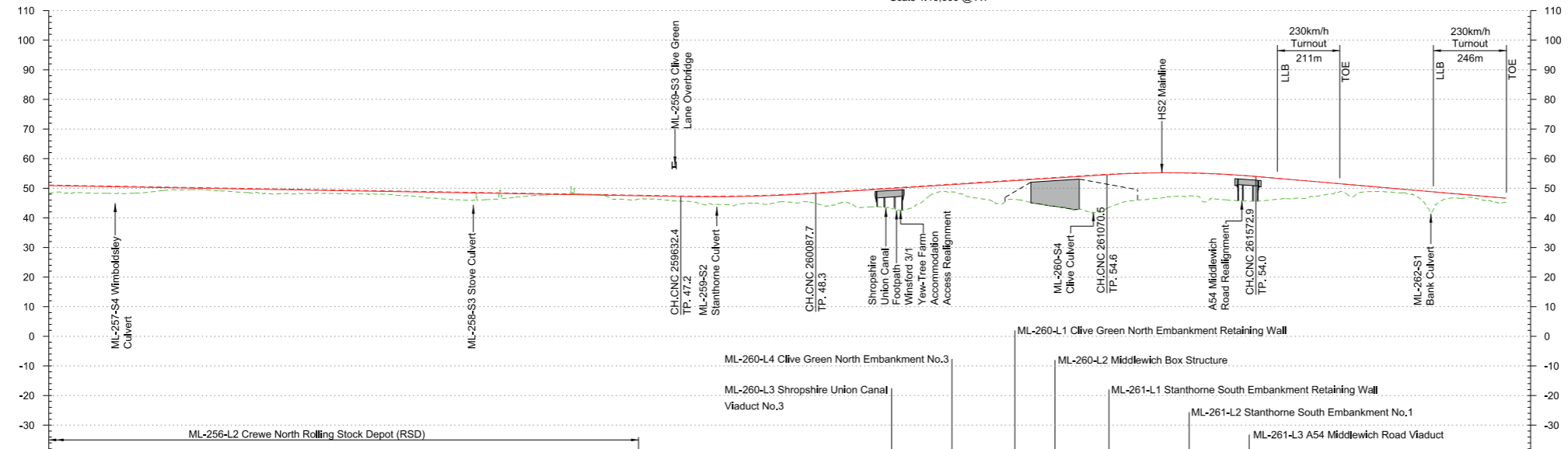


Plan

Scale 1:10,000 @ A1



| Route Element ID     | ML-256-L3 Walley's Green Embankment |             |             |             |             |             |             |             |             |             | ML-259-L2 Clive Green South Embankment No.3 |             |             |             |             |             |             |             |             |             | ML-261-L4 Stanthorne North Embankment |             |             |             |             |             |             |             |             |             |                              |             |             |             |             |             |             |             |             |             |                      |             |             |             |             |             |             |             |             |             |             |      |      |
|----------------------|-------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------|------|
| Chainage             | CNC 257+500                         | CNC 257+600 | CNC 257+700 | CNC 257+800 | CNC 257+900 | CNC 258+000 | CNC 258+100 | CNC 258+200 | CNC 258+300 | CNC 258+400 | CNC 258+500                                 | CNC 258+600 | CNC 258+700 | CNC 258+800 | CNC 258+900 | CNC 259+000 | CNC 259+100 | CNC 259+200 | CNC 259+300 | CNC 259+400 | CNC 259+500                           | CNC 259+600 | CNC 259+700 | CNC 259+800 | CNC 259+900 | CNC 260+000 | CNC 260+100 | CNC 260+200 | CNC 260+300 | CNC 260+400 | CNC 260+500                  | CNC 260+600 | CNC 260+700 | CNC 260+800 | CNC 260+900 | CNC 261+000 | CNC 261+100 | CNC 261+200 | CNC 261+300 | CNC 261+400 | CNC 261+500          | CNC 261+600 | CNC 261+700 | CNC 261+800 | CNC 261+900 | CNC 262+000 | CNC 262+100 | CNC 262+200 | CNC 262+300 | CNC 262+400 | CNC 262+500 |      |      |
| Horizontal Alignment | R=9020.0<br>L=1201.9                |             |             |             |             |             |             |             |             |             | L=6000.0<br>L=1807.0<br>L=980.0<br>L=153.7  |             |             |             |             |             |             |             |             |             | L=3655.0                              |             |             |             |             |             |             |             |             |             | L=105.0<br>L=109.9<br>L=65.0 |             |             |             |             |             |             |             |             |             |                      |             |             |             |             |             |             |             |             |             |             |      |      |
| Vertical Alignment   | L=2603.9<br>G=-0.173%               |             |             |             |             |             |             |             |             |             | L=455.3<br>R=56000.0                        |             |             |             |             |             |             |             |             |             | L=982.8<br>G=0.640%                   |             |             |             |             |             |             |             |             |             | L=502.5<br>R=33300.0         |             |             |             |             |             |             |             |             |             | L=845.6<br>G=-0.869% |             |             |             |             |             |             |             |             |             |             |      |      |
| Existing Level       | 48.4                                | 48.5        | 48.3        | 48.4        | 49.4        | 49.6        | 49.0        | 48.6        | 48.3        | 48.3        | 48.2  | 48.0        | 48.0        | 47.5        | 45.8        | 44.7        | 44.7        | 44.4        | 44.4        | 44.8        | 44.8                                  | 44.8        | 45.3        | 45.3        | 44.5        | 45.0        | 43.7        | 43.0        | 43.0        | 43.0        | 43.0                         | 43.0        | 42.3        | 44.4        | 46.2        | 47.3        | 45.4        | 45.9        | 45.8        | 46.6        | 46.6                 | 47.7        | 47.1        | 48.9        | 48.9        | 48.1        | 48.1        | 45.9        | 46.9        | 46.9        | 46.8        | 46.8 | 46.2 |
