

- Notes:
- For General Arrangement of the site access arrangement refer to drawing YCL-ARUP-ZZ-XX-DR-CX-18602.
  - For Vertical Alignment of the site access arrangement refer to drawing YCL-ARUP-ZZ-XX-DR-CX-18603.
- Key to plan:
- Culvert and Easment extents
  - Ordnance Survey Mapping
  - Proposed Carriageway
  - Proposed Footway
  - Proposed Cycleway
  - Proposed retaining wall
  - Proposed Verge
  - Proposed Landscaping
  - Proposed Bridge Extents
  - Proposed Railway Tracks

P01	02/06/17	EC	PW	RB
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For Information

Rev	Date	By	Chkd	Appd
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Client  
**York Central Partnership**

Project Title  
**York Central**

Drawing Title  
**Access Option E  
 Context Plan**

Scale at A1  
 1:2500

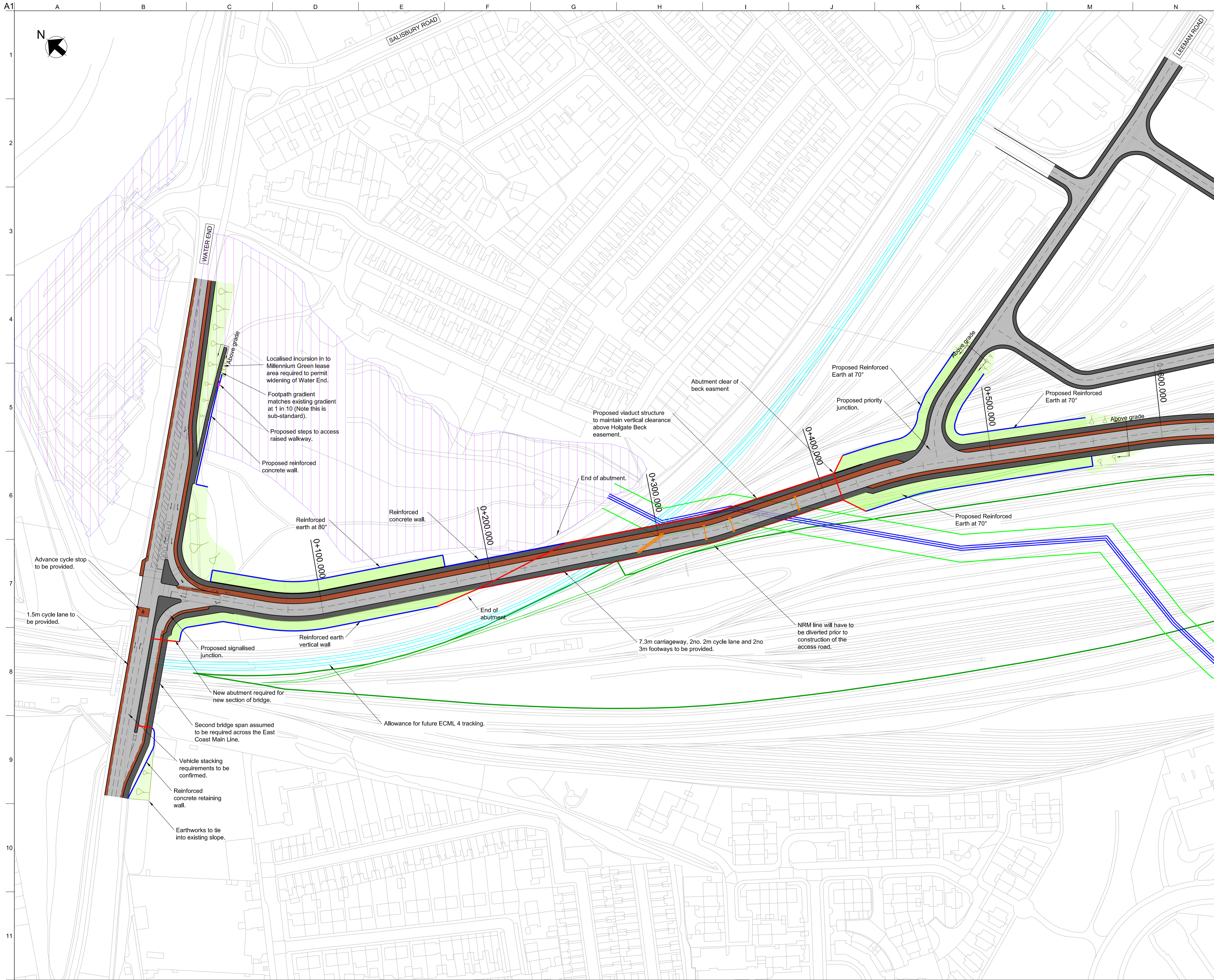
Role  
 Civil

Suitability  
 S2 - Fit for information

Arup Job No  
**251869-00**

Rev  
**P01**

Name  
**YCL-ARP-ZZ-XX-DR-CX-18620**



- Notes:
- Holgate Beck runs through the site within a 1.83m concrete pipe. This information and the location have been taken from Drawings 83-YK-44 and 79-YK-55 received from Network Rail on 23/02/2017.
  - Water End junction arrangement taken from Halcrow drawing CTDA09-004-002 Rev A.
  - Drawing based on masterplan file Western Option received from Allies & Morrison on 02/02/2017.
  - Refer to Drawing YCL-ARP-ZZ-XX-DR-CX-18615 for the General Arrangement of the York Central access options showing the full extents of the link road to York Station.

- Proposed Cycleway
- Proposed retaining wall
- Proposed Verge
- Proposed Landscaping
- Proposed Bridge Extents
- Proposed Railway Tracks
- Extents of York Yard South

P04	03/11/17	JT	JB	PW
For Information				
P03	23/05/17	IJD	PW	RB
For Information				
P02	05/05/17	EC	AS	RB
For Information				
P01	17/02/24	KK	PW	RB
For information				
Rev	Date	By	Chkd	Appd

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**York Central Partnership**

