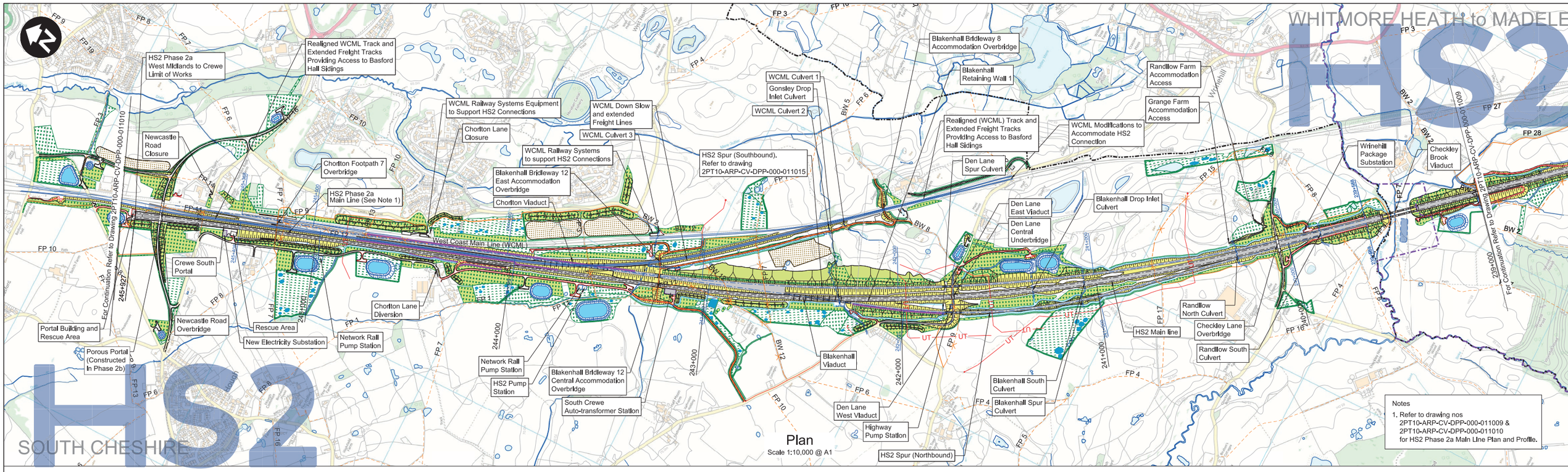
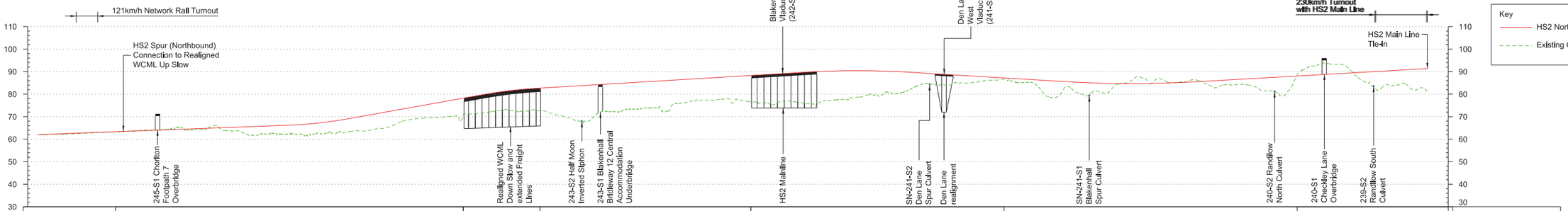


