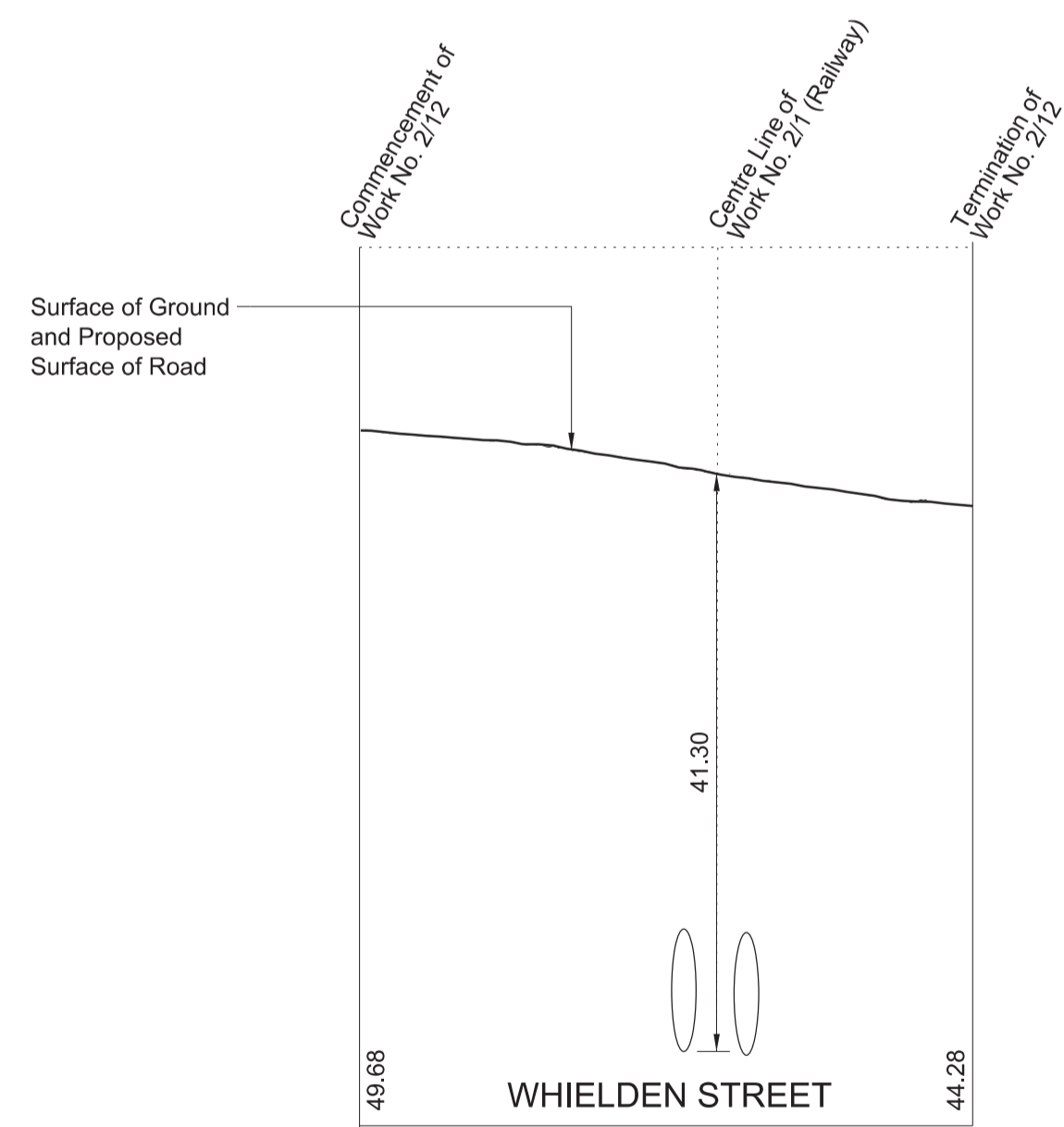
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-16 and SHEET No. 2-17



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

WORK No. 2/12

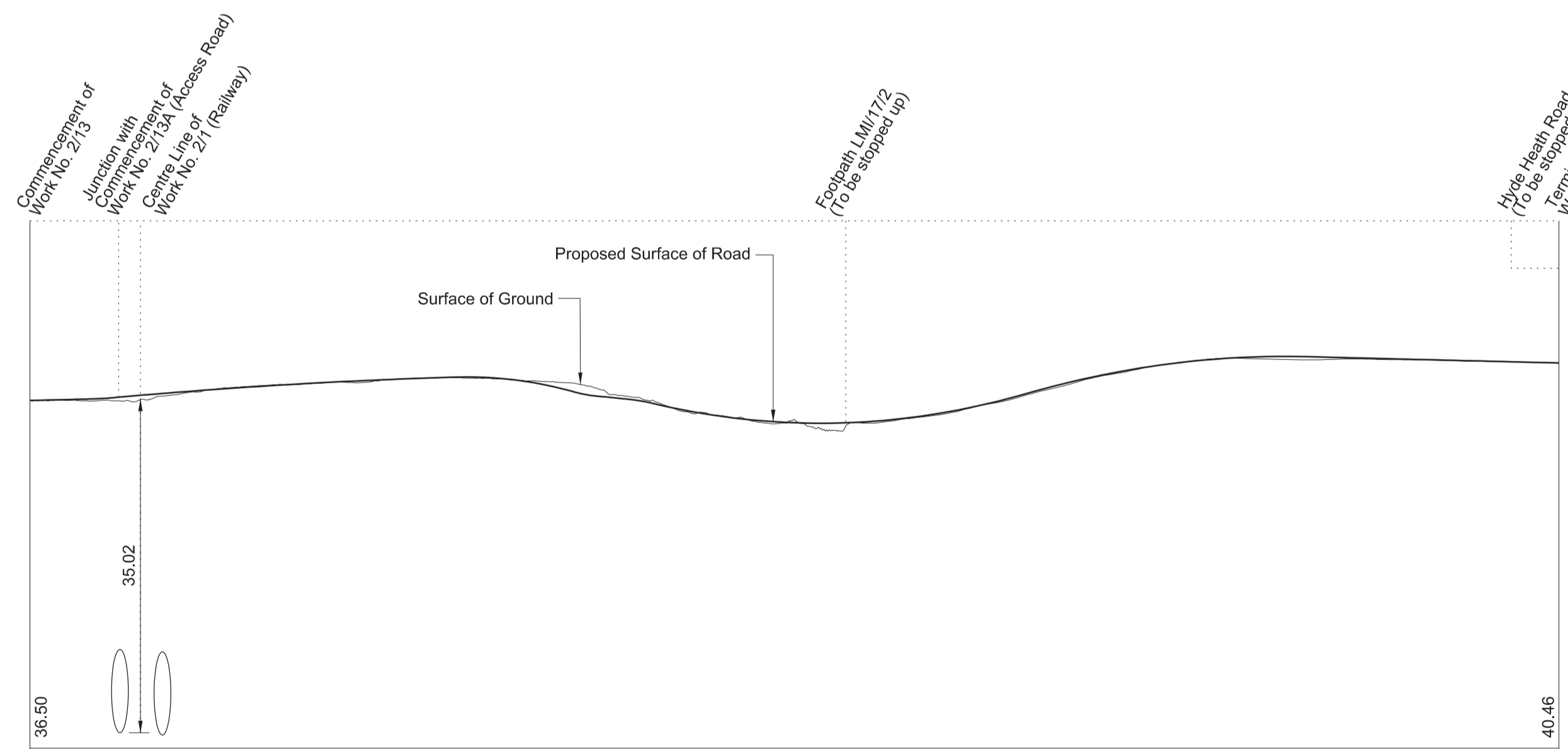
FOR PLAN OF WORK SEE SHEET No. 2-19



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

WORK No. 2/13

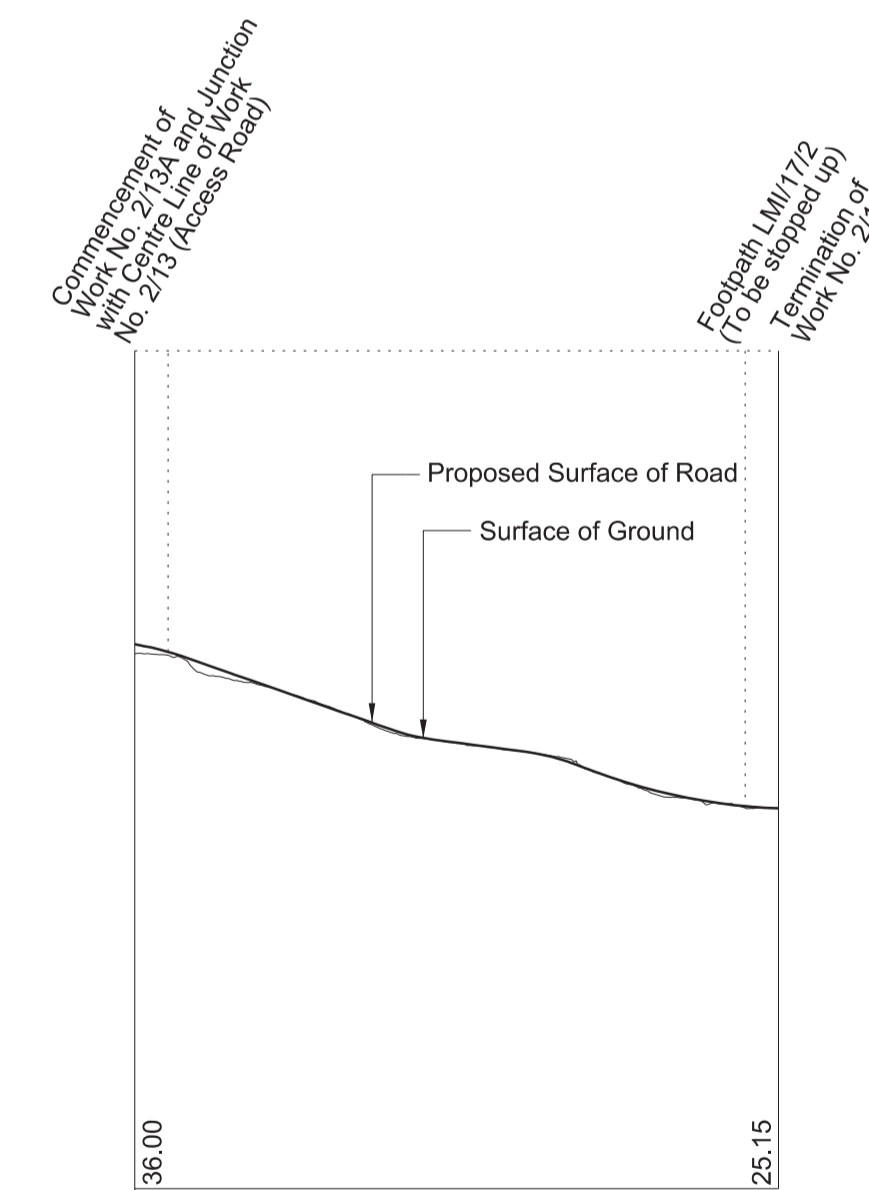
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-22



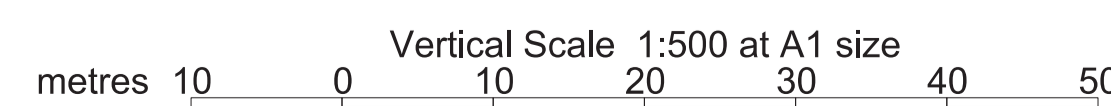
Datum Line is 128m above Ordnance Datum at Newlyn (see note)
Datum Line for Work No. 2/13 (128 metres above Ordnance Datum) is 30.48m below the fixed point being an Inspection cover on Chalk Lane, and marked thus \blacktriangleright on plan (Sheet No. 2-22). Such fixed point being 158.48m above Ordnance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

WORK No. 2/13A

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-22



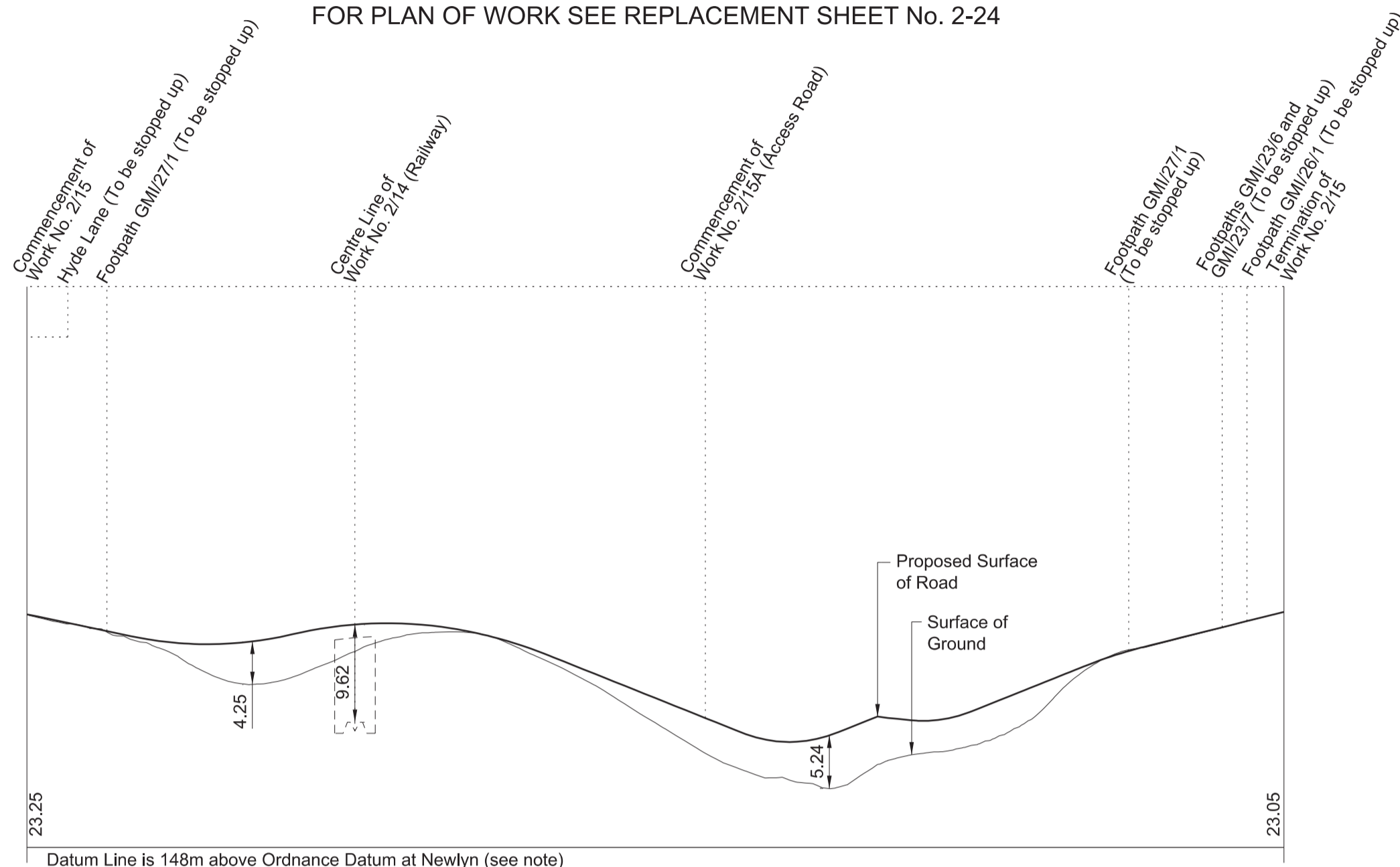
Datum Line for Work No. 2/13A (129 metres above Ordnance Datum) is 29.48m below the fixed point being an Inspection cover on Chalk Lane, and marked thus \blacktriangleright on plan (Sheet No. 2-22). Such fixed point being 158.48m above Ordnance Datum Newlyn (ODN).



SECTIONS

WORK No. 2/15

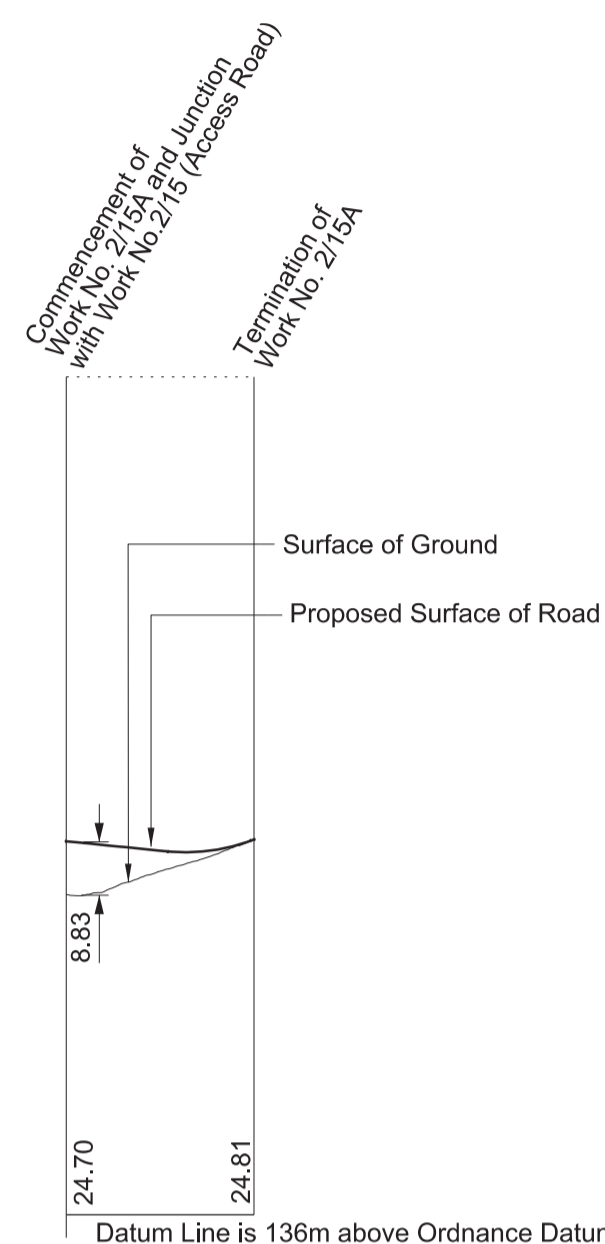
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-24



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

WORK No. 2/15A

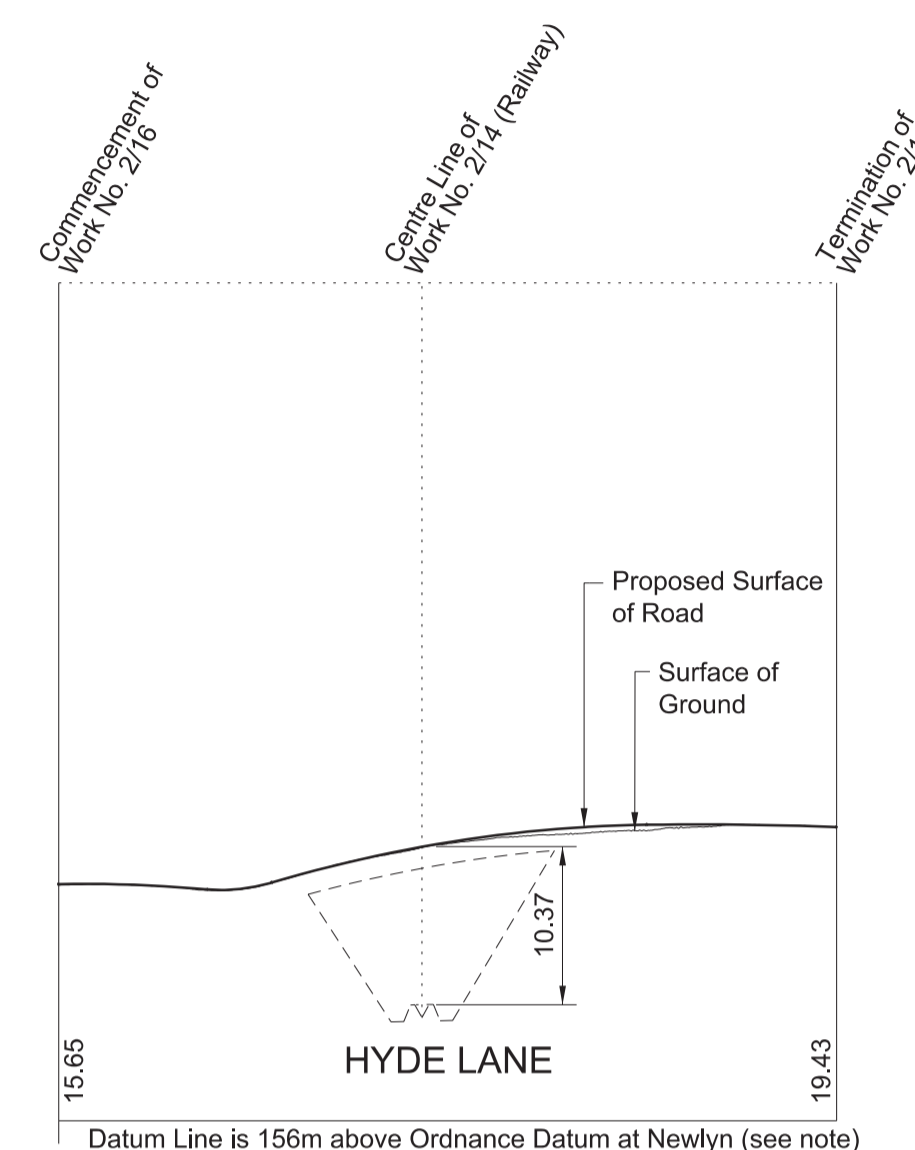
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-24



