



February 2016

# High Speed Rail (London - West Midlands)

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

SECTIONS | Volume 6.1 | Balsall Common - Handsacre

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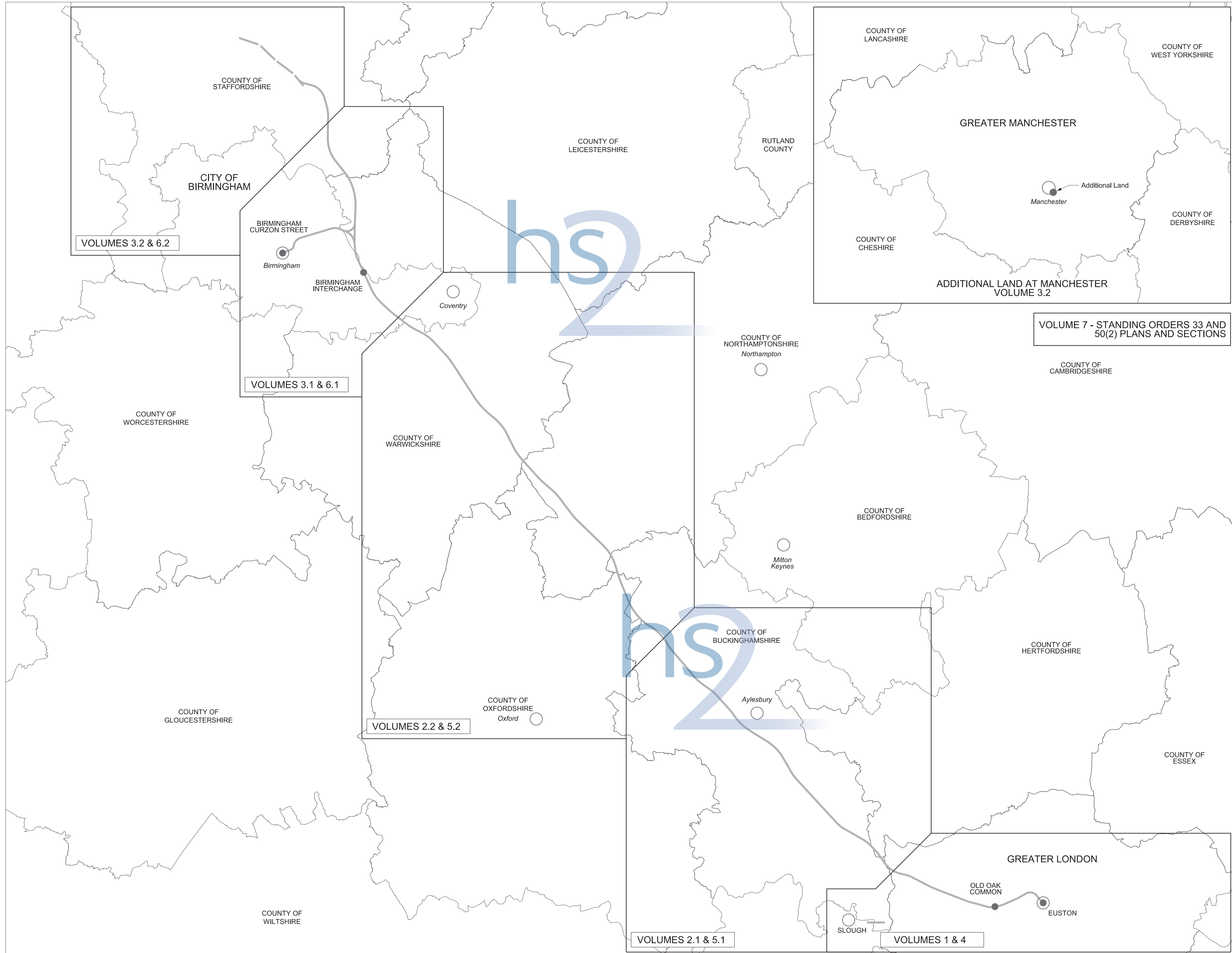
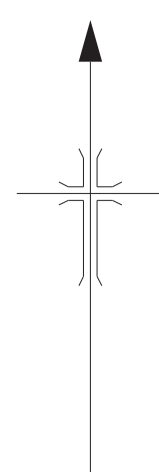
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# SCHEME DIAGRAM





# KEY TO PLANS

 Centre Line of Surface Work	 Limit of Deviation	 County / Borough / District Boundary	 Commencement of Work	 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
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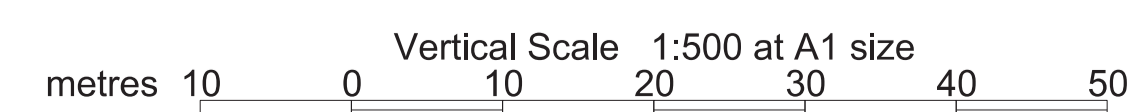
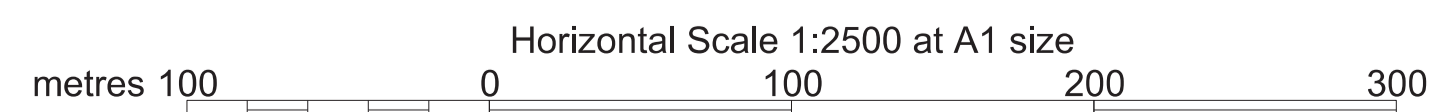
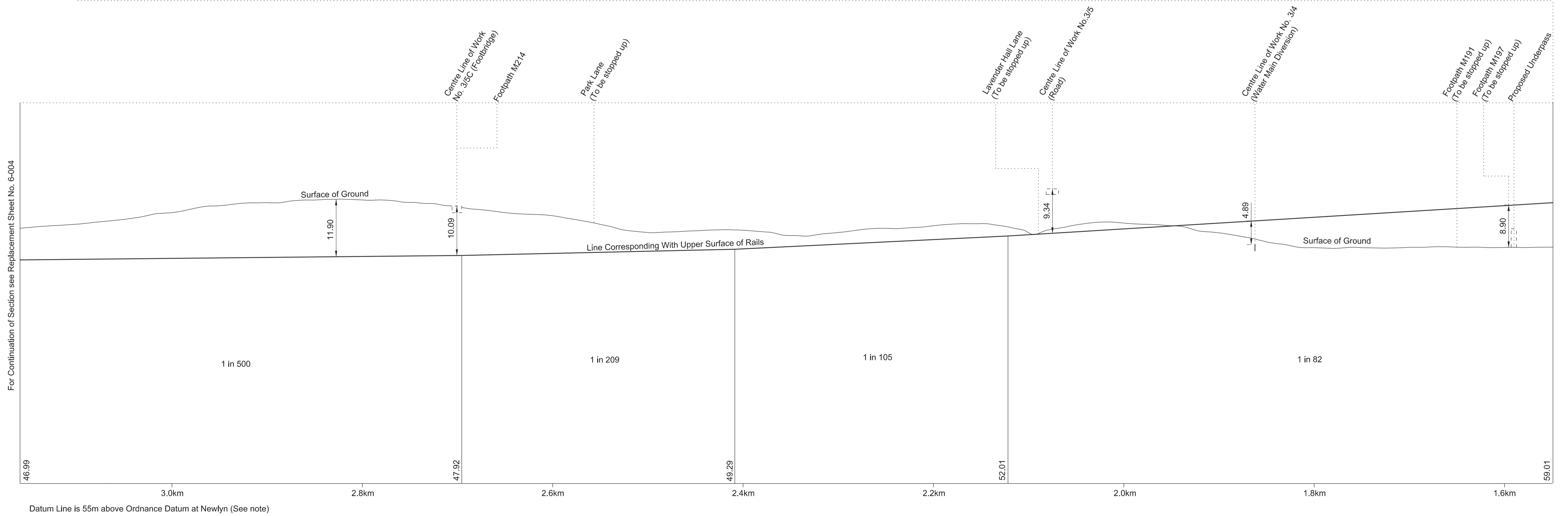
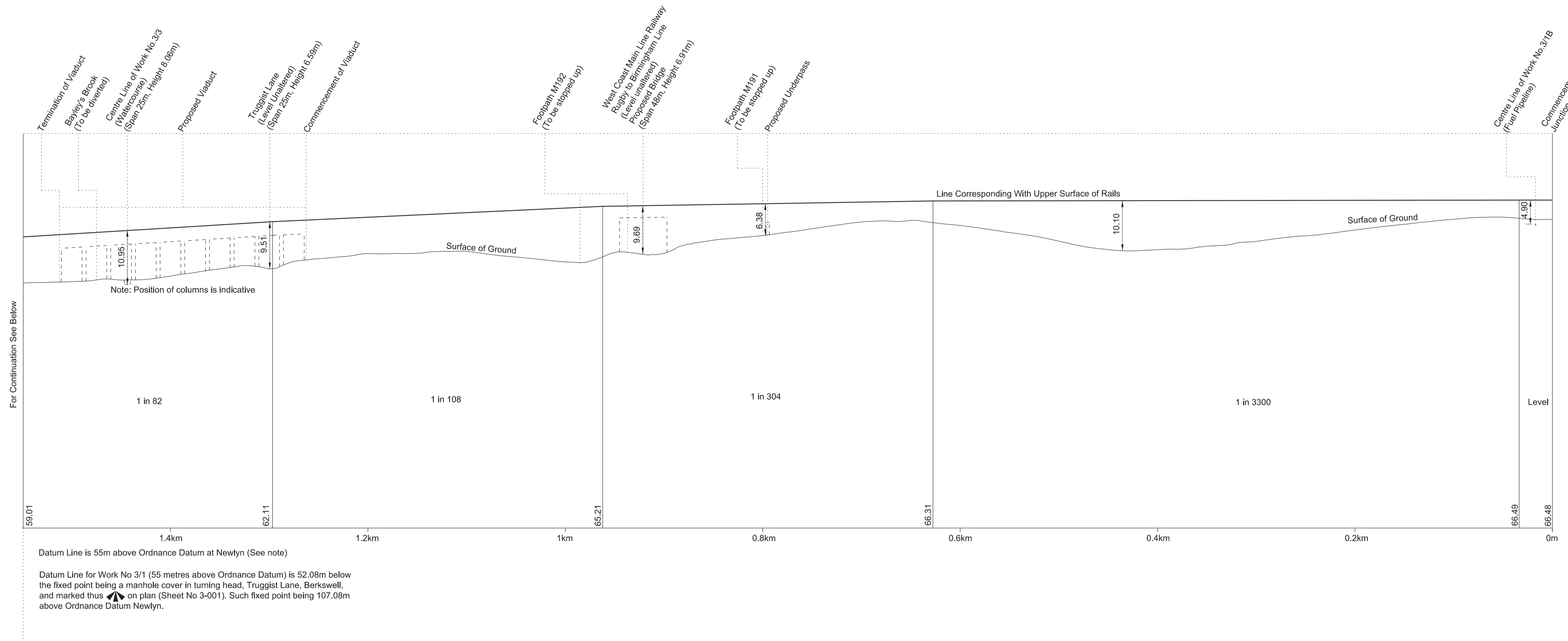
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				Work No. 3/100B	Gas Main Diversion under proposed railway	3-75	6-99
				Work No. 3/101	Access Road to Lichfield Road	3-75, 3-77	6-99
				Work No. 3/102	Road from Lichfield Road to Tuppenhurst Lane	3-77	6-99
				Work No. 3/103	Road works along Lichfield Road	3-77	6-99
				Work No. 3/103B	Temporary Road from Lichfield Road to Lichfield Road	3-77	6-100
				Work No. 3/103C	Access Road parallel to West Coast Main Line	3-77	6-100
				Work No. 3/104	Proposed Railway	3-77, 3-84 - 3-85	6-60
				Work No. 3/105	Road Works along Shaw Lane	3-77	6-100
				Work No. 3/106	Proposed Railway	3-77, 3-84 - 3-85	6-61
				Work No. 3/109	Proposed Railway	3-87 - 3-89	6-64 - 6-65
				Work No. 3/110	Proposed Railway	3-90 - 3-91	6-66
				Work No. 3/111	Proposed Railway	3-91	6-66
				Work No. 3/112	Railway works on West Coast Main Line	3-80 - 3-82	6-67 - 6-68

# SECTIONS

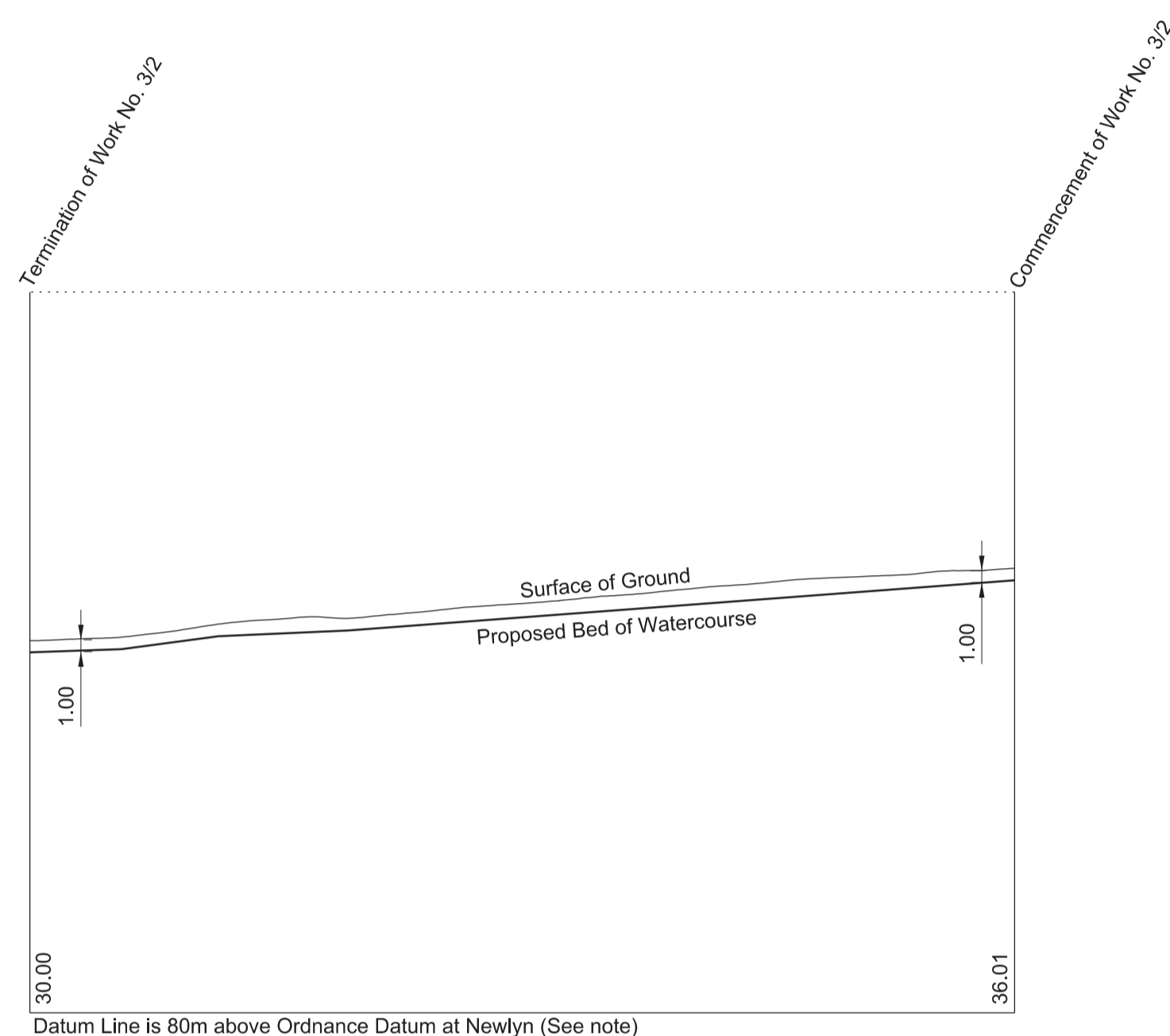
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-001 and 3-002





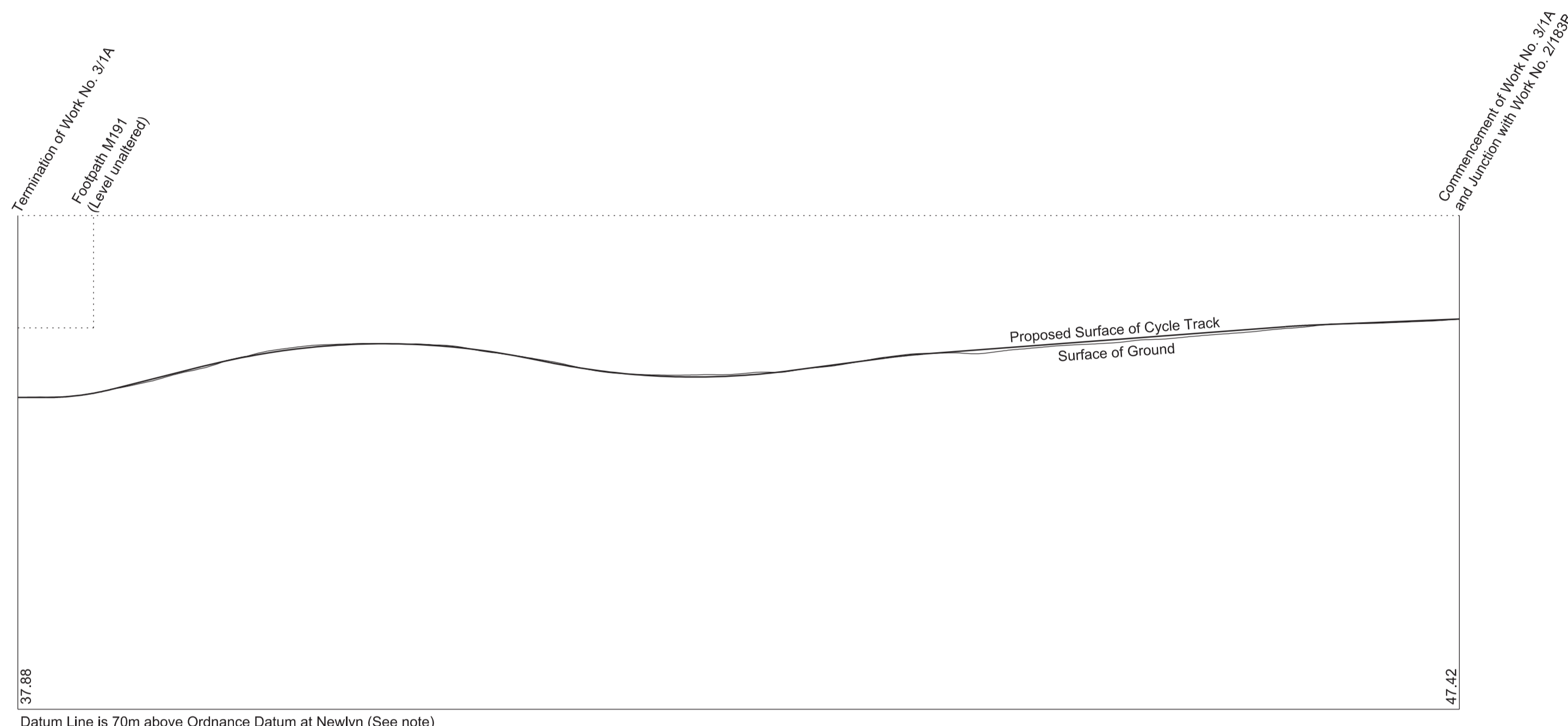
# SECTIONS

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



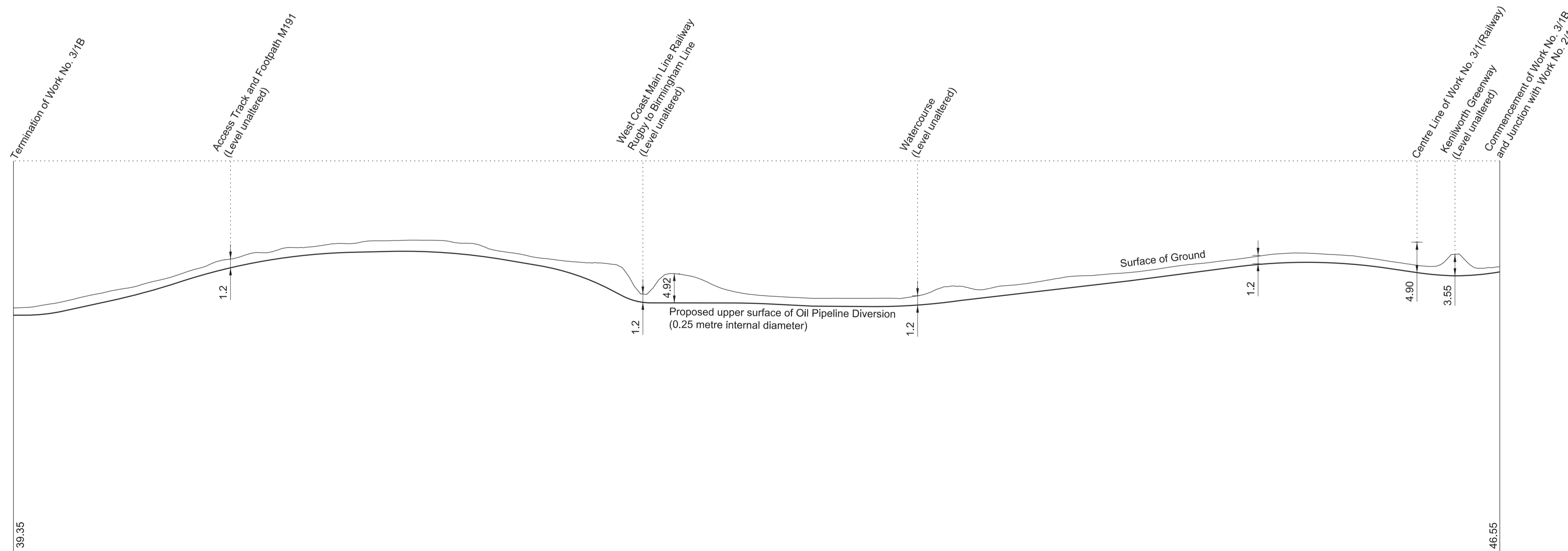
Datum Line for Work No 3/2 (80 metres above Ordnance Datum) is 27.08m below the fixed point being a manhole cover in turning head, Truggist Lane, Berkswell, and marked thus  $\blacktriangle$  on plan (Sheet No 3-001). Such fixed point being 107.08m above Ordnance Datum Newlyn.

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



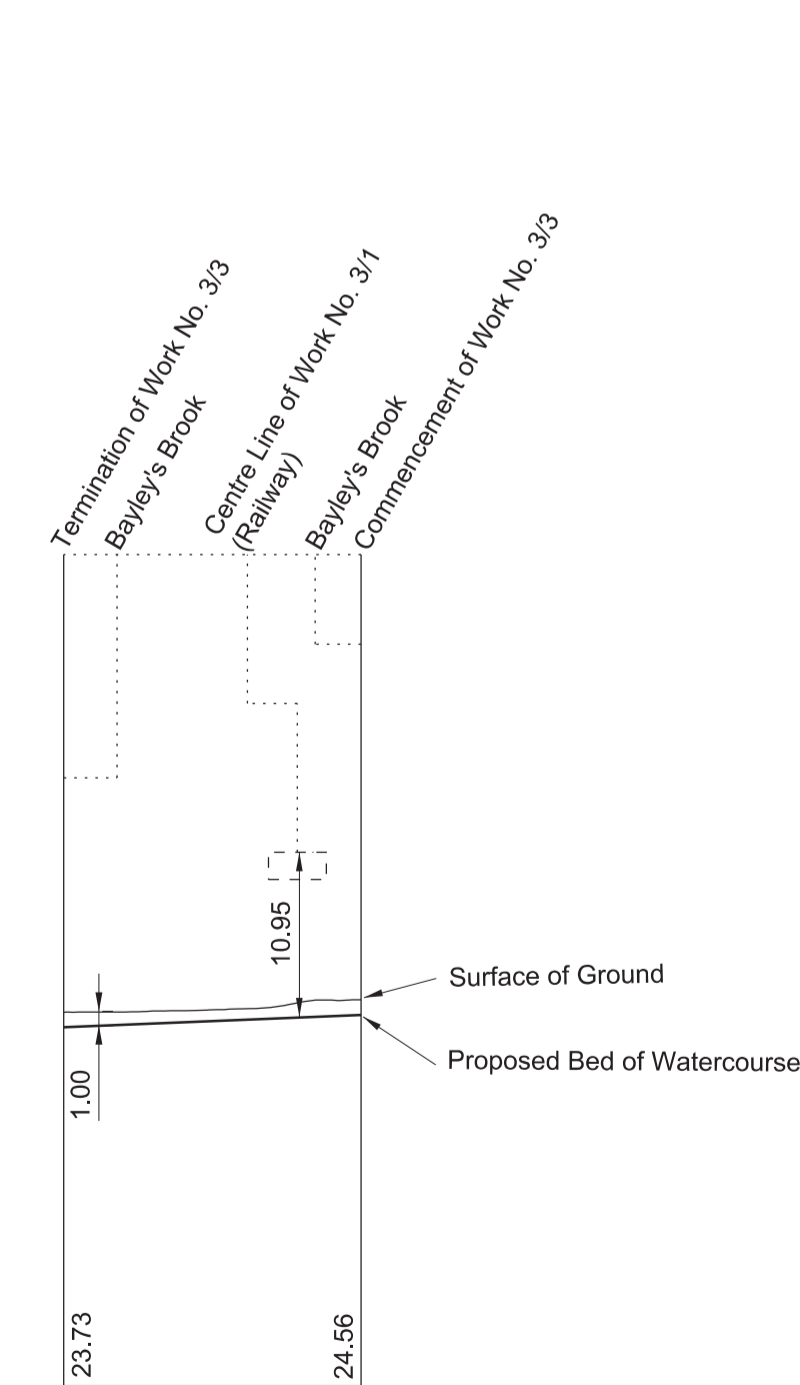
Datum Line for Work No 3/1A (70 metres above Ordnance Datum) is 37.08m below the fixed point being a manhole cover in turning head, Truggist Lane, Berkswell, and marked thus  $\blacktriangle$  on plan (Sheet No 3-001). Such fixed point being 107.08m above Ordnance Datum Newlyn.

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

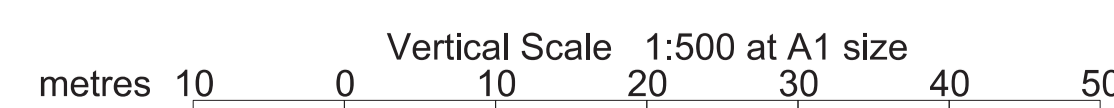
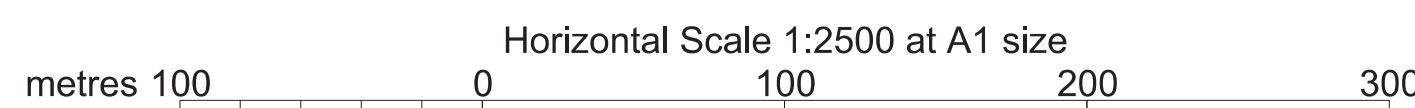


Datum Line for Work No 3/1B (70 metres above Ordnance Datum) is 37.08m below the fixed point being a manhole cover in turning head, Truggist Lane, Berkswell, and marked thus  $\blacktriangle$  on plan (Sheet No 3-001). Such fixed point being 107.08m above Ordnance Datum Newlyn.

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



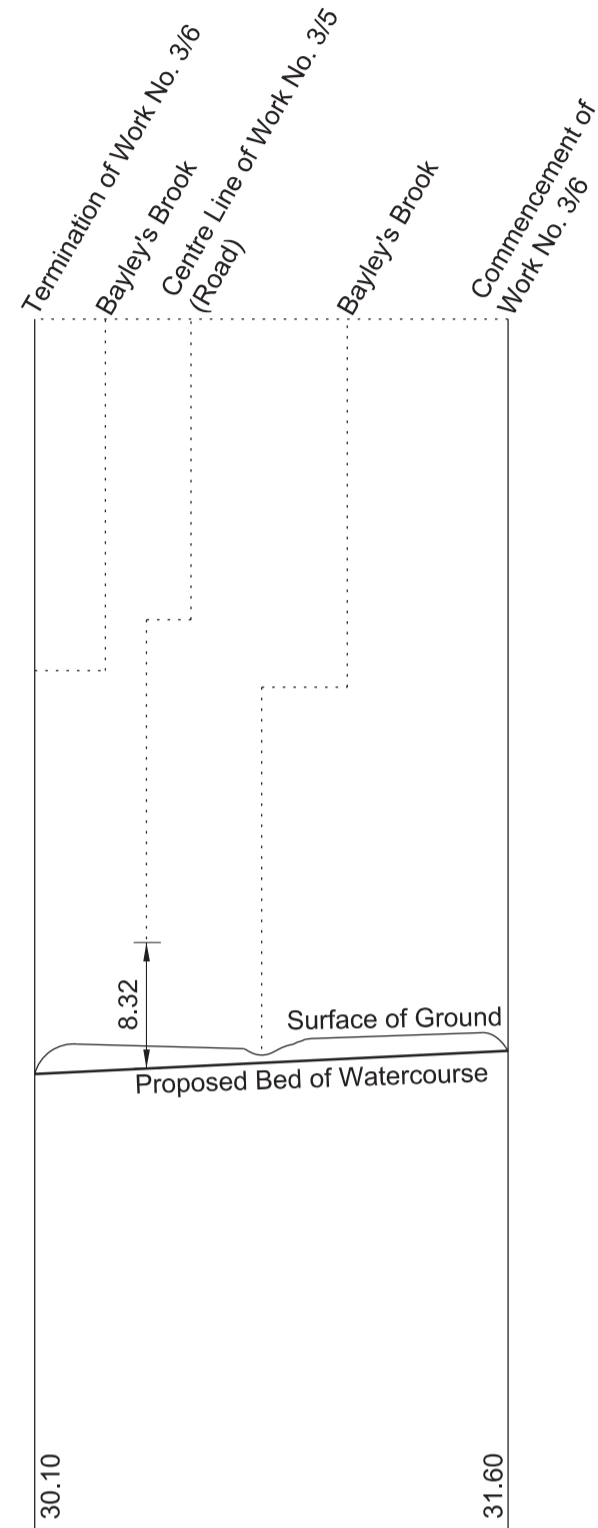
Datum Line for Work No 3/3 (80 metres above Ordnance Datum) is 27.08m below the fixed point being a manhole cover in turning head, Truggist Lane, Berkswell, and marked thus  $\blacktriangle$  on plan (Sheet No 3-001). Such fixed point being 107.08m above Ordnance Datum Newlyn.



# SECTIONS

## WORK No.3/6

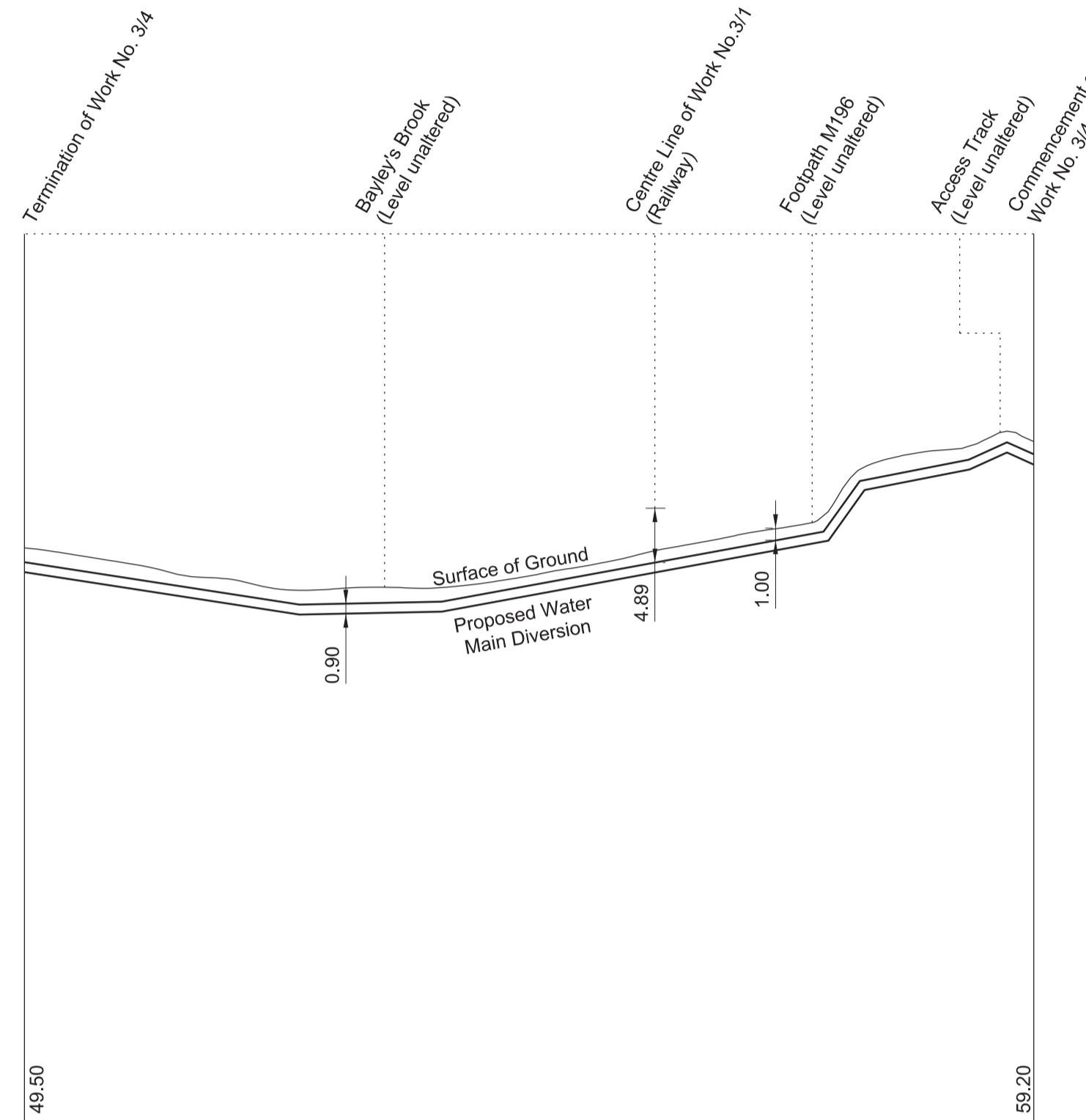
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-002



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

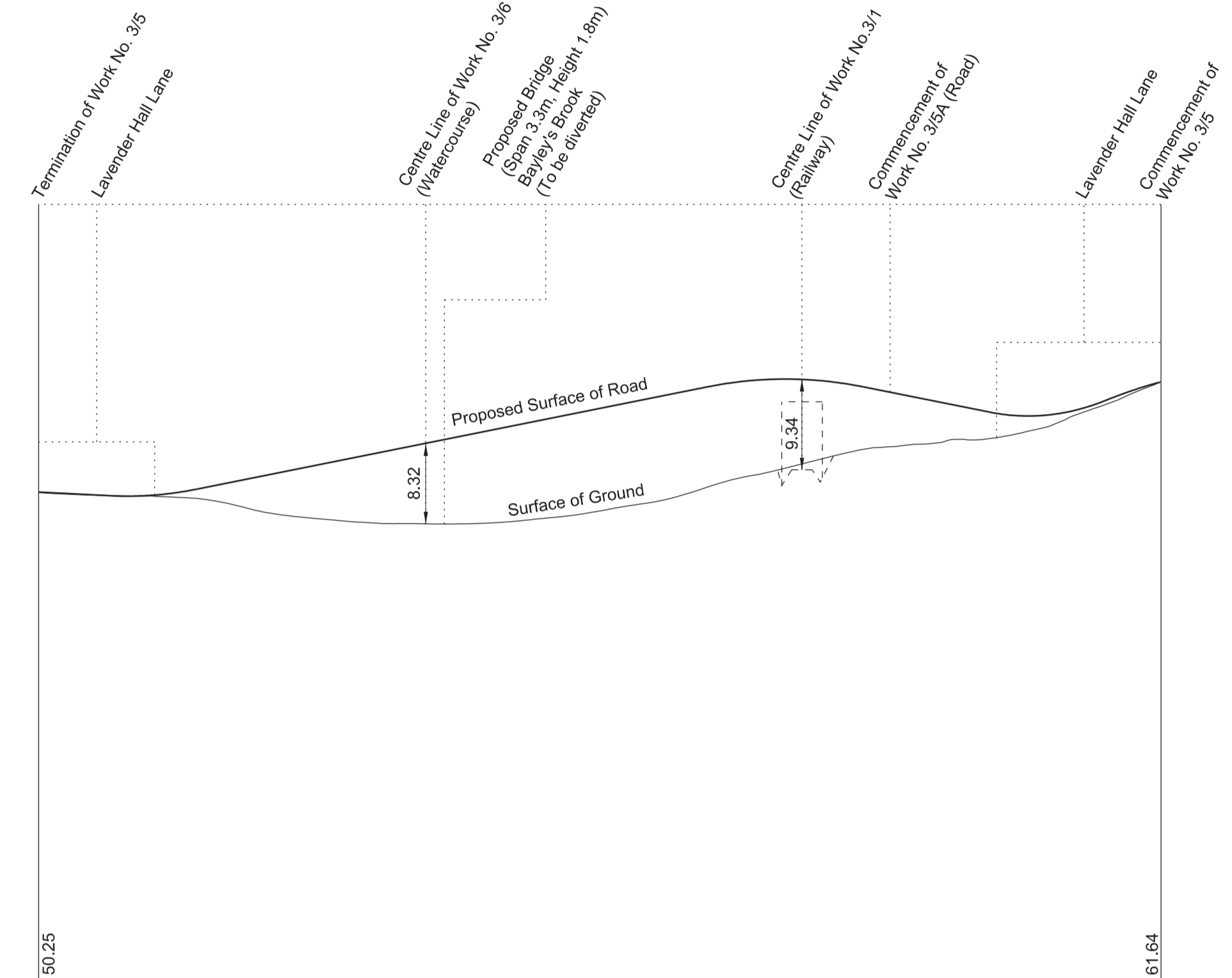
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-002



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

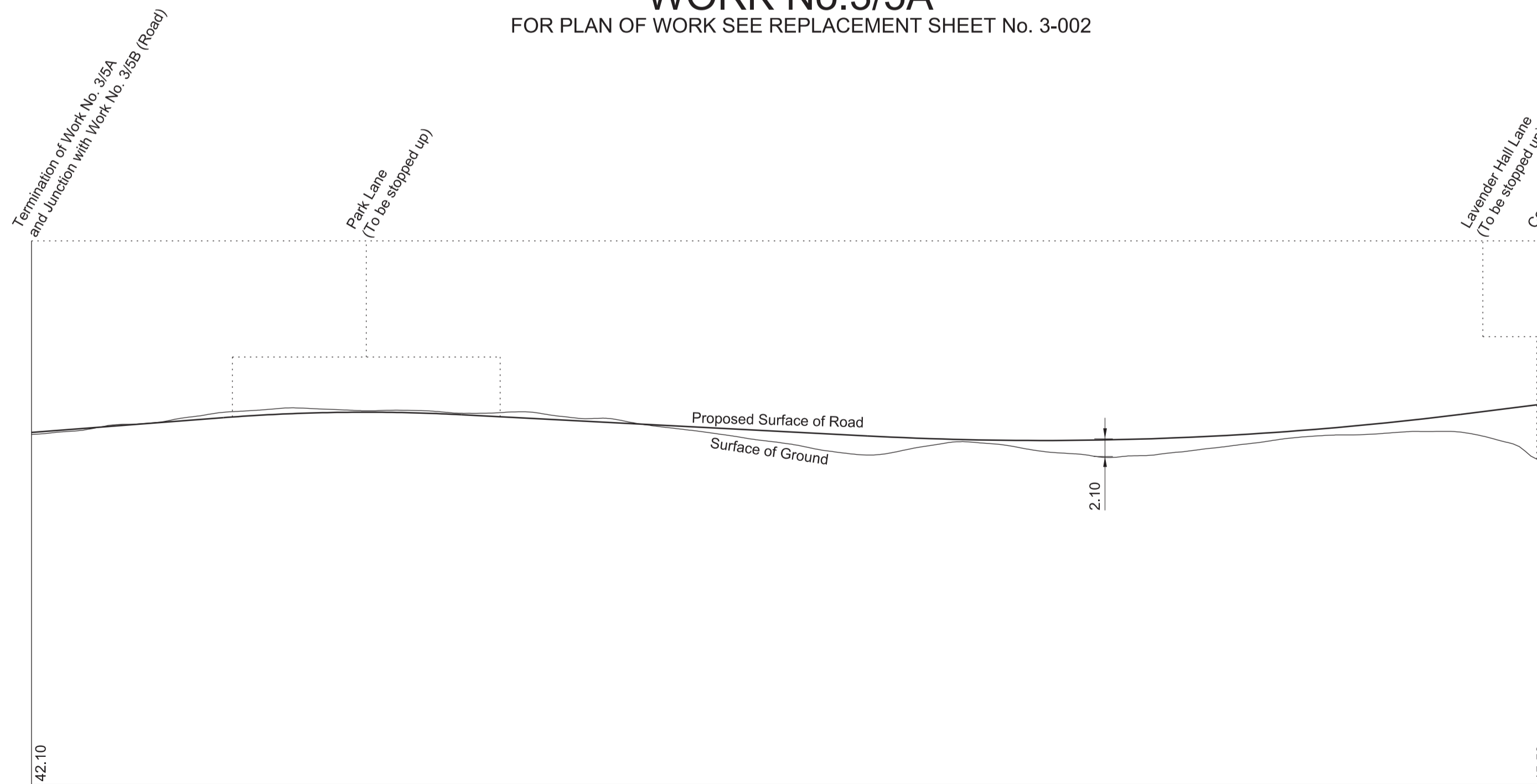
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-002



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

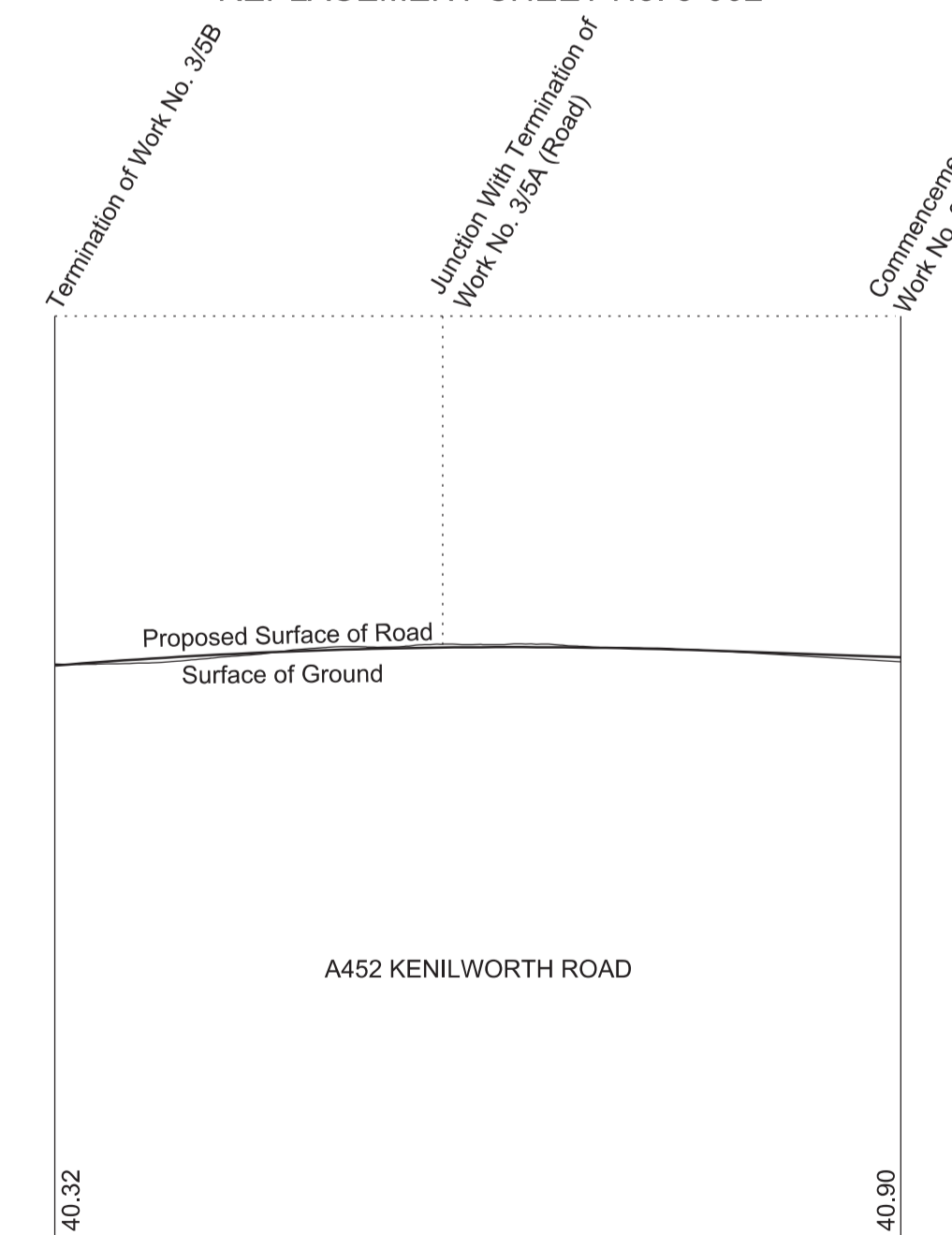
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-002



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

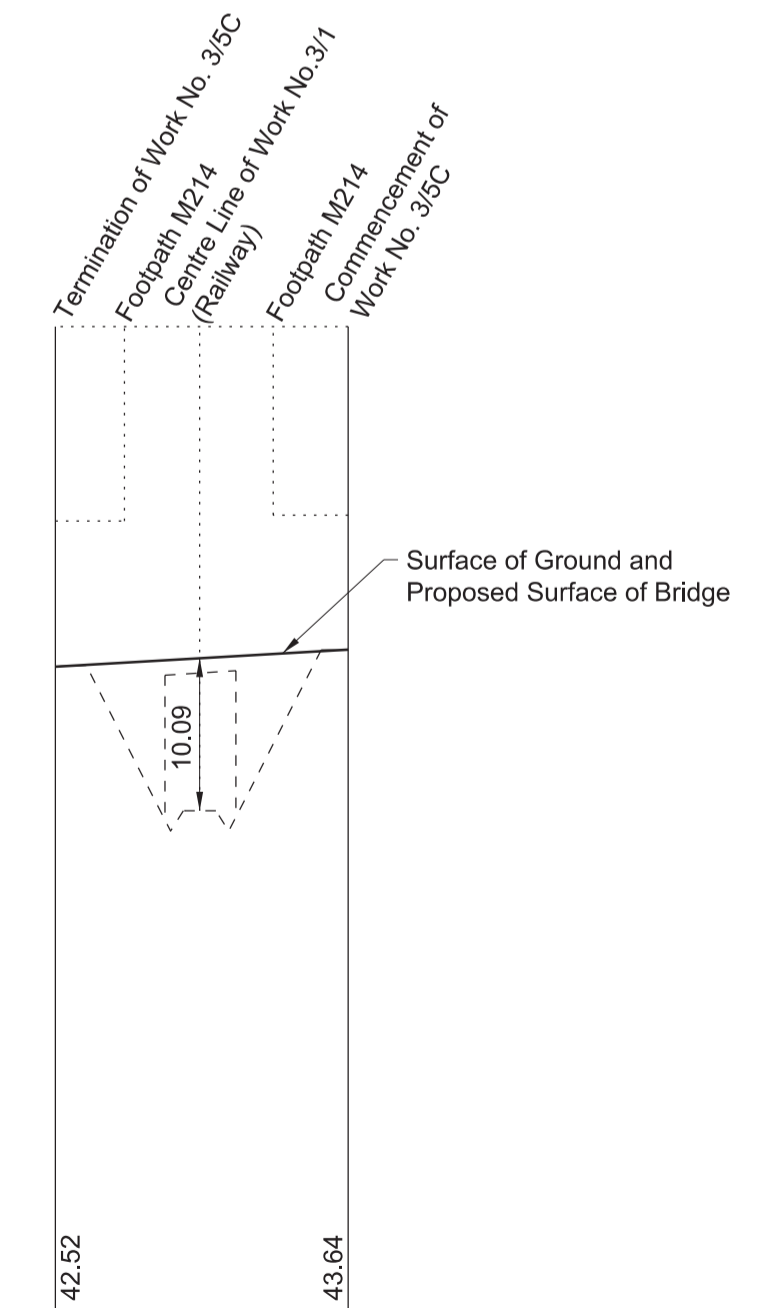
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-002



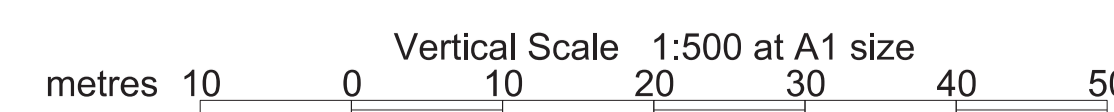
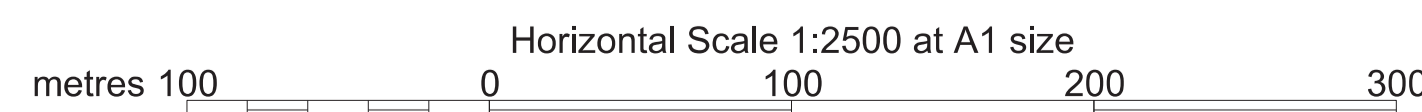
Datum Line is 70m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 124  
 Greatest inclination of existing road 1 in 124  
 Datum Line for Work No 3/5B (70 metres above Ordnance Datum) is 51.89m below the fixed point being a corner of BT covers by island on Lavender 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 REPLACEMENT 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.



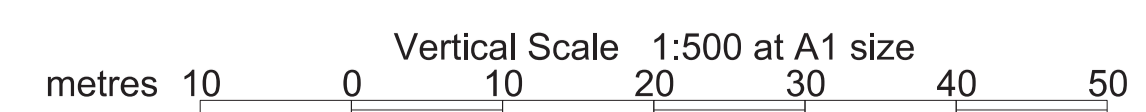
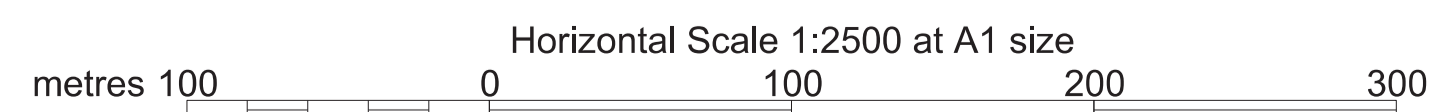
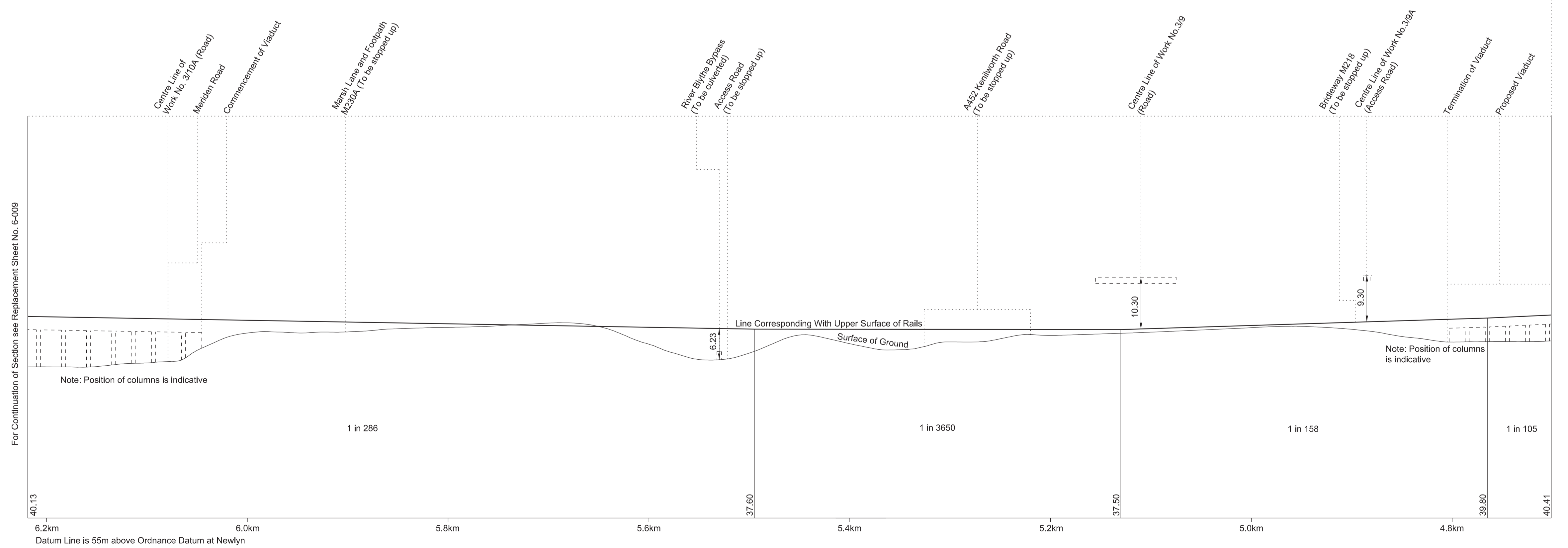
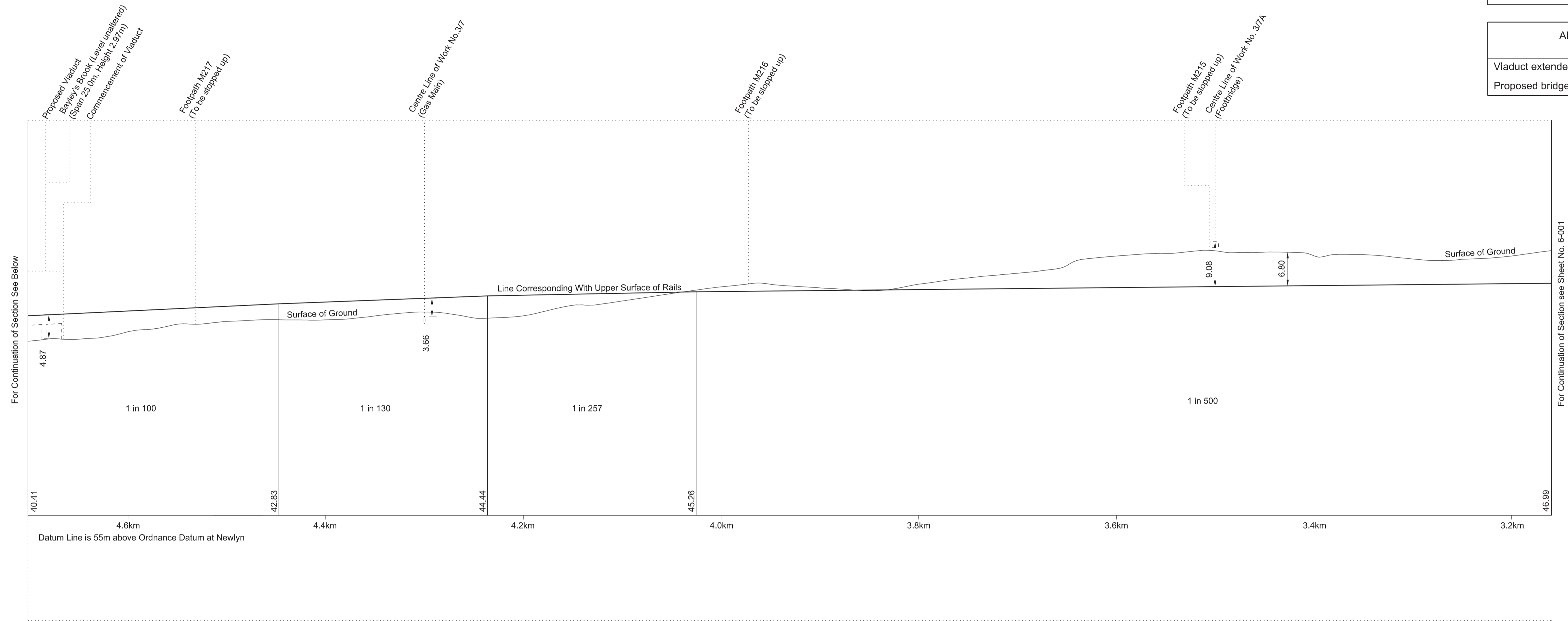


# SECTIONS

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

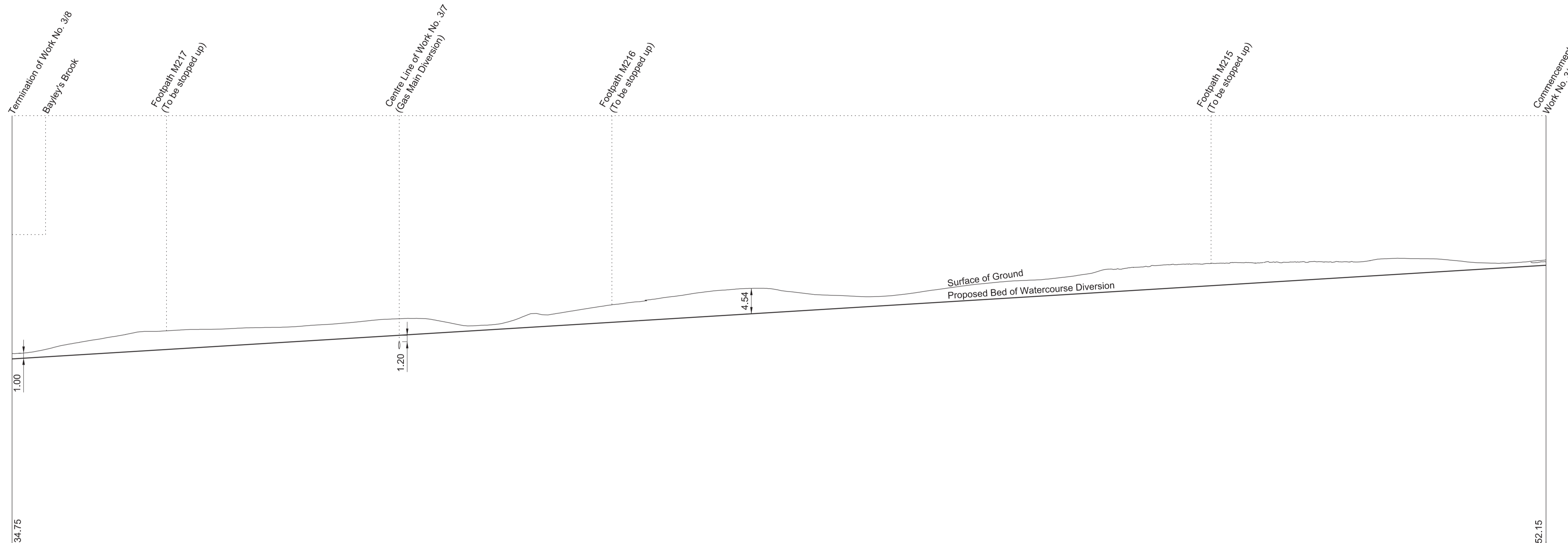
REPLACEMENT SHEET No. 6-004  
 IN PARLIAMENT - SESSION 2015-16  
 HIGH SPEED RAIL  
 (LONDON - WEST MIDLANDS)  
 ADDITIONAL PROVISION  
 (JULY 2015)  
 Work No. 3/1 (Railway)


AMENDMENTS TO THIS SHEET  
 ARE AS FOLLOWS :-  
 Viaduct extended and commencement added.  
 Proposed bridge at Meriden Road removed.



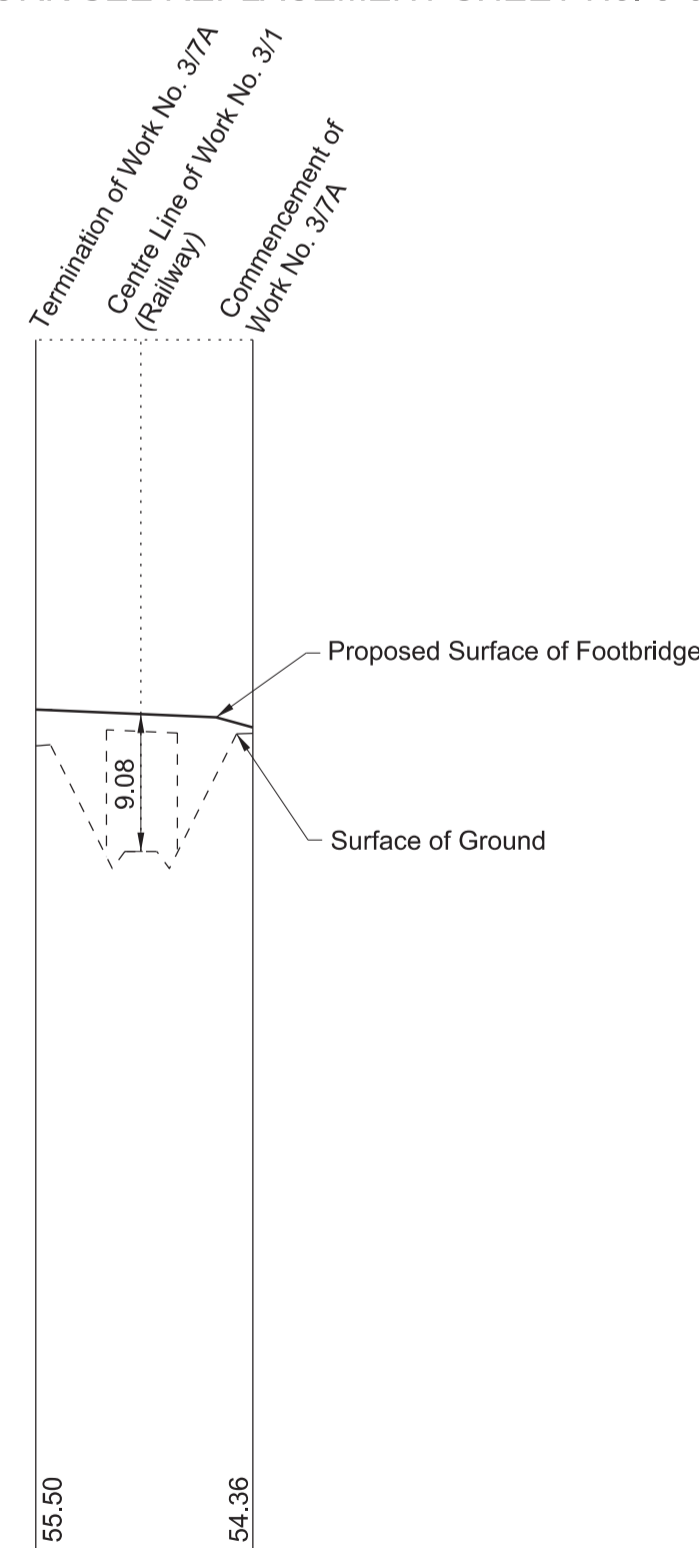
# SECTIONS


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

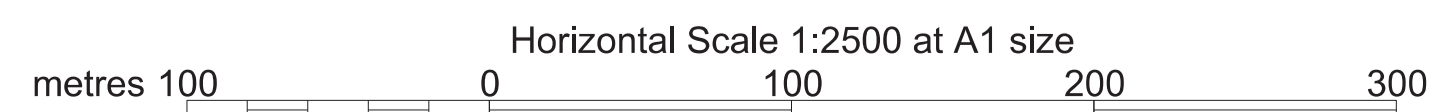


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/8 (55 metres above Ordnance Datum) is 53.18m below the fixed point being a gully on northbound carriageway of A452, opposite Four Winds, and marked thus  on plan (Sheet No 3-003). Such fixed point being 108.18m above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

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



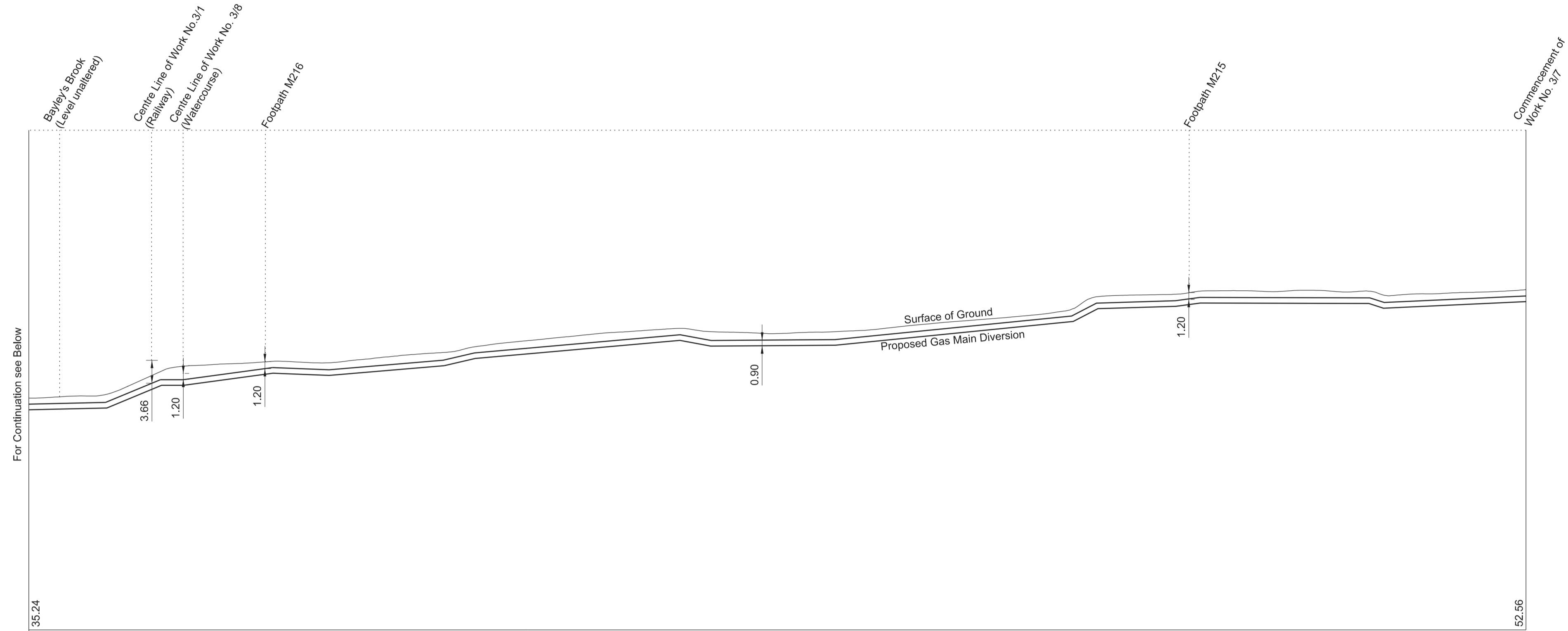
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/7A (55 metres above Ordnance Datum) is 53.18m below the fixed point being a gully on northbound carriageway of A452, opposite Four Winds, and marked thus  on plan (Sheet No 3-003). Such fixed point being 108.18m above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



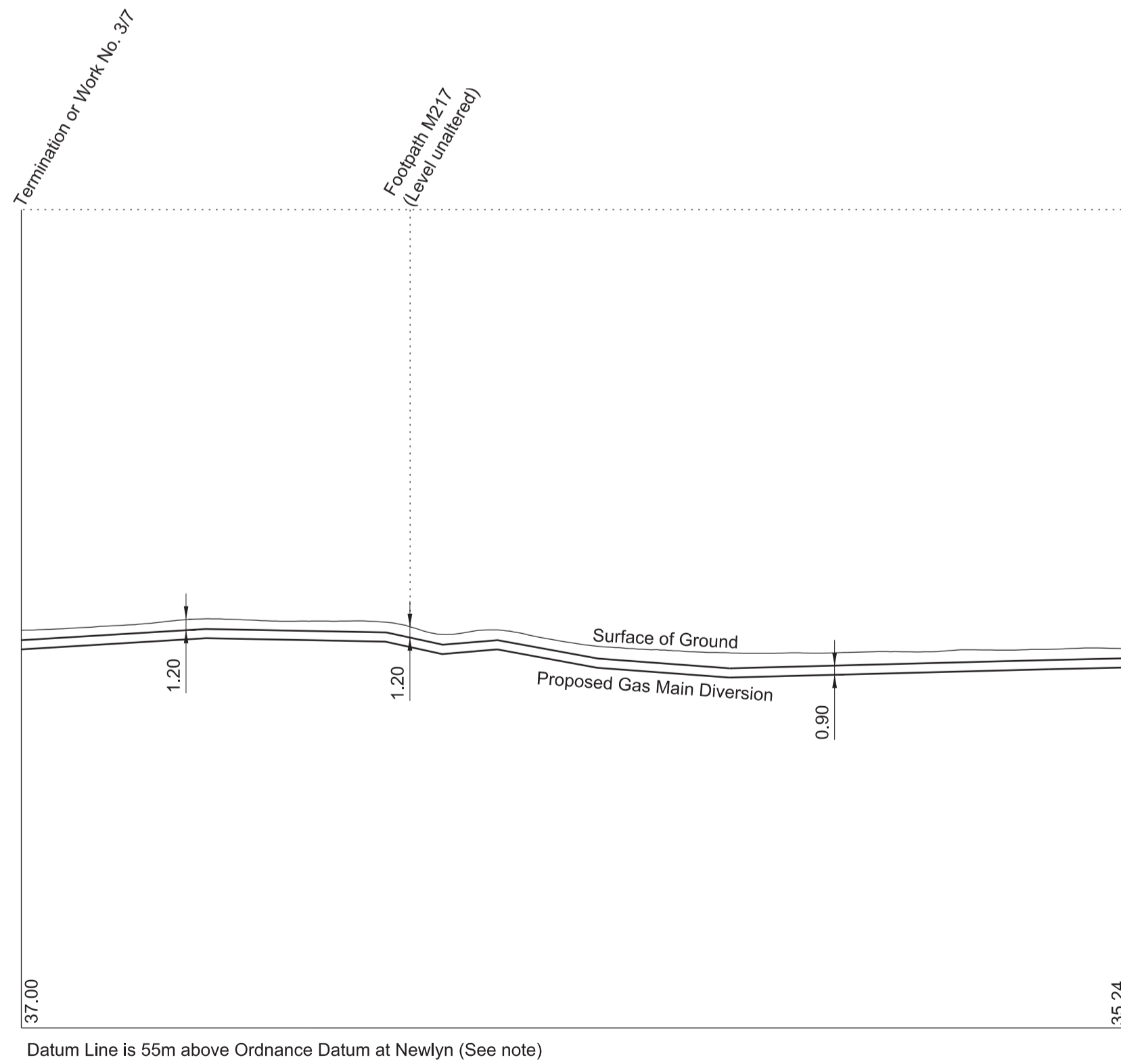


# SECTIONS

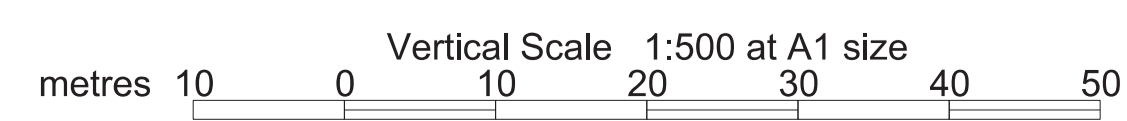
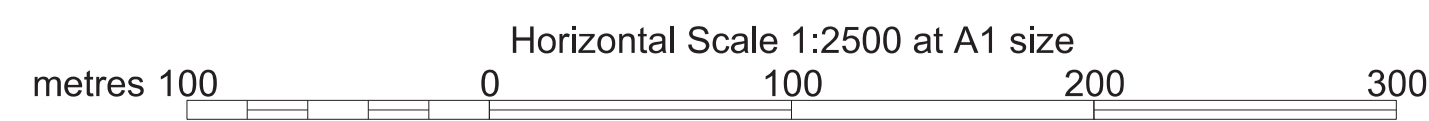
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-003 and 3-004



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.



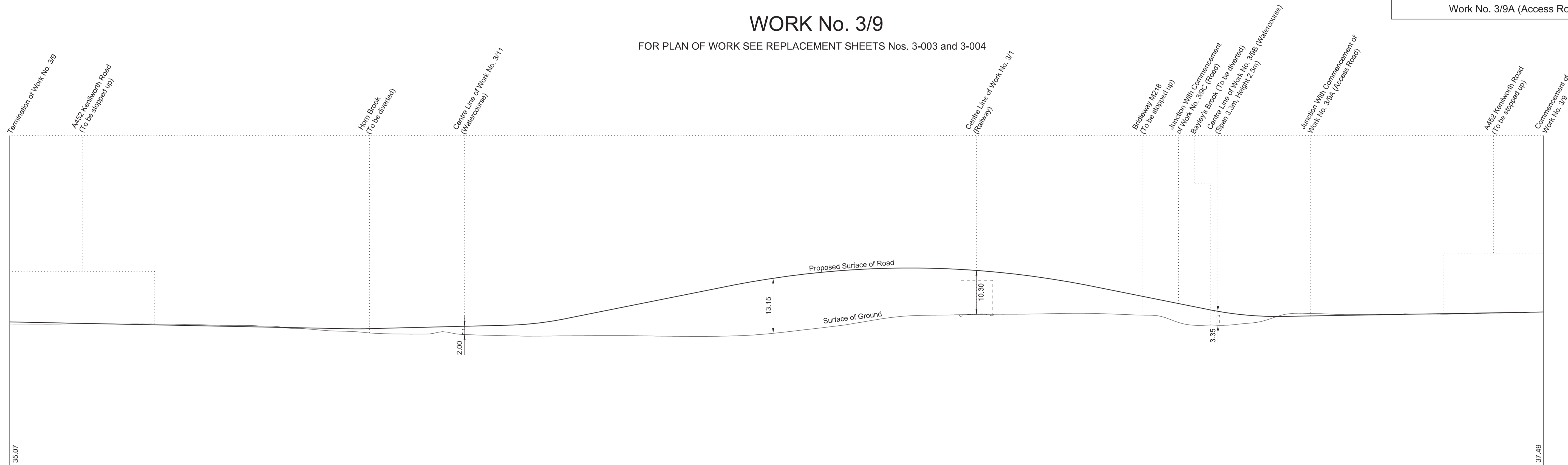
Datum Line is 55m above Ordnance Datum at Newlyn (See note)




# SECTIONS

## WORK No. 3/9

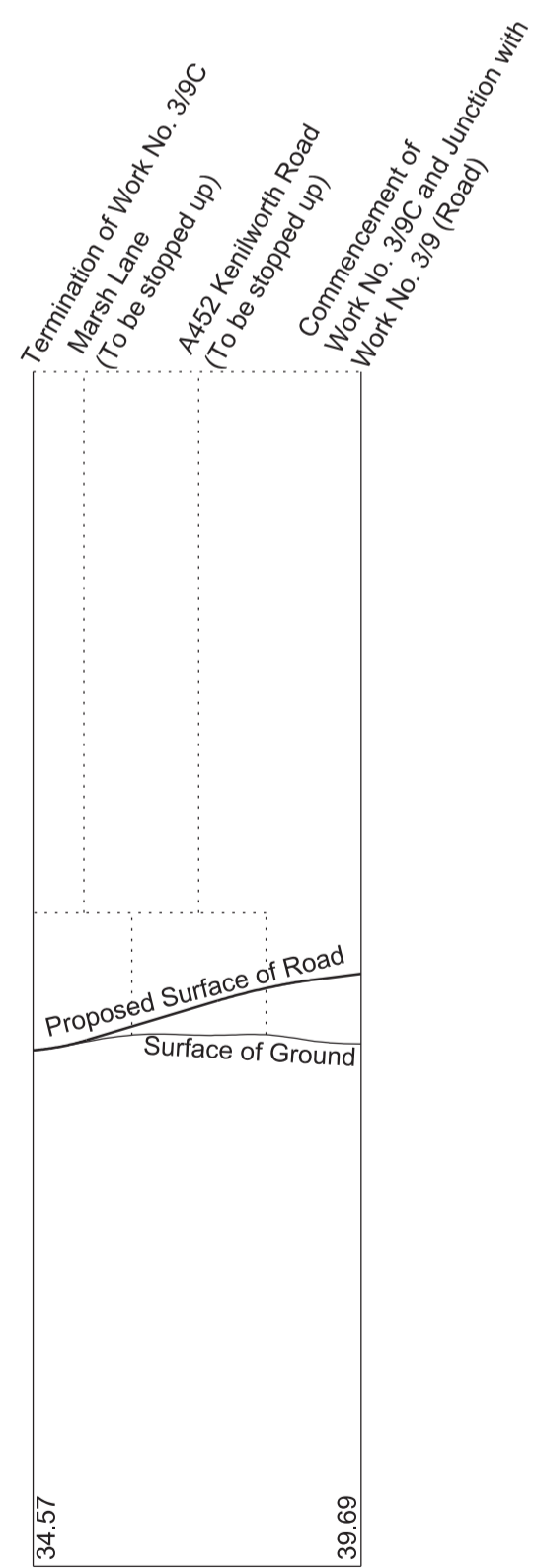
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-003 and 3-004




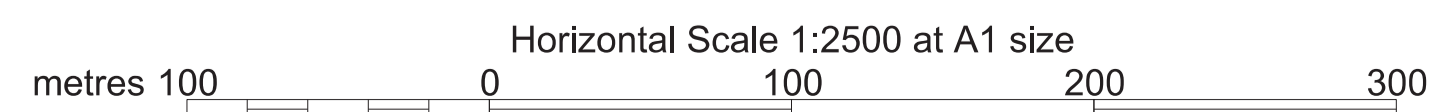
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 25  
 Greatest inclination of existing road 1 in 150  
 Datum Line for Work No 3/9 (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at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

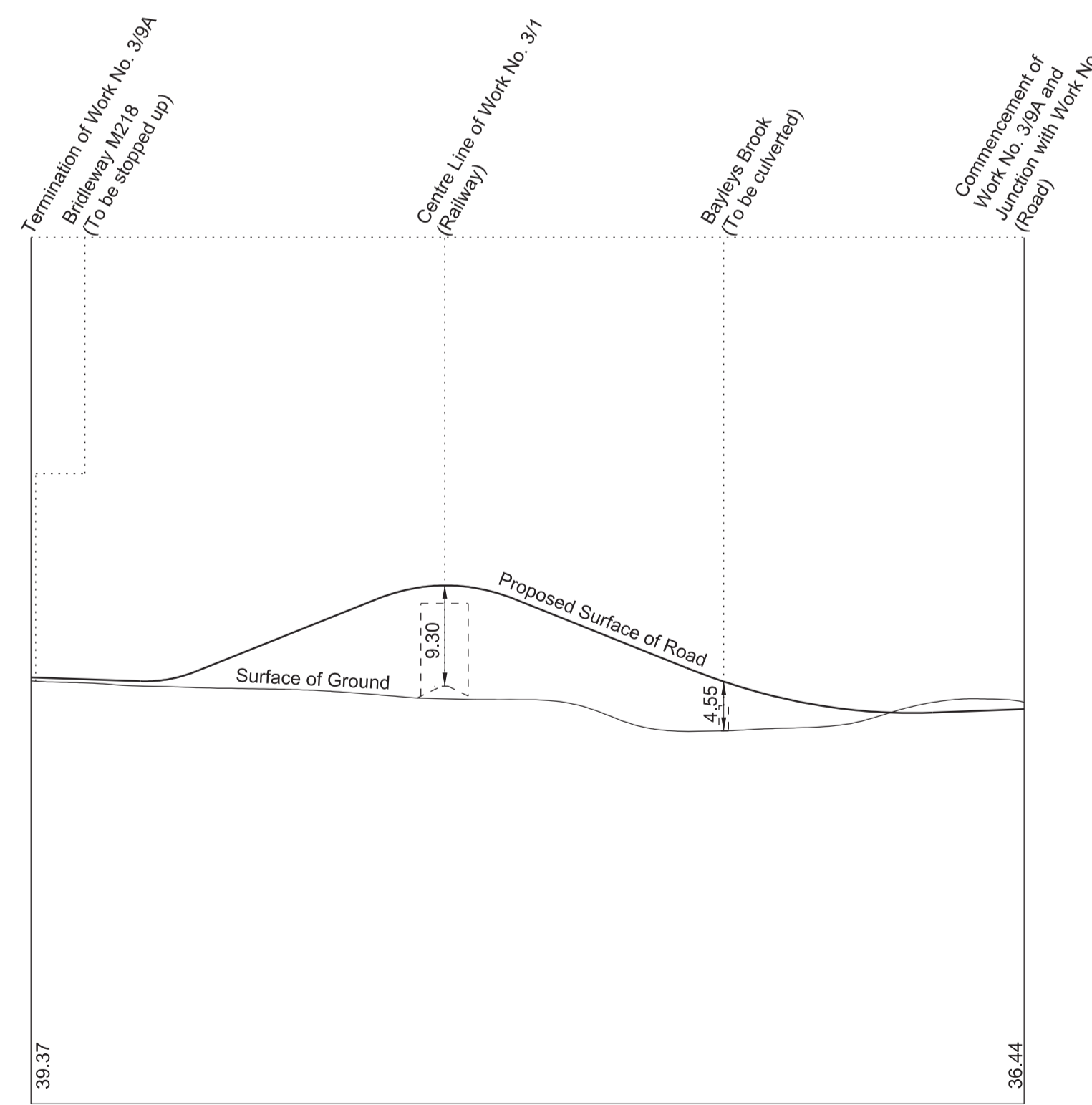



Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 17  
 Greatest inclination of existing road 1 in 31  
 Datum Line for Work No 3/9C (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at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

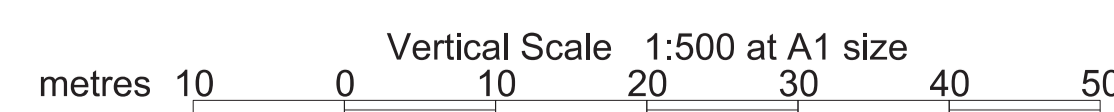


## WORK No.3/9A

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-004



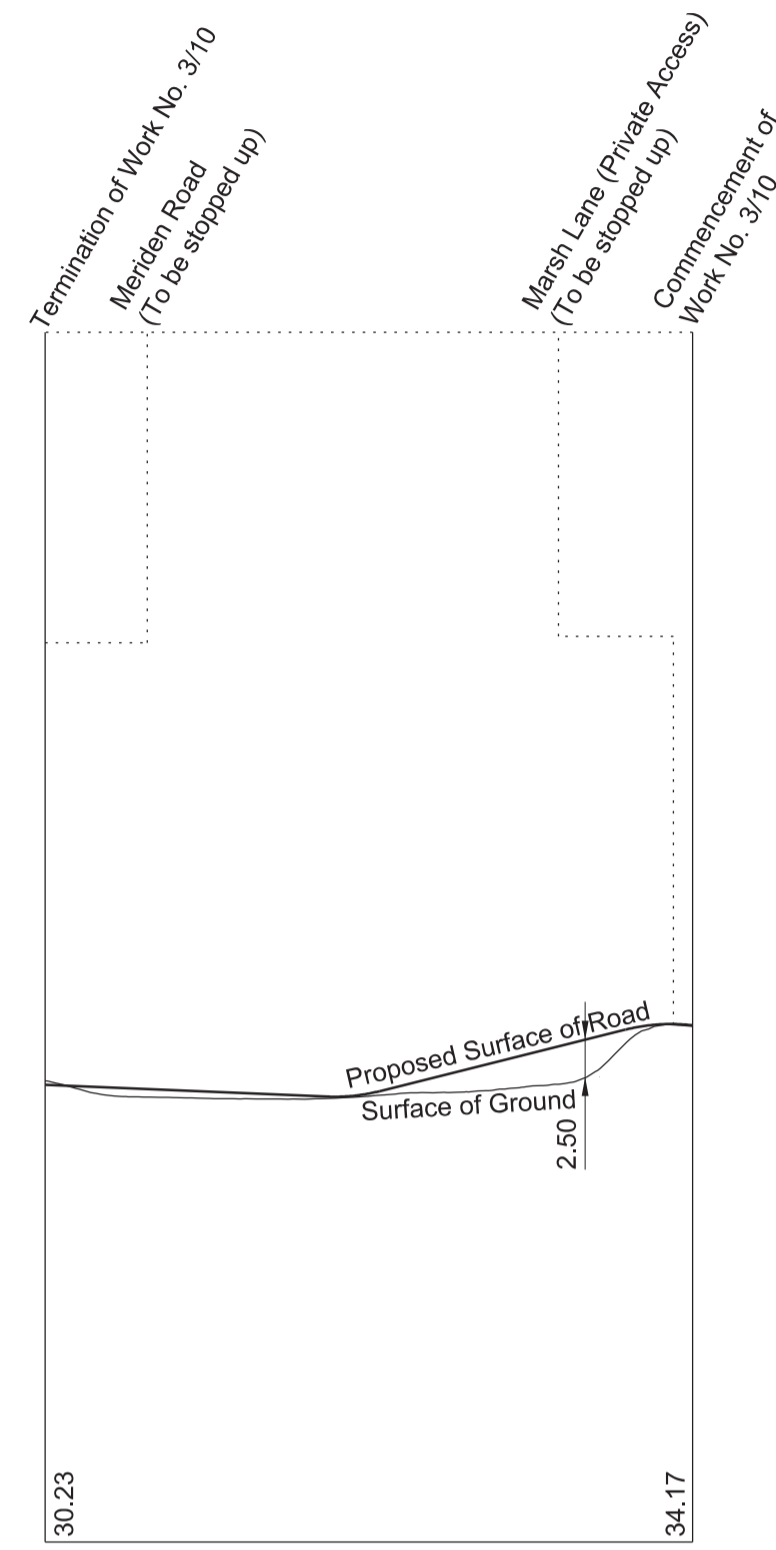
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 12  
 Greatest inclination of existing road 1 in 72  
 Datum Line for Work No 3/9A (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at the junction with Marsh Lane, and marked thus  on plan (Sheet No 3-004). Such fixed point being 91.01m above Ordnance Datum Newlyn.