Project Title  
**York Central**

Drawing Title  
**Access Option A1  
 Horizontal Alignment**

Scale at A1  
**1:1000**

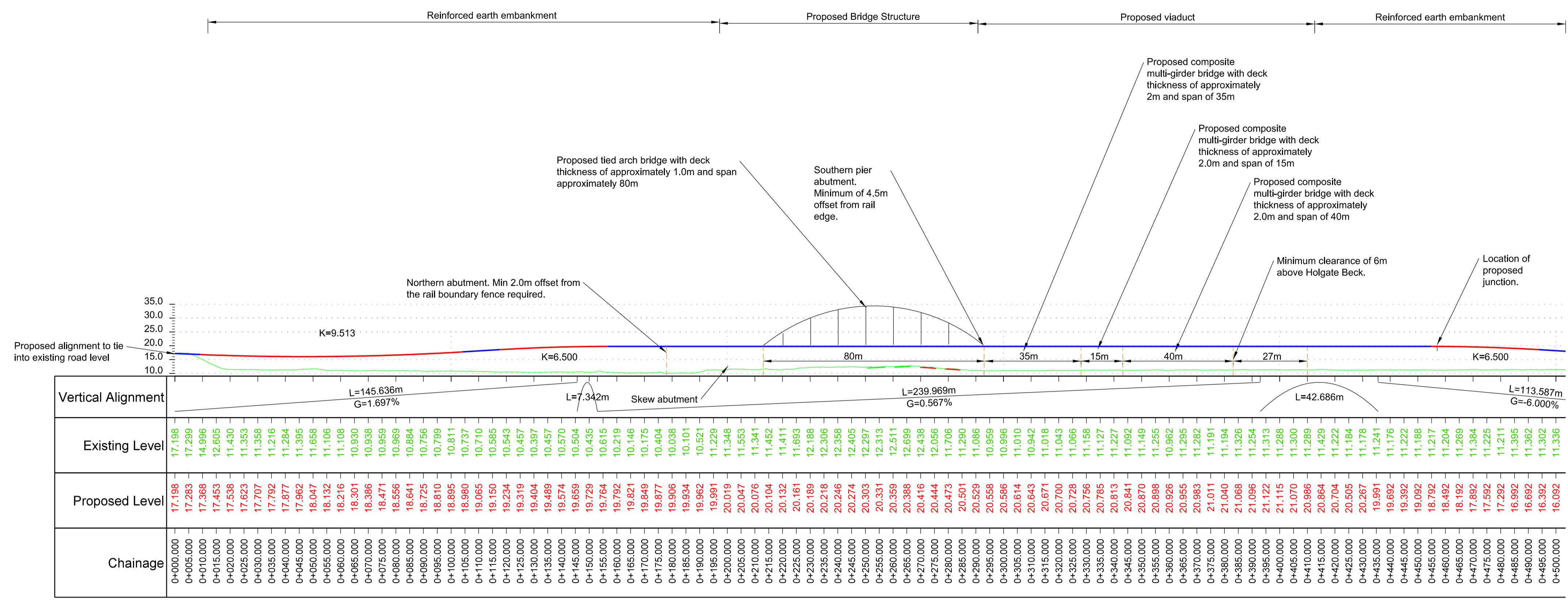
Role  
**Highways**

Suitability

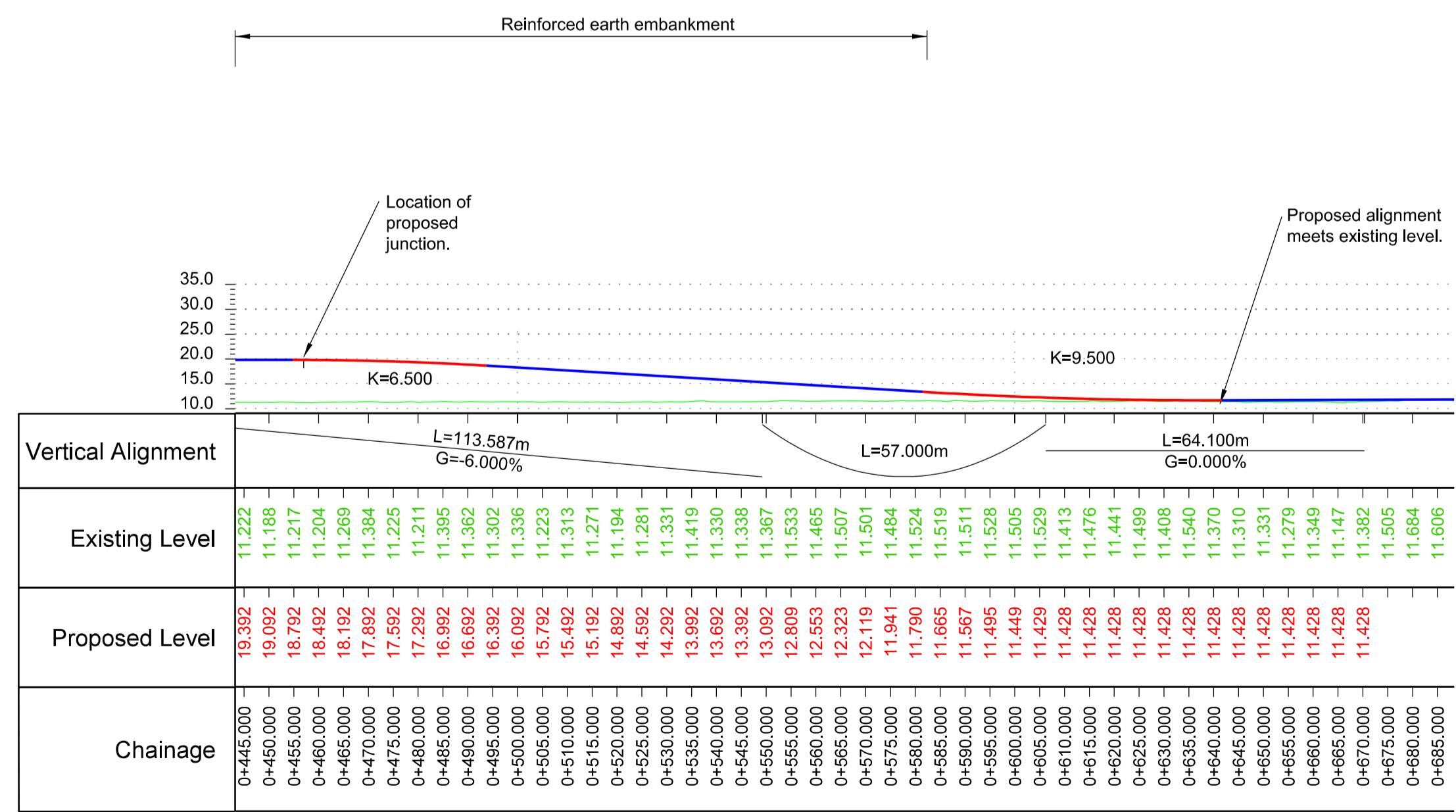
Arup Job No  
**251869-00**

Rev  
**P04**

Name  
**YCL-ARP-ZZ-XX-DR-CX-18602**



Long Section - CH 0+000 0+500  
Scale 1:500



Long Section - CH 0+445 to 0+685  
Scale 1:500

- Notes:
- Refer to YCL-ARP-ZZ-XX-DR-CX-18602 for general arrangement
  - A minimum of 5.7m vertical clearance has been provided between the track level and the bridge soffit level. Clearance requirements obtained from Network Rail Track Design Handbook.

- Key to long section:
- Existing ground from LIDAR survey
  - Existing ground from Topo survey
  - Proposed vertical straight
  - Proposed vertical curve
  - Bridge structure
  - Existing rail track
  - Proposed rail track

P03	22/05/17	IJD	PW	RB
For Information				
P02	04/05/17	EC	GC	PW
For Information				
P01	17/02/17	KK	PW	RB
For information				
Rev	Date	By	Chkd	Appd

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Client  
**York Central Partnership**