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

WORK No. 2/16

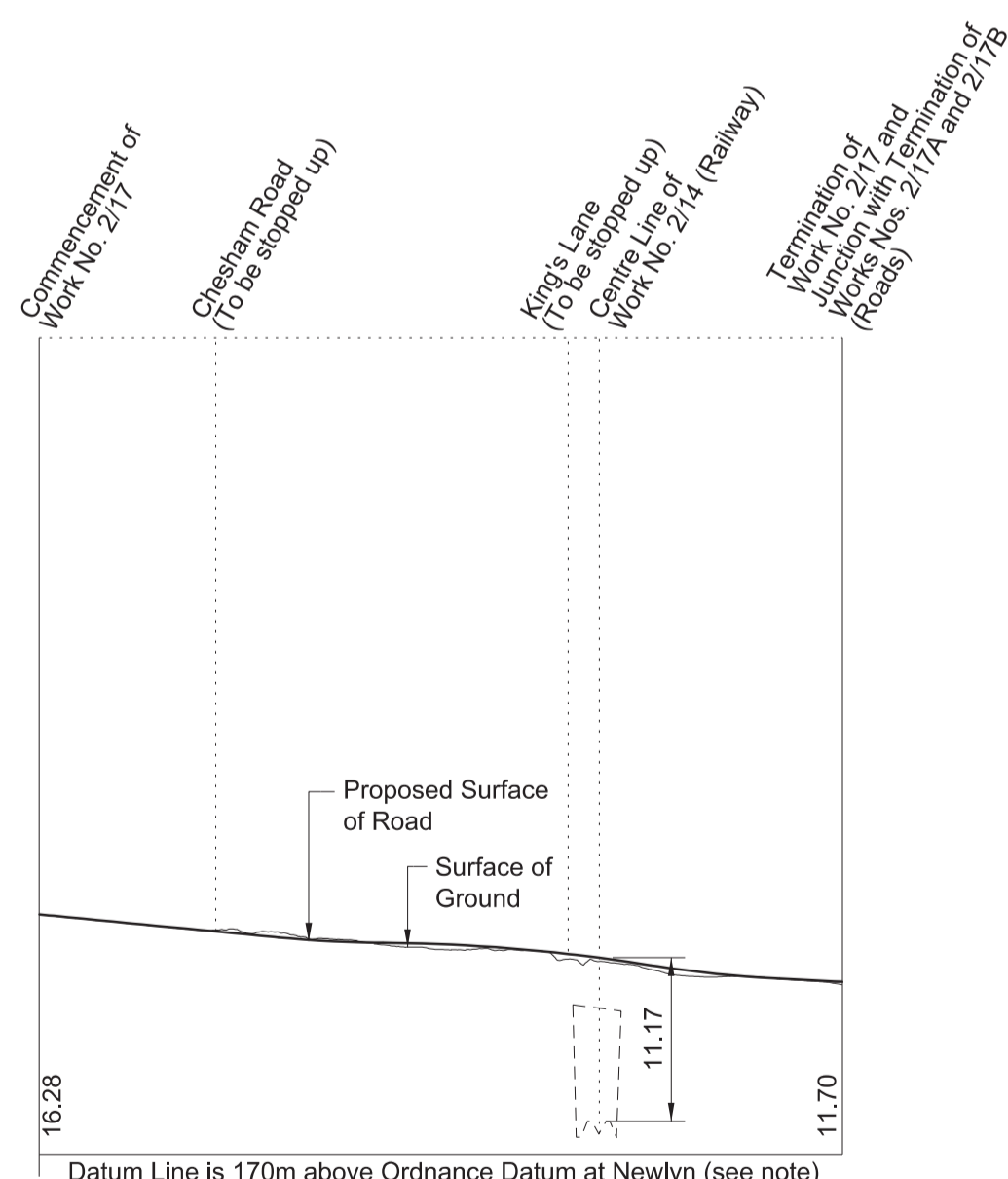
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-24



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

WORK No. 2/17

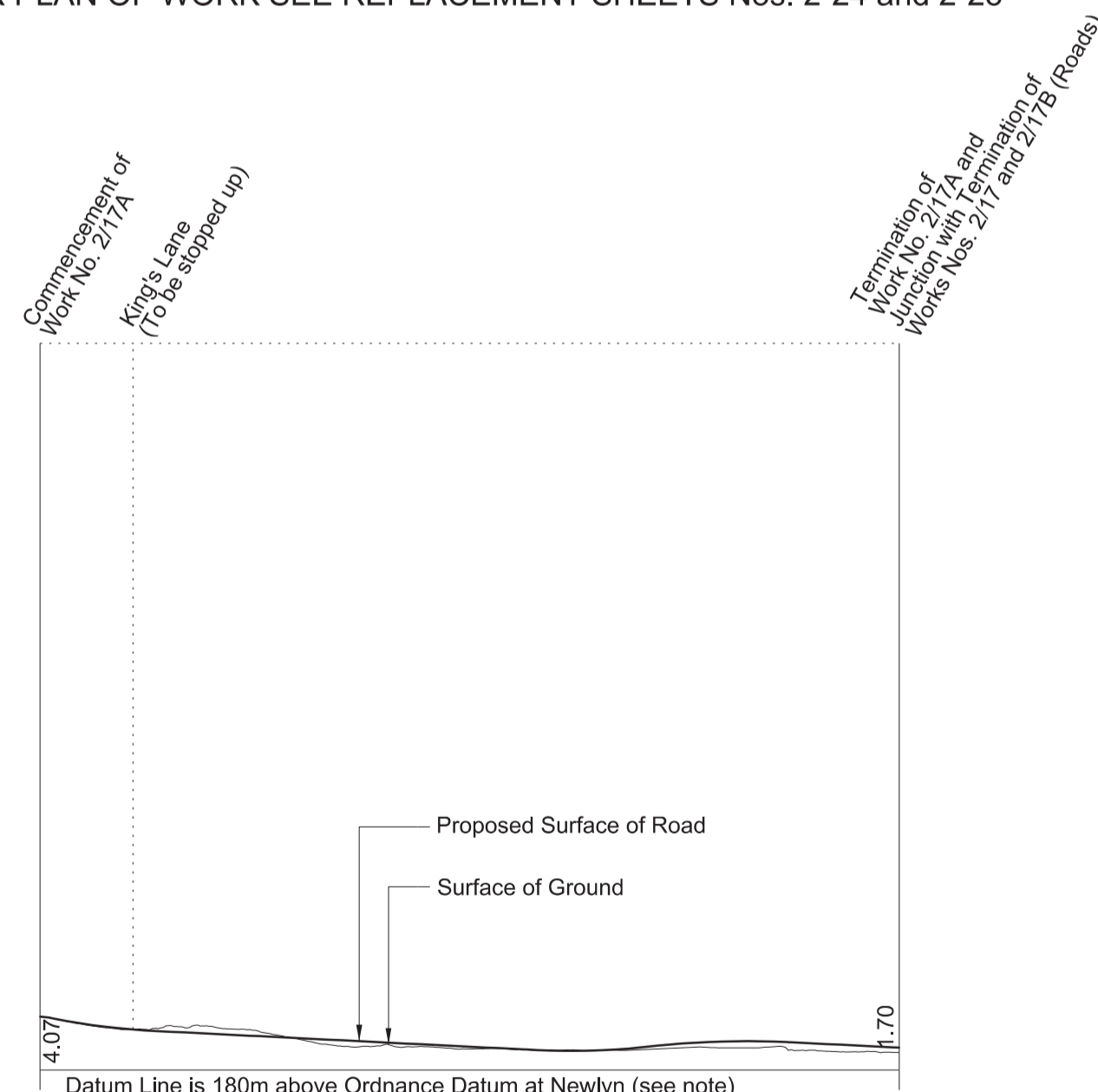
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-24



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

WORK No. 2/17A

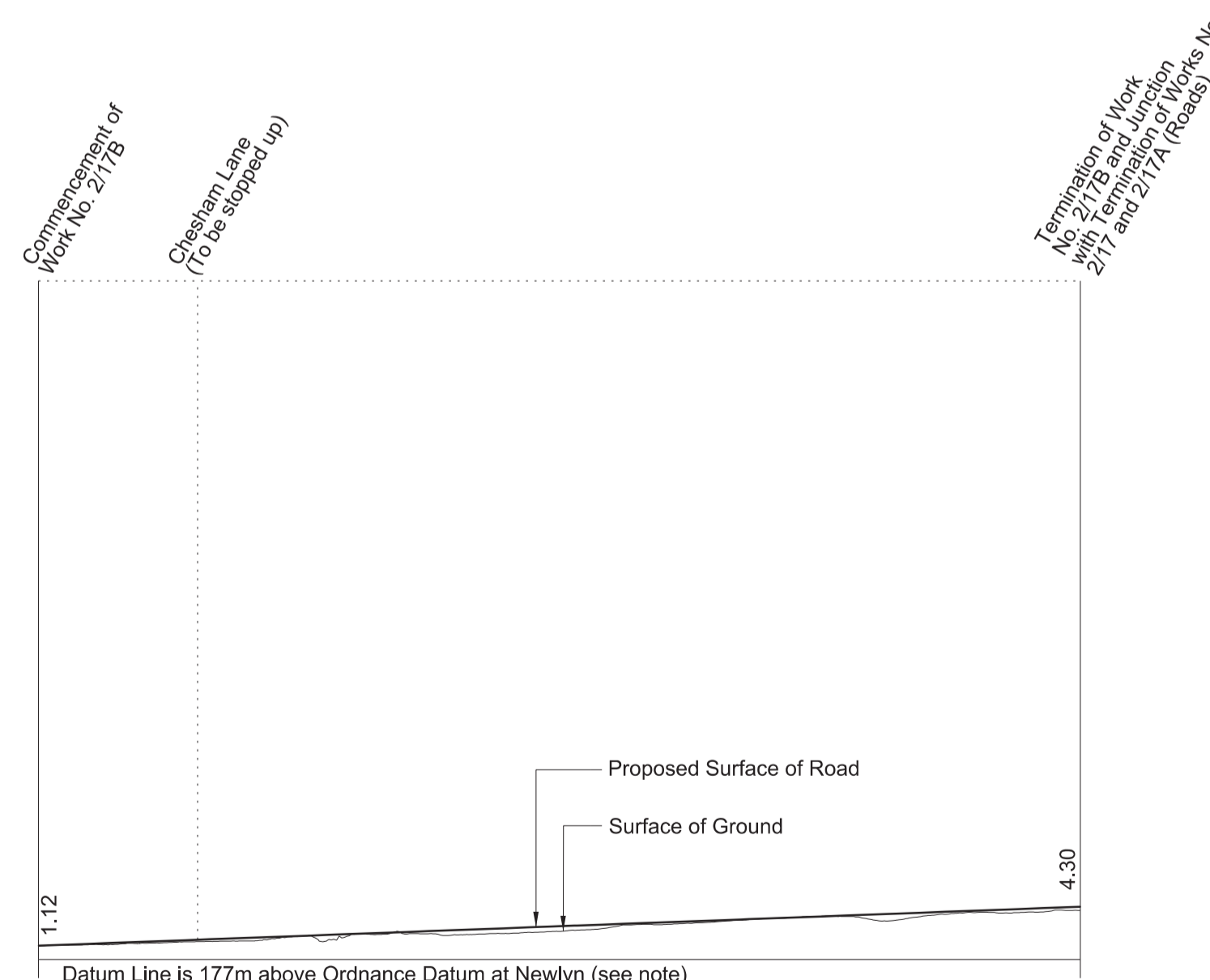
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-24 and 2-25



Datum Line is 180m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 134
 Greatest inclination of existing road 1 in 31
 Datum Line for Work No. 2/17A (180 metres above Ordnance Datum) is 1.89m above the fixed point being the end of arrow road marking on B485 between Chesham and Great Missenden, at 50mph limit, and marked thus \blacktriangleright on plan (Sheet No. 2-24). Such fixed point being 178.11m above Ordnance Datum Newlyn (ODN).

WORK No. 2/17B

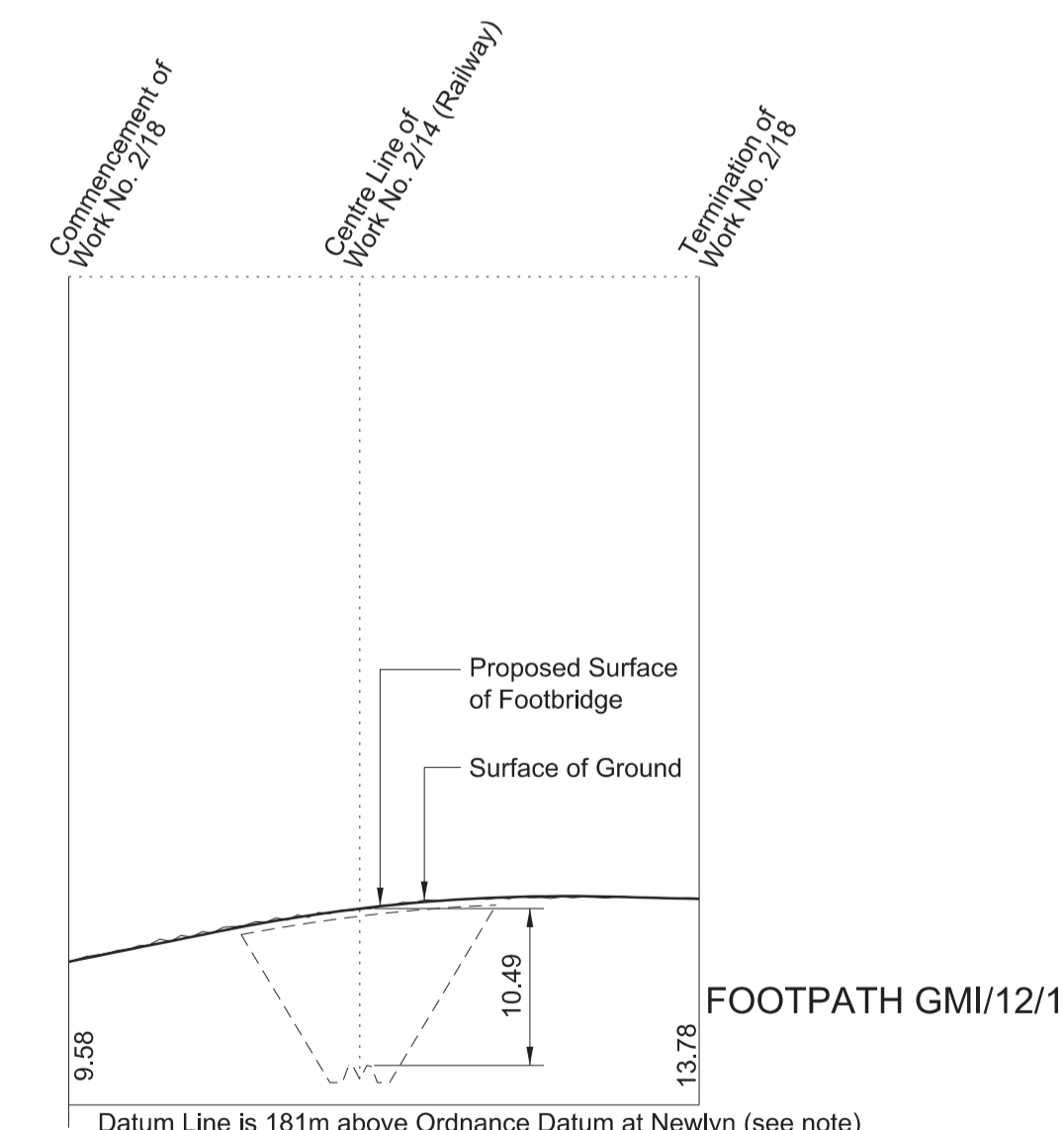
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-24



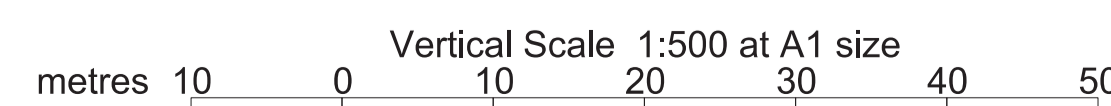
Datum Line is 177m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 25
 Greatest inclination of existing road 1 in 23
 Datum Line for Work No. 2/17B (177 metres above Ordnance Datum) is 12.10m below the fixed point being the end of arrow road marking on B485 between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