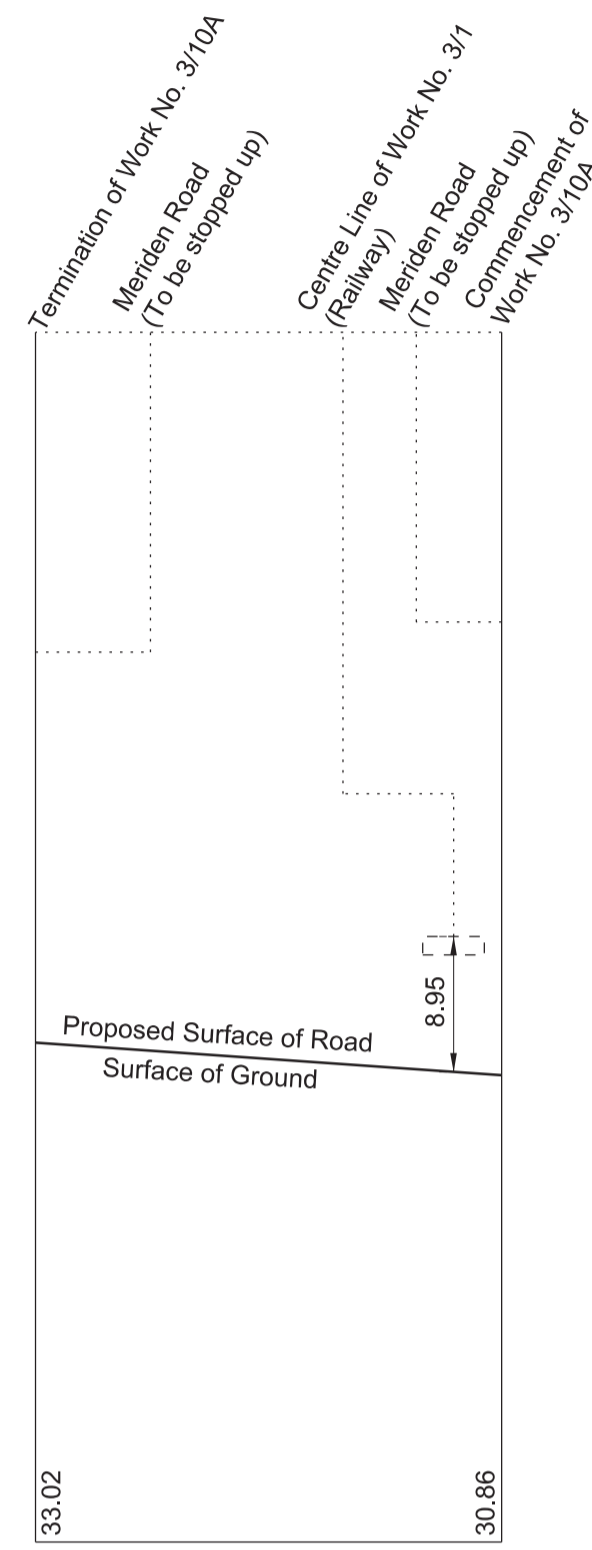
# SECTIONS


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



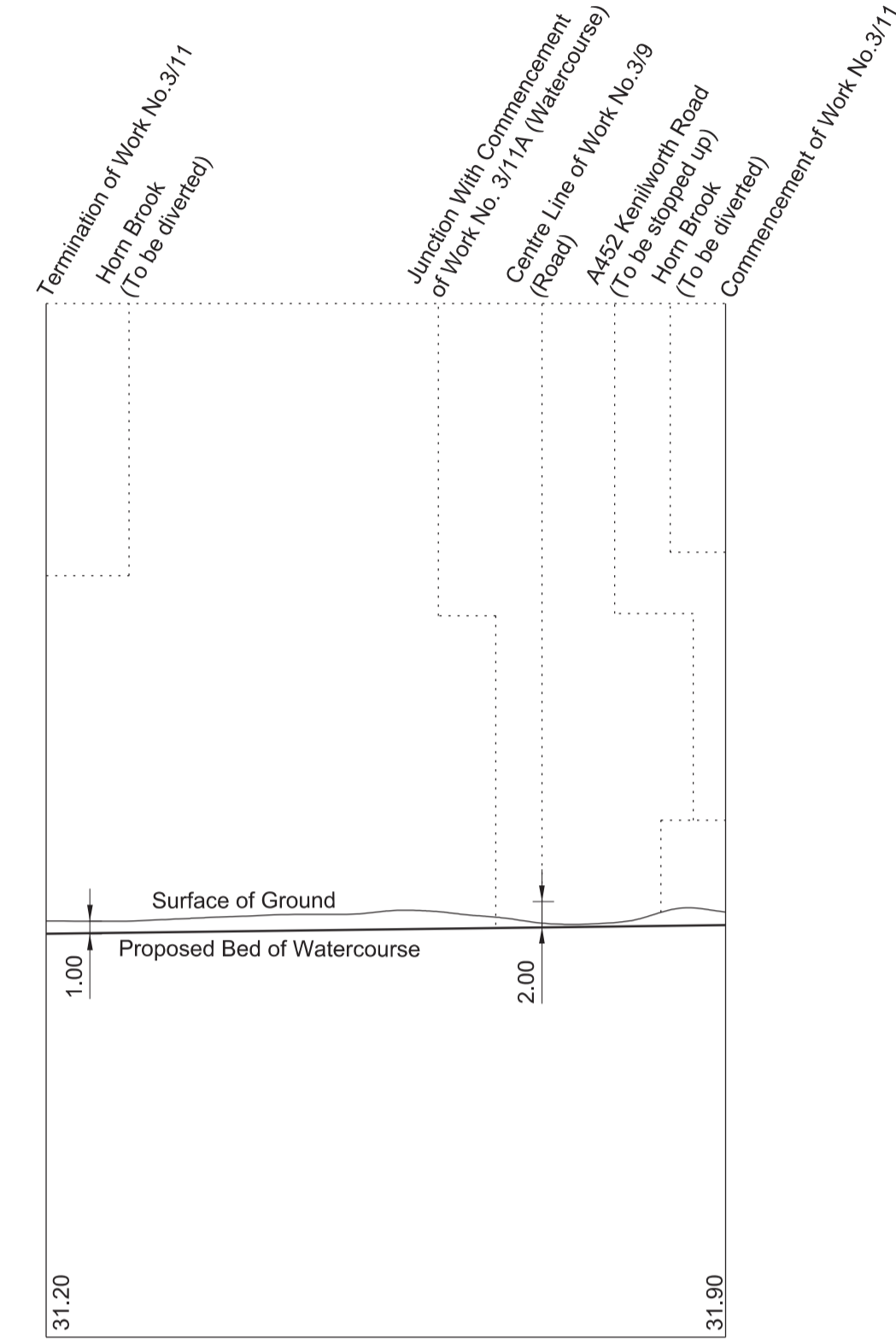
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 20  
 Greatest inclination of existing road 1 in 10  
 Datum Line for Work No 3/10 (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at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



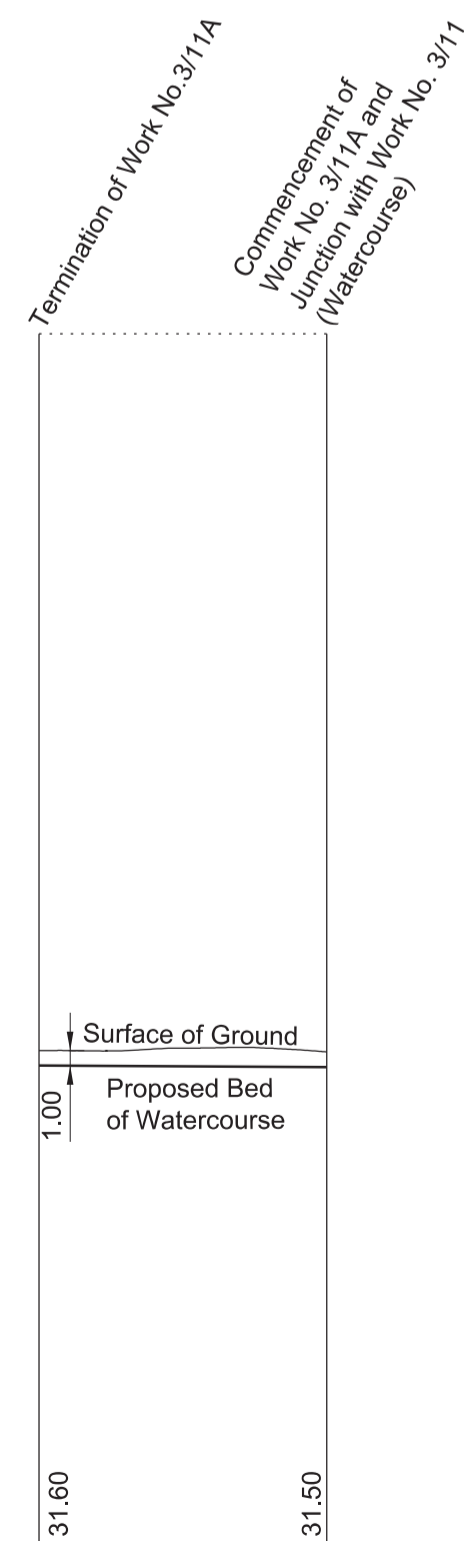
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 71  
 Greatest inclination of existing road 1 in 71  
 Datum Line for Work No 3/10A (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452,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



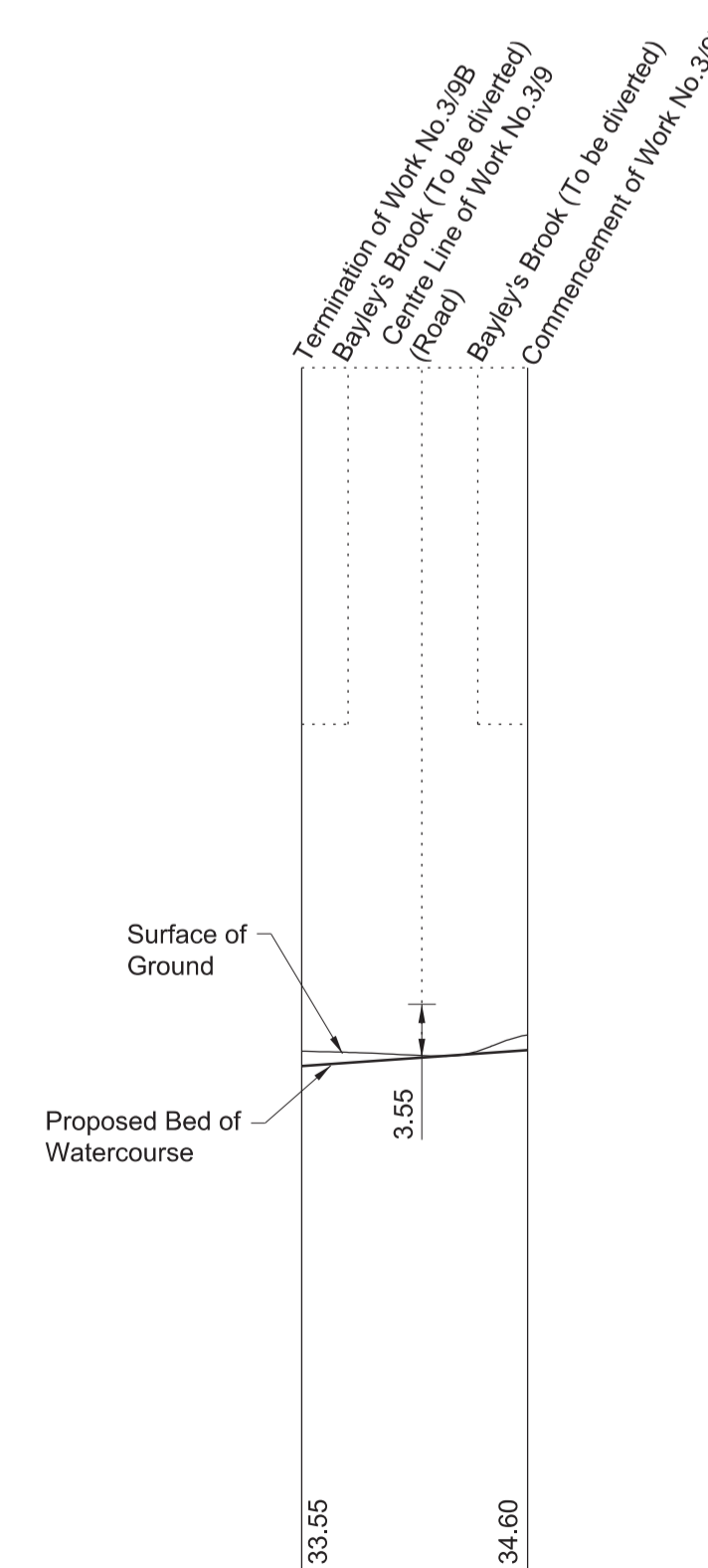
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/11 (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at the junction with Marsh Lane, and marked thus  on plan (Sheet No 3-004). Such fixed point being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


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

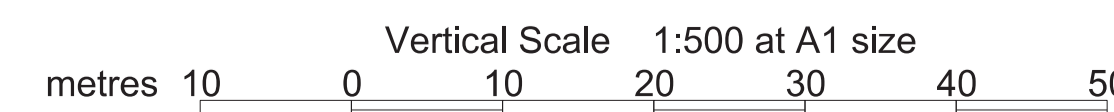
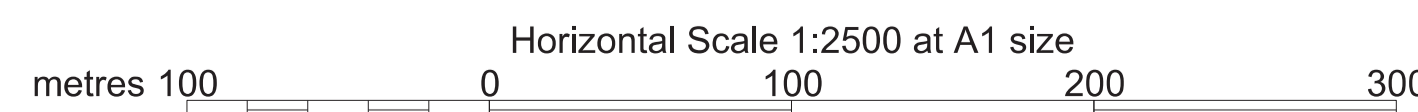


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/11A (55 metres above Ordnance Datum) is 36.01m below the fixed point being a gully on central reservation of A452, at the junction with Marsh Lane, and marked thus  on plan (Sheet No 3-004). Such fixed point being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

**WORK No.3/9B**  
 FOR PLAN OF WORK SEE REPLACEMENT 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  on plan (Sheet No 3-004). Such fixed point being 91.01m above Ordnance Datum Newlyn.

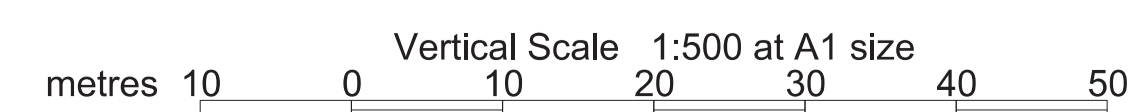
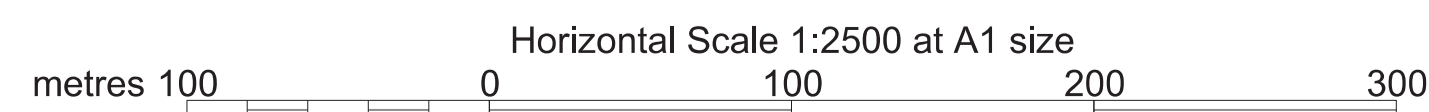
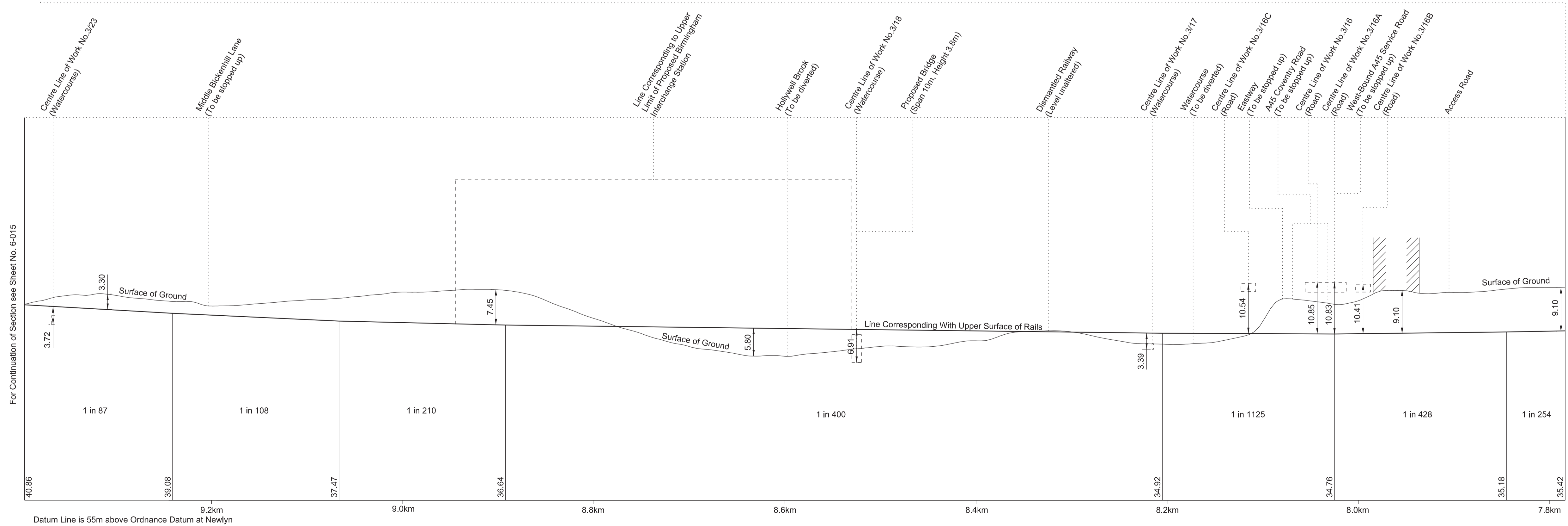
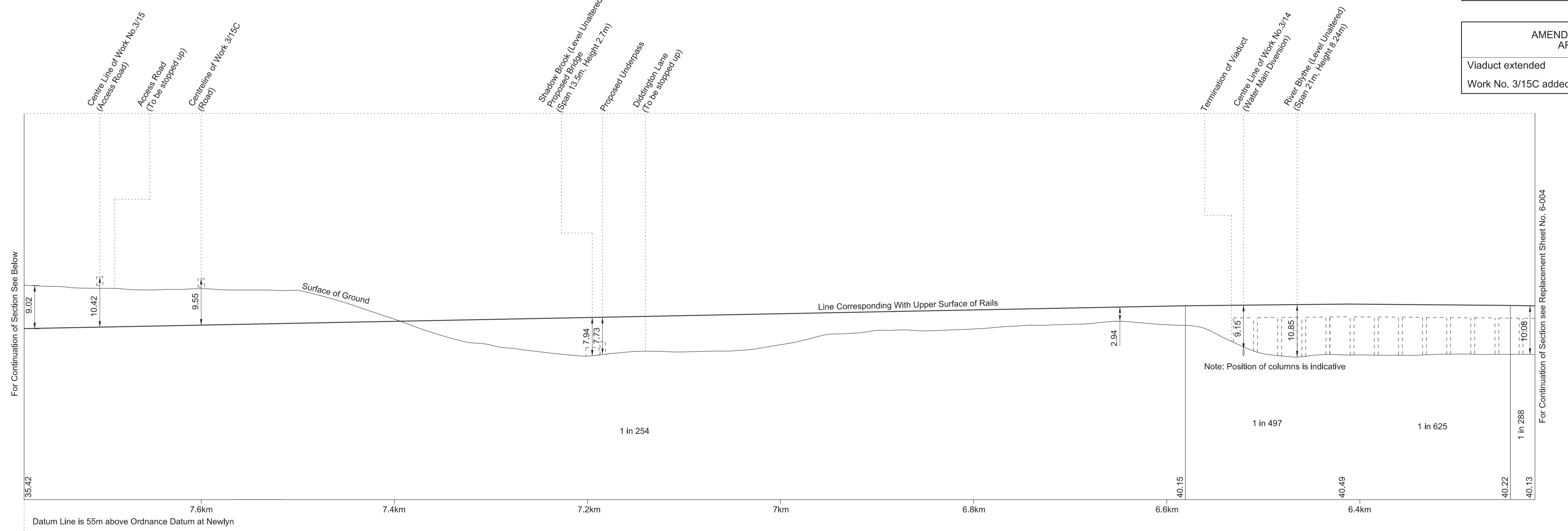


# SECTIONS

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-005 and SHEET No. 3-006

REPLACEMENT SHEET No. 6-009  
 IN PARLIAMENT - SESSION 2015-16  
 HIGH SPEED RAIL  
 (LONDON - WEST MIDLANDS)  
 ADDITIONAL PROVISION  
 (JULY 2015)  
 Work No. 3/1 (Railway)

AMENDMENTS TO THIS SHEET  
 ARE AS FOLLOWS :-  
 Viaduct extended  
 Work No. 3/15C added



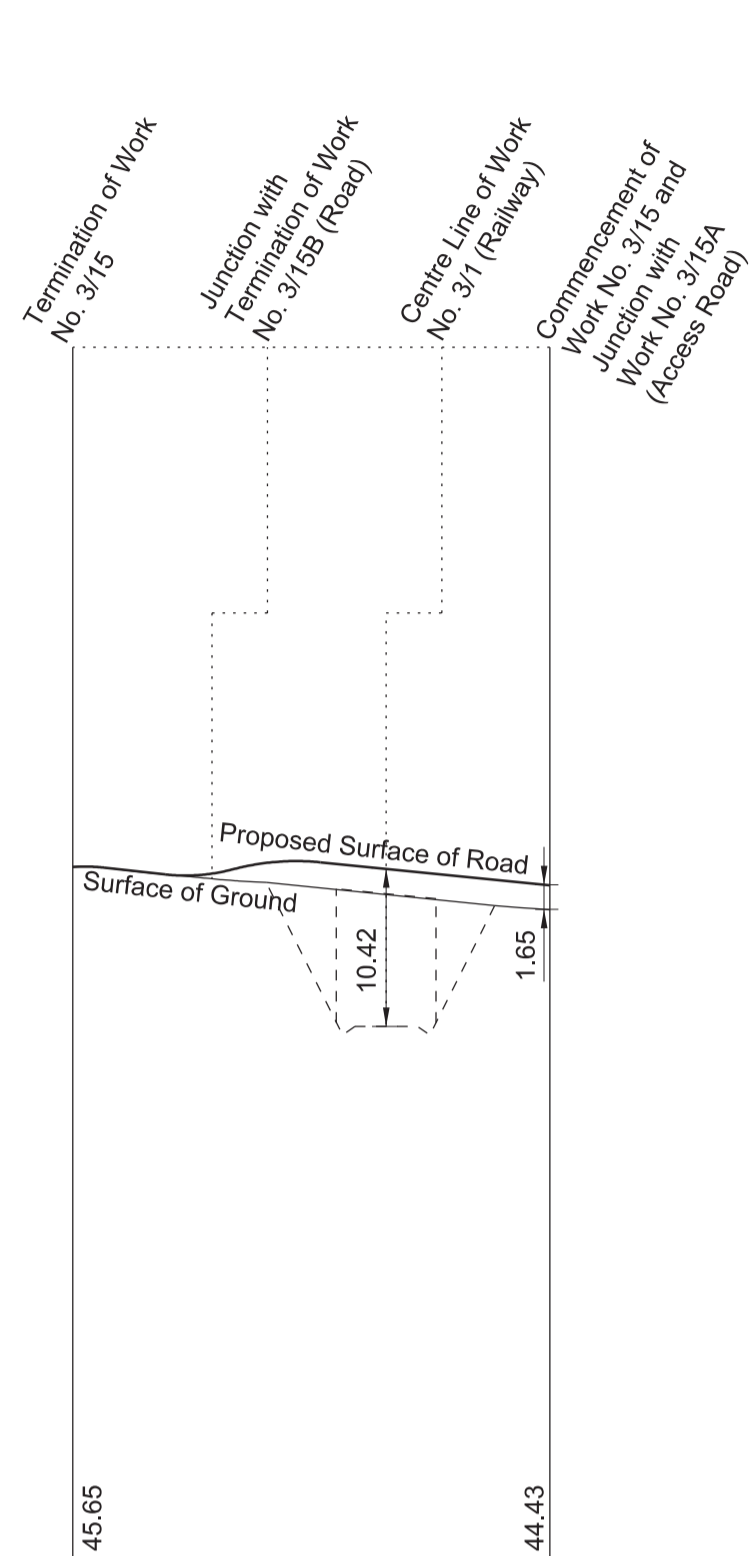


# SECTIONS

REPLACEMENT SHEET No. 6-010  
 IN PARLIAMENT - SESSION 2015-16  
 HIGH SPEED RAIL  
 (LONDON - WEST MIDLANDS)  
 ADDITIONAL PROVISION  
 (JULY 2015)  
 Work No. 3/19 (Road)  
 Works Nos. 3/15, 3/15A, 3/15B (Access Roads)  
 Work No. 3/14 (Water Main Diversion)

## WORK No. 3/15

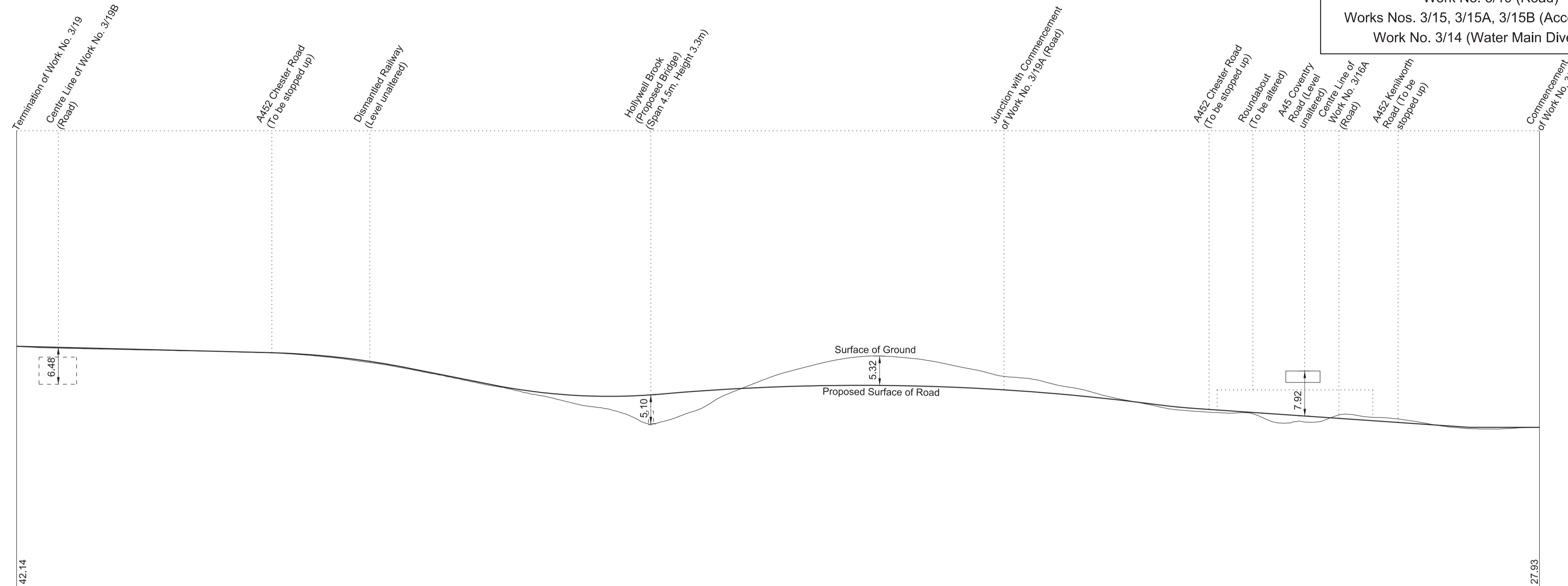
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-005



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

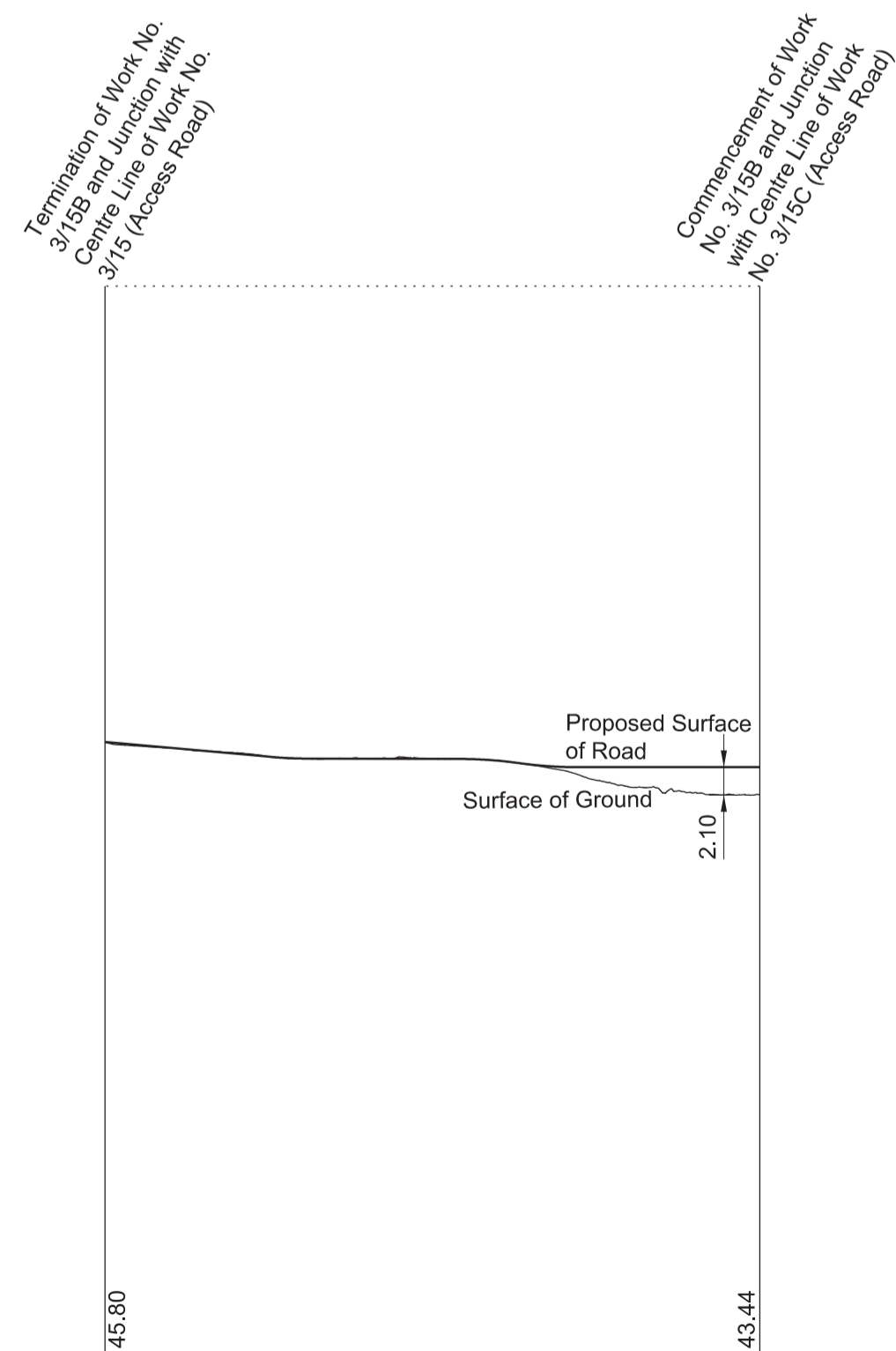
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-005 and SHEET No. 3-006



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

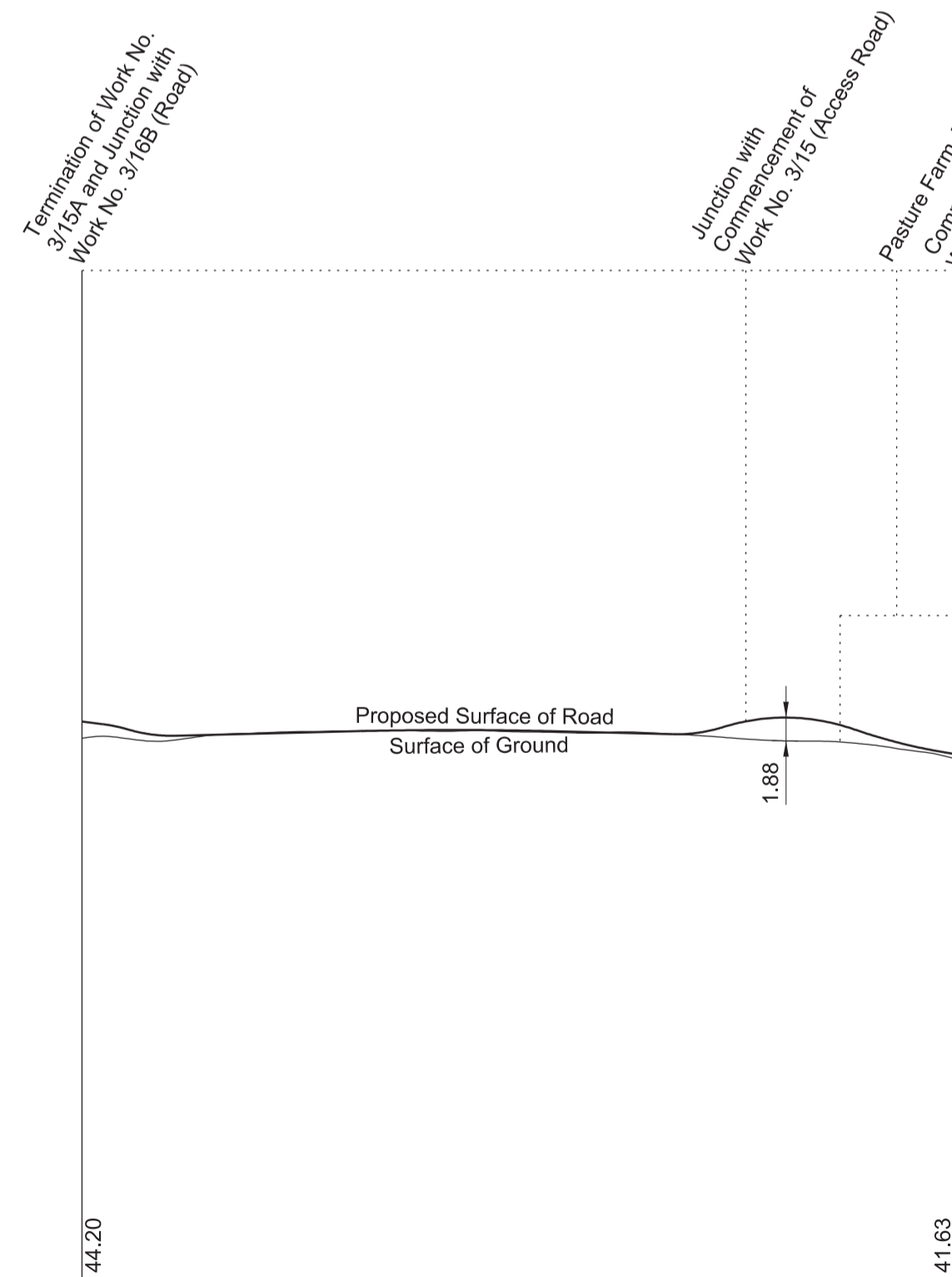
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-005



Datum Line is 55m above Ordnance Datum at Newlyn  
 Greatest inclination of proposed road 1 in 37  
 Greatest inclination of existing road N/A

## WORK No. 3/15A

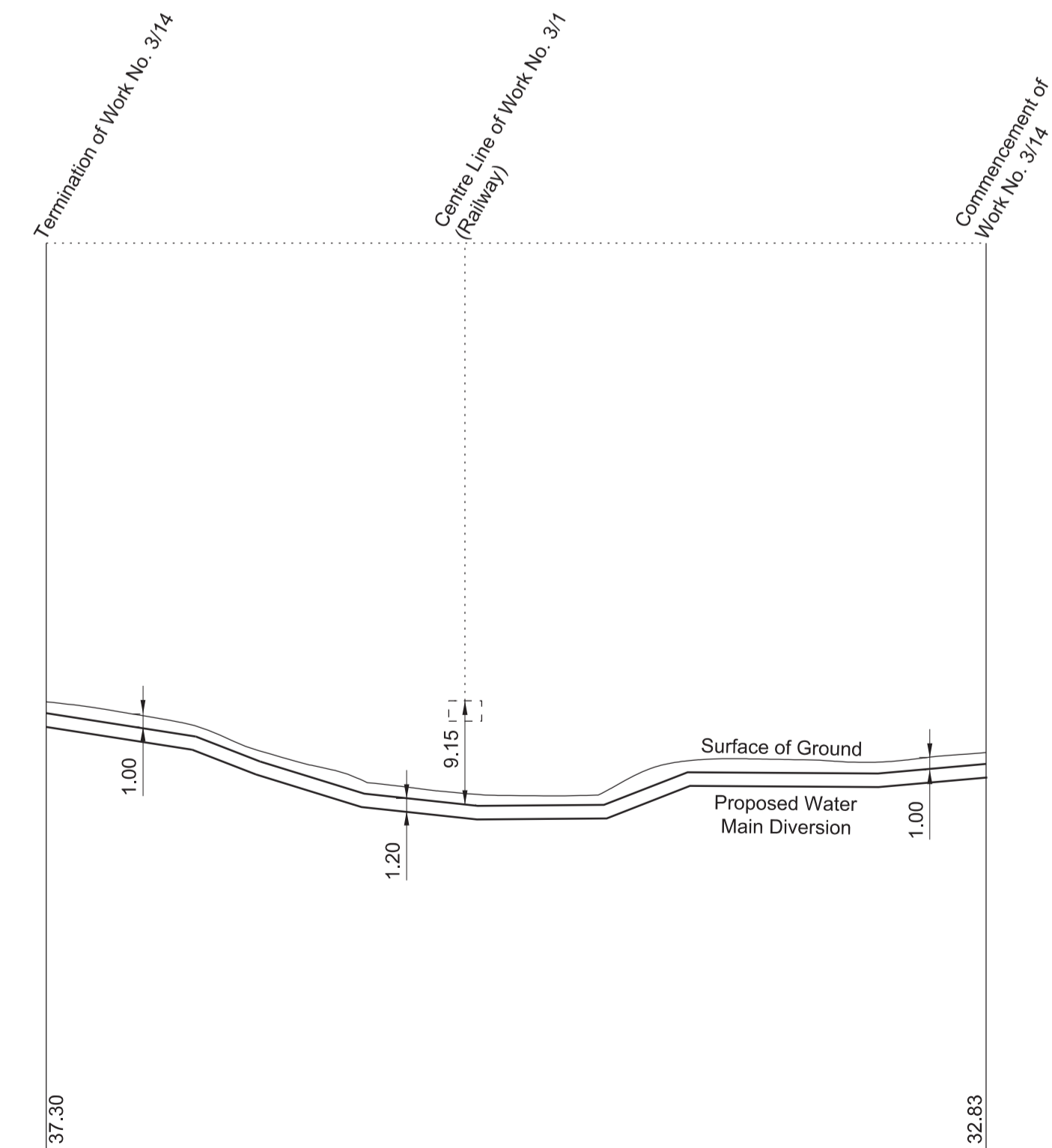
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-005 and SHEET No. 3-006



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

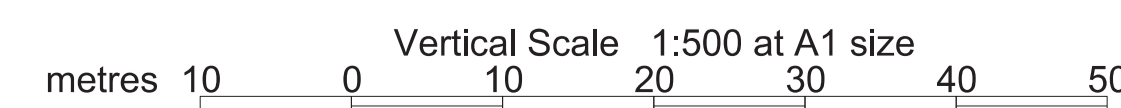
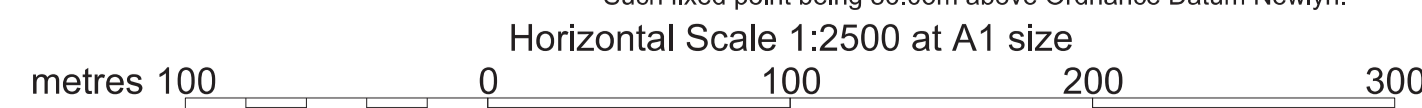
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-005



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.

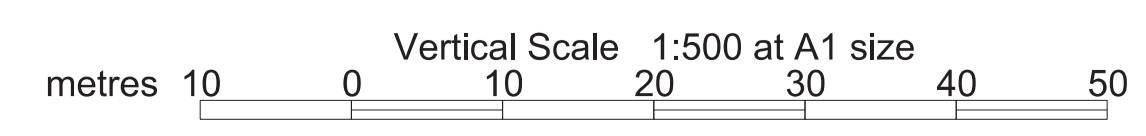
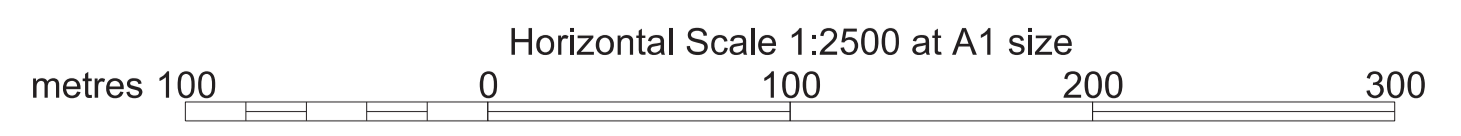
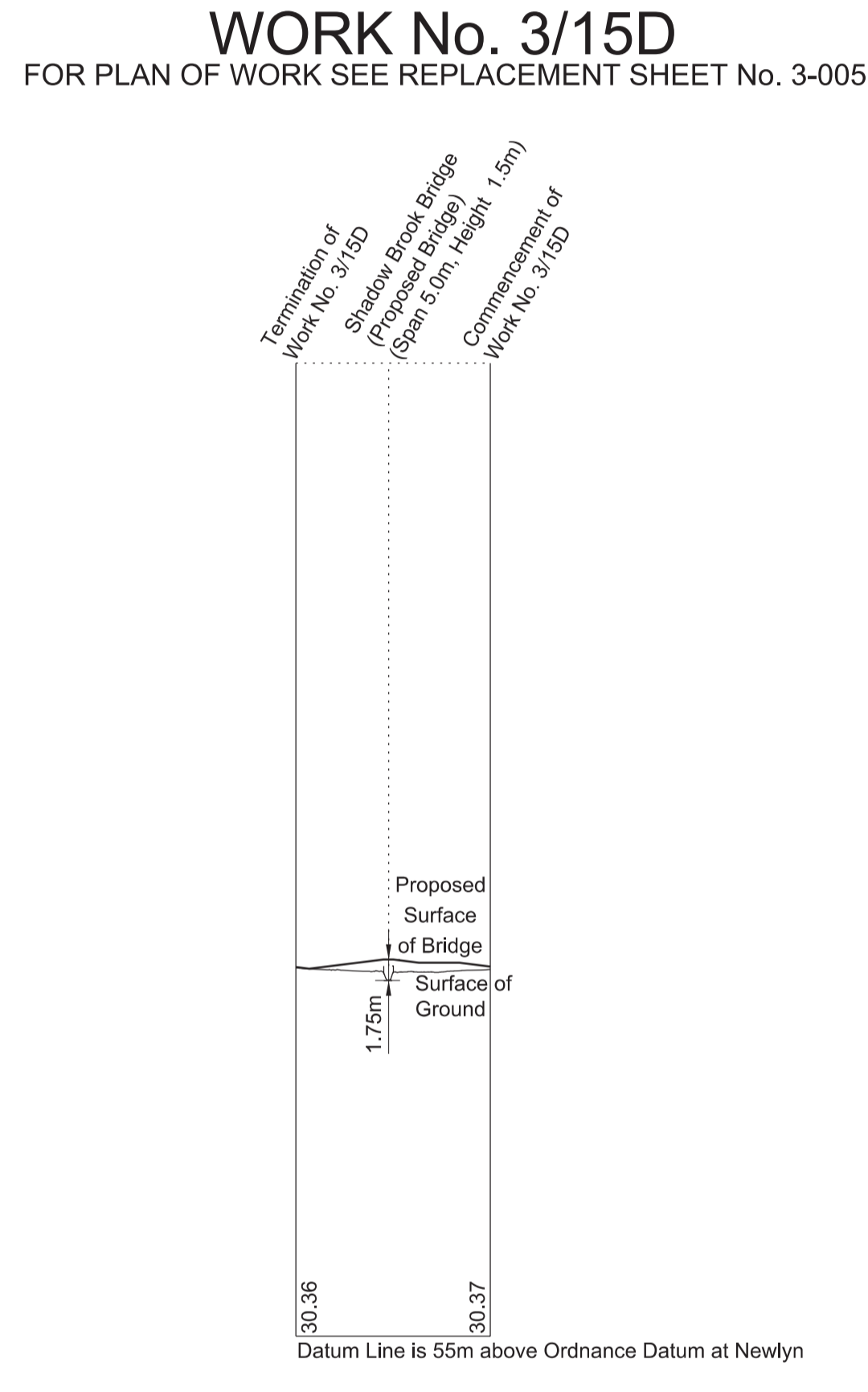
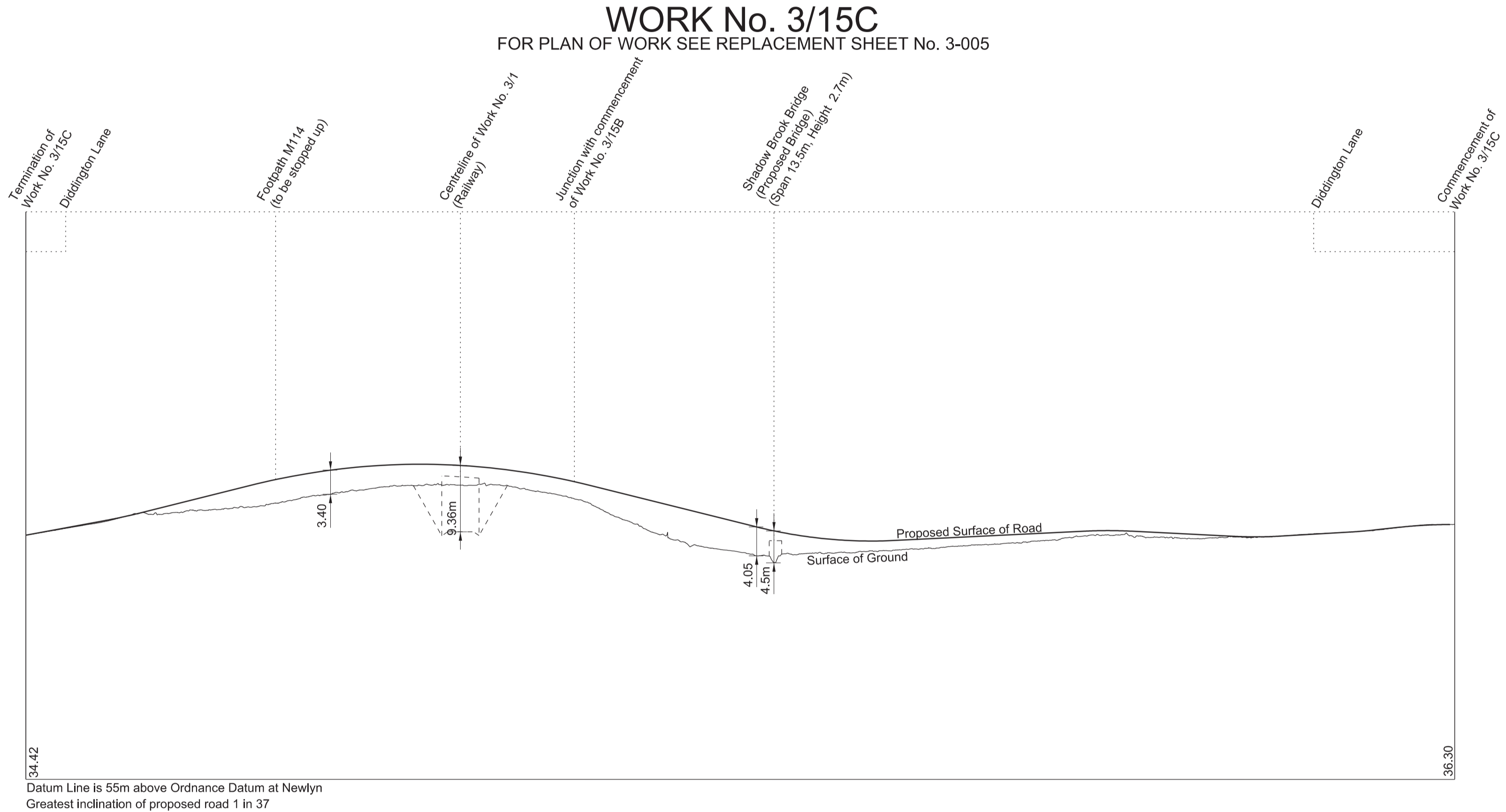
AMENDMENTS TO THIS SHEET  
 ARE AS FOLLOWS :-

Work No. 3/15B amended and extended



# SECTIONS

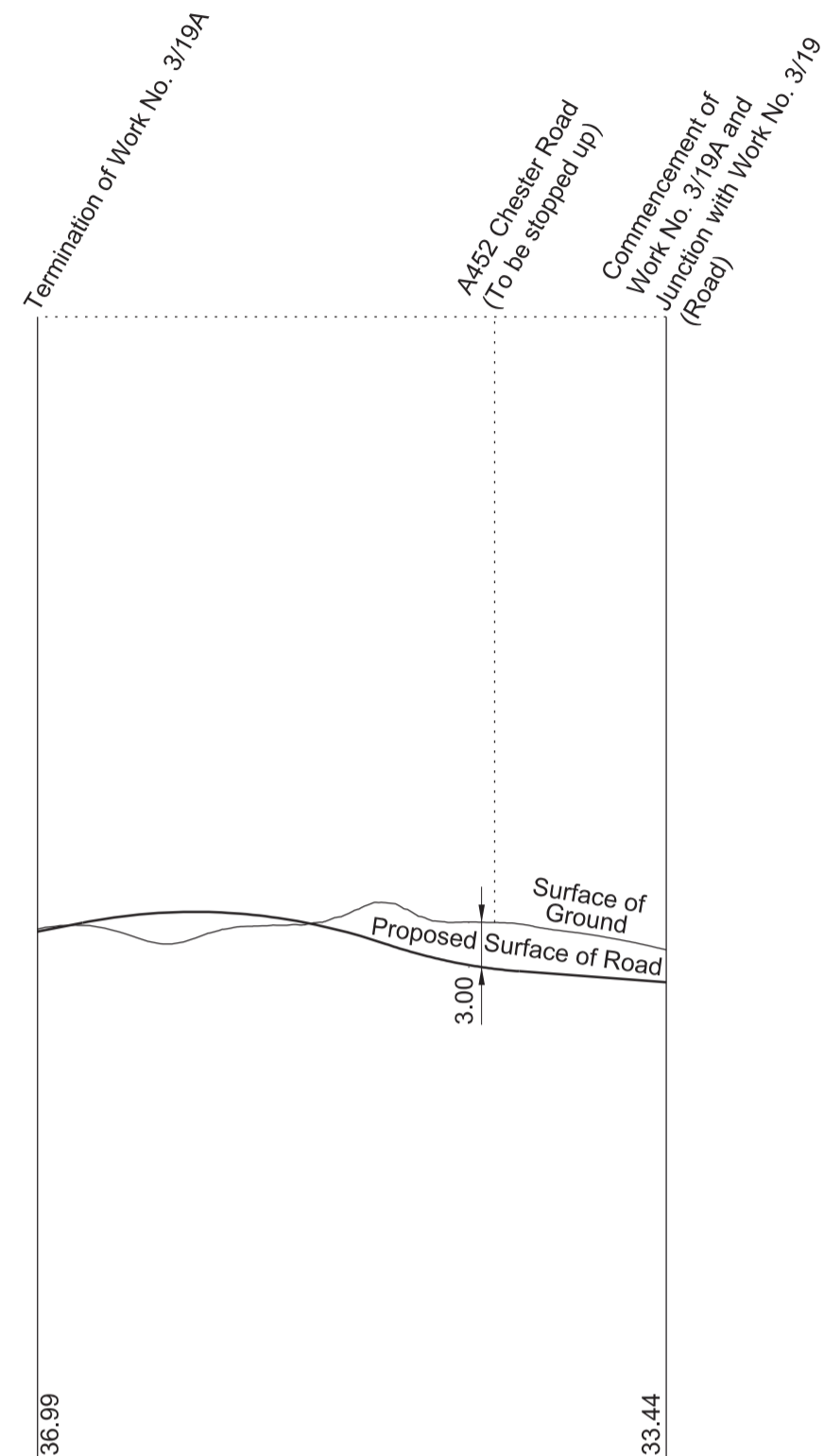
ADDITIONAL SHEET No. 6-010A  
 IN PARLIAMENT - SESSION 2015-16  
 HIGH SPEED RAIL  
 (LONDON - WEST MIDLANDS)  
 ADDITIONAL PROVISION  
 (JULY 2015)  
 Work No. 3/15C (Road)  
 Work No. 3/15D (Bridge)






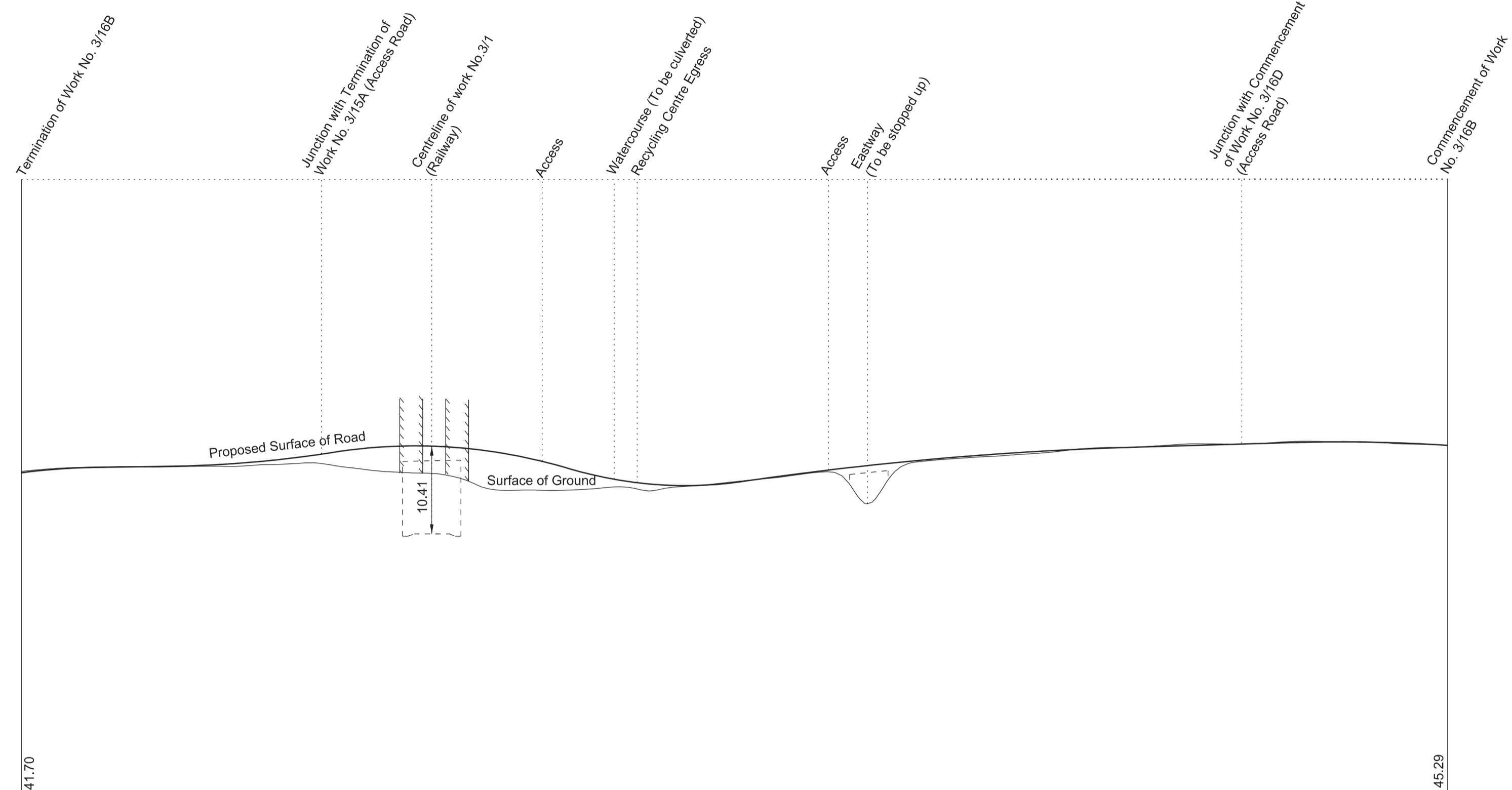
# SECTIONS


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



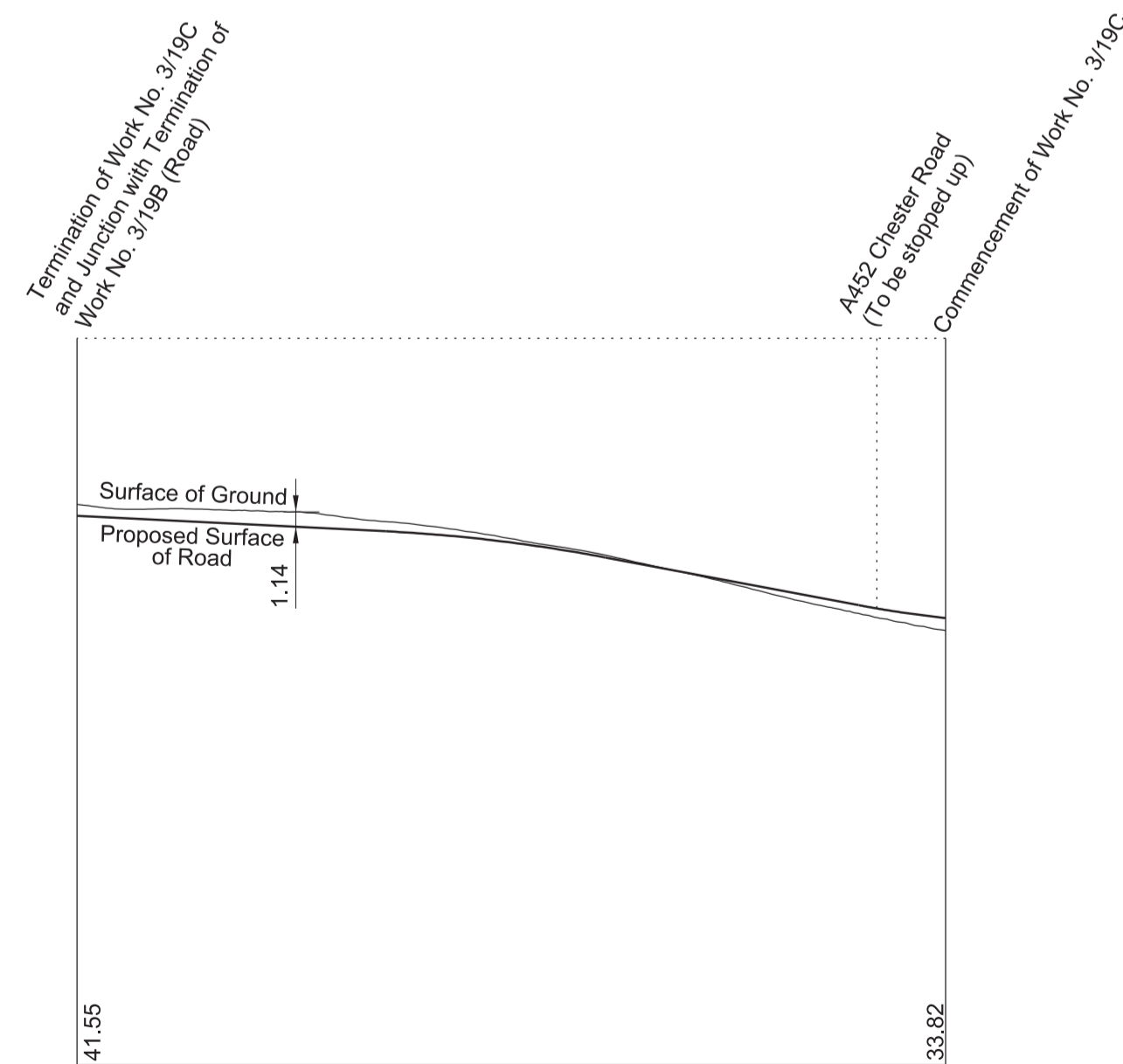
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 18  
 Greatest inclination of existing road 1 in 16  
 Datum Line for Work No 3/19A (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner 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 SHEET No. 3-006 and REPLACEMENT SHEET No. 3-007



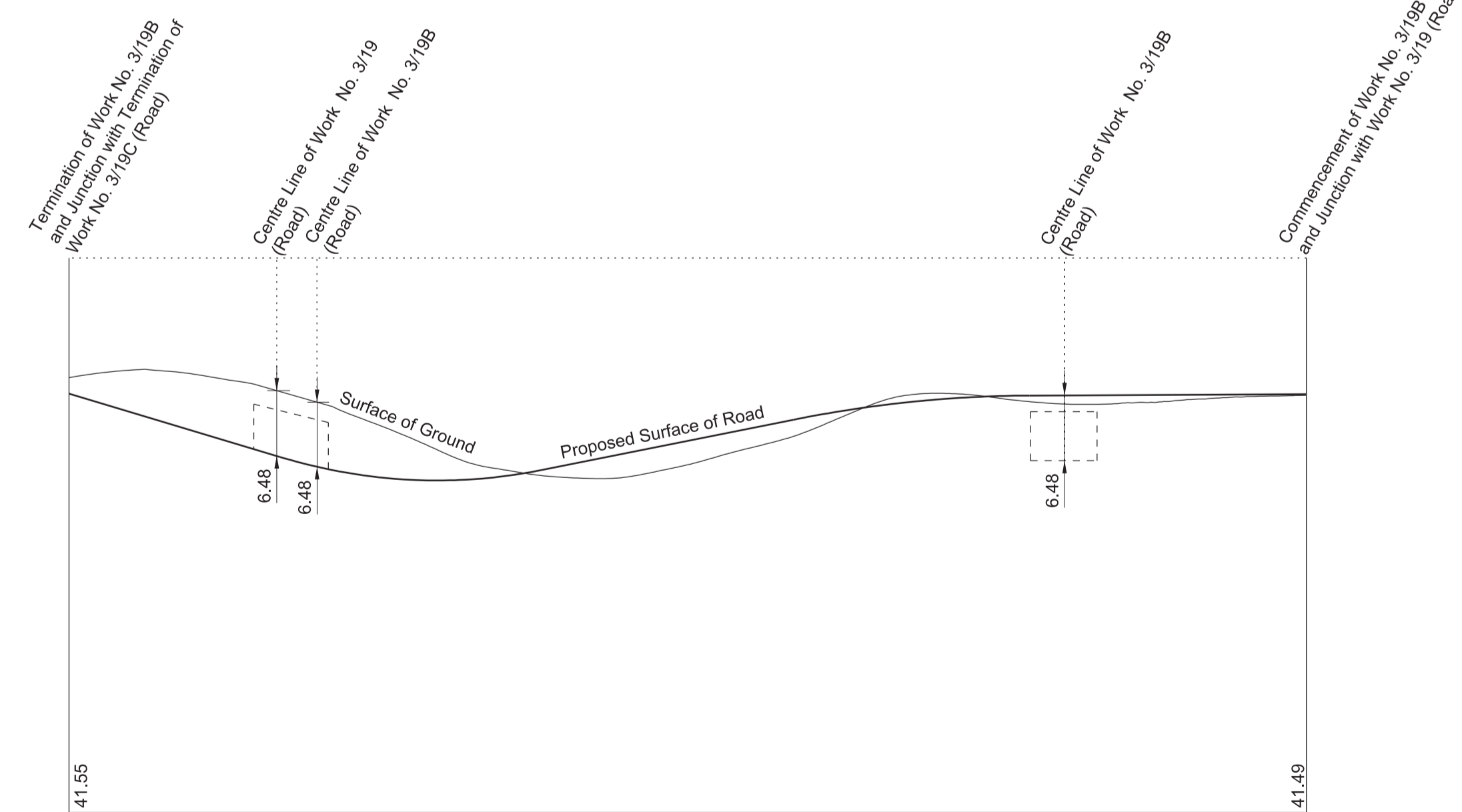
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 22  
 Greatest inclination of existing road 1 in 61  
 Datum Line for Work No 3/16B (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner 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

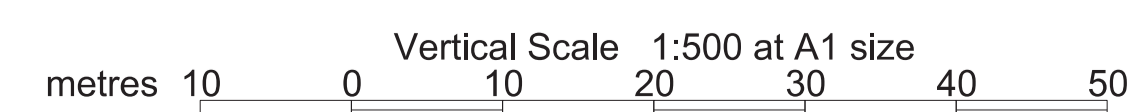
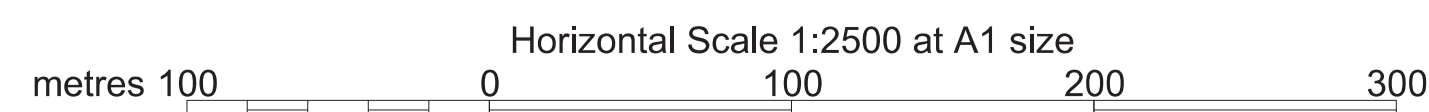


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 25  
 Greatest inclination of existing road N/A  
 Datum Line for Work No 3/19C (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of 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



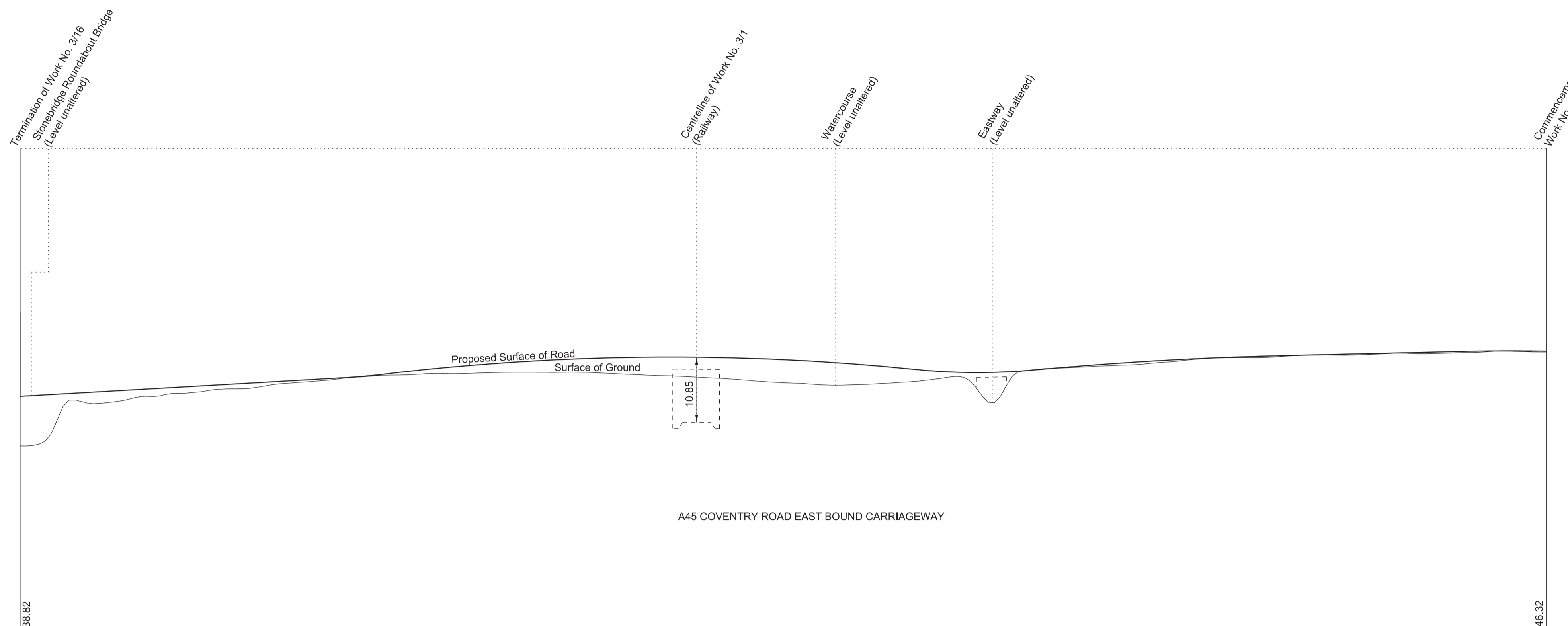
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 16  
 Greatest inclination of existing road N/A  
 Datum Line for Work No 3/19B (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of 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

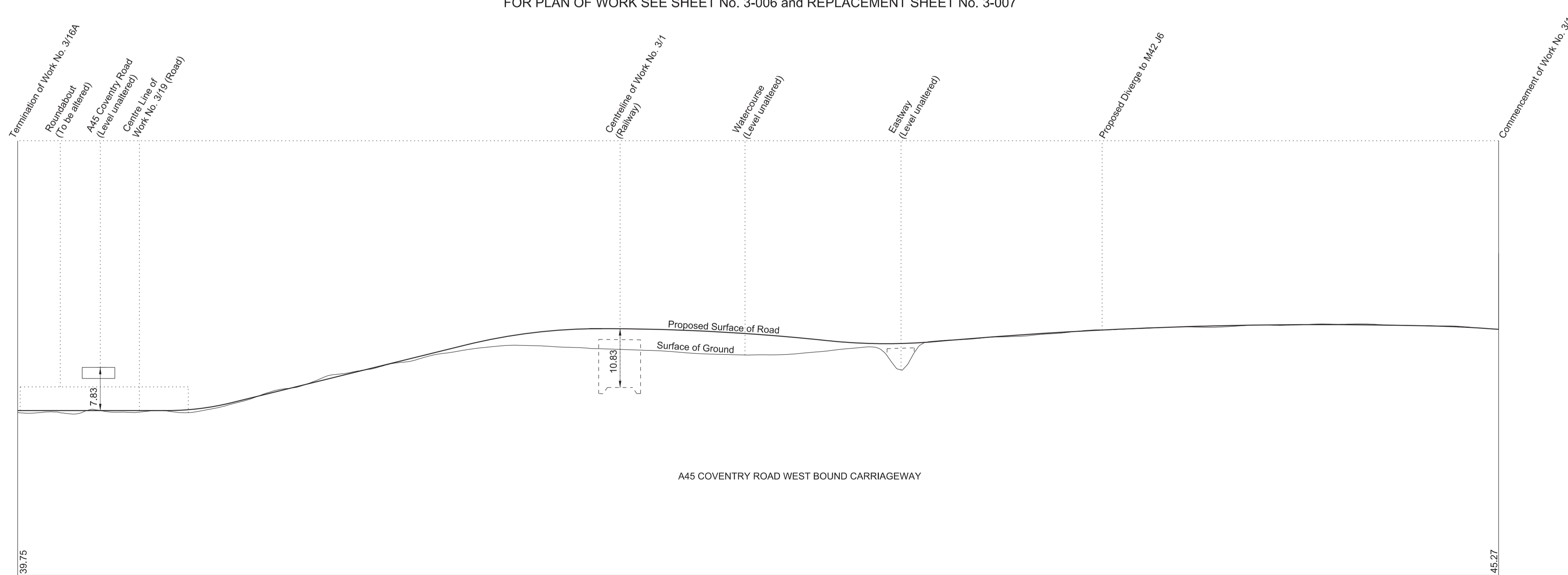
FOR PLAN OF WORK SEE SHEET No. 3-006 and REPLACEMENT SHEET No. 3-007



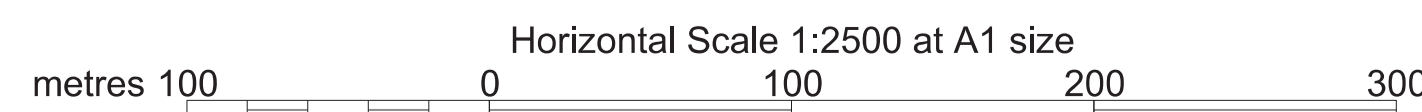
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 61  
 Greatest inclination of existing road 1 in 79  
 Datum Line for Work No 3/16 (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner 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 SHEET No. 3-006 and REPLACEMENT SHEET No. 3-007

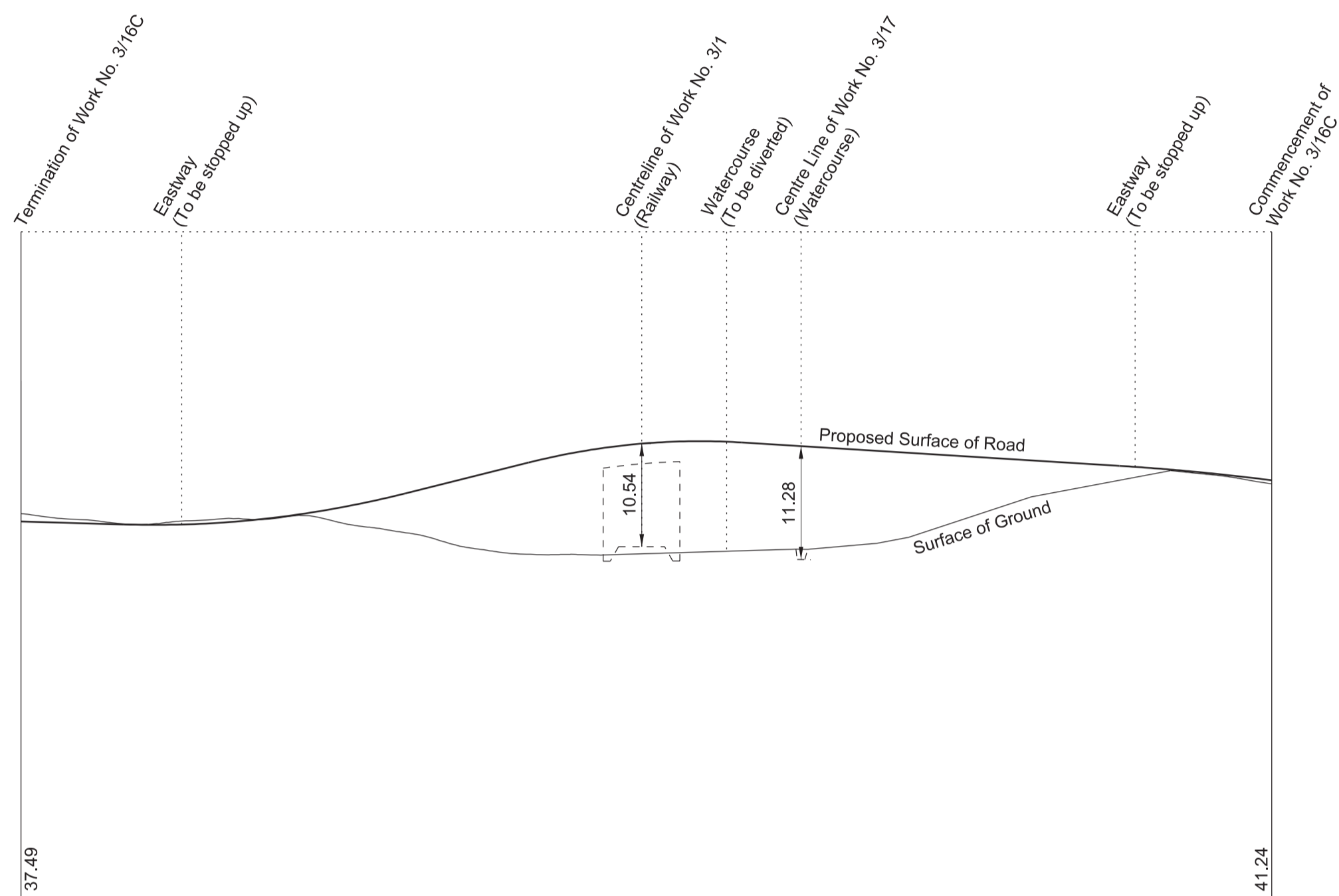


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 25  
 Greatest inclination of existing road 1 in 25  
 Datum Line for Work No 3/16A (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner 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.