Project Title  
**York Central**

Drawing Title  
**Access Option A1  
Vertical Alignment**

Scale at A1  
As Shown

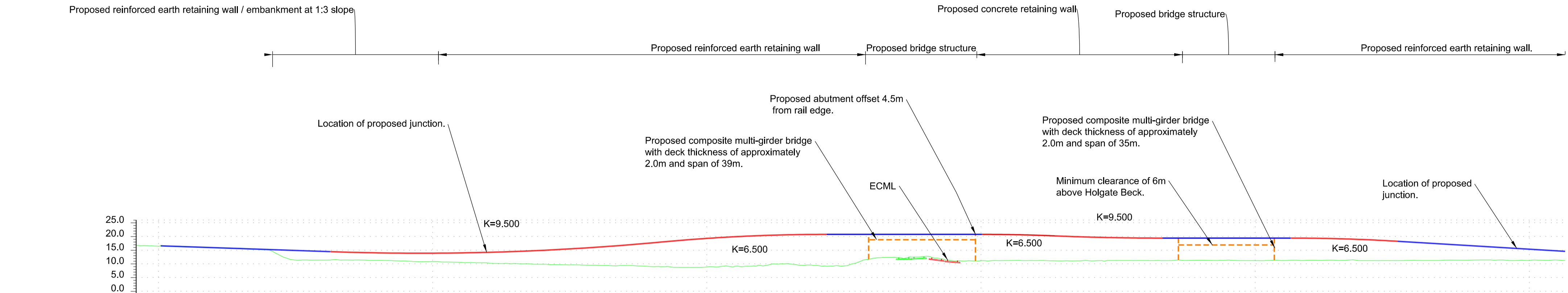
Role  
Civil

Suitability  
S2 - Fit for information

Arup Job No <b>251869-00</b>	Rev <b>P03</b>
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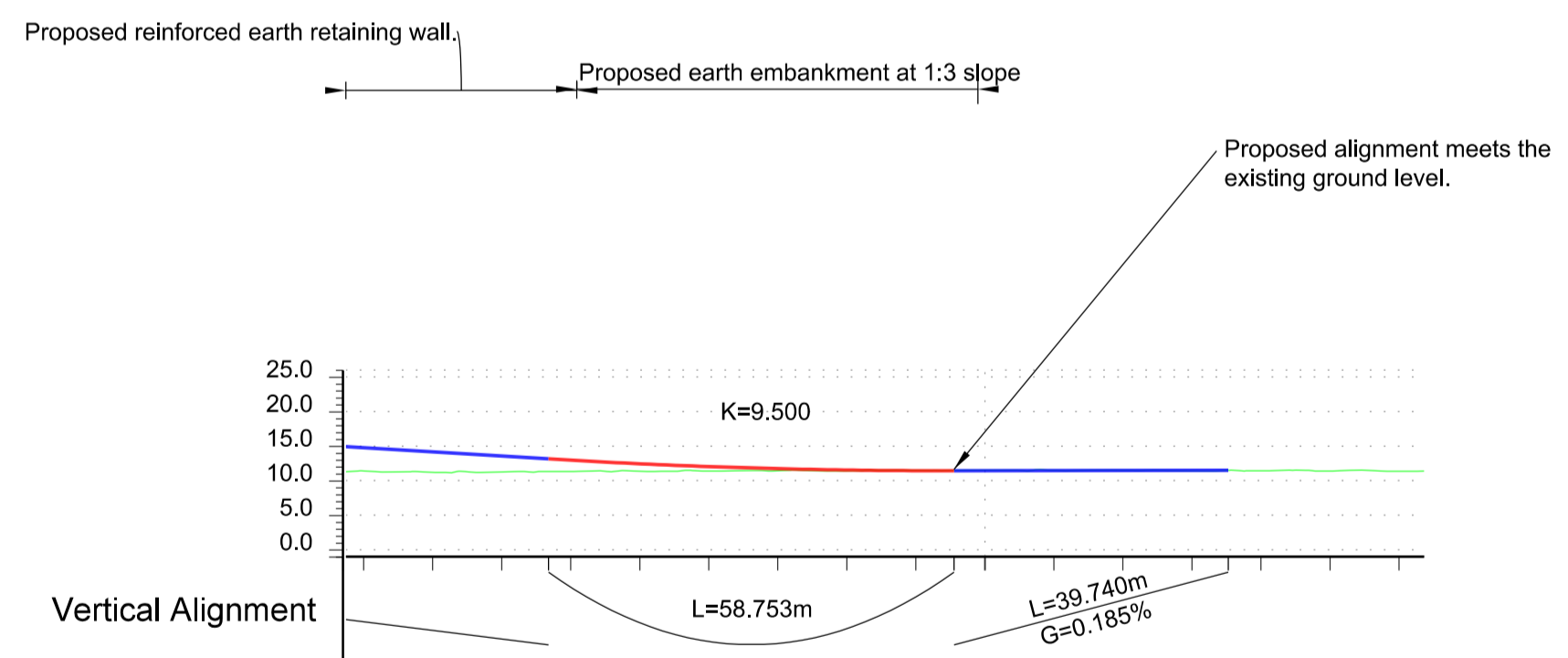
Name  
**YCL-ARP-ZZ-XX-DR-CX-18603**





Vertical Alignment	Existing Level	Proposed Level	Chainage
$L=59.836m$ $G=-2.3100\%$	16.672	16.442	0+095.000
	16.424	16.352	0+100.000
	16.352	16.270	0+105.000
	16.120	16.109	0+110.000
	15.868	15.975	0+115.000
	15.743	15.867	0+120.000
	15.719	15.785	0+125.000
	15.347	15.729	0+130.000
	15.218	15.700	0+135.000
	12.714	15.688	0+140.000
	11.388	15.721	0+145.000
	11.375	15.771	0+150.000
	11.385	15.847	0+155.000
	11.365	15.949	0+160.000
	11.399	16.078	0+165.000
	11.389	16.221	0+170.000
	11.283	16.363	0+175.000
	11.212	16.505	0+180.000
	11.044	16.648	0+185.000
	10.797	16.790	0+190.000
	10.648	16.933	0+195.000
	10.661	17.075	0+200.000
	10.552	17.217	0+205.000
	10.439	17.360	0+210.000
	10.322	17.502	0+215.000
	10.119	17.645	0+220.000
	10.027	17.787	0+225.000
	9.868	17.930	0+230.000
	9.732	18.072	0+235.000
	9.621	18.214	0+240.000
	9.556	18.357	0+245.000
	9.475	18.499	0+250.000
	9.326	18.642	0+255.000
	9.411	18.784	0+260.000
	9.250	18.926	0+265.000
	9.004	19.069	0+270.000
	8.966	19.211	0+275.000
	8.747	19.354	0+280.000
	8.684	19.496	0+285.000
	8.659	19.638	0+290.000
	9.077	19.781	0+295.000
	9.129	19.923	0+300.000
	9.208	20.066	0+305.000
