HS2

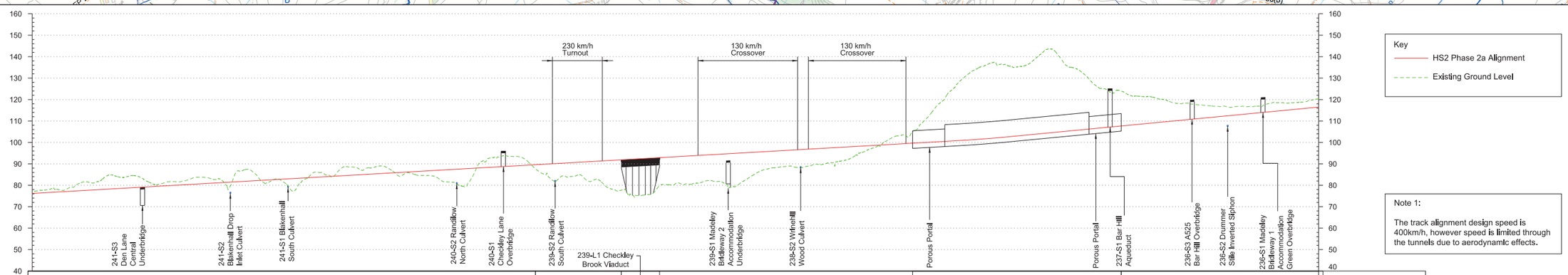
WHITMORE HEATH to MADELEY

SOUTH CHESHIRE

Blakenhall Bridleway 8 Accommodation Overbridge
WCML Modifications to Accommodate HS2 Connection
Den Lane Spur Culvert
HS2 Spur (Southbound). Refer to drawing 2PT10-ARP-CV-DPP-000-011015
Highway Pump Station
Den Lane East Viaduct
Den Lane Central Underbridge
Blakenhall Drop Inlet Culvert
Wrinehill Package Substation
Checkley Brook Viaduct
Wrinehill Wood Culvert
Madeley North Auto-transformer Station
Tunnel Portal Building & Rescue Area
Bar Hill Aqueduct
Drummer Stile Inverted Siphon
HS2 Pump Station
Madeley Tunnel
Porous Portal Retaining Walls
Porous Portal
A525 Bar Hill Overbridge
Madeley Bridleway 1 Accommodation Green Overbridge
Randilow North Culvert
Randilow South Culvert
Checkley Lane Overbridge
Madeley Bridleway 2 Accommodation Underbridge
Blakenhall Spur Culvert
Blakenhall South Culvert
Den Lane West Viaduct
Blakenhall Retaining Wall 1
HS2 Spur (Northbound). Refer to drawing 2PT10-ARP-CV-DPP-000-011014
For Continuation Refer to Drawing 2PT10-ARP-CV-DPP-000-011010
For Continuation Refer to Drawing 2PT10-ARP-CV-DPP-000-011008

Plan
Scale 1:10,000 @ A1

HS2



Note 1:

The track alignment design speed is 400km/h, however speed is limited through the tunnels due to aerodynamic effects.

