Note

1. Do not scale.
2. This drawing is to be read in conjunction with all associated contract drawings and documents.
3. Assume 1.2m deep tree cells, 8m x 3m area. Total construction depth 1.875m. Total cell volume 28.8cu.m (each pit).
4. Assume 1.2m deep tree cells, 4.5x4.5m area. Total construction depth 1.875m. Total cell volume 24.3cu.m.
5. Existing trees within the construction zone are to be removed.
6. All existing road markings in location of proposed works are to be removed.

Key

- ECC highway boundary
- Shared path
- Footway
- Segregated cycleway
- Full height kerb
- PCC edging kerb
- Dropped kerb
- Transition kerb
- Road marking
- Island paving
- Shared path across vehicular access - same surface material as adjacent footway
- Existing vertical feature
- Earthworks
- Blister surface paving (red colour)
- Blister surface (buff colour)
- Bus shelter
- Corduroy surface
- Existing kerbline retained
- Guardrails
- Traffic signs
- Ensign bollard
- Semi-mature London Plane approx 5m high in tree pit
- Sub-surface treepit, GreenBlue Urban RootSpace 600 units or similar
- Low level planting
- Belisha Beacon

CUTLINE A

CUTLINE A

RAILWAY OVERBRIDGE

STATION WAY

2m wide cycleway at narrowest pinchpoint

Existing lamp column to be relocated to back of footway

Existing road sign to be relocated

Existing lighting column to be retained at location

Proposed London Plane tree

3.0m

3.0m

2.1m

Proposed London Plane tree -

EXISTING CAR PARK KERBLINE (UNCHANGED)

A134

WICKES CAR PARK

3.0m

3.3m

Proposed London Plane tree

Existing fence to be removed

2.5m

3.3m

2.5m

3.0m

CUTLINE B

CUTLINE B

LCWIP 1 Scheme ties in with Station Way RTS Bus Halt design

Standalone scheme shown for completeness and subject to development

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