WORK No. 2/18

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-25



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



SECTIONS

WORK No. 2/18A

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-25

WORK No. 2/18B

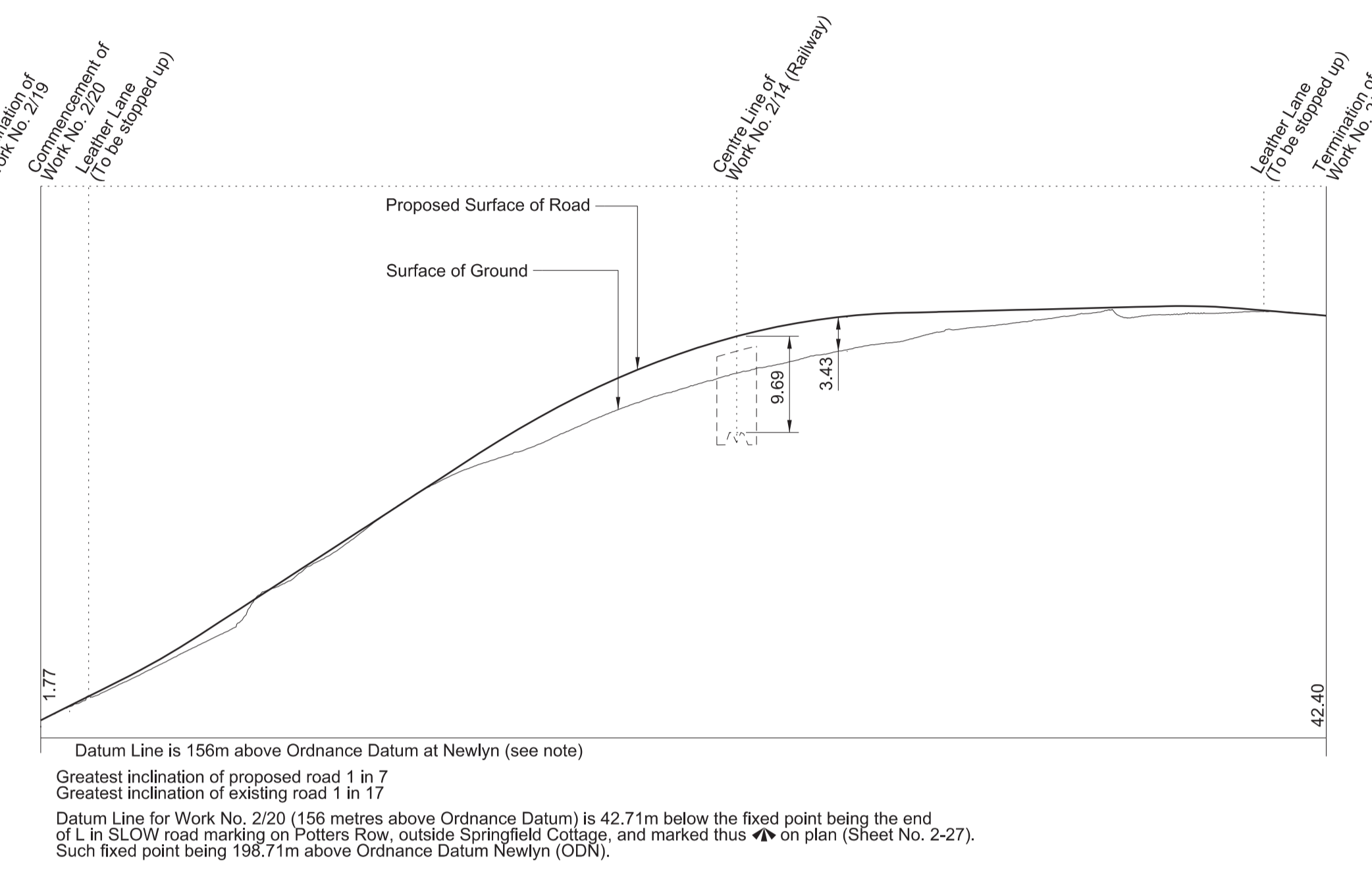
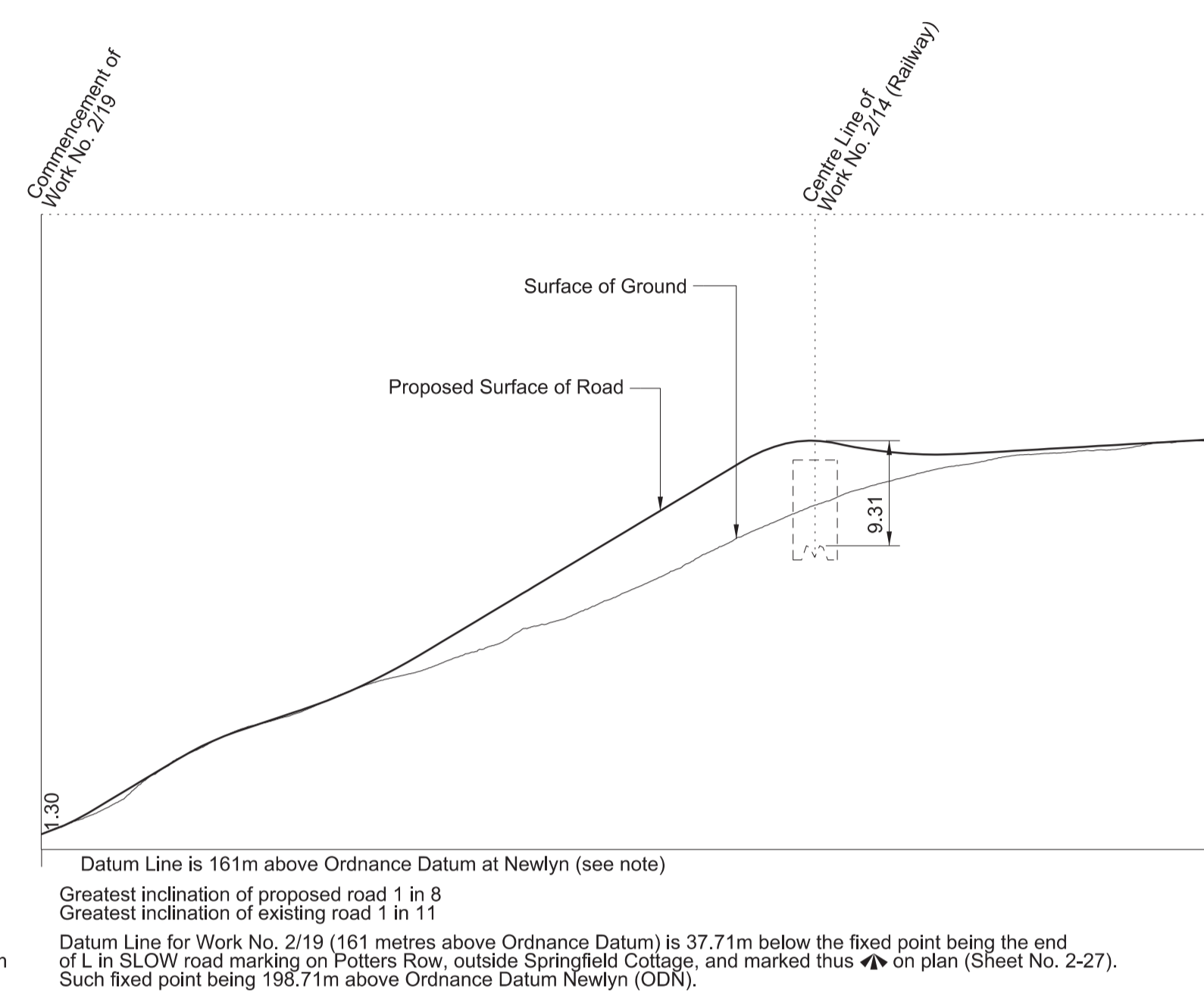
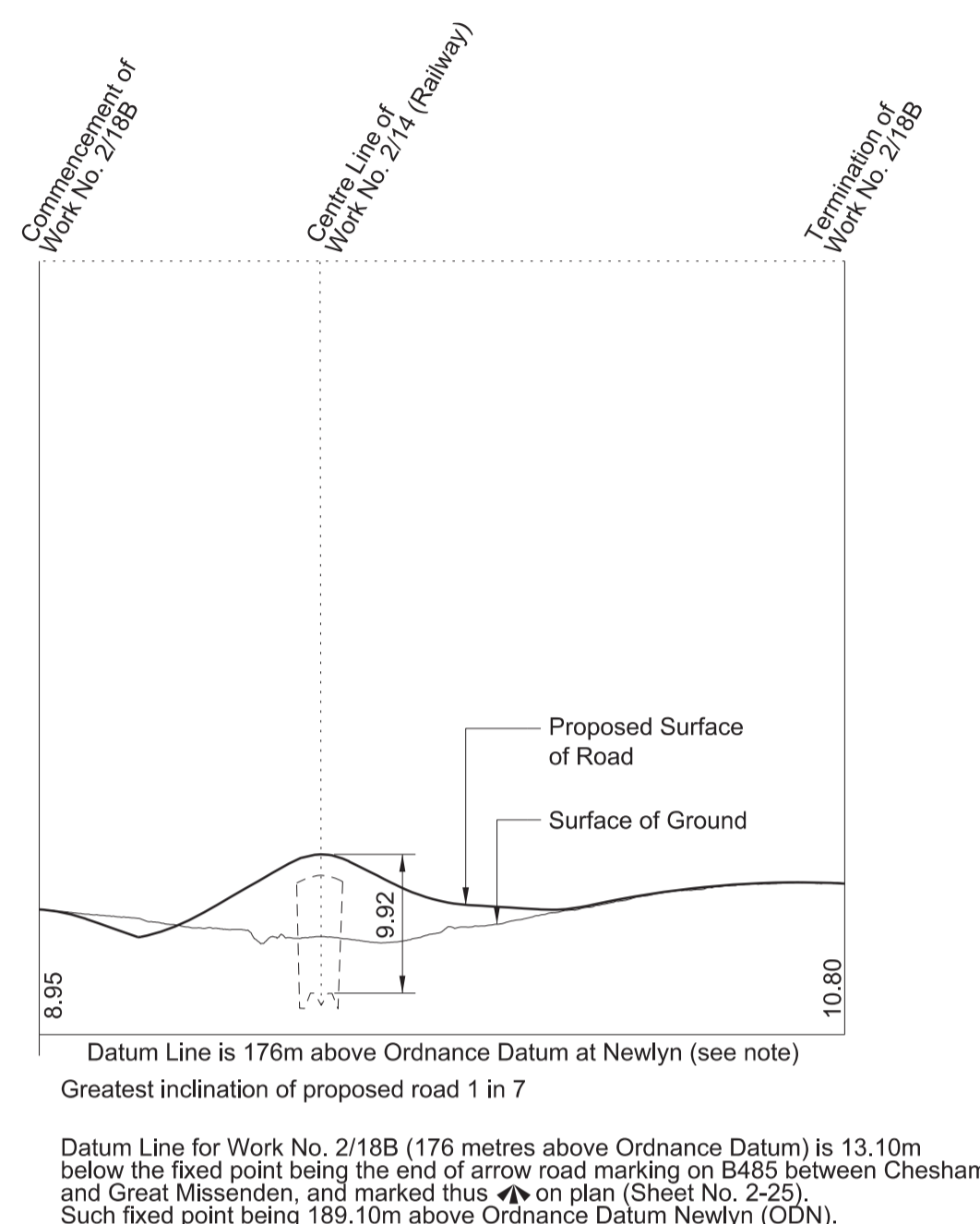
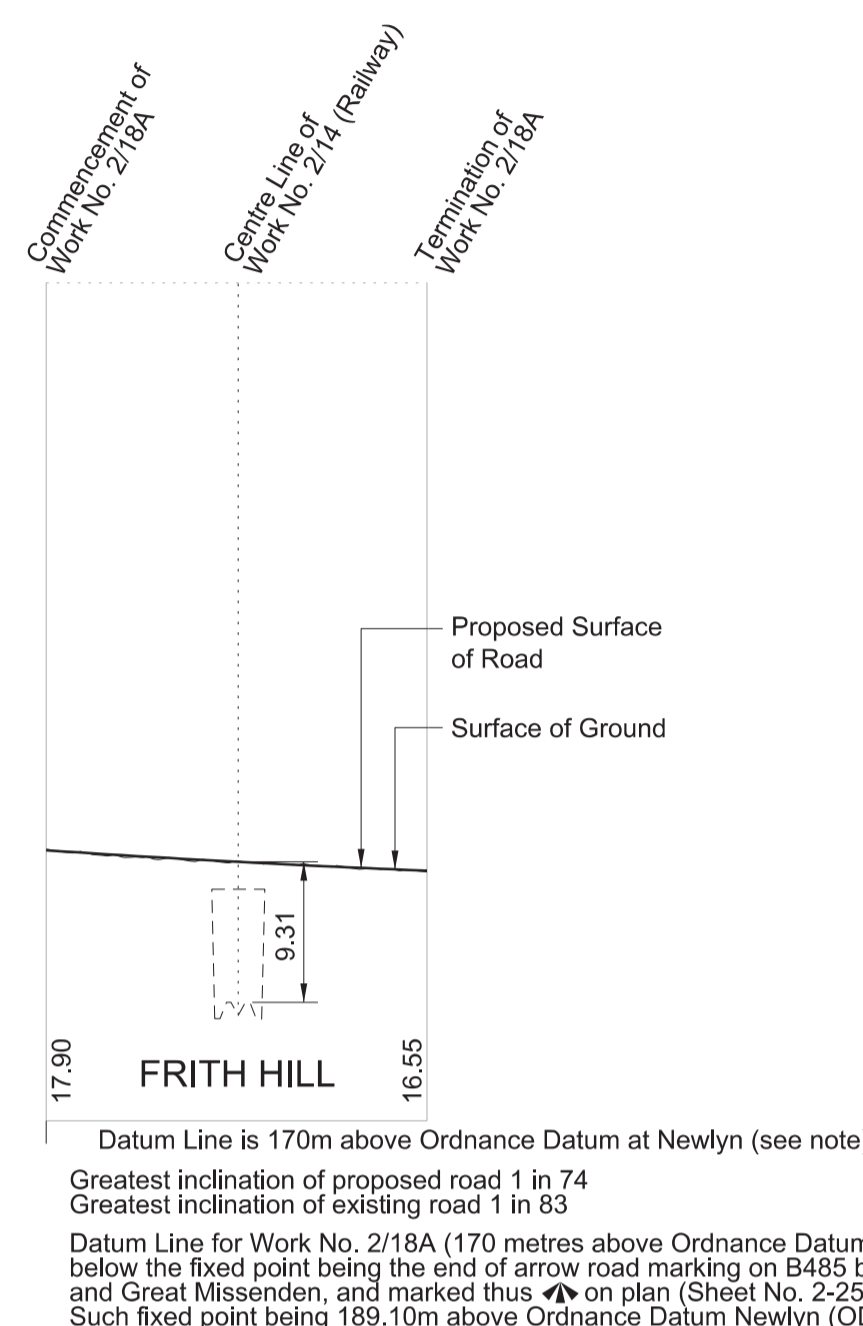
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-25

WORK No. 2/19

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-27

WORK No. 2/20

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-27



WORK No. 2/21

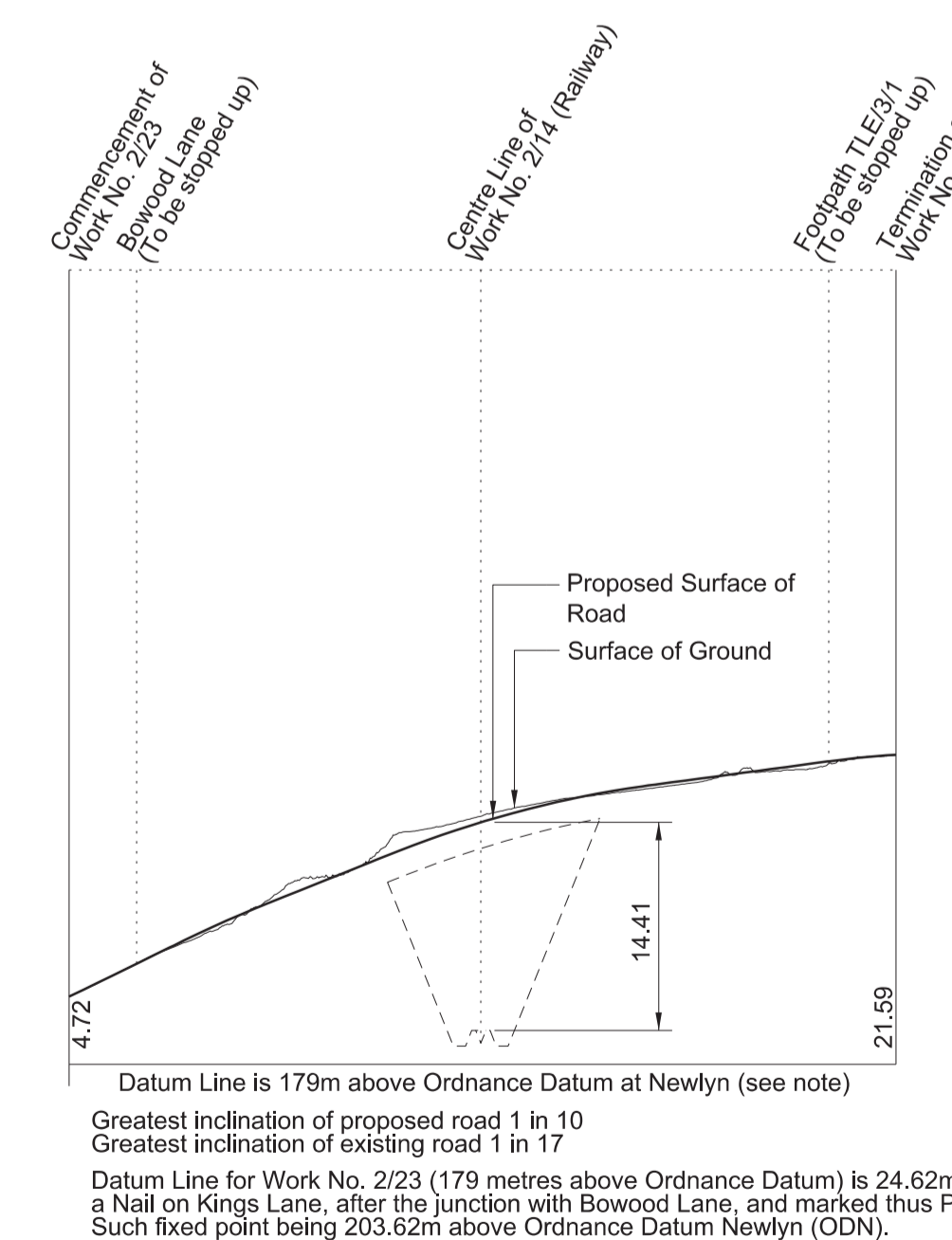
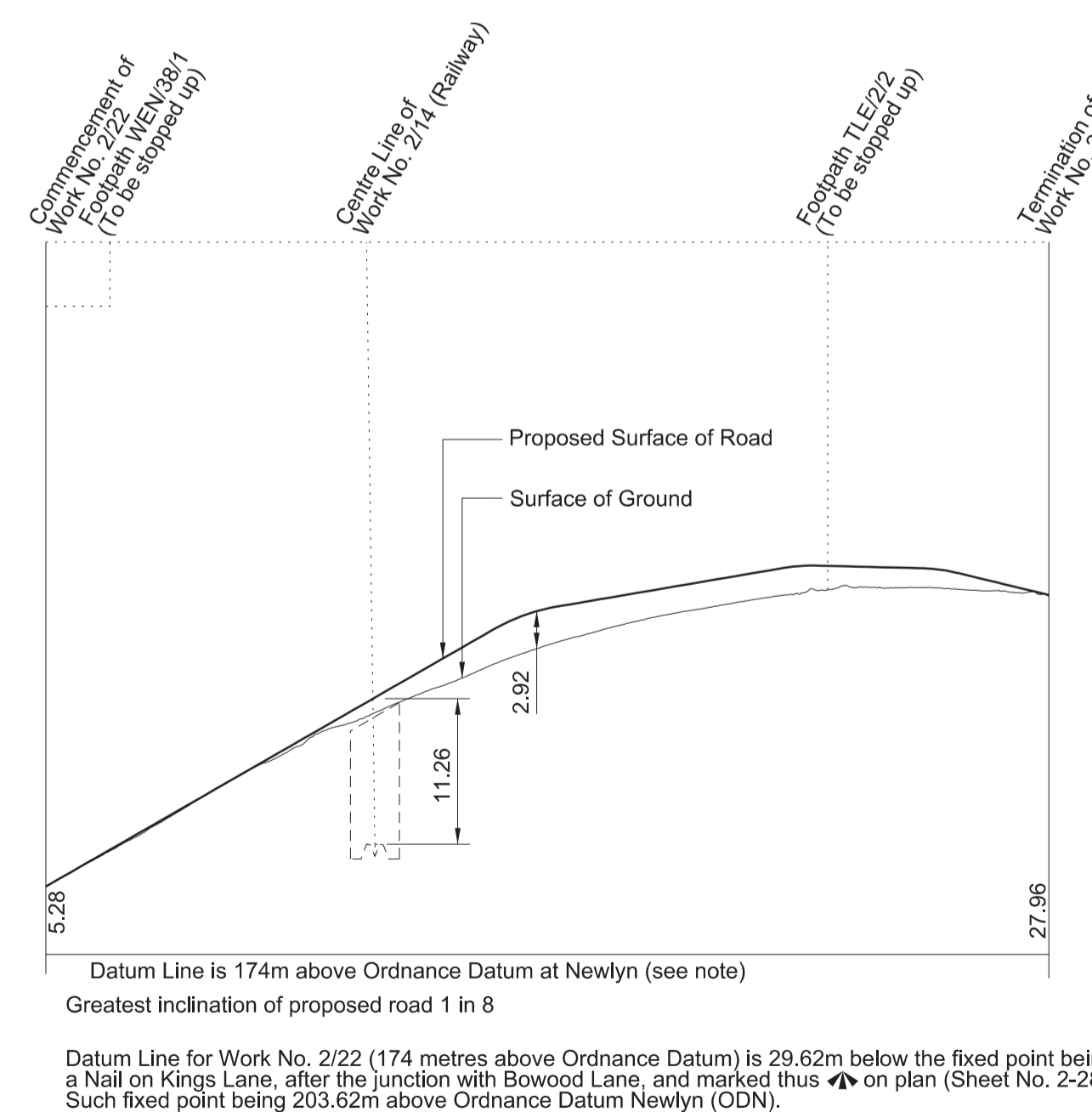
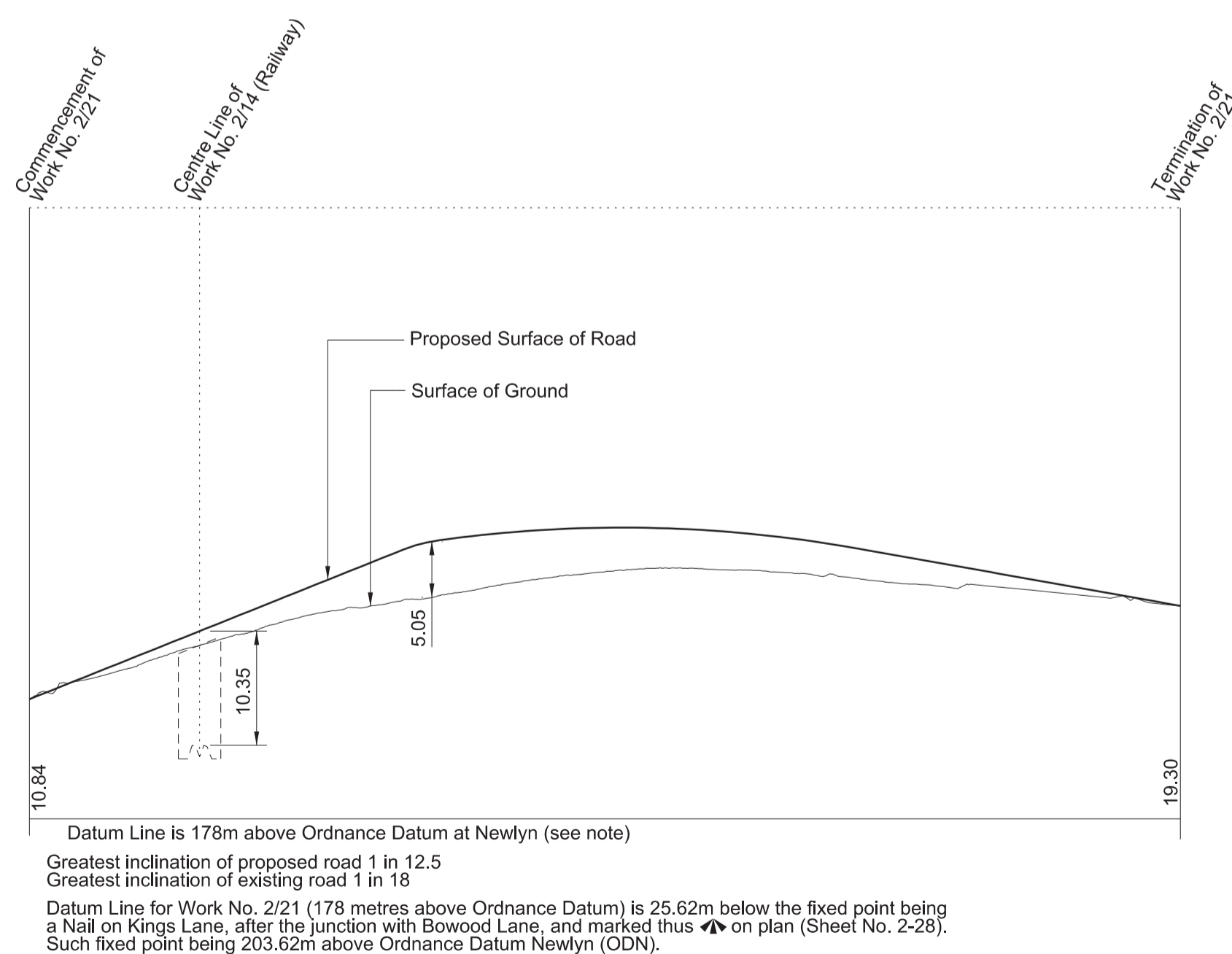
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-28