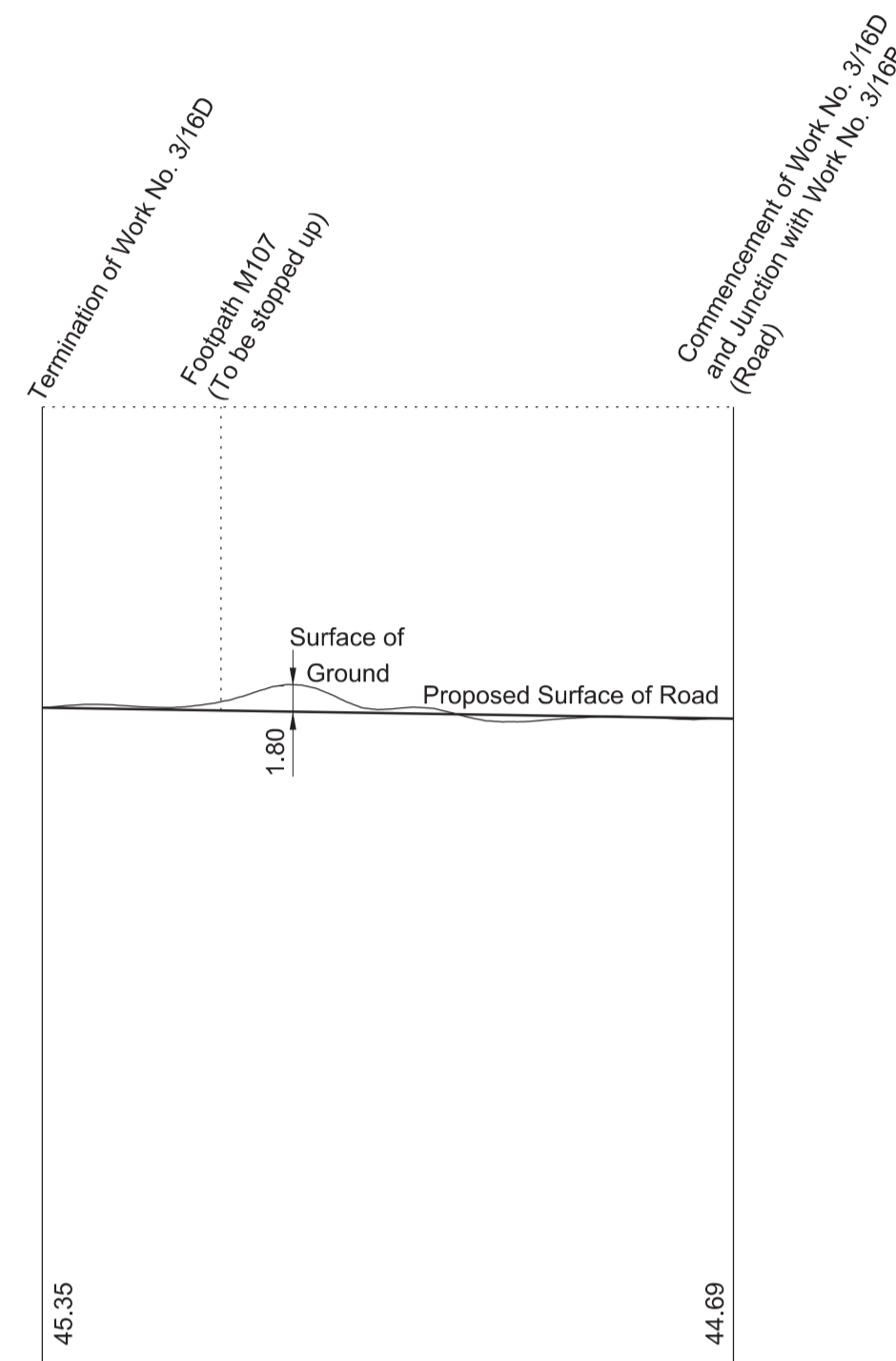
# SECTIONS

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



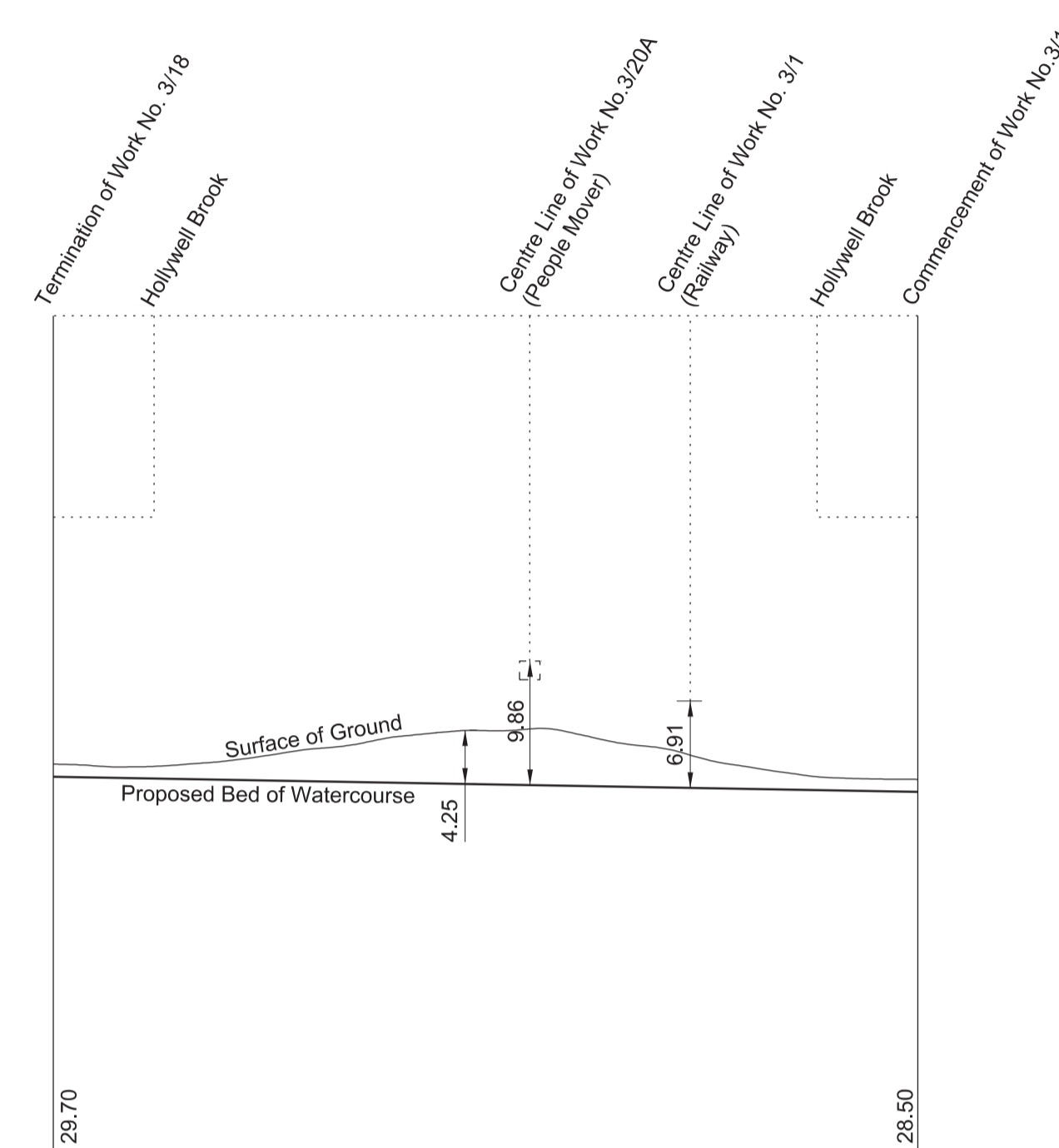
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 20  
 Greatest inclination of existing road 1 in 42  
 Datum Line for Work No 3/16C (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner 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 REPLACEMENT SHEET No. 3-007



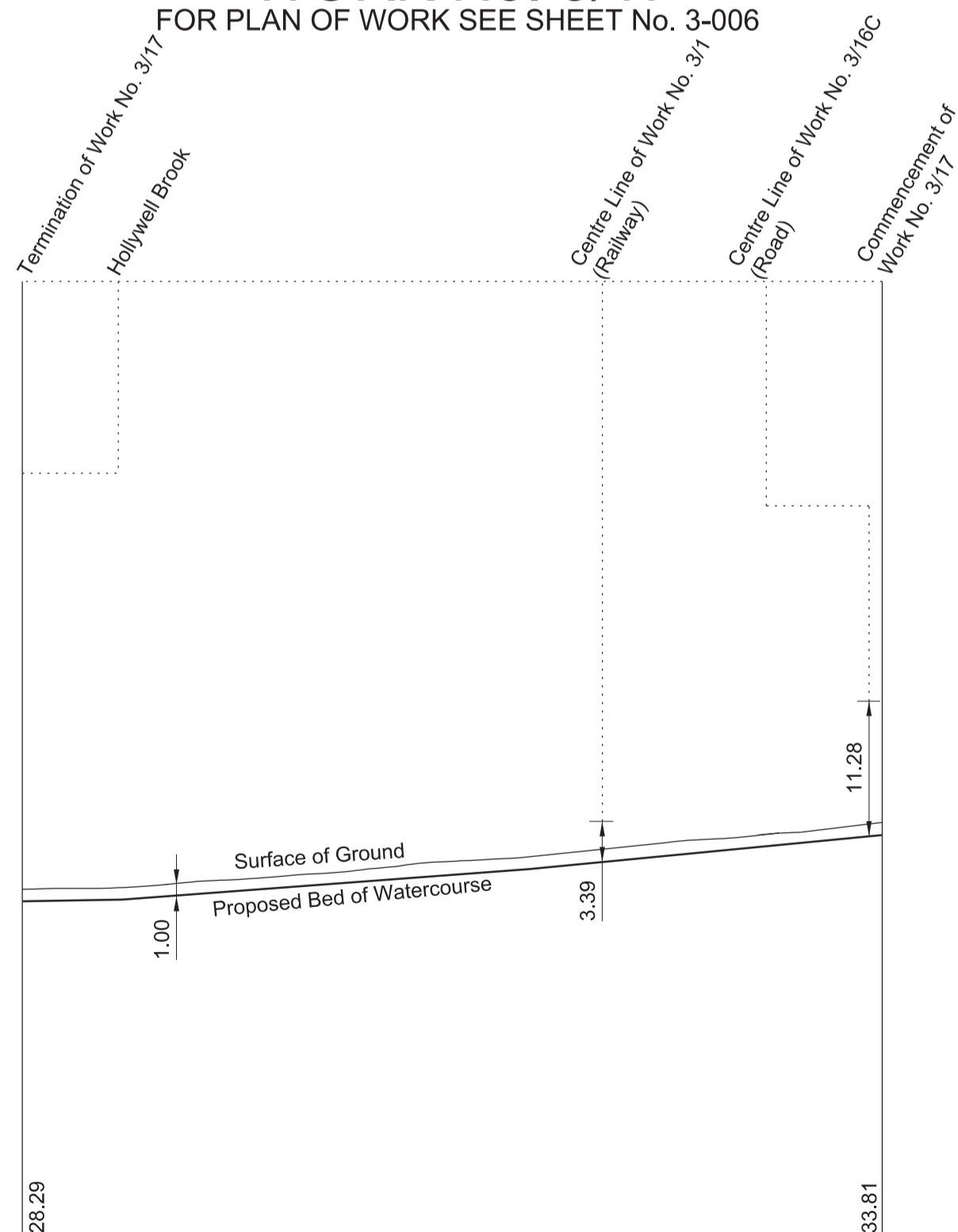
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 83  
 Greatest inclination of existing road N/A  
 Datum Line for Work No 3/16D (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at the 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



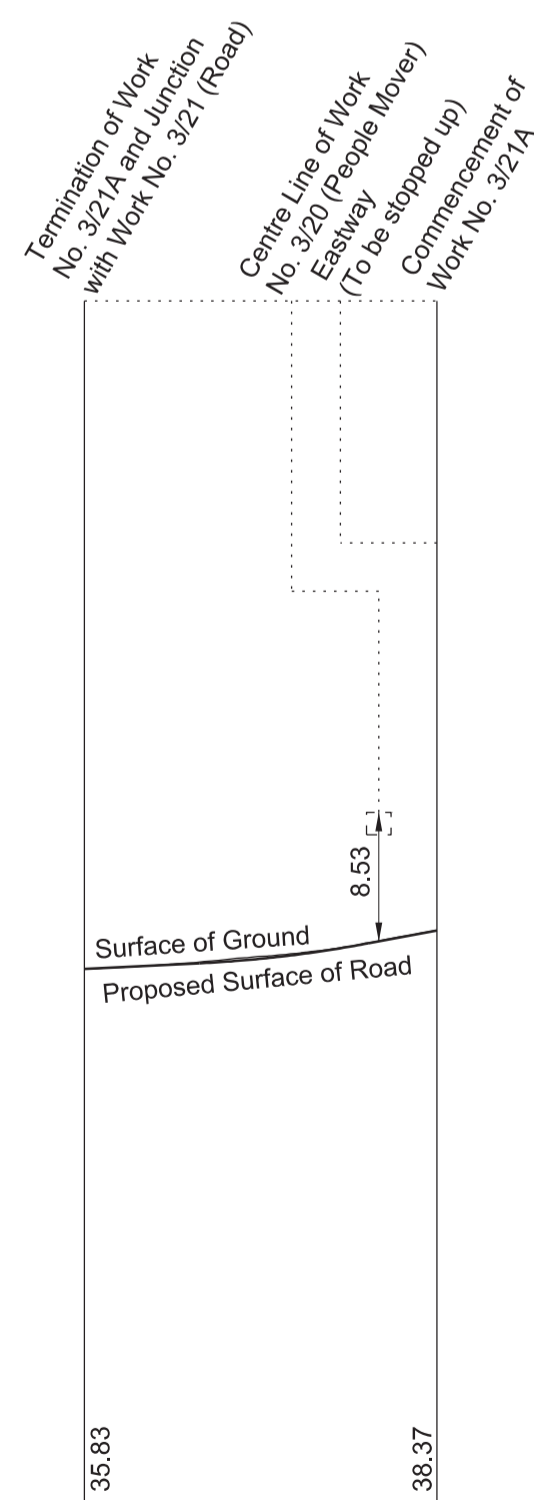
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/18 (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus ▲ on plan (Sheet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



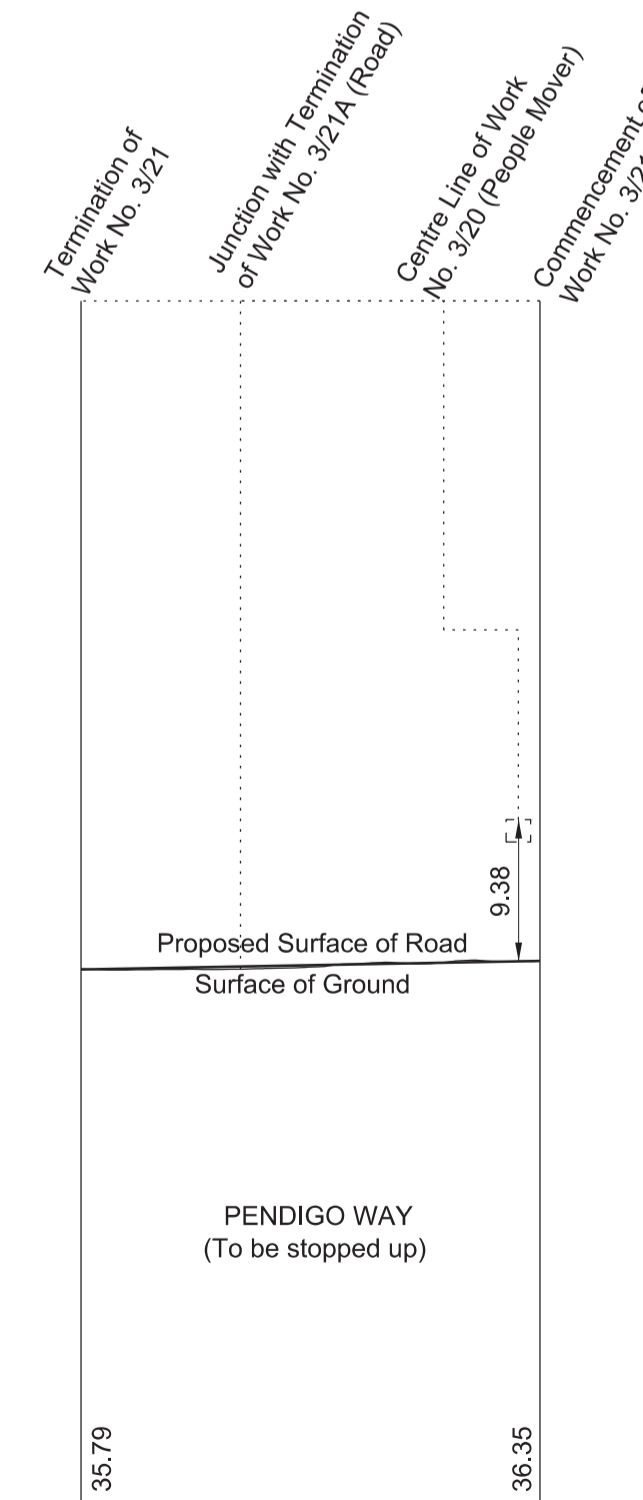
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/17 (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus ▲ on plan (Sheet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

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

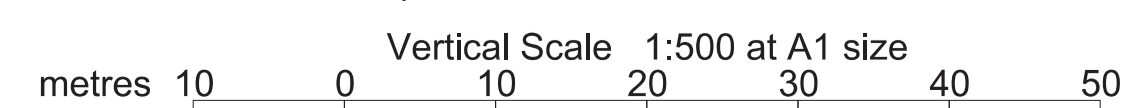
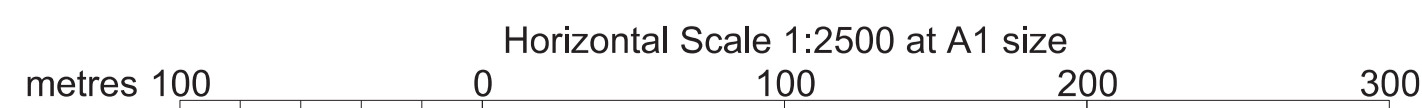


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 27  
 Greatest inclination of existing road 1 in 27  
 Datum Line for Work No 3/21A (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at 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 REPLACEMENT 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.



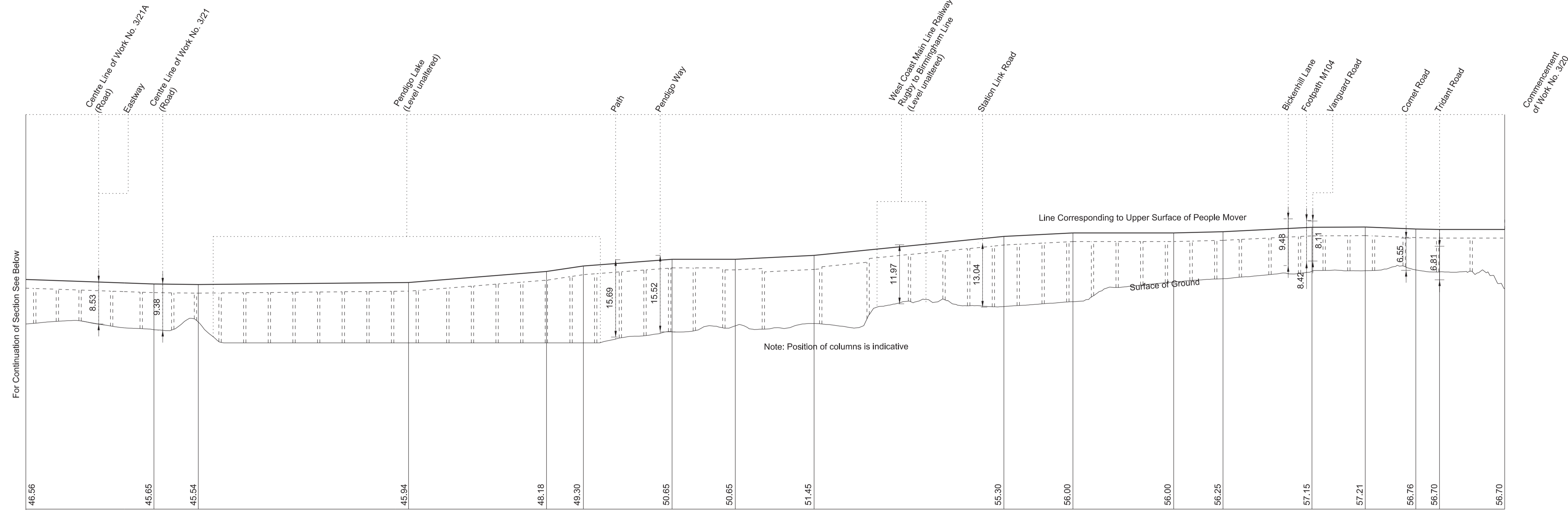


# SECTIONS

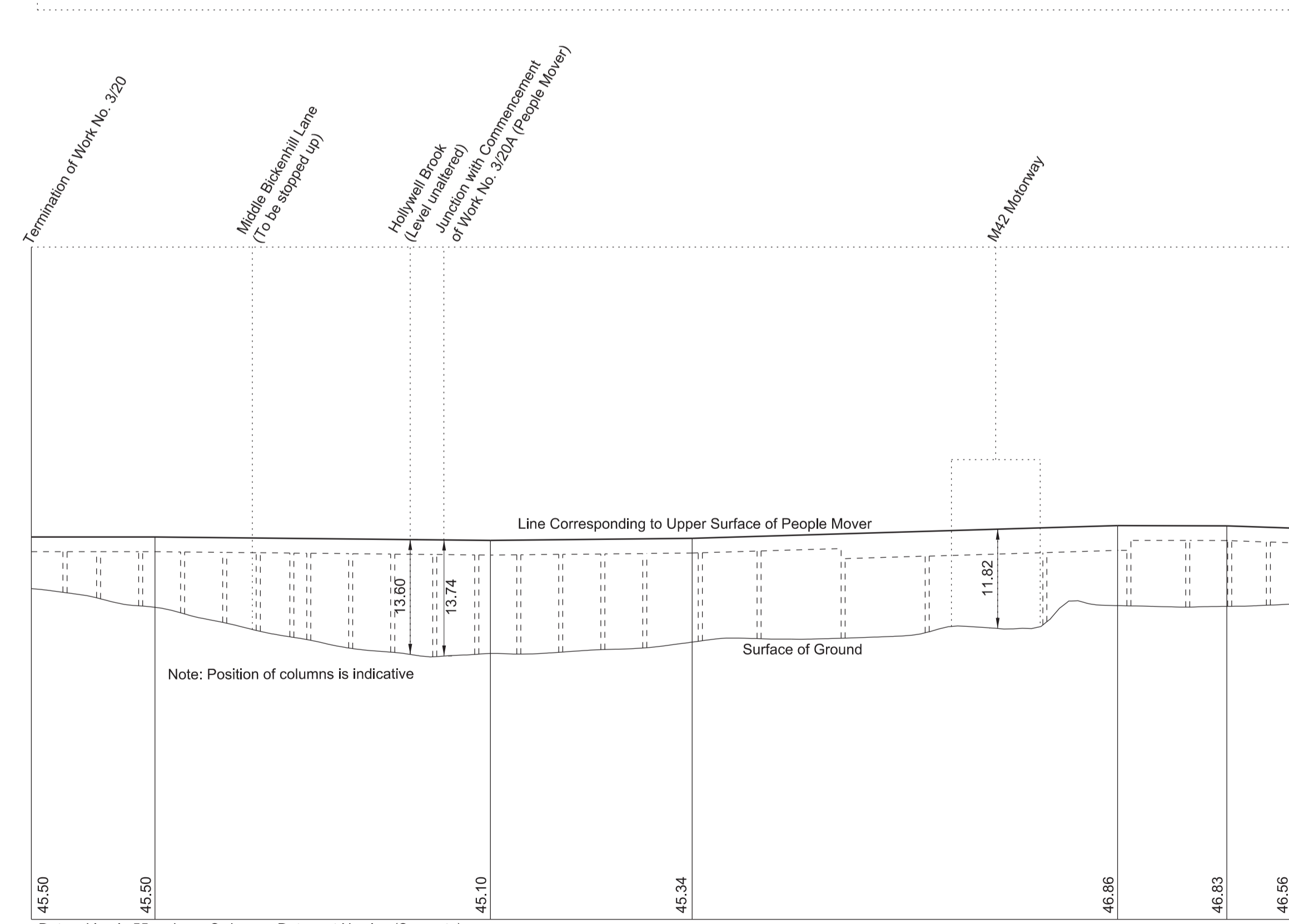
## WORK No. 3/20

FOR PLAN OF WORK SEE SHEET No. 3-006 and REPLACEMENT SHEETS 3-007 and 3-008

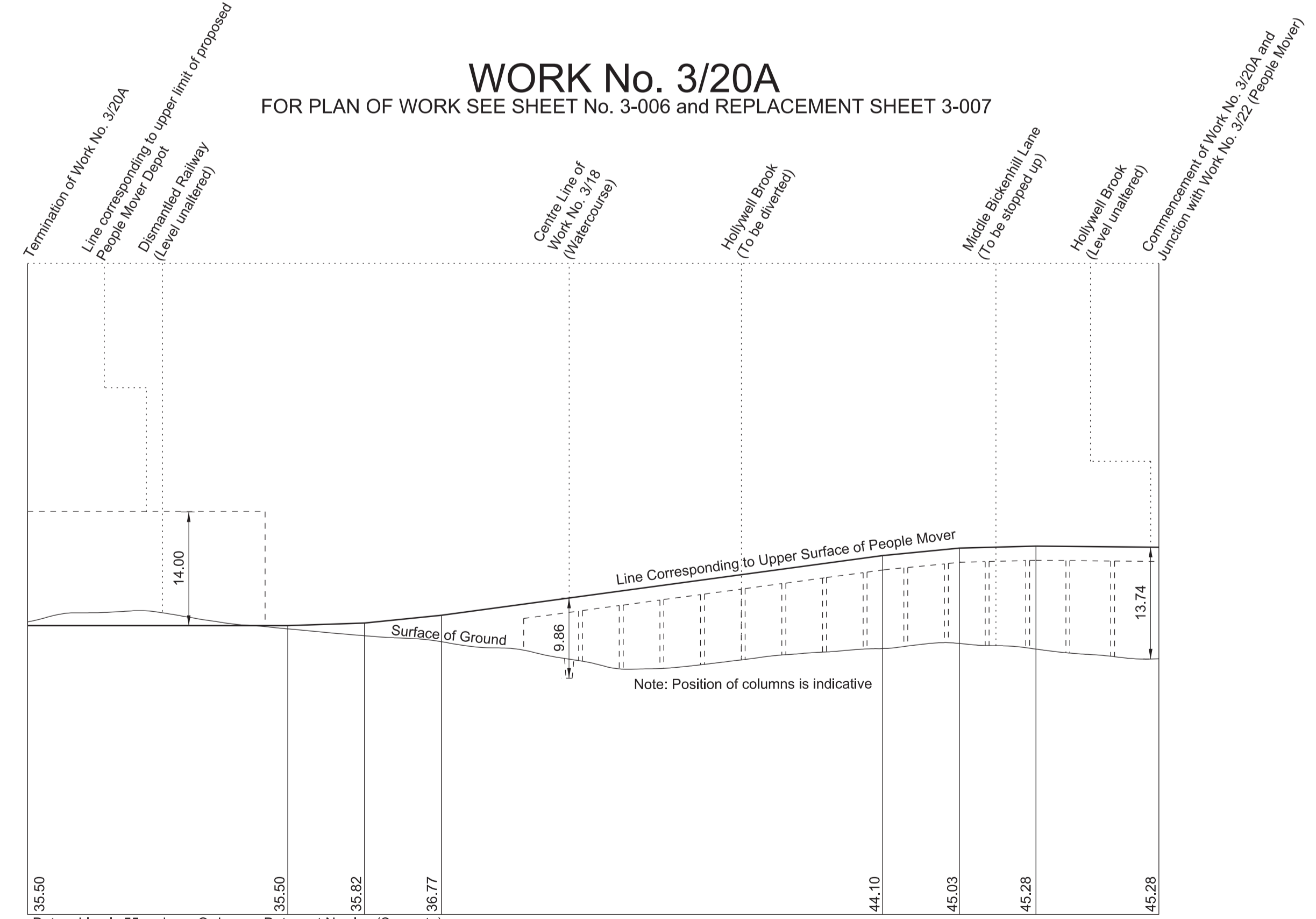
REPLACEMENT SHEET No. 6-014  
 IN PARLIAMENT - SESSION 2015-16  
 HIGH SPEED RAIL  
 (LONDON - WEST MIDLANDS)  
 ADDITIONAL PROVISION  
 (DECEMBER 2015)  
 Works Nos. 3/20, 3/20A (People Movers)



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.

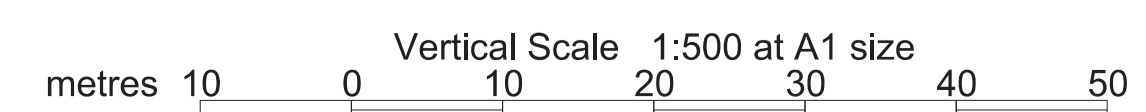
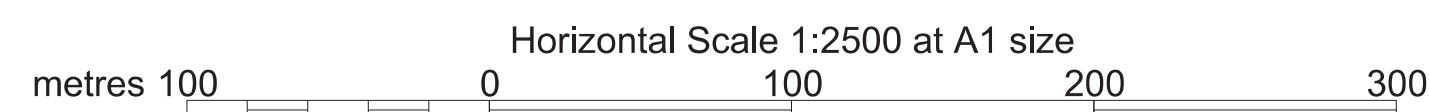


Datum Line is 55m above Ordnance Datum at Newlyn (See note)



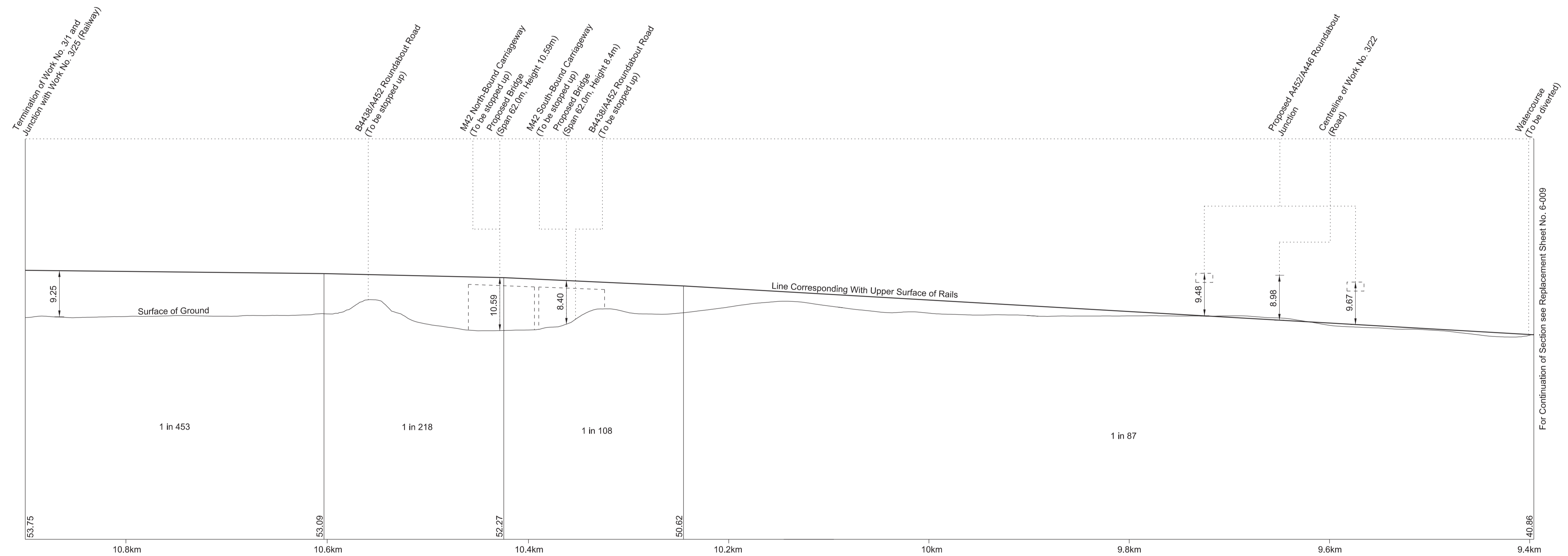
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/20A (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at the junction with Eastway, and marked thus on plan (Sheet No 3-007). Such fixed point being 94.61m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

AMENDMENTS TO THIS SHEET ARE AS FOLLOWS :-  
 Work No. 3/20 amended and extended




# SECTIONS

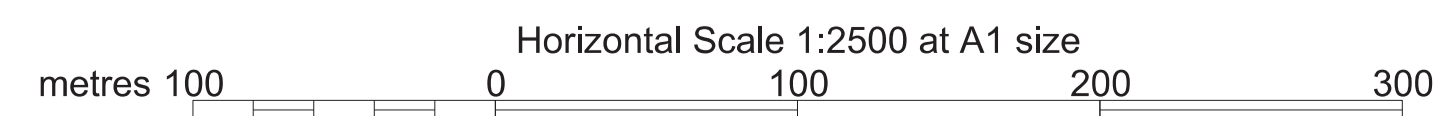
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-009



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.

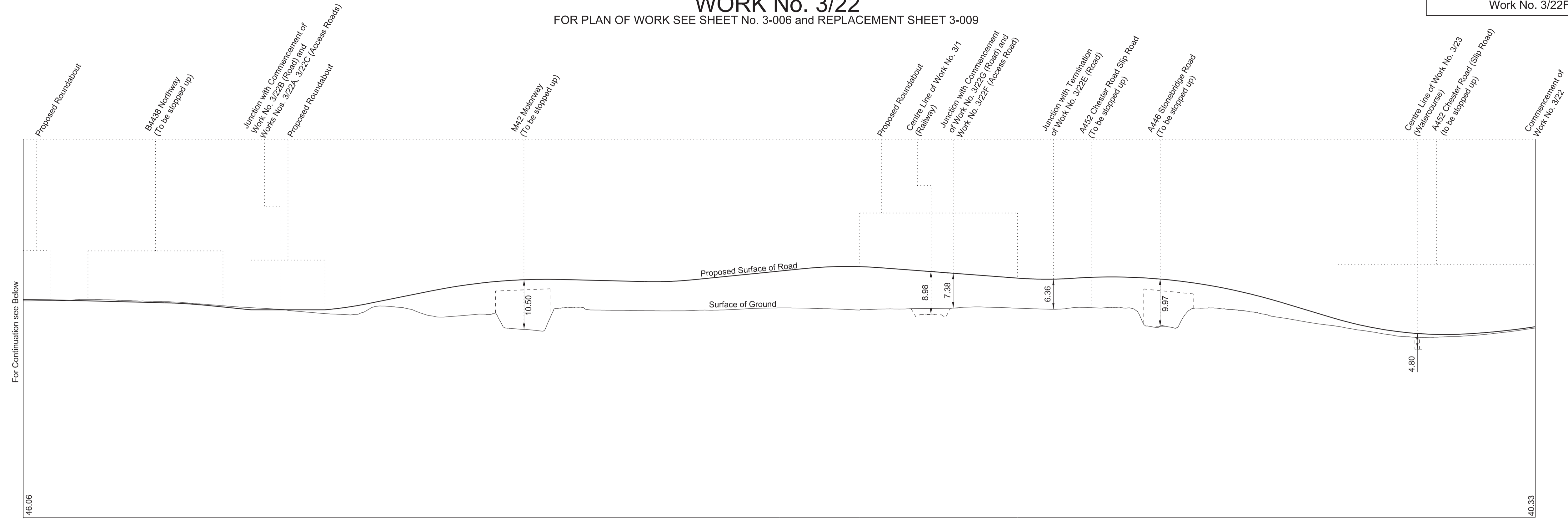
For Continuation of Section see Replacement Sheet No. 6-009




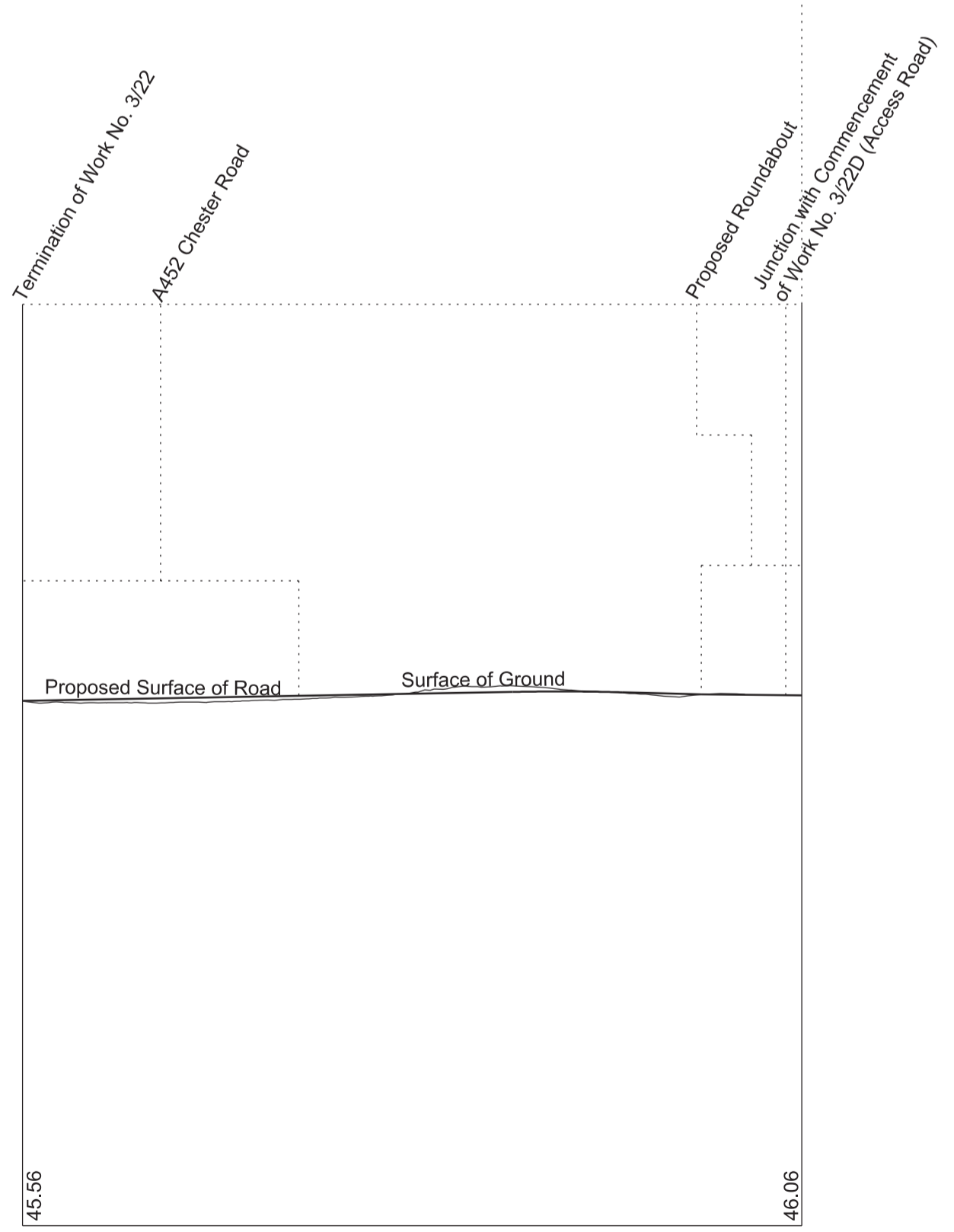
# SECTIONS

## WORK No. 3/22

FOR PLAN OF WORK SEE SHEET No. 3-006 and REPLACEMENT SHEET 3-009



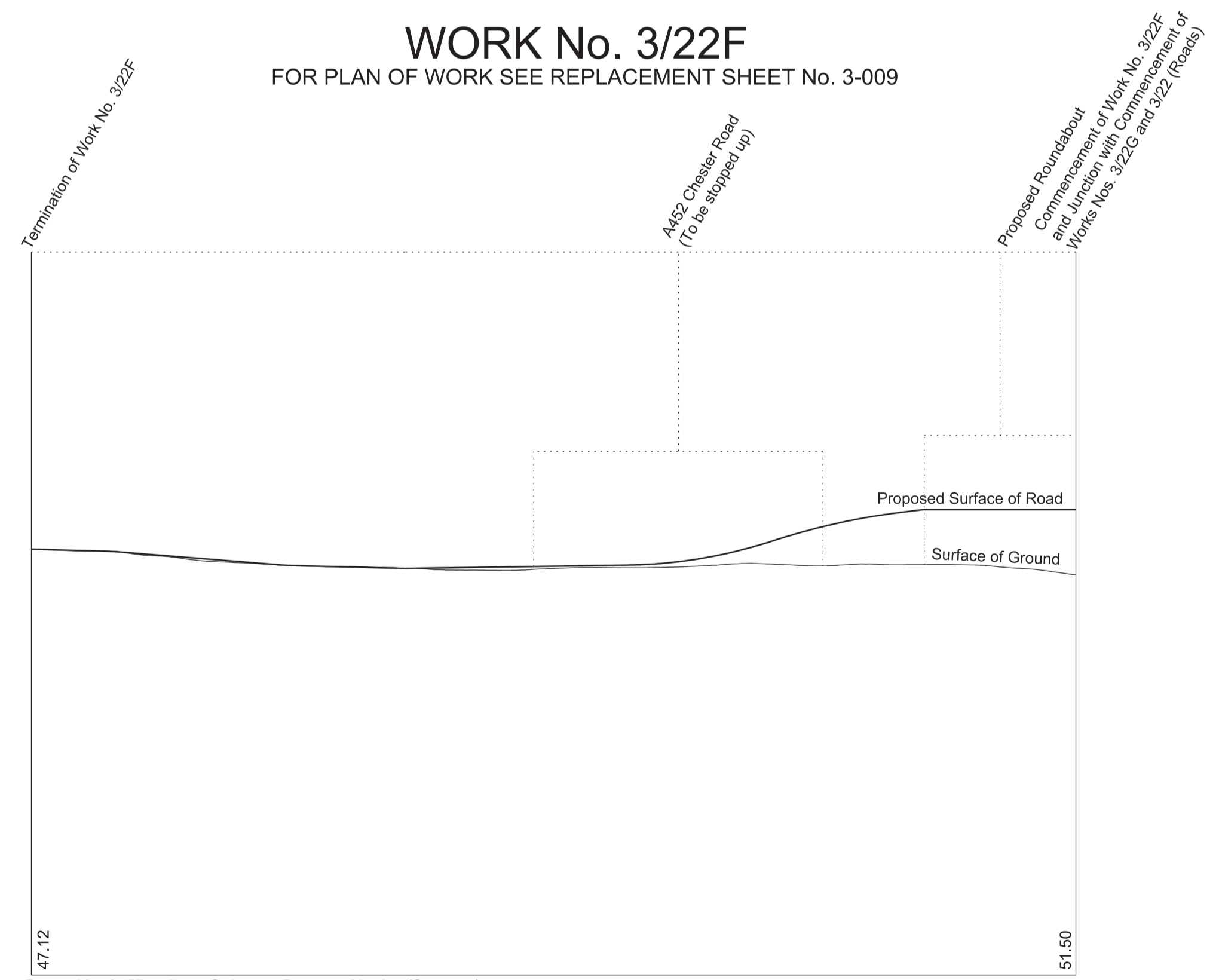
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 17  
 Greatest inclination of existing road 1 in 26  
 Datum Line for Work No 3/22 (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane 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.




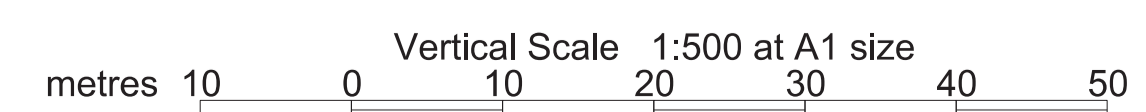
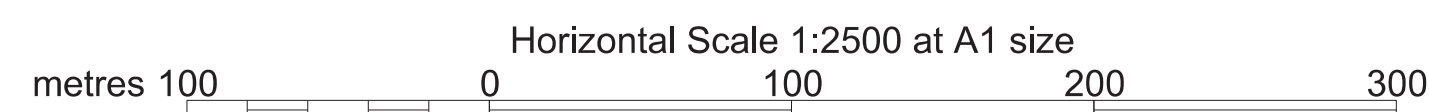
Datum Line is 55m above Ordnance Datum at Newlyn (See note)

## WORK No. 3/22F

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-009



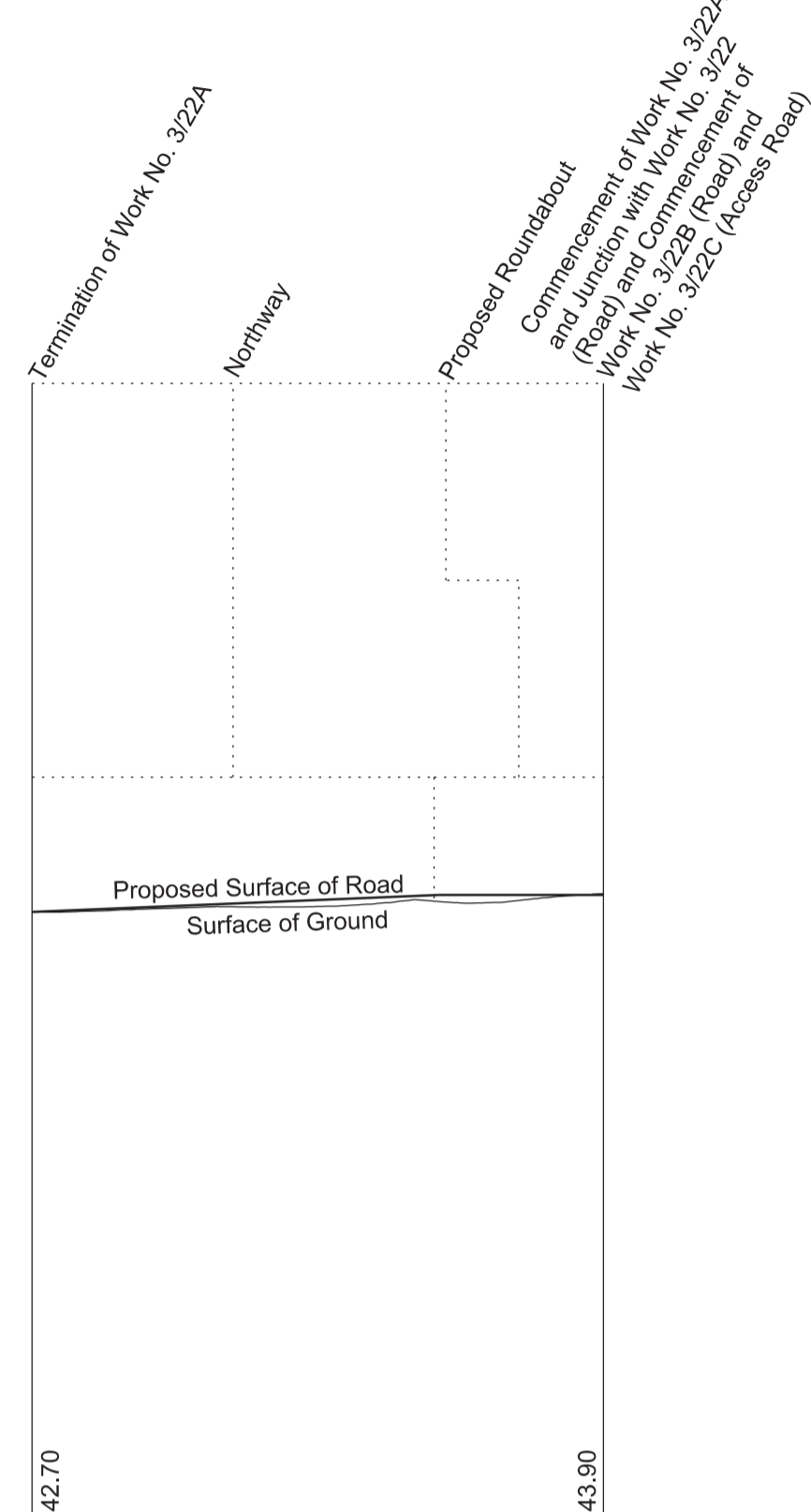
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 24  
 Greatest inclination of existing road 1 in N/A  
 Datum Line for Work No 3/22F (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane 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.






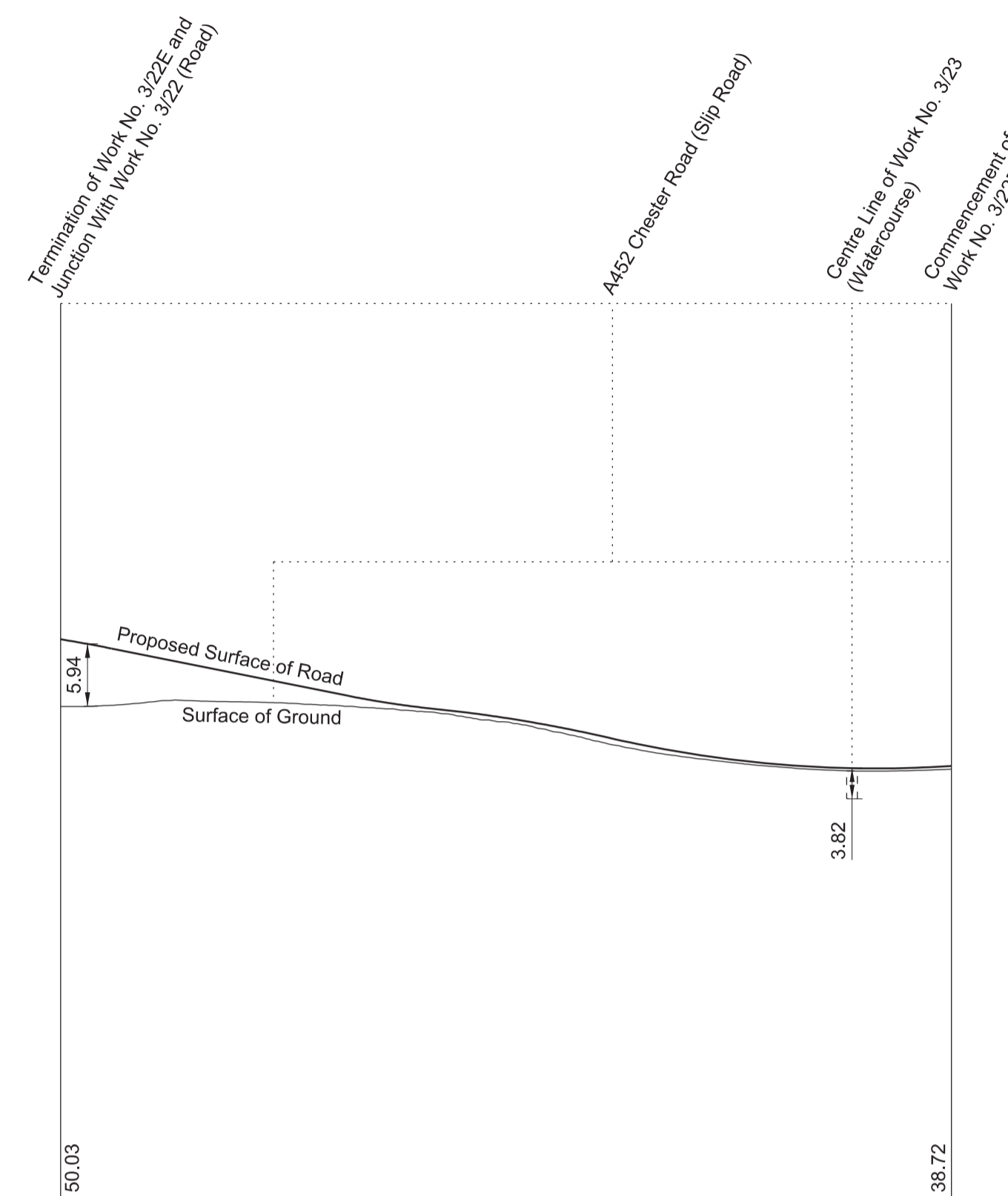
# SECTIONS


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



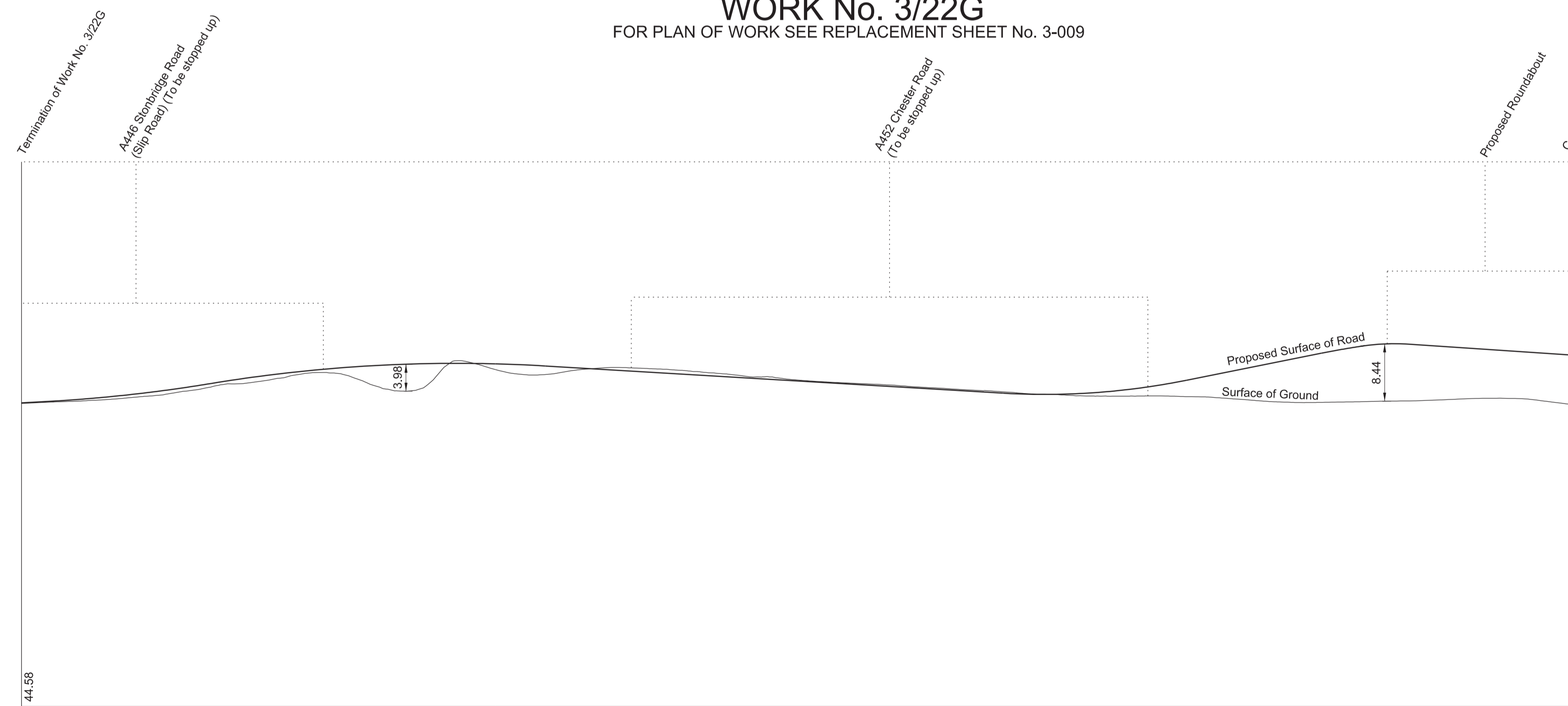
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 120  
 Greatest inclination of existing road 1 in 120  
 Datum Line for Work No 3/22A (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane 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 SHEET No. 3-006 and REPLACEMENT SHEET No. 3-007

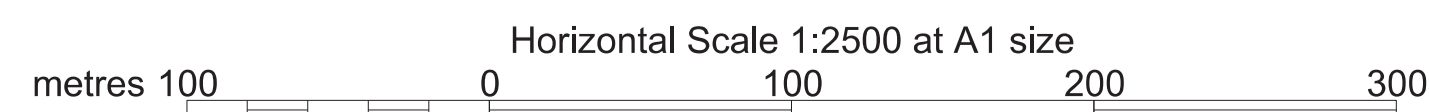


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 25  
 Greatest inclination of existing road 1 in 25  
 Datum Line for Work No 3/22E (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner 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 REPLACEMENT SHEET No. 3-009



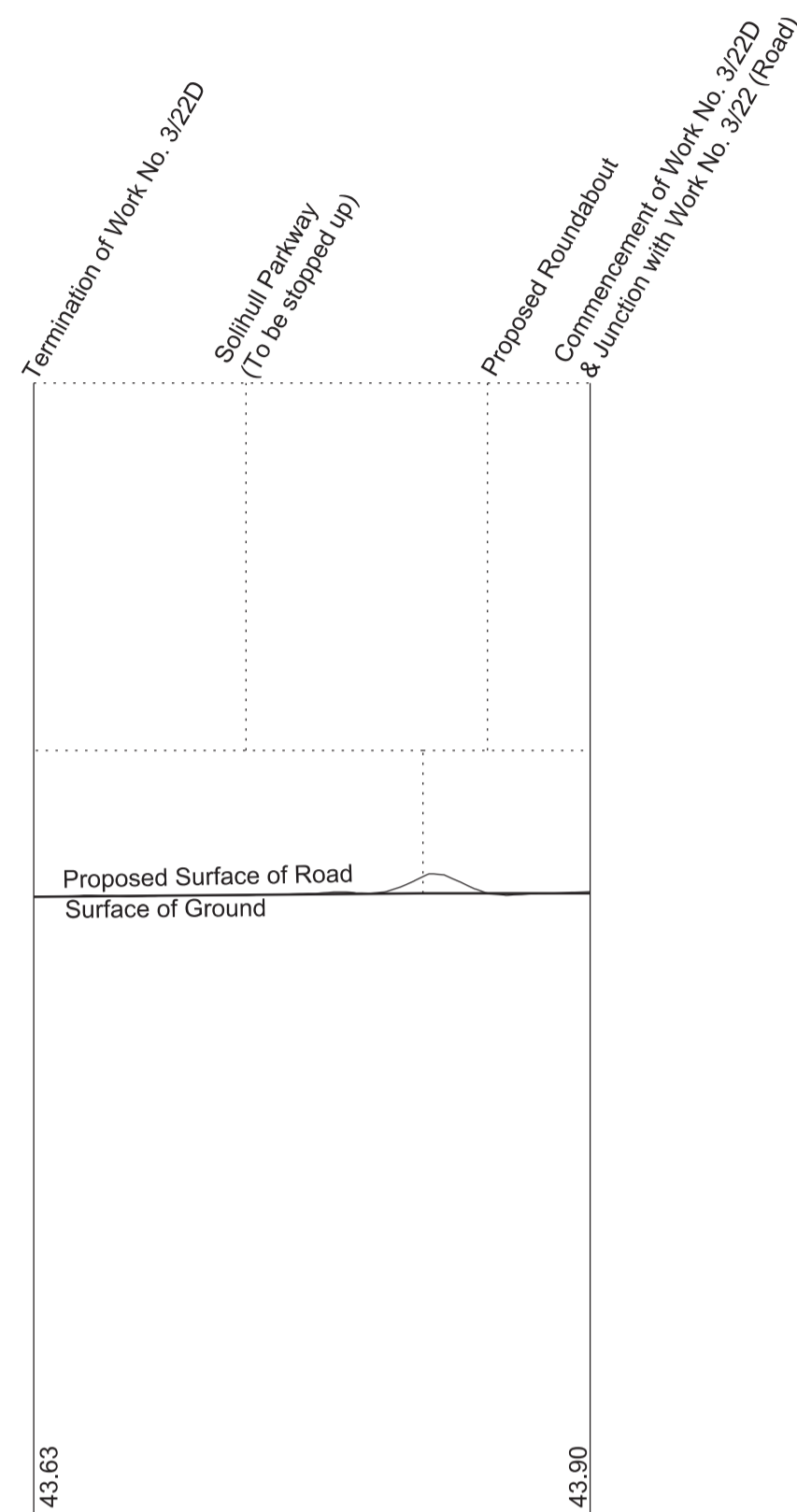
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 28  
 Greatest inclination of existing road 1 in 27  
 Datum Line for Work No 3/22G (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane 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

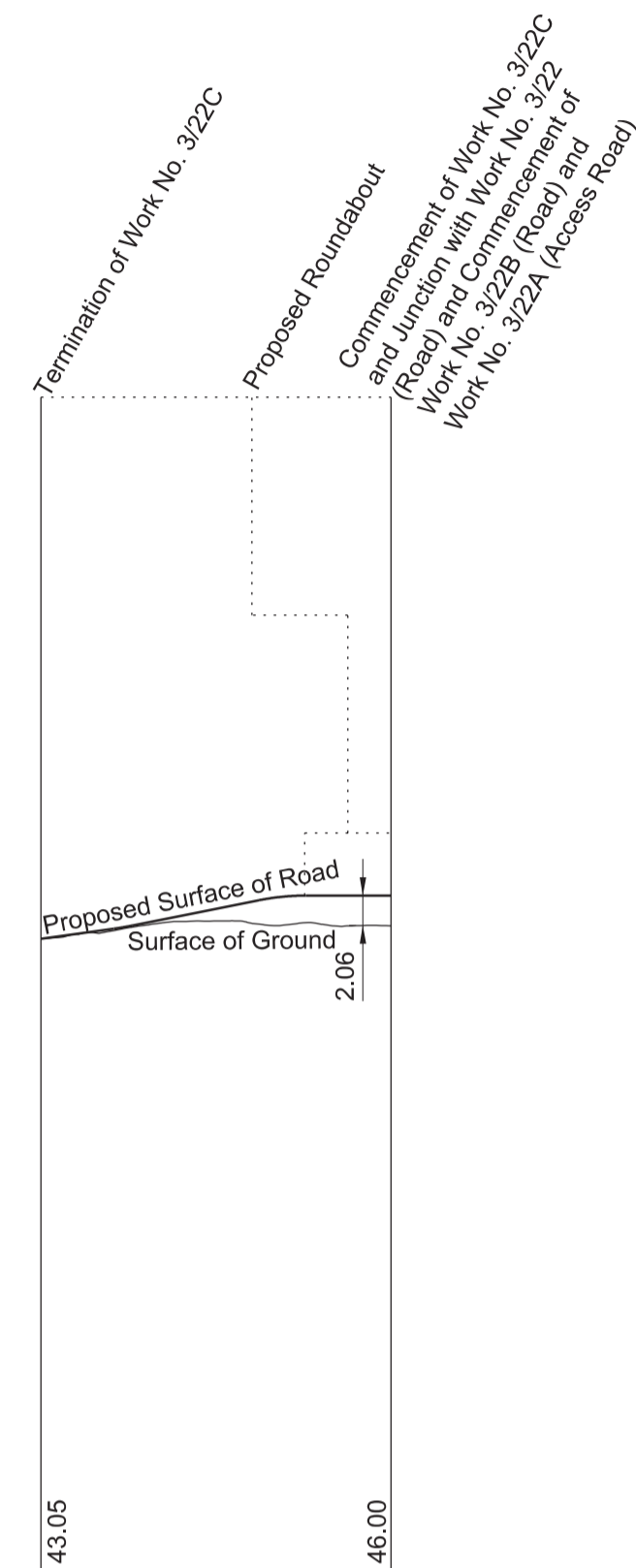
IN PARLIAMENT - SESSION 2013-14  
 HIGH SPEED RAIL  
 (LONDON - WEST MIDLANDS)  
 Works Nos. 3/22C, 3/22D (Access Roads)  
 Work No. 3/22B (Road Widening)  
 Work No. 3/23 (Watercourse)  
 Work No. 3/24 (Bridge Widening)  
 Works Nos. 3/24A, 3/24B (Highway Widening)

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



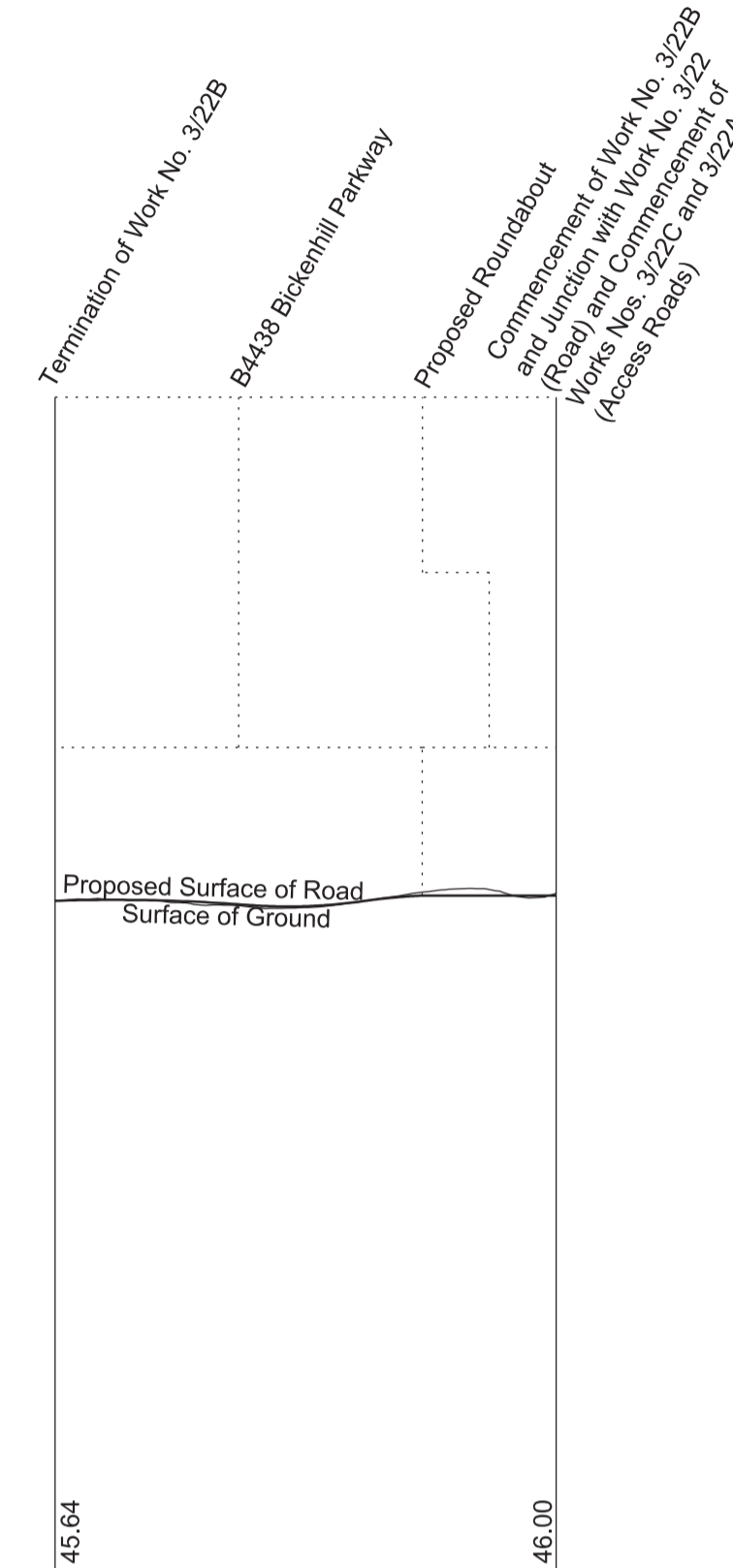
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 510  
 Greatest inclination of existing road 1 in 510  
 Datum Line for Work No 3/22D (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane 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 REPLACEMENT SHEET No. 3-009



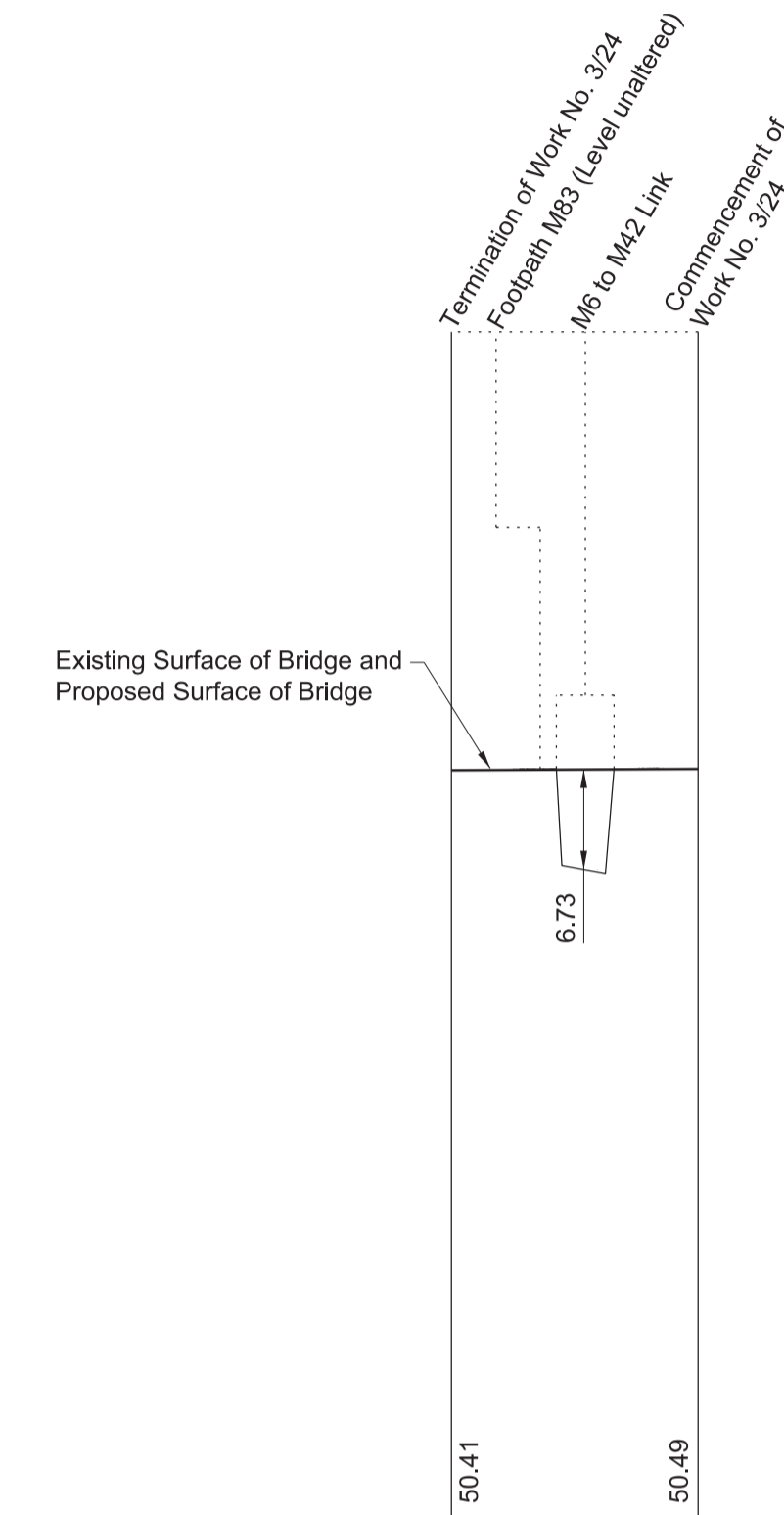
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 25  
 Greatest inclination of existing road 1 in 85  
 Datum Line for Work No 3/22C (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane 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 REPLACEMENT SHEET No. 3-009



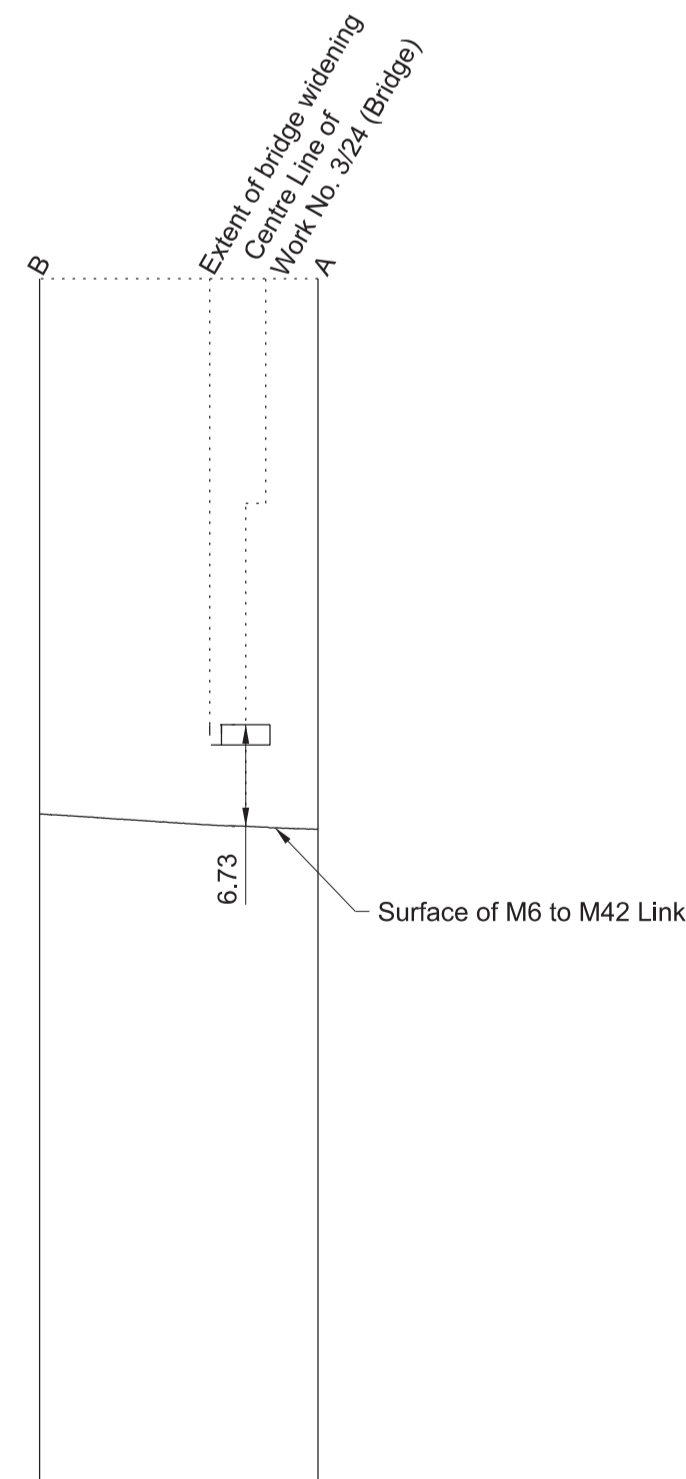
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Greatest inclination of proposed road 1 in 62  
 Greatest inclination of existing road 1 in 62  
 Datum Line for Work No 3/22B (55 metres above Ordnance Datum) is 43.86m below the fixed point being a gully on the segregated left turn lane 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



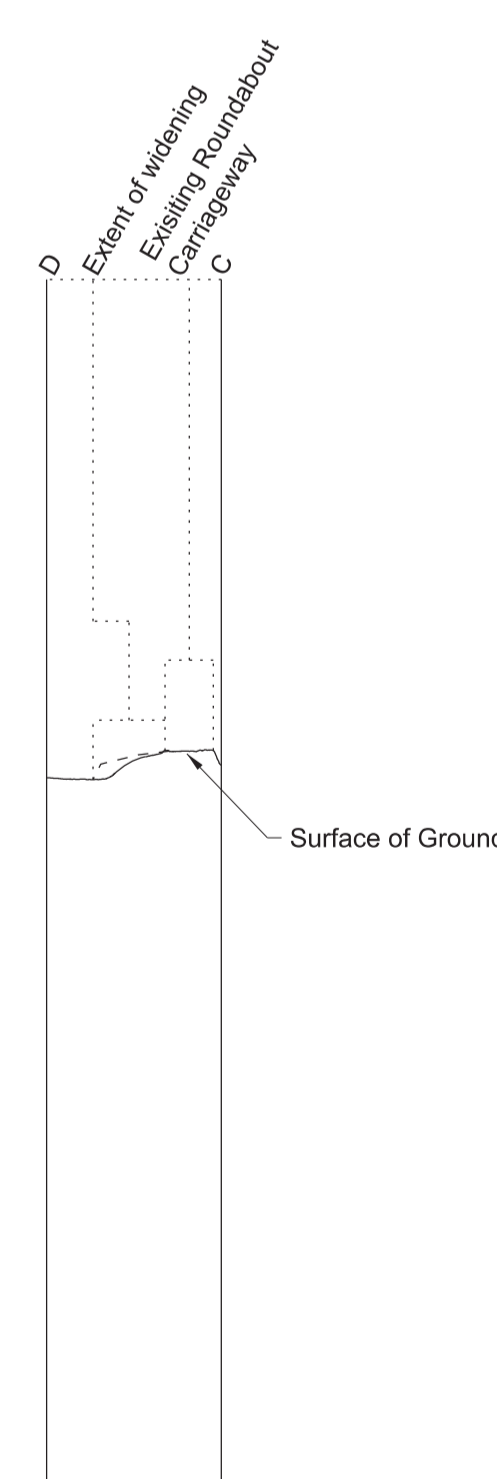
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/24 (55 metres above Ordnance Datum) is 43.37m below the fixed point being a BT inspection cover on Coleshill Heath Road, at the entrance to the Area 9 Maintenance Compound, and marked thus  $\blacktriangle$  on plan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

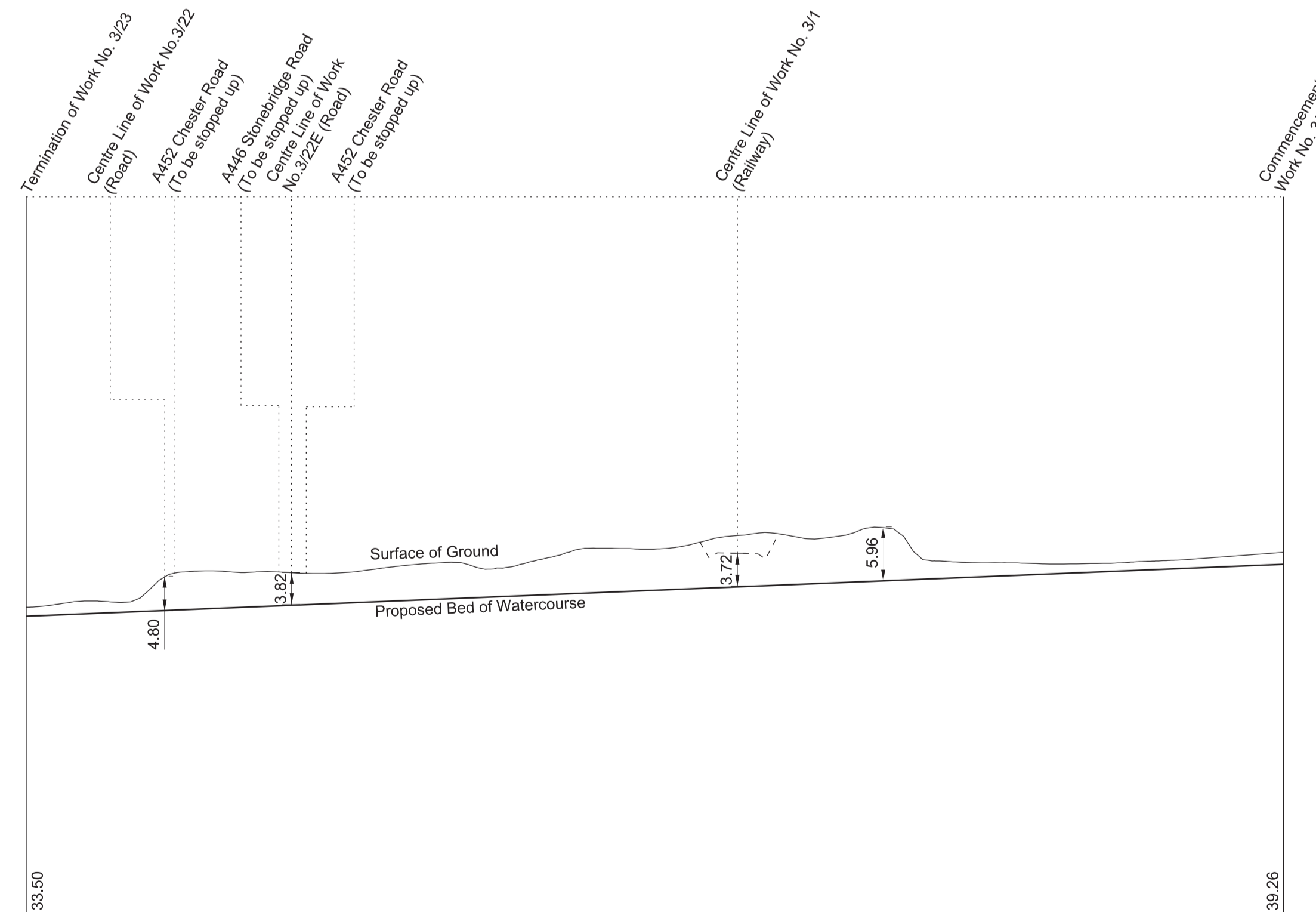
**WORK No. 3/24B**  
 FOR PLAN SEE SHEET No. 3-010  
 SECTION ALONG LINE D-C



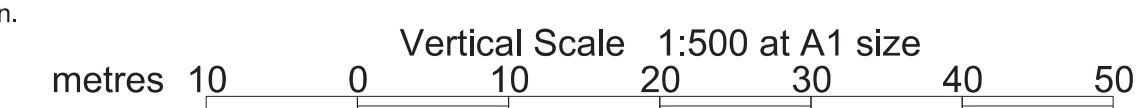
Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/24B (55 metres above Ordnance Datum) is 43.37m below the fixed point being a BT inspection cover on Coleshill Heath Road, at the entrance to the Area 9 Maintenance Compound, and marked thus  $\blacktriangle$  on plan (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 SHEET No. 3-006 and REPLACEMENT SHEET No. 3-009

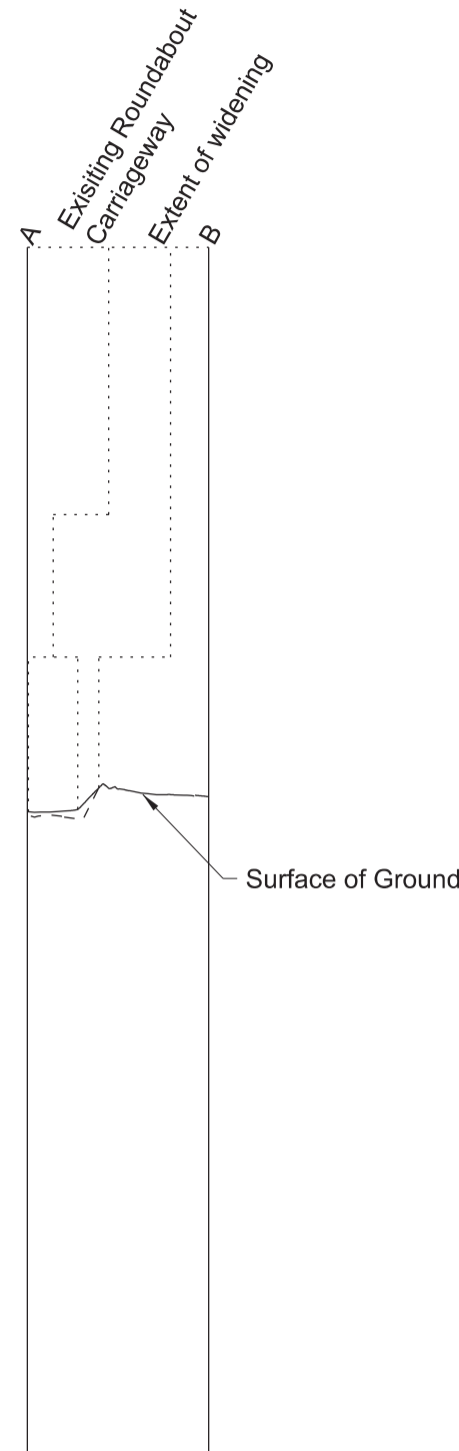


Datum Line is 55m above Ordnance Datum at Newlyn (See note)  
 Datum Line for Work No 3/23 (55 metres above Ordnance Datum) is 37.79m below the fixed point being a corner of tactile paving, on the corner of the slip road, and the exit from the Stonebridge Toby Carvery, and marked thus  $\blacktriangle$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




# SECTIONS

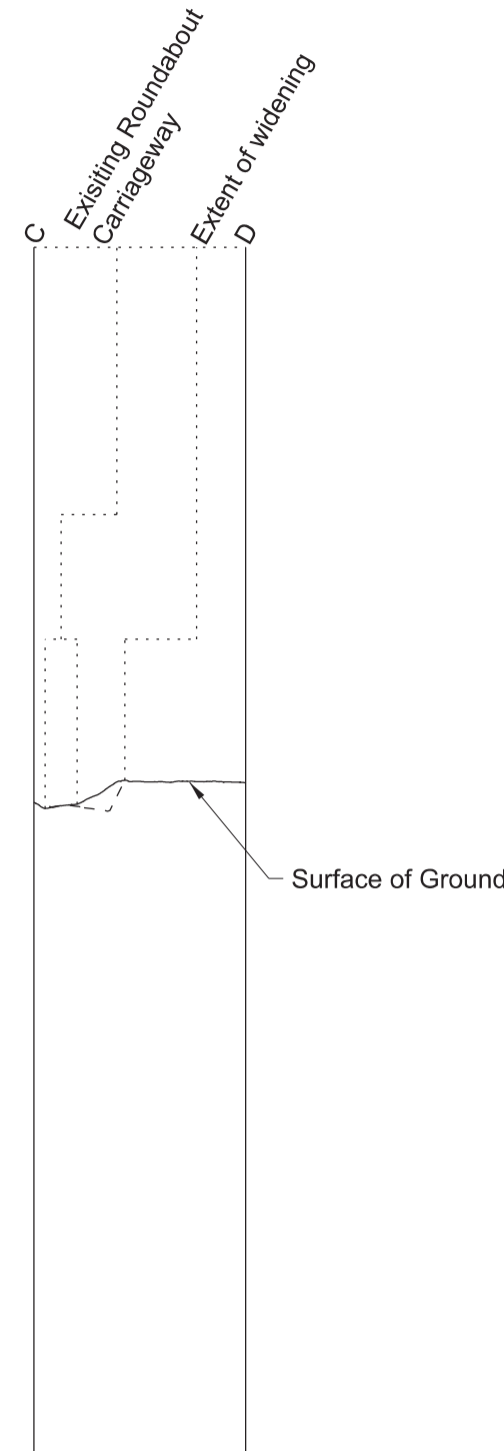
**WORK No. 3/16E**  
 FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-007  
 SECTION ALONG LINE A-B




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.