Plan

Scale 1:10,000 @ A1



Route Element ID	S-243-L2 Chorlton North Embankment; S-243-L1 Chorlton Viaduct; S-242-L2 Chorlton South Embankment; SN-241-L1 Blakenhall Northbound Spur Embankment; SN-240-L1 Blakenhall Northbound Spur Cutting; 239-L3 Crewe South Cutting
Chainage	245+800 245+700 245+600 245+500 245+400 245+300 245+200 245+100 245+000 244+900 244+800 244+700 244+600 244+500 244+400 244+300 244+200 244+100 244+000 243+900 243+800 243+700 243+600 243+500 243+400 243+300 243+200 243+100 243+000 242+900 242+800 242+700 242+600 242+500 242+400 242+300 242+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
Horizontal Alignment	L=289.7; L=80.0; R=-5000.0; L=194.4; L=80.0; L=80.0; R=5000.0; L=80.0; L=194.8; L=2519.2; L=235.0; R=3000.0; L=991.3; L=235.0; L=959.6; L=81.5; R=-8000.0; L=62.3; L=81.5
Vertical Alignment	L=1114.5; G=-0.38%; L=261.4; R=-18500.0; L=606.5; G=-1.79%; L=220.1; R=18500.0; L=1209.7; G=-0.60%; L=444.0; R=37000.0; L=697.9; G=0.60%; L=585.4; R=-50000.0; L=1024.6; G=-0.57%
Existing Level	62.2 62.4 62.9 63.3 63.8 64.3 63.9 65.0 63.7 61.8 62.7 62.2 62.5 62.9 63.6 65.4 68.8 69.6 70.3 71.5 72.8 72.7 72.3 69.6 68.9 72.3 73.3 74.4 75.9 77.3 78.0 76.7 75.4 76.7 75.7 77.6 78.9 80.8 81.6 84.6 84.6 85.3 86.2 85.0 81.1 83.0 79.3 81.6 86.3 86.3 85.4 85.7 84.1 84.2 81.4 82.6 92.4 93.2 87.4 82.3 84.9 82.0
Proposed Level	62.2 62.6 63.0 63.4 63.7 64.1 64.5 64.9 65.2 65.6 66.0 66.4 67.3 68.7 70.5 72.3 74.1 75.9 77.6 79.4 81.1 82.2 82.9 83.5 84.1 84.7 85.3 85.9 86.5 87.1 87.7 88.3 88.9 89.5 90.0 90.4 90.4 90.2 89.8 89.2 88.6 88.0 87.4 86.8 86.2 85.6 85.1 84.8 84.7 84.8 85.1 85.6 86.2 86.8 87.3 87.9 88.5 89.0 89.6 90.2 90.7 91.3
Cut and Fill	0.0 +0.2 +0.1 +0.1 -0.1 -0.2 +0.6 -0.1 +1.5 +3.8 +3.3 +4.2 +4.8 +5.8 +6.9 +6.9 +5.3 +6.3 +7.3 +7.9 +8.3 +9.5 +10.6 +13.9 +15.2 +12.4 +12.0 +11.5 +10.6 +9.8 +9.7 +11.6 +13.5 +12.8 +14.3 +12.8 +11.5 +9.4 +8.2 +4.6 +4.0 +2.7 +1.2 +1.8 +5.1 +2.6 +5.8 +3.2 -1.6 -1.5 -0.3 -0.1 +2.1 +2.6 +5.9 +5.3 -3.9 -4.2 +2.2 +7.9 +5.8 +9.3
Design Speed	200km/h; 230km/h

HS2 Spur (Northbound)

Profile

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

Fit for Acceptance

METRES @ 1:10000 0 100 200 500 1000

METRES @ 1:1000 0 10 20 50 100

P02	Final Preliminary Design Approved for Publication	DMI 15/04/2020	IMD 15/04/2020	DE 15/04/2020		HS2 accepts no responsibility for any circumstances which arise from the reproduction of this document after alteration, amendment or abbreviation or if it is issued in part or issued incompletely in any way.
P01	Final Preliminary Design	CW 09/04/2020	IMD 09/04/2020	DE 09/04/2020		© Crown Copyright and database right 2019. All rights reserved. Ordnance Survey Licence number 100049190 © Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO. This material was last updated on 2019 and may not be copied, distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.

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
- Existing Woodland
- Existing Buildings
- Existing Inland Water
- 130.0m Existing Contours
- HS2 Access road
- Noise fence barrier
- HS2 Mainline Rail alignment
- 10+000 Chainage (e.g. 10+000)
- Existing public right of way (PRoW)
- New, diverted or realigned PRoW
- Stopped-up PRoW
- Modified Network Rail alignment
- HS2 Spur Rail alignment
- 10+000 Chainage (e.g. 10+000)

Key

- HS2 Northbound Spur Alignment
- Existing Ground Level

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Creator/Originator

Zone: Route Wide		Project/Contract: C861 Hybrid Bill Final Preliminary Design (F	
Design Stage: Hybrid Bill - Final Preliminary Design FPD		Discipline/Function: Civil	
Drawing Title: HS2 Northbound Spur Sheet 14		Drawn: DMI	Checked: IMD	Approved: DE
		Date: 09/04/2020	Scale: AS SHOWN	Size: A1
		Drawing No.		