WORK No. 2/22

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-28

WORK No. 2/23

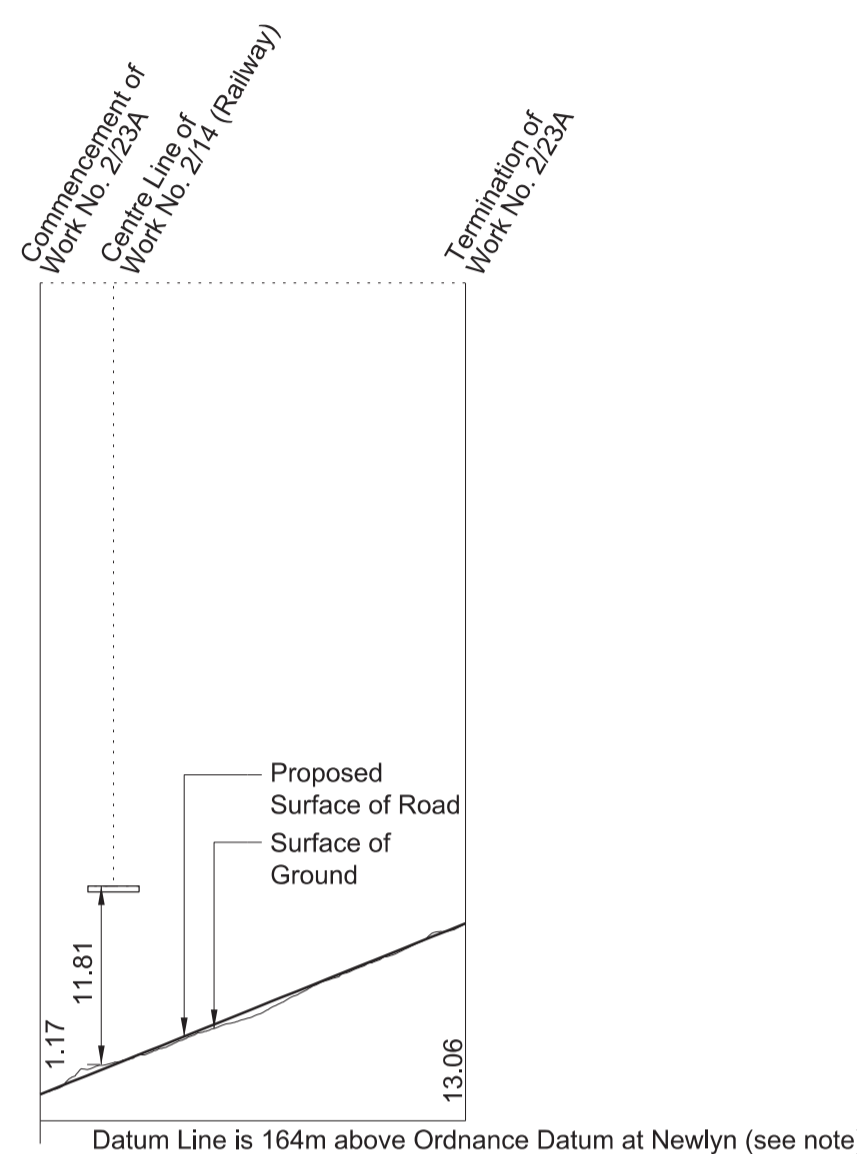
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-28



SECTIONS

WORK No. 2/23A

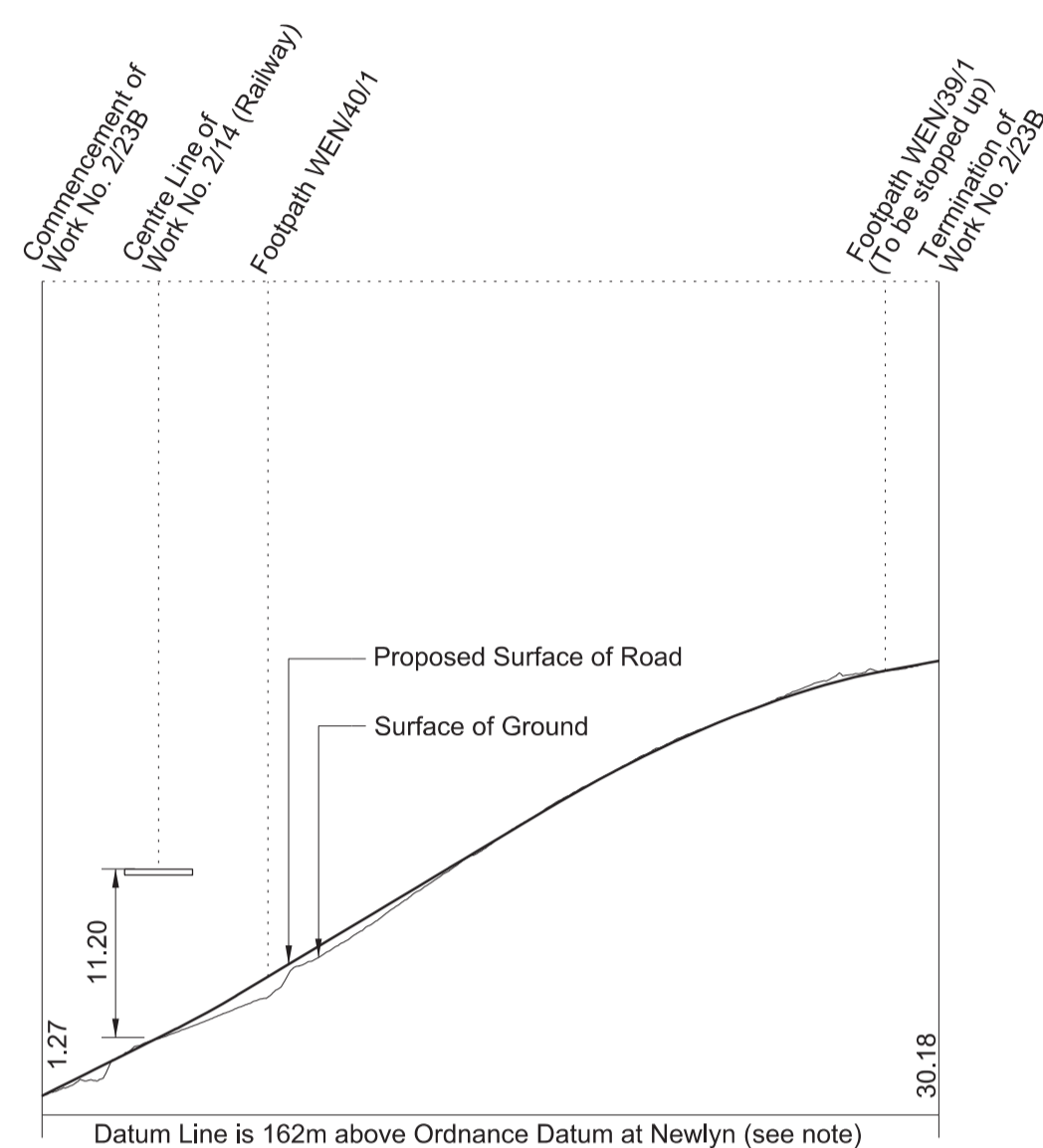
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-29



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

WORK No. 2/23B

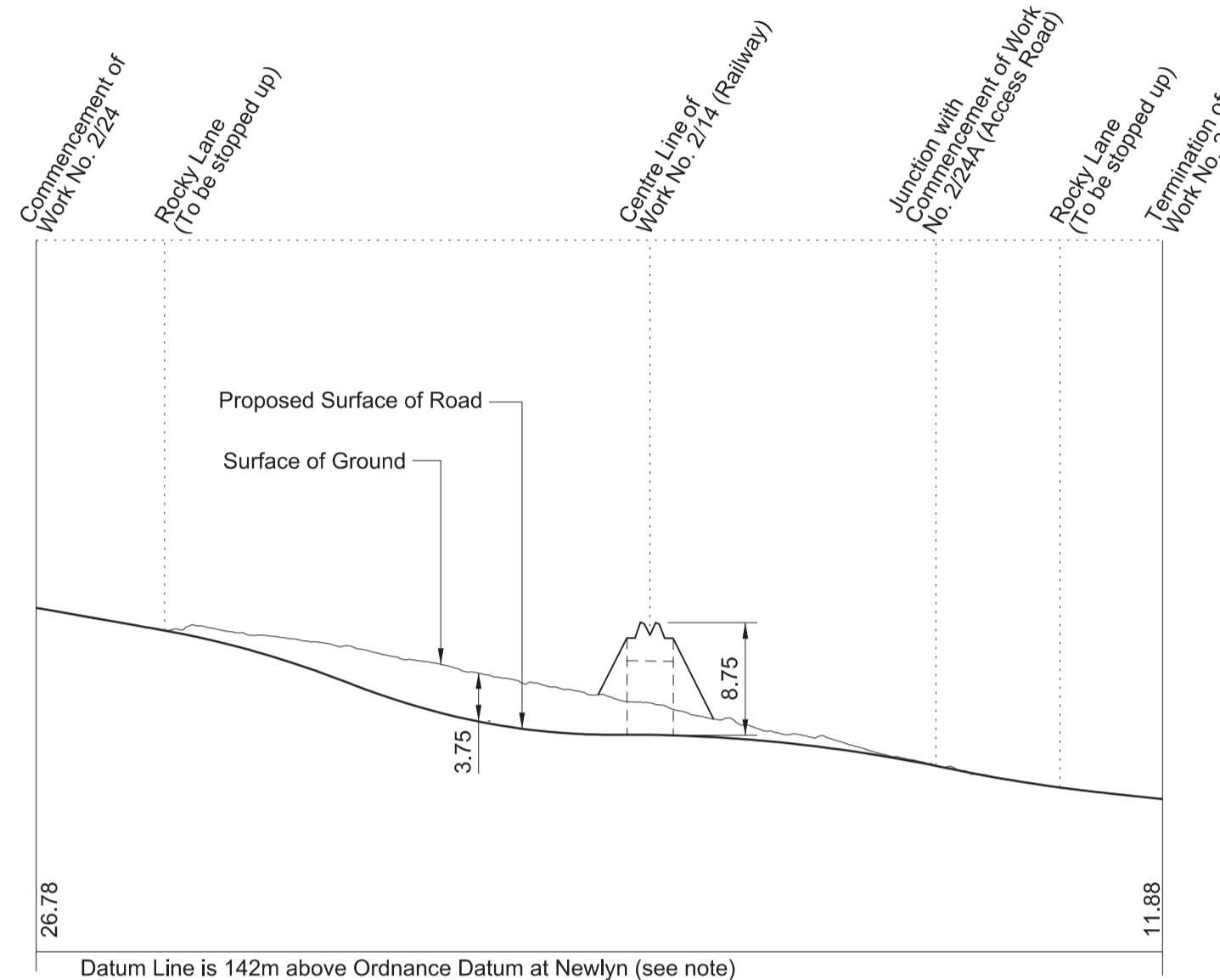
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-29



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

WORK No. 2/24

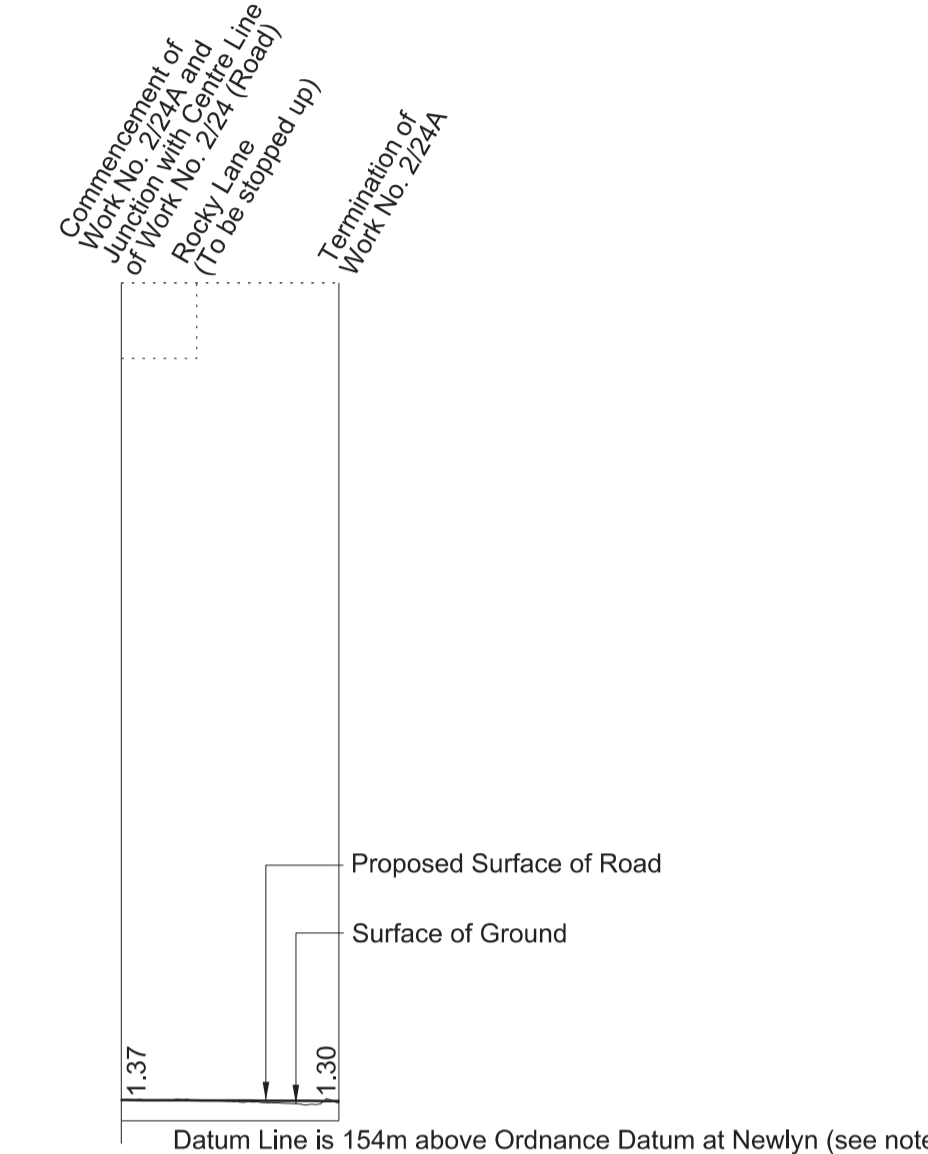
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-29 and 2-30



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

WORK No. 2/24A

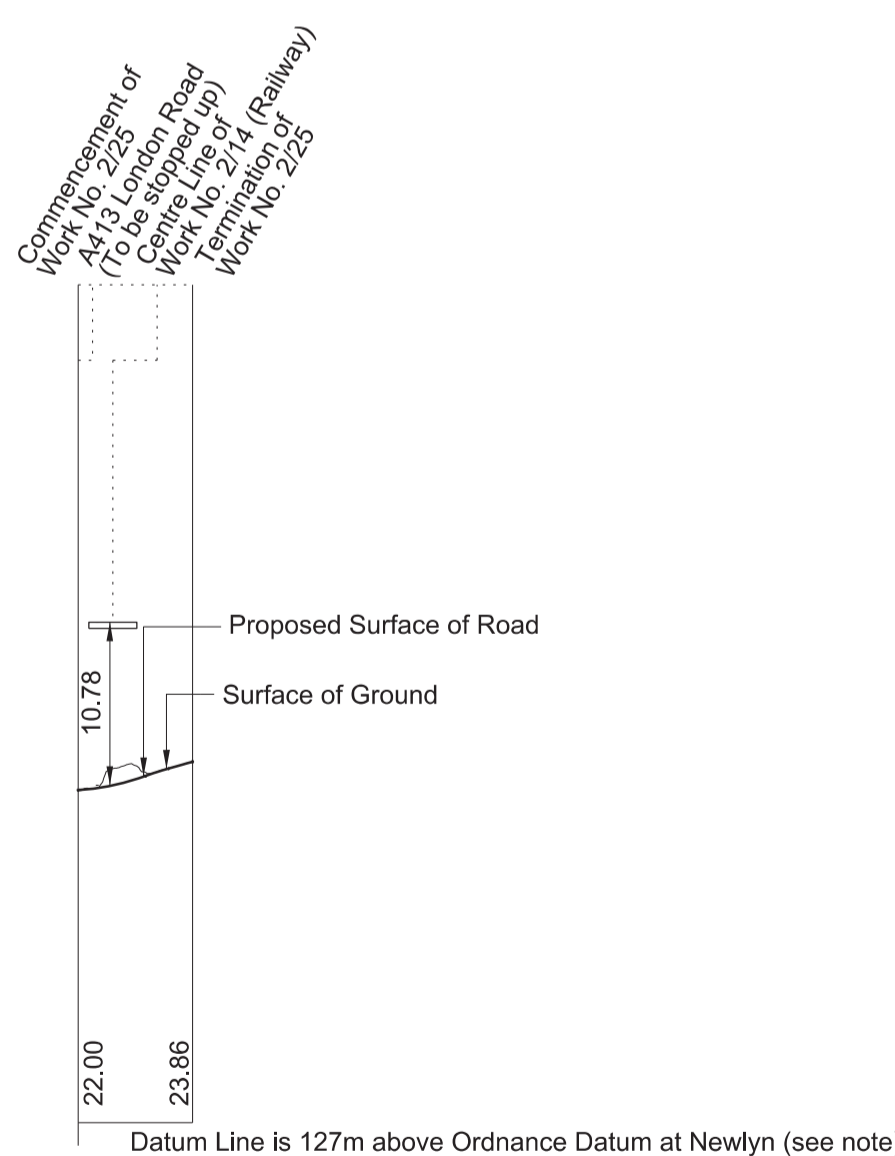
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-30



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

WORK No. 2/25

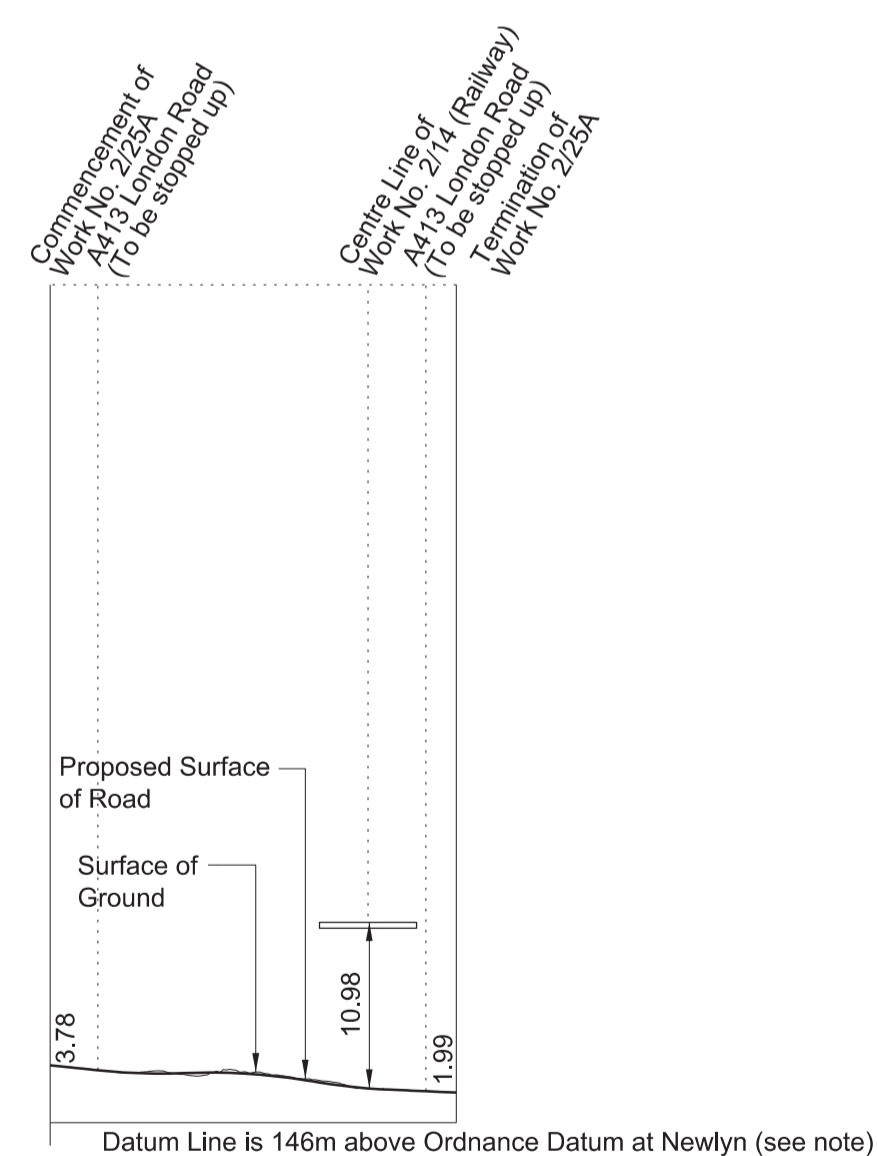
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-30