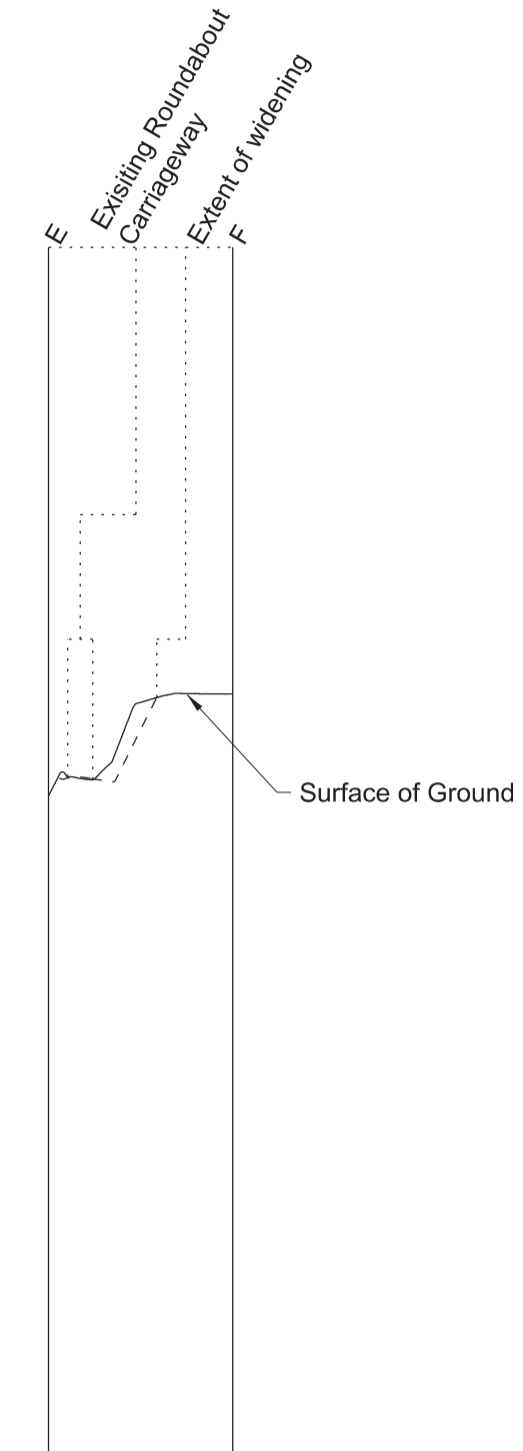
**WORK No. 3/16E**  
 FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-007  
 SECTION ALONG LINE C-D




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.

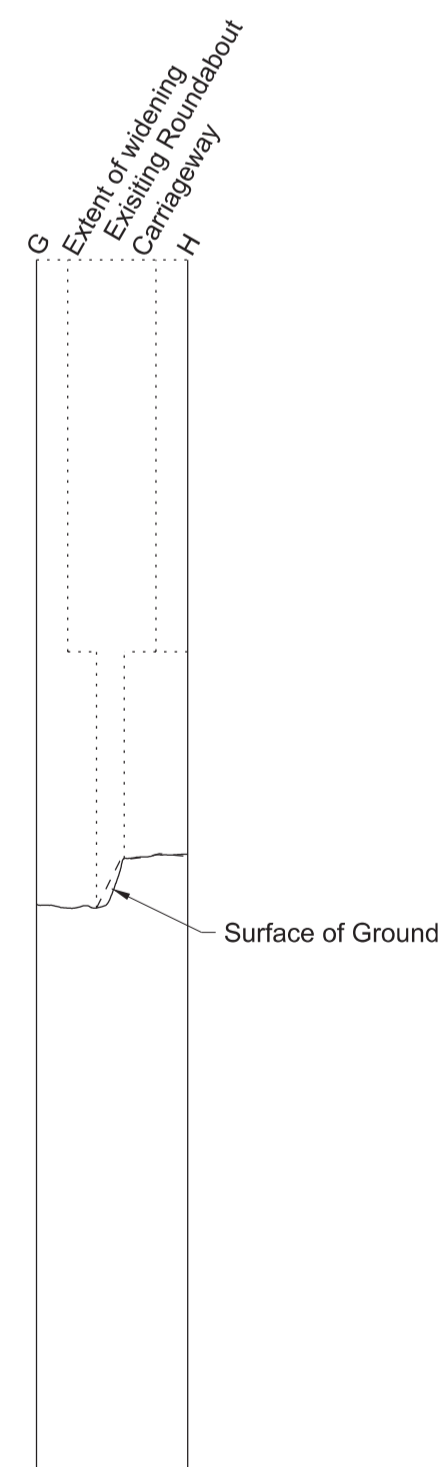
**WORK No. 3/16F**  
 FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-007  
 SECTION ALONG LINE E-F




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.

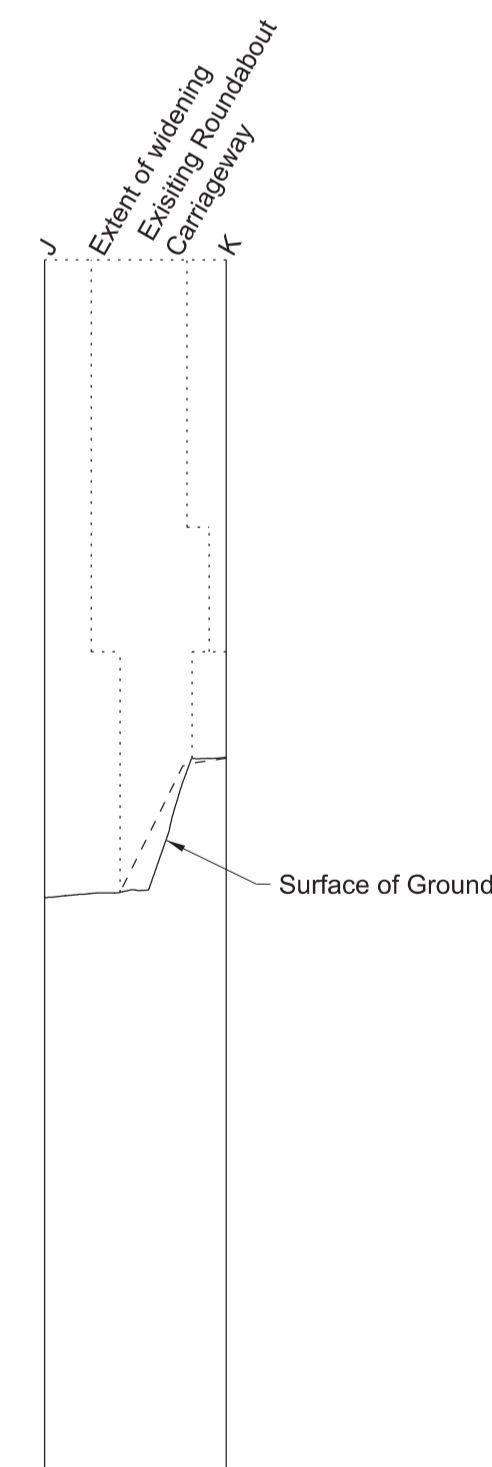
**WORK No. 3/16G**  
 FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-007  
 SECTION ALONG LINE G-H




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

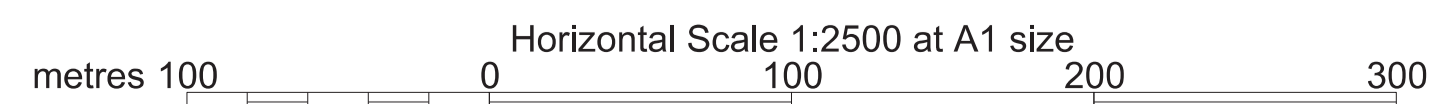
Datum Line for Work No 3/16G (55 metres above Ordnance Datum) is 39.61m below the fixed point being a gully in the verge of Eastway Loop, at the junction with Eastway, and marked thus  on plan (Sheet No 3-007). Such fixed point being 94.61m above Ordnance Datum Newlyn.

**WORK No. 3/16H**  
 FOR PLAN OF WORK SEE REPLACEMENT 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.

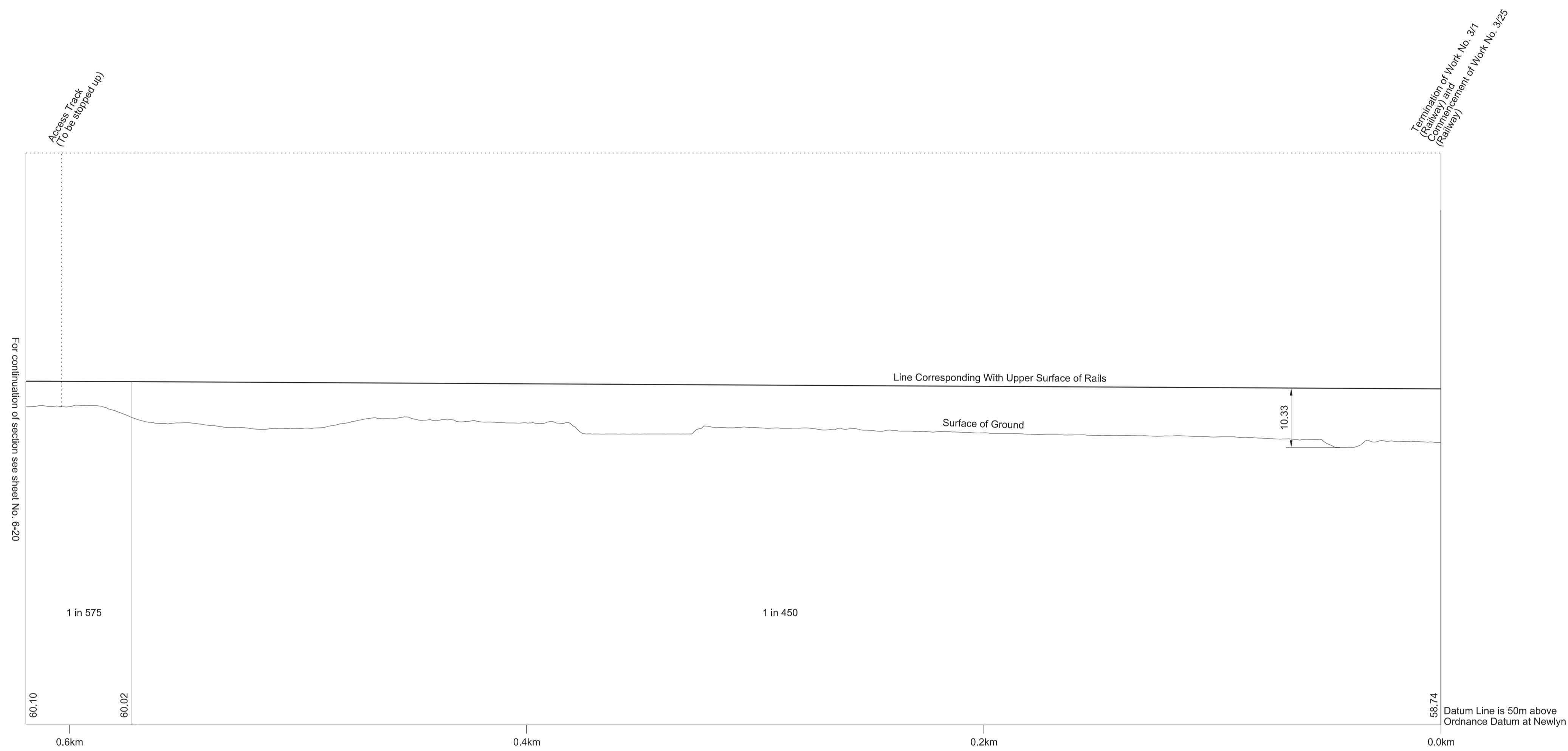




# SECTIONS

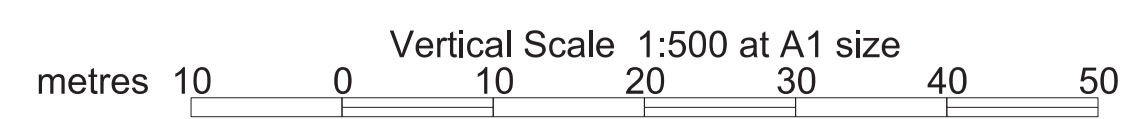
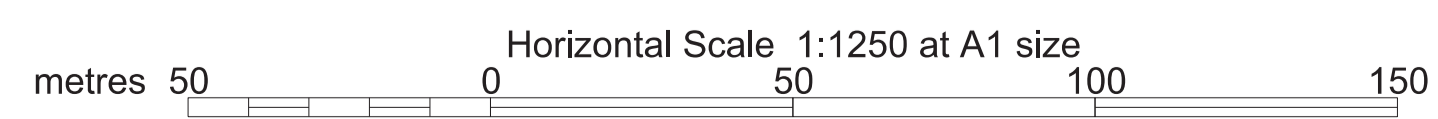
FOR PLAN OF WORK SEE SHEET No. 3-11

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



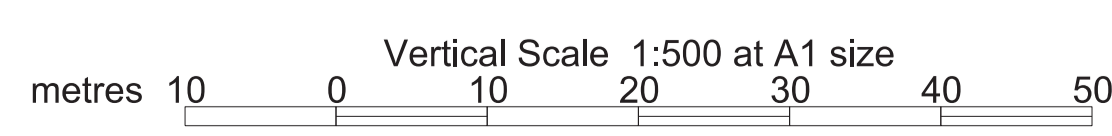
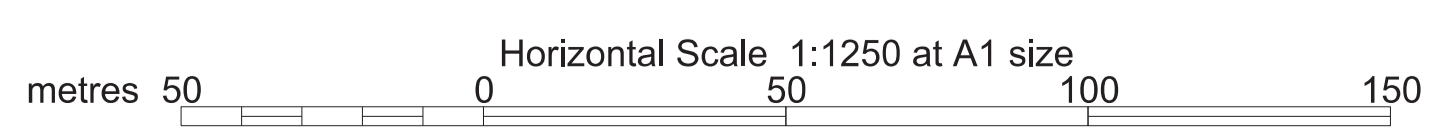
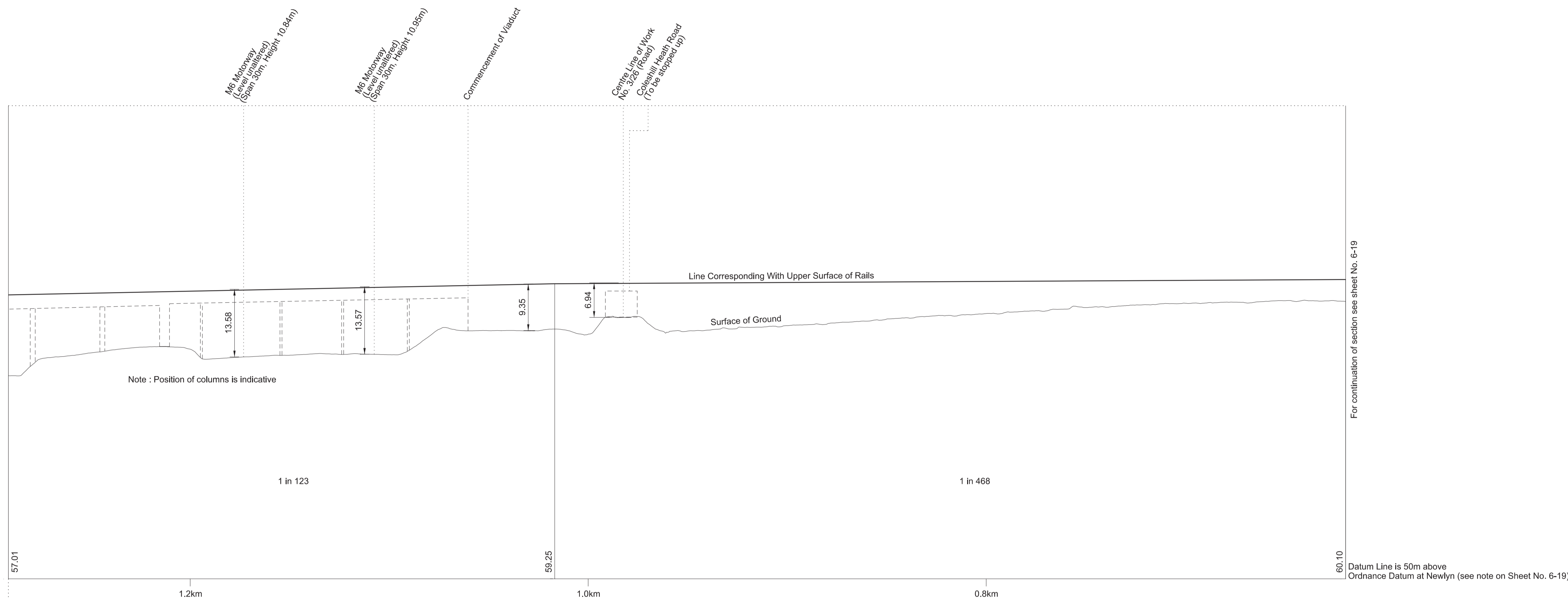
For continuation of section see sheet No. 6-20

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  $\blacktriangledown$  on plan (Sheet No. 3-11). Such fixed point being 100.77m above Ordnance Datum Newlyn (ODN).



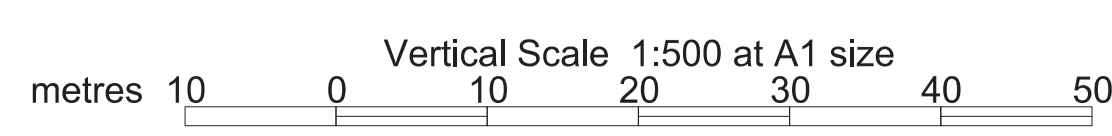
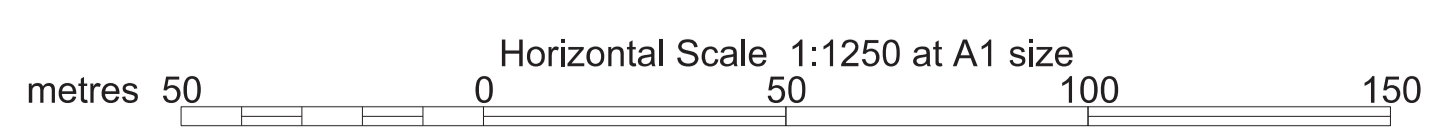
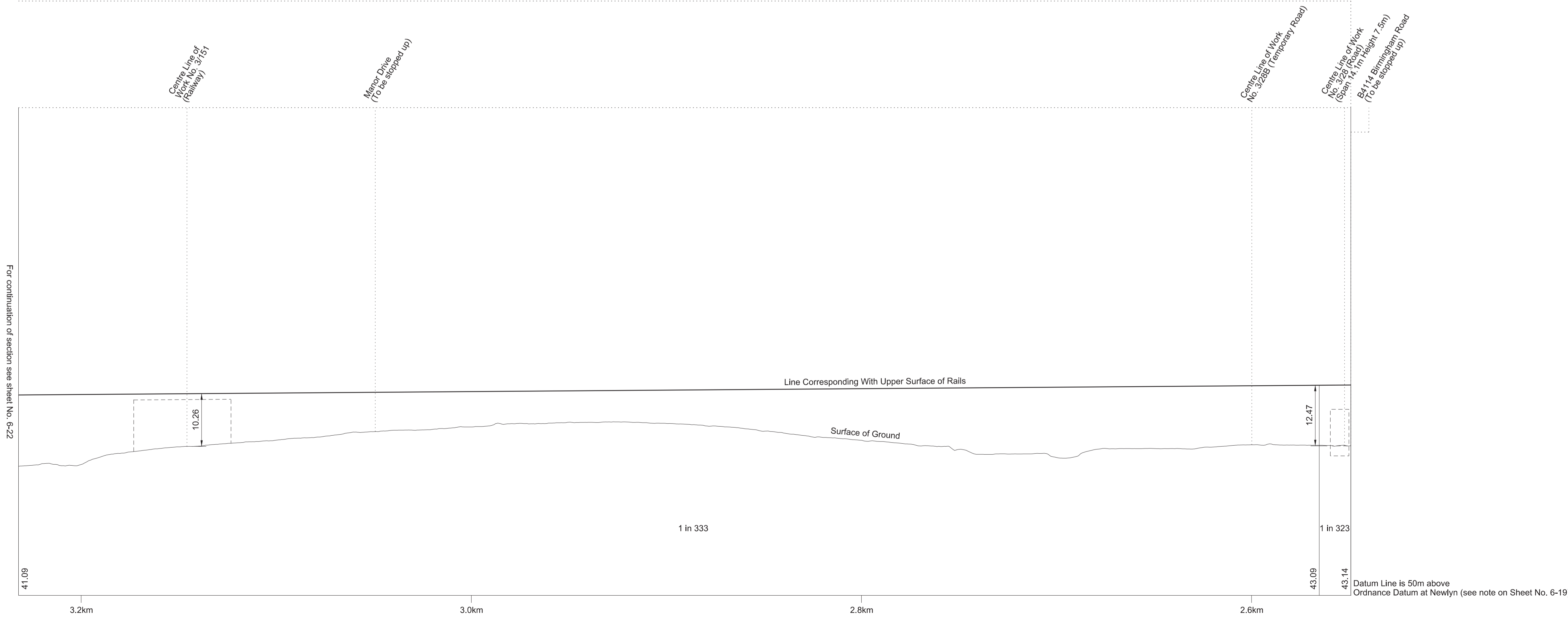
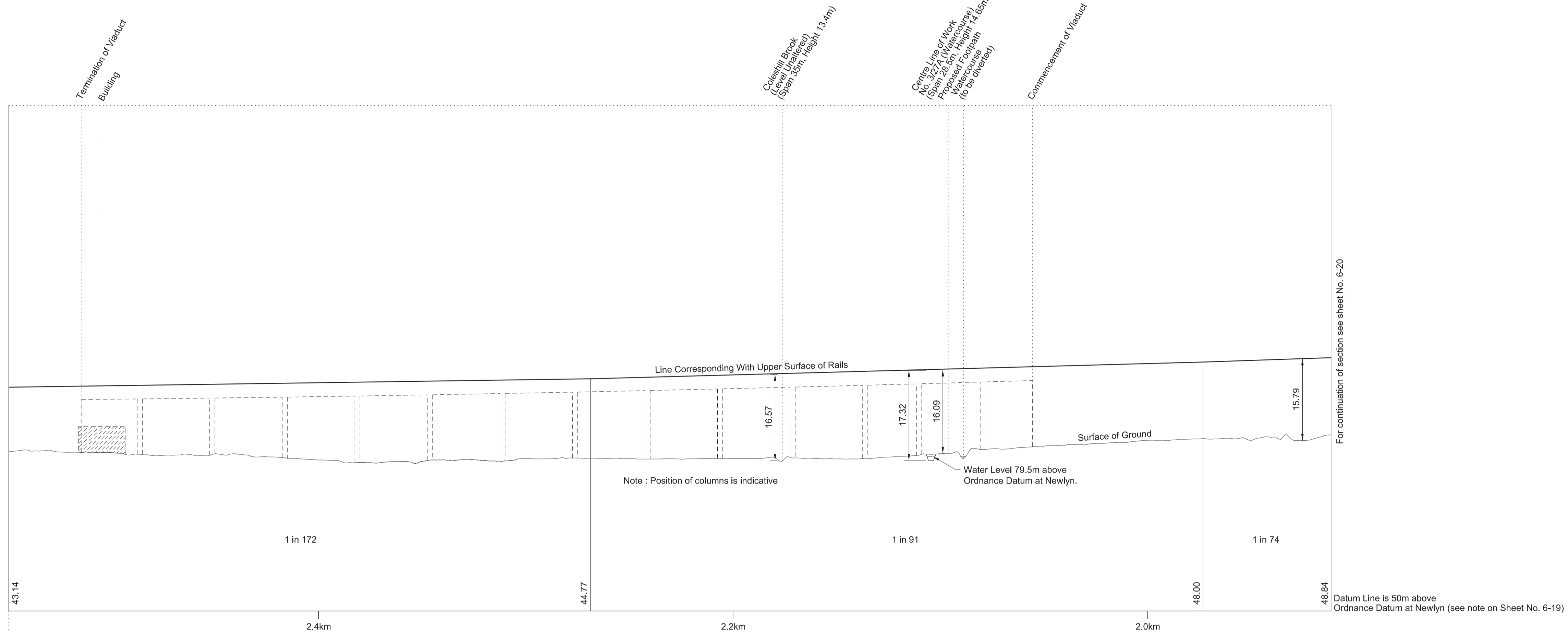
# SECTIONS

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



# SECTIONS

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

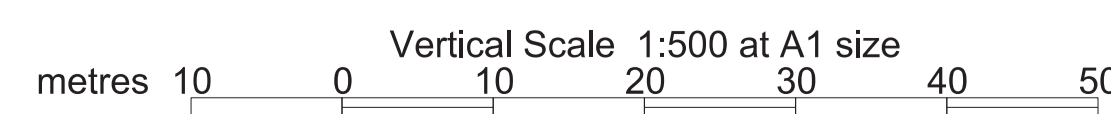
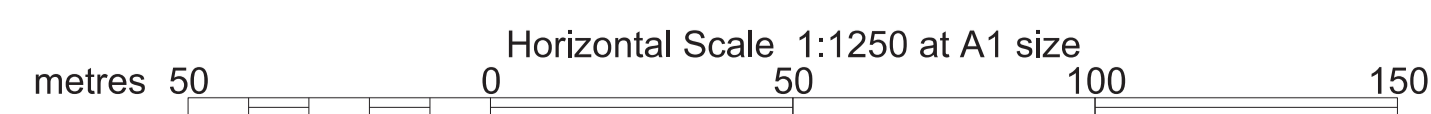
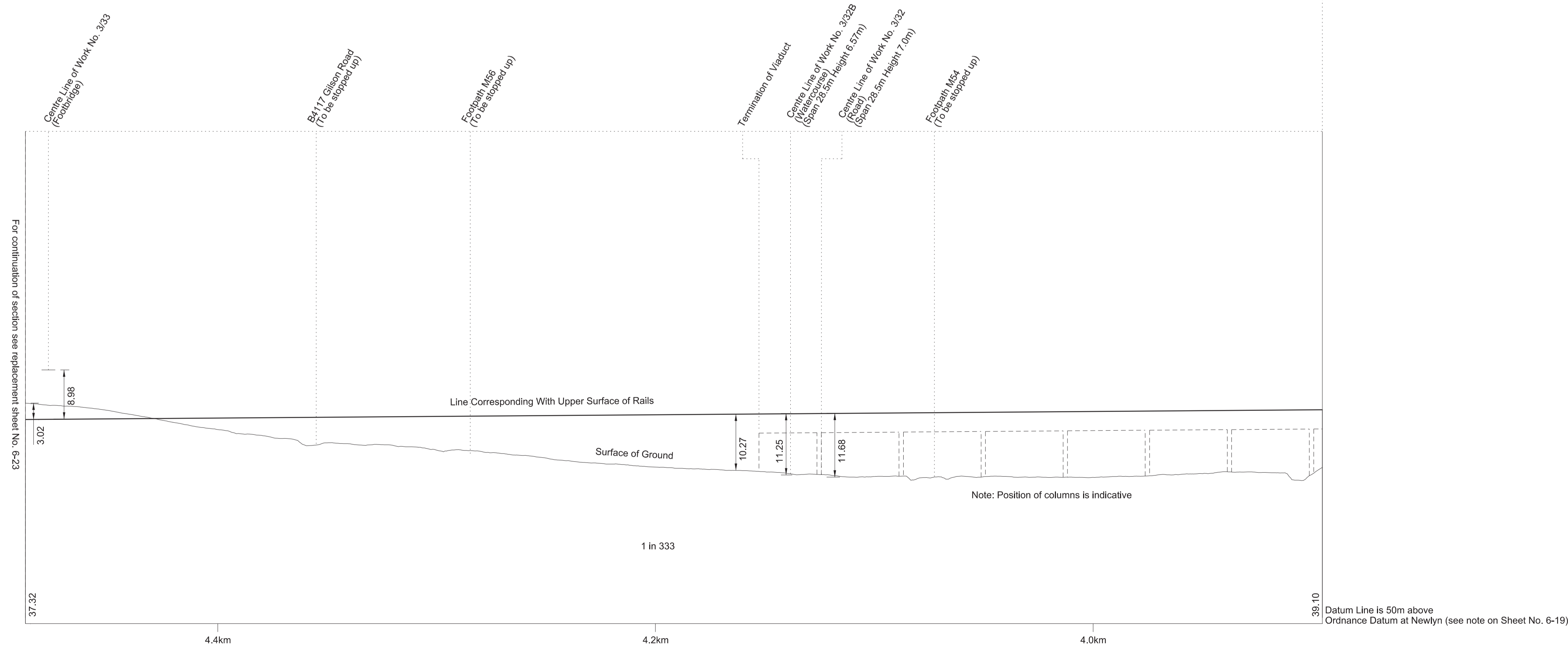
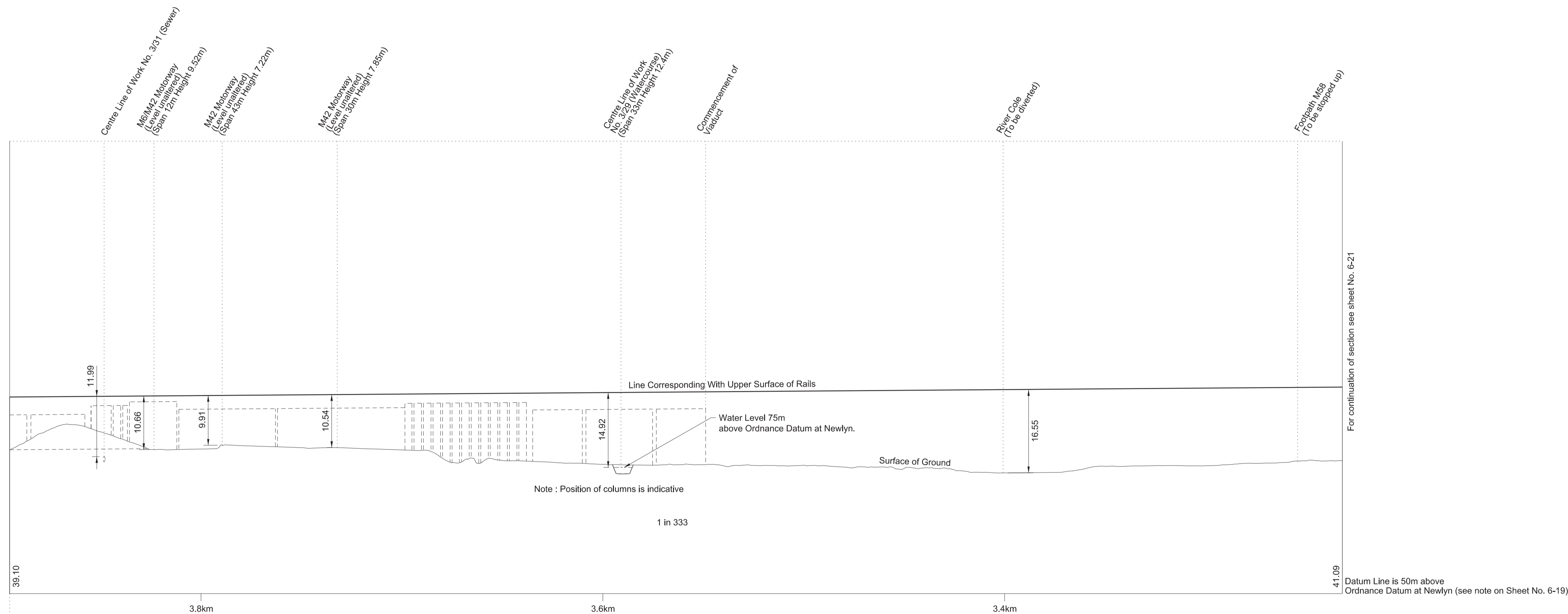




# SECTIONS

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

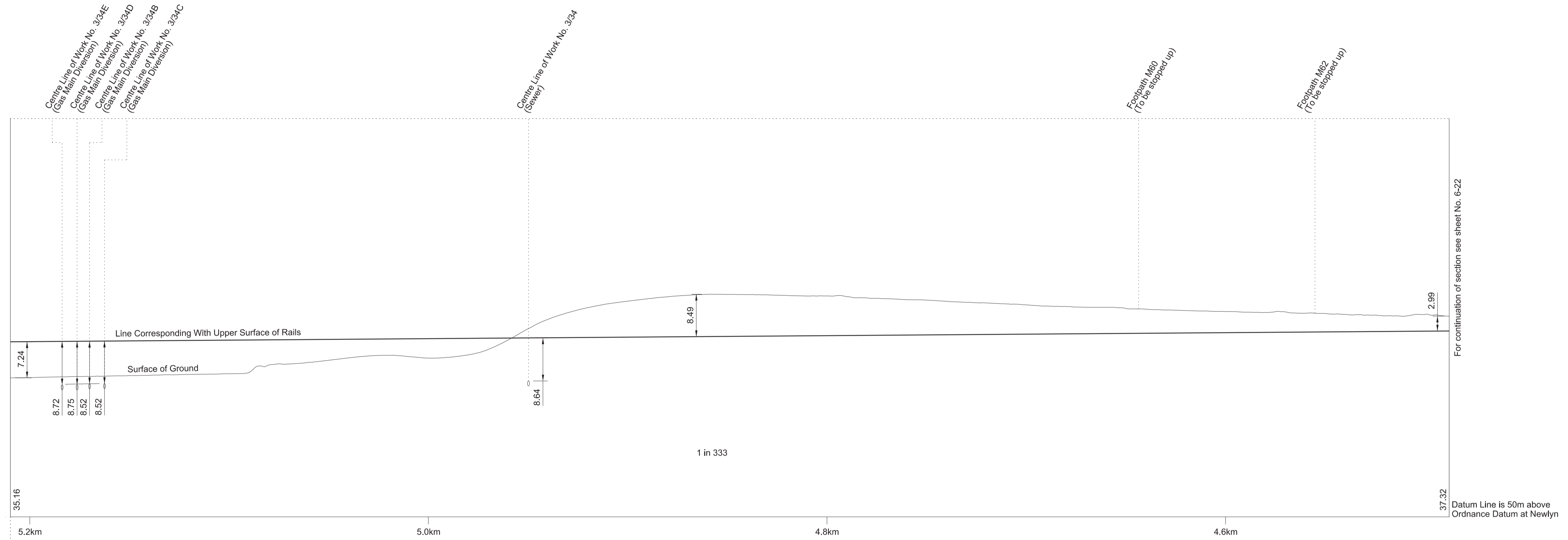
IN PARLIAMENT - SESSION 2013-14  
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)  
Work No. 3/25 (Railway)



# SECTIONS

## WORK No. 3/25

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

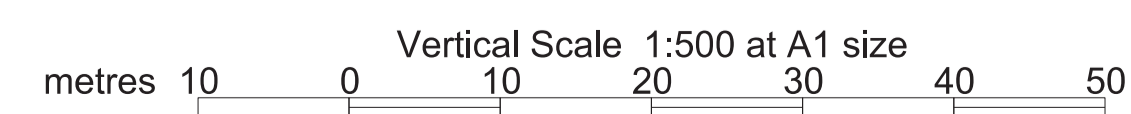
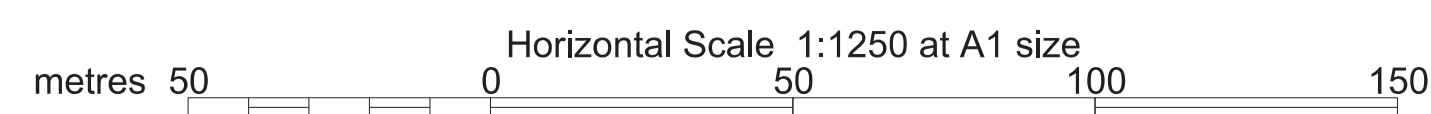
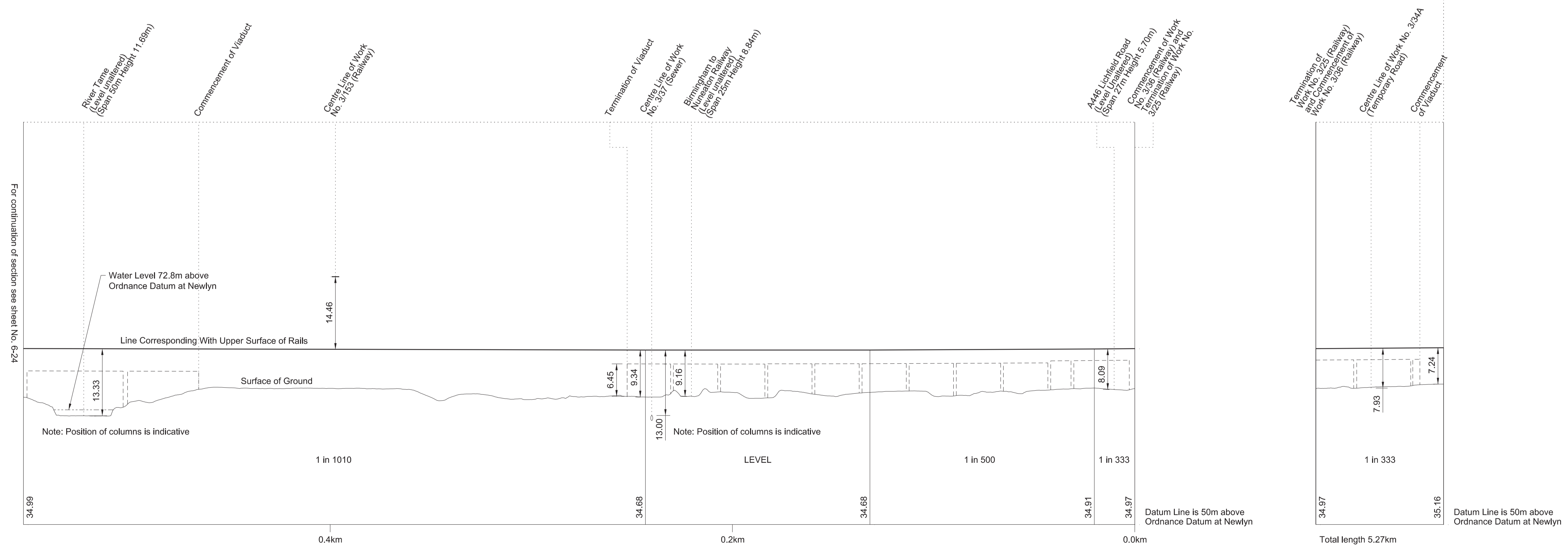


REPLACEMENT SHEET No. 6-23  
 IN PARLIAMENT - SESSION 2015-16  
 HIGH SPEED RAIL  
 (LONDON - WEST MIDLANDS)  
 ADDITIONAL PROVISION  
 (OCTOBER 2015)  
 Work No. 3/25 (Railway)  
 Work No. 3/36 (Railway)

AMENDMENTS TO THIS SHEET  
 ARE AS FOLLOWS :-  
 Work No. 3/25 amended  
 Work No. 3/36 Commencement and Termination of Viaduct amended

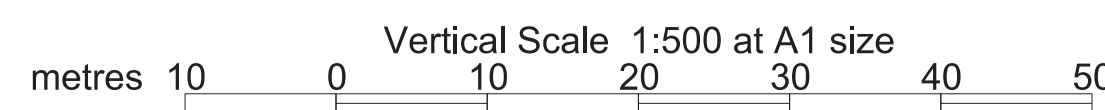
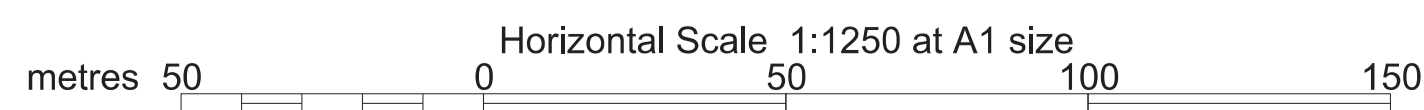
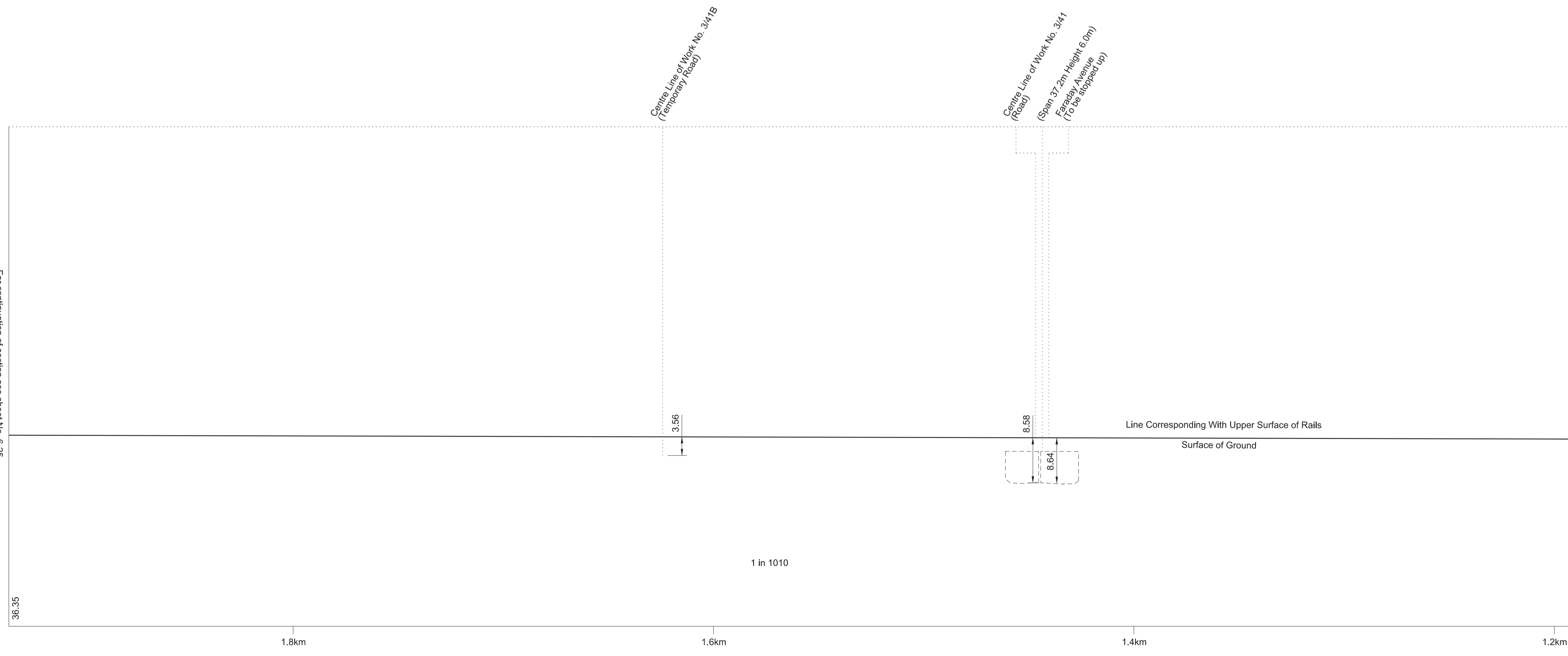
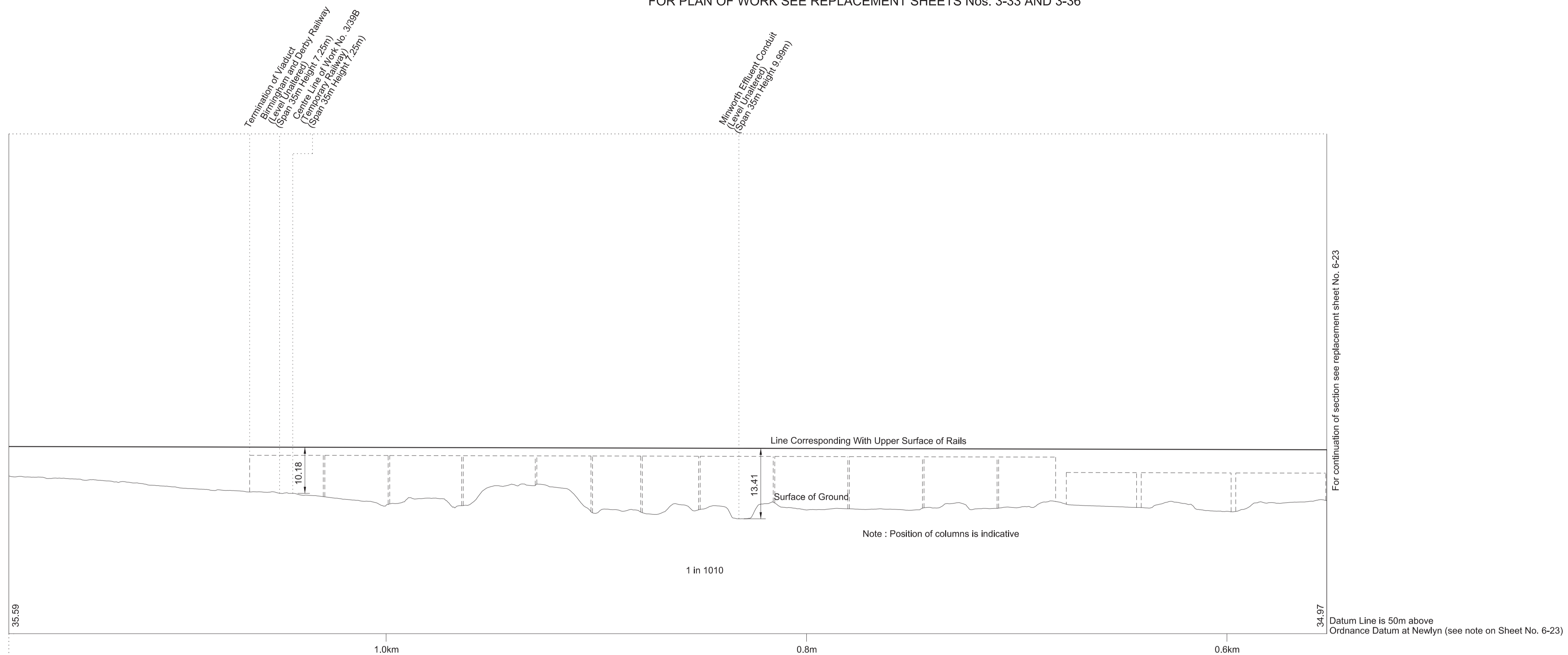
## WORK No. 3/36

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-32



# SECTIONS

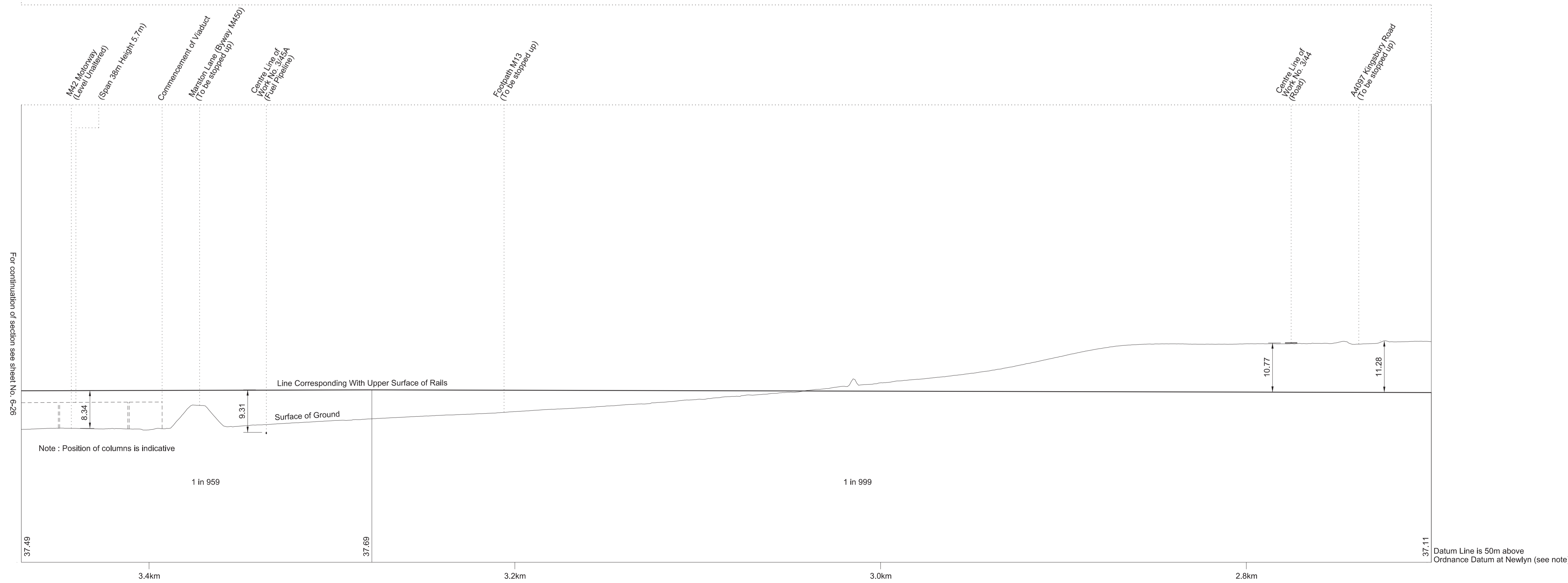
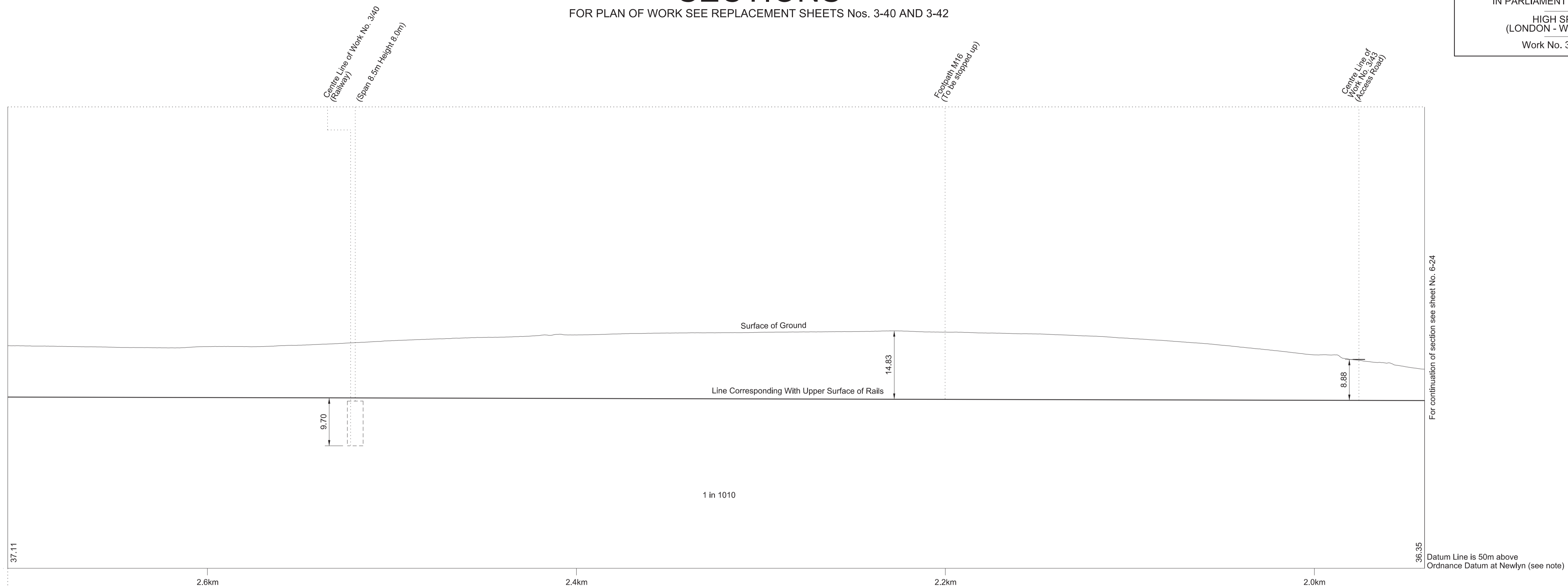
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-33 AND 3-36



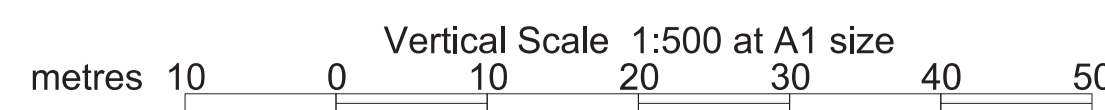
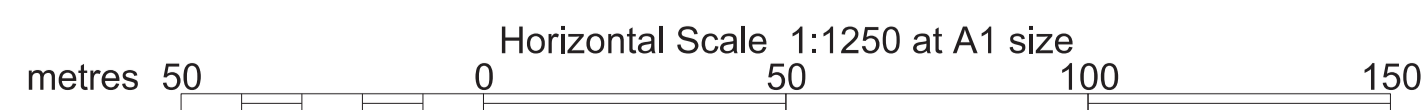


# SECTIONS

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

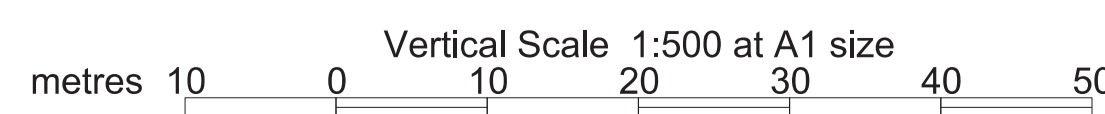
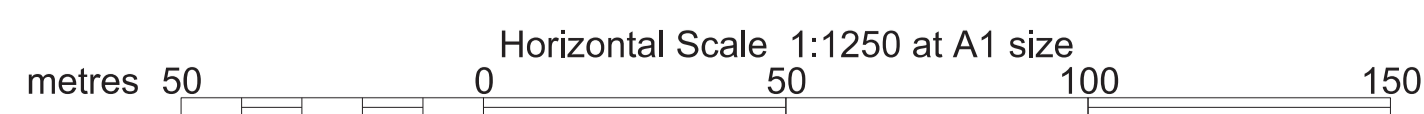
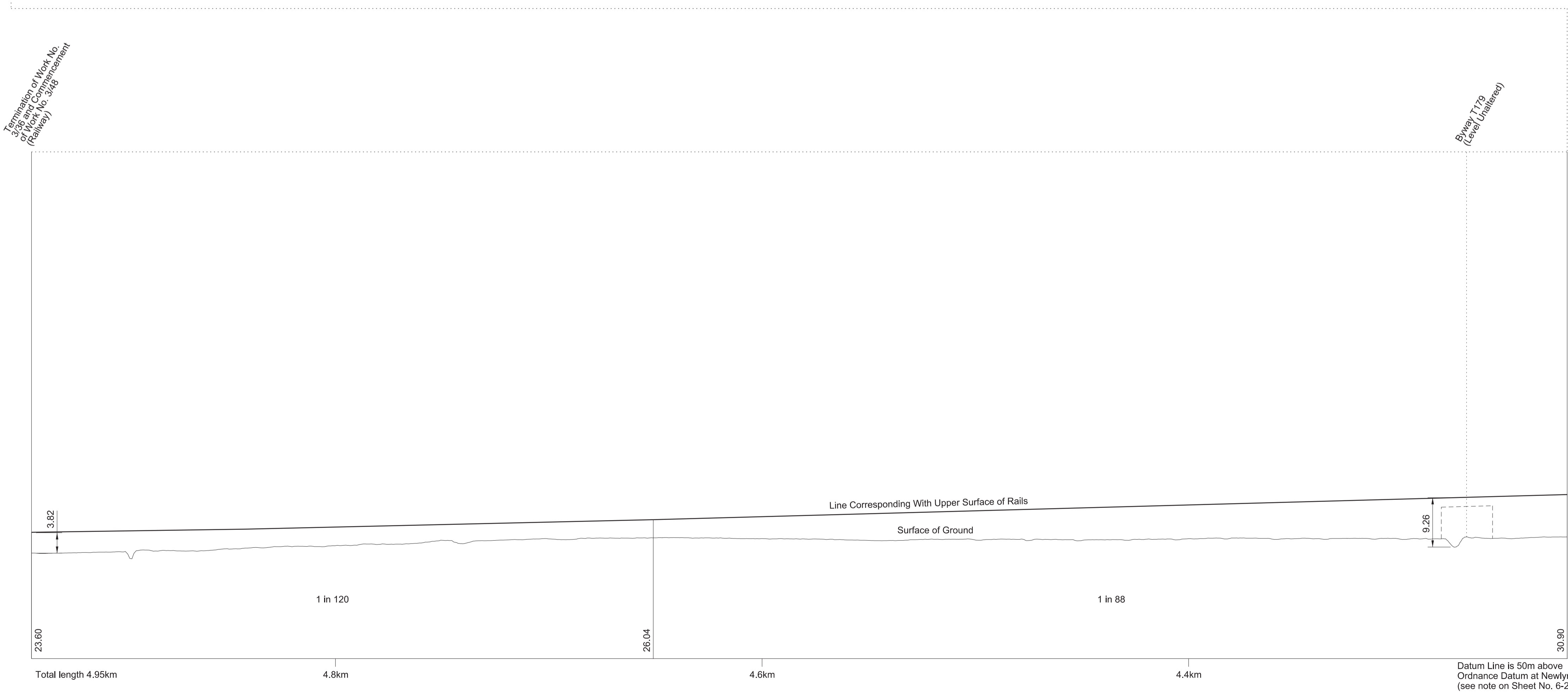
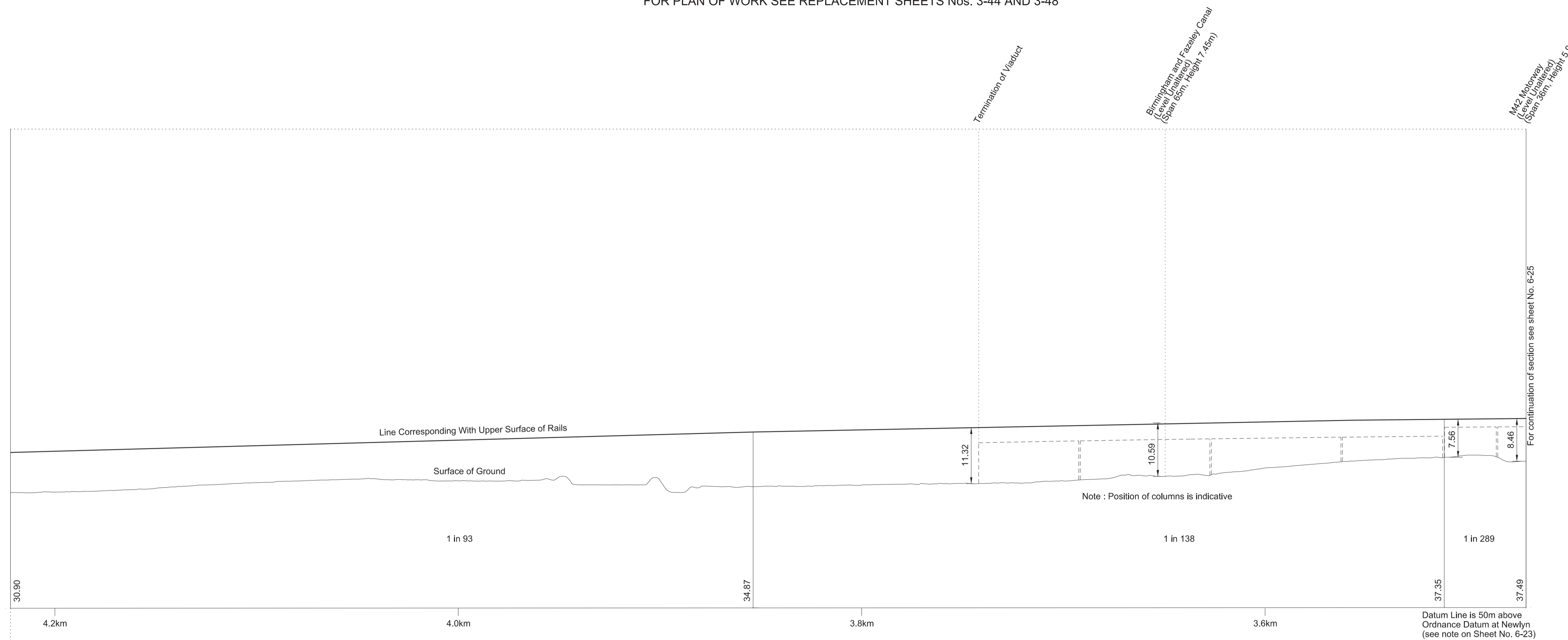


Note : Position of columns is indicative



# SECTIONS

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



# SECTIONS

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

REPLACEMENT SHEET No. 6-27

IN PARLIAMENT - SESSION 2015-16

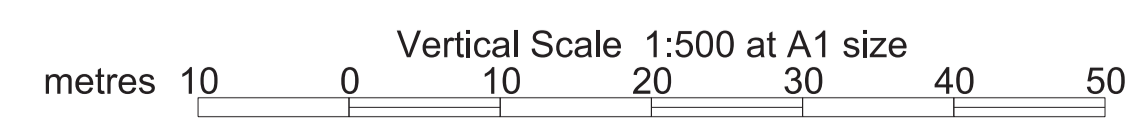
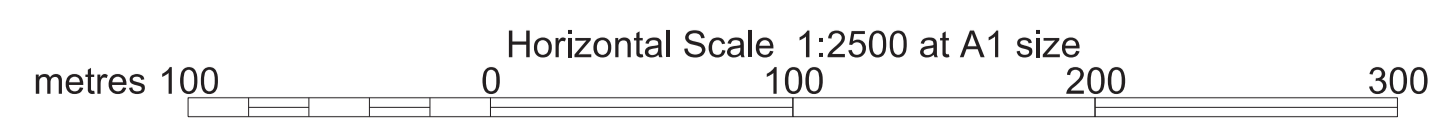
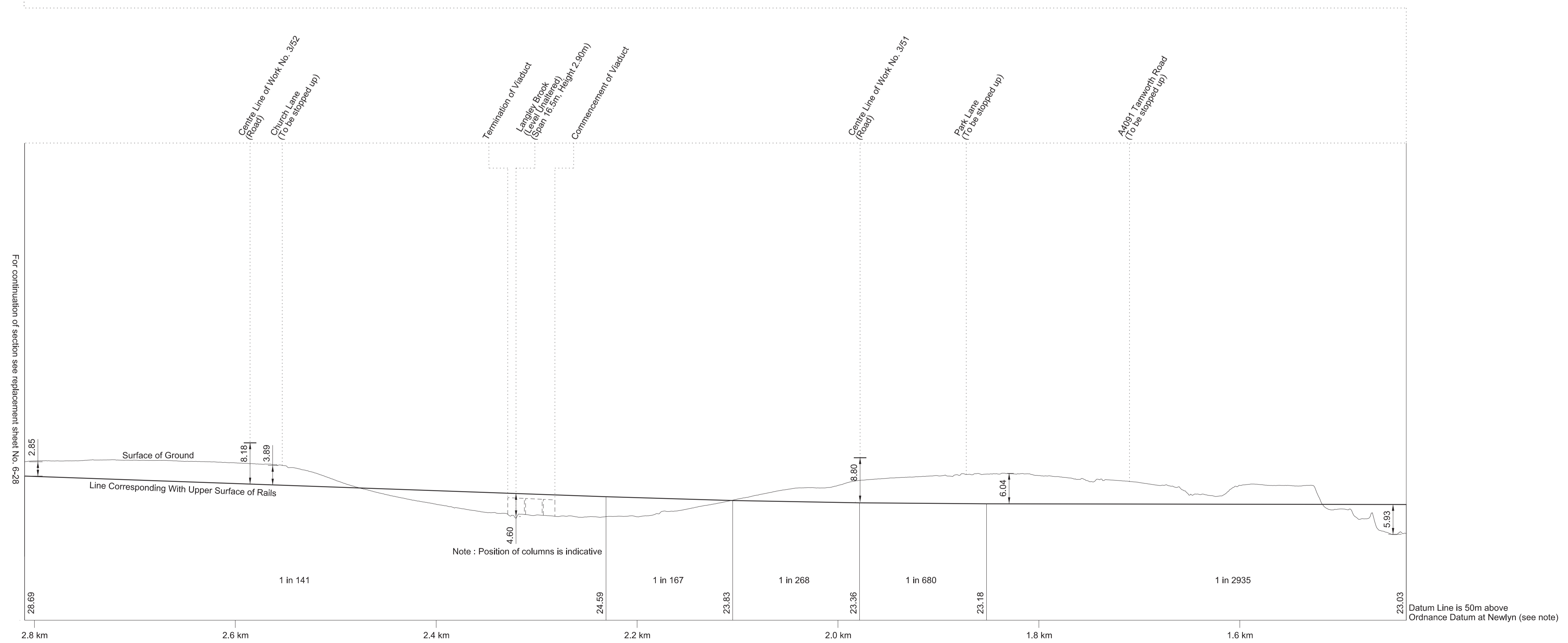
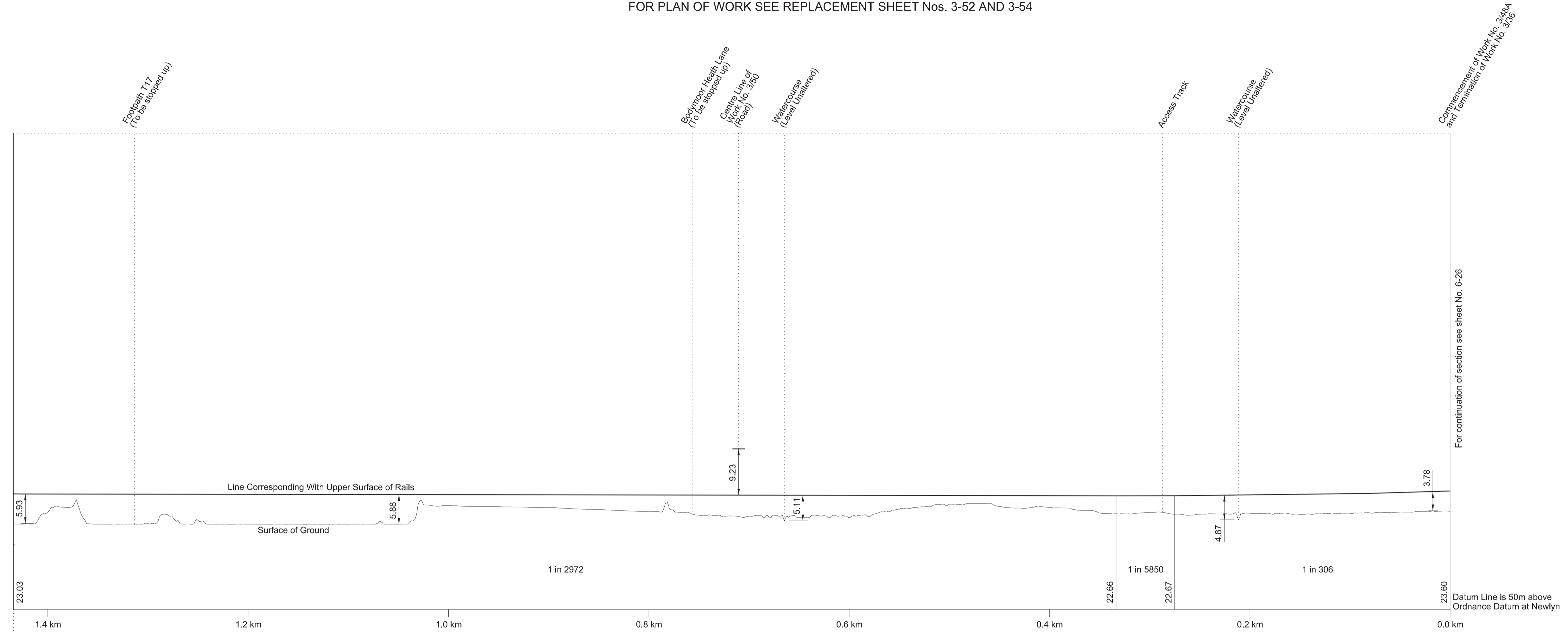
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)

ADDITIONAL PROVISION  
(JULY 2015)

Work No. 3/48A (Railway)

AMENDMENTS TO THIS SHEET  
ARE AS FOLLOWS :-

Work No. 3/48A added  
Work No. 3/48 removed





# SECTIONS

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

REPLACEMENT SHEET No. 6-28

IN PARLIAMENT - SESSION 2015-16

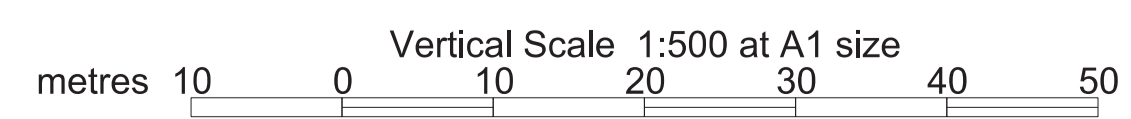
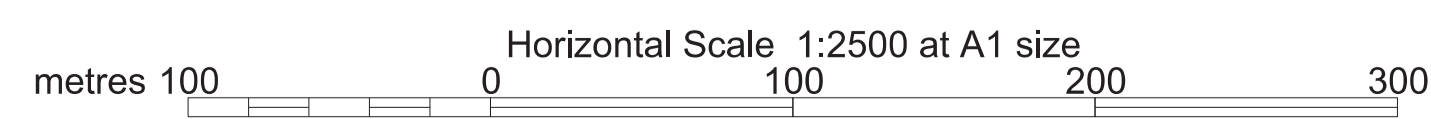
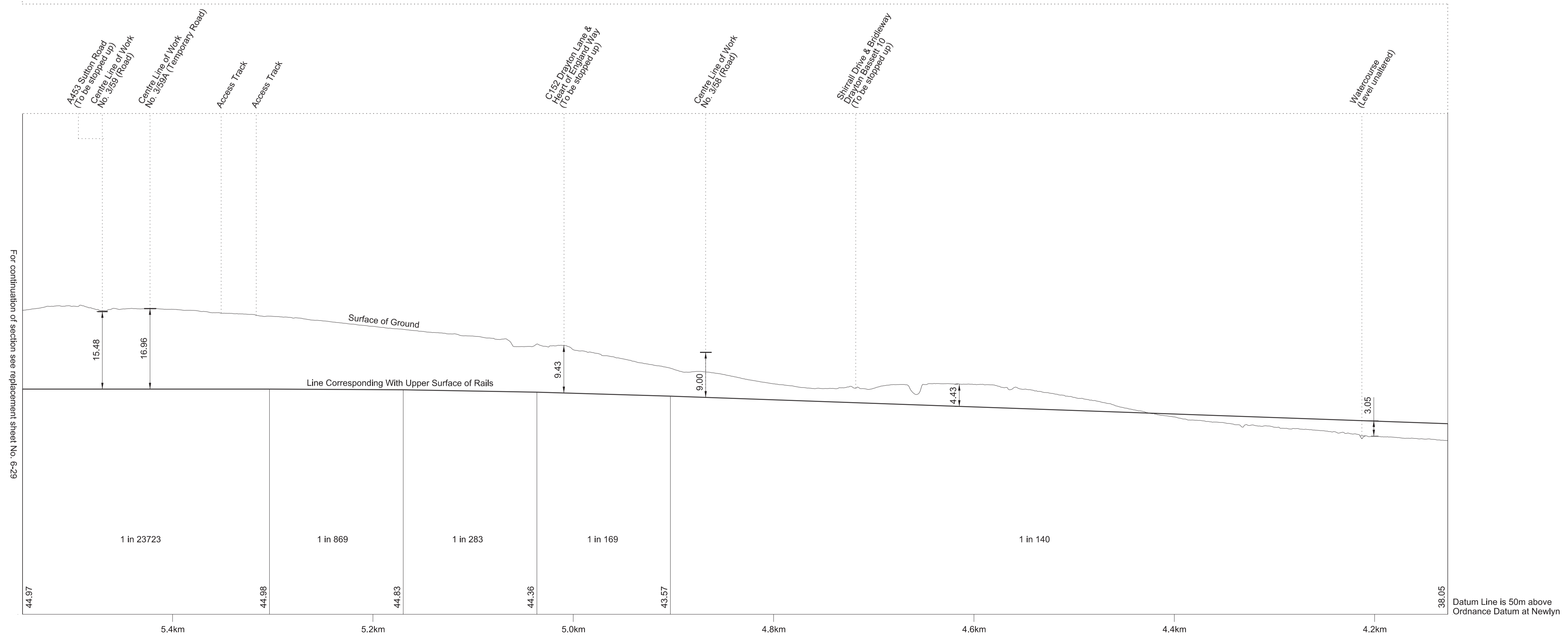
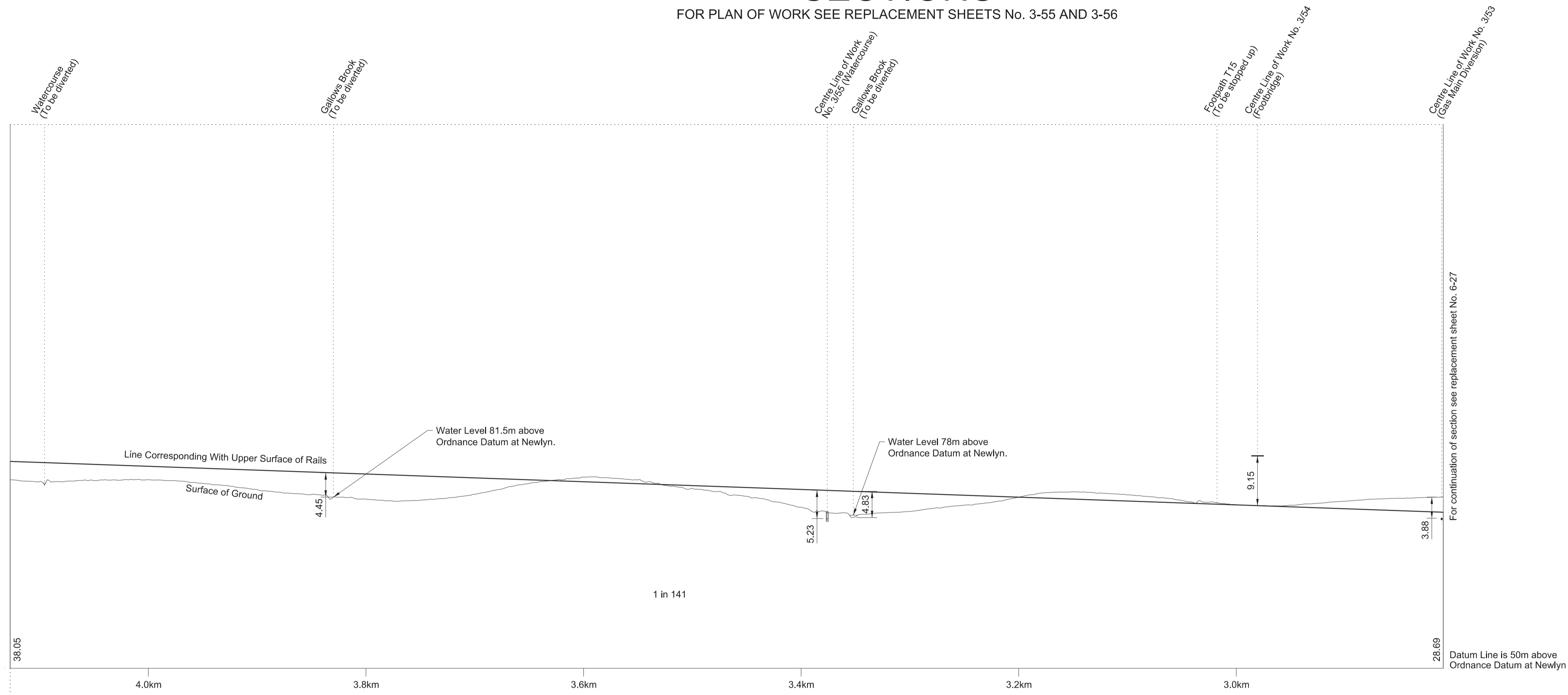
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)

ADDITIONAL PROVISION  
(JULY 2015)

Work No. 3/48A (Railway)

AMENDMENTS TO THIS SHEET  
ARE AS FOLLOWS :-

Work No. 3/48A added  
Work No. 3/48 removed



# SECTIONS

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

REPLACEMENT SHEET No. 6-29

IN PARLIAMENT - SESSION 2015-16

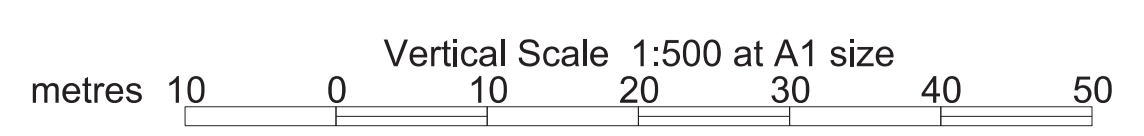
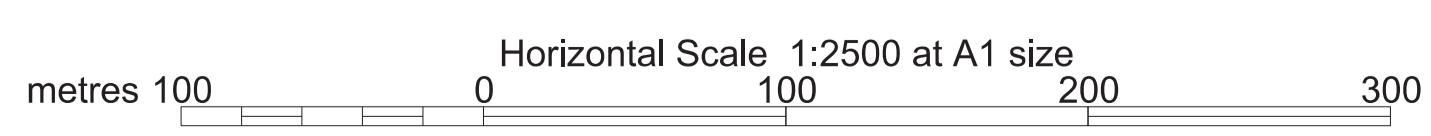
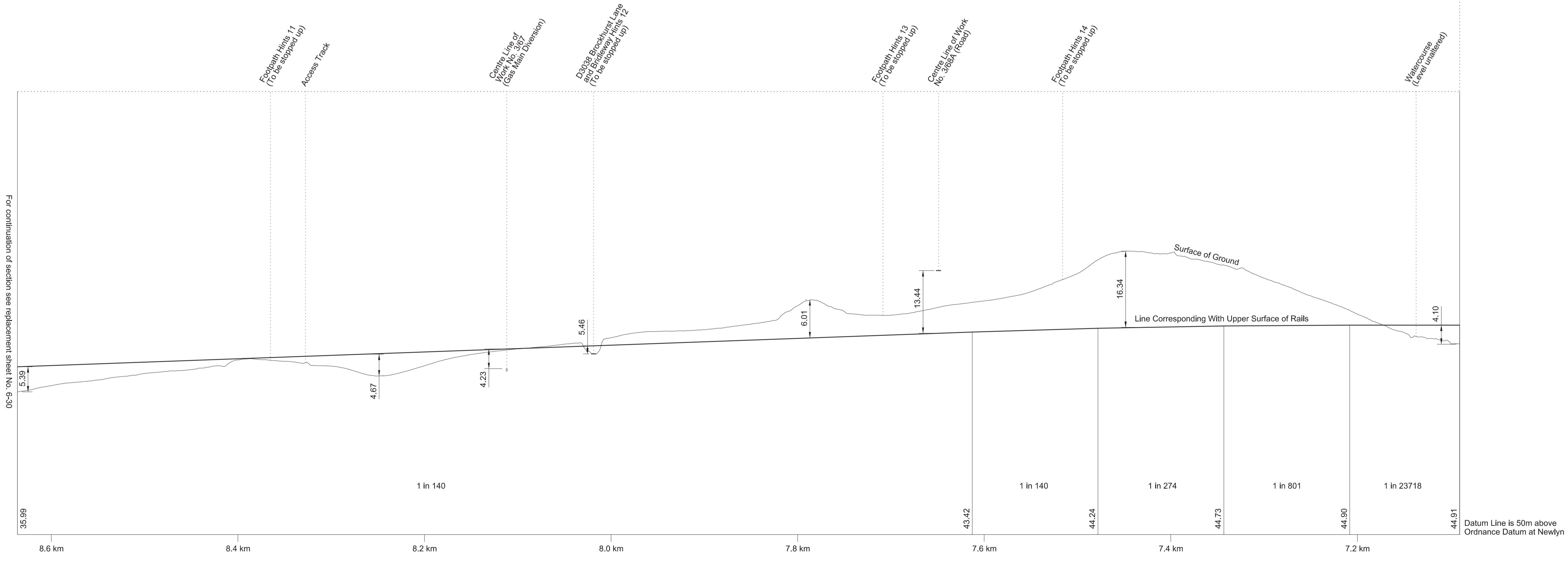
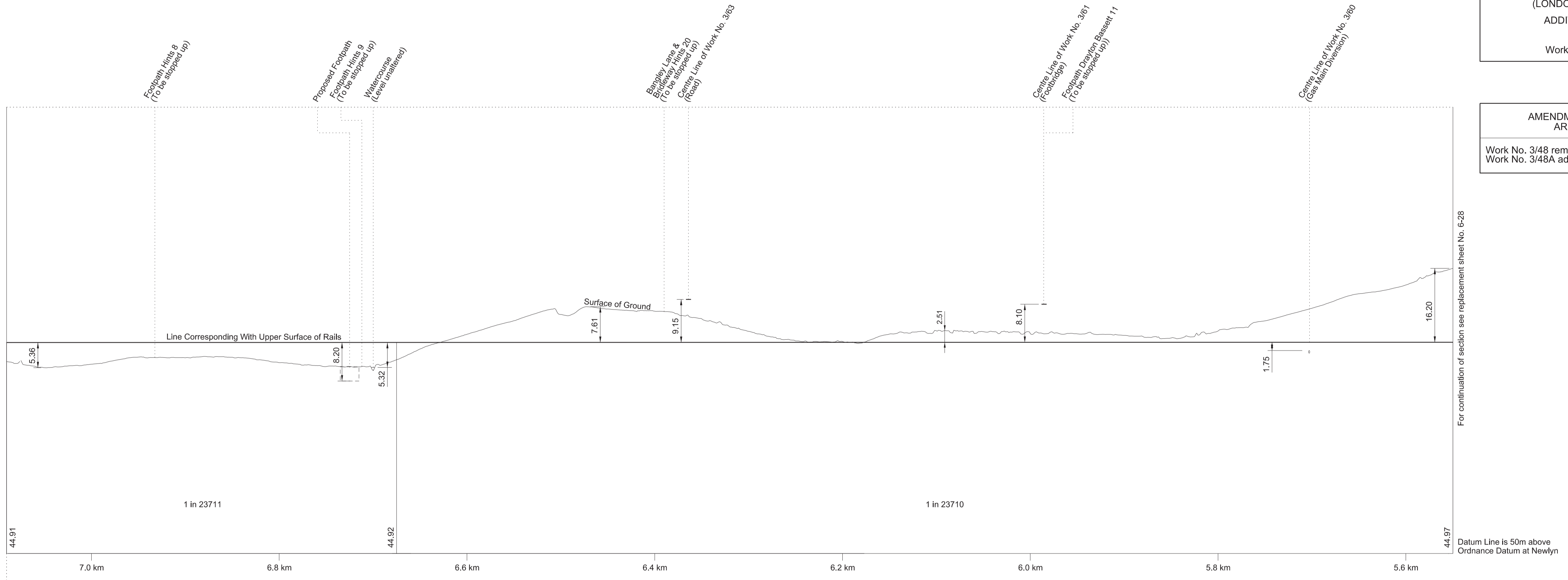
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)