| Proposed Level       | 50.9                                | 50.7        | 50.5        | 50.4        | 50.2        | 50.0        | 49.8        | 49.7        | 49.5        | 49.3        | 49.2  | 48.2        | 48.0        | 47.5        | 45.8        | 44.7        | 44.7        | 44.4        | 44.4        | 44.8        | 44.8                                  | 44.8        | 45.3        | 45.3        | 44.5        | 45.0        | 43.7        | 43.0        | 43.0        | 43.0        | 43.0                         | 43.0        | 42.3        | 44.4        | 46.2        | 47.3        | 45.4        | 45.9        | 45.8        | 46.6        | 46.6                 | 47.7        | 47.1        | 48.9        | 48.9        | 48.1        | 48.1        | 45.9        | 46.9        | 46.9        | 46.8        | 46.8 | 46.2 |
| Cut and Fill         | +2.5                                | +2.2        | +2.2        | +2.0        | +0.8        | +0.4        | +0.8        | +1.1        | +1.2        | +1.0        | +1.0  | +1.0        | +1.3        | +1.9        | +2.5        | +2.0        | +0.9        | 0.0         | -0.2        | +1.1        | +1.0                                  | +1.5        | +2.4        | +2.8        | +2.6        | +2.5        | +3.8        | +4.0        | +5.9        | +7.3        | +2.3                         | +4.4        | +7.4        | +7.2        | +9.7        | +11.8       | +10.3       | +8.9        | +7.9        | +6.6        | +7.9                 | +6.3        | +4.3        | +4.0        | +1.4        | +1.3        | +2.6        | +0.8        | +1.6        |             |             |      |      |
| Design Speed         | 230km/h                             |             |             |             |             |             |             |             |             |             |   |             |             |             |             |             |             |             |             |             |                                       |             |             |             |             |             |             |             |             |             |                              |             |             |             |             |             |             |             |             |             |                      |             |             |             |             |             |             |             |             |             |             |      |      |

Profile

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

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|-----|------------------|-------|---------|---------|------------|---|------------|--|
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| Rev | Description      | Drawn | Checked | Con App | HS2 App    | Scale with caution as distortion can occur. |            |  |

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**Legends/Notes:**

- Depot, station, headhouse, shaft or portal building
- Tunnel portal
- Railway system site
- Ecological mitigation pond
- Balancing pond
- Pumping station
- Replacement floodplain storage area
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Local placement
- Public realm
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary
- Major contour
- Community area boundary
- Existing watercourse
- Watercourse diversions
- New Ditches
- Hedgerow
- Major utility works
- Noise barrier
- Car Park
- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Tunnels external extent
- HS2 access
- Realigned highway
- Light Rail Transit
- Rail alignment
- Chainage (e.g. 10+000)

Registered in England  
Registration No. 06791686  
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Birmingham, B4 6GA

Creator/Originator  
MW JV (Mott MacDonald and WSP Joint Venture)

|               |  |                     |  |         |          |
|---------------|--|---------------------|--|---------|----------|
| Zone          | M2 Wide - Hough to Bamfurlong                | Project/Contract    | 2DE01 Hybrid Bill Additional Provision 1 AP1 |         |          |
| Design Stage  | Hybrid Bill - Interim Preliminary Design AP1 | Discipline/Function | Civil  |         |          |
| Drawing Title | M2 Crewe North Connection                    | Drawn               | CCL  | Checked | EMO      |
|               | CNC Up Alignment Plan & Profile Sheet 2 of 2 | Date                | 27/08/2021                                   | Scale   | AS SHOWN |
|               | Chainage 257+500 to 262+500                  | Drawing No.         | 2PT24-MWJ-CV-DPP-M002-220553                 |         | Rev.     |
|               |  |                     |  |         | P02      |

**Fit for Acceptance**