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

WORK No. 2/25A

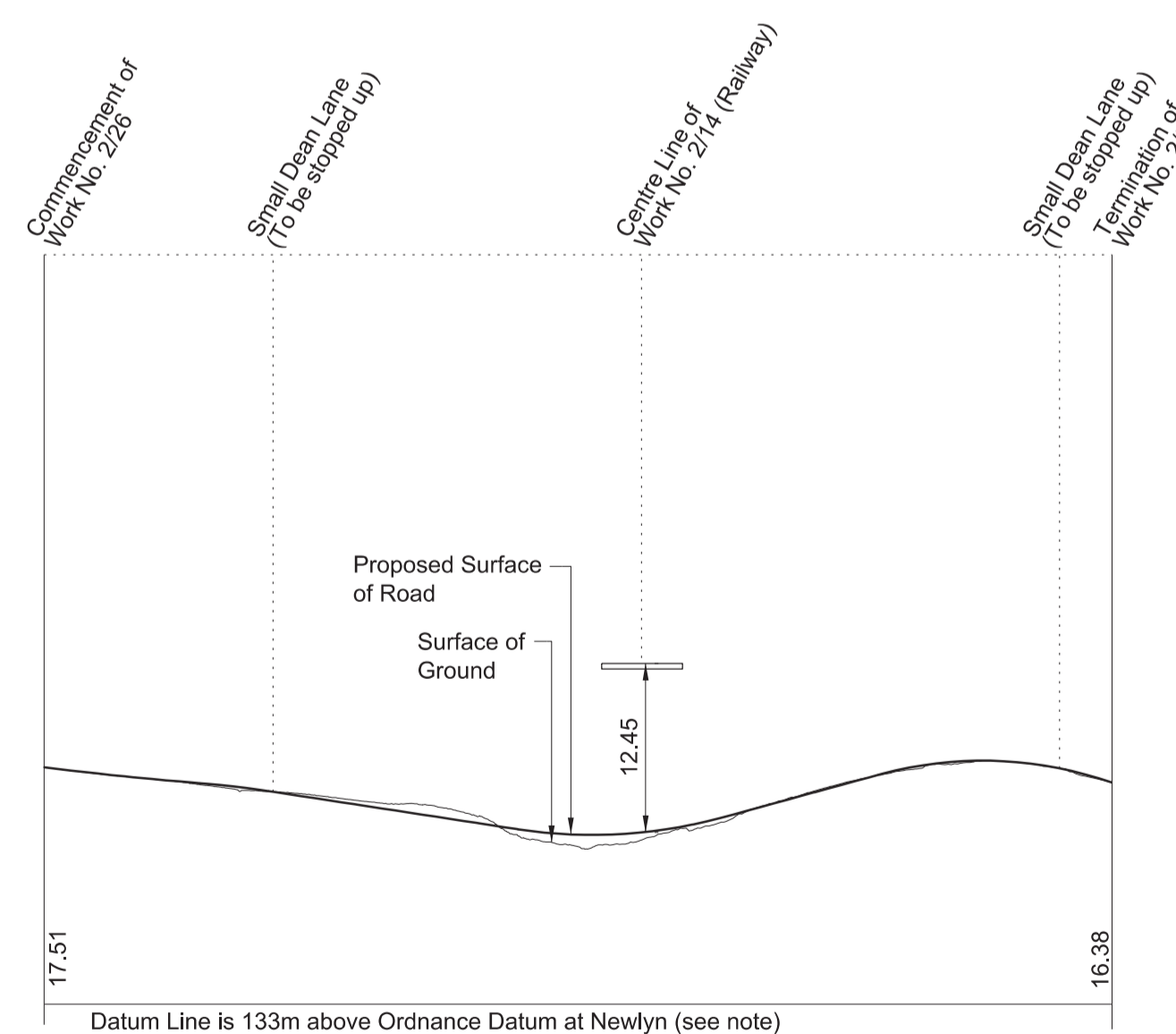
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-30



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

WORK No. 2/26

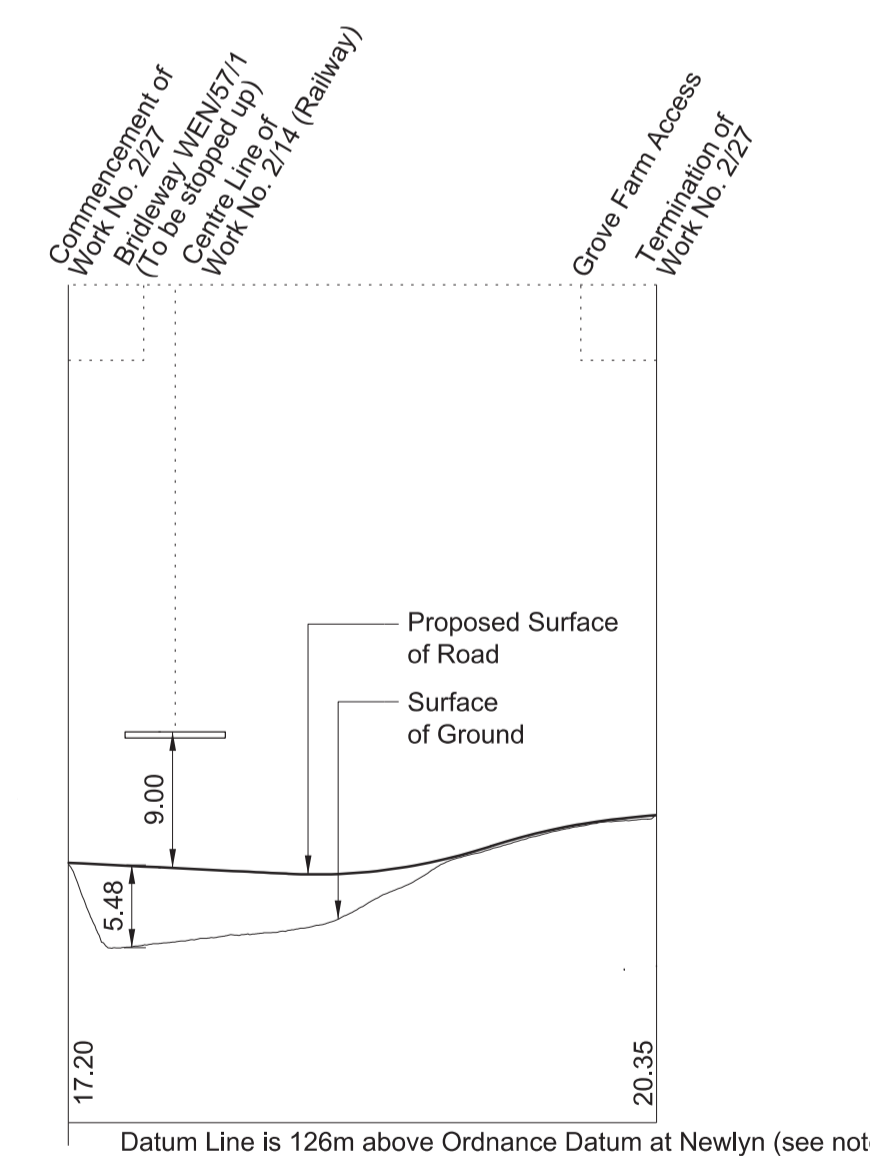
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-30



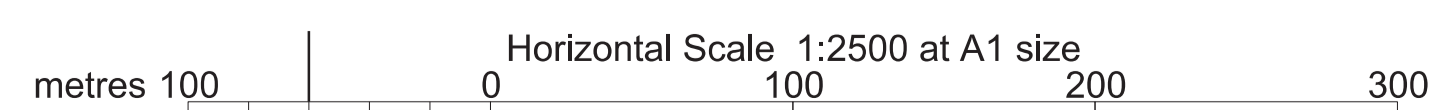
Datum Line is 133m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 15
 Greatest inclination of existing road 1 in 9
 Datum Line for Work No. 2/26 (133 metres above Ordnance Datum) is 3.55m above the fixed point being a Gully on the junction of Hogtrough Lane and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

WORK No. 2/27

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-30 and SHEET No. 2-31



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

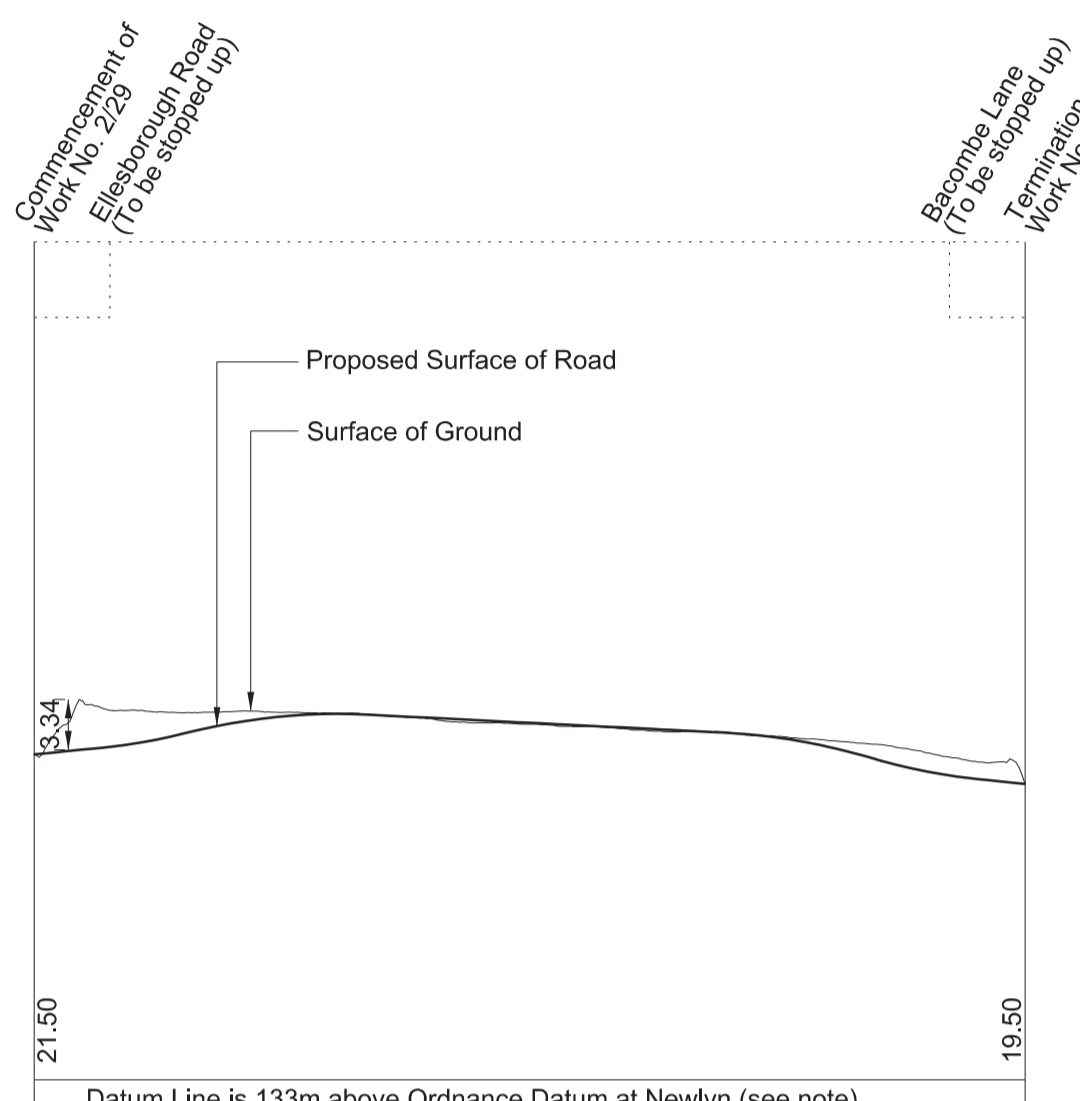


AMENDMENTS TO THIS SHEET ARE AS FOLLOWS :-
Termination of Work No. 2/34A repositioned

REPLACEMENT SHEET No. 5-53
IN PARLIAMENT - SESSION 2014-15
HIGH SPEED RAIL (LONDON - WEST MIDLANDS)
ADDITIONAL PROVISION (SEPTEMBER 2014)
Works Nos. 2/29A, 2/30, 2/34, 2/34A (Roads)
Works Nos. 2/29, 2/31 (Temporary Roads)
Work No. 2/33 (Access Road)
Work No. 2/35 (Footbridge)

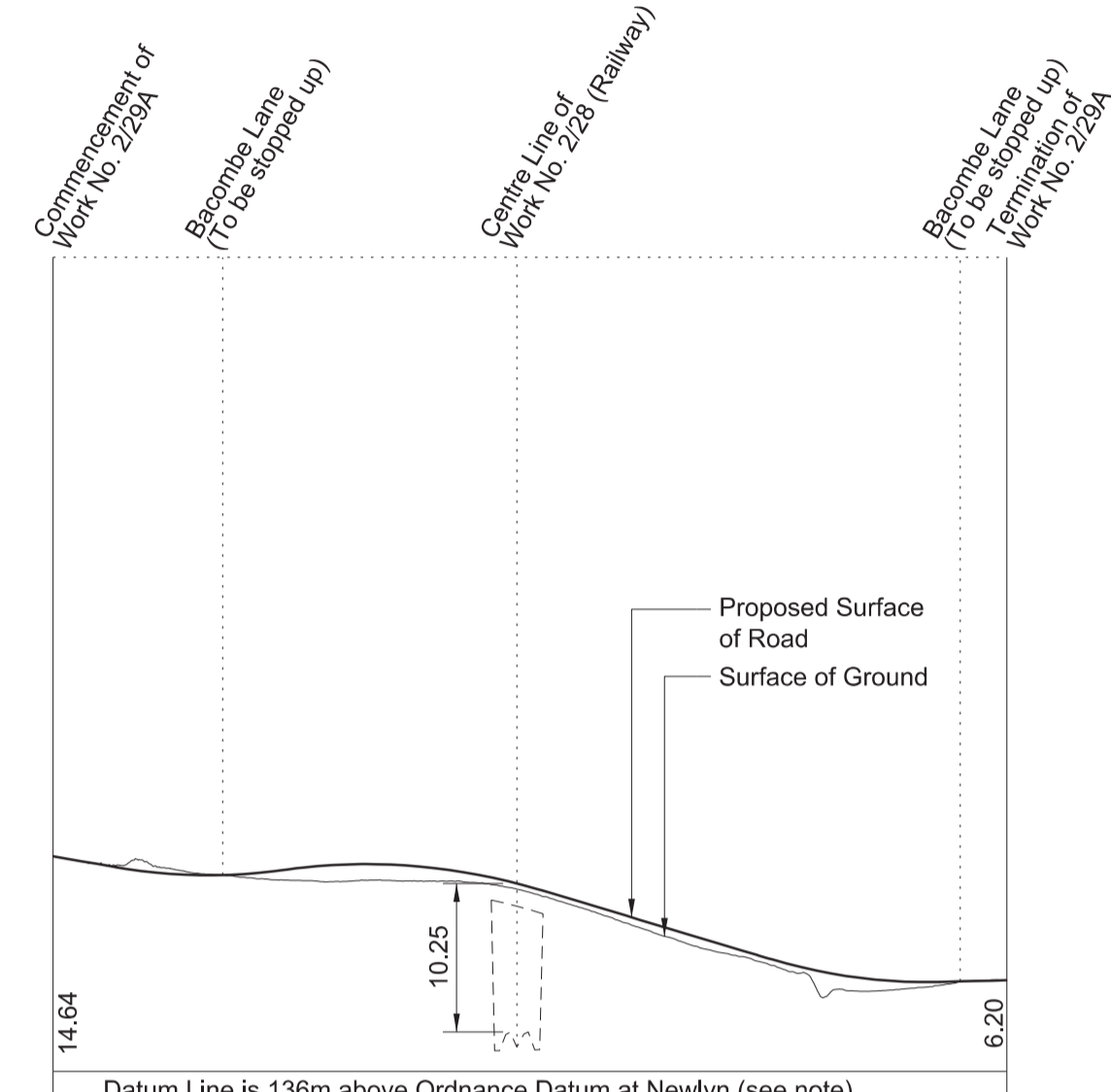
SECTIONS

WORK No. 2/29
FOR PLAN OF WORK SEE SHEET No. 2-31



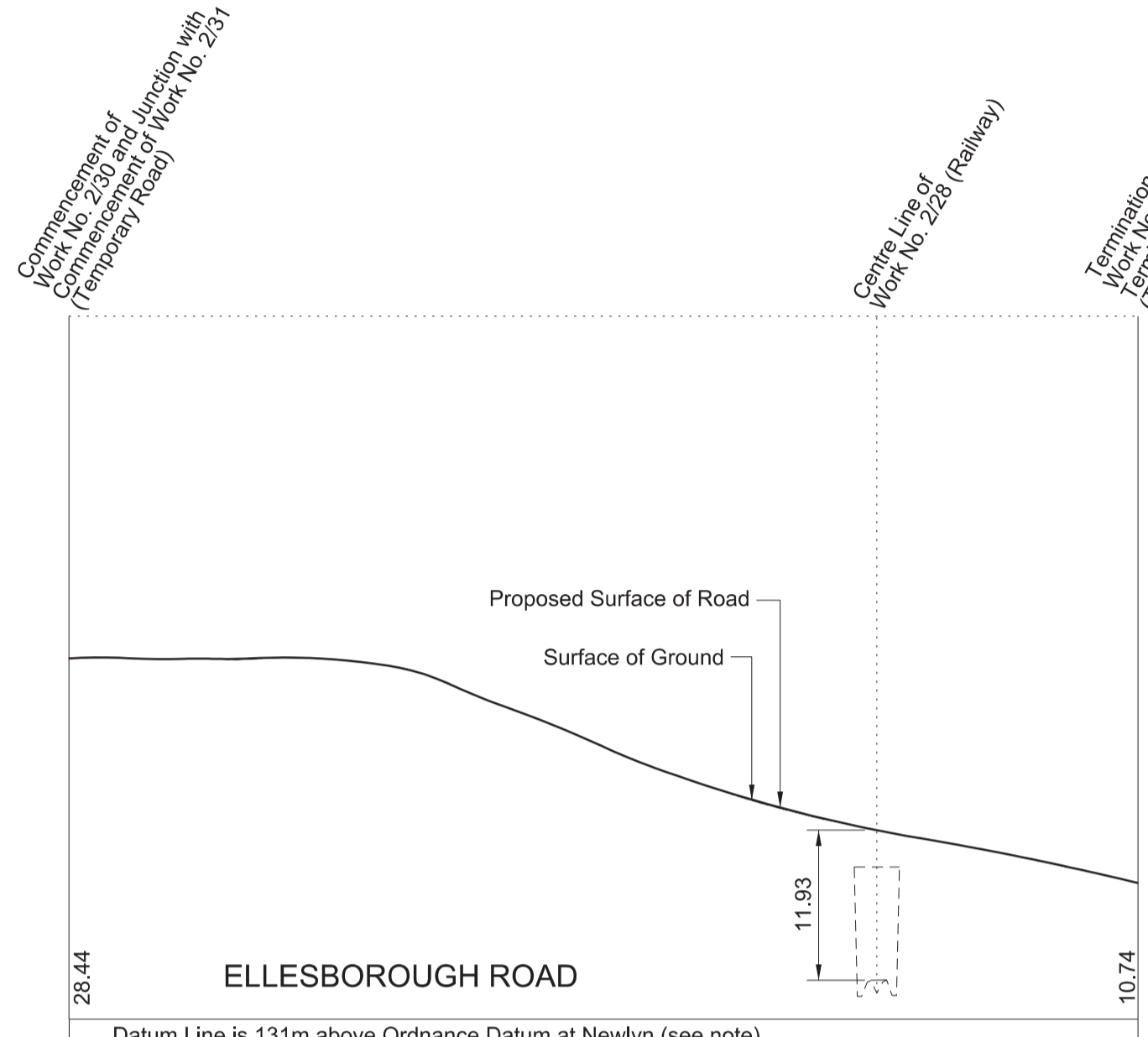
Datum Line is 133m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 16
Datum Line for Work No 2/29 (133 metres above Ordnance Datum) is 8.22m below the fixed point being a Water Cover on Ellesborough Road, after the overbridge, and marked thus \blacktriangledown on plan (Sheet No 2-31). Such fixed point being 141.22m above Ordnance Datum Newlyn (ODN).