ADDITIONAL PROVISION  
(JULY 2015)

Work No. 3/48A (Railway)

AMENDMENTS TO THIS SHEET  
ARE AS FOLLOWS :-

Work No. 3/48 removed  
Work No. 3/48A added



# SECTIONS

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

REPLACEMENT SHEET No. 6-30

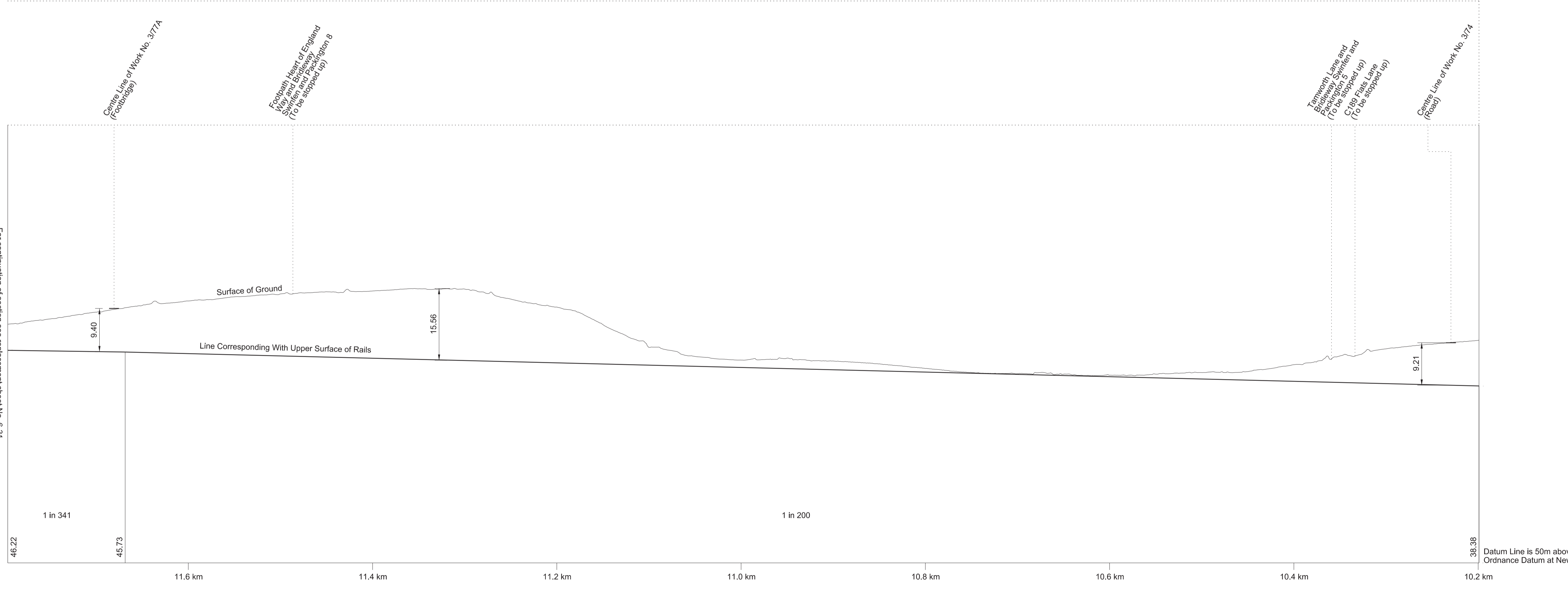
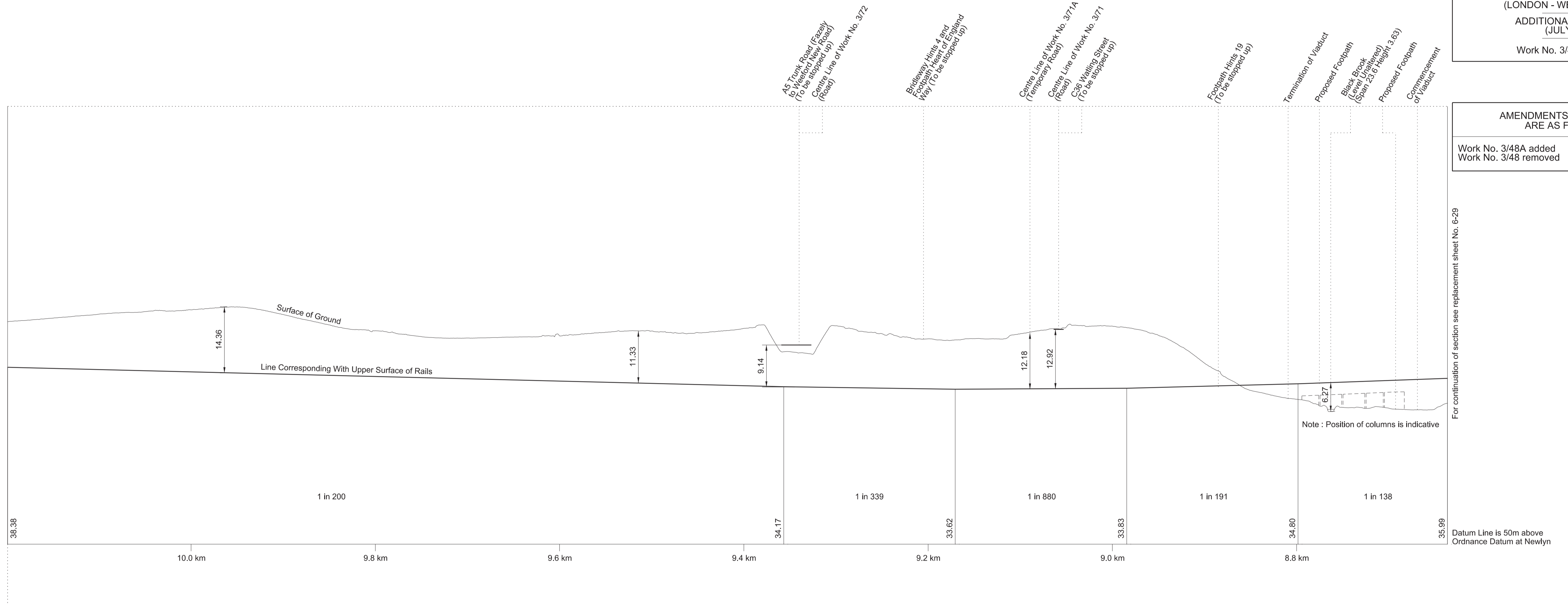
IN PARLIAMENT - SESSION 2015-16

HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)

ADDITIONAL PROVISION  
(JULY 2015)

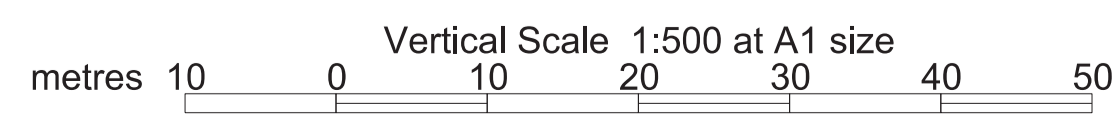
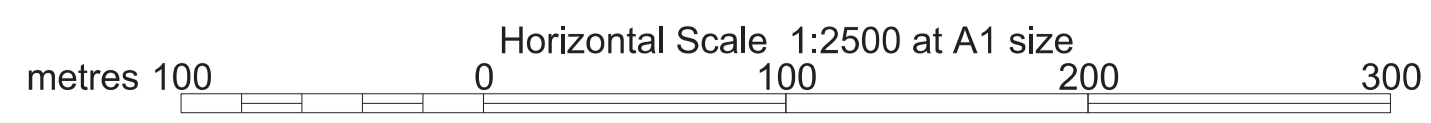
Work No. 3/48A (Railway)

AMENDMENTS TO THIS SHEET  
ARE AS FOLLOWS :-  
Work No. 3/48A added  
Work No. 3/48 removed



For continuation of section see replacement sheet No. 6-31

For continuation of section see replacement sheet No. 6-29





# SECTIONS

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

REPLACEMENT SHEET No. 6-31

IN PARLIAMENT - SESSION 2015-16

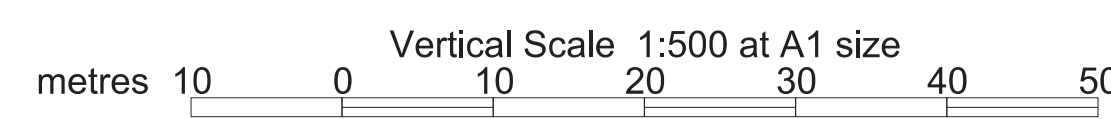
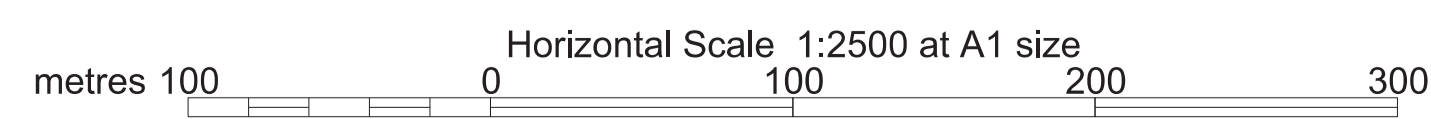
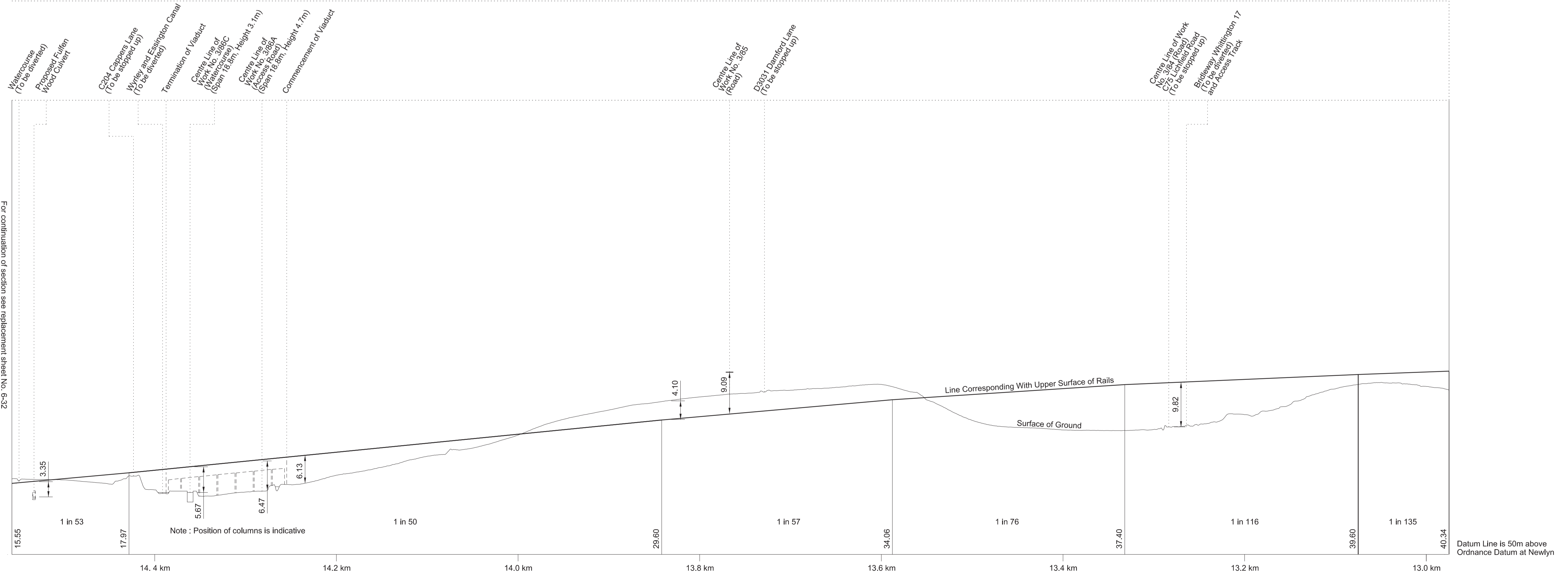
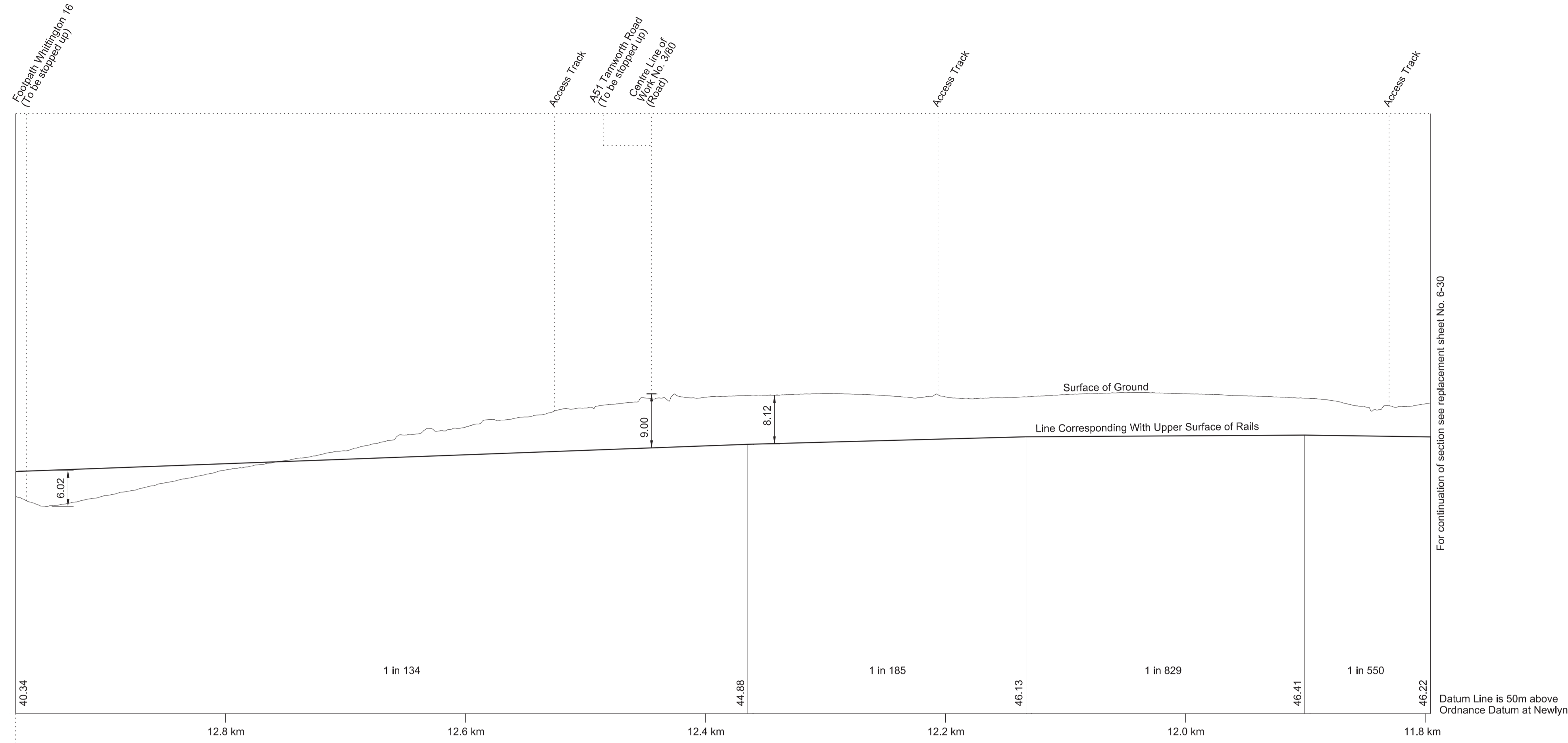
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)

ADDITIONAL PROVISION  
(JULY 2015)

Work No. 3/48A (Railway)

AMENDMENTS TO THIS SHEET  
ARE AS FOLLOWS :-

Work No. 3/48A added  
Work No. 3/48 removed



# SECTIONS

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

REPLACEMENT SHEET No. 6-32

IN PARLIAMENT - SESSION 2015-16

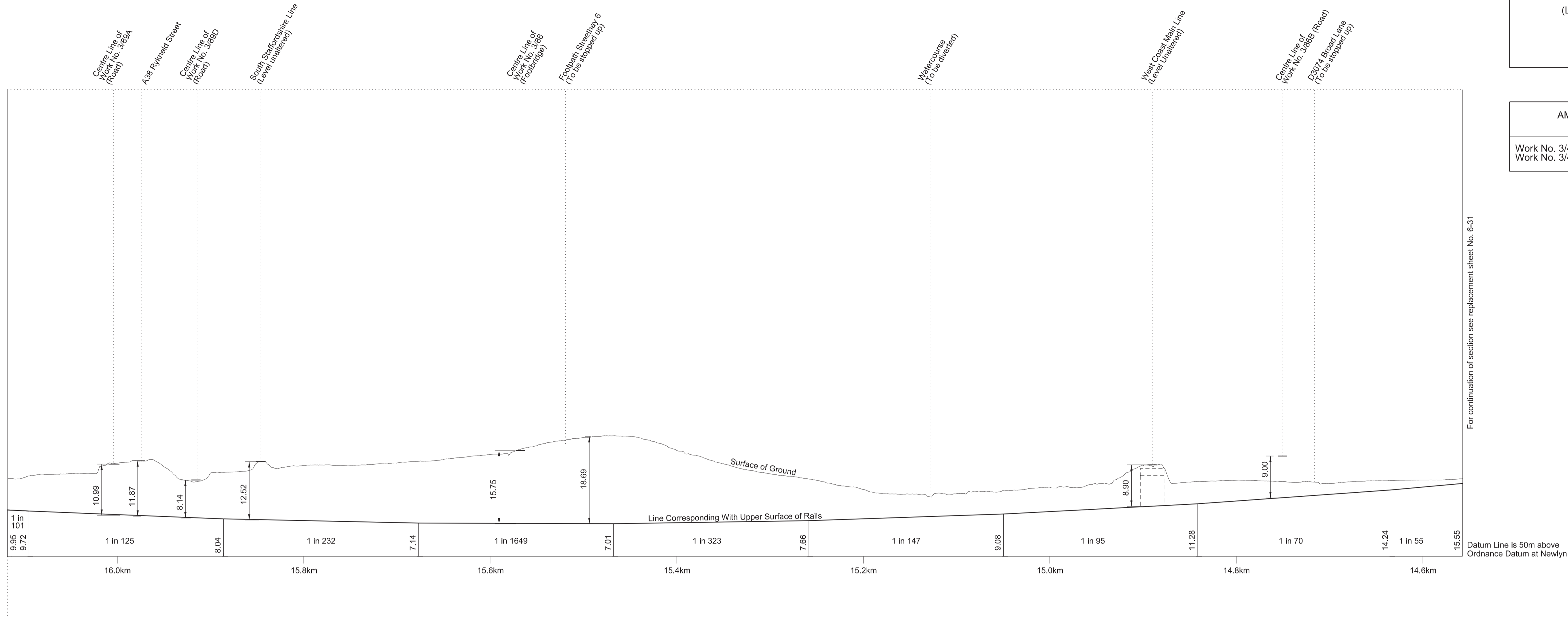
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)

ADDITIONAL PROVISION  
(JULY 2015)

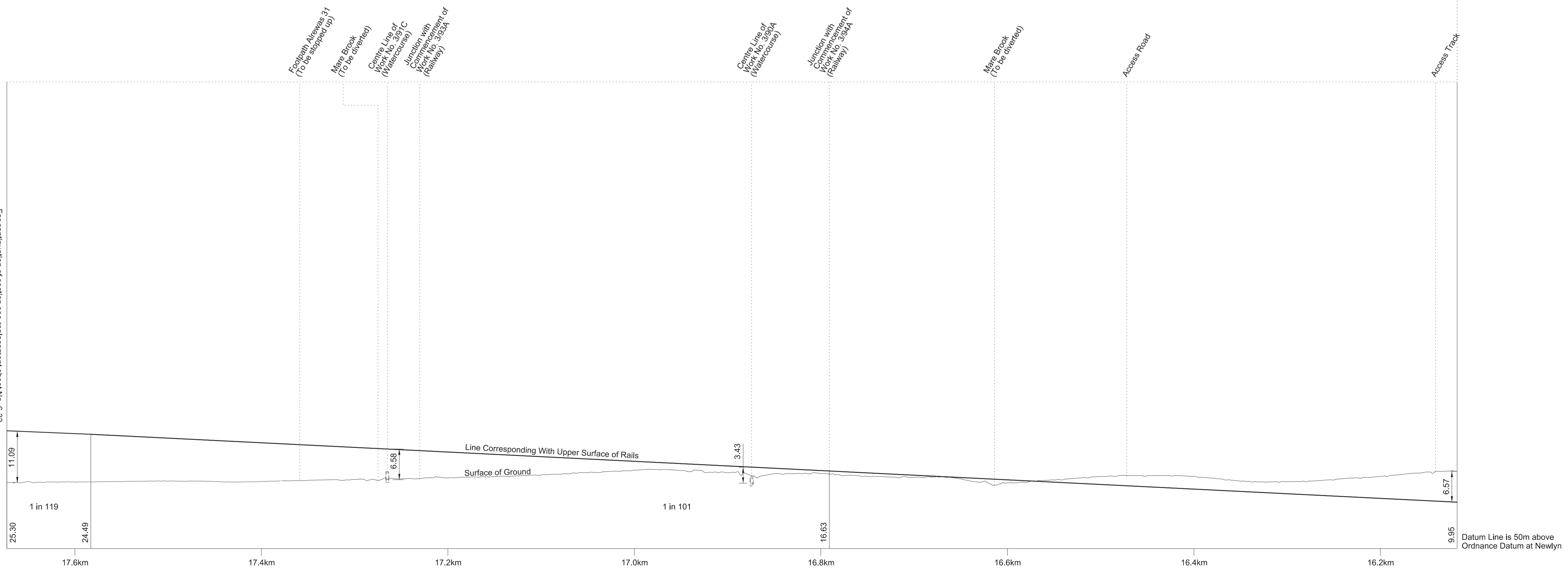
Work No. 3/48A (Railway)

AMENDMENTS TO THIS SHEET  
ARE AS FOLLOWS :-

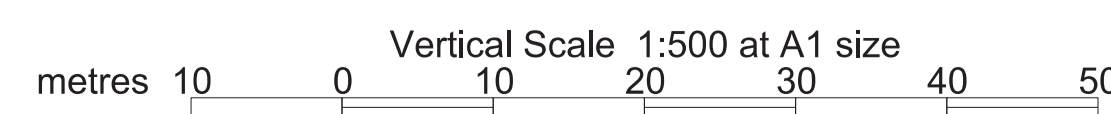
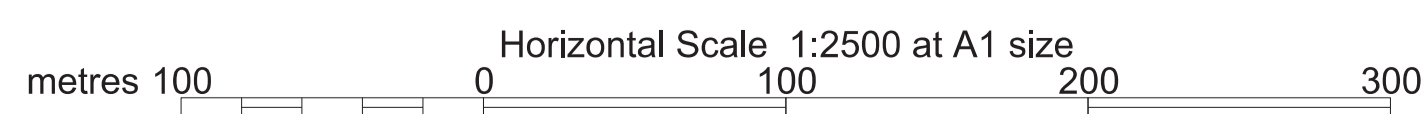
Work No. 3/48A added  
Work No. 3/48 removed



For continuation of section see replacement sheet No. 6-31



For continuation of section see replacement sheet No. 6-33

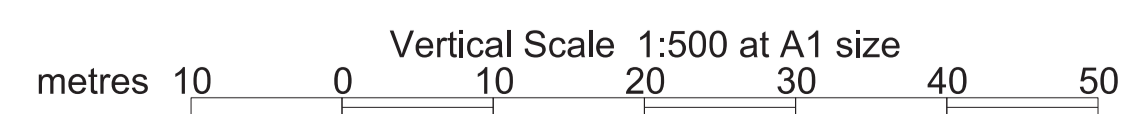
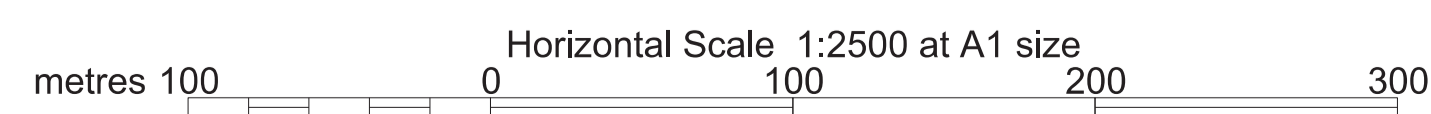
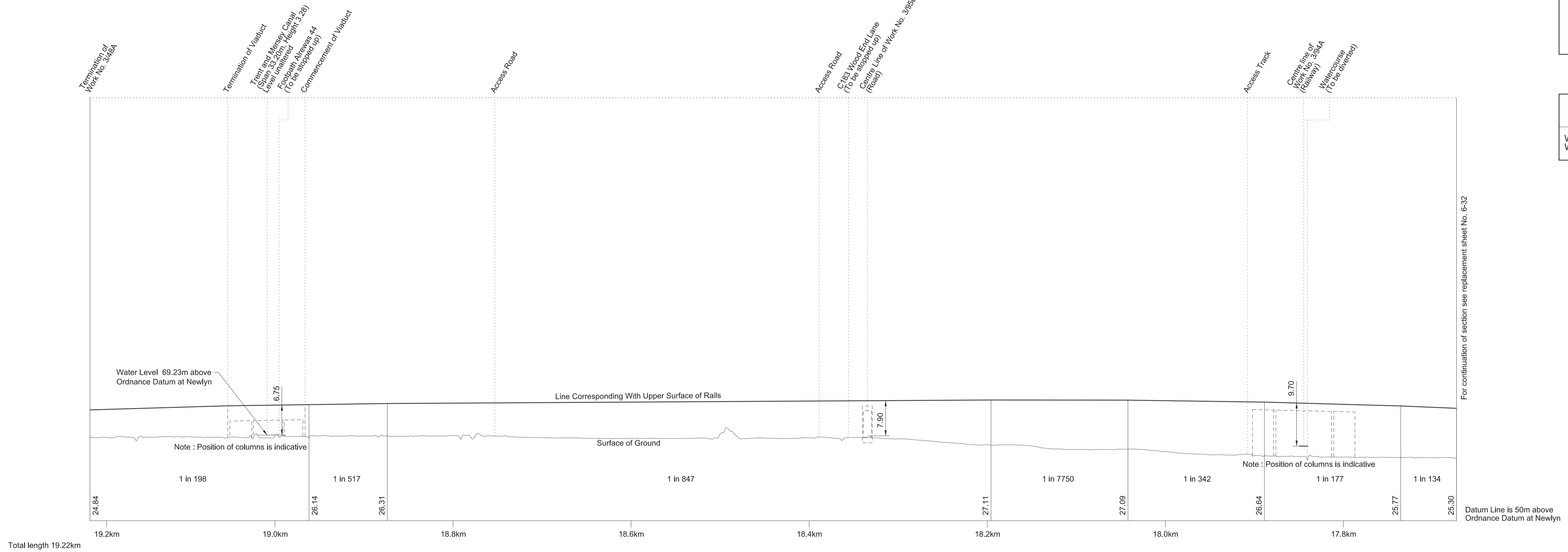


# SECTIONS

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-74

REPLACEMENT SHEET No. 6-33  
 IN PARLIAMENT - SESSION 2015-16  
 HIGH SPEED RAIL  
 (LONDON - WEST MIDLANDS)  
 ADDITIONAL PROVISION  
 (JULY 2015)  
 Work No. 3/48A (Railway)

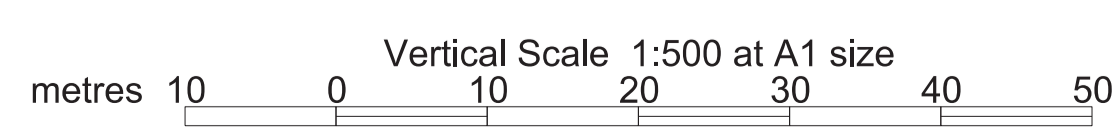
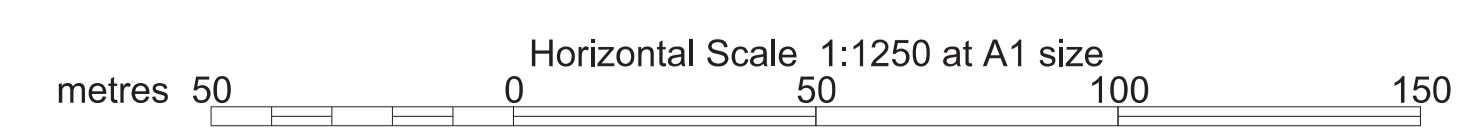
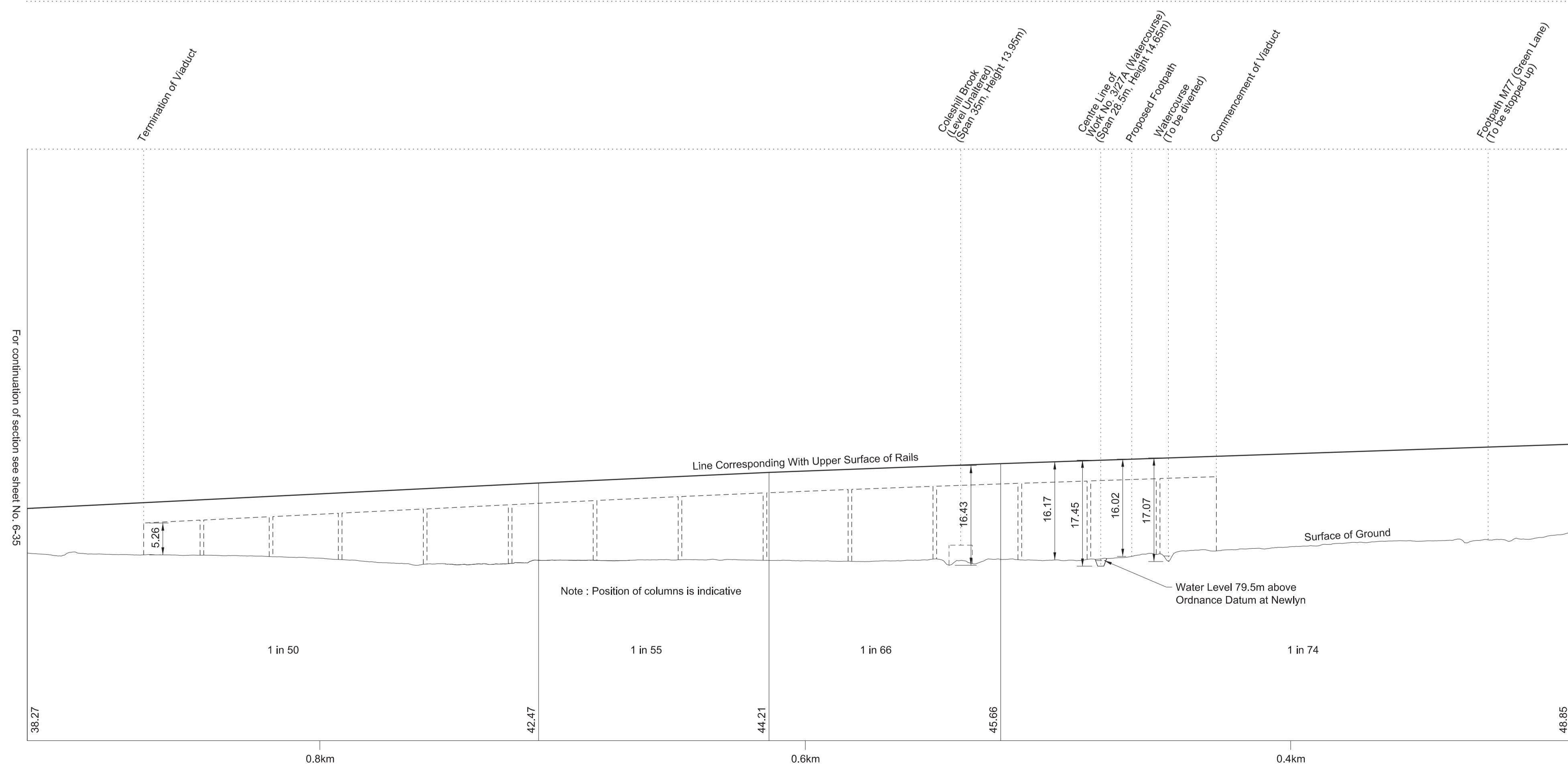
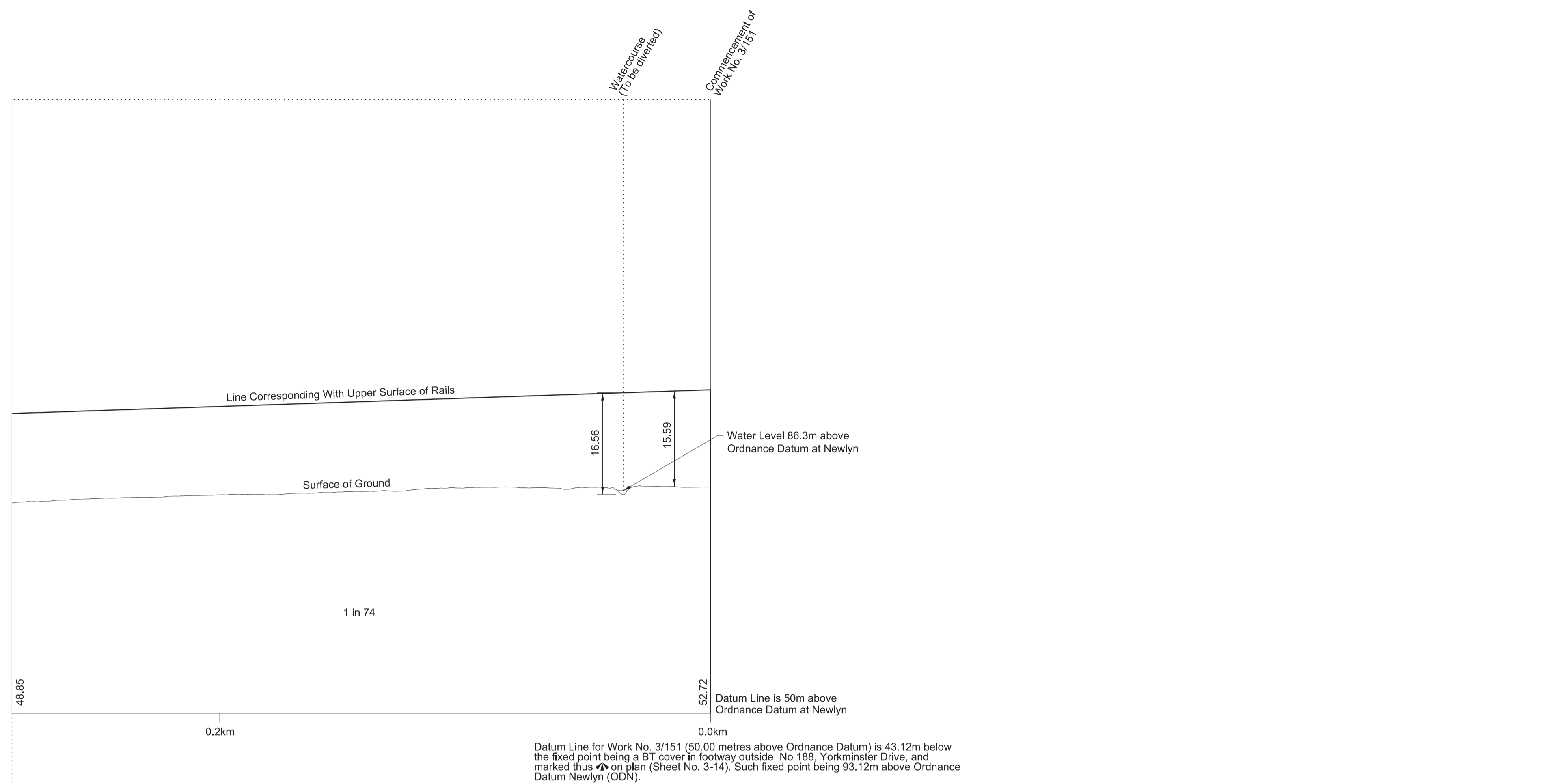
AMENDMENTS TO THIS SHEET  
 ARE AS FOLLOWS :-  
 Work No. 3/48A added  
 Work No. 3/48 removed





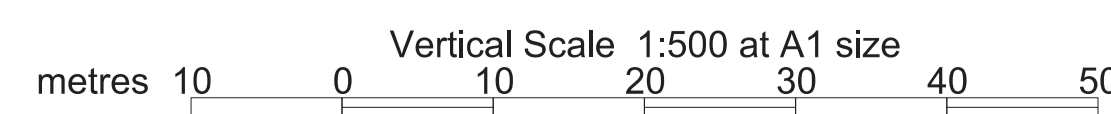
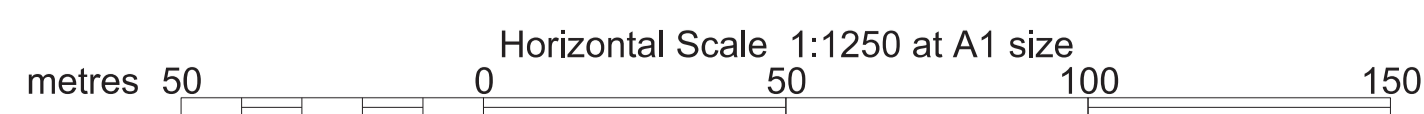
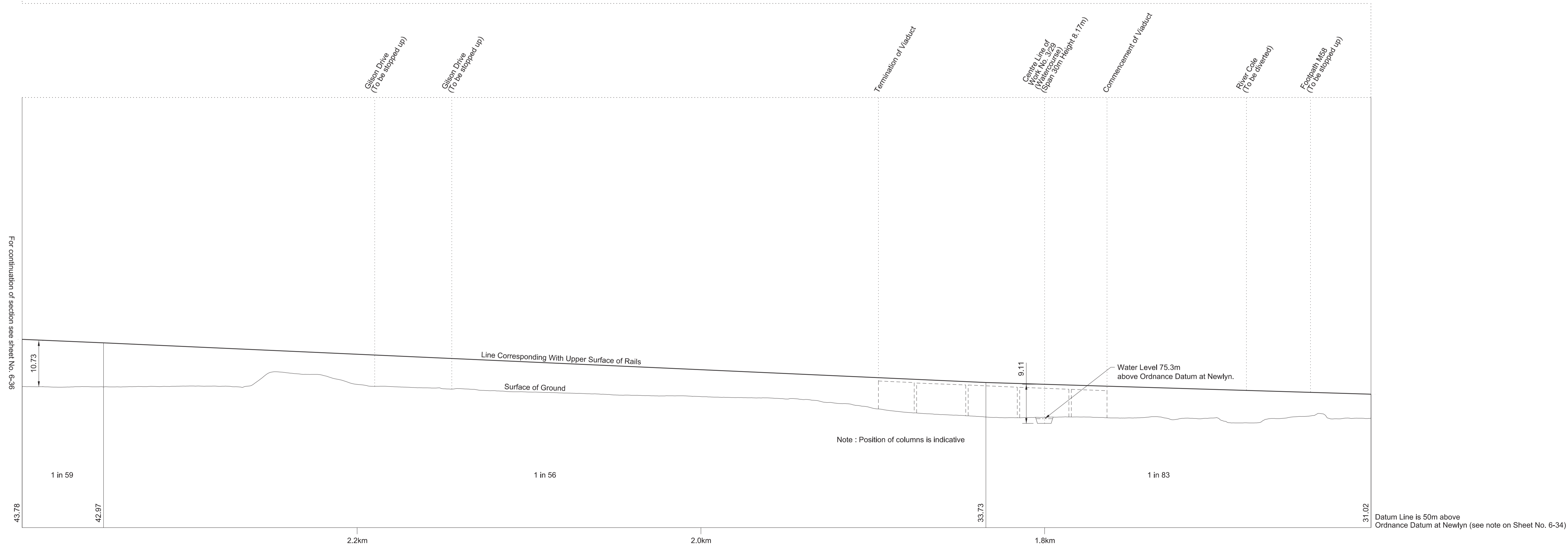
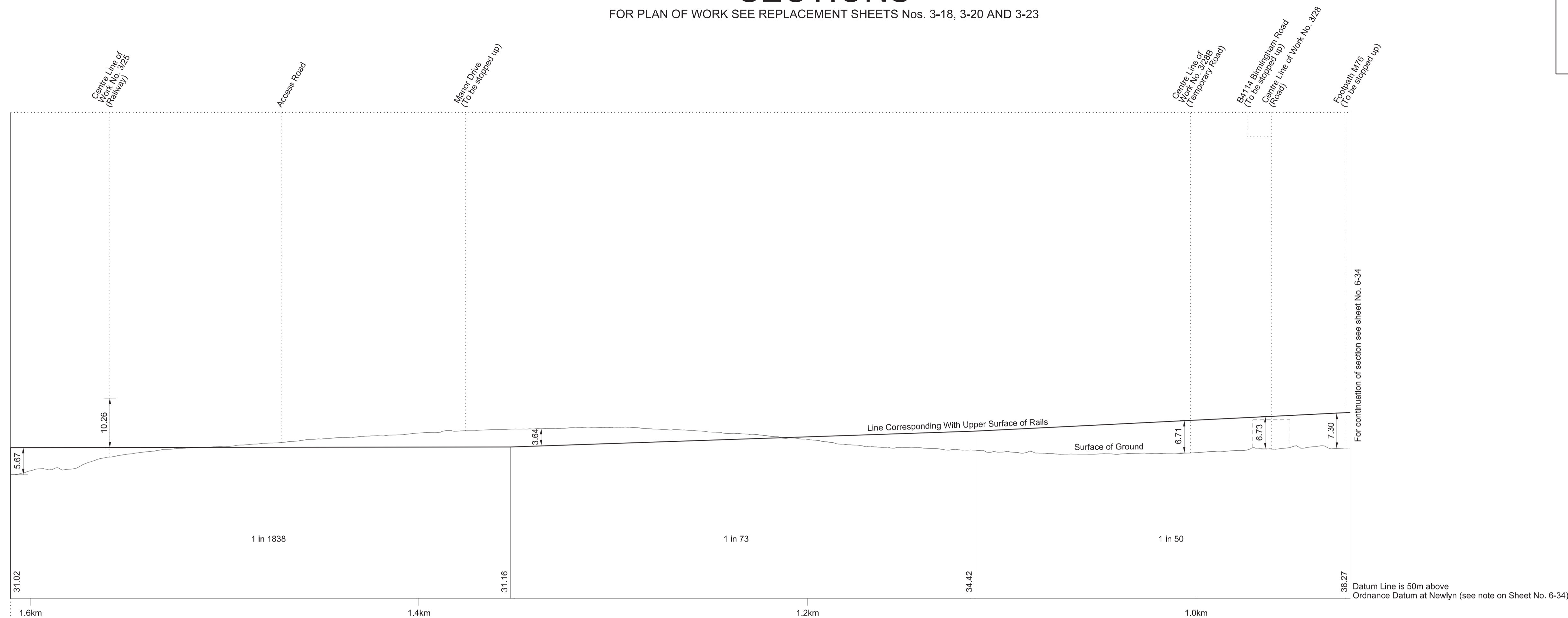
# SECTIONS

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



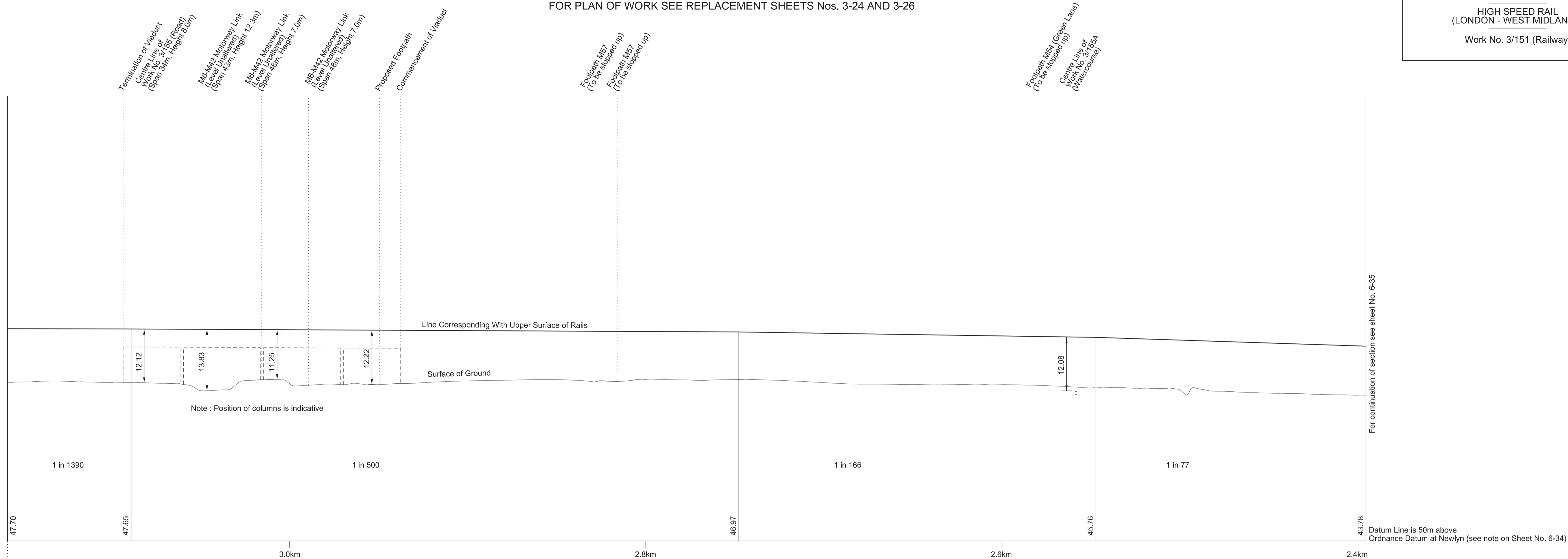
# SECTIONS

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



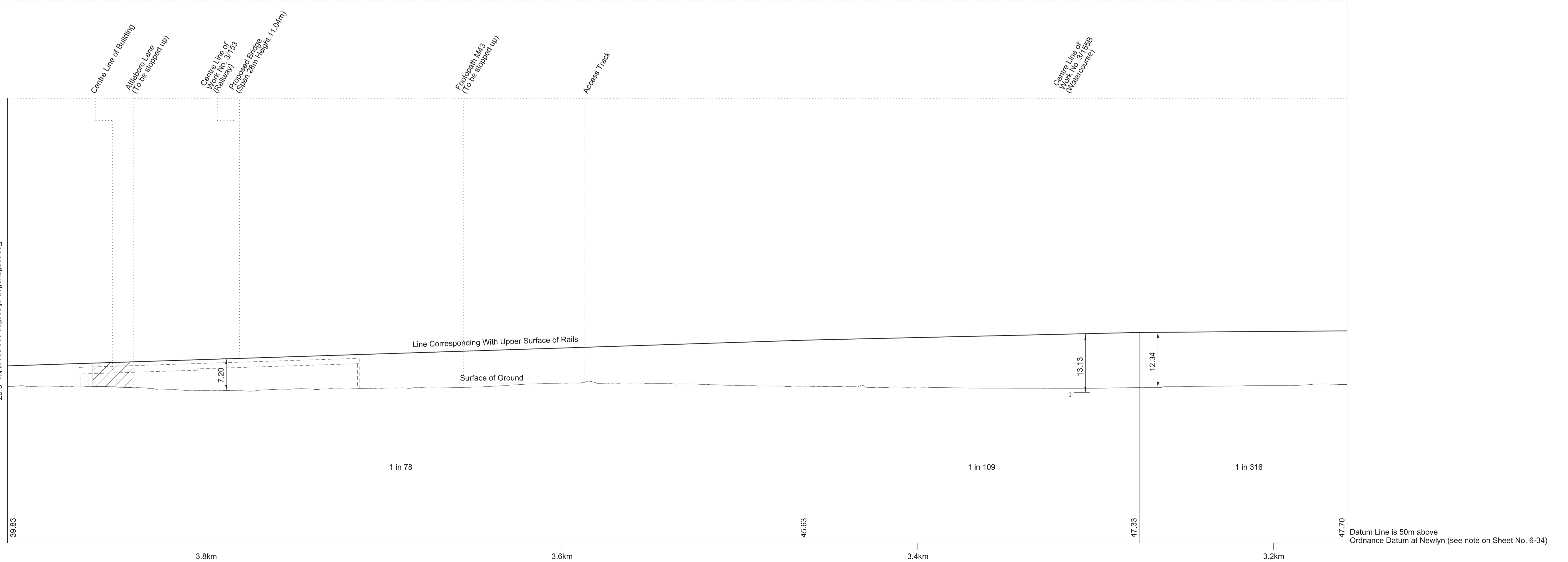
# SECTIONS

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



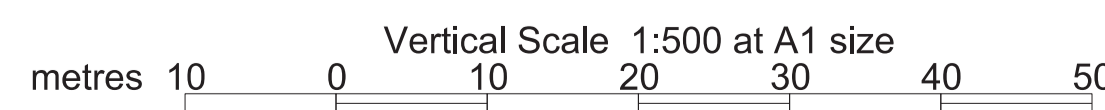
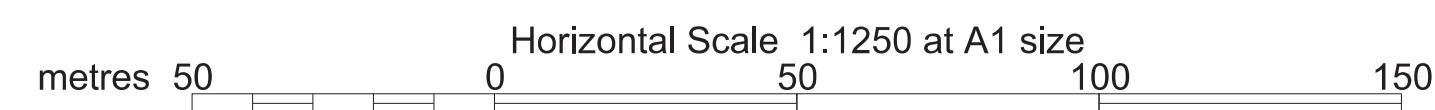
For continuation of section see sheet No. 6-35

Datum Line is 50m above Ordnance Datum at Newlyn (see note on Sheet No. 6-34)



For continuation of section see sheet No. 6-37

Datum Line is 50m above Ordnance Datum at Newlyn (see note on Sheet No. 6-34)

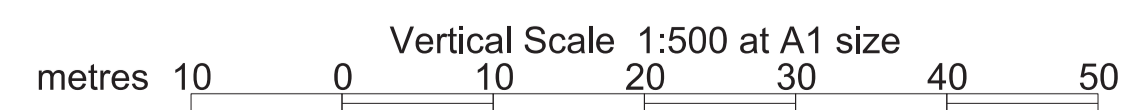
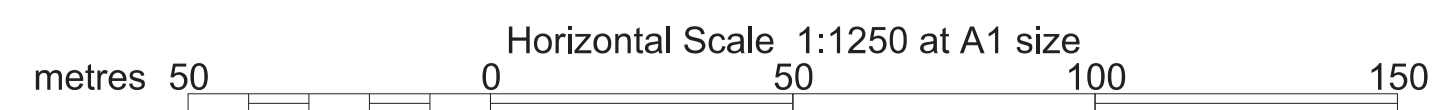
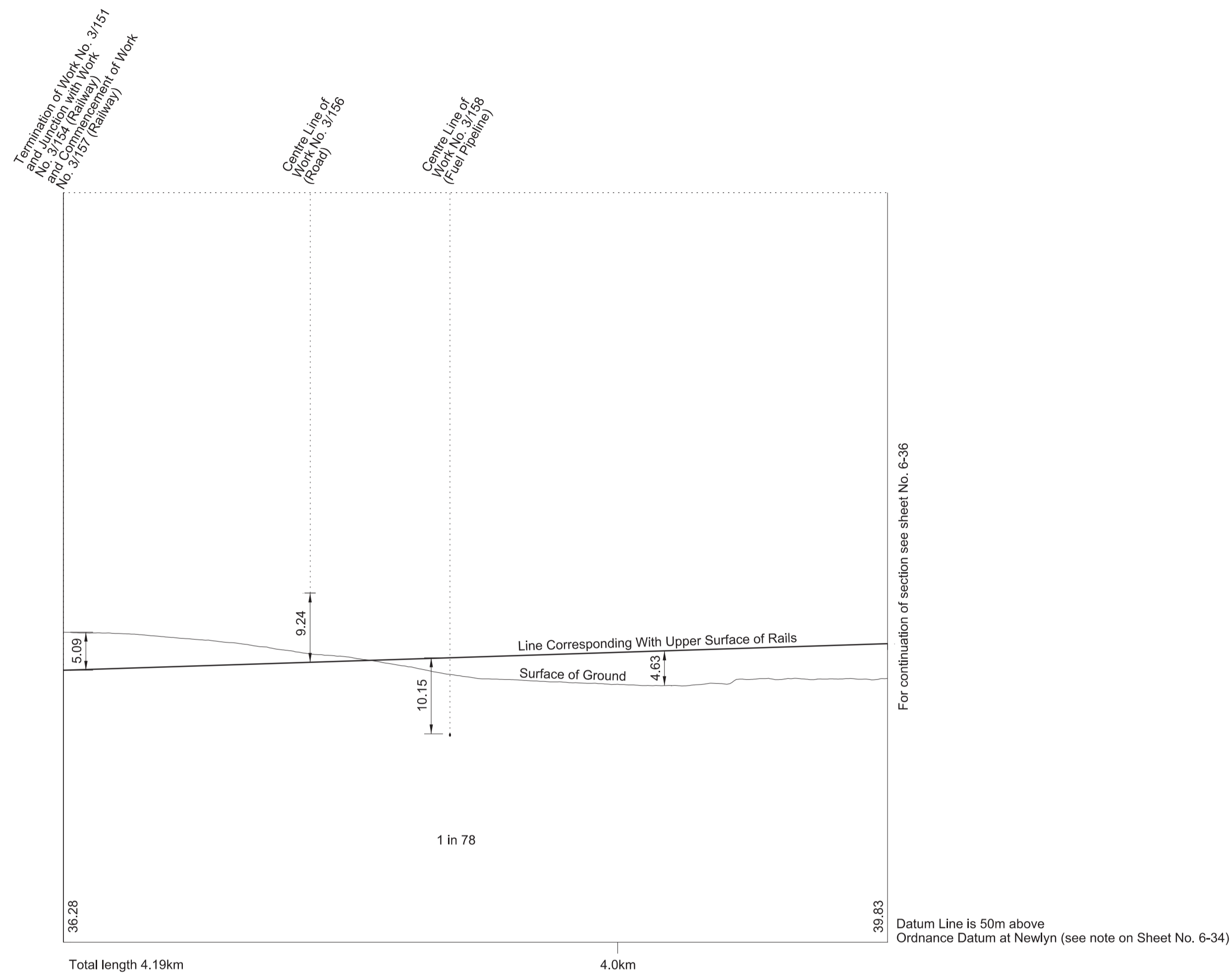




# SECTIONS

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-27

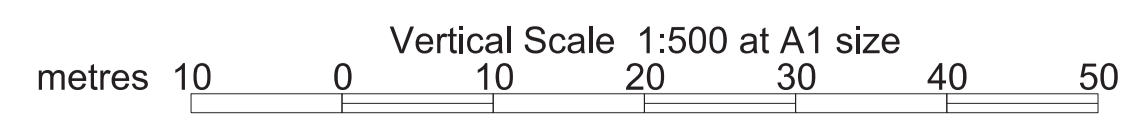
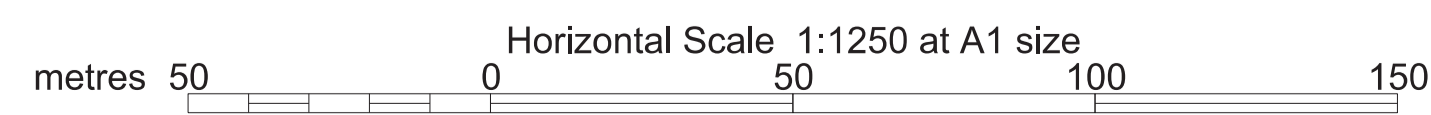
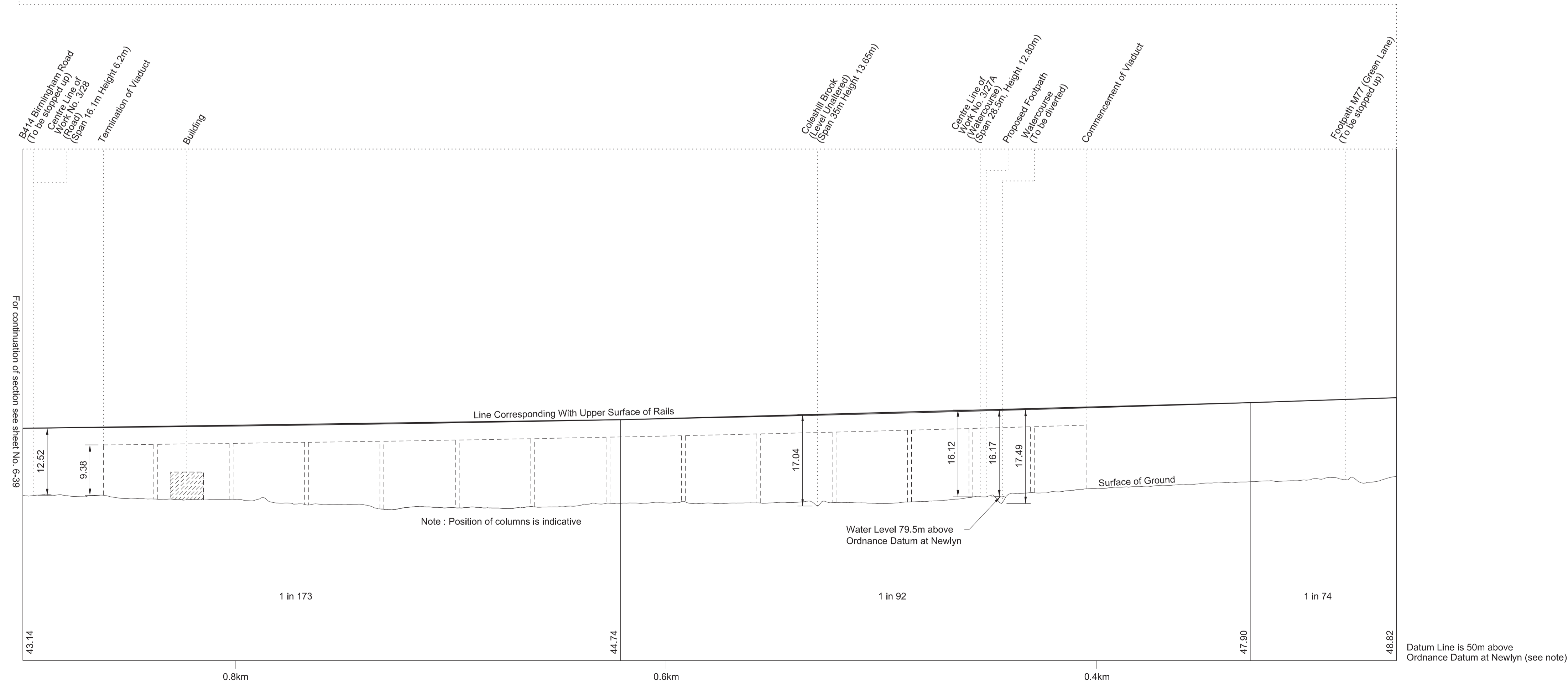
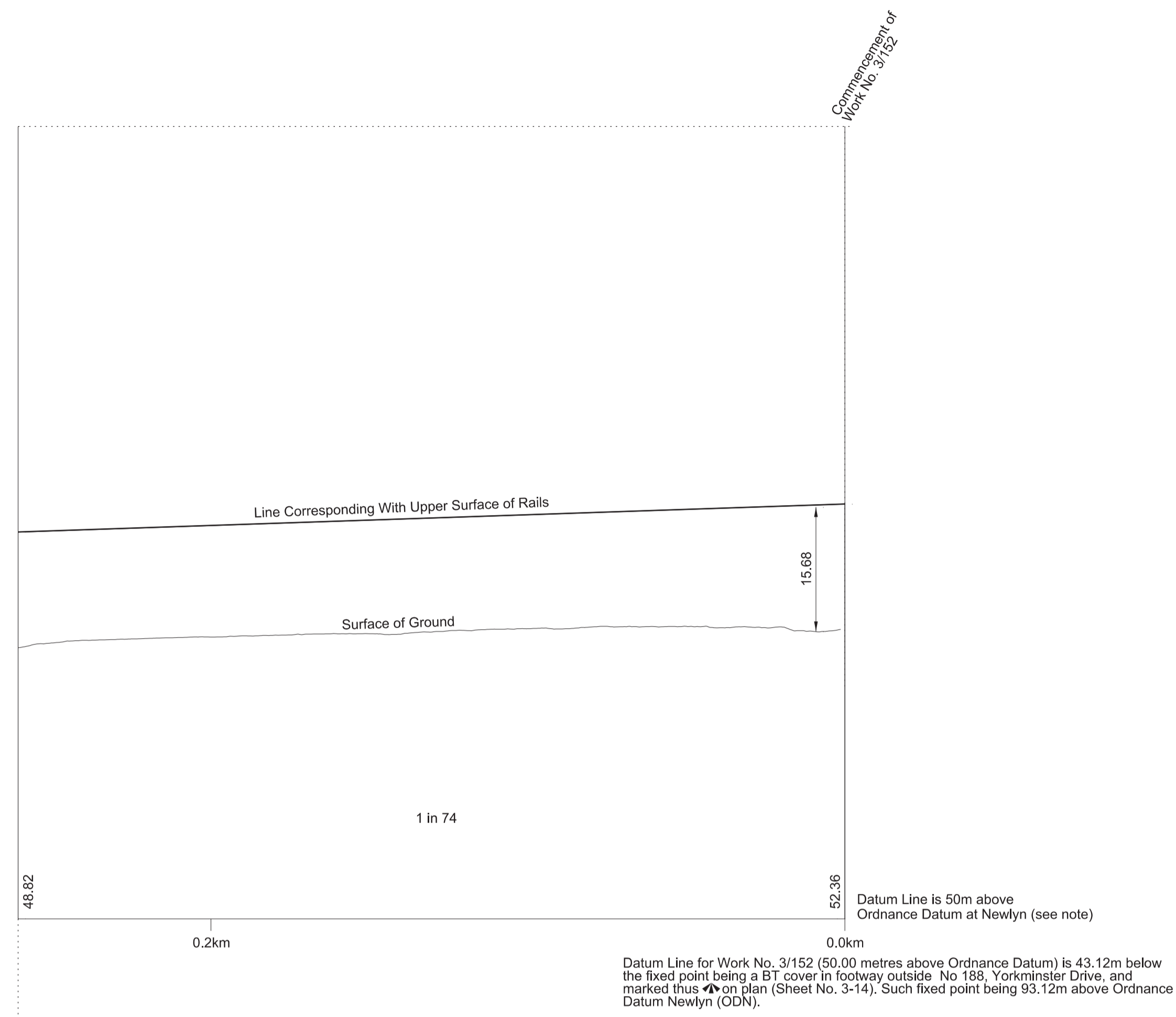
IN PARLIAMENT - SESSION 2013-14  
HIGH SPEED RAIL  
(LONDON - WEST MIDLANDS)  
Work No. 3/151 (Railway)



# SECTIONS

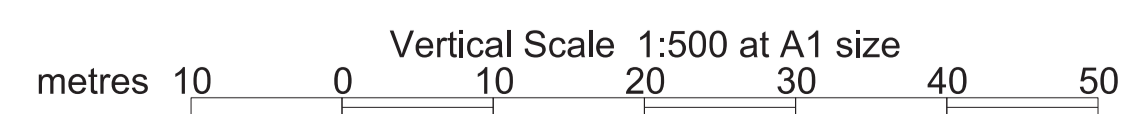
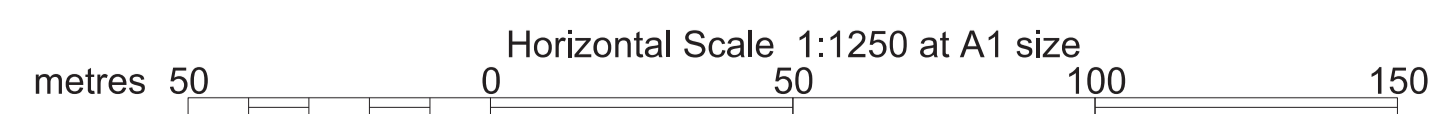
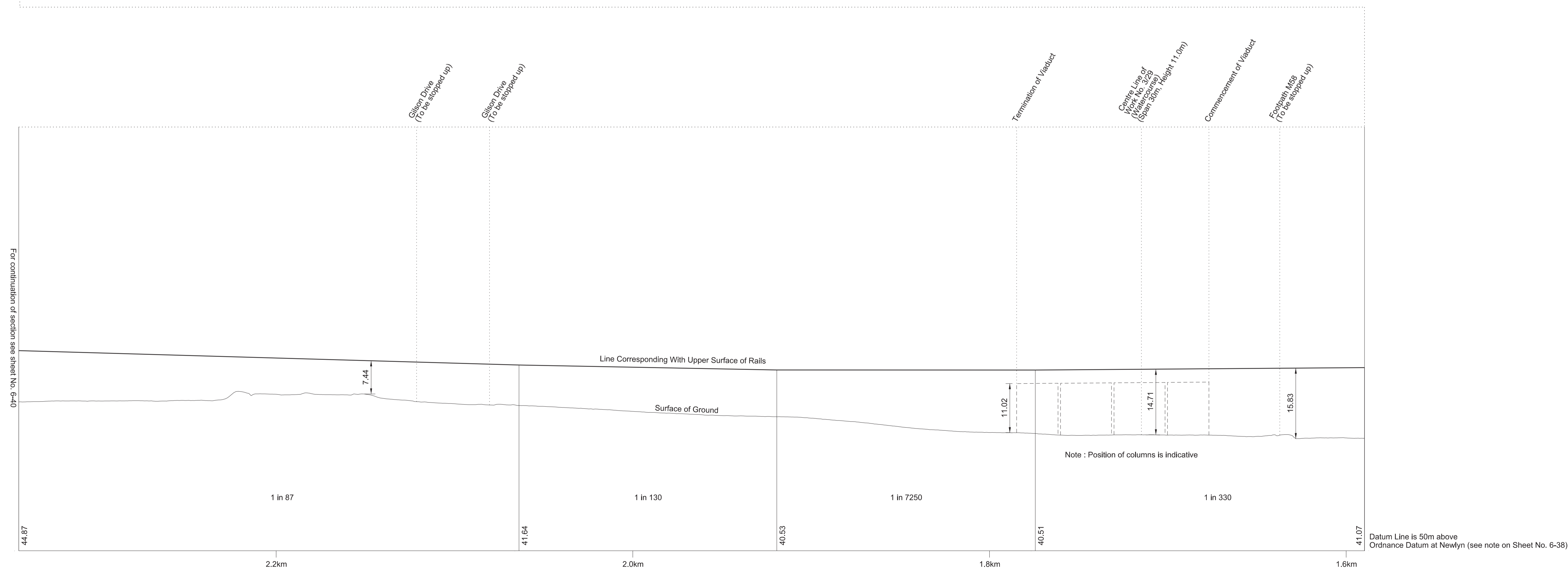
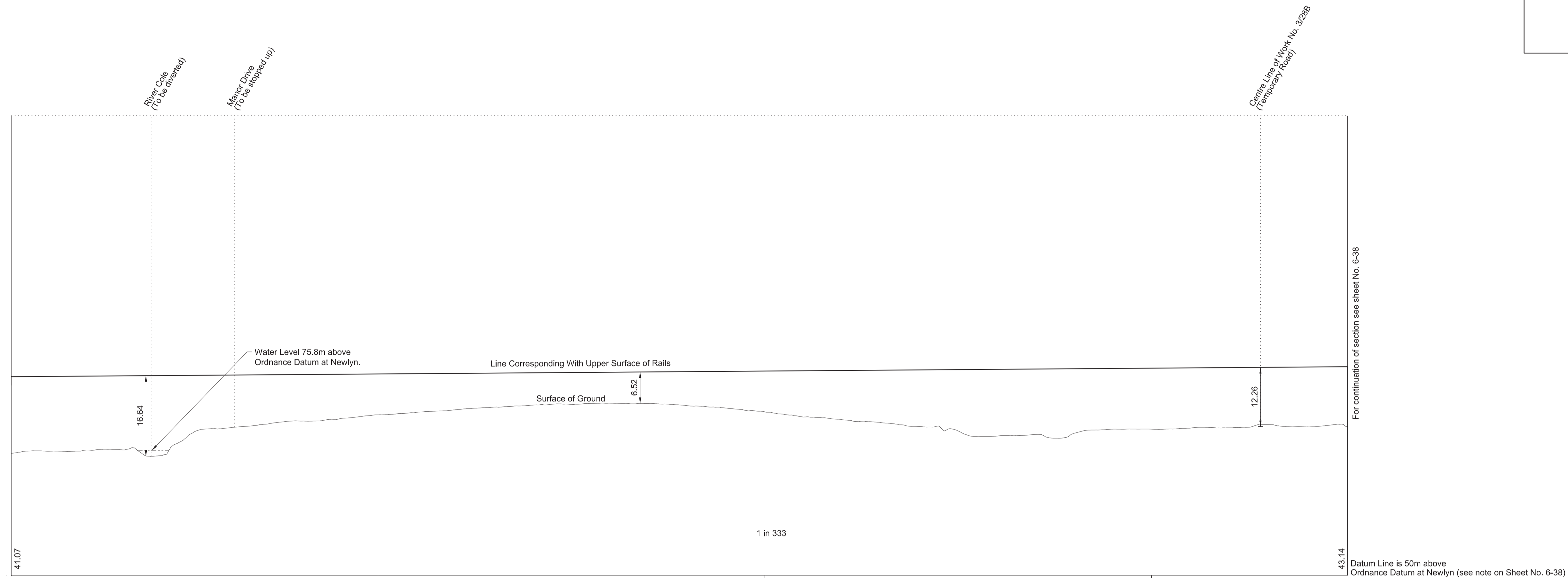
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-14 AND 3-16

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



# SECTIONS

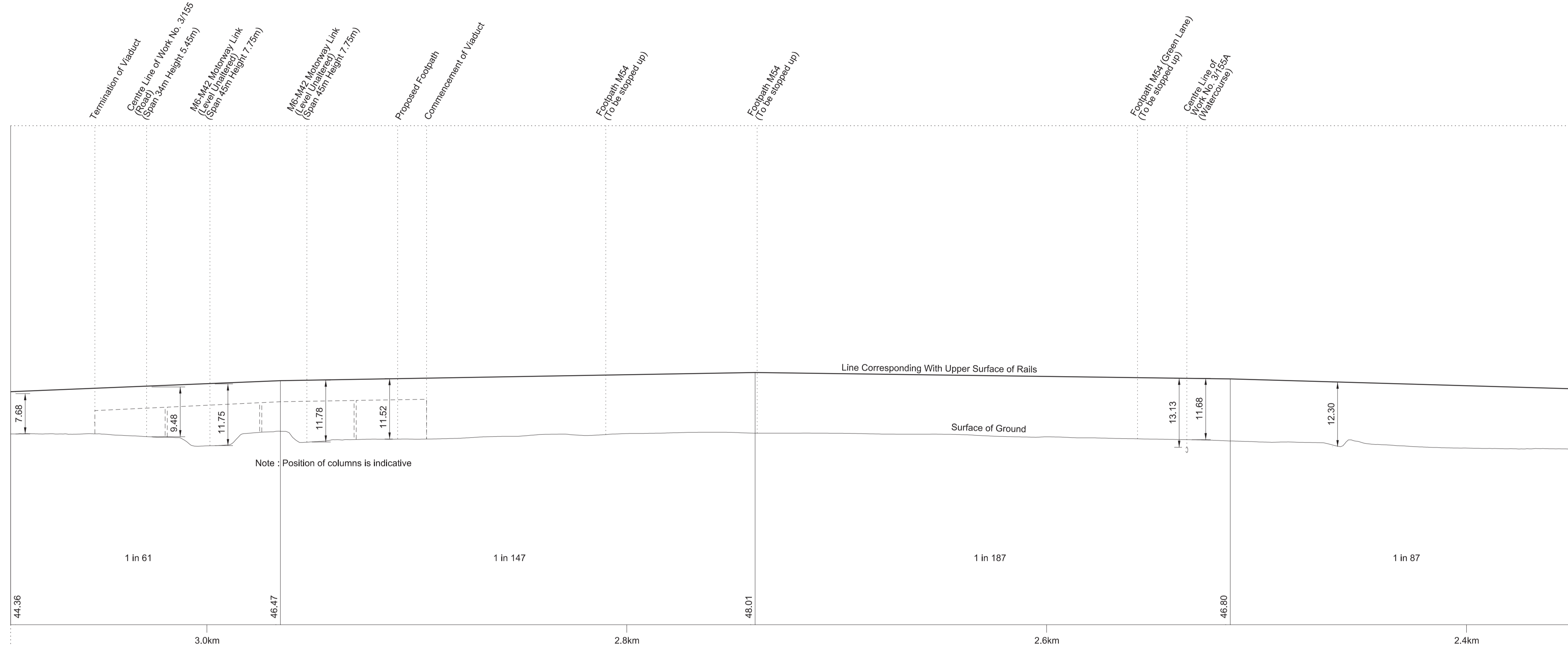
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-18, 3-20 AND 3-23





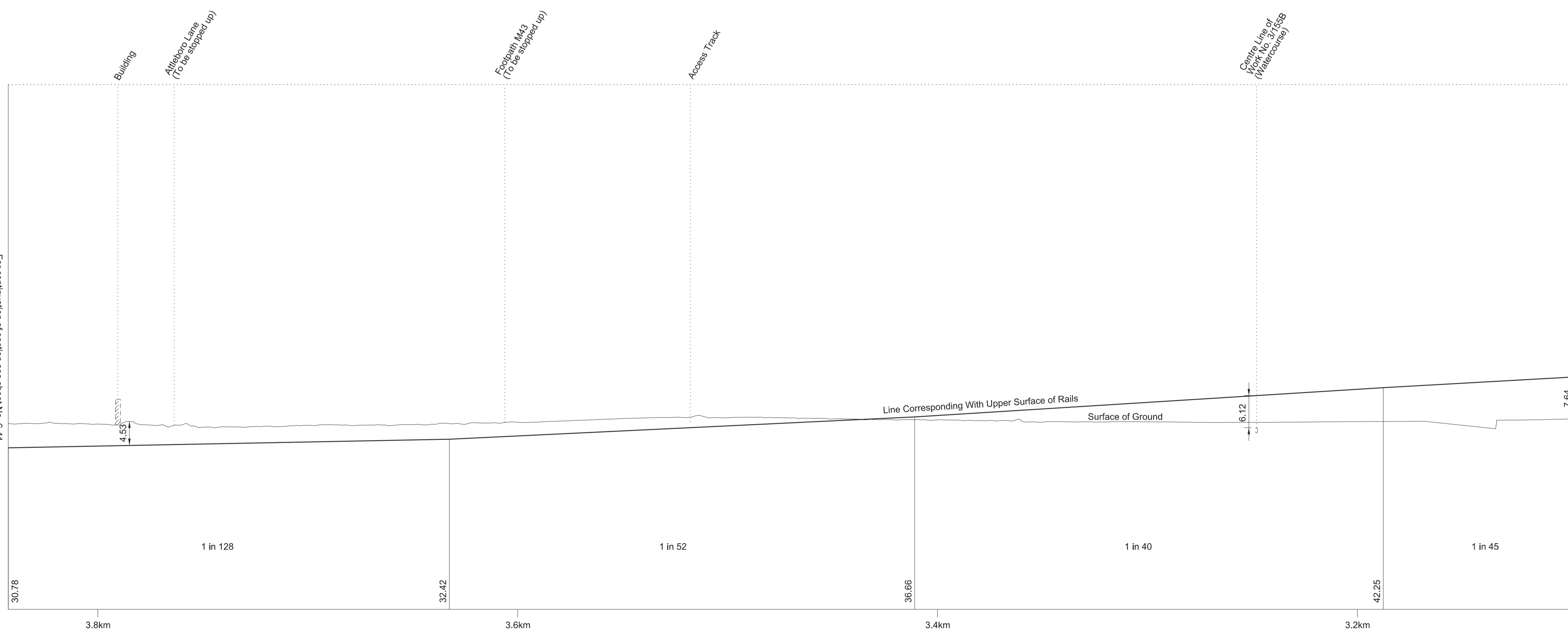
# SECTIONS

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



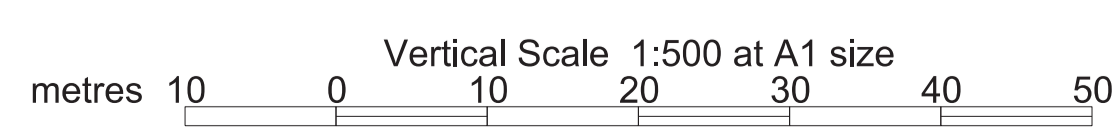
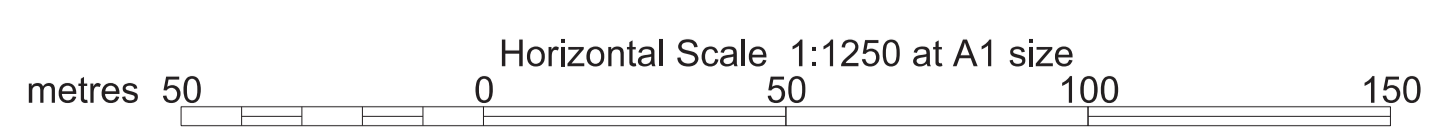
For continuation of section see sheet No. 6-39

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



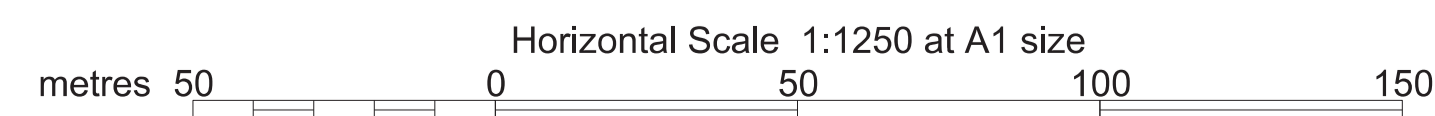
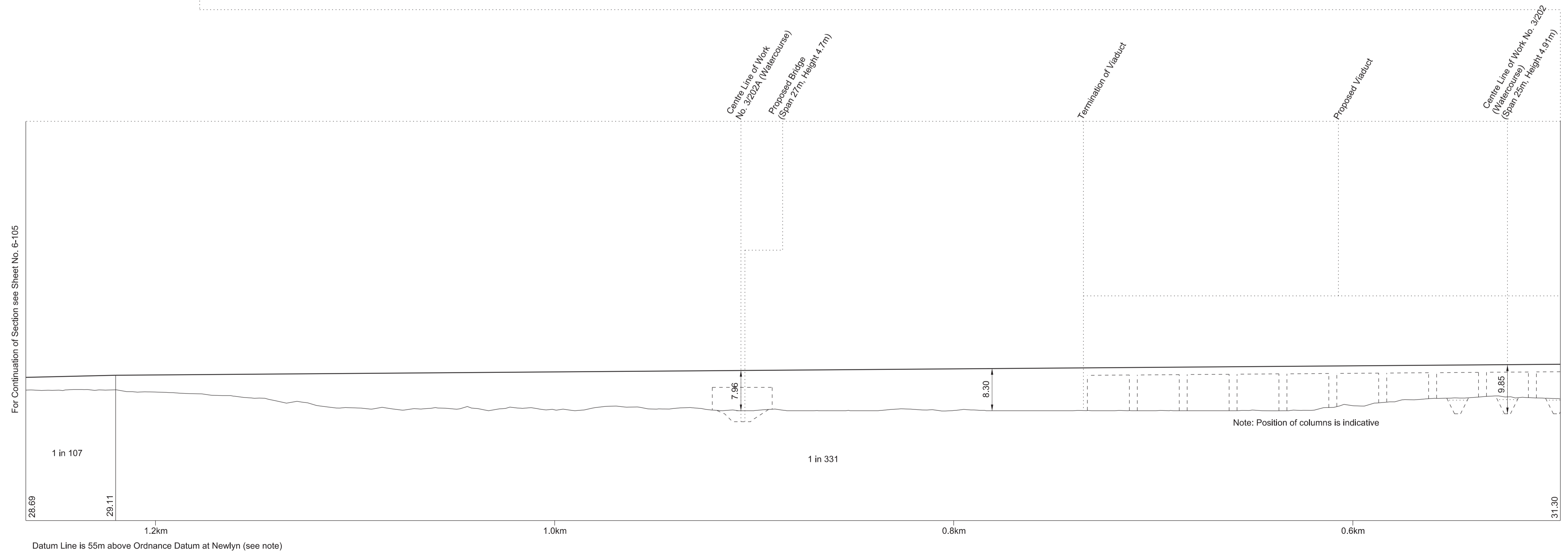
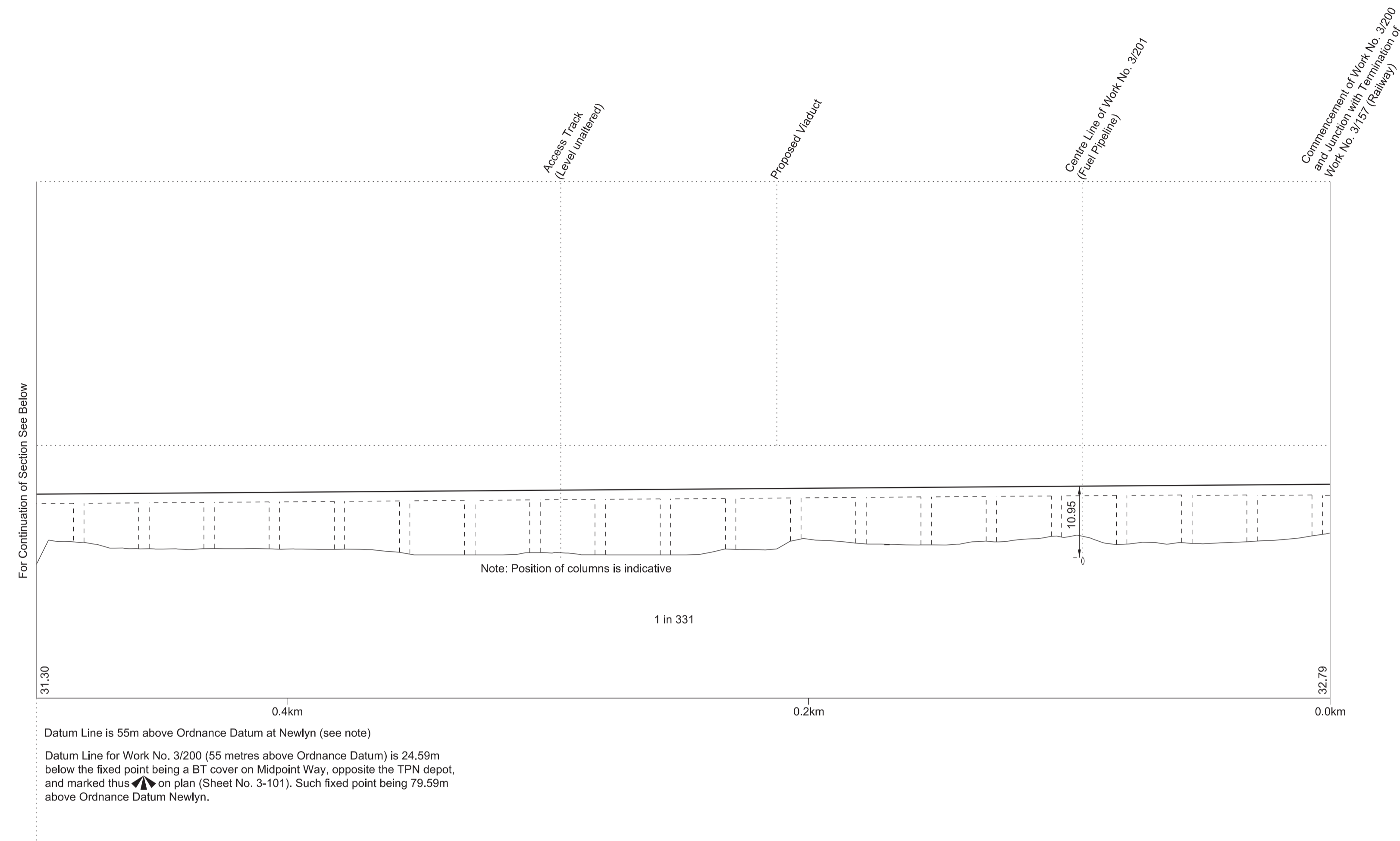
For continuation of section see sheet No. 6-41

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



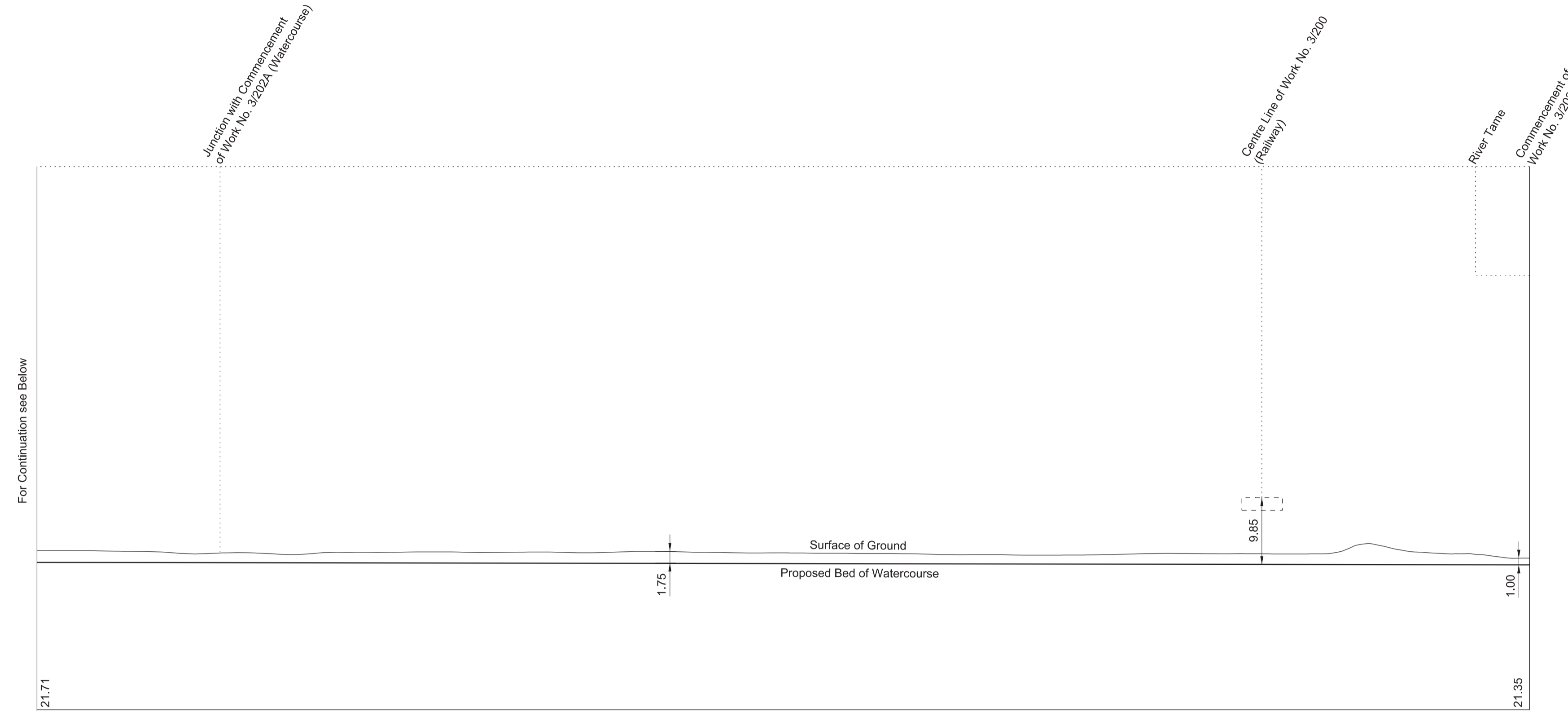
# SECTIONS

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

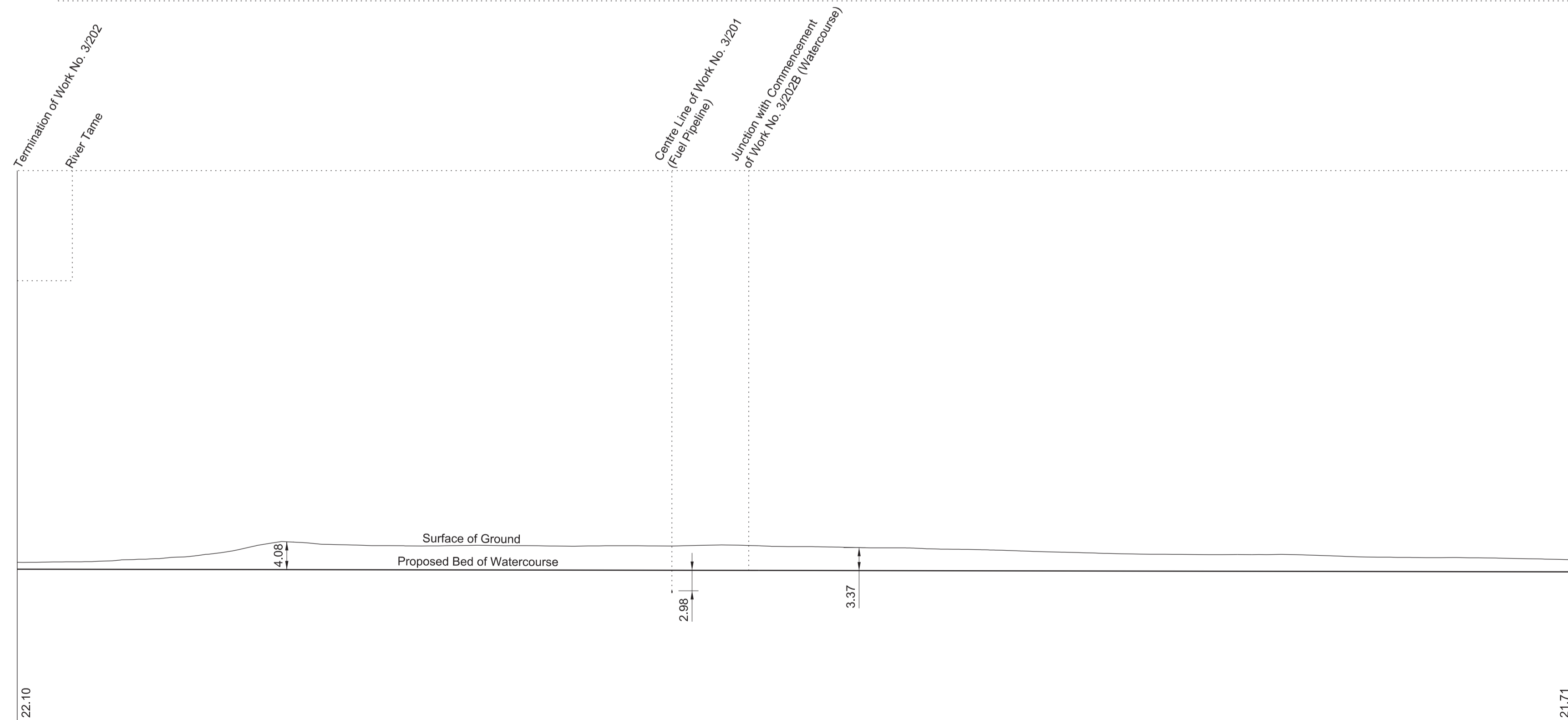


# SECTIONS

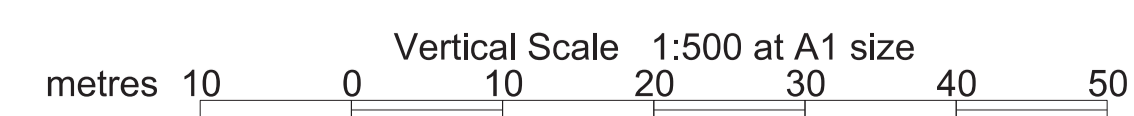
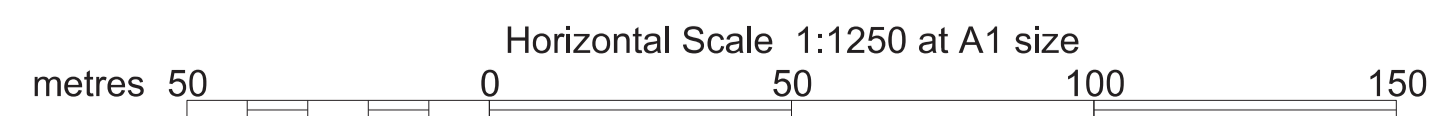
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-101, 3-102 and 3-103



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/202 (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.



