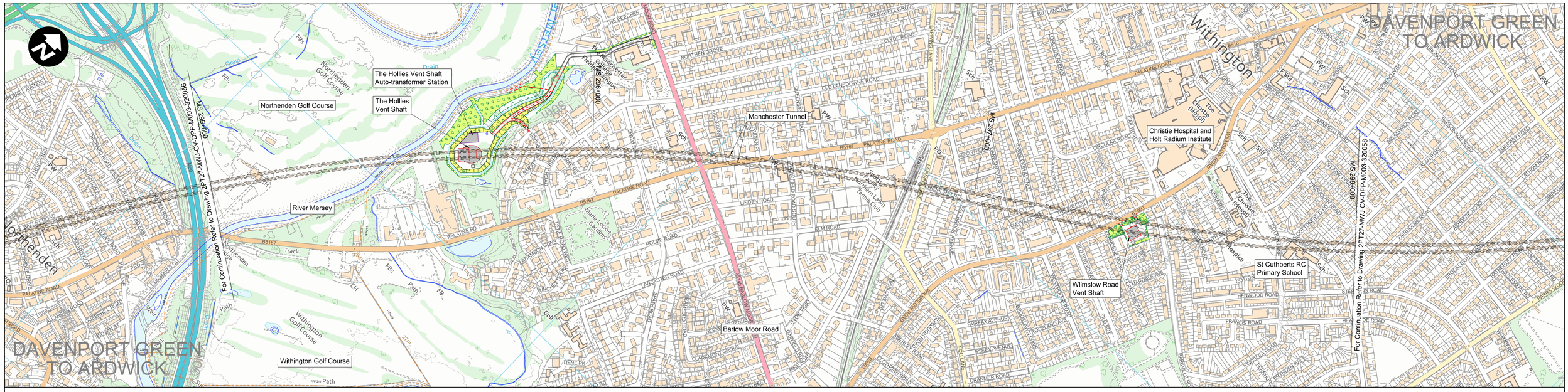

Plan

Scale 1:5,000 @ A1

Route Element ID	MS-290-L2 Manchester Tunnel
Chainage	MS 295+000 · MS 295+100 · MS 295+200 · MS 295+300 · MS 295+400 · MS 295+500 · MS 295+600 · MS 295+700 · MS 295+800 · MS 295+900 · MS 296+000 · MS 296+100 · MS 296+200 · MS 296+300 · MS 296+400 · MS 296+500 · MS 296+600 · MS 296+700 · MS 296+800 · MS 296+900 · MS 297+000 · MS 297+100 · MS 297+200 · MS 297+300 · MS 297+400 · MS 297+500 · MS 297+600 · MS 297+700 · MS 297+800 · MS 297+900 · MS 298+000
Horizontal Alignment	R=4675.7 L=2711.2 · MS 296641.6 · L=190.0 · MS 296831.6 · L=445.0 · MS 297276.6 · L=200.0 · MS 297476.6 · R=-4550.0 L=1804.2
Vertical Alignment	L=5316.3 G=-0.326% · L=154.3 R=-18500.0 · L=4879.3 G=0.508%
Existing Level	26.9 · 25.1 · 25.7 · 25.9 · 26.3 · 26.1 · 26.1 · 26.0 · 26.4 · 26.9 · 23.8 · 29.2 · 26.7 · 25.3 · 25.1 · 25.9 · 34.0 · 33.8 · 34.0 · 34.0 · 34.0 · 34.5 · 33.9 · 34.3 · 34.4 · 34.0 · 34.1 · 34.6 · 34.4 · 33.7 · 33.9 · 33.1 · 33.4 · 33.5 · 33.6 · 33.5 · 33.7 · 33.3 · 33.6 · 33.9 · 33.6 · 33.7 · 33.8 · 33.8 · 33.7 · 33.6 · 33.8 · 34.1 · 34.3 · 35.0 · 34.6 · 35.0 · 35.2 · 35.5 · 36.0 · 36.9 · 37.1 · 37.4 · 37.8 · 37.9 · 37.9
Proposed Level	0.8 · 0.6 · 0.5 · 0.3 · 0.2 · -0.0 · -0.2 · -0.3 · -0.5 · -0.7 · -0.8 · -1.0 · -1.1 · -1.3 · -1.5 · -1.6 · -1.8 · -2.0 · -2.1 · -2.3 · -2.4 · -2.6 · -2.8 · -2.9 · -3.1 · -3.3 · -3.4 · -3.6 · -3.7 · -3.9 · -4.1 · -4.2 · -4.4 · -4.6 · -4.7 · -4.9 · -5.1 · -5.2 · -5.4 · -5.5 · -5.7 · -5.9 · -6.0 · -6.2 · -6.4 · -6.5 · -6.7 · -6.8 · -7.0 · -7.0 · -6.8 · -6.6 · -6.3 · -6.1 · -5.8 · -5.6 · -5.3 · -5.1 · -4.8 · -4.6 · -4.3
Cut and Fill	-26.1 · -24.5 · -25.2 · -25.6 · -26.1 · -26.1 · -26.2 · -26.3 · -26.8 · -27.5 · -24.6 · -30.1 · -27.8 · -26.6 · -26.5 · -27.5 · -35.7 · -35.7 · -36.1 · -36.2 · -36.4 · -37.1 · -36.6 · -37.2 · -37.4 · -37.2 · -37.5 · -38.1 · -38.1 · -37.6 · -37.9 · -37.3 · -37.8 · -38.0 · -38.3 · -38.3 · -38.7 · -38.5 · -38.9 · -39.4 · -39.3 · -39.5 · -39.8 · -39.9 · -40.0 · -40.1 · -40.4 · -40.9 · -41.2 · -41.9 · -41.4 · -41.5 · -41.5 · -41.5 · -41.8 · -42.4 · -42.4 · -42.4 · -42.6 · -42.4 · -42.1
Design Speed	230km/h

Profile

Scale H:1:5,000 V:1:500 @ A1

Fit for Acceptance

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METRES @ 1:5000 — 0 50 100 200 500

METRES @ 1:500 — 0 5 10 20 50

Rev	Description	Drawn	Checked	Con App	HS2 App
P02	AP2 Second Issue	MWI 18/01/2023	TSH 18/12/2023	GHU 18/12/2023	
P01	AP2 First Issue	SMA 23/09/2022	TSH 23/09/2022	GHU 23/09/2022	

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Scale with caution as distortion can occur.

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
- 50 Major contour
- Community area boundary
- Existing watercourse
- Watercourse diversions
- New Ditches
- Hedgerow
- UT Major utility works
- Noise fence 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
- 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: MW JV (Mott MacDonald and WSP Joint Venture)

Zone: M3 Wide – Hulseheath to Manchester

Design Stage: Hybrid Bill - Interim Preliminary Design AP2

Drawing Title: M3 Hulseheath to Manchester Piccadilly Station

Plan & Profile Sheet 7 of 10

Chainage 295+000 to 298+000

Project/Contract: 2DE01 Hybrid Bill Additional Provision 2 AP2

Discipline/Function: Civil

Drawn	Checked	Approved
CCL	TSH	GHU
Date: 21/09/2022	Scale: AS SHOWN	Size: A1

Drawing No.: 2PT27-MWJ-CV-DPP-M003-320057 Rev.: P02

HS2 Ltd_Cond 1 - Accepted