

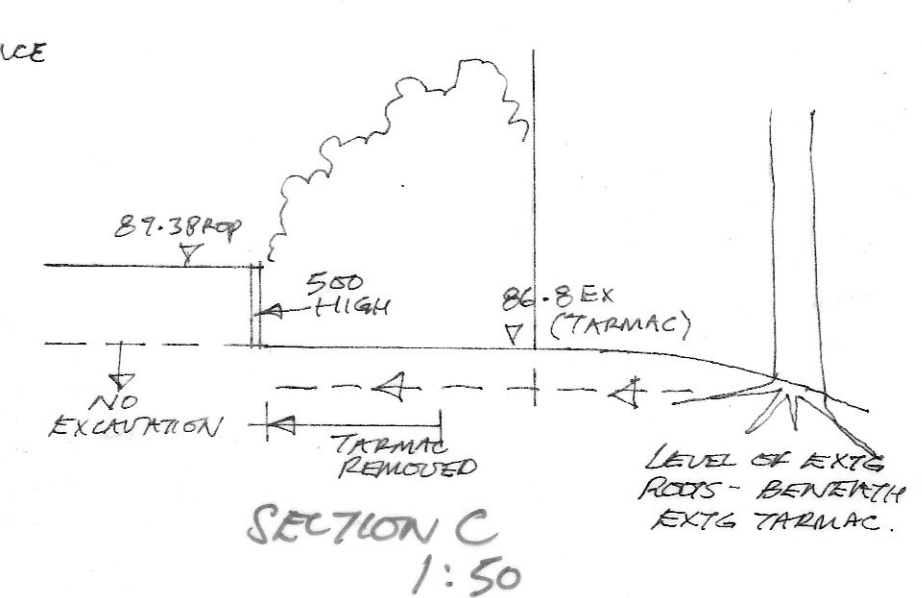
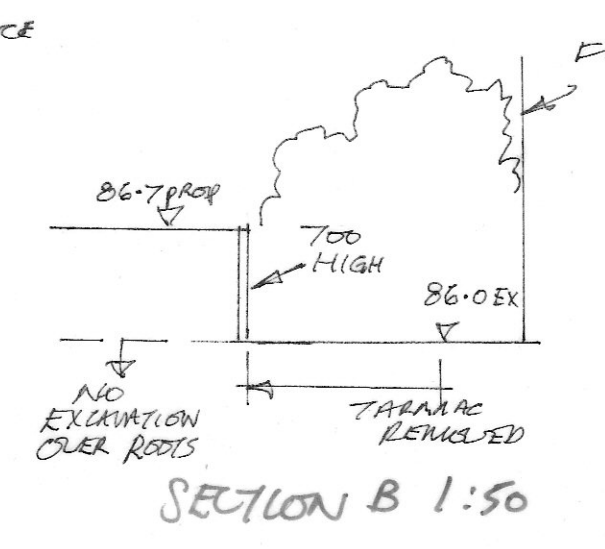
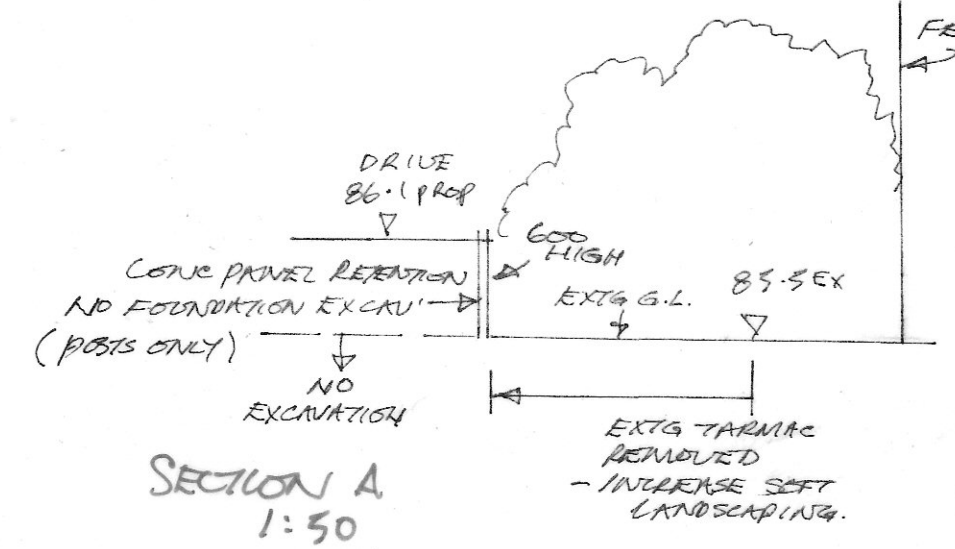
BASED ON REASONABLE ASSUMPTION THAT EXTG ROAD SPEC IS MIN 250 DEEP - NEW KERBS CAN BE INSTALLED WITHOUT EXCAVATION INTO RPA.

SUPPLEMENTARY INFORMATION (IN ADDITION TO DRG 1/B)

M/2/13/14 - PROPOSED LAYOUT DICTATES REMOVAL.
 ALL OTHER TREES RETAINED AS BEFORE.
 RPA INCLUSIONS ARE MINIMAL AS SHOWN (BELOW 10%)
 GROUND CONDITIONS OVER RPA'S CAN BE IMPROVED IN SEVERAL INSTANCES - AND PROPOSED LANDSCAPING INCREASED TREE CANOPIES NOT SHOWN ON THIS DRG - FOR CLARITY - SEE 1/B.

EDGE OF NEW ROAD (= LINE OF RETENTION)
 NEW RETENTION IS POST AND CONCRETE PANEL - NO FOUNDATION REQ'D (LOW INVASIVE)
 - POST HOLES AT NEM 2.4m Ø
 - PROPOSED RETENTION I.R.O. 500-700 MM MAX.

POTENTIAL RPA'S OF B-12 ARE BENEATH EXTG TARMAC - PROPOSED LEVELS ARE HIGHER ∴ NO EXCAV REQ'D.
 - EXTG IMPERMEABLE TARMAC CAN BE REMOVED (BETWEEN EXTG/NEW KERBS) THEREBY IMPROVING MOISTURE/GASEOUS EXCHANGE (NO DAMAGE ANTICIPATED)
 - SIMILAR APPLIES TO 15



BOOTHROYD LANE
 DEWSBURY.
 EXISTING TREES
 - SUPPLEMENTARY DETAILS
 1:200 (A2). JAN 26. SK 1