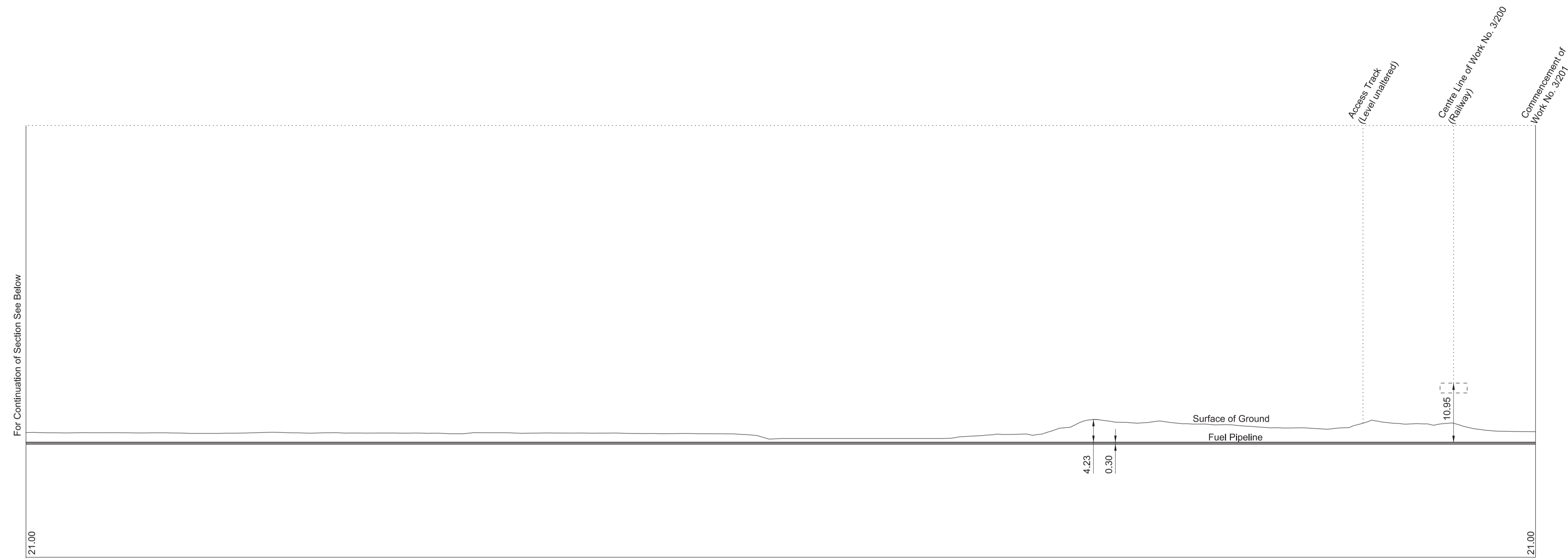
Datum Line is 55m above Ordnance Datum at Newlyn (see note)






# SECTIONS

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

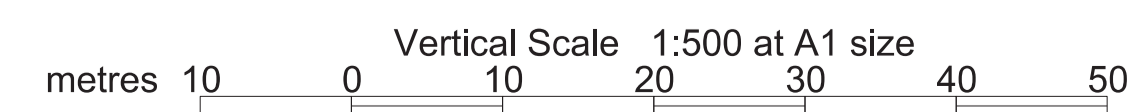
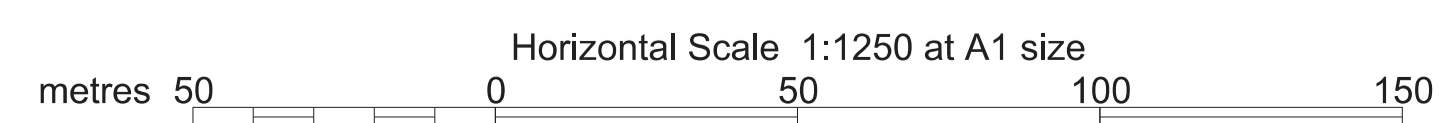


Datum Line is 55m above Ordnance Datum at Newlyn (see note)

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.



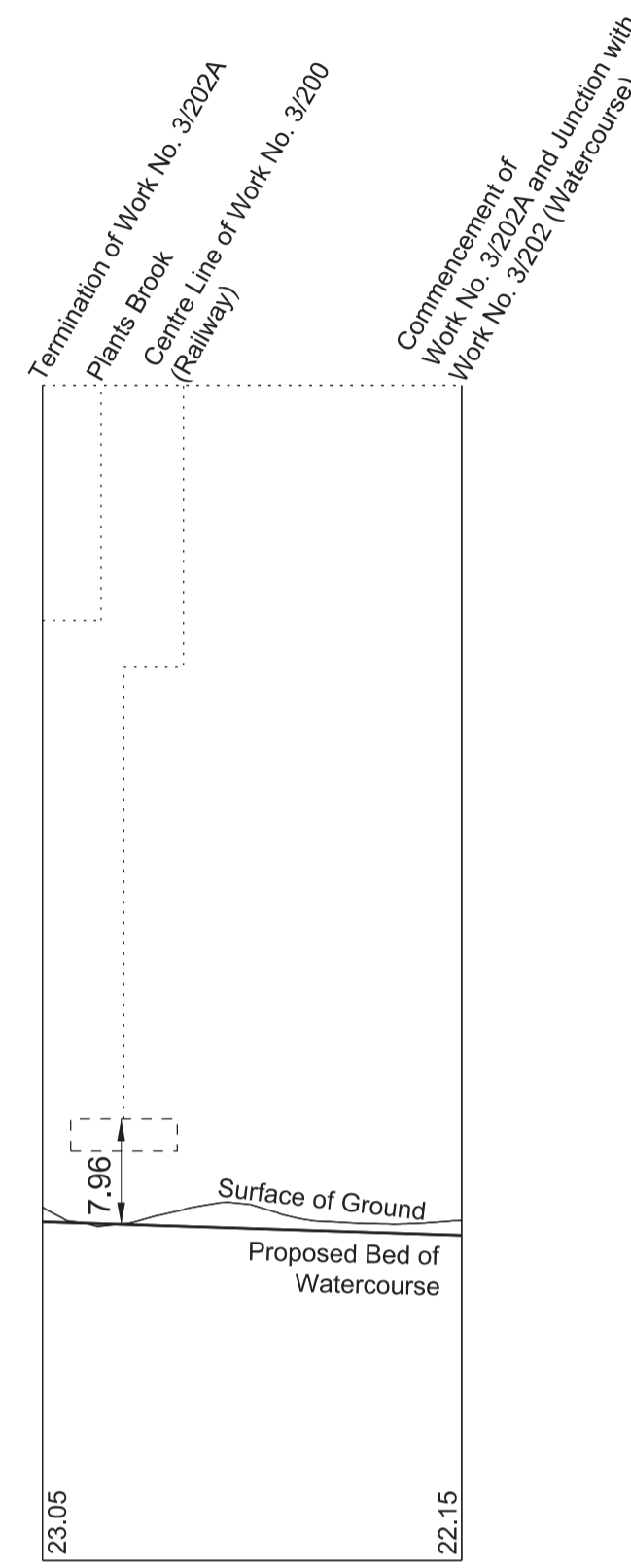
Datum Line is 55m above Ordnance Datum at Newlyn (see note)




# SECTIONS

## WORK No. 3/202A

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-102

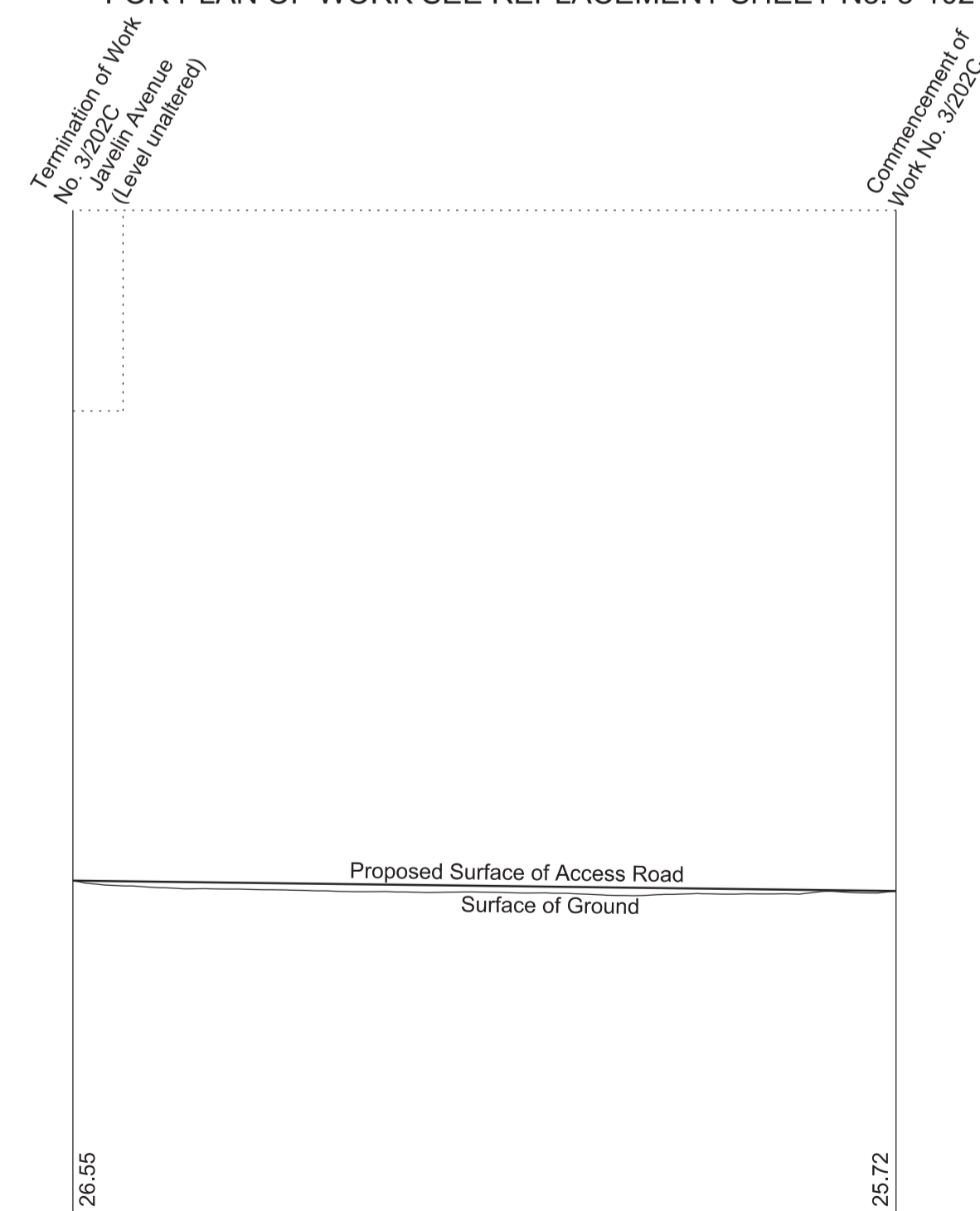


Datum Line is 55m above Ordnance Datum at Newlyn (see note)

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 REPLACEMENT SHEET No. 3-102

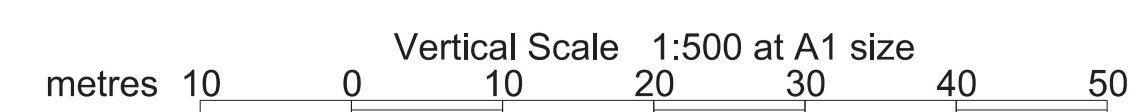
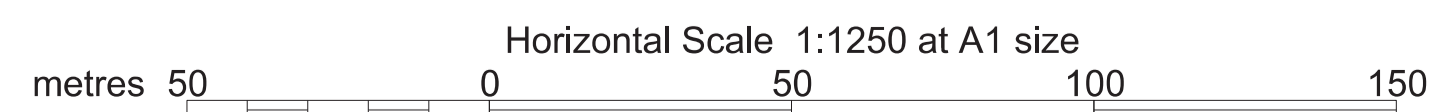


Datum Line is 55m above Ordnance Datum at Newlyn (see note)

Greatest inclination of proposed road 1 in 198

Greatest inclination of existing road n/a

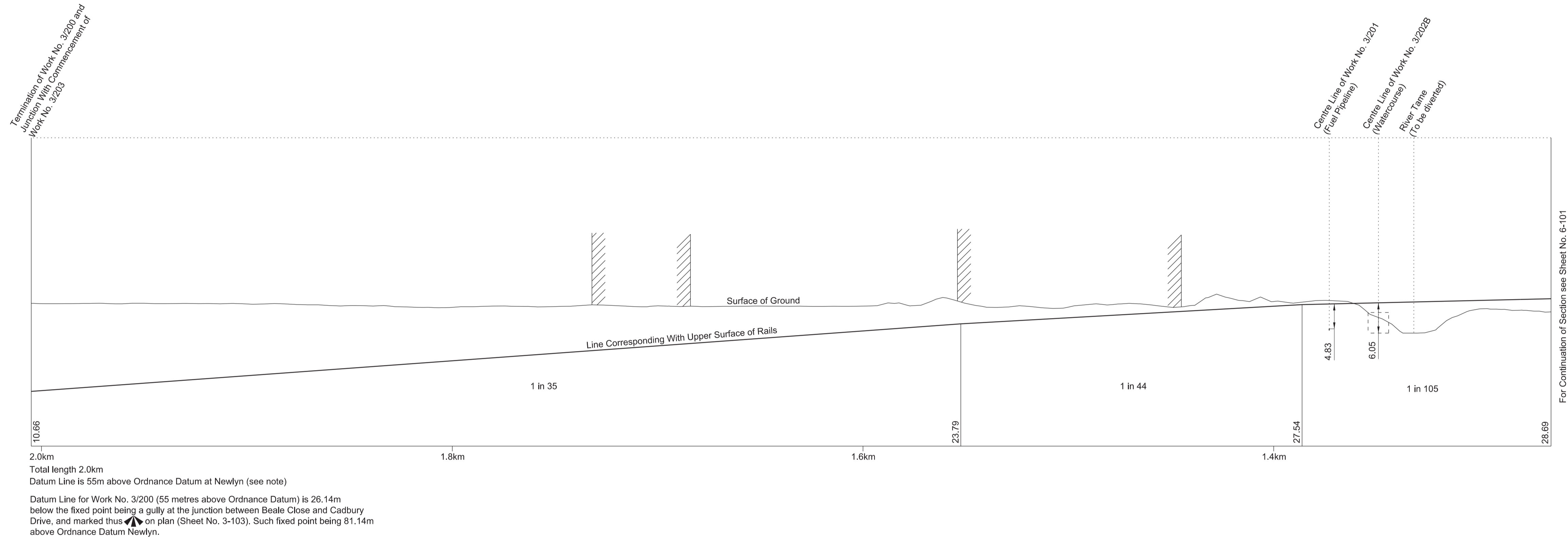
Datum Line for Work No. 3/202C (55 metres above Ordnance Datum) is 26.67m below the fixed point being a gully on the south side of Javelin Avenue, outside Nos. 70 and 72, and marked thus  on plan (Sheet No. 3-102). Such fixed point being 81.67m above Ordnance Datum Newlyn.



# SECTIONS

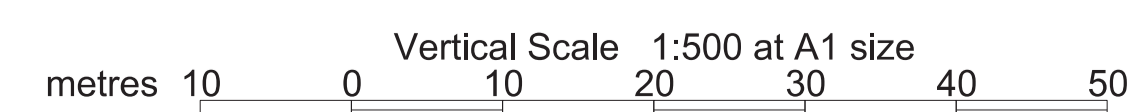
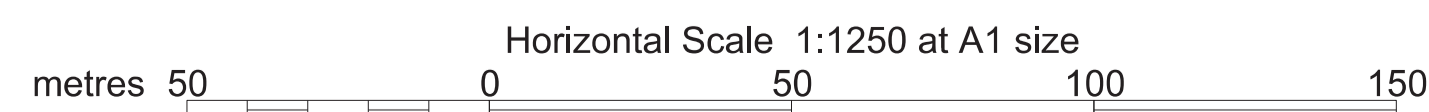
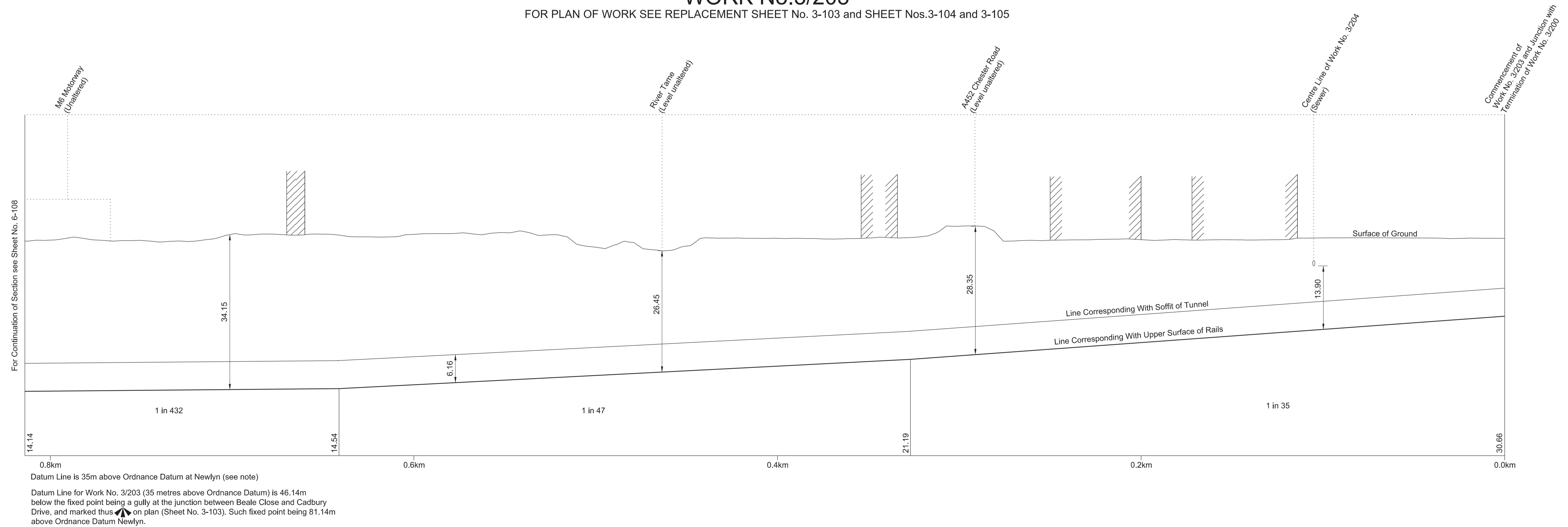
## WORK No.3/200

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-103



## WORK No.3/203

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-103 and SHEET Nos.3-104 and 3-105



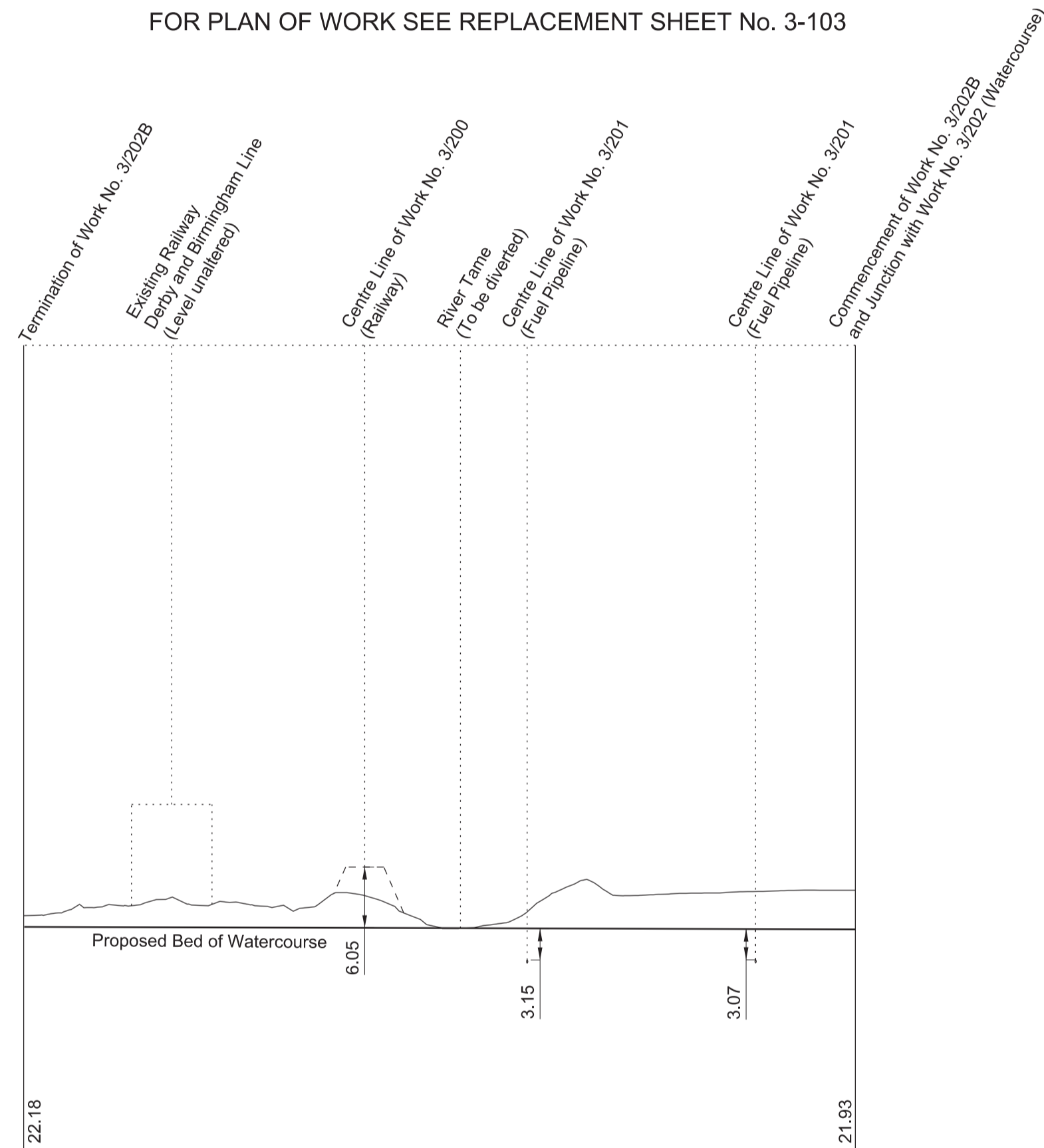



# SECTIONS

REPLACEMENT SHEET No. 6-106  
 IN PARLIAMENT - SESSION 2015-16  
 HIGH SPEED RAIL  
 (LONDON - WEST MIDLANDS)  
 ADDITIONAL PROVISION  
 (OCTOBER 2015)  
 Work No. 3/202B (Watercourse)  
 Work No. 3/202D (Access Road)

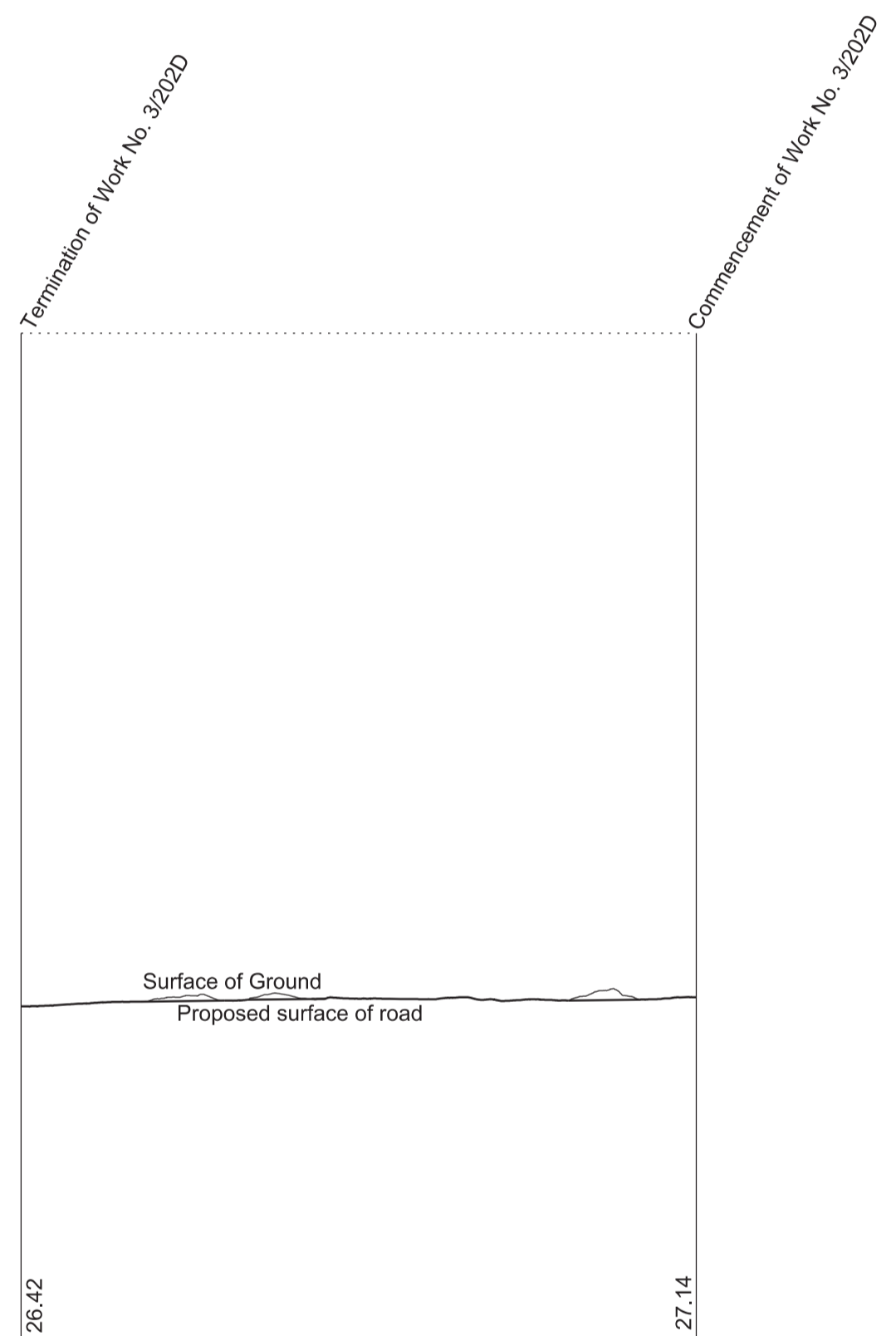
AMENDMENTS TO THIS SHEET  
 ARE AS FOLLOWS :-  
 Work No. 3/202D added

**WORK No. 3/202B**  
 FOR PLAN OF WORK SEE REPLACEMENT 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.

**WORK No. 3/202D**  
 FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-103

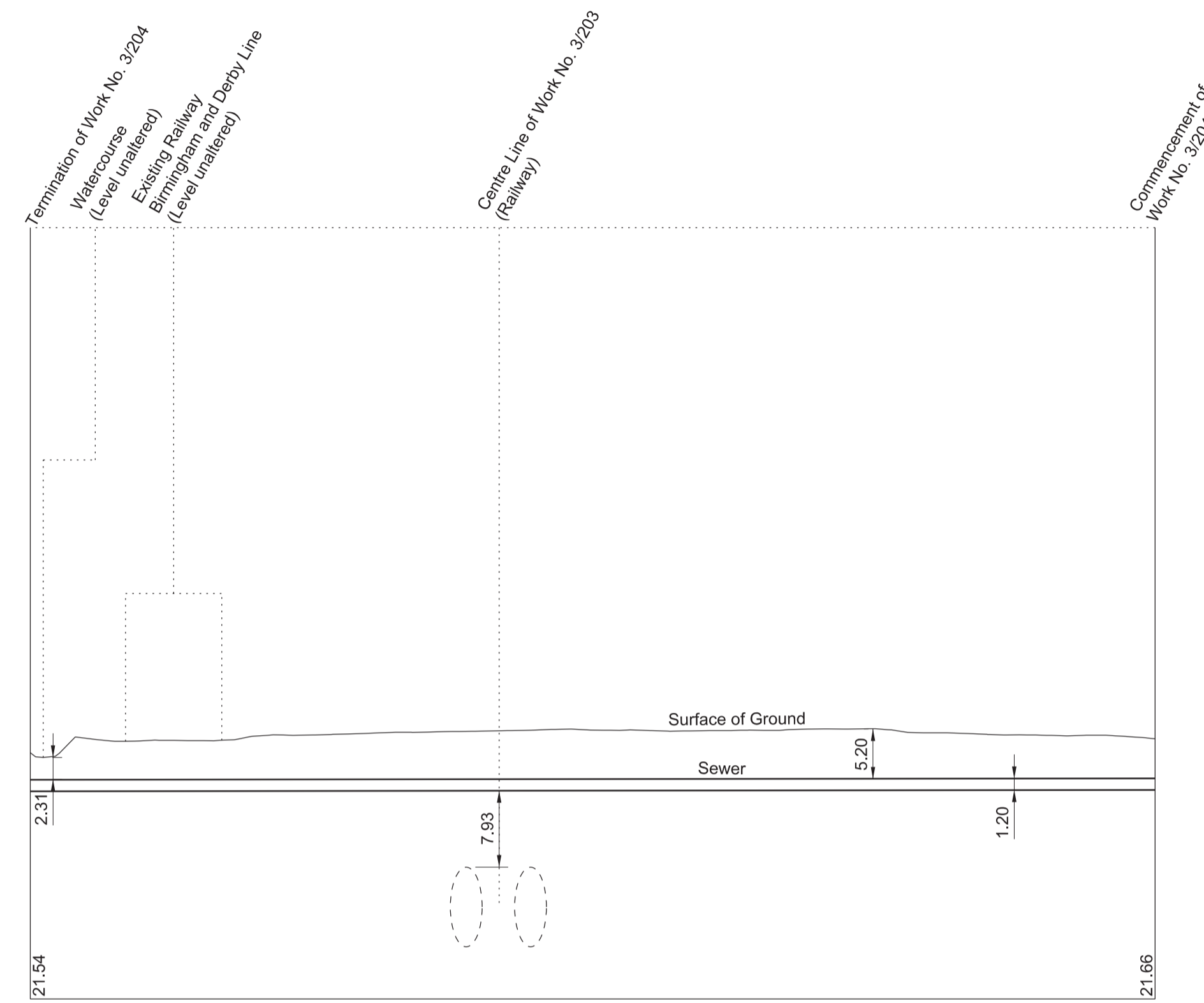



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 250  
 Greatest inclination of existing road 1 in 250



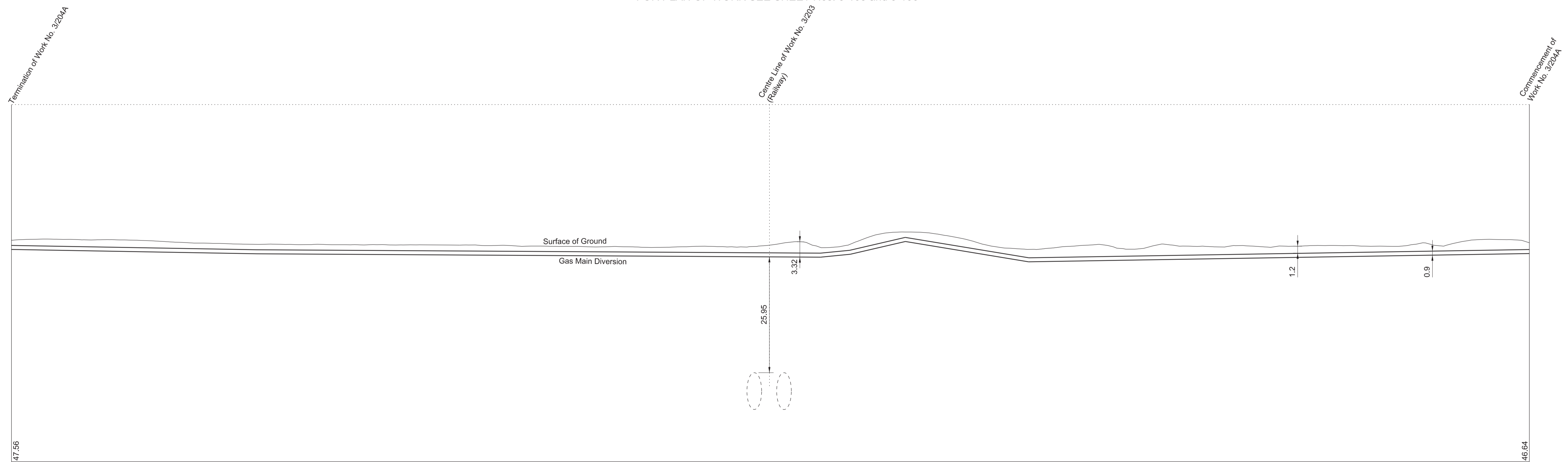
# SECTIONS


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

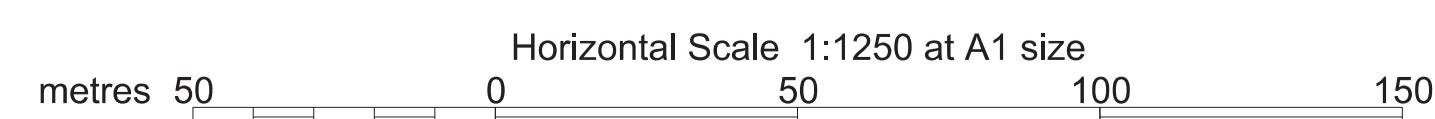


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/204 (55 metres above Ordnance Datum) is 26.36m below the fixed point being an Inspection cover outside 157 Cadbury Drive, and marked thus  on plan (Sheet No. 3-104). Such fixed point being 81.36m above Ordnance Datum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

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

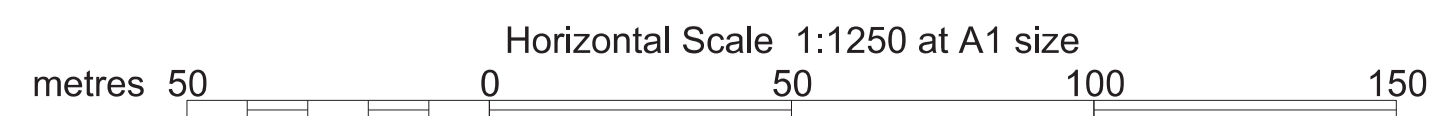
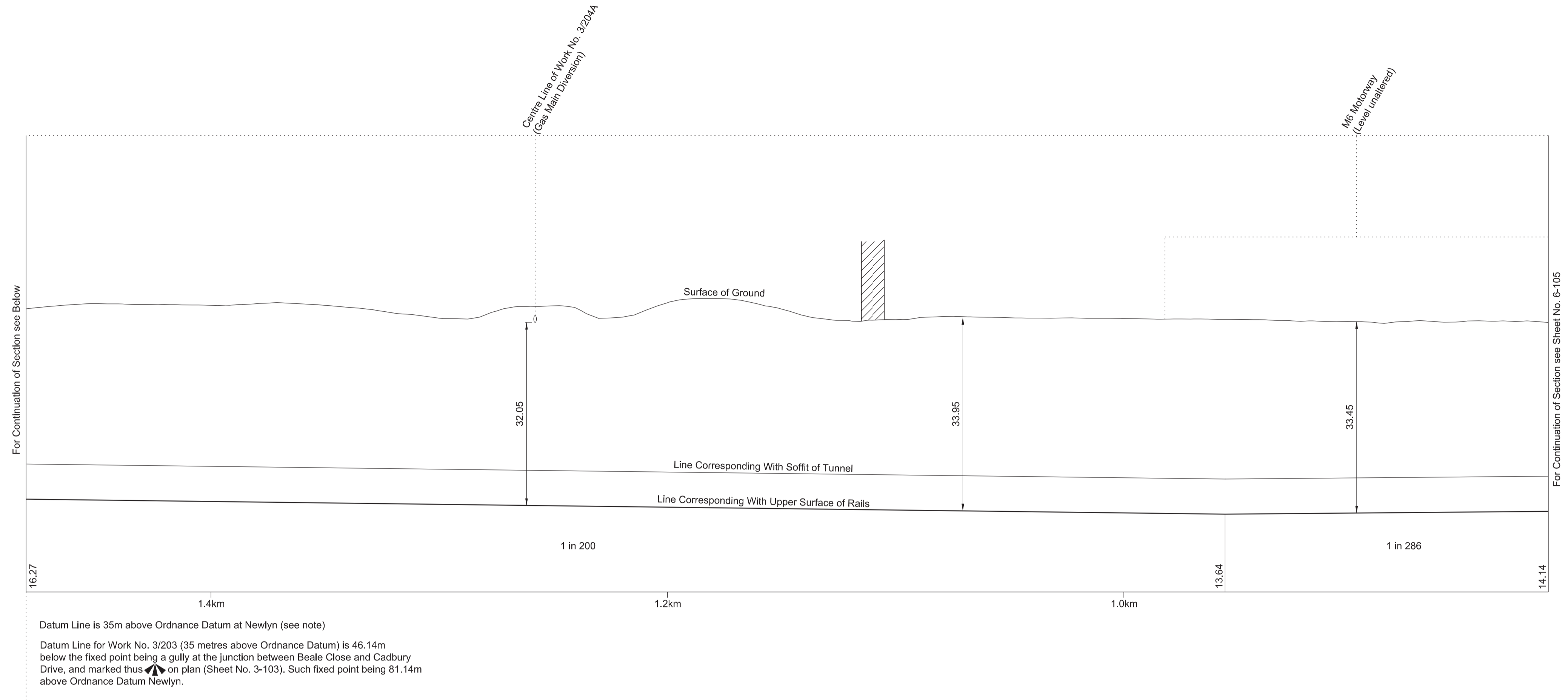


Datum Line is 35m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/204A (35 metres above Ordnance Datum) is 47.90m below the fixed point being a BT cover on Cheltenham Drive, and marked thus  on plan (Sheet No. 3-105). Such fixed point being 82.90m above Ordnance Datum Newlyn.



# SECTIONS

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

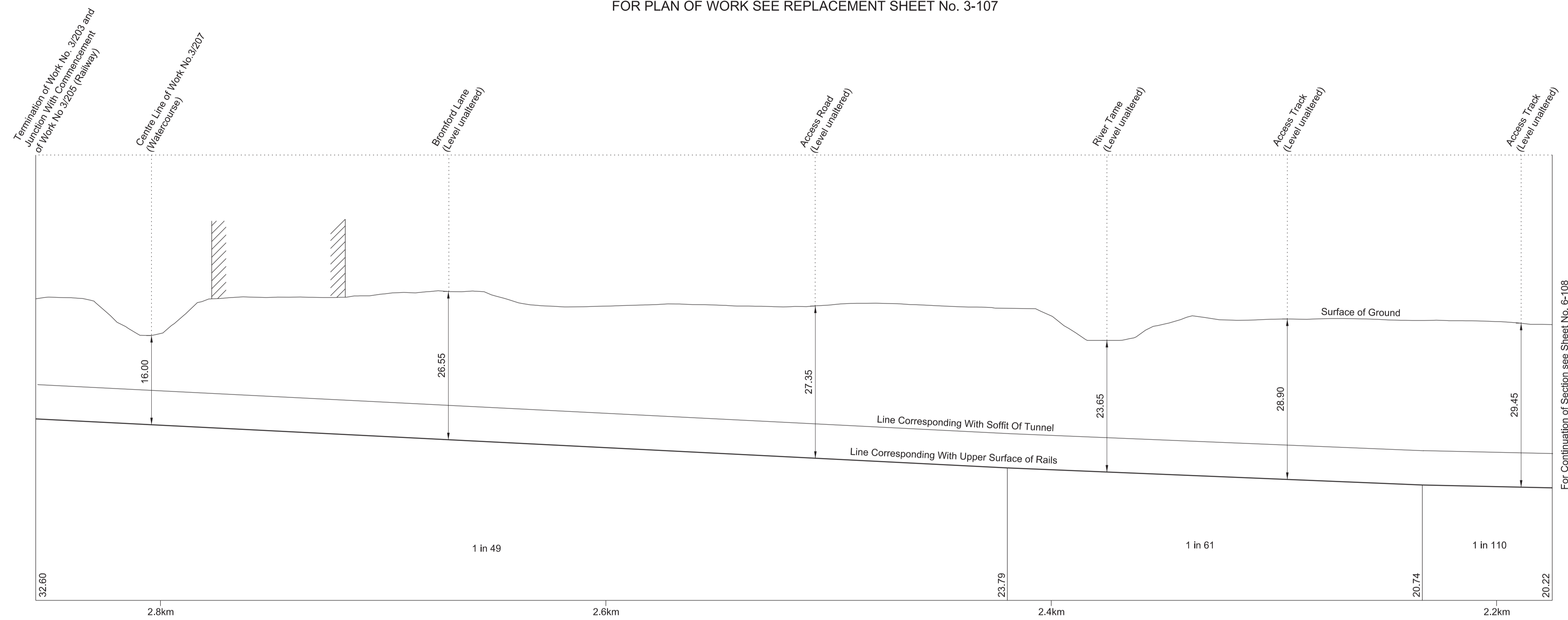




# SECTIONS

## WORK No.3/203

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-107

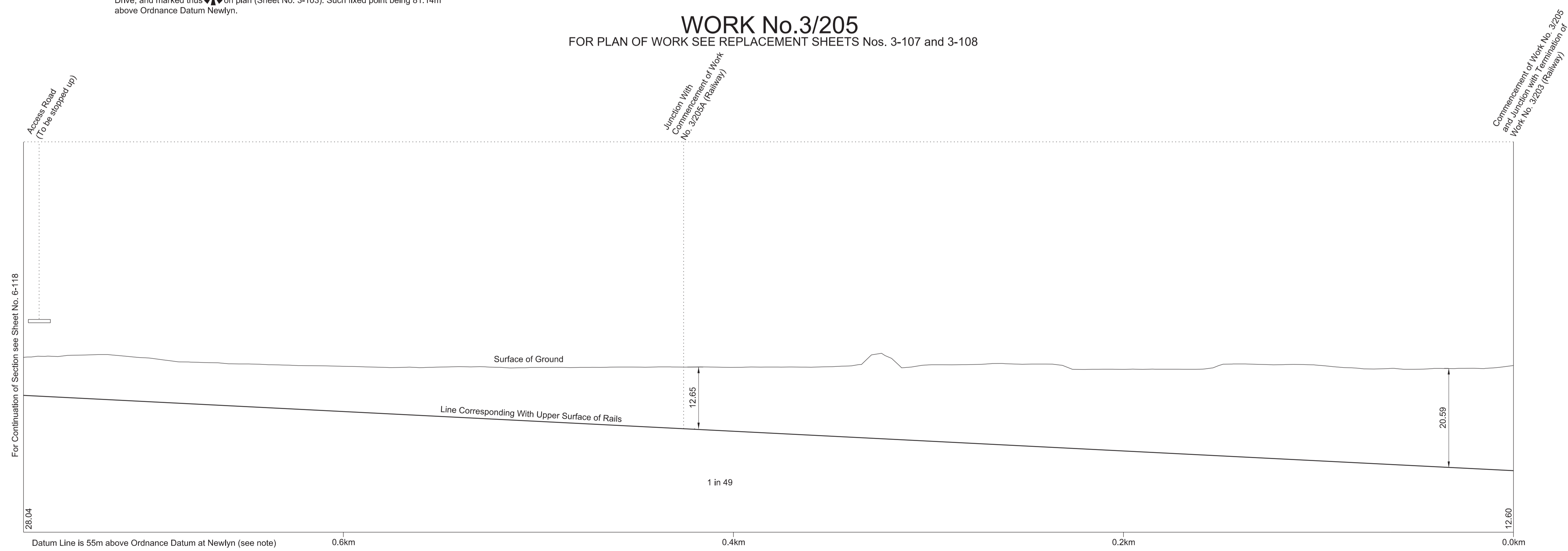


Total length 2.86km  
Datum Line is 35m above Ordnance Datum at Newlyn (see note)

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.

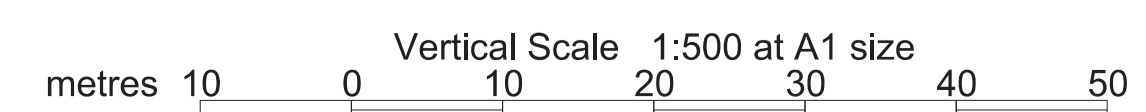
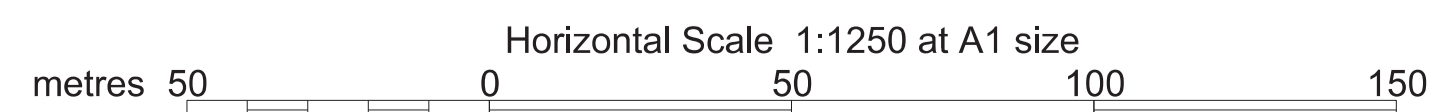
## WORK No.3/205

FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-107 and 3-108



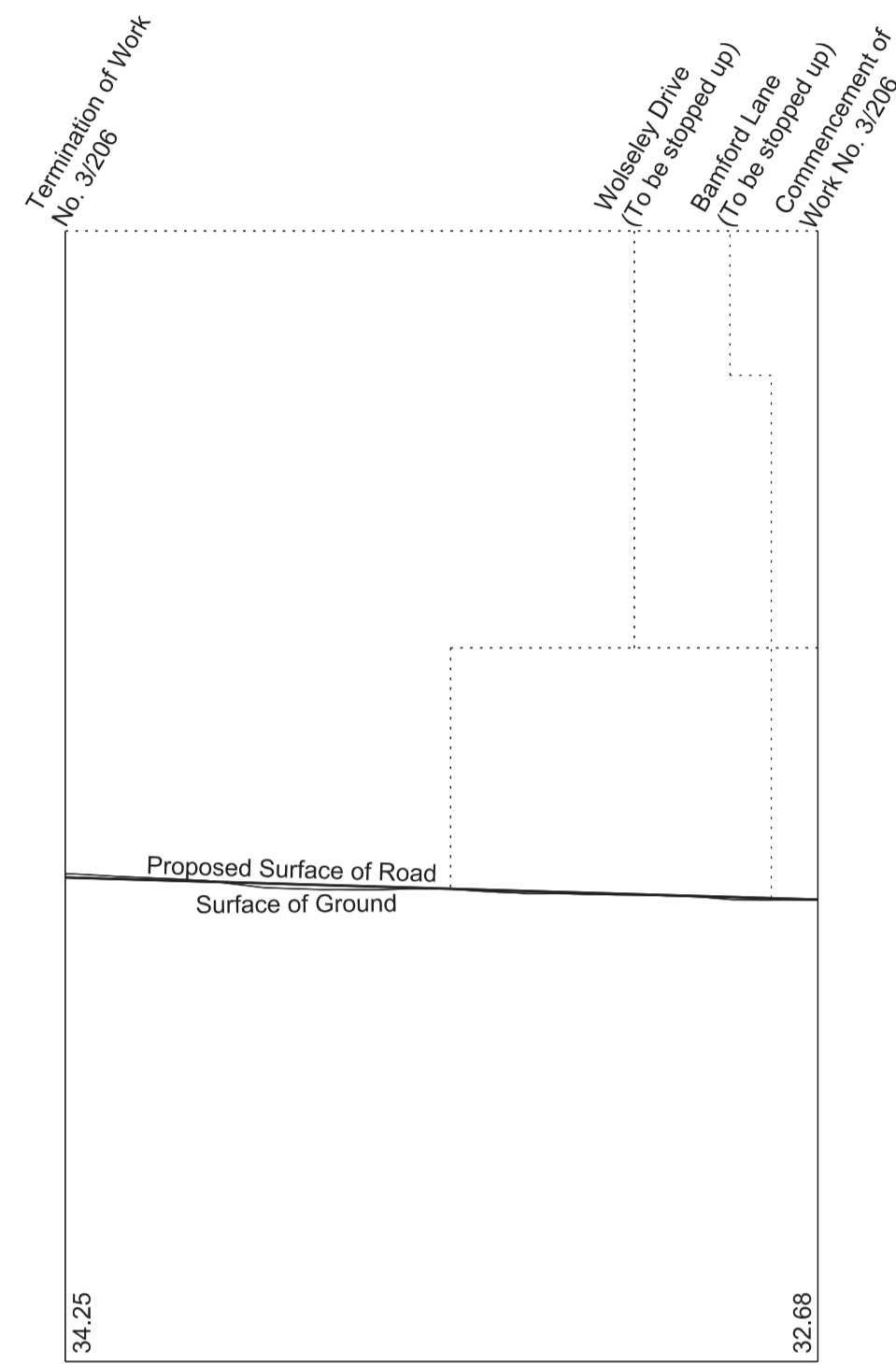
Datum Line is 55m above Ordnance Datum at Newlyn (see note)


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.



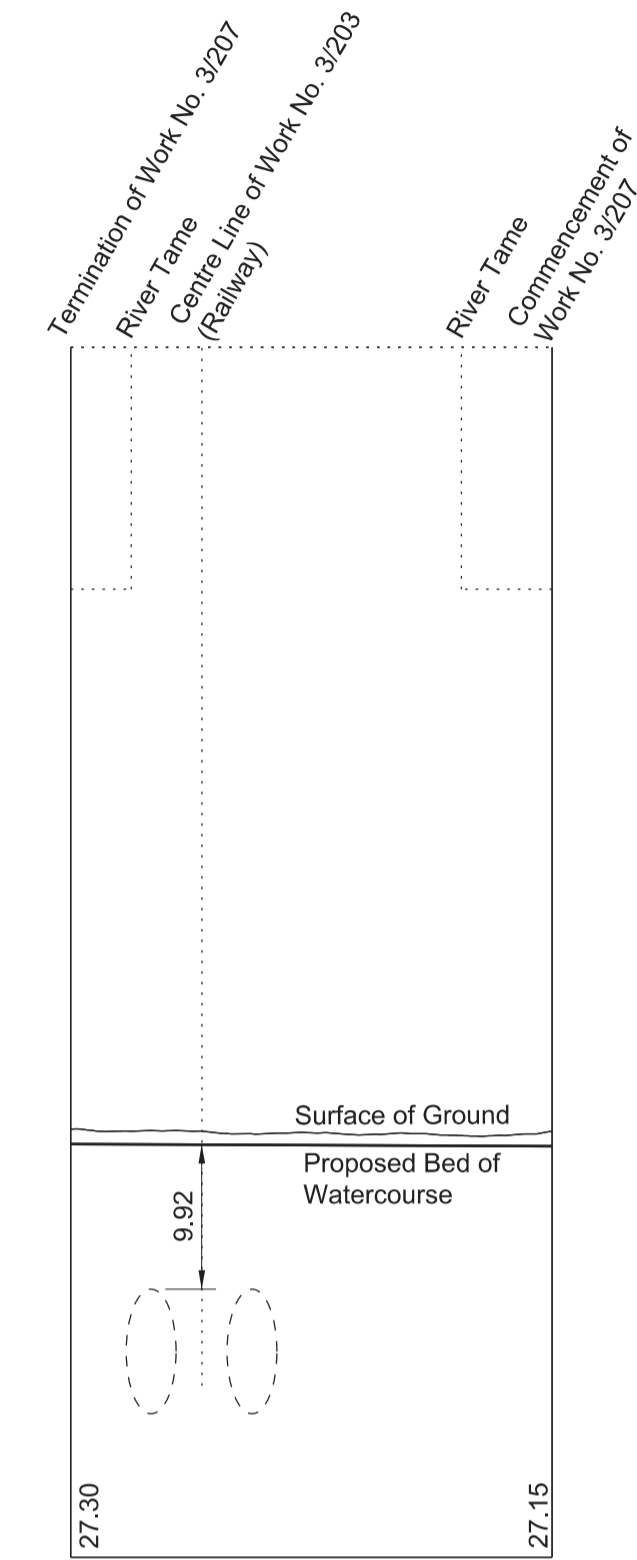
# SECTIONS


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



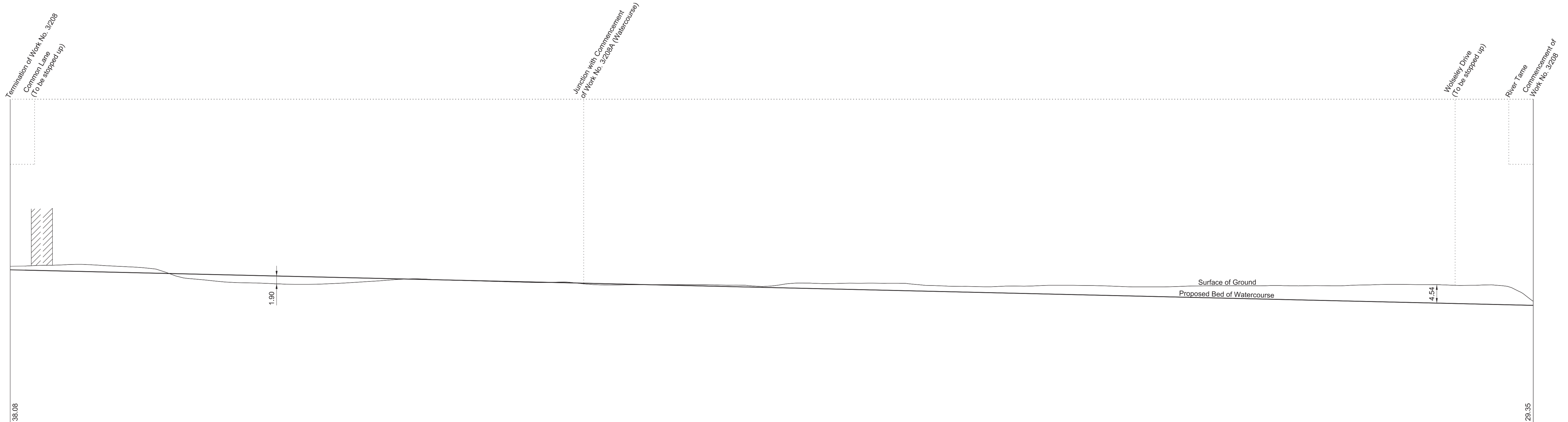
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 85  
 Greatest inclination of existing road 1 in 85  
 Datum Line for Work No. 3/206 (55 metres above Ordnance Datum) is 29.50m below the fixed point being a Cable TV cover at the junction between 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 REPLACEMENT SHEET No. 3-107

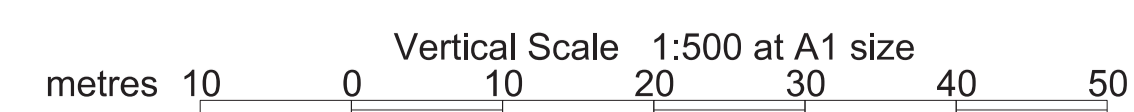
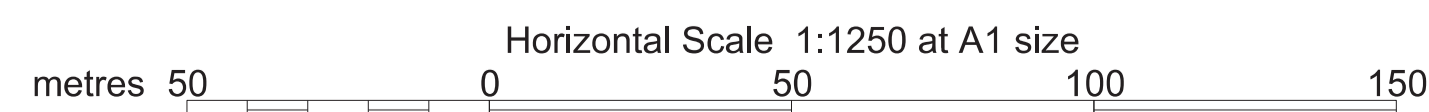


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/207 (55 metres above Ordnance Datum) is 29.50m below the fixed point being a Cable TV cover at the junction between Newmarket Way and Regal Croft, and marked thus  on plan (Sheet No. 3-107). Such fixed point being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

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

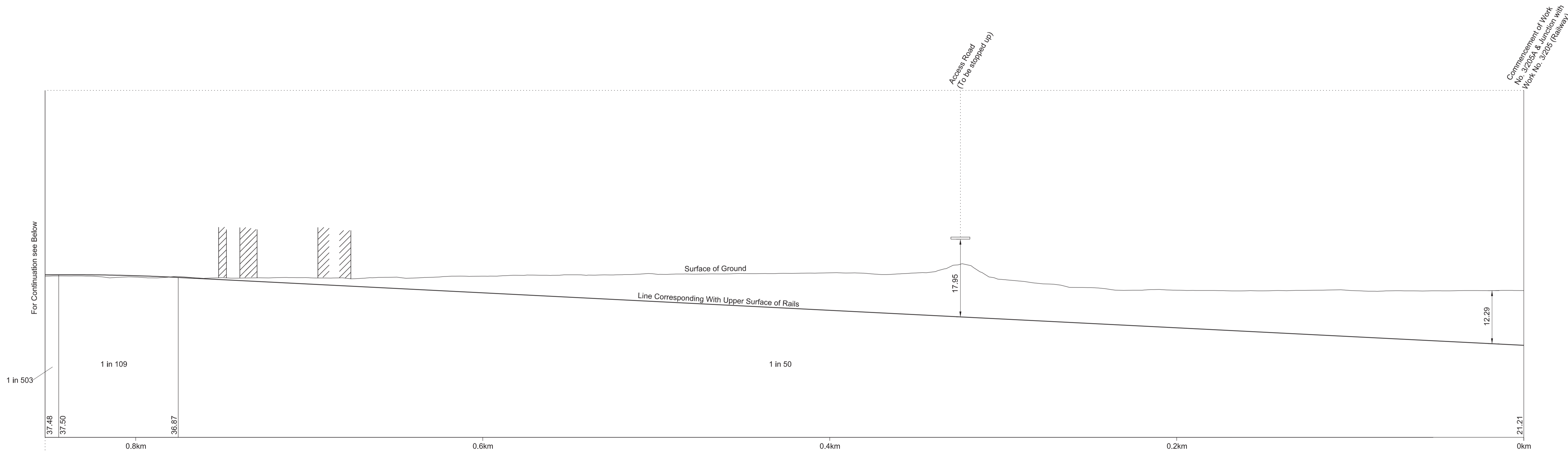



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/208 (55 metres above Ordnance Datum) is 29.50m below the fixed point being a Cable TV cover at the junction between Newmarket Way and Regal Croft, and marked thus  on plan (Sheet No. 3-107). Such fixed point being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

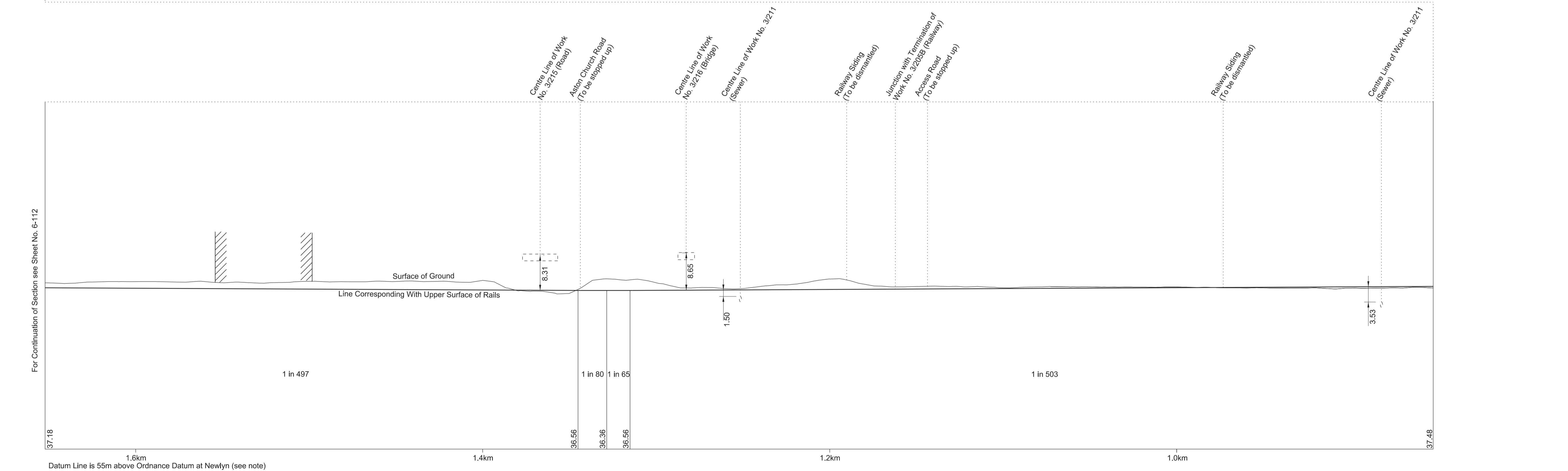


# SECTIONS

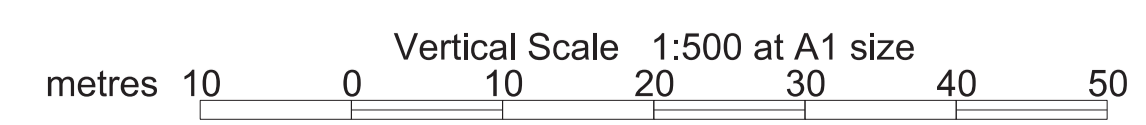
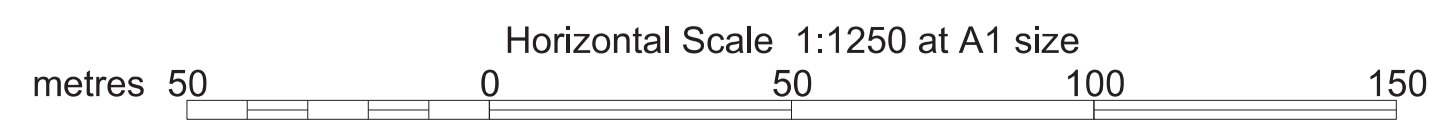
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-108, 3-110 and 3-112



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/205A (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  on plan (Sheet No. 3-108). Such fixed point being 89.37m above Ordnance Datum Newlyn.