WORK No. 2/29A
FOR PLAN OF WORK SEE SHEET No. 2-31



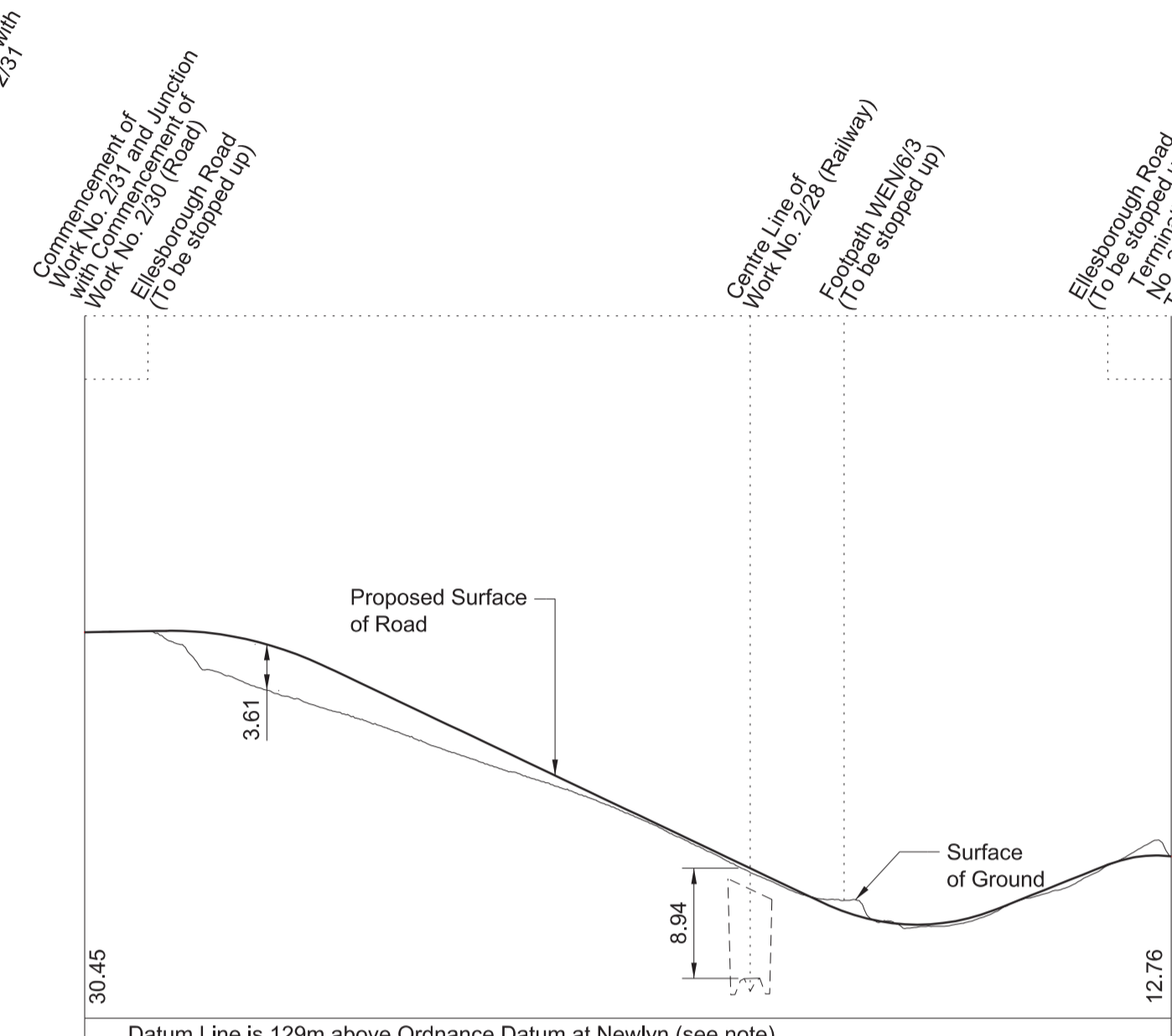
Datum Line is 136m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 16
Greatest inclination of existing road 1 in 8
Datum Line for Work No. 2-29A (136 metres above Ordnance Datum) is 5.22m below the fixed point being a Water Cover on Ellesborough Road, after the overbridge, and marked thus \blacktriangledown on plan (Sheet No. 2-31). Such fixed point being 141.22m above Ordnance Datum Newlyn (ODN).

WORK No. 2/30
FOR PLAN OF WORK SEE SHEET No. 2-31



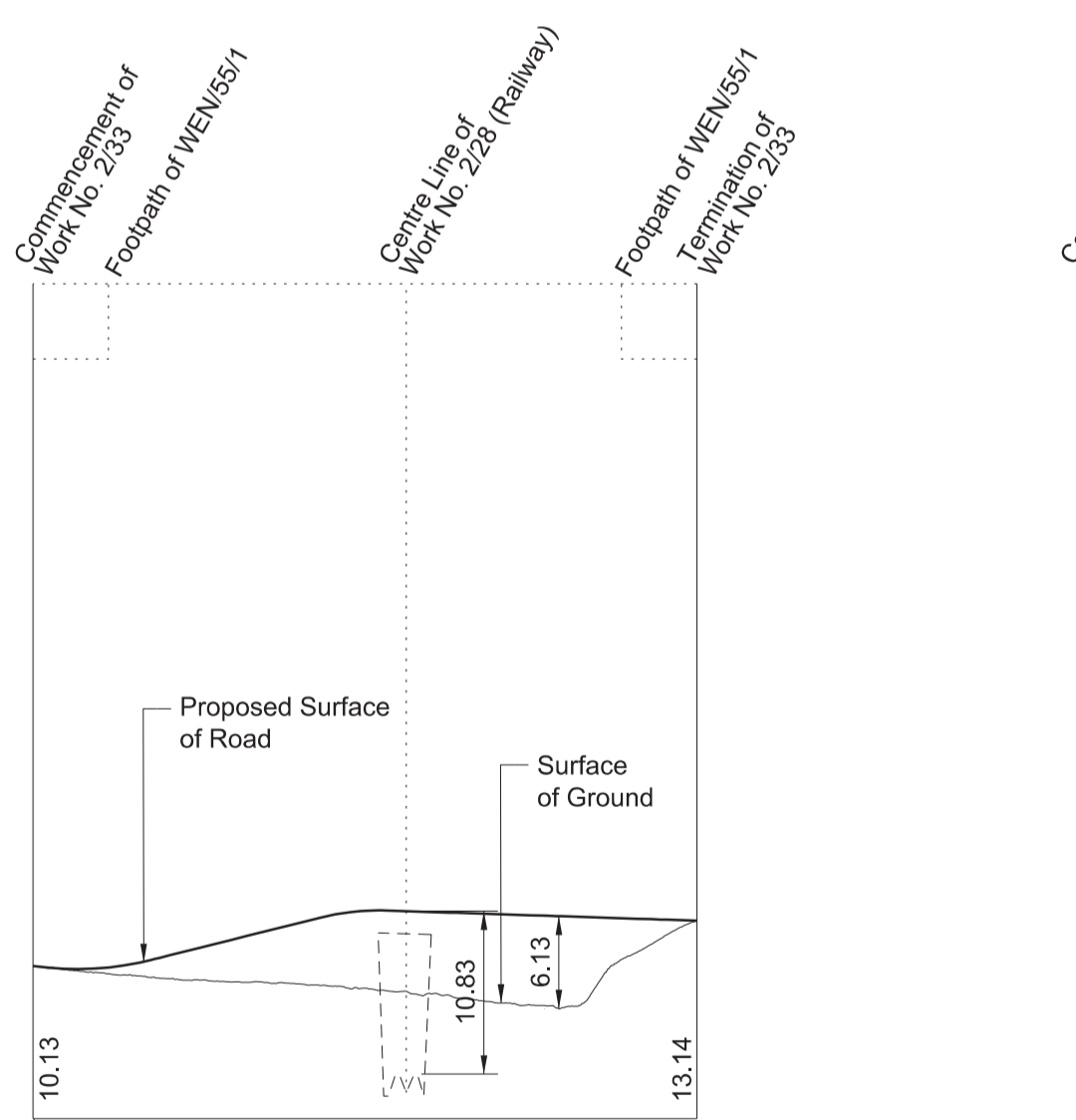
Datum Line is 131m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 11
Greatest inclination of existing road 1 in 11
Datum Line for Work No. 2-30 (131 metres above Ordnance Datum) is 10.22m below the fixed point being a Water Cover on Ellesborough Road, after the overbridge, and marked thus \blacktriangledown on plan (Sheet No. 2-31). Such fixed point being 141.22m above Ordnance Datum Newlyn (ODN).

WORK No. 2/31
FOR PLAN OF WORK SEE SHEET No. 2-31



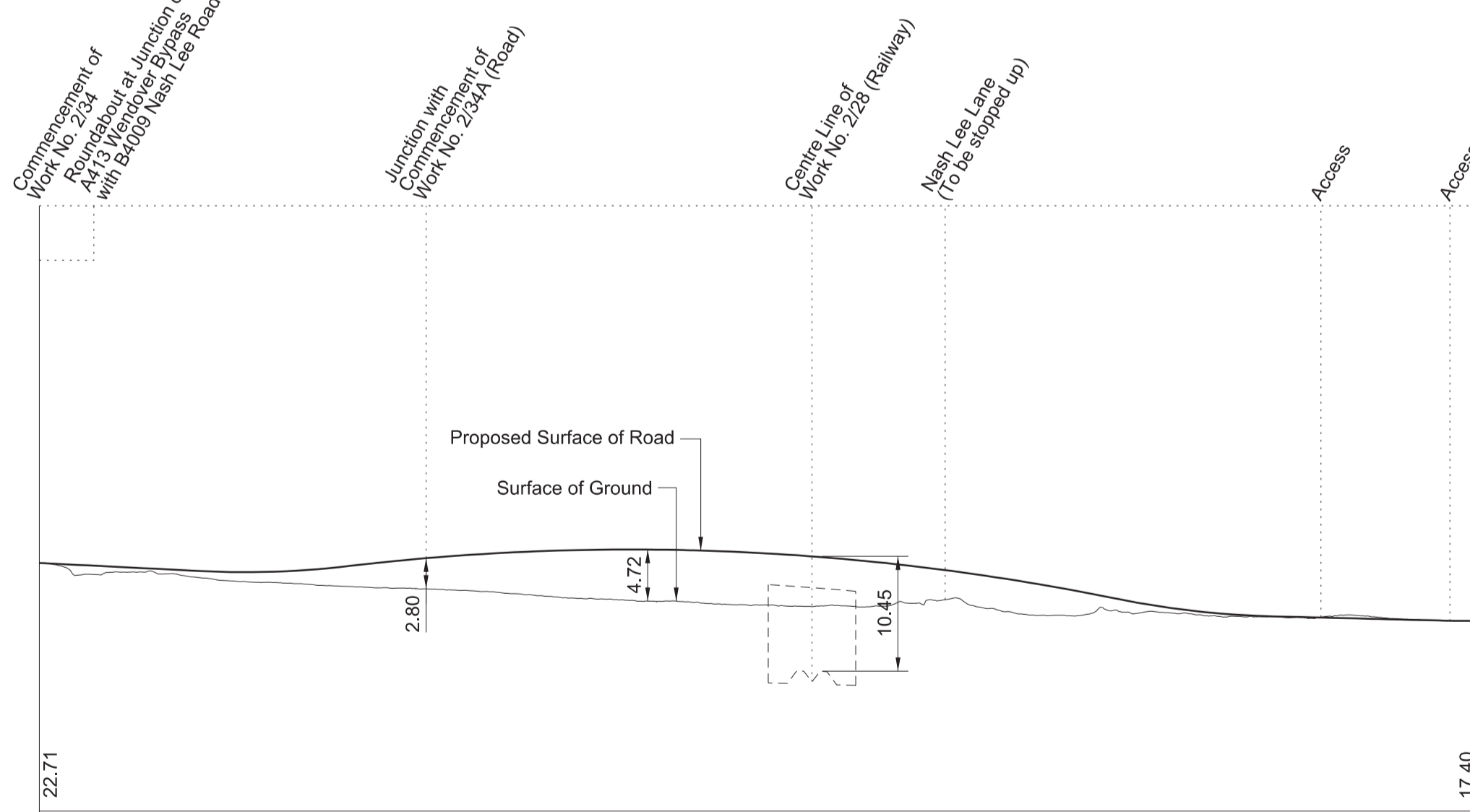
Datum Line is 129m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 10
Datum Line for Work No. 2/31 (129 metres above Ordnance Datum) is 12.22m below the fixed point being a Water Cover on Ellesborough Road, after the overbridge, and marked thus \blacktriangledown on plan (Sheet No. 2-31). Such fixed point being 141.22m above Ordnance Datum Newlyn (ODN).

WORK No. 2/33
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-32



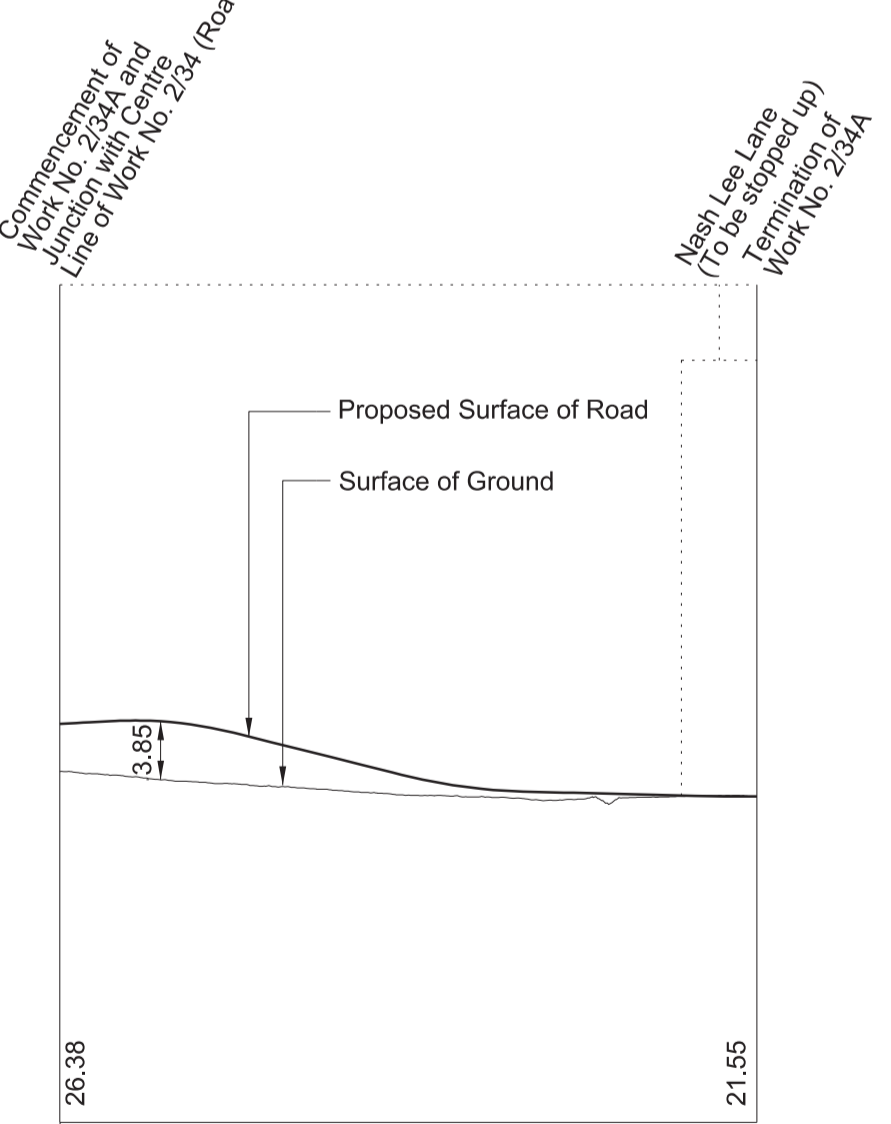
Datum Line is 120m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 20
Datum Line for Work No. 2/33 (120 metres above Ordnance Datum) is 5.36m above the fixed point being a Gully on the corner of Nash Lee Lane and Nash Lee Road, and marked thus \blacktriangledown on plan (Replacement Sheet No. 2-32). Such fixed point being 114.64m above Ordnance Datum Newlyn (ODN).

WORK No. 2/34
FOR PLAN OF WORK SEE REPLACEMENT SHEETS No. 2-32 and 2-33



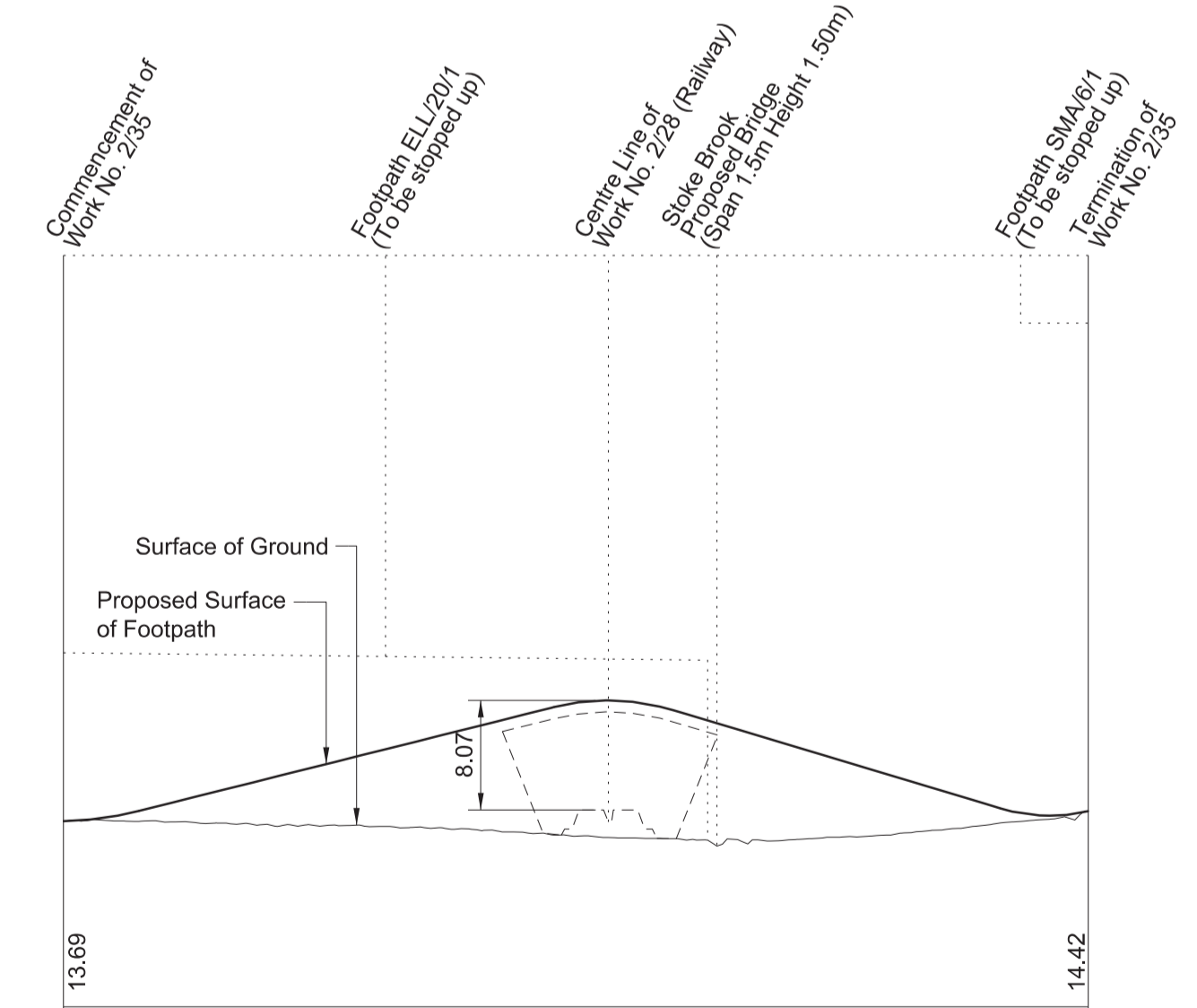
Datum Line is 95m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 25
Datum Line for Work No. 2/34 (95 metres above Ordnance Datum) is 19.64m below the fixed point being a Gully on the corner of Nash Lee Lane and Nash Lee Road, and marked thus \blacktriangledown on plan (Replacement Sheet No. 2-32). Such fixed point being 114.64m above Ordnance Datum Newlyn (ODN).

WORK No. 2/34A
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-32

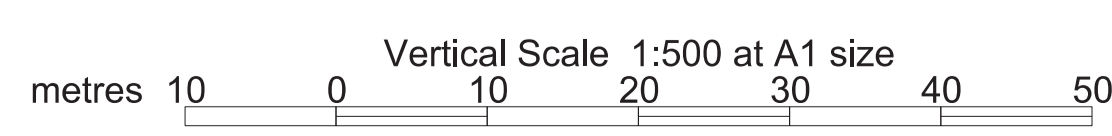
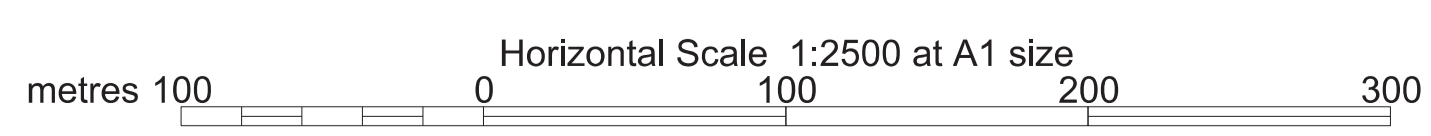


Datum Line is 92m above Ordnance Datum at Newlyn (see note)
Greatest inclination of proposed road 1 in 20
Datum Line for Work No 2/34A (92 metres above Ordnance Datum) is 22.64m below the fixed point being a Gully on the corner of Nash Lee Lane and Nash Lee Road, and marked thus \blacktriangledown on plan (Replacement Sheet No. 2-32). Such fixed point being 114.64m above Ordnance Datum Newlyn (ODN).

