

PICCADILLY - YORK

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# CONCEPT DESIGN PROPOSAL

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(REP) L001 - Draft Stage 02 Report R01

07th November 2019



# 1. DEFINING THE BRIEF

# 01 - THE BRIEF

## Vision for Piccadilly

- New heart of a thriving city centre neighbourhood
- Capitalise on Area for City Centre living
- Pedestrian (and cyclist) friendly environment
- Green and 'healthy' Street

## Delivering the vision

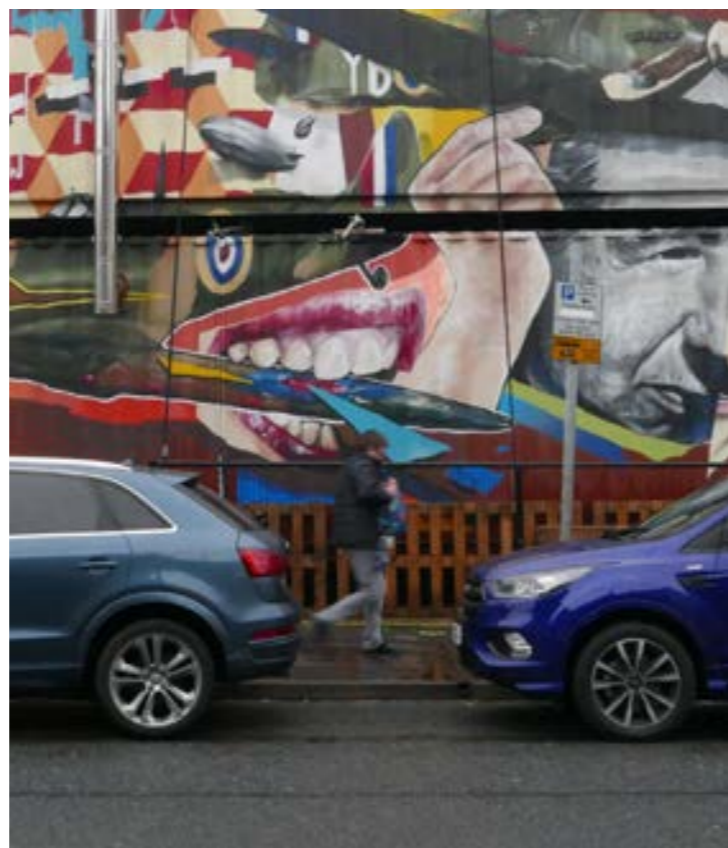
- Reduce carriageway width - to create wider pedestrian footpaths and help to reduce vehicle speeds along street
- 'Meander' the road alignment – to help reduce vehicle speeds, create more opportunities for introducing 'green' along the street and spaces for activity / lingering
- Proposed tree planting – to break up mass of buildings and create visual and seasonal interest along the street
- Improve pedestrian movement – by incorporating wider footpaths, designated crossing points, improved wayfinding etc
- Create safer / more legible cycling routes
- Deliver an uplifted, higher quality streetscape – using the CYC Streetscape Guidance Document as a starting point
- Reduction of visual clutter – rationalising of highway signage, structured approach to positioning of street furniture etc
- Rationalising of servicing requirements for new developments
- 'Integrated' bus stop solution