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

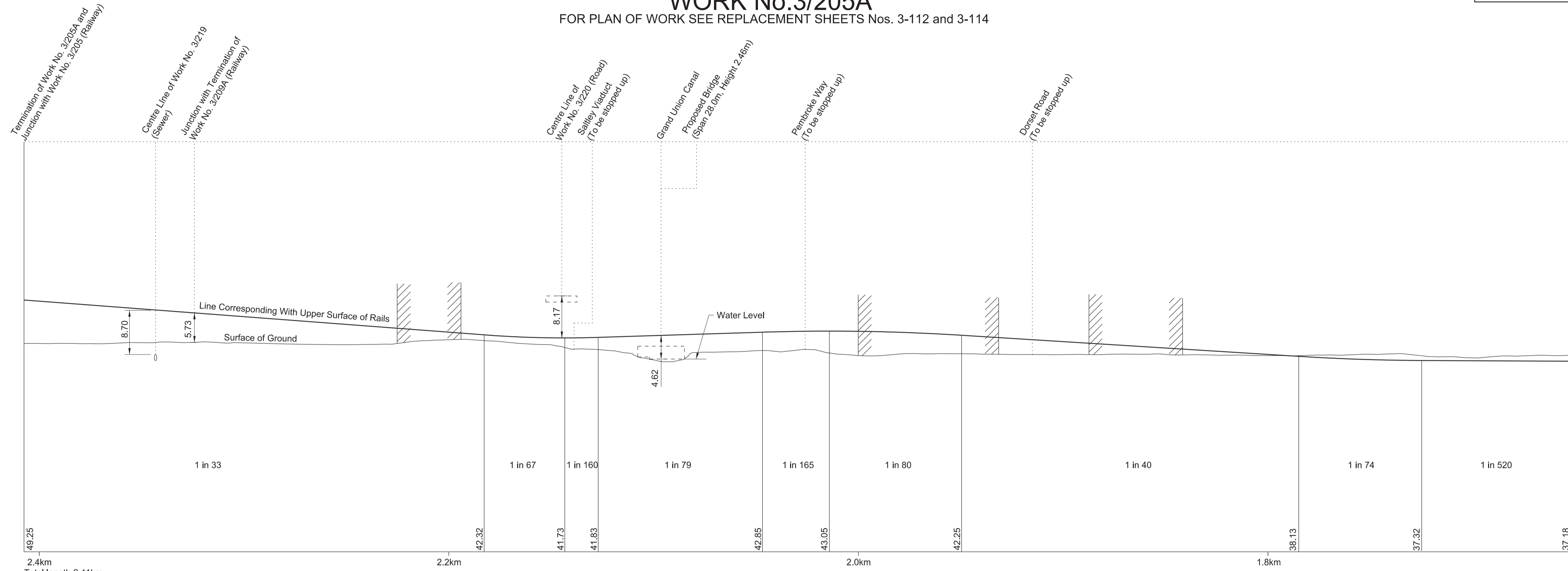




# SECTIONS

## WORK No.3/205A

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

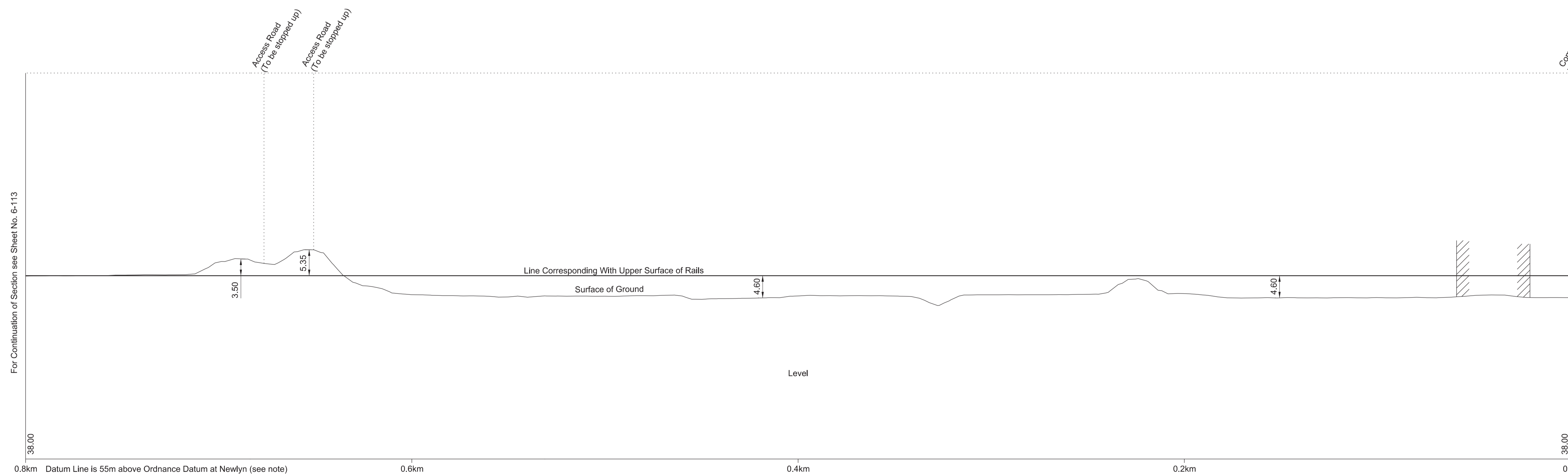


For Continuation of Section see Sheet No. 6-111

2.4km  
 Total length 2.41km  
 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

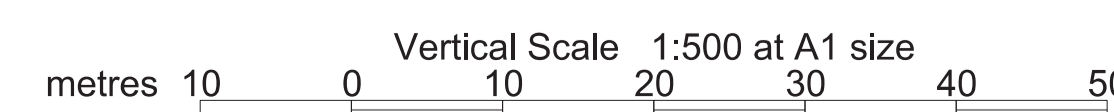
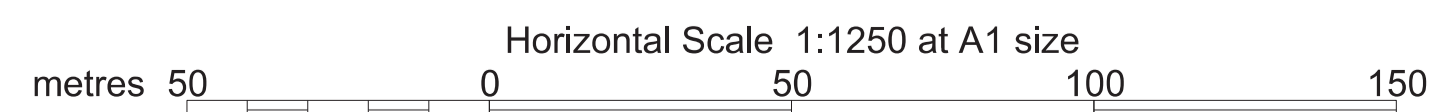
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-108 and 3-110



For Continuation of Section see Sheet No. 6-113

Commencement of Work No. 3/205B

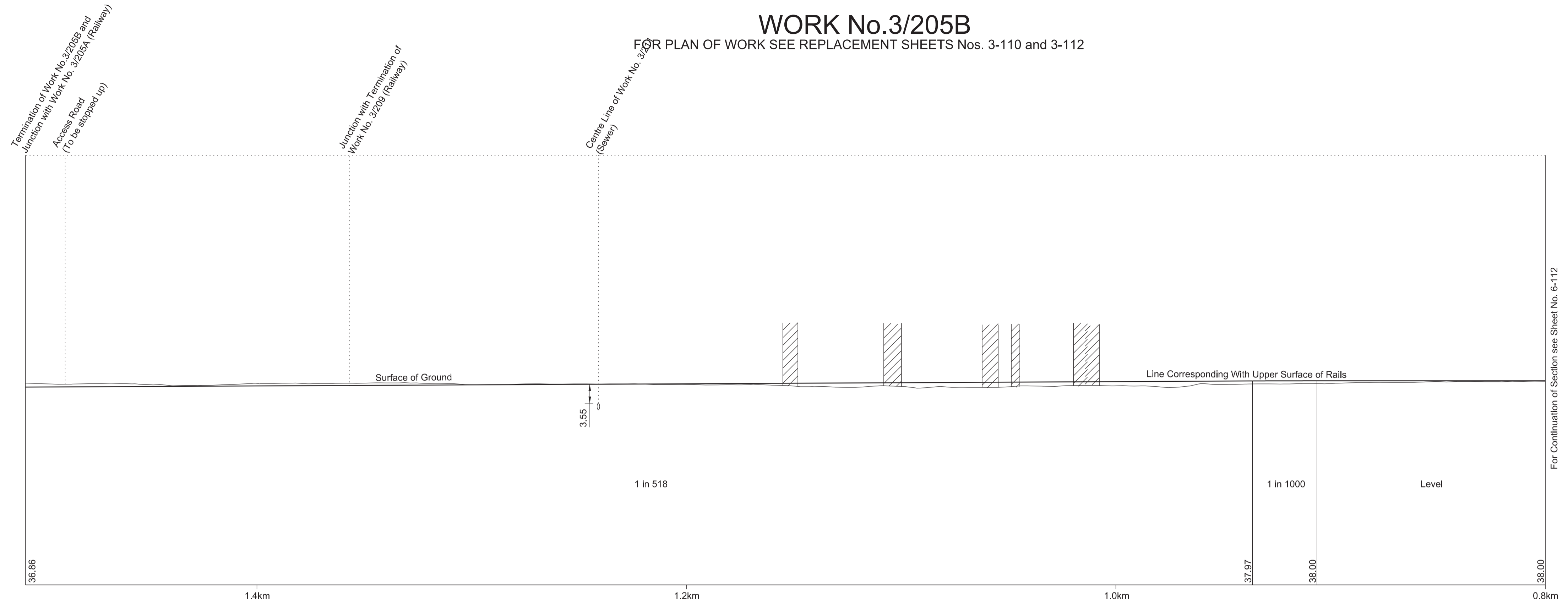
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/205C (55 metres above Ordnance Datum) is 34.37m below the fixed point being a Cable TV cover on Wolseley Drive, opposite the UK Mail depot, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-108). Such fixed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




# SECTIONS

## WORK No.3/205B

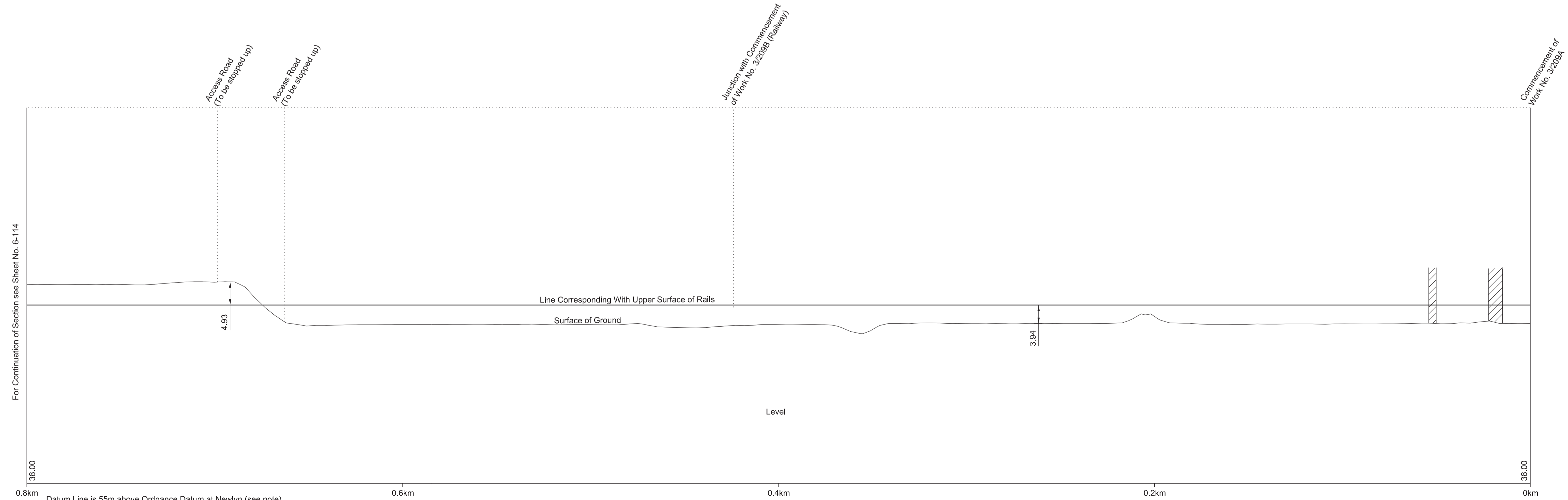
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-110 and 3-112




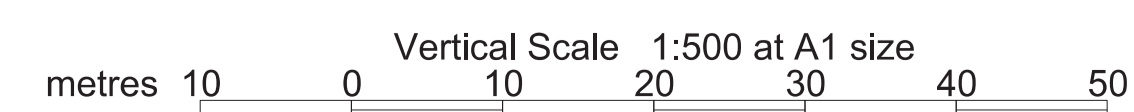
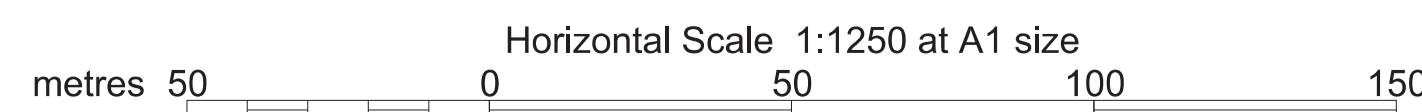
Total length 1.51km  
 Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/205B (55 metres above Ordnance Datum) is 34.37m below the fixed point being a Cable TV cover on Wolsley Drive, opposite the UK Mail depot, and marked thus  on plan (Sheet No. 3-108). Such fixed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

## WORK No.3/209A

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

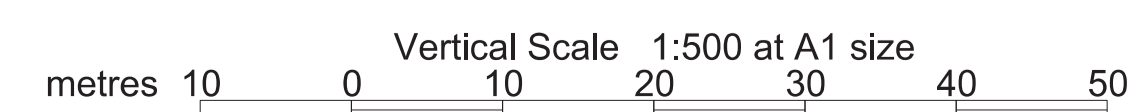
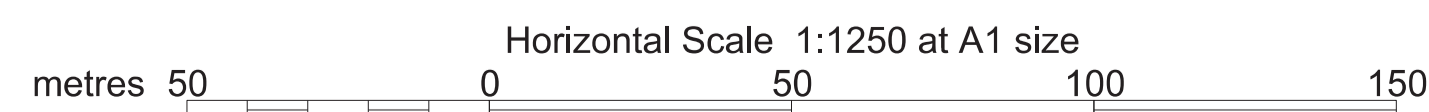
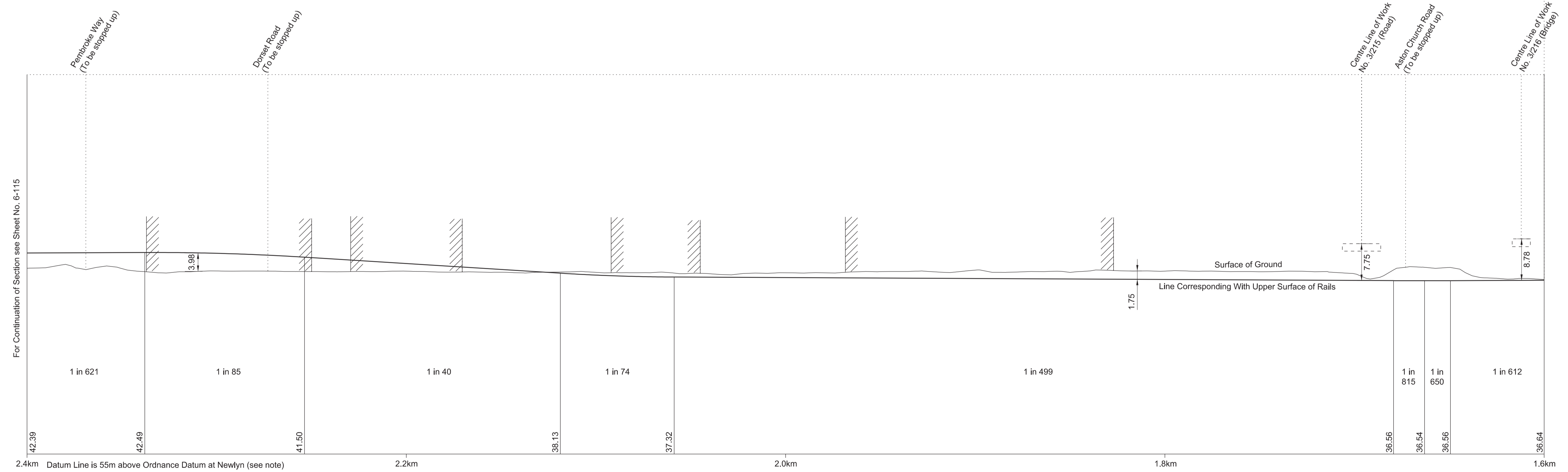
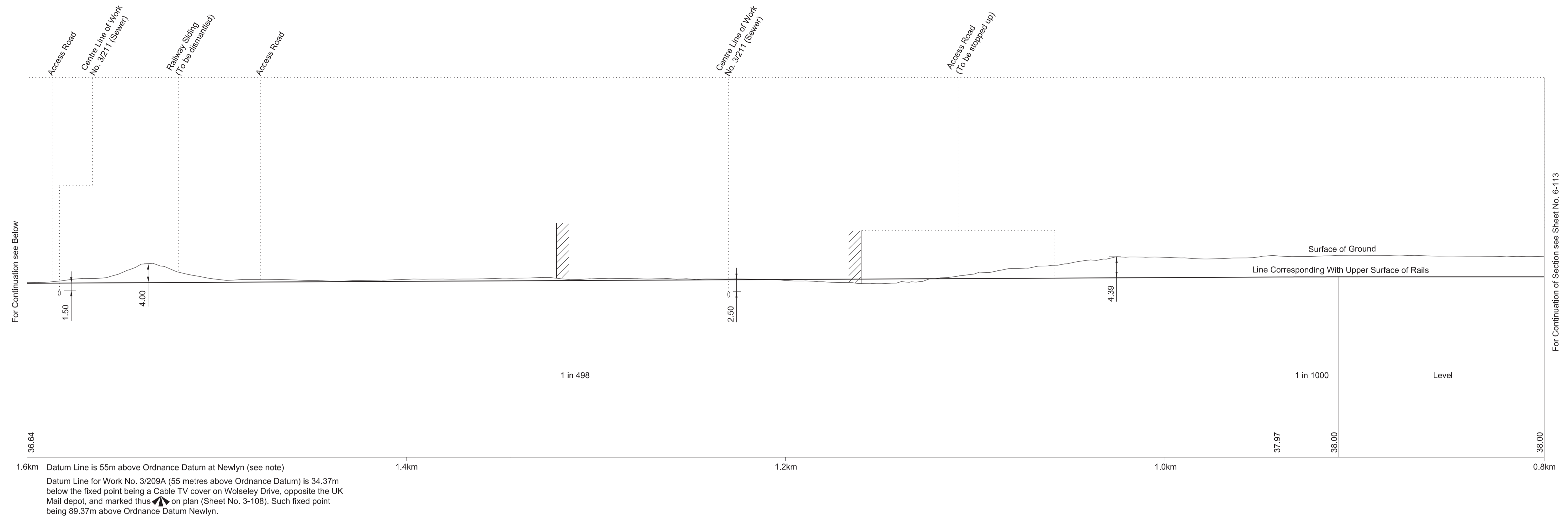


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/209A (55 metres above Ordnance Datum) is 34.37m below the fixed point being a Cable TV cover on Wolsley Drive, opposite the UK Mail depot, and marked thus  on plan (Sheet No. 3-108). Such fixed point being 89.37m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



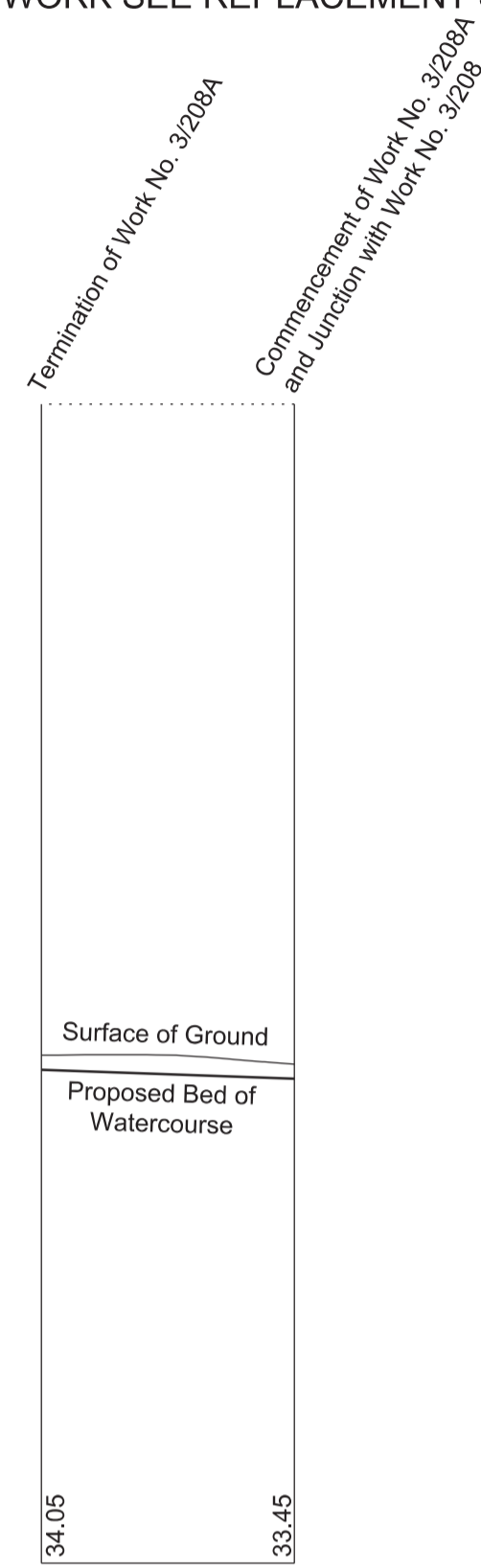
# SECTIONS

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



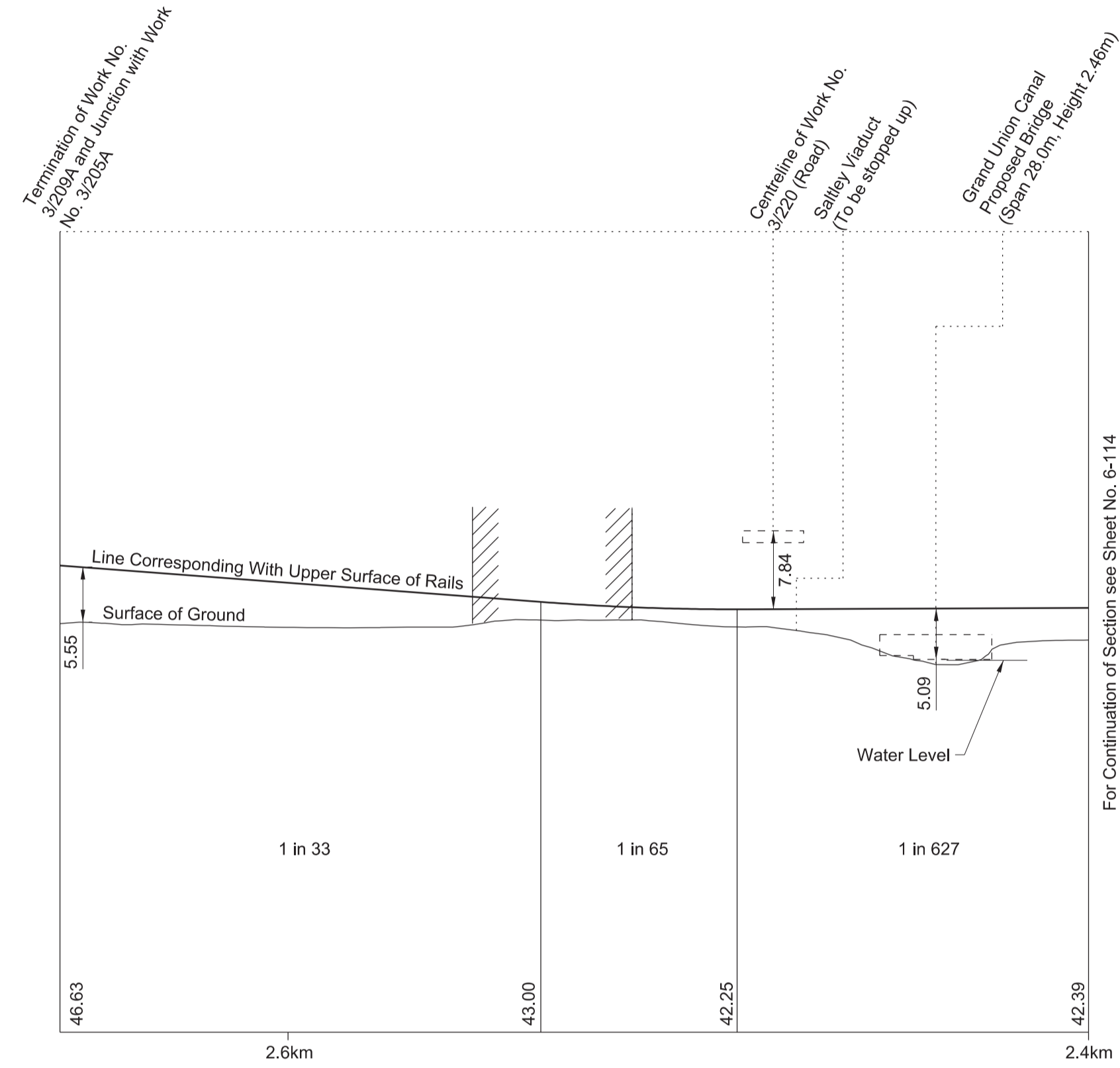
# SECTIONS

**WORK No.3/208A**  
 FOR PLAN OF WORK SEE REPLACEMENT 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.

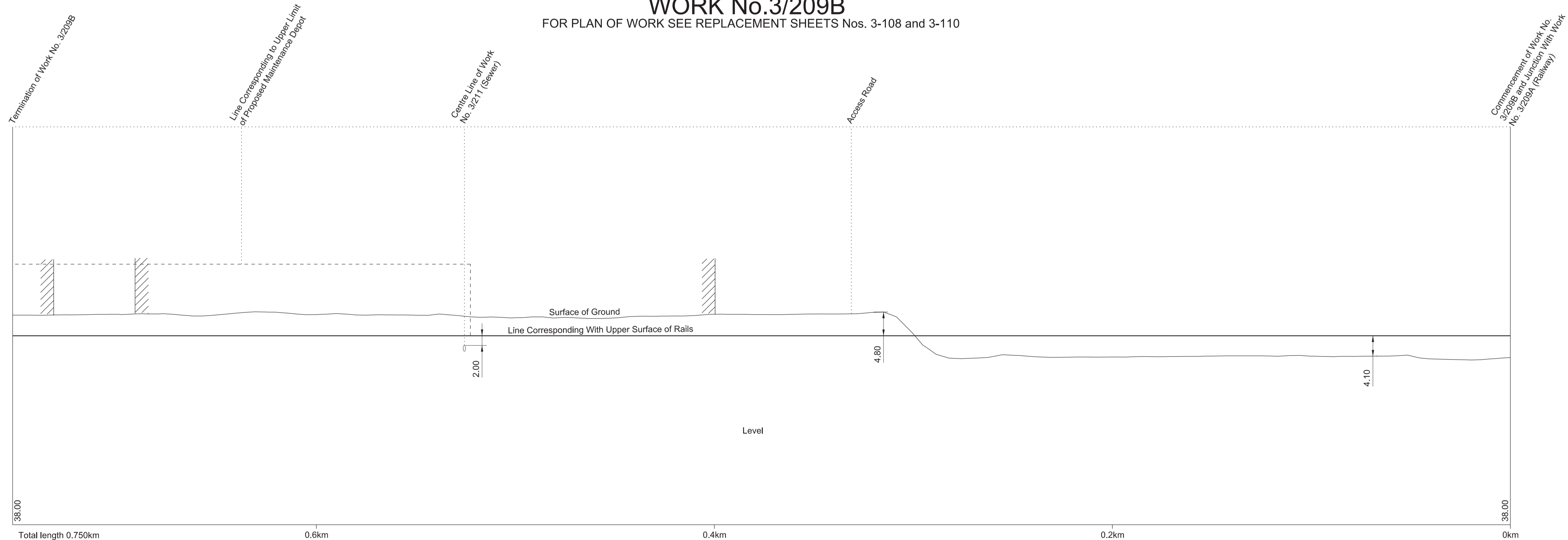
**WORK No.3/209A**  
 FOR PLAN OF WORK SEE REPLACEMENT SHEETS No. 3-114



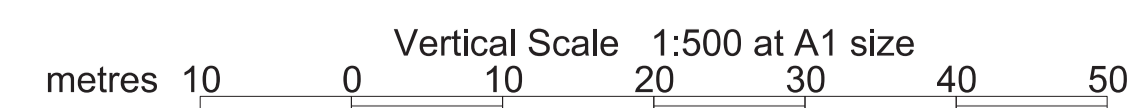
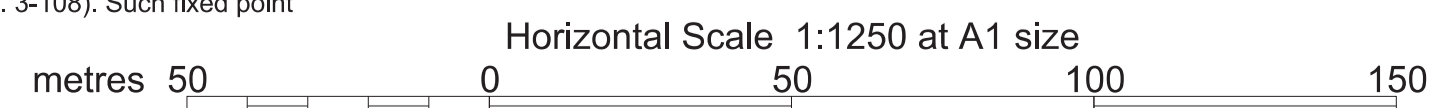
Total length 2.655km  
 Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/209A (55 metres above Ordnance Datum) is 34.37m below the fixed point being a Cable TV cover on Wolseley Drive, opposite the UK Mail depot, and marked thus  $\blacktriangle$  on plan (Sheet 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 REPLACEMENT SHEETS Nos. 3-108 and 3-110



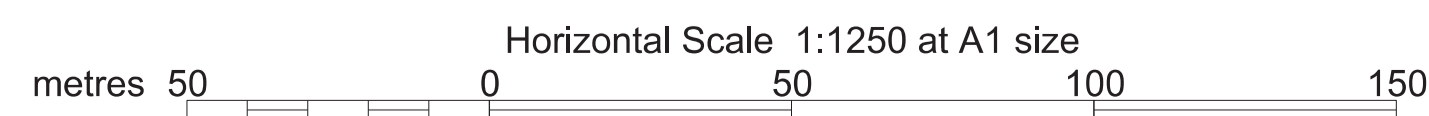
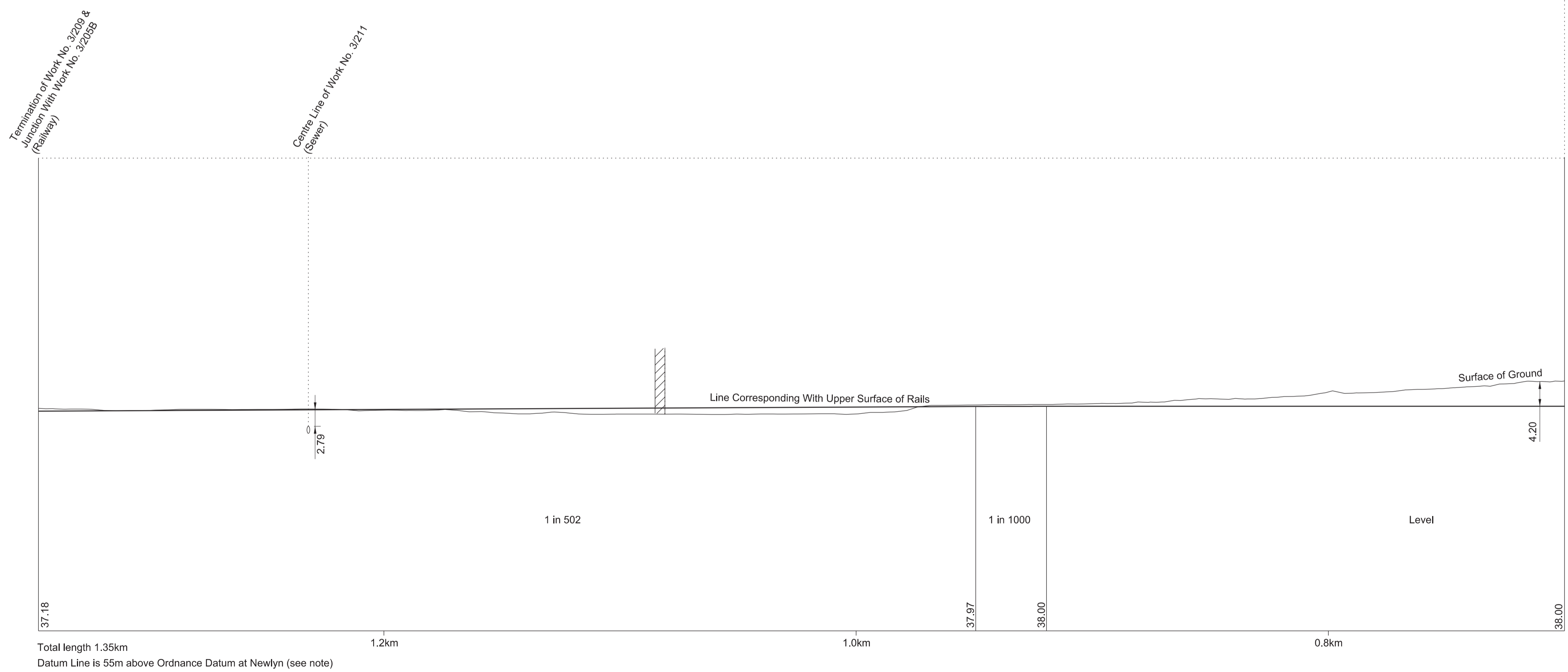
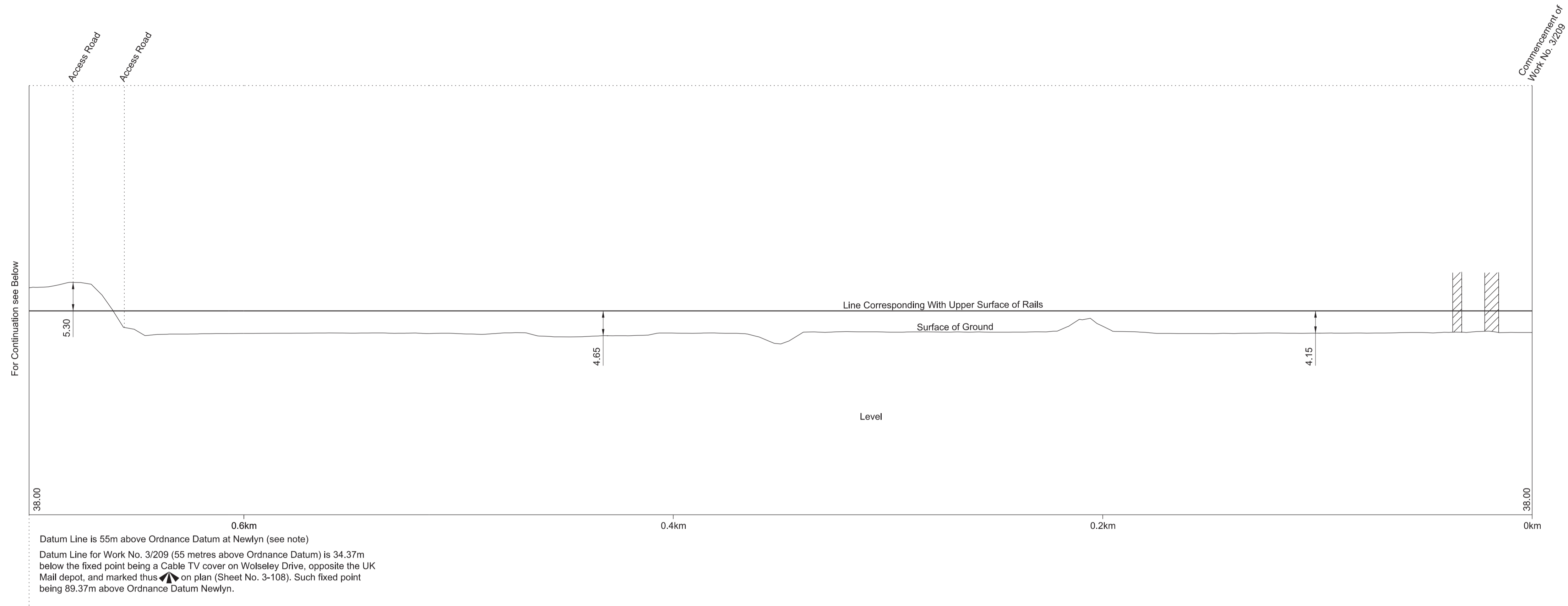
Total length 0.750km  
 Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/209B (55 metres above Ordnance Datum) is 34.37m below the fixed point being a Cable TV cover on Wolseley Drive, opposite the UK Mail depot, and marked thus  $\blacktriangle$  on plan (Sheet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





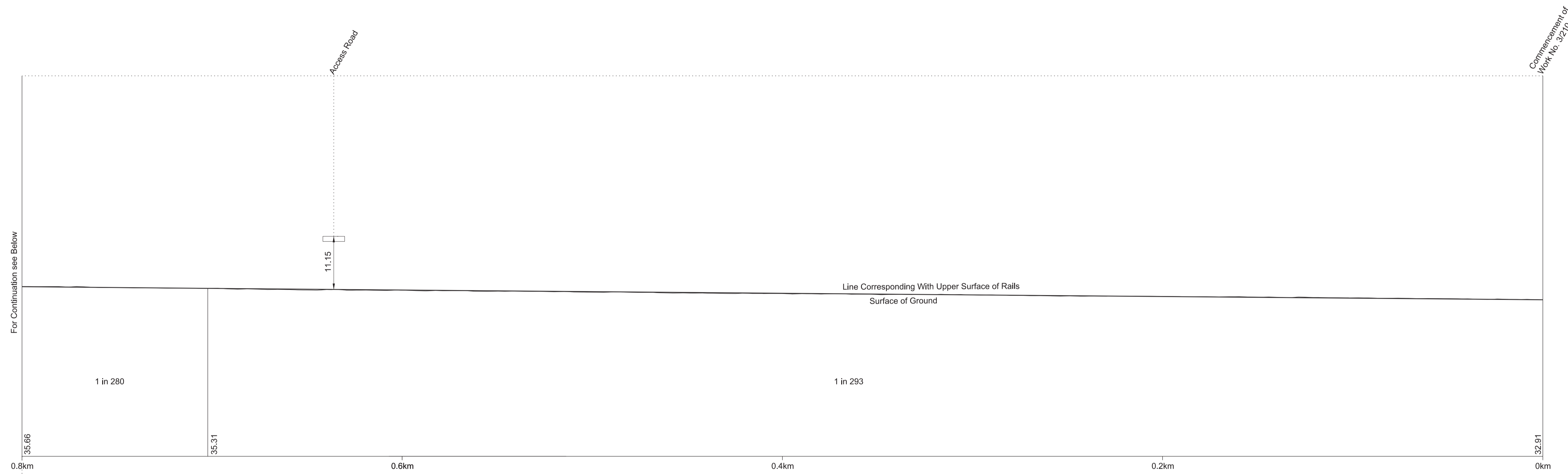
# SECTIONS


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

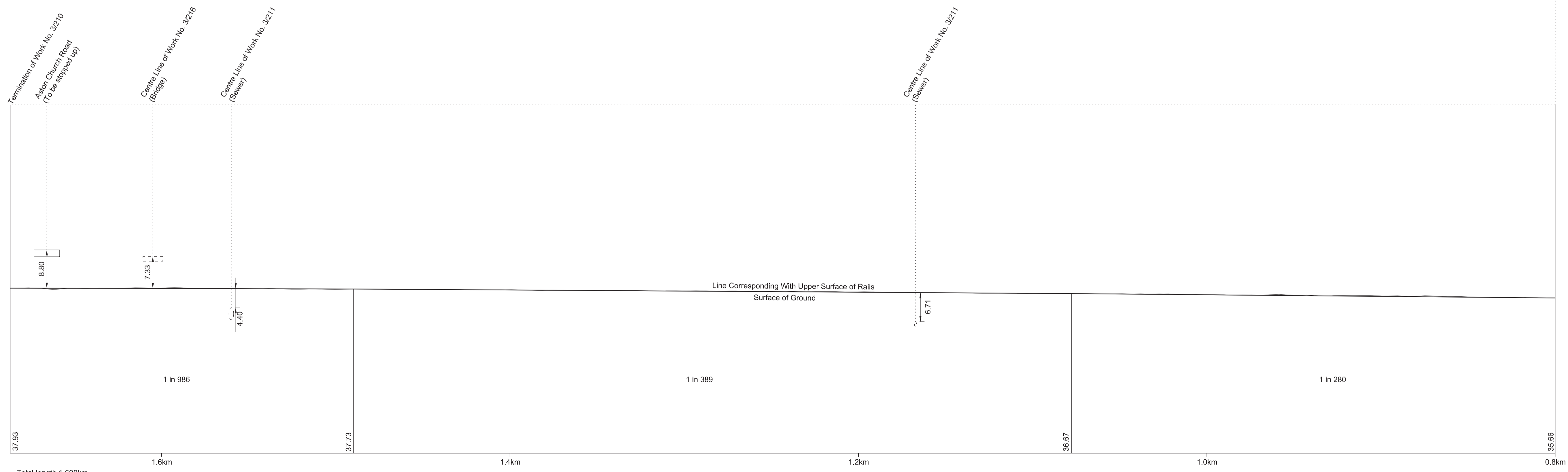


# SECTIONS

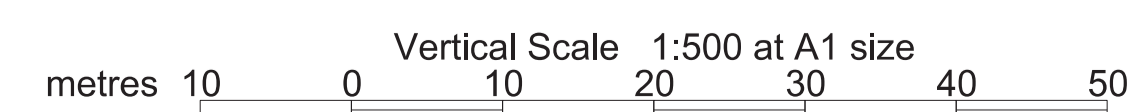
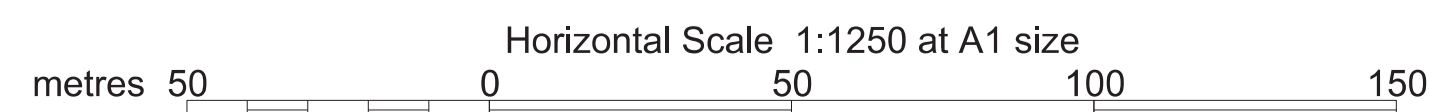
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-108, 3-110 and 3-112



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.

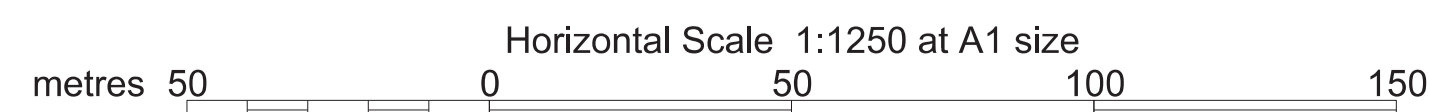
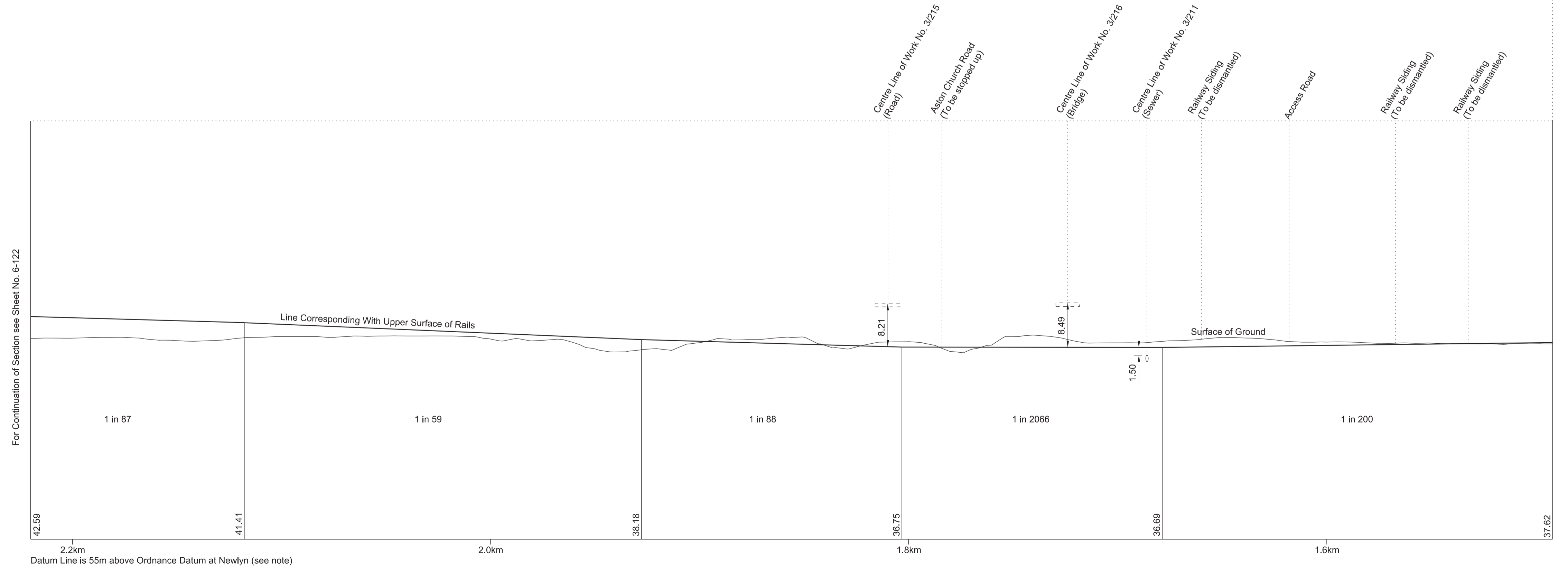
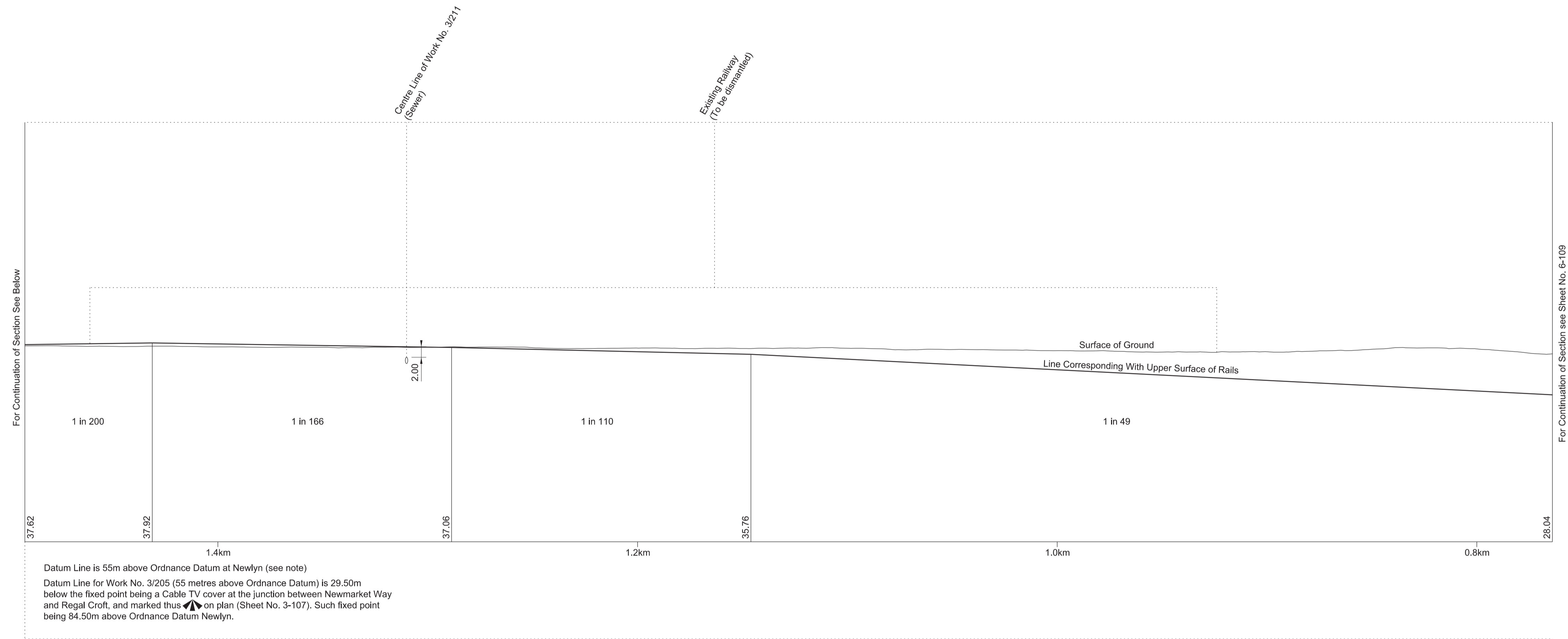


Total length 1.690km  
Datum Line is 55m above Ordnance Datum at Newlyn (see note)



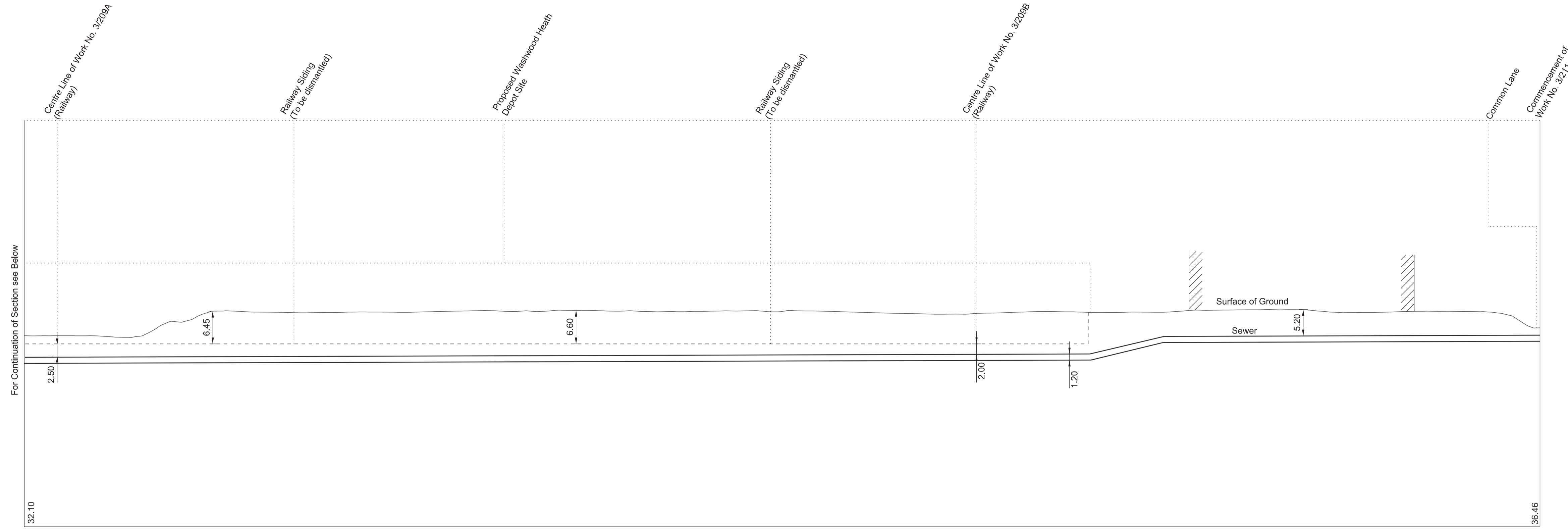
# SECTIONS

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

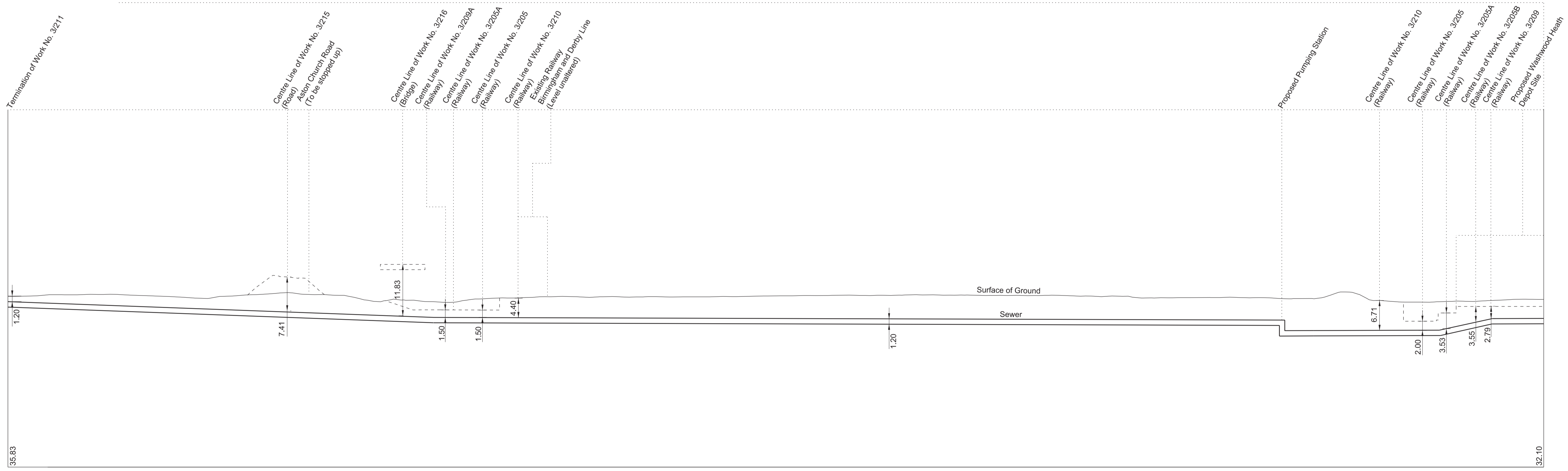


# SECTIONS

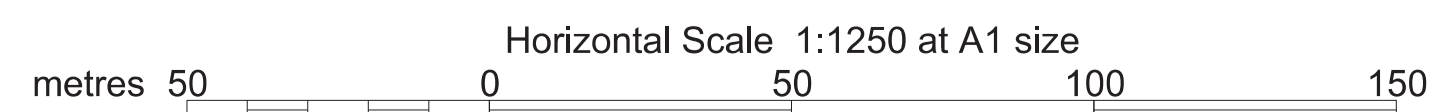
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-110 and 3-112



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.



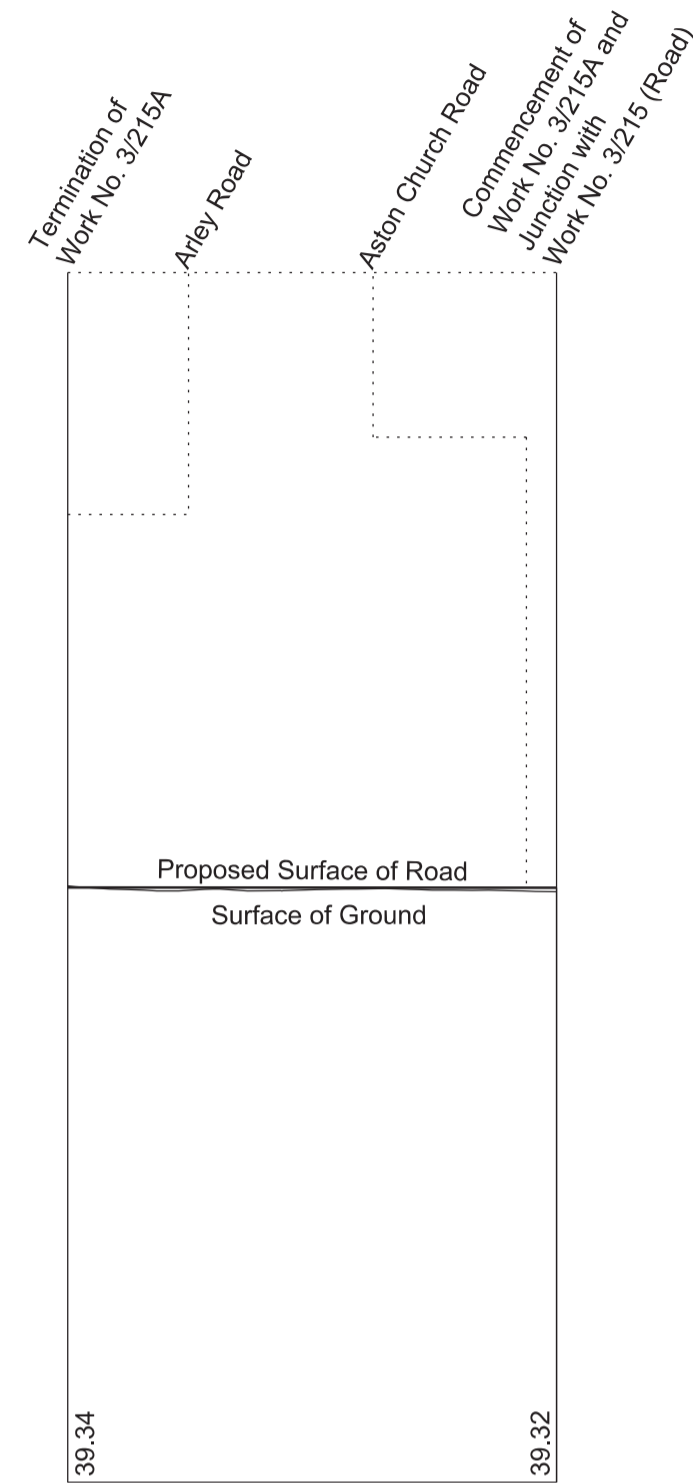
Datum Line is 55m above Ordnance Datum at Newlyn (see note)





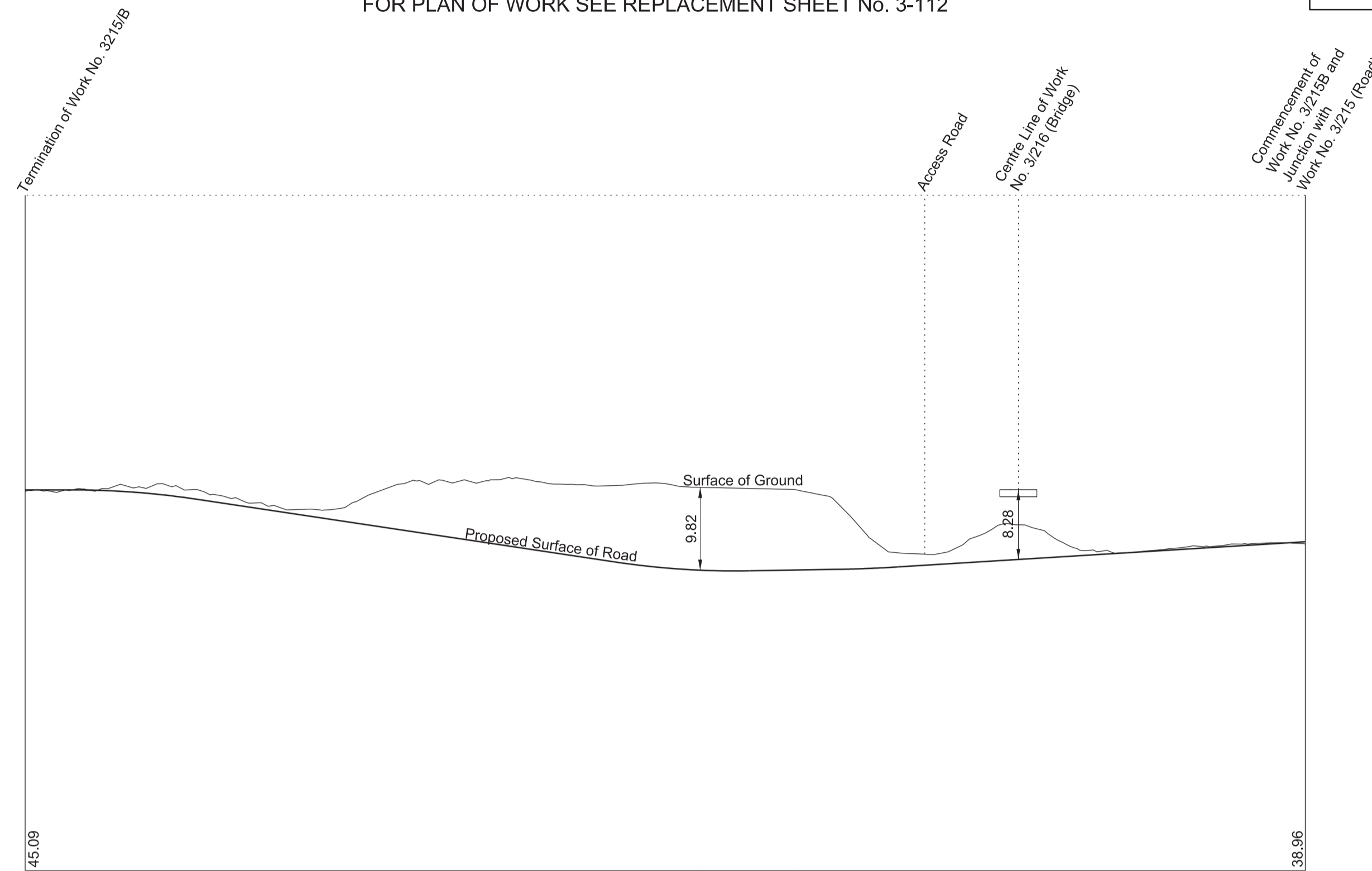
# SECTIONS

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



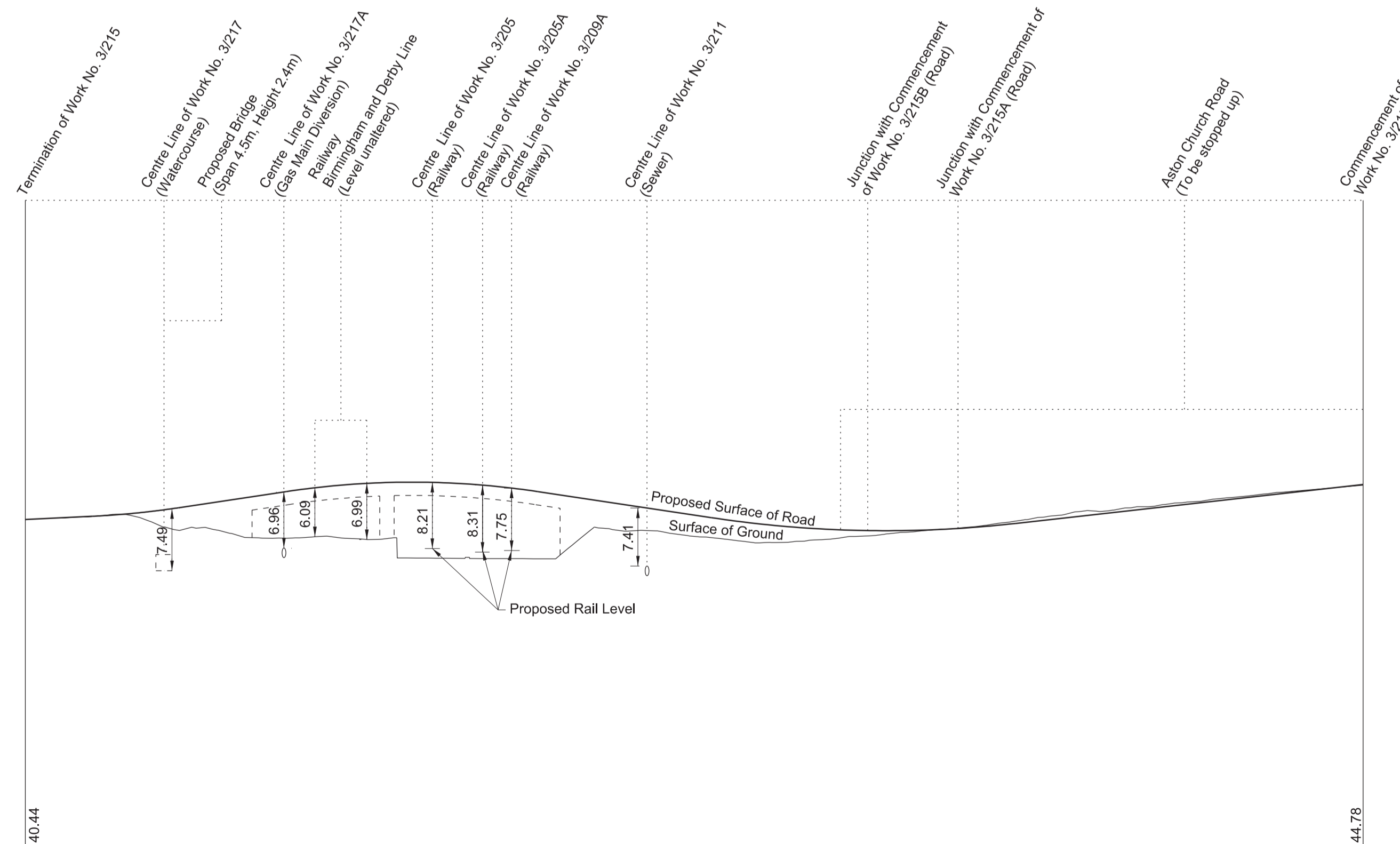
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 4043  
 Greatest inclination of existing road 1 in 4043  
 Datum Line for Work No. 3/215A (55 metres above Ordnance Datum) is 38.92m below the fixed point being a gully at the junction between Arley 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 REPLACEMENT SHEET No. 3-112

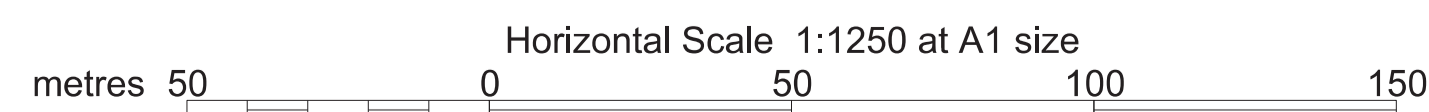


Datum Line is 55m above Ordnance Datum at Newlyn (see sheet no. X)  
 Greatest inclination of proposed road 1 in 17  
 Greatest inclination of existing road n/a  
 Datum Line for Work No. 3/215B (55 metres above Ordnance Datum) is 38.92m below the fixed point being a gully at the junction between Arley 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 REPLACEMENT SHEET Nos. 3-112 and 3-113

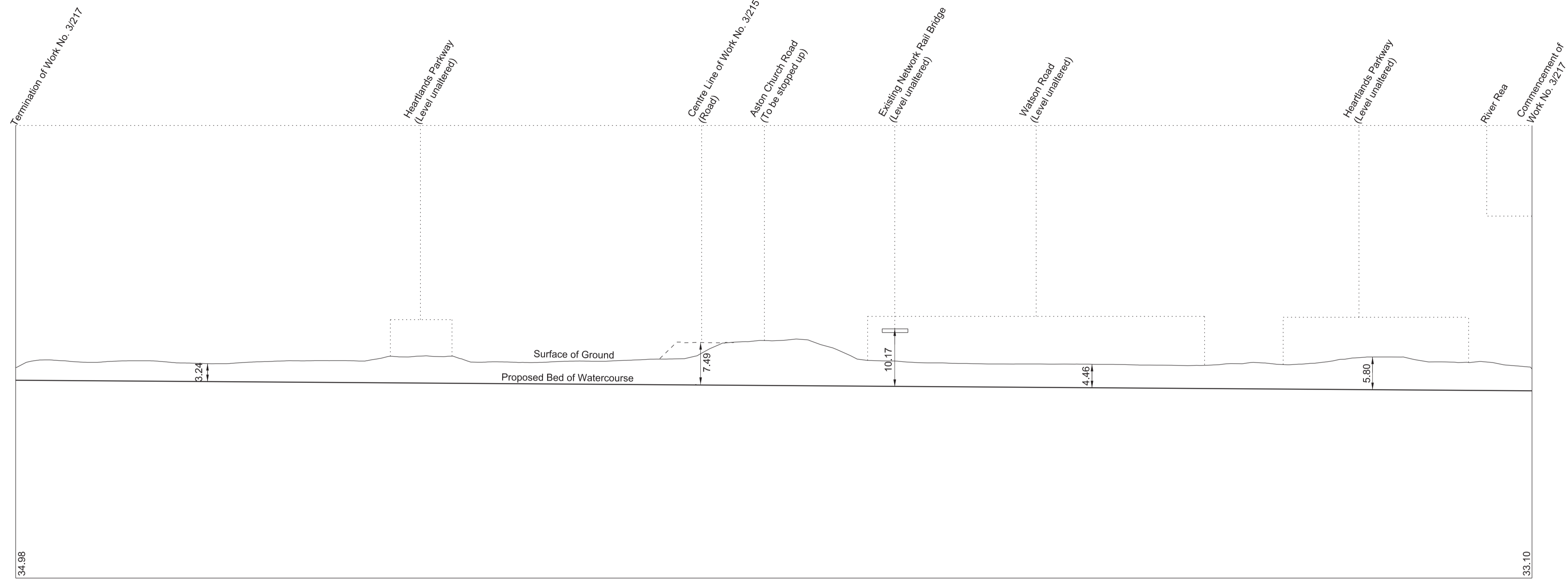



Datum Line is 55m above Ordnance Datum at Newlyn (see sheet no. X)  
 Greatest inclination of proposed road 1 in 16  
 Greatest inclination of existing road 1 in 17  
 Datum Line for Work No. 3/215 (55 metres above Ordnance Datum) is 38.92m below the fixed point being a gully at the junction between 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

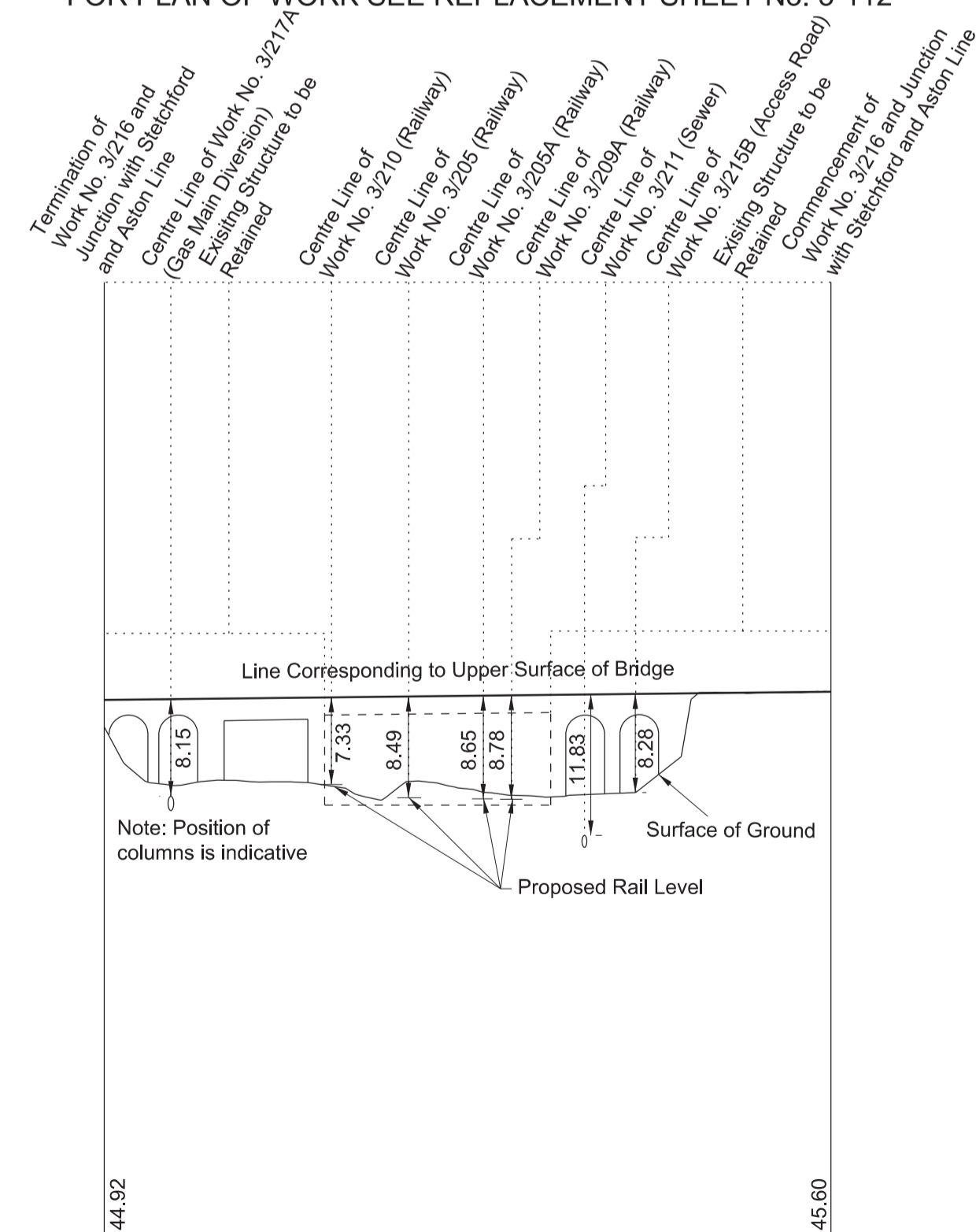
## WORK No. 3/217 FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-112




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  on plan (Sheet No. 3-112). Such fixed point being 93.92m above Ordnance Datum Newlyn.

## WORK No. 3/216

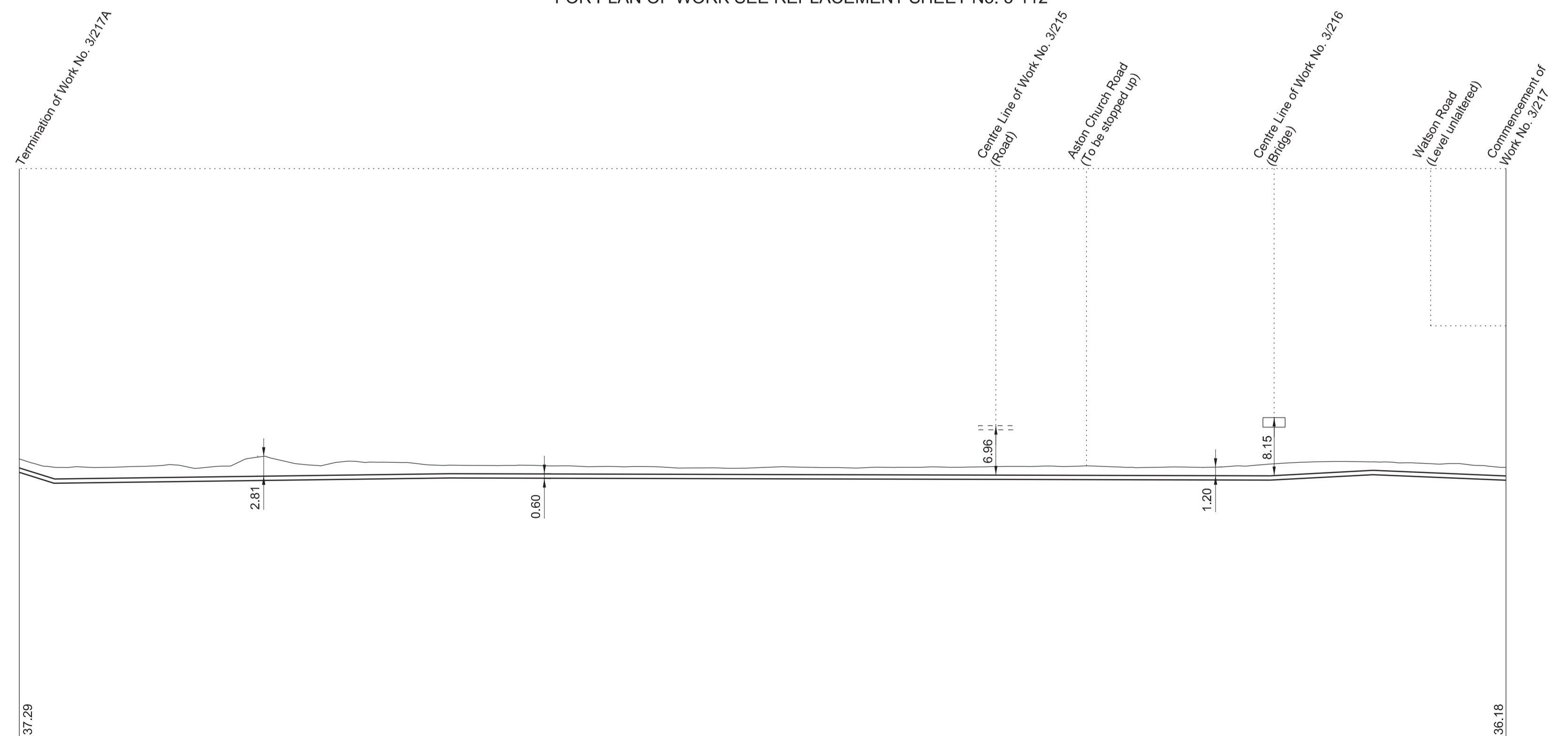
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-112




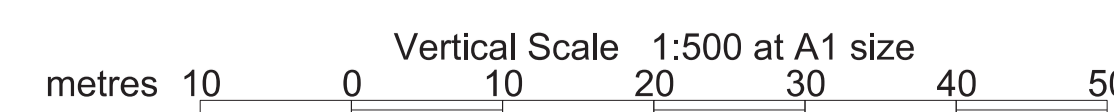
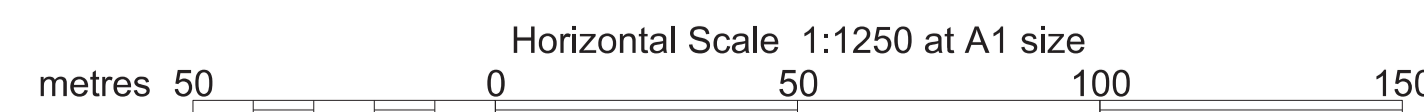
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/216 (55 metres above Ordnance Datum) is 38.92m below the fixed point being a gully at the junction between Arley Road and Chartist Road, and marked thus  on plan (Sheet No. 3-112). Such fixed point being 93.92m above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

## WORK No. 3/217A

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-112

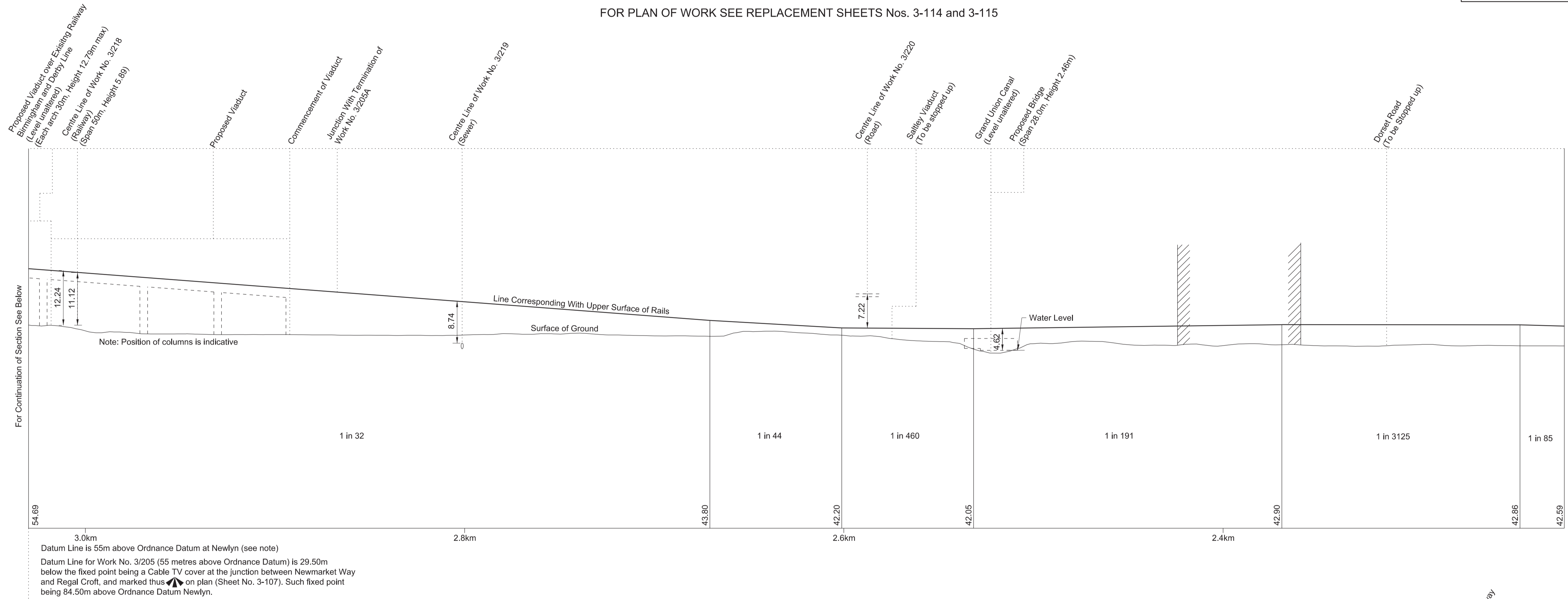


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/217A (55 metres above Ordnance Datum) is 38.92m below the fixed point being a gully at the junction between Arley Road and Chartist Road, and marked thus  on plan (Sheet No. 3-112). Such fixed point being 93.92m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



# SECTIONS

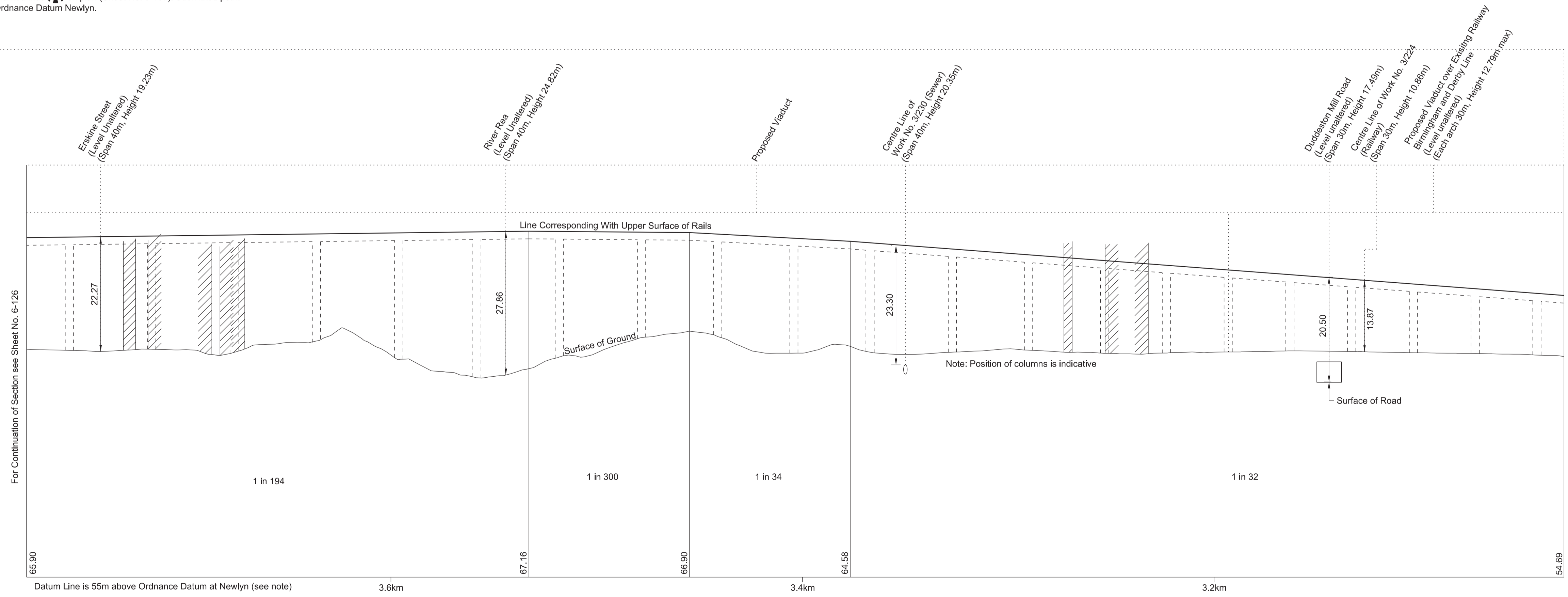
FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-114 and 3-115



For Continuation of Section See Below

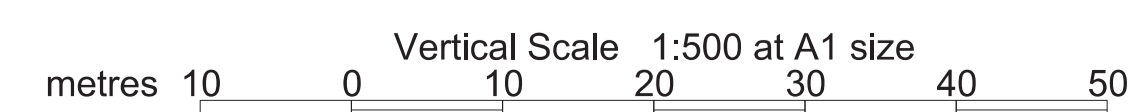
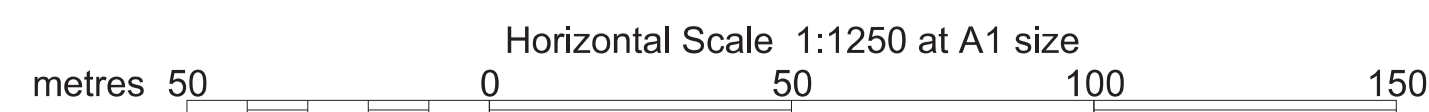
For Continuation of Section see Sheet No. 6-118

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

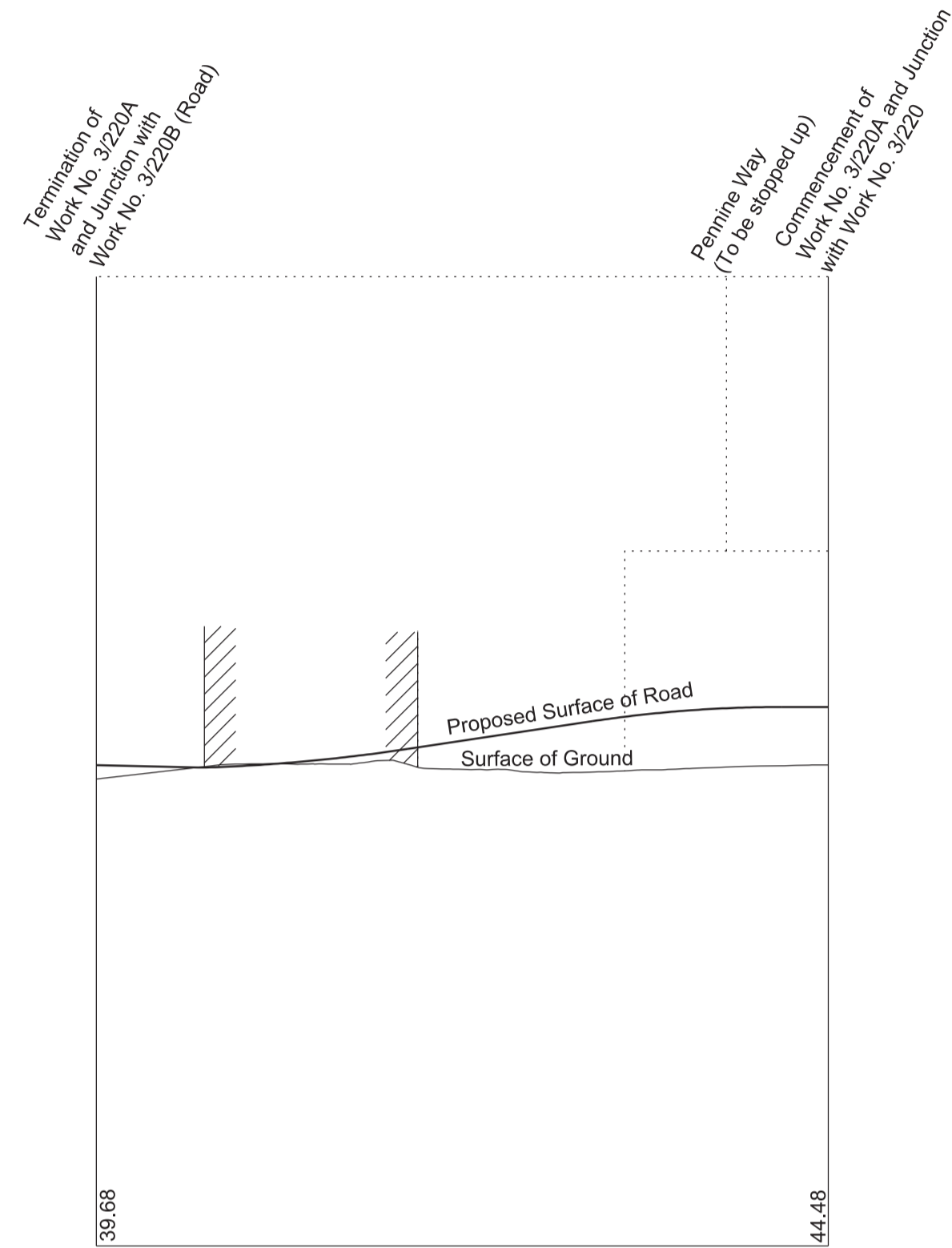
Datum Line is 55m above Ordnance Datum at Newlyn (see note)





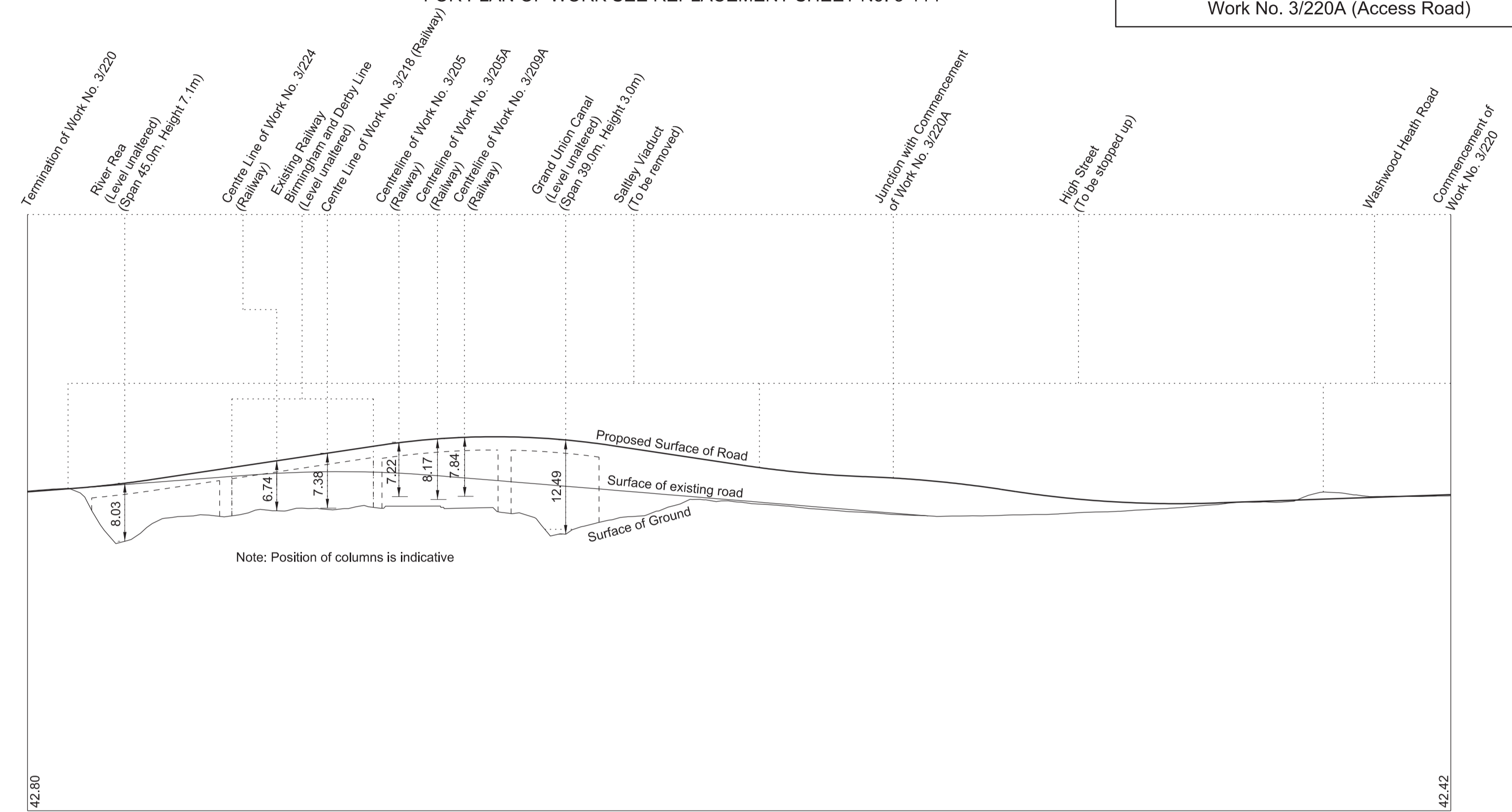
# SECTIONS

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



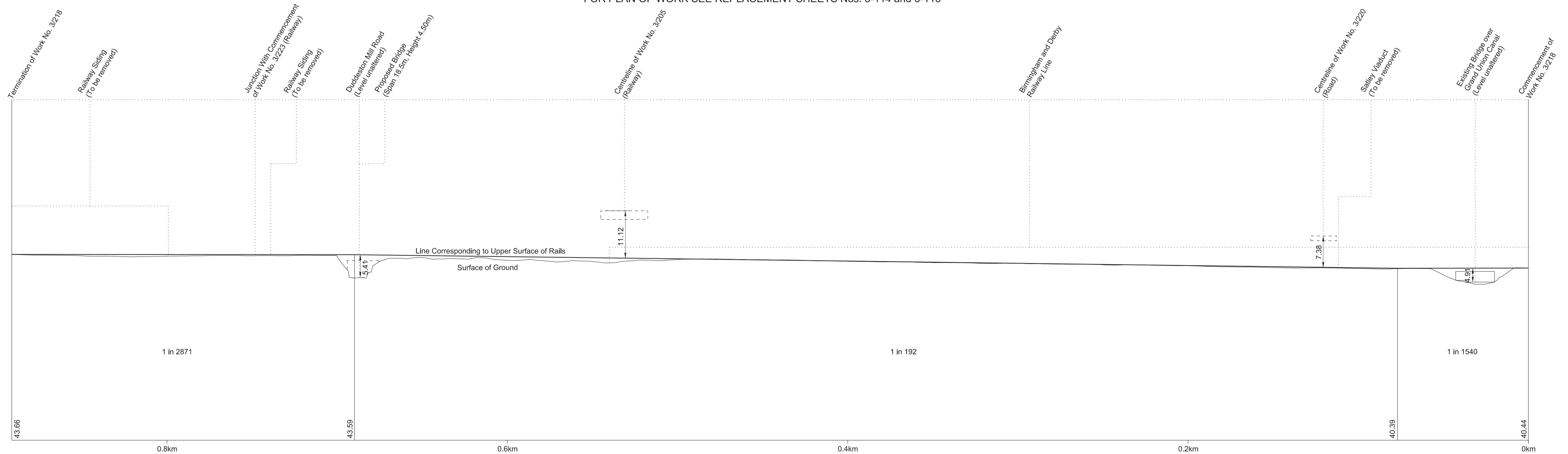
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 17  
 Greatest inclination of existing road 1 in 91  
 Datum Line for Work No. 3/220A (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby 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 REPLACEMENT SHEET No. 3-114



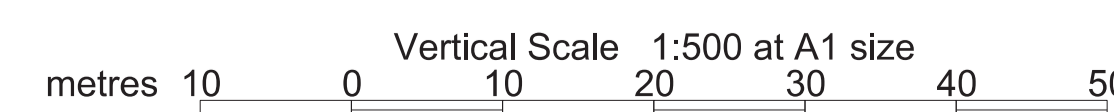
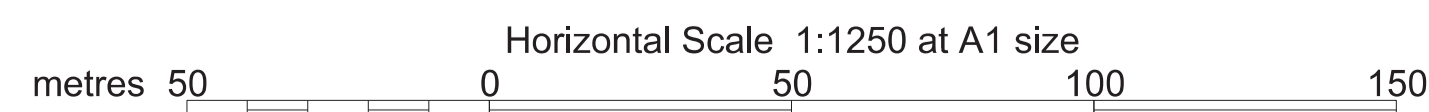
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 17  
 Greatest inclination of existing road 1 in 34  
 Datum Line for Work No. 3/220 (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby 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 REPLACEMENT SHEETS Nos. 3-114 and 3-115



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

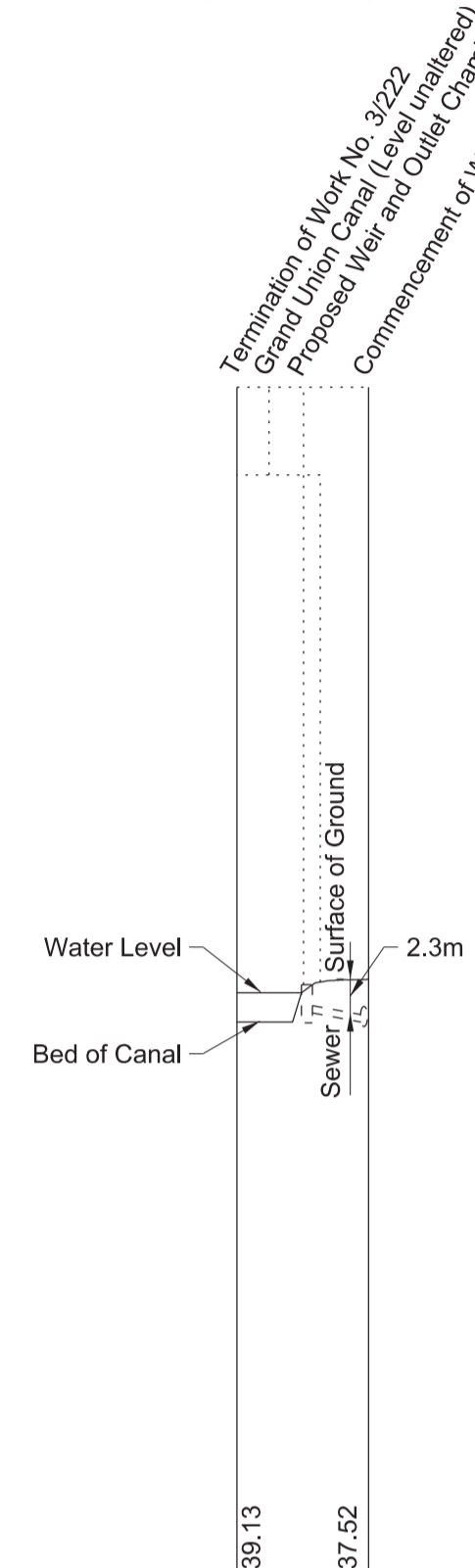
Datum Line for Work No. 3/218 (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance Datum Newlyn.