WORK No. 2/35
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-33



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

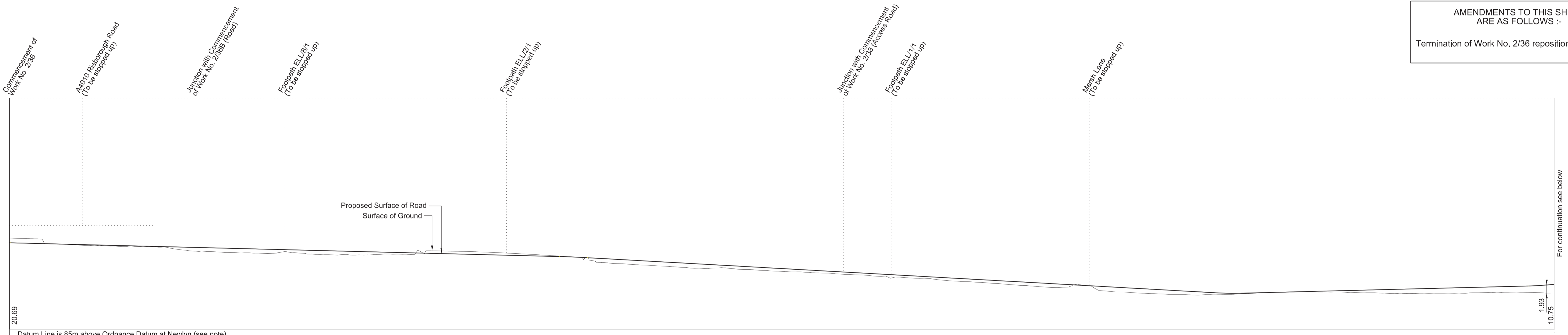


SECTIONS

WORK No. 2/36

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

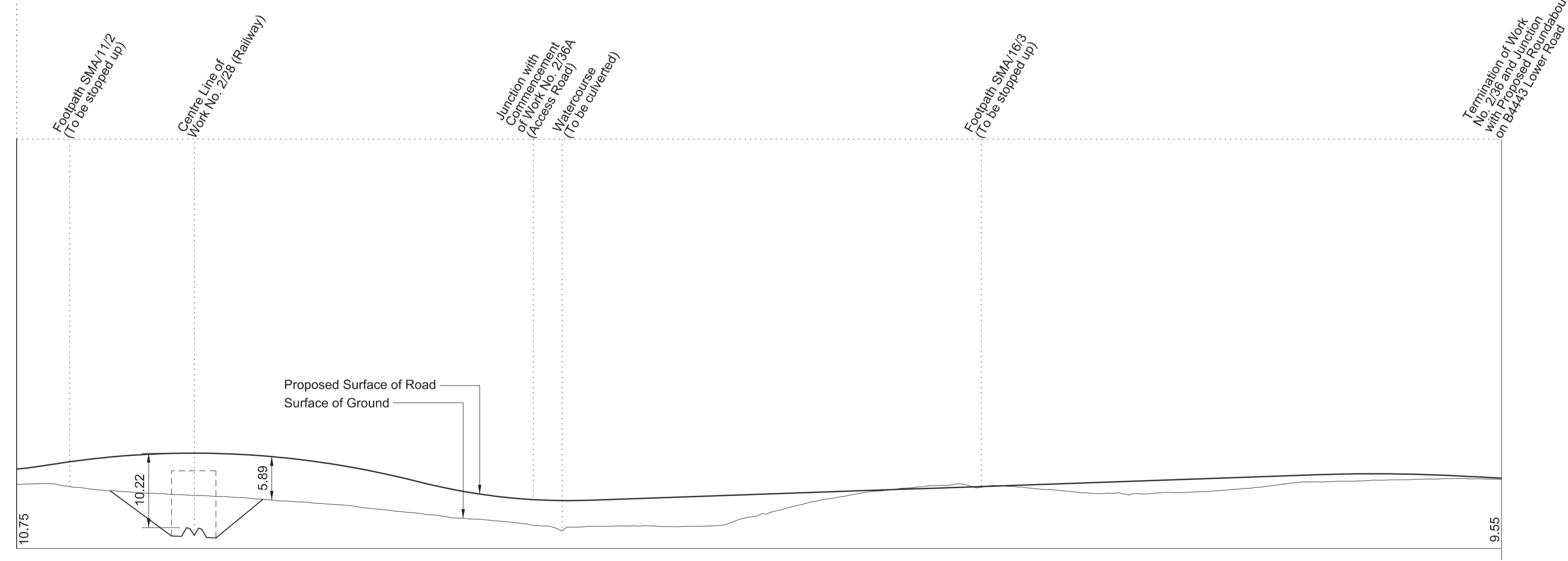
AMENDMENTS TO THIS SHEET
 ARE AS FOLLOWS :-
 Termination of Work No. 2/36 repositioned



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

WORK No. 2/36 (continued)

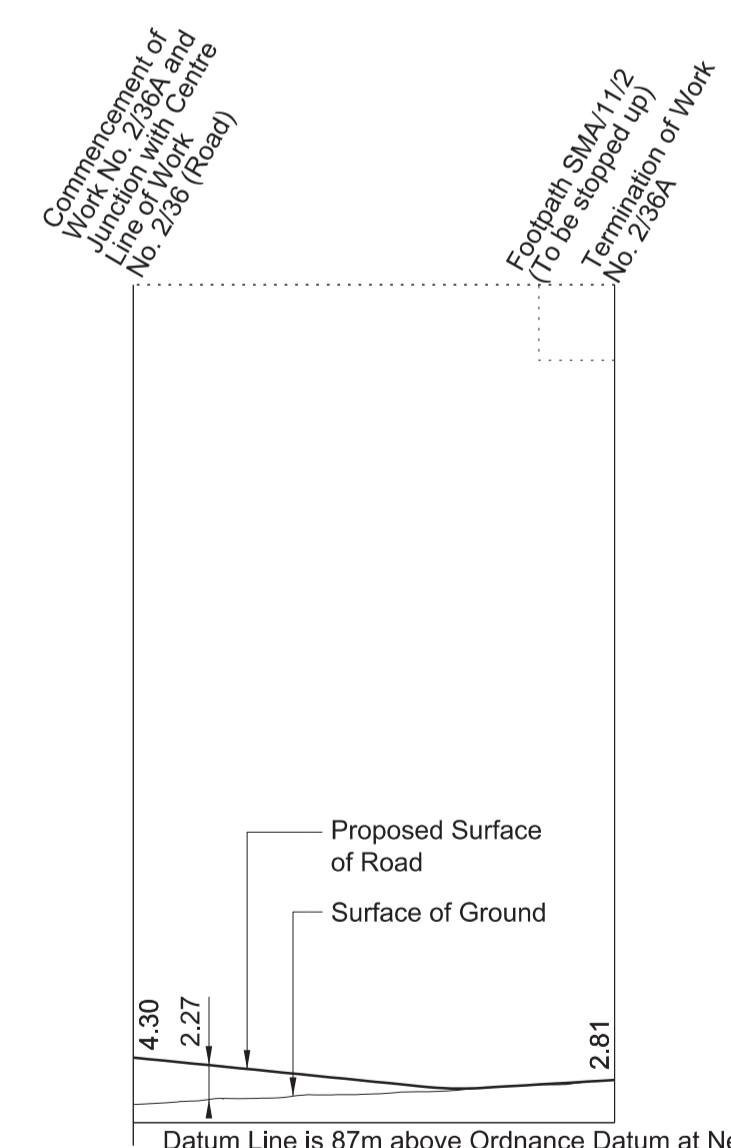
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 2-33, 2-34, 2-36, 2-38



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

WORK No. 2/36A

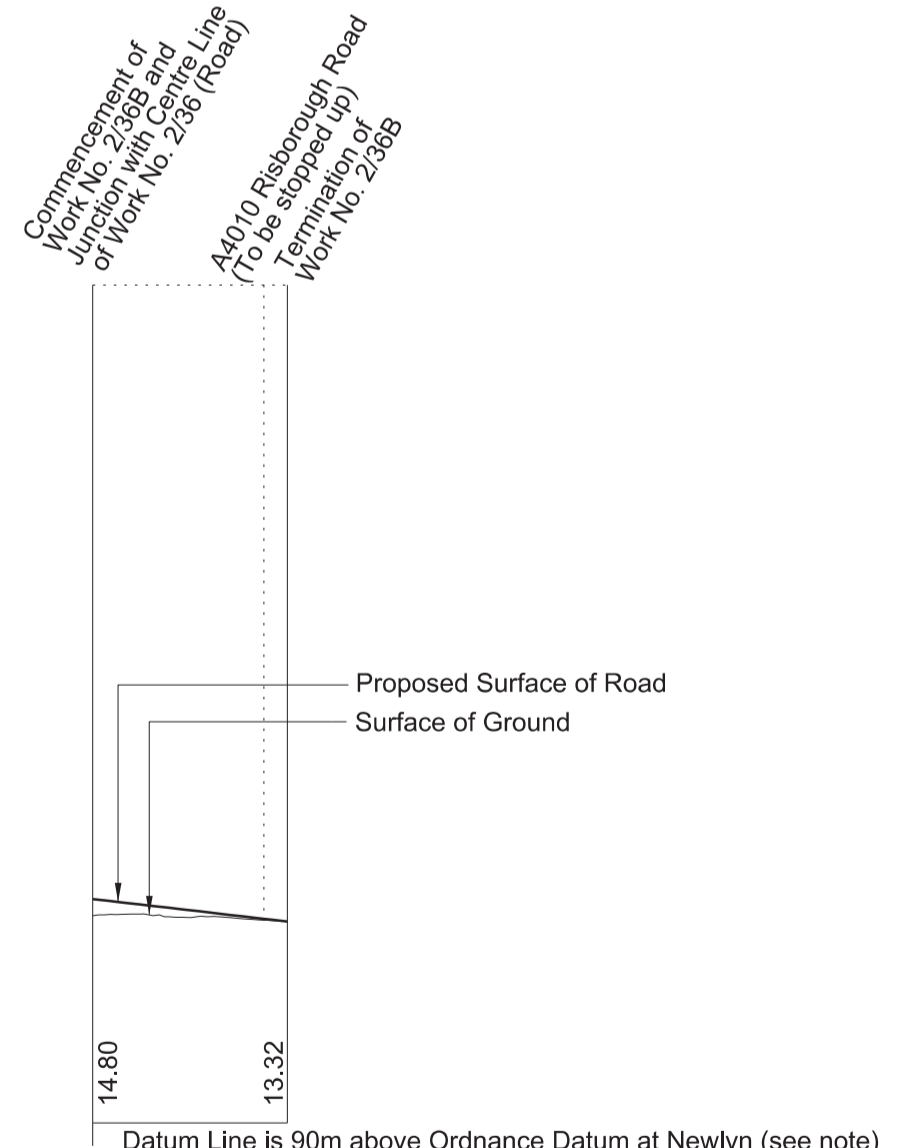
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-36



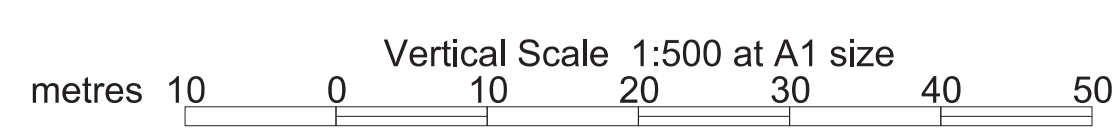
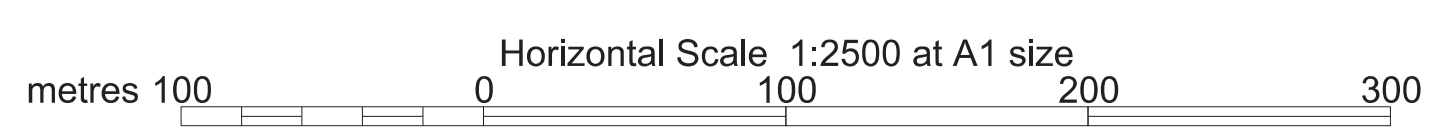
Datum Line is 87m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 50
 Datum Line for Work No. 2/36A (87 metres above Ordnance Datum) is 3.89m above the fixed point being a Gully on Ravensbourne Road, before the junction with Anton Way, and marked thus on plan (Replacement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

WORK No. 2/36B

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-34



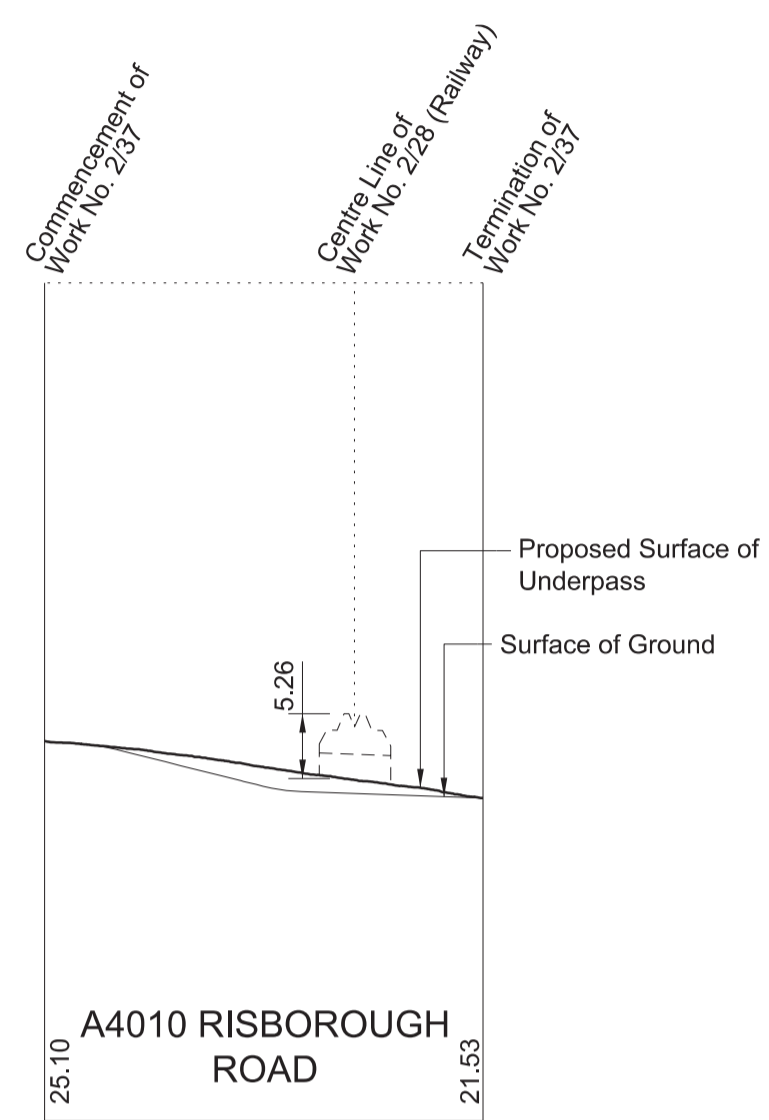
Datum Line is 90m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 20
 Greatest inclination of existing road 1 in 26
 Datum Line for Work No. 2/36B (90 metres above Ordnance Datum) is 11.22m below the fixed point being a Gully on A4010 between Stoke Mandeville and Wycombe, outside a concrete farm entrance, and marked thus on plan (Replacement Sheet No. 2-34). Such fixed point being 101.22m above Ordnance Datum Newlyn (ODN).



SECTIONS

WORK No. 2/37

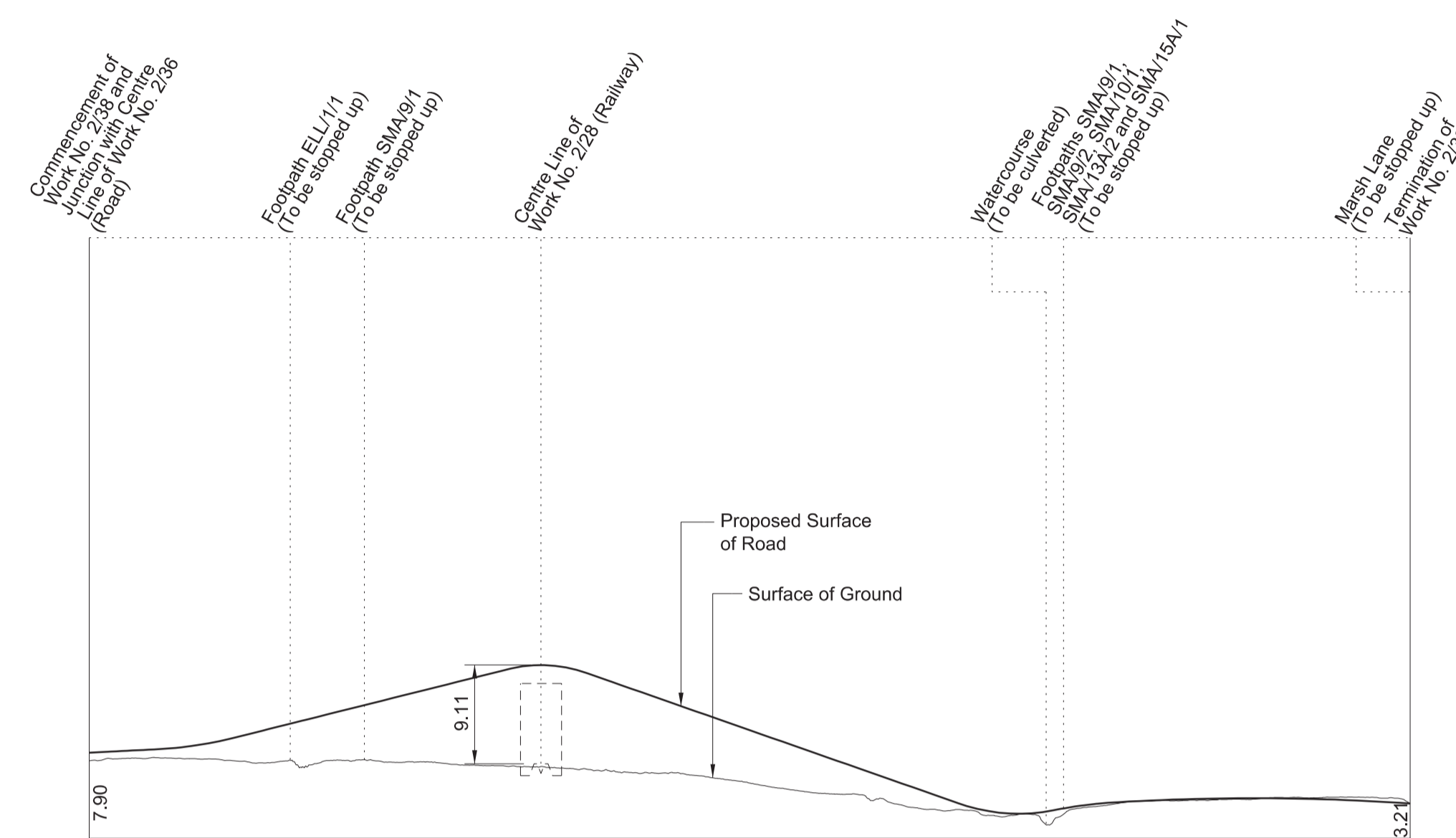
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-34



Datum Line is 96m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 20
 Greatest inclination of existing road 1 in 26
 Datum Line for Work No. 2/37 (96 metres above Ordnance Datum) is 5.22m below the fixed point being a Gully on A4010 between Stoke Mandeville and Wycombe, outside a concrete farm entrance, and marked thus \blacktriangledown on plan (Sheet No. 2-34).
 Such fixed point being 101.22m above Ordnance Datum Newlyn (ODN).