## 02 - EXISTING SITE AND CONTEXT









# 03 - WALKING

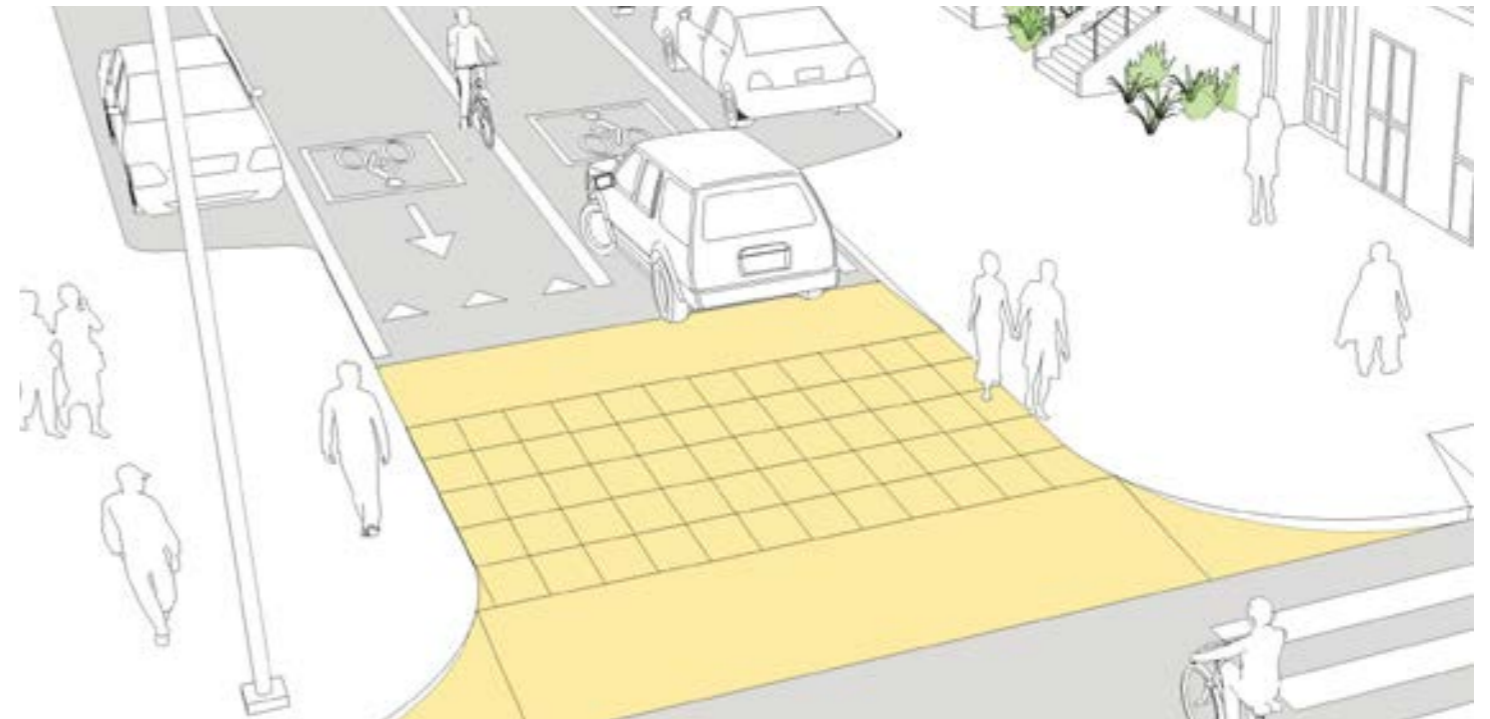
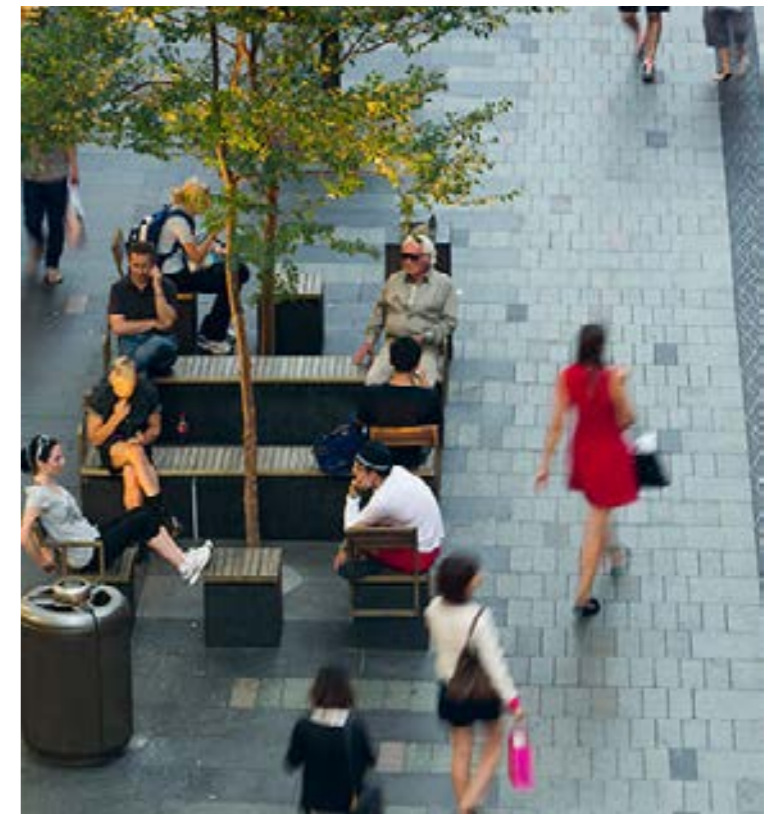


