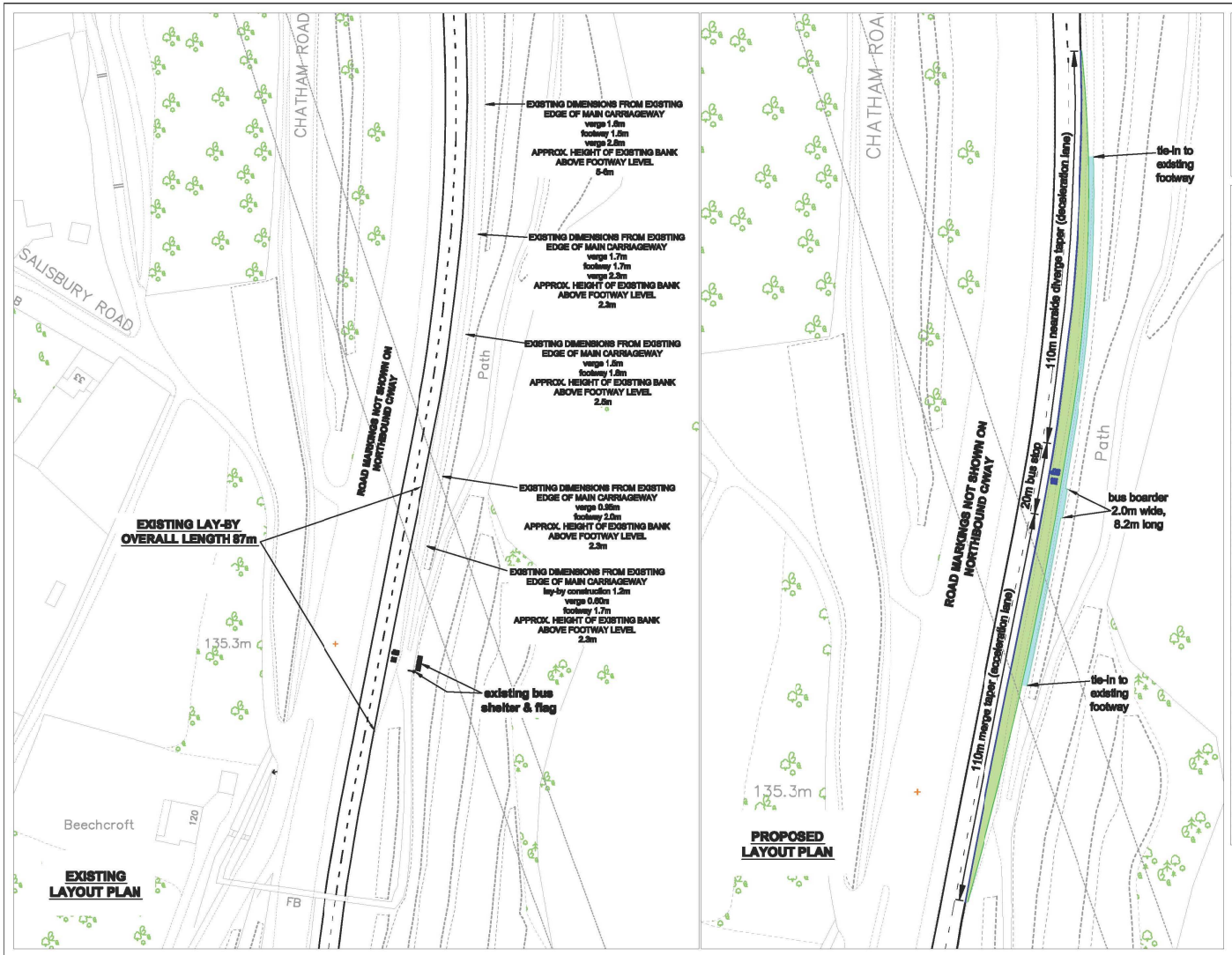
Annex 2



KEY

- Proposed bus stop lay-by
- Proposed footway/bus boarder
- Proposed kerbing
- Proposed edgings

NOTES

EXISTING BUS SHELTER

1. The existing bus shelter is to be resited in the new bus boarder area or replaced with a new one.

LAY-BY AND FOOTWAY WIDTHS

2. The lay-by is to be 3.0m wide over the 20m length of bus stop and tapering to zero at each end. The new footway is to be 1.8m wide over the length shown on the plan between tie-ins to existing footway, except in the bus boarder area where it is to be 2.0m wide.

EXCAVATION

3. There is an existing chalk bank rising steeply up from the existing footway passing through the site. For the lay-by to be constructed as shown on the plan, extensive excavation of this bank would be required. There is a plateau approximately 2.5m above the surface level and that would be the limit of height the excavation would need to extend to. There is, however, a public footpath running on that plateau. The effect on that footpath and whether any works would be required to keep it open would be required if the scheme were to proceed to detailed design.

TREES AND WILDLIFE

4. There are a high number of trees and shrubs that would be required to be removed to facilitate the construction. The ecological effects of this would need to be taken into account and specialist advice taken. Additionally, the effects of the horticultural removals on local wildlife would also have to be accounted for and, again, specialist advice taken. These issues would add cost to the scheme.

EXISTING SERVICES

5. Details of existing services within the site have been requested. There are definitely telecoms (BT) services in the footway as there are a number of covers there. As are absolute minimum the levels of these covers will have to be adjusted and likely to need replacing with carriageway standard covers. If the services are not at carriageway standard depth it is likely diversionary or cable lowering works will be required. BT will require any adjustments, lowering or diversions to be carried out by its contractor and the cost will be substantial. This may be required for any other services within the site.

TOPOGRAPHICAL SURVEY

6. If the scheme were to proceed to detail design stage, a topgraphical survey would be required. It is likely such a survey could be carried out without lane closures on the high speed road, but survey points would be needed on the nearside edge of carriageway and the health & safety requirements of the survey company may require a lane closure with the associated cost. It would also be necessary to survey the top of the bank rising up from the site. The density of the trees and shrubs there would make the survey difficult to carry out and therefore more expensive than otherwise may be the case.

Rev.	Description	By	Date

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Project:

A229 BLUEBELL HILL BUS STOPS SCHEME
SOUTHBOUND STOP (SALISBURY ROAD) OUTLINE PLAN

Scale:	PDF - not to scale	Drawing No.
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