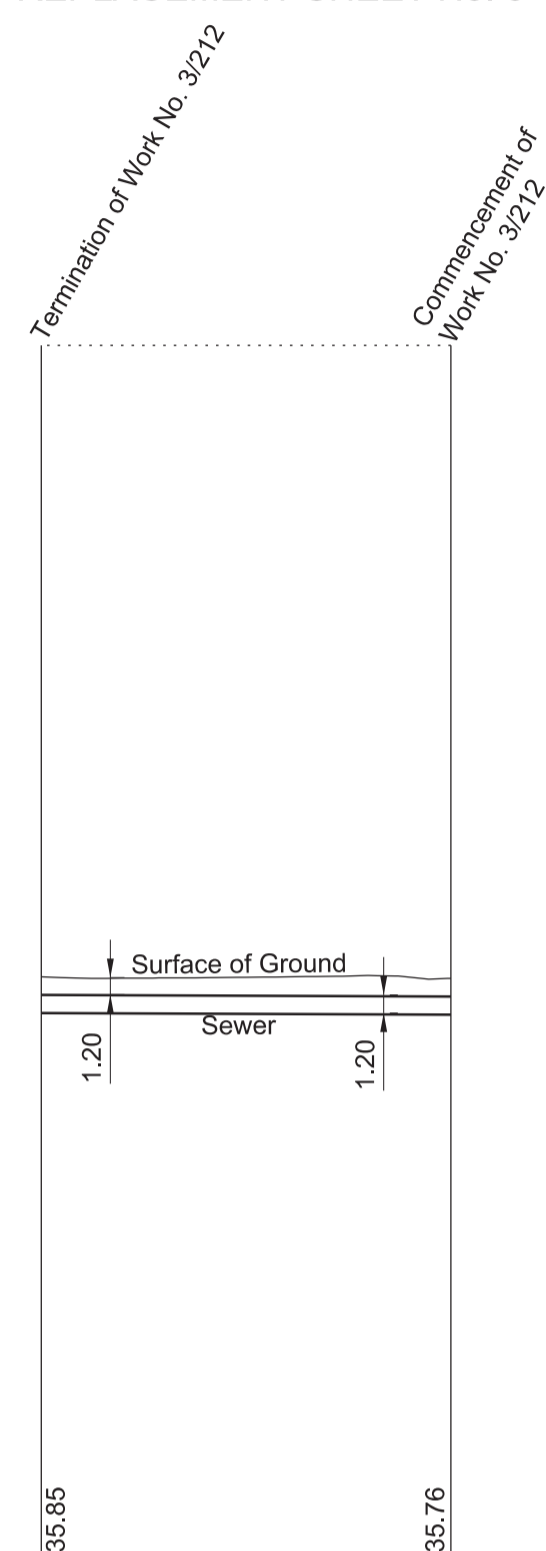
# SECTIONS


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



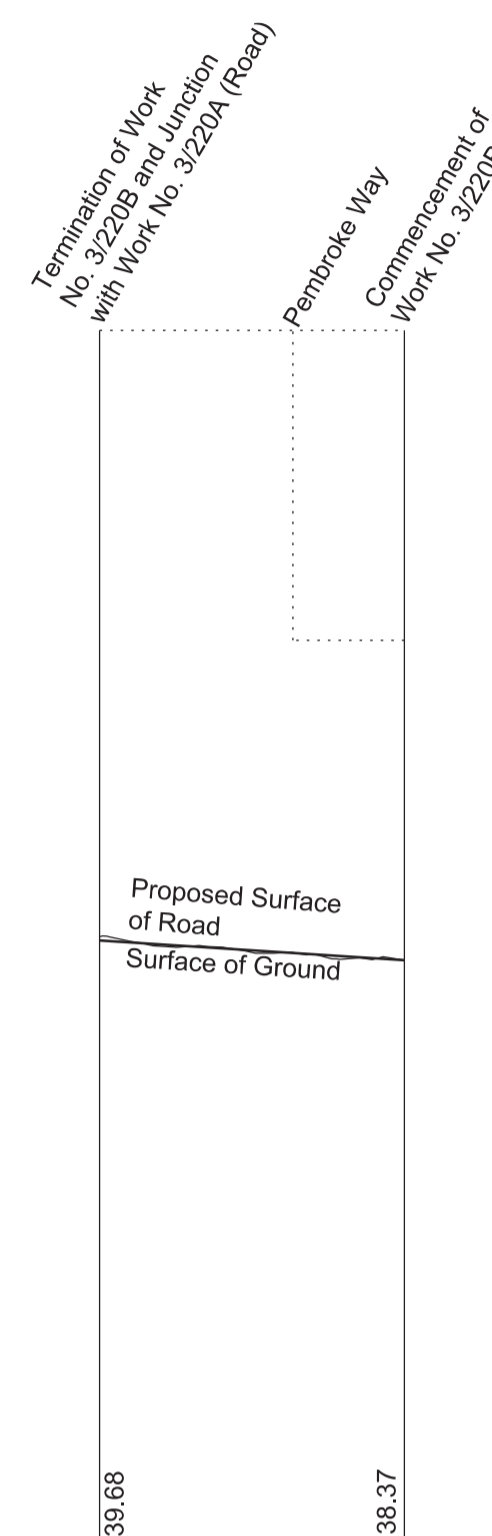
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/222 (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance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


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



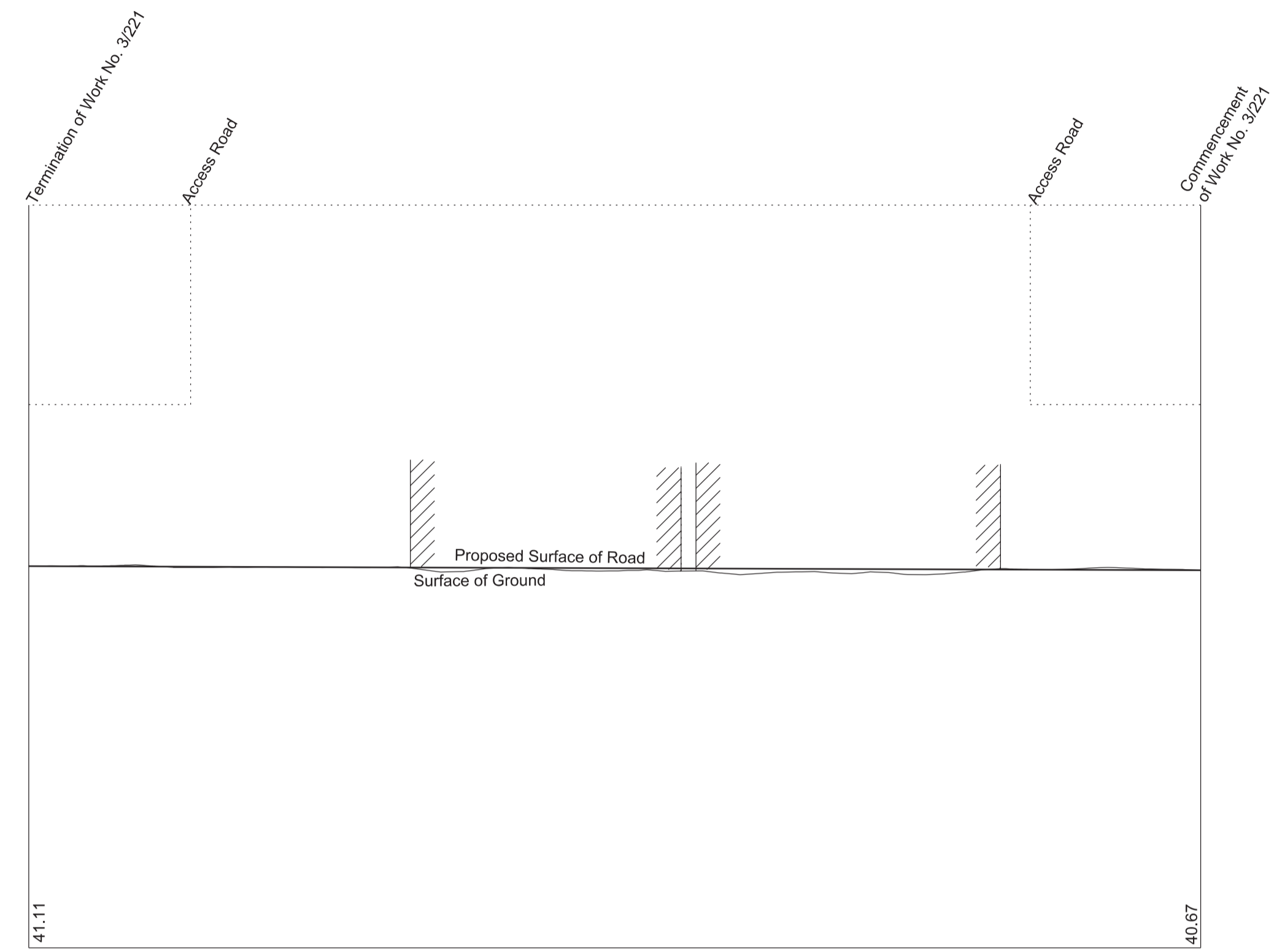
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/212 (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance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


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



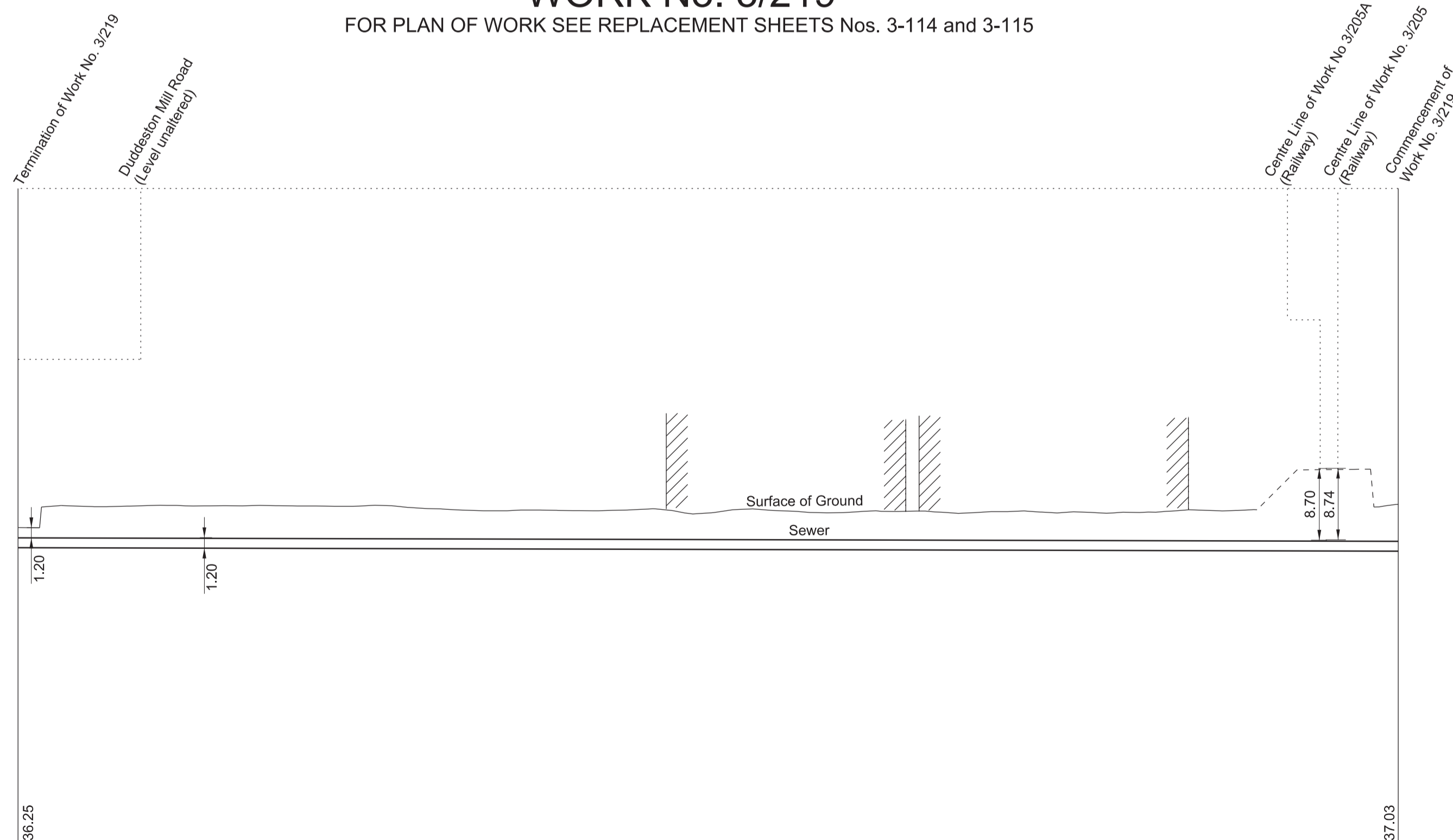
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 33  
 Greatest inclination of existing road 1 in 33  
 Datum Line for Work No. 3/220B (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby 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 REPLACEMENT SHEET No. 3-114

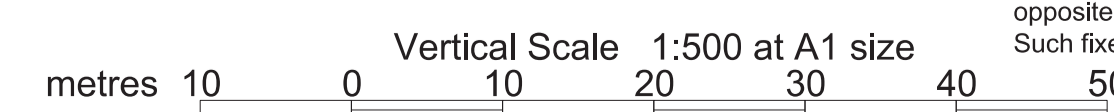
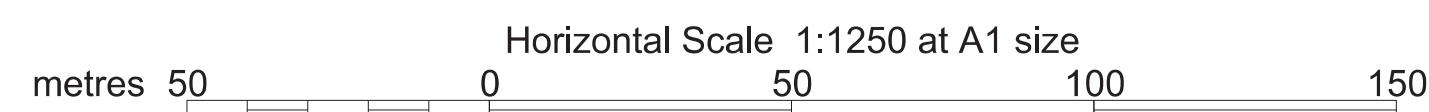


Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Greatest inclination of proposed road 1 in 717  
 Greatest inclination of existing road 1 in 700  
 Datum Line for Work No. 3/221 (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance Datum Newlyn.

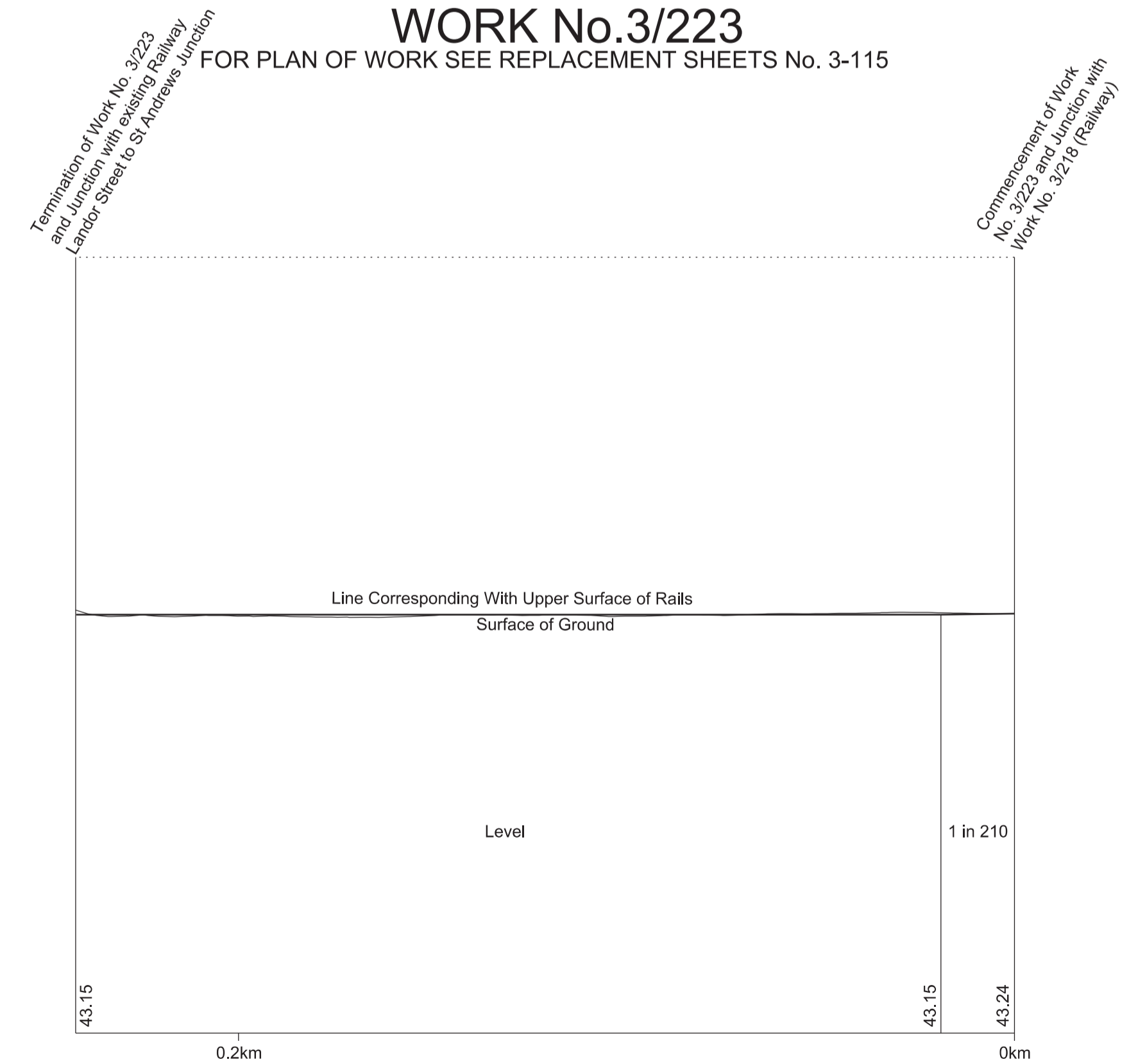
**WORK No. 3/219**  
 FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-114 and 3-115




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 REPLACEMENT SHEETS No. 3-115

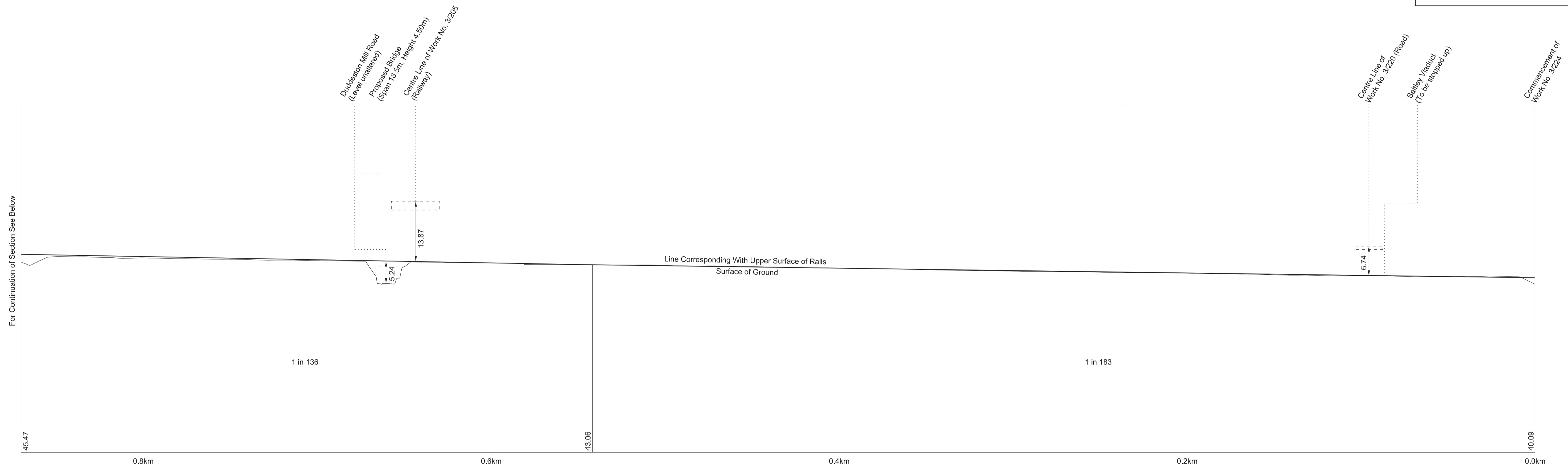



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Total length 0.240km  
 Datum Line for Work No. 3/223 (55 metres above Ordnance Datum) is 43.52m below the fixed point being a BT Cover on Adderley Road opposite Cranby Street, and marked thus  on plan (Sheet No. 3-114). Such fixed point being 98.52m above Ordnance Datum Newlyn.

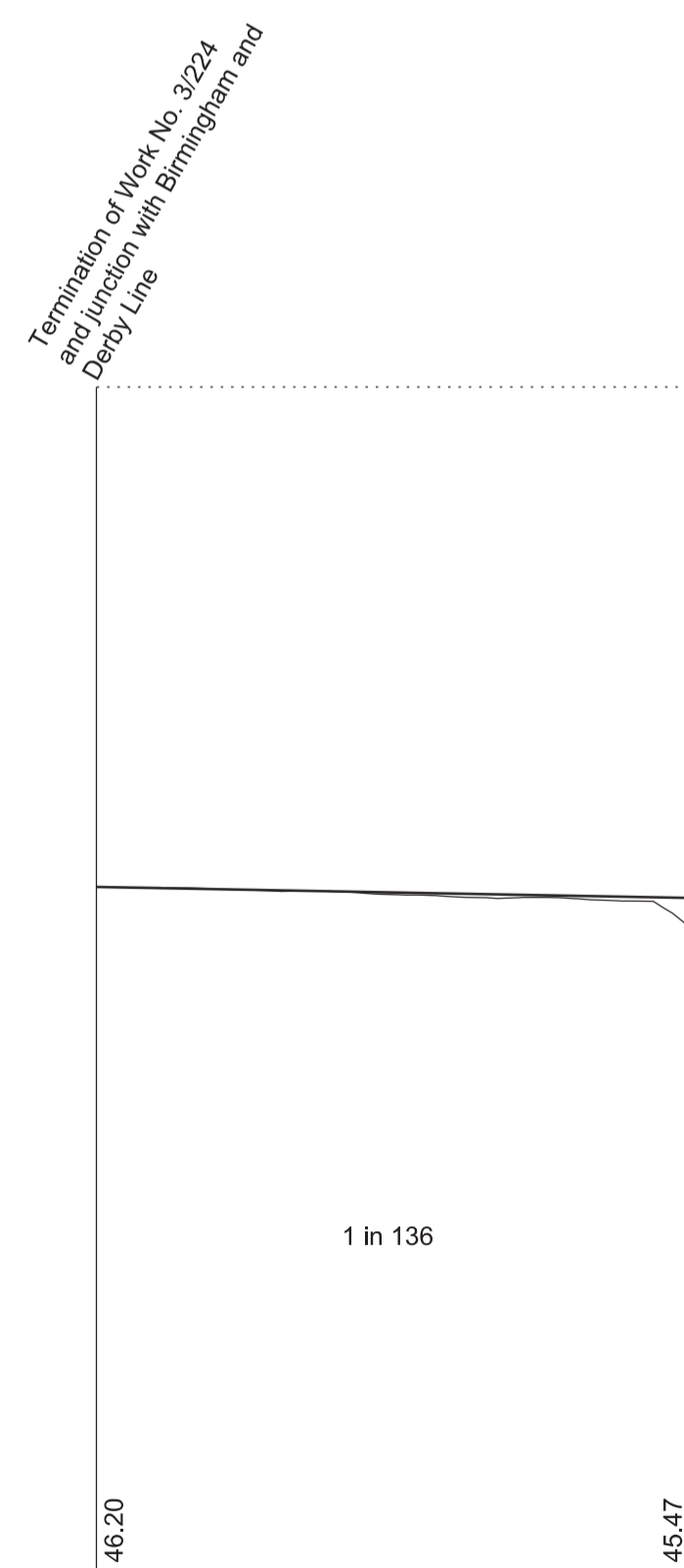
# SECTIONS

## WORK No.3/224

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



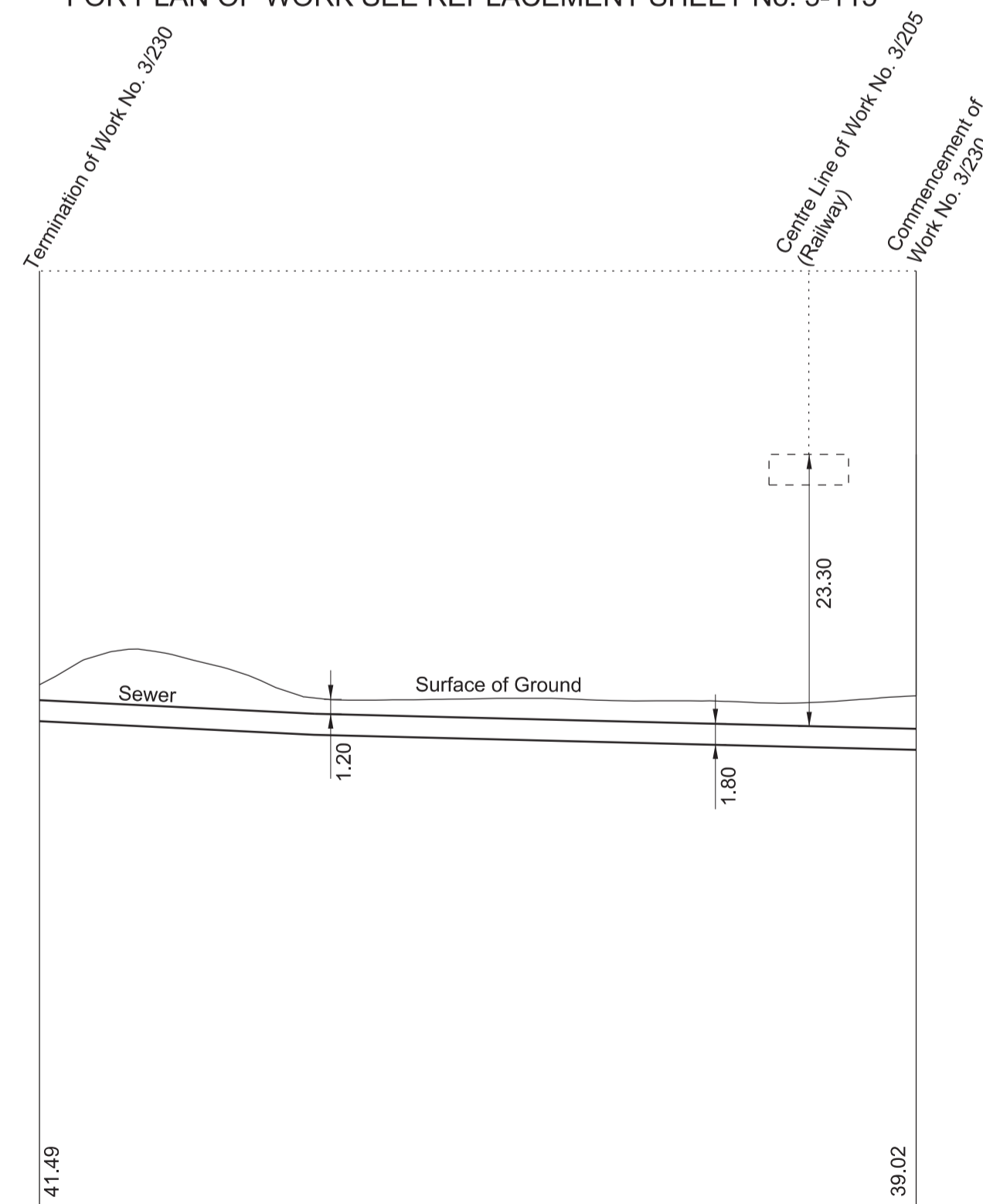
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
Datum Line for Work No. 3/224 (55 metres above Ordnance Datum) is 48.49m below the fixed point being a BT cover on Dollman Street opposite Alma Crescent, and marked thus  on plan (Sheet No. 3-115). Such fixed point being 103.49m above Ordnance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




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

## WORK No.3/230

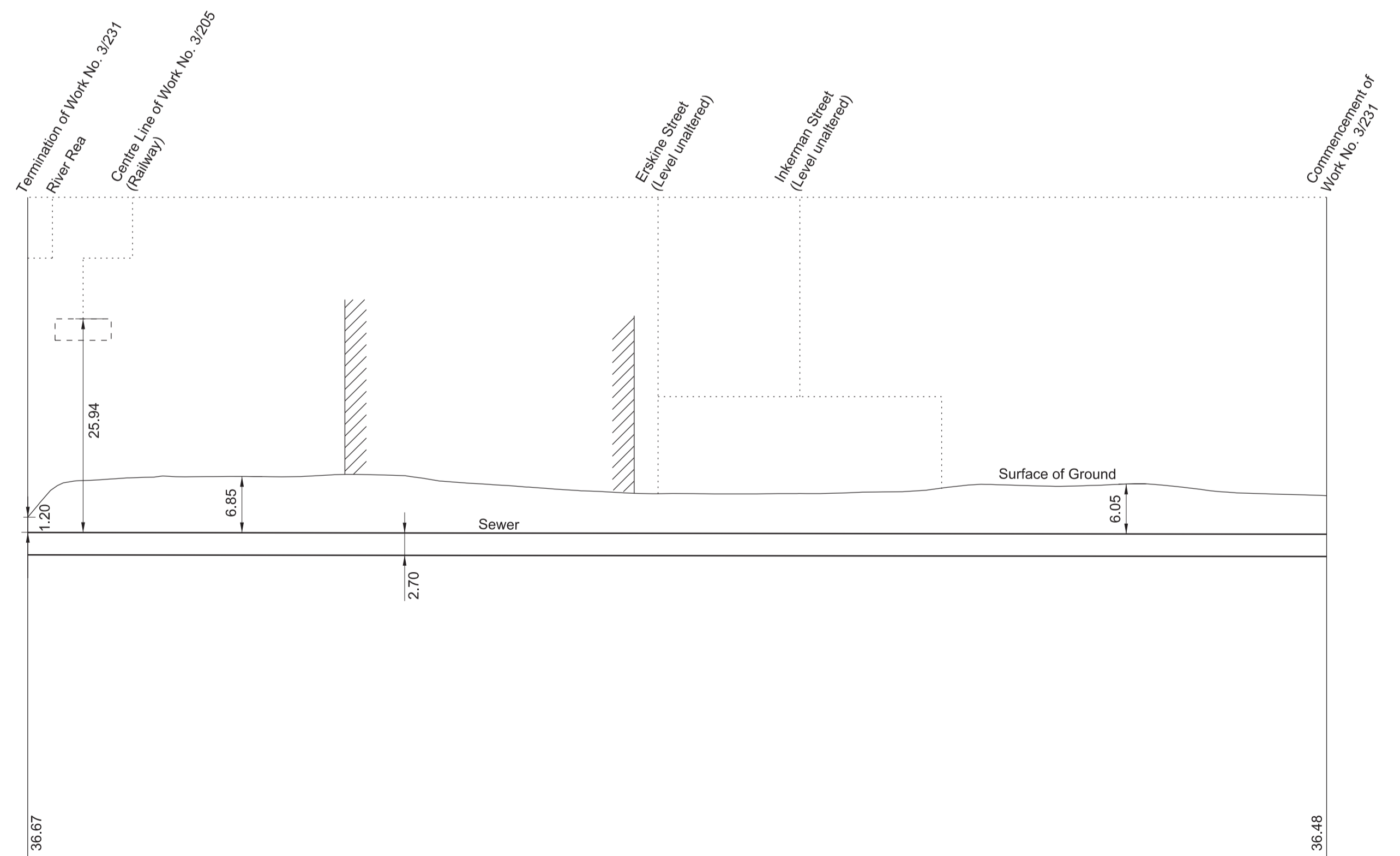
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-115




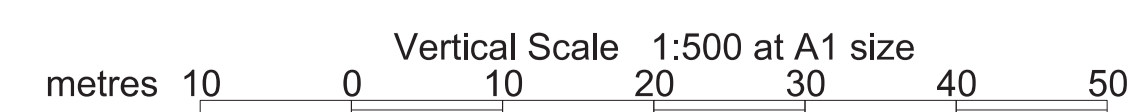
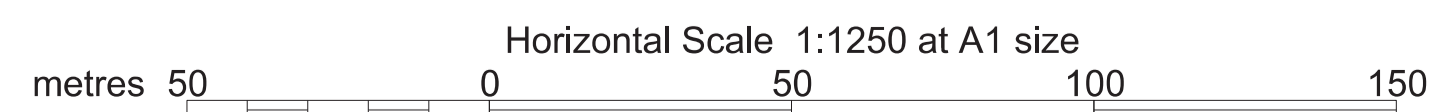
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
Datum Line for Work No. 3/230 (55 metres above Ordnance Datum) is 48.49m below the fixed point being a BT cover on Dollman Street opposite Alma Crescent, and marked thus  on plan (Sheet No. 3-115). Such fixed point being 103.49m above Ordnance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

## WORK No.3/231

FOR PLAN OF WORK SEE REPLACEMENT SHEETS Nos. 3-115 and 3-116

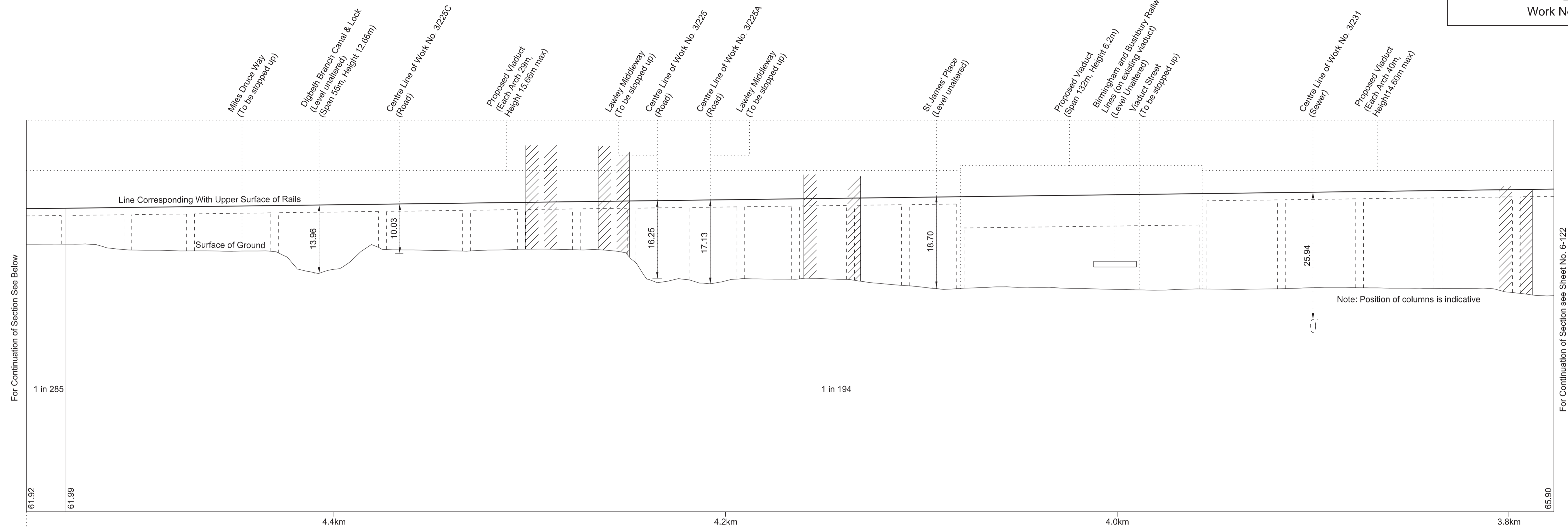



Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
Datum Line for Work No. 3/231 (55 metres above Ordnance Datum) is 48.49m below the fixed point being a BT cover on Dollman Street opposite Alma Crescent, and marked thus  on plan (Sheet No. 3-115). Such fixed point being 103.49m above Ordnance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

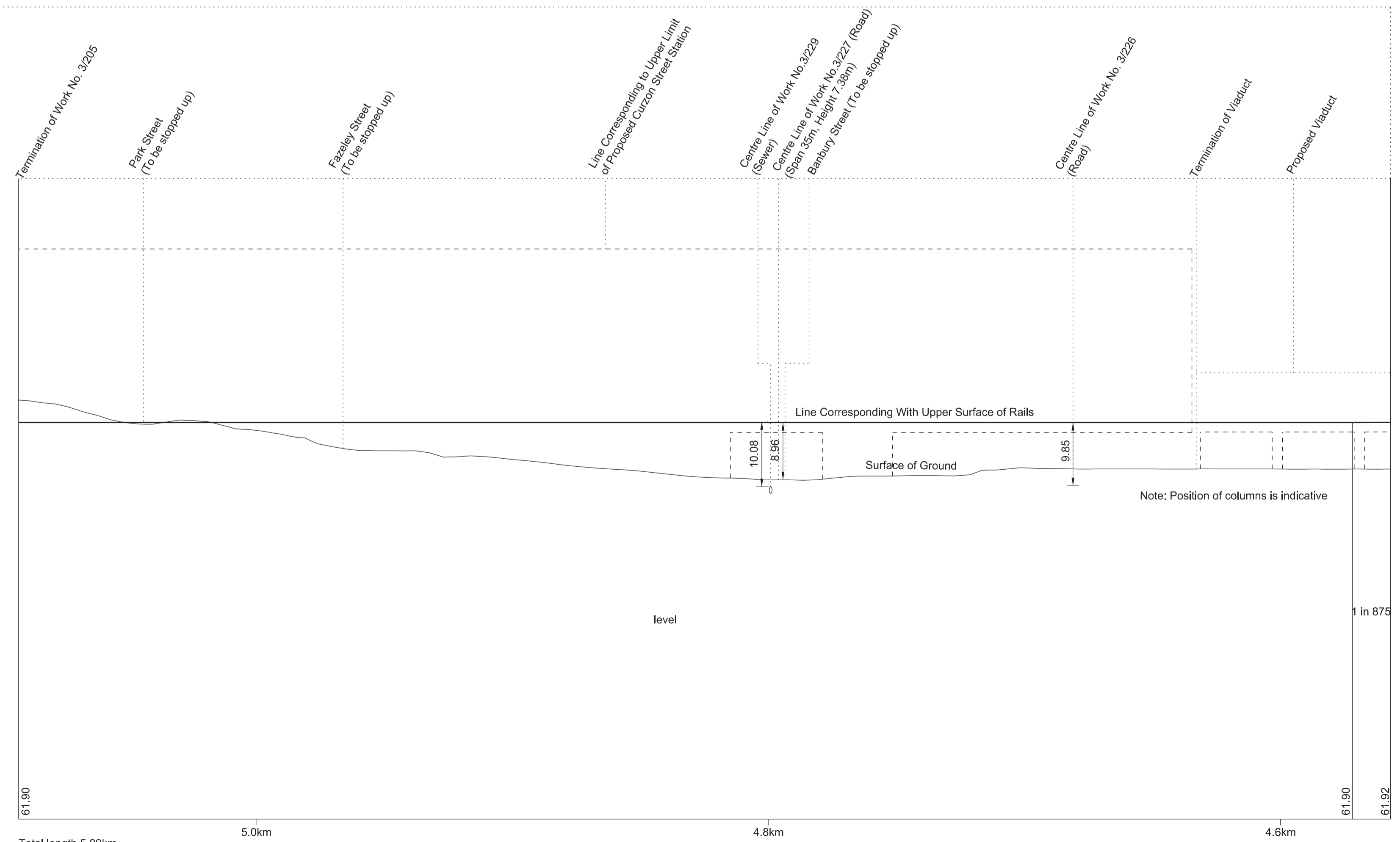


# SECTIONS

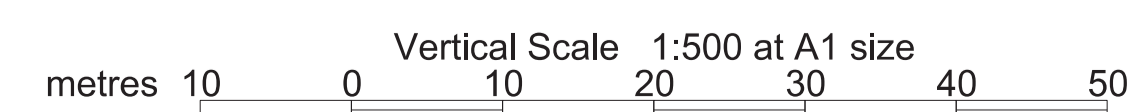
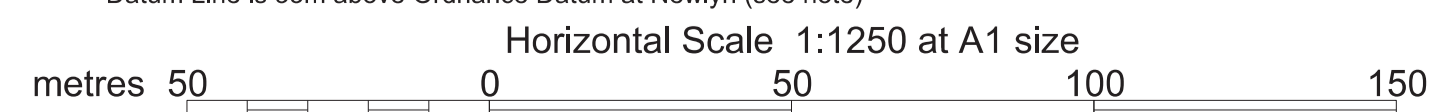
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-116 and SHEET No.3-118



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)

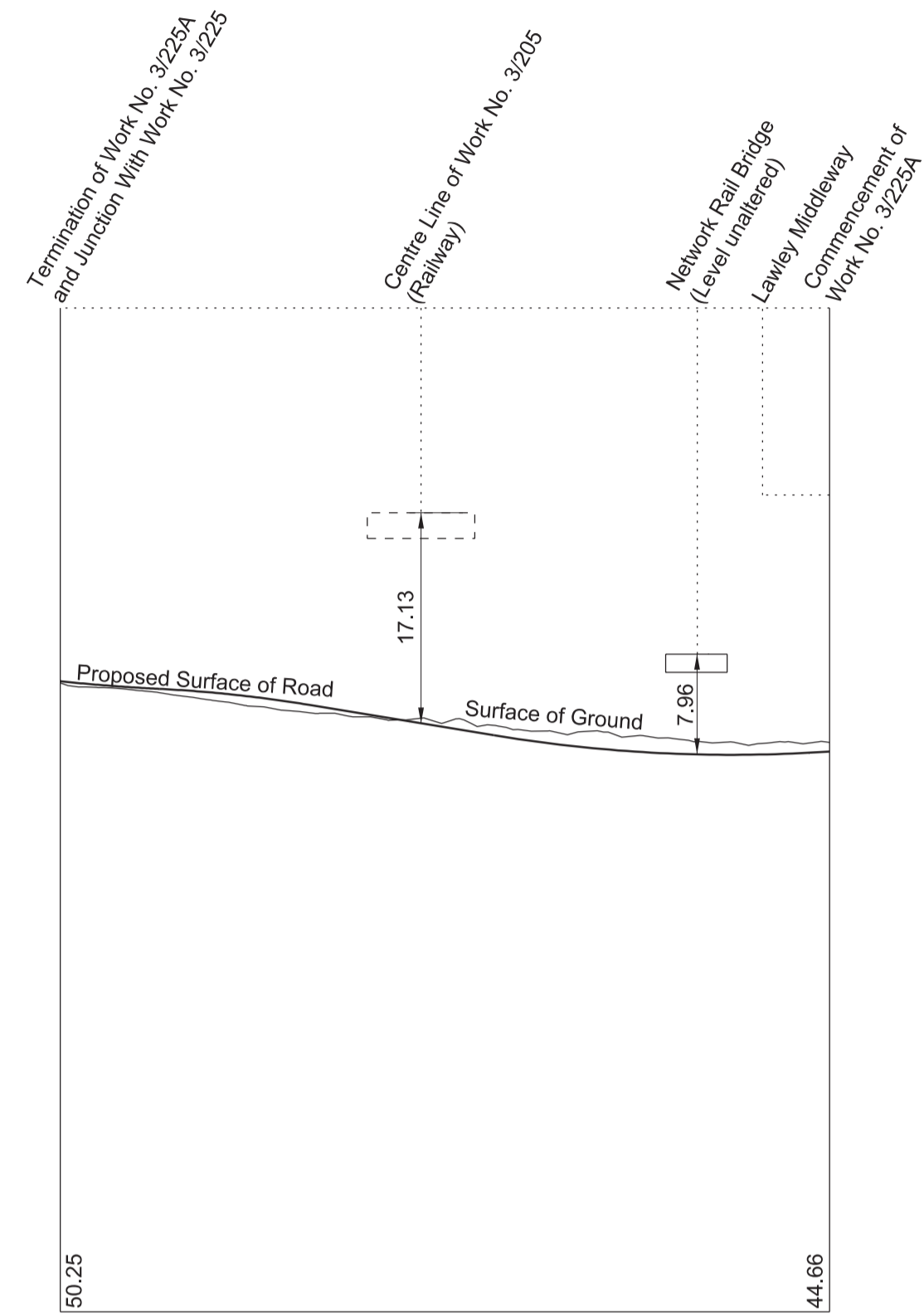




# SECTIONS

## WORK No. 3/225A

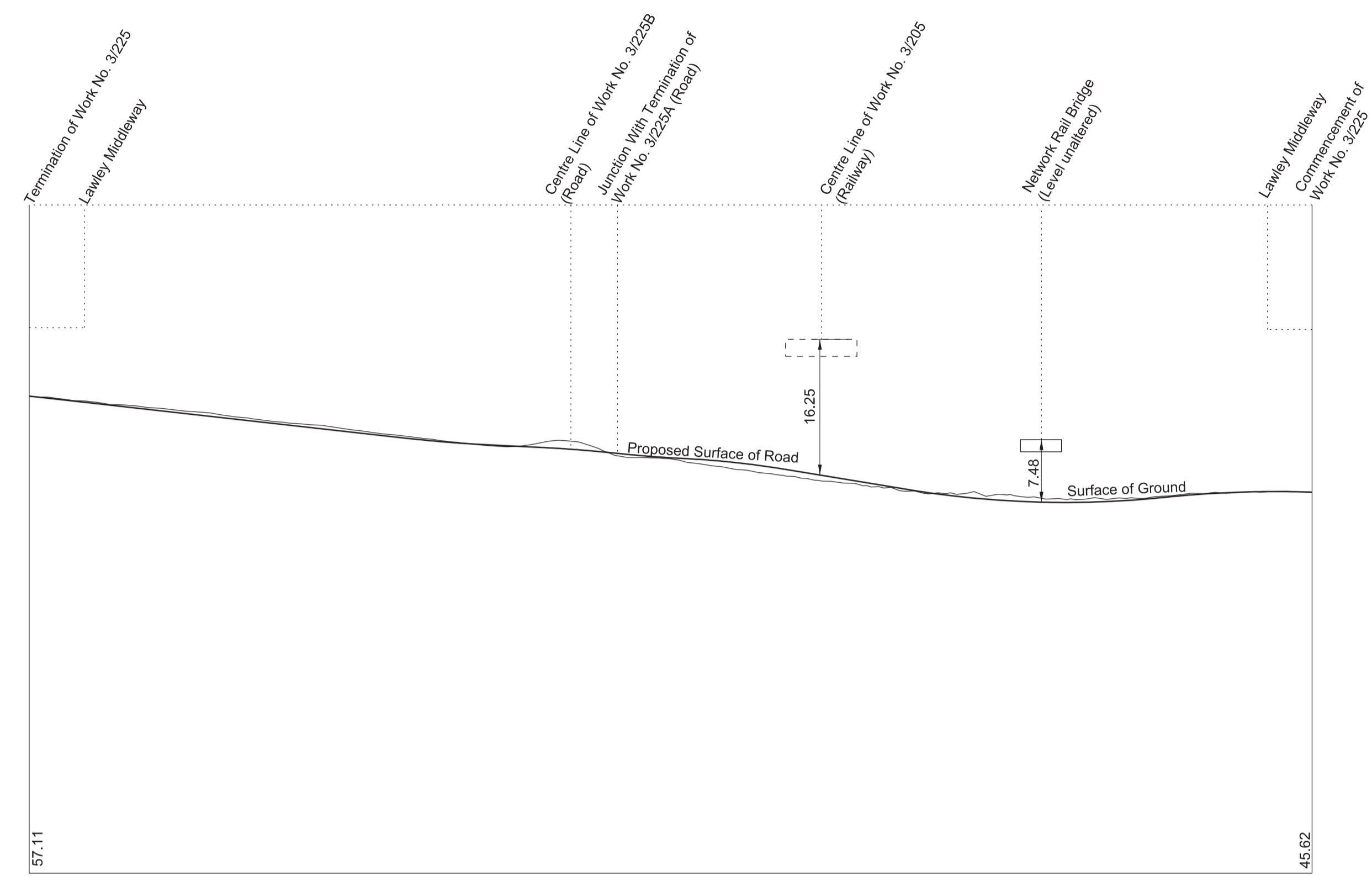
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-116



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

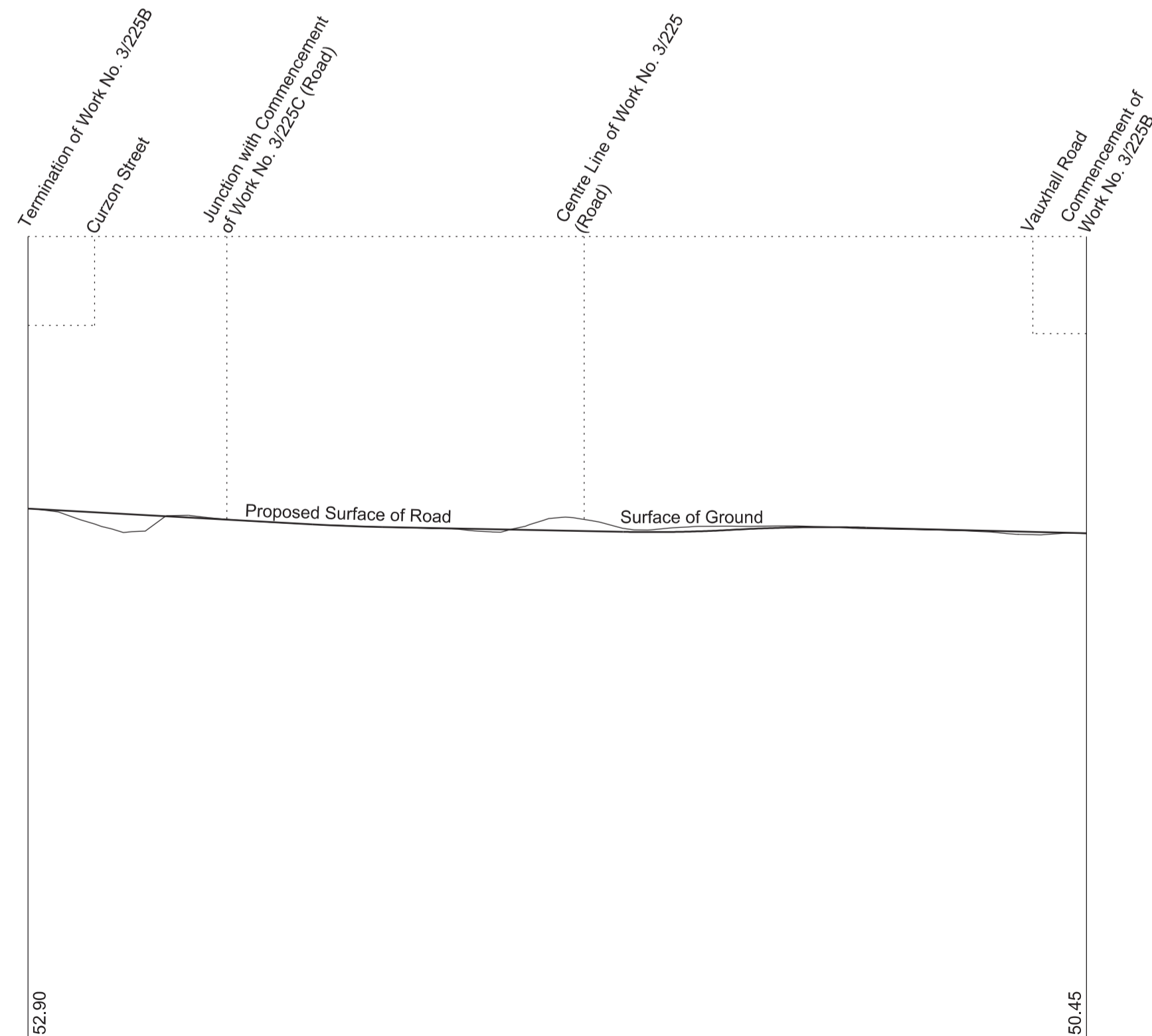
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-116



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

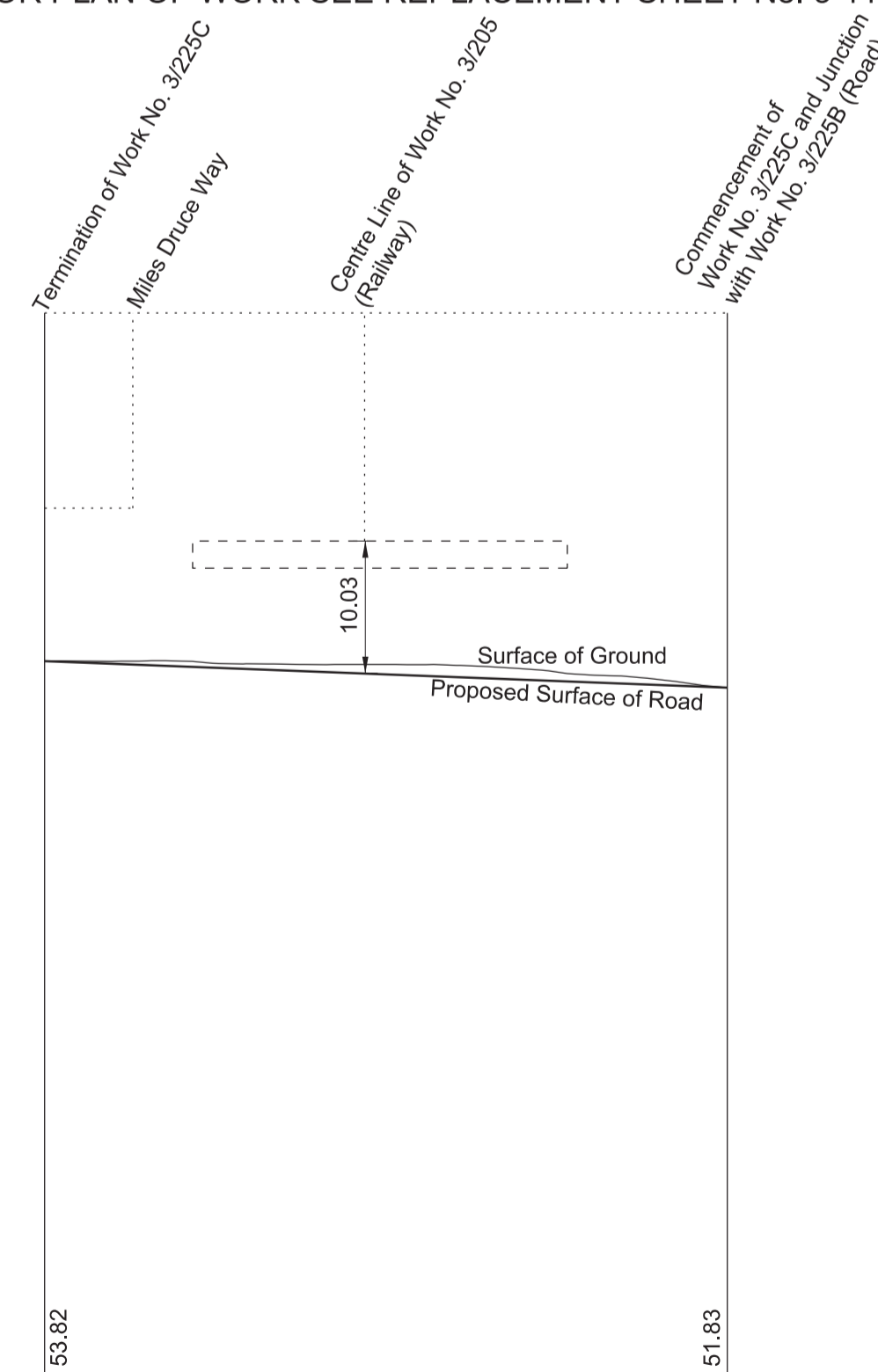
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-116



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

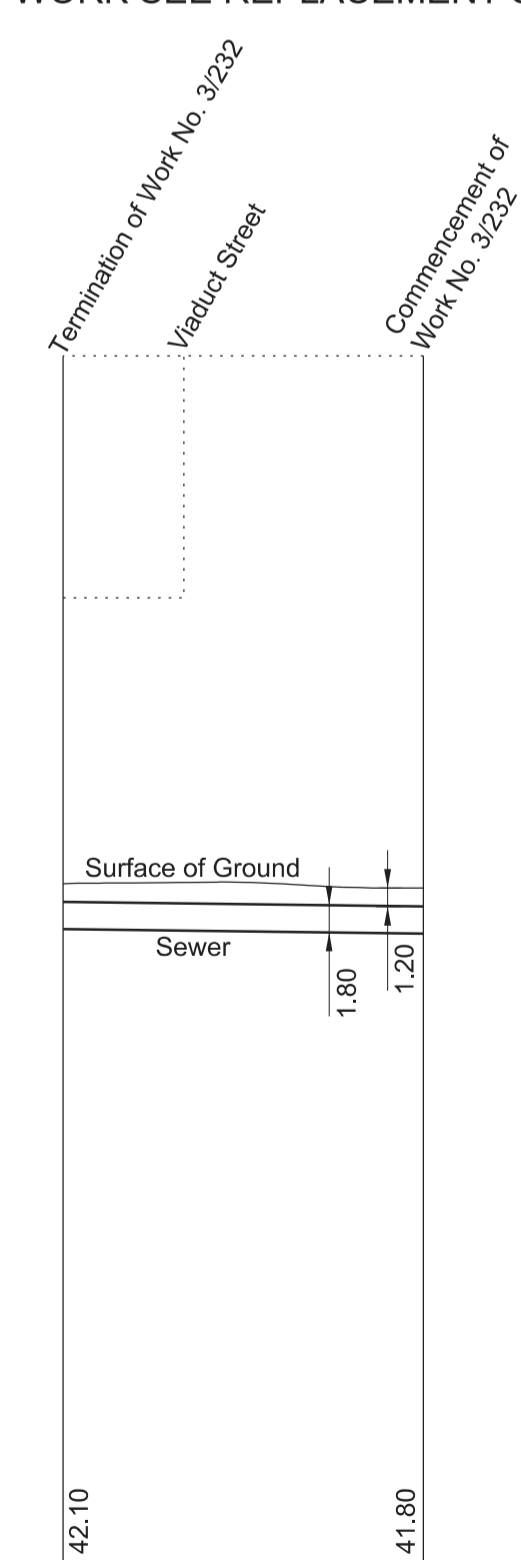
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-116



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

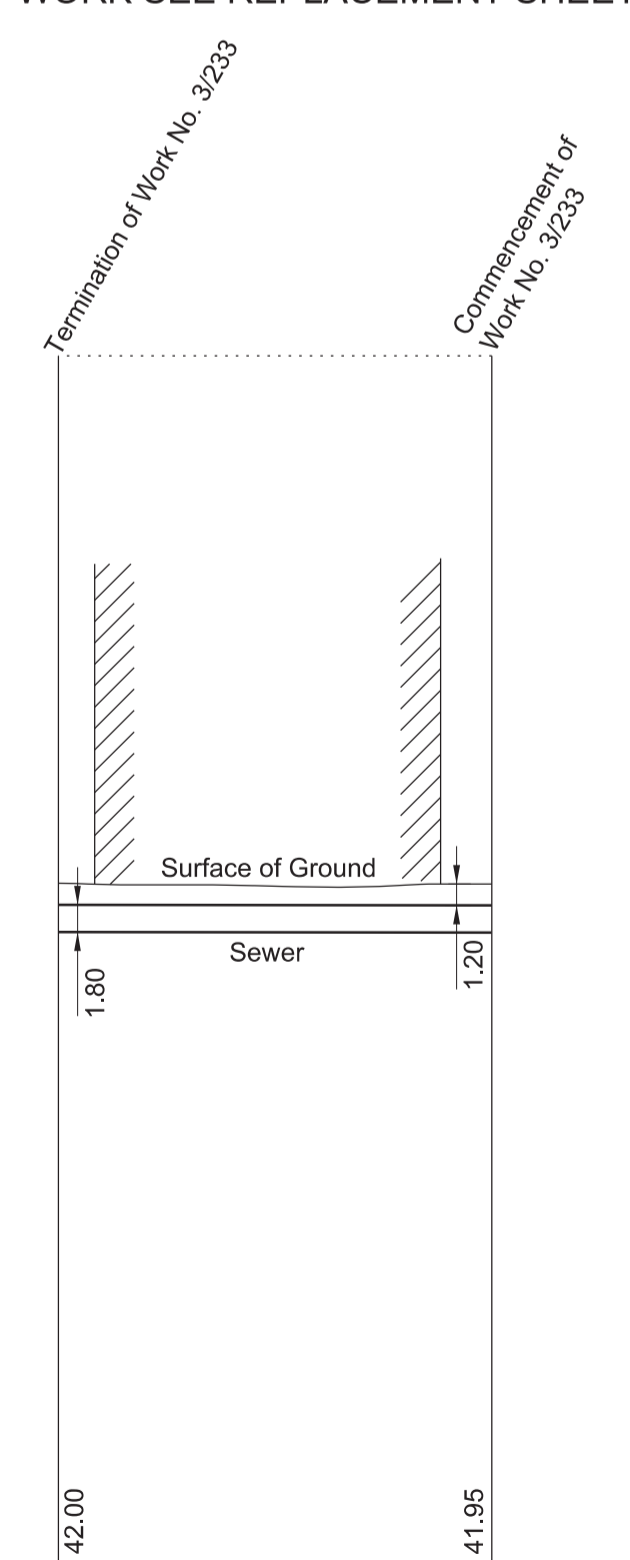
FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-116



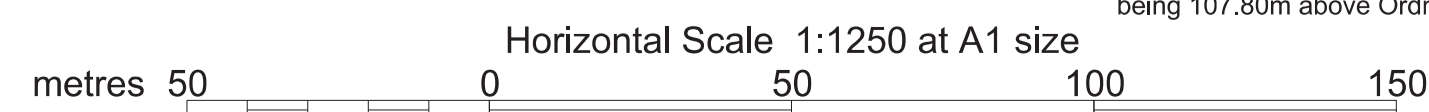
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/232 (55 metres above Ordnance Datum) is 52.80m below the fixed point being a BT cover at the junction between Vauxhall Grove and Vauxhall Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-116). Such fixed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

## WORK No. 3/233

FOR PLAN OF WORK SEE REPLACEMENT SHEET No. 3-116



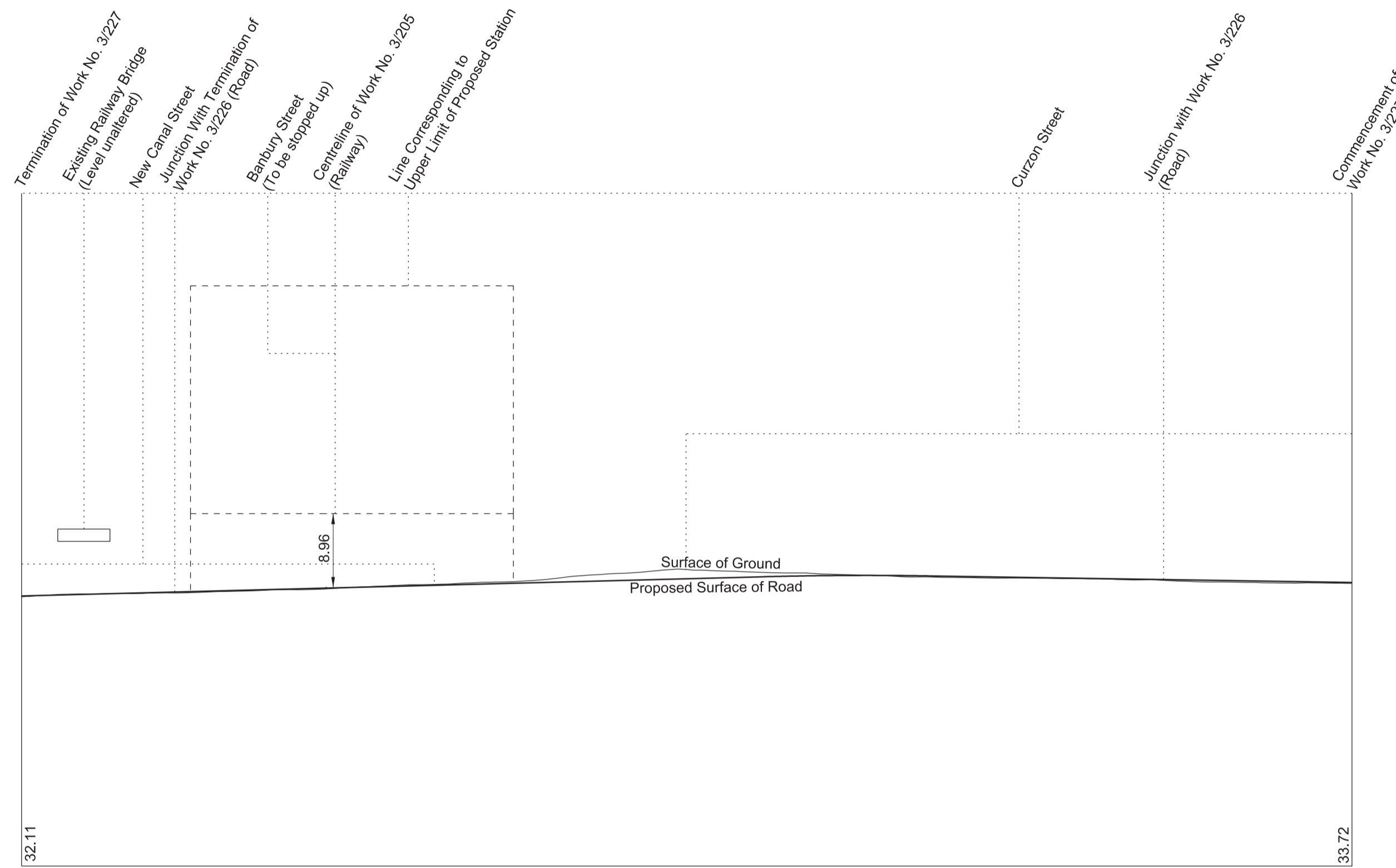
Datum Line is 55m above Ordnance Datum at Newlyn (see note)  
 Datum Line for Work No. 3/233 (55 metres above Ordnance Datum) is 52.80m below the fixed point being a BT cover at the junction between Vauxhall Grove and Vauxhall Road, and marked thus  $\blacktriangle$  on plan (Sheet No. 3-116). Such fixed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





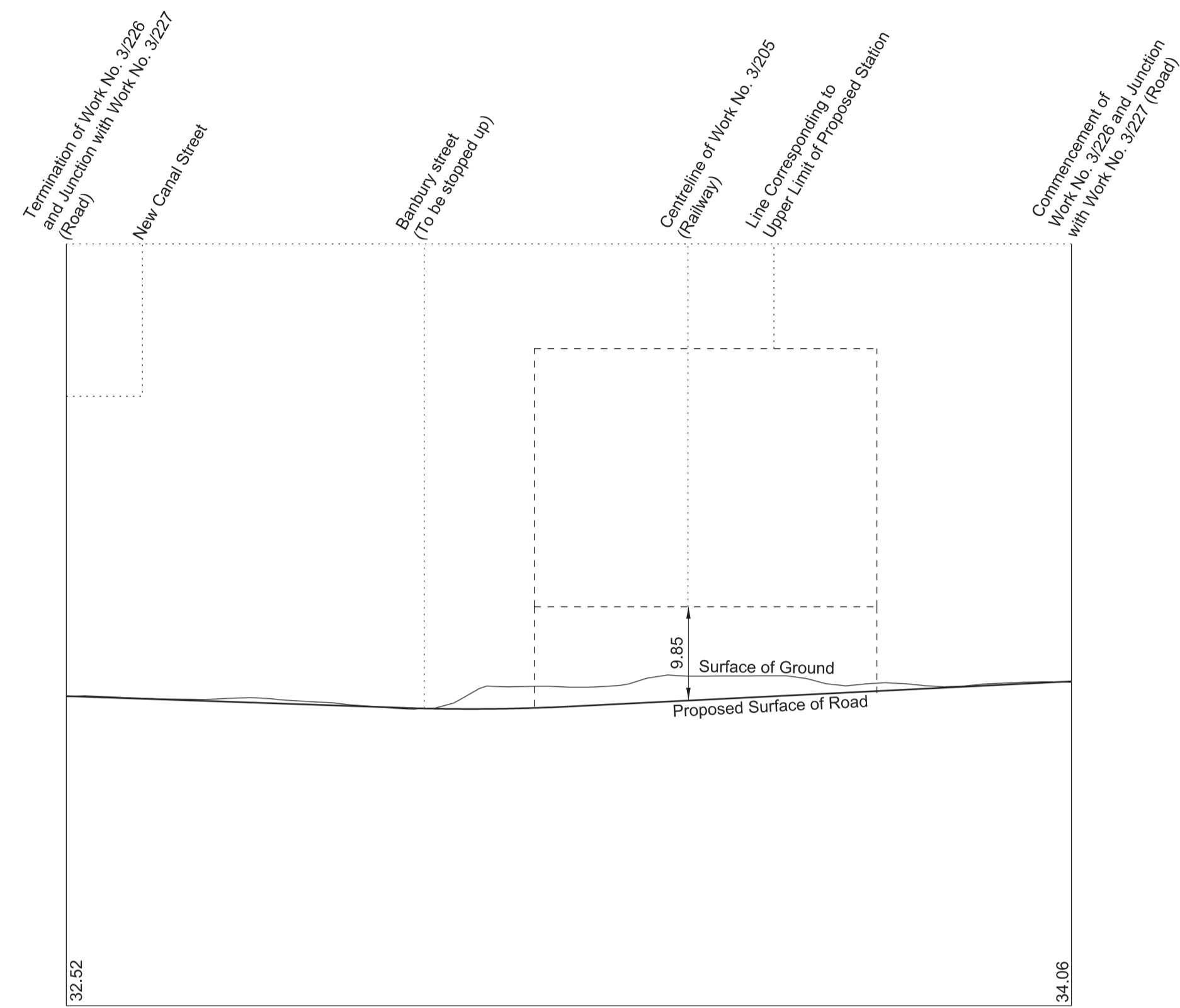
# SECTIONS

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



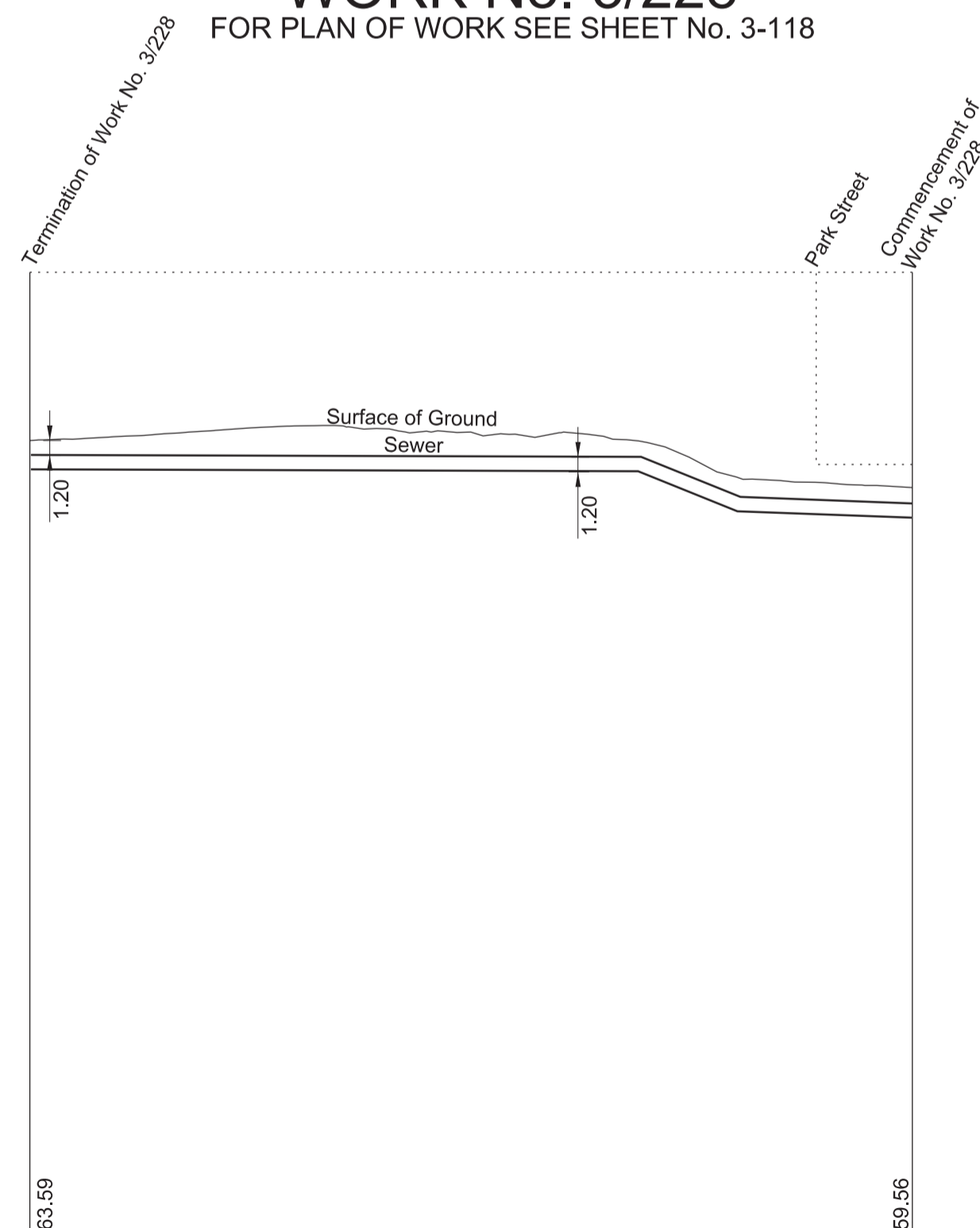
Datum Line is 75m above Ordnance Datum at Newlyn (See note)  
 Greatest Inclination of proposed road 1 in 98  
 Greatest Inclination of existing road 1 in 98  
 Datum Line for Work No 3/227 (75 metres above Ordnance Datum) is 44.90m  
 below the fixed point being a cover on the footpath on the north 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



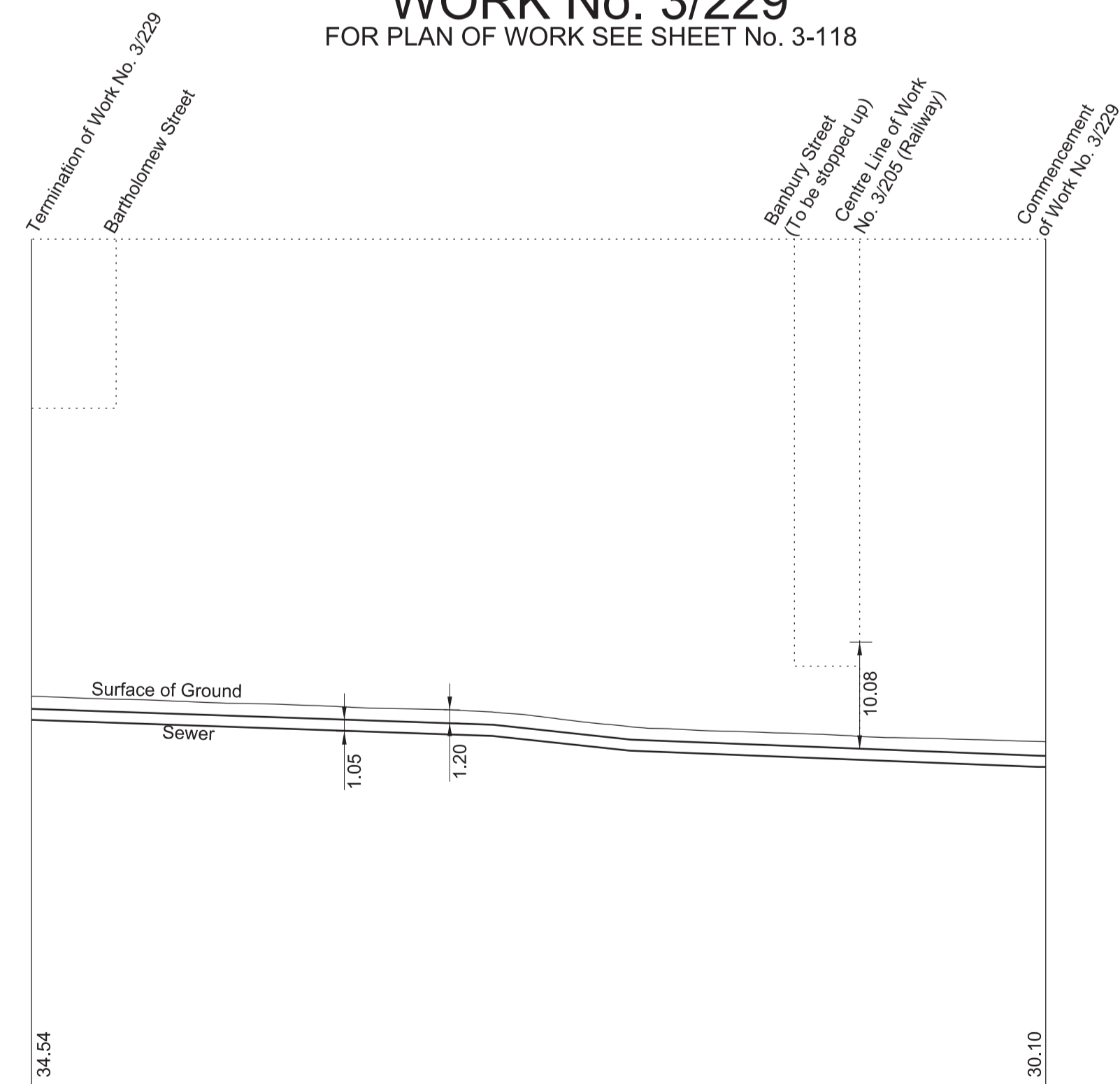
Datum Line is 75m above Ordnance Datum at Newlyn (See note)  
 Greatest Inclination of proposed road 1 in 54  
 Greatest Inclination of existing road N/A  
 Datum Line for Work No 3/226 (75 metres above Ordnance Datum) is 44.90m  
 below the fixed point being a cover on the footpath on the north side 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.