Route Element ID	239-L3 Crewe South Cutting	239-L2 Checkley North Embankment	238-L1 Checkley South Embankment	237-L1 Madeley Tunnel	236-L1 Madeley Cutting
Chainage	242+250 242+200 242+100 242+000 241+900 241+800 241+700 241+600 241+500 241+400 241+300 241+200 241+100 241+000 240+900 240+800 240+700 240+600 240+500 240+400 240+300 240+200 240+100 240+000 239+900 239+800 239+700 239+600 239+500 239+400 239+300 239+200 239+100 239+000 238+900 238+800 238+700 238+600 238+500 238+400 238+300 238+200 238+100 238+000 237+900 237+800 237+700 237+600 237+500 237+400 237+300 237+200 237+100 237+000 236+900 236+800 236+700 236+600 236+500 236+400 236+300 236+250				
Horizontal Alignment	R=7900.0 L=2623.3	L=445.0	L=3348.2		L=445.5
Vertical Alignment	L=6801.2 G=-0.57%			L=216.4 R=-56000.0	L=2750.0 G=-0.96%
Existing Level	77.0 77.7 77.7 81.6 84.5 84.2 81.1 81.7 83.4 82.6 86.1 84.3 82.9 81.0 86.0 88.5 87.4 88.5 85.9 84.6 81.4 83.4 93.0 93.5 87.4 82.6 84.9 82.0 77.8 75.4 80.3 80.8 82.2 78.9 84.0 88.1 88.7 89.7 90.9 94.0 98.3 103.3 109.1 119.7 130.6 136.0 135.8 136.8 143.6 135.0 127.3 123.4 121.6 120.5 118.1 117.5 116.8 116.8 117.6 118.4 119.4 120.1				
Proposed Level	76.2 76.5 77.0 77.6 78.2 78.8 79.3 79.9 80.5 81.0 81.6 82.2 82.8 83.3 83.9 84.5 85.0 85.6 86.2 86.8 87.3 87.9 88.5 89.0 89.6 90.2 90.7 91.3 91.9 92.5 93.0 93.6 94.2 94.7 95.3 95.9 96.5 97.0 97.6 98.2 98.7 99.3 99.9 100.4 101.0 101.7 102.6 103.6 104.5 105.5 106.4 107.4 108.3 109.3 110.3 111.2 112.2 113.1 114.1 115.0 116.0 116.5				
Cut and Fill	-0.8 -1.2 -0.7 -4.0 -6.3 -5.4 -1.8 -1.8 -2.9 -1.6 -4.5 -2.1 -0.1 +2.3 -2.1 -4.0 -2.4 -2.9 +0.3 +2.2 +5.9 +4.5 -4.5 -4.5 +2.2 +7.6 +5.8 +9.3 +14.1 +17.1 +12.7 +12.8 +12.0 +15.8 +11.3 +7.8 +7.8 +7.3 +6.7 +4.2 +0.4 -4.0 -9.2 -19.3 -29.6 -34.3 -33.2 -33.2 -39.1 -29.5 -20.9 -16.0 -13.3 -11.2 -7.8 -6.3 -4.6 -3.7 -3.5 -3.4 -3.4 -3.6				
Design Speed	400km/h			360km/h (See Note 1)	400km/h

Profile
Scale H:1:10,000 V:1:1000 @ A1

METRES @ 1:10000 0 100 200 500 1000

METRES @ 1:1000 0 10 20 50 100

Fit for Acceptance

Rev	Description	Drawn	Checked	Con App	HS2 App
P02	Final Preliminary Design Approved for publication	DMI 15/04/2020	IMD 15/04/2020	DE 15/04/2020	
P01	Final Preliminary Design	CW 09/04/2020	IMD 09/04/2020	DE 09/04/2020	

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Scale with caution as distortion can occur.

Legends/Notes:

- Depot, station, headhouse or portal building
- Tunnel portal
- Electricity substation
- Land drainage area
- Ecological mitigation pond
- Balancing pond
- Replacement floodplain storage
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Local placement of surplus excavated material
- Public realm/Replacement community facility
- Hedgerow habitat creation
- UT Main utility works
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary
- Community Area boundary
- Watercourse diversion
- or Existing watercourse
- Ditches - new
- Existing Woodland
- Existing Buildings
- Existing Inland Water
- 130.0m Existing Contours
- HS2 Access road
- Noise fence barrier
- 10+000 HS2 Mainline Rail alignment Chainage (e.g. 10+000)
- Existing public right of way (PRoW)
- New, diverted or realigned PRoW
- Stopped-up PRoW
- Tunnels external extent
- Modified Network Rail alignment
- HS2 Spur Rail alignment
- 10+000 Chainage (e.g. 10+000)

HS2

Registered in England
Registration No. 06791686
Registered office:
2 Snow Hill, Queensway,
Birmingham, B4 6GA

Creator/Originator
Ove Arup & Partners International Ltd

Zone	Route Wide
Design Stage	Hybrid Bill - Final Preliminary Design FPD
Drawing Title	Main Line Sheet 9 Chainage 236+250 to 242+250
Project/Contract	C861 Hybrid Bill Final Preliminary Design (FPD)
Discipline/Function	Civil
Drawn / Checked / Approved	DMI / IMD / DE
Date / Scale / Size	09/04/2020 / AS SHOWN / A1
Drawing No. / Rev.	2PT10-ARP-CV-DPP-000-011008 / P02

Code 1 - Accepted