WORK No. 2/38

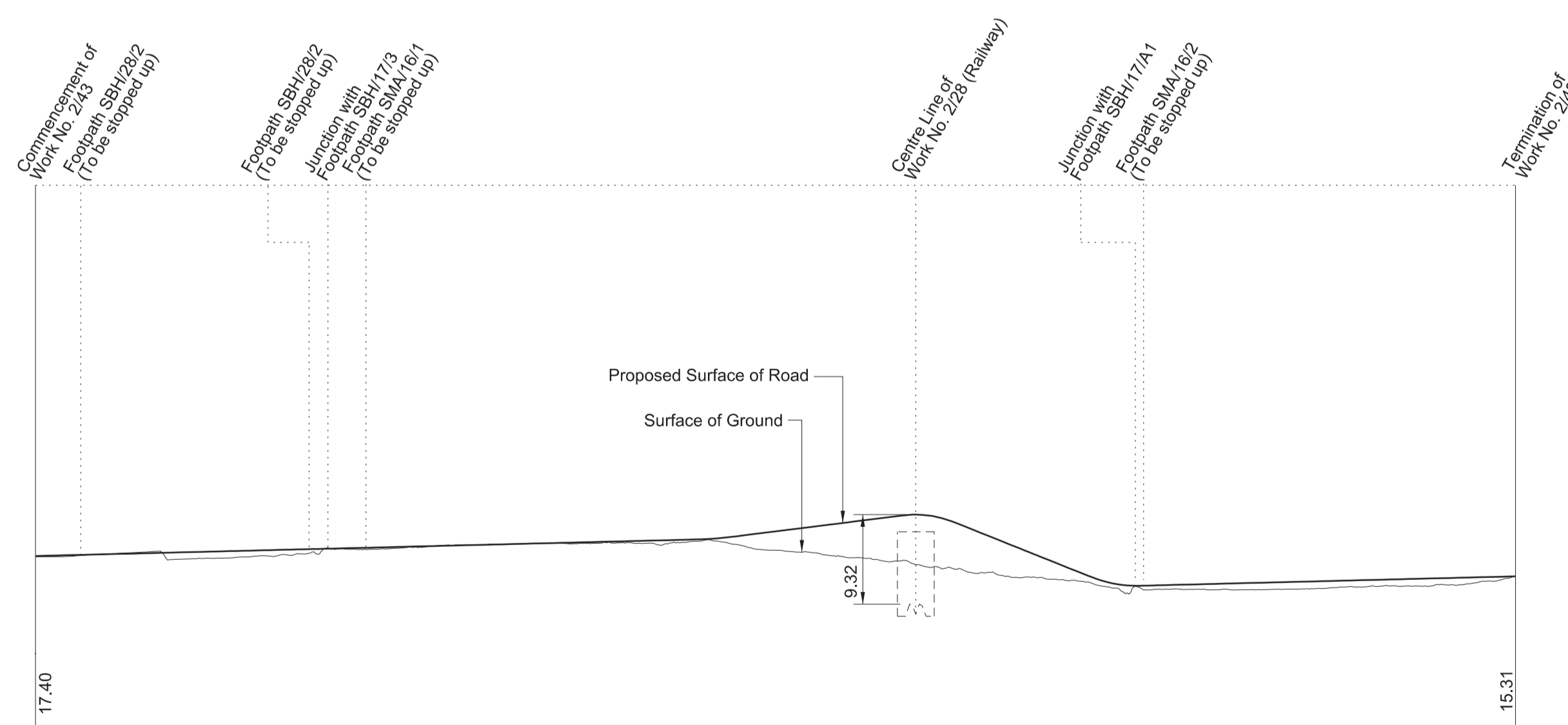
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-34



Datum Line is 91m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 14
 Greatest inclination of existing road 1 in 13
 Datum Line for Work No. 2/38 (91 metres above Ordnance Datum) is 10.22m below the fixed point being a Gully on A4010 between Stoke Mandeville and Wycombe, outside a concrete farm entrance, and marked thus \blacktriangledown on plan (Sheet No. 2-34).
 Such fixed point being 101.22m above Ordnance Datum Newlyn (ODN).

WORK No. 2/43

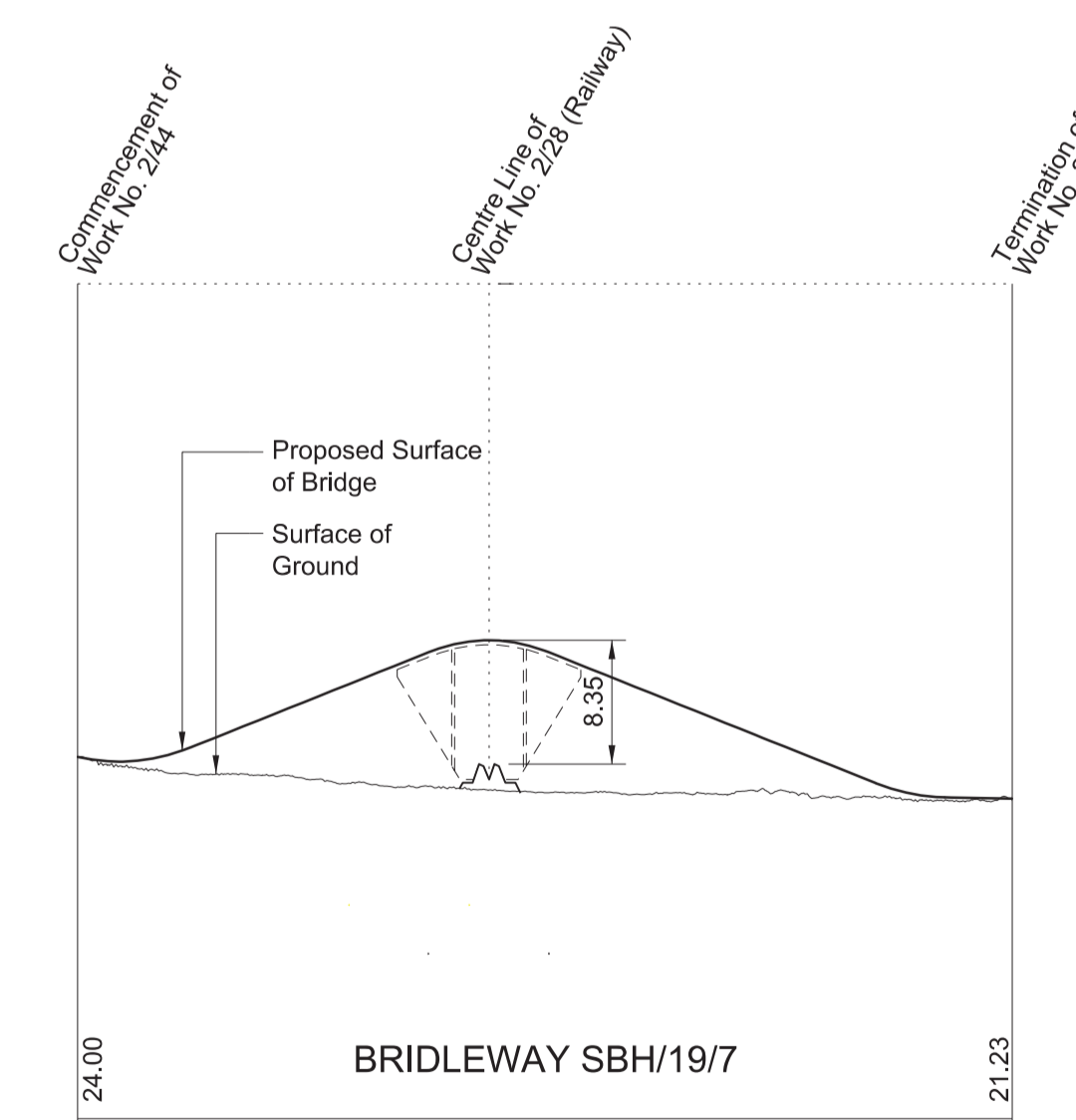
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-36



Datum Line is 71m above Ordnance Datum at Newlyn (see note)
 Greatest inclination of proposed road 1 in 12.5
 Datum Line for Work No. 2/43 (71 metres above Ordnance Datum) is 12.11m below the fixed point being a Gully on Ravensbourne Road, before the junction with Anton Way, and marked thus \blacktriangledown on plan (Sheet No. 2-36).
 Such fixed point being 83.11m above Ordnance Datum Newlyn (ODN).

WORK No. 2/44

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-36



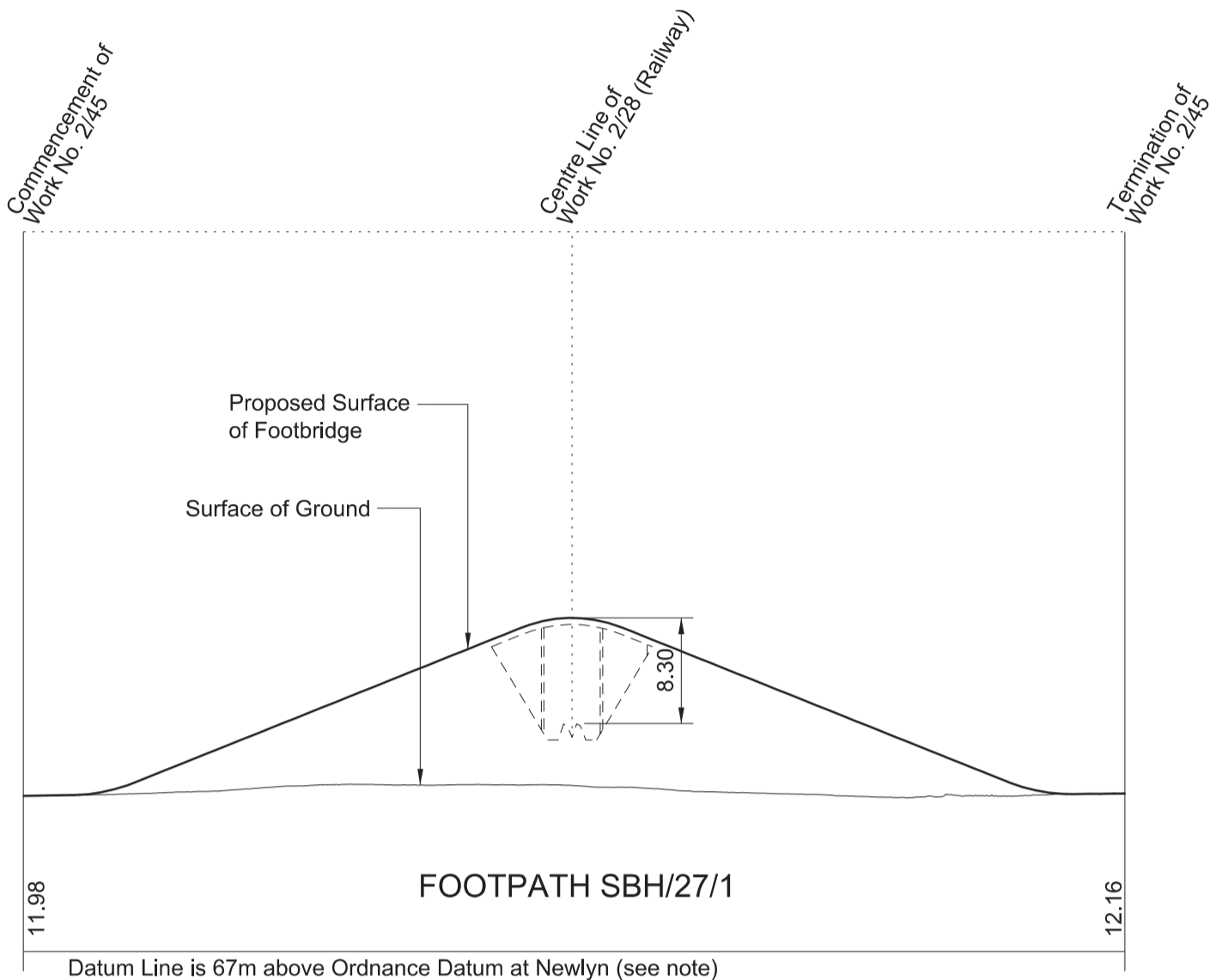
Datum Line is 61m above Ordnance Datum at Newlyn (see note)
 Datum Line for Work No. 2/44 (61 metres above Ordnance Datum) is 22.11m below the fixed point being a Gully on Ravensbourne Road, before the junction with Anton Way, and marked thus \blacktriangledown on plan (Sheet No. 2-36).
 Such fixed point being 83.11m above Ordnance Datum Newlyn (ODN).



SECTIONS

WORK No. 2/45

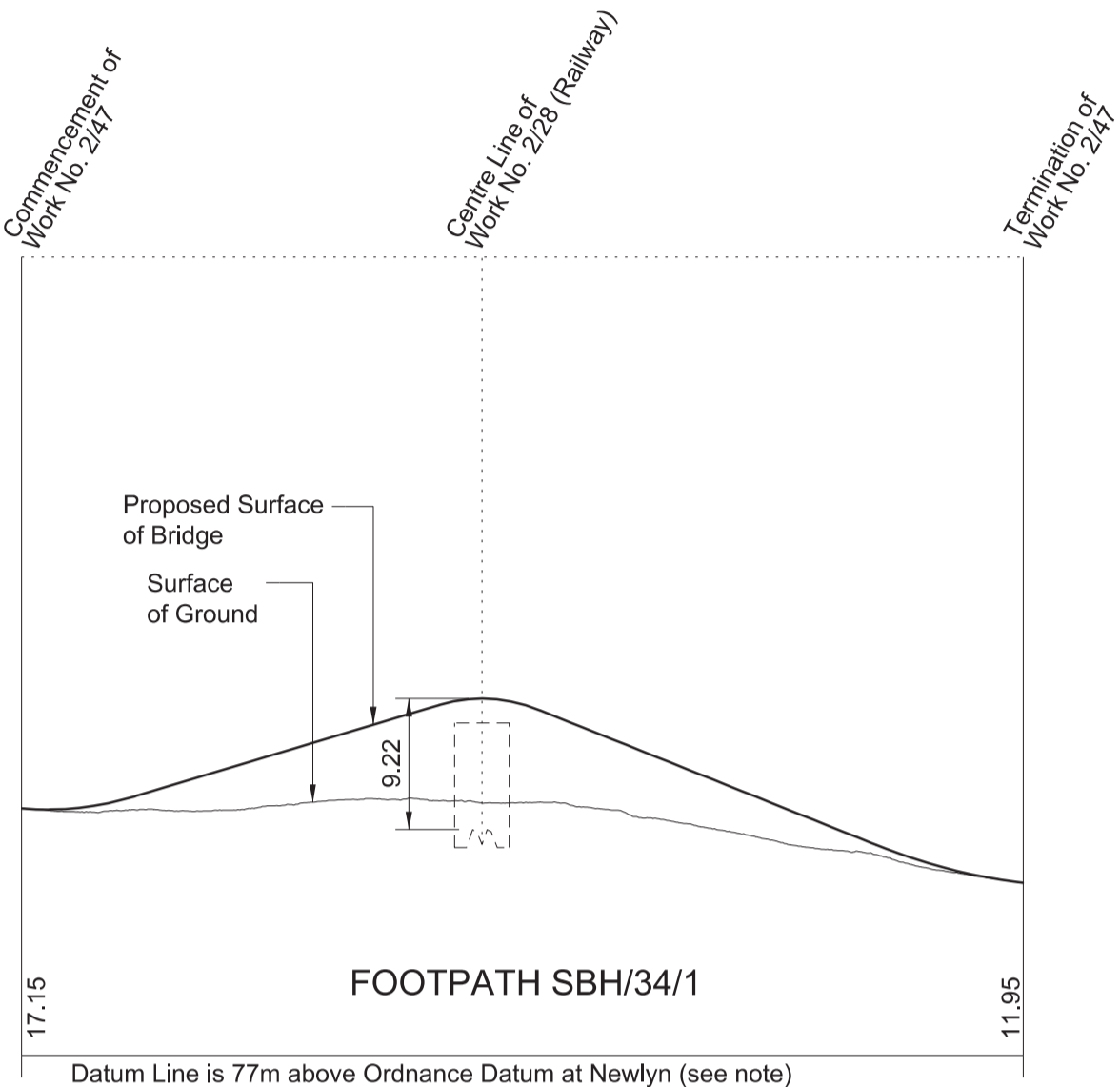
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-39



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

WORK No. 2/47

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-39



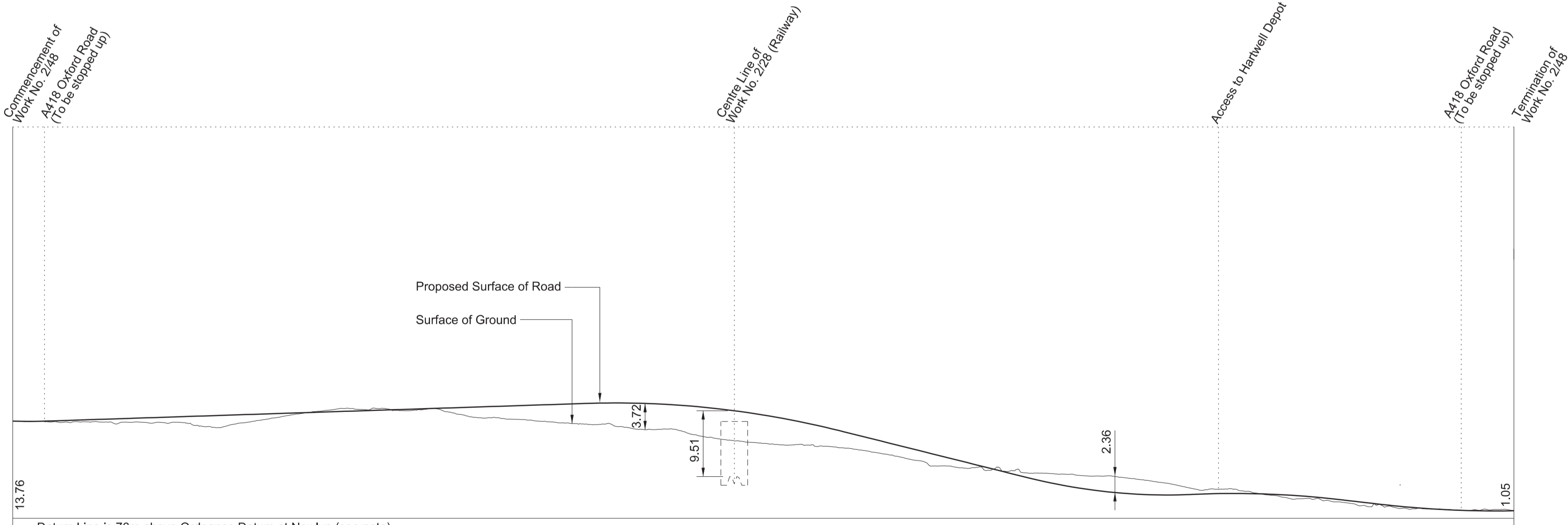
Datum Line is 77m above Ordnance Datum at Newlyn (see note)
Datum Line for Work No. 2/47 (77 metres above Ordnance Datum) is 3.63m below the fixed point being a Manhole cover in Stour Close, opposite the block paving corner, and marked thus \blacktriangledown on plan (Sheet No. 2-39). Such fixed point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

AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Work No. 2/50A added
Work No. 2/50 removed

WORK No. 2/48

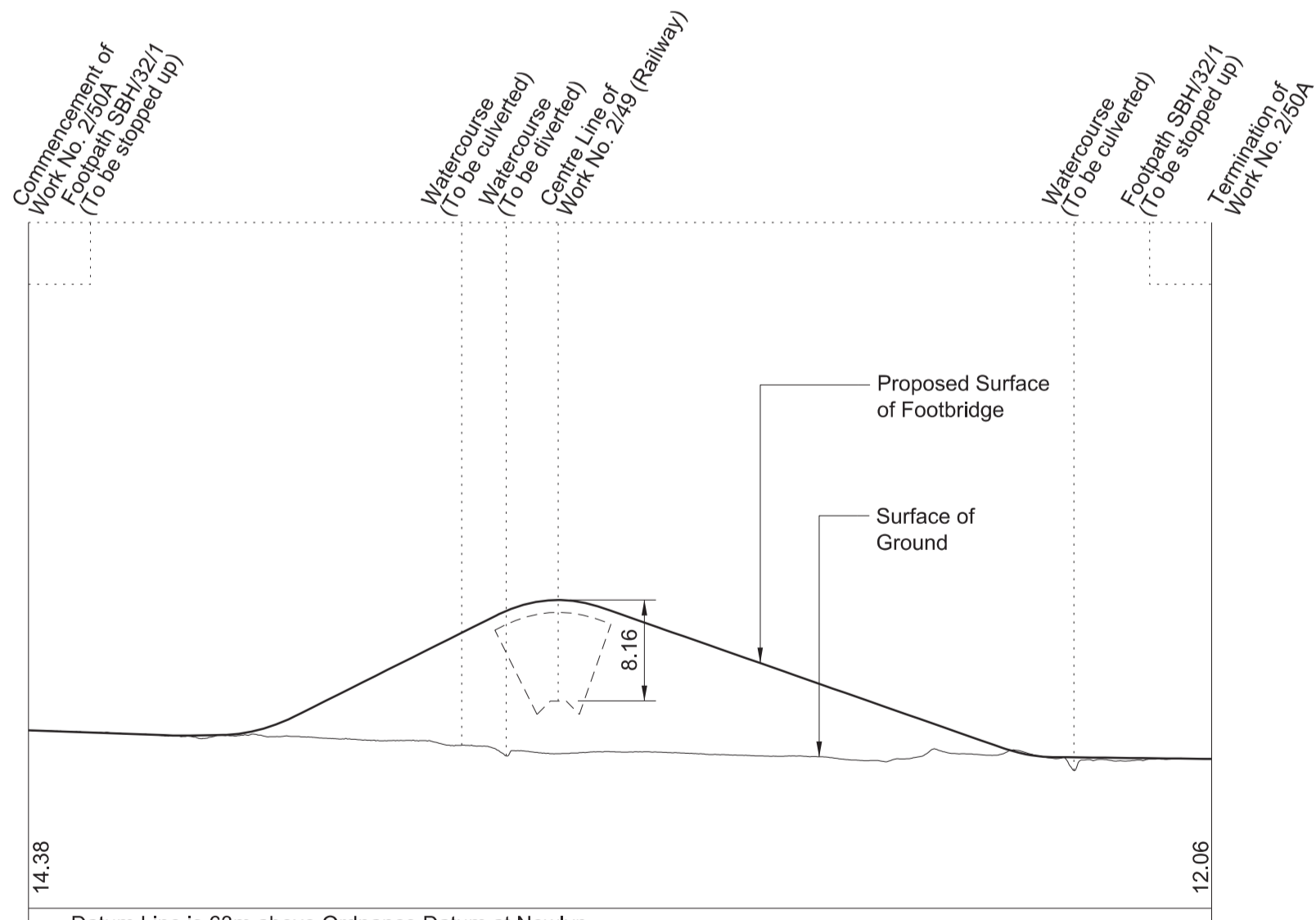
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-39



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

WORK No. 2/50A

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 2-40



Datum Line is 63m above Ordnance Datum at Newlyn