	9.336	20.208	0+310.000
	9.469	20.350	0+315.000
	9.613	20.493	0+320.000
	9.762	20.635	0+325.000
	9.913	20.778	0+330.000
	10.064	20.920	0+335.000
	10.215	21.062	0+340.000
	10.366	21.204	0+345.000
	10.517	21.346	0+350.000
	10.668	21.488	0+355.000
	10.819	21.630	0+360.000
	10.970	21.772	0+365.000
	11.121	21.914	0+370.000
	11.272	22.056	0+375.000
	11.423	22.198	0+380.000
	11.574	22.340	0+385.000
	11.725	22.482	0+390.000
	11.876	22.624	0+395.000
	12.027	22.766	0+400.000
	12.178	22.908	0+405.000
	12.329	23.050	0+410.000
	12.480	23.192	0+415.000
	12.631	23.334	0+420.000
	12.782	23.476	0+425.000
	12.933	23.618	0+430.000
	13.084	23.760	0+435.000
	13.235	23.902	0+440.000
	13.386	24.044	0+445.000
	13.537	24.186	0+450.000
	13.688	24.328	0+455.000
	13.839	24.470	0+460.000
	13.990	24.612	0+465.000
	14.141	24.754	0+470.000
	14.292	24.896	0+475.000
	14.443	25.038	0+480.000
	14.594	25.180	0+485.000
	14.745	25.322	0+490.000
	14.896	25.464	0+495.000
	15.047	25.606	0+500.000
	15.198	25.748	0+505.000
	15.349	25.890	0+510.000
	15.500	26.032	0+515.000
	15.651	26.174	0+520.000
	15.802	26.316	0+525.000
	15.953	26.458	0+530.000
	16.104	26.600	0+535.000
	16.255	26.742	0+540.000
	16.406	26.884	0+545.000
	16.557	27.026	0+550.000
	16.708	27.168	0+555.000
	16.859	27.310	0+560.000
	17.010	27.452	0+565.000
	17.161	27.594	0+570.000
	17.312	27.736	0+575.000
	17.463	27.878	0+580.000
	17.614	28.020	0+585.000
	17.765	28.162	0+590.000
	17.916	28.304	0+595.000
	18.067	28.446	0+600.000
	18.218	28.588	0+605.000
	18.369	28.730	0+610.000

Long Section - CH 0+095 to 0+610  
Scale 1:500



Vertical Alignment	Existing Level	Proposed Level	Chainage
	11.408	14.763	0+610.000
	11.259	14.453	0+615.000
	11.202	14.153	0+620.000
	11.286	13.853	0+625.000
	11.256	13.553	0+630.000
	11.271	13.253	0+635.000
	11.320	12.958	0+640.000
	11.347	12.668	0+645.000
	11.346	12.445	0+650.000
	11.394	12.227	0+655.000
	11.433	12.066	0+660.000
	11.434	11.872	0+665.000
	11.435	11.733	0+670.000
	11.435	11.621	0+675.000
	11.397	11.535	0+680.000
	11.498	11.476	0+685.000
	11.500	11.443	0+690.000
	11.481	11.438	0+695.000
	11.464	11.445	0+700.000
	11.495	11.454	0+705.000
	11.500	11.464	0+710.000
	11.532	11.473	0+715.000
	11.502	11.482	0+720.000
	11.516	11.491	0+725.000
	11.411	11.500	0+730.000
	11.492	11.510	0+735.000
	11.438	11.524	0+740.000
	11.524	11.532	0+745.000
	11.404	11.541	0+750.000
	11.521	11.551	0+755.000
	11.369	11.560	0+760.000

Long Section - CH 0+610 to 0+760  
Scale 1:500

- Notes:
1. Refer to YCL-ARP-ZZ-XX-DR-CX-18604 for general arrangement.
  2. A minimum of 5.7m vertical clearance has been provided between the track level and the bridge soffit level. Clearance requirements obtained from Network Rail Track Design Handbook.

- Key to long section:
- Existing ground from LIDAR survey
  - Existing ground from Topo survey
  - Proposed ground
  - Bridge structure
  - Existing rail track
  - Proposed rail track

P01	23/05/17	IJD	AS	PW
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For Information

Rev	Date	By	Chkd	Appd

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Client  
York Central Partnership

Project Title  
York Central

Drawing Title  
Access Option A2  
Vertical Alignment

Scale at A1  
As Shown

Role  
Highways

Suitability

Arup Job No <b>251869-00</b>	Rev <b>P01</b>
Name <b>YCL-ARP-ZZ-XX-DR-CX-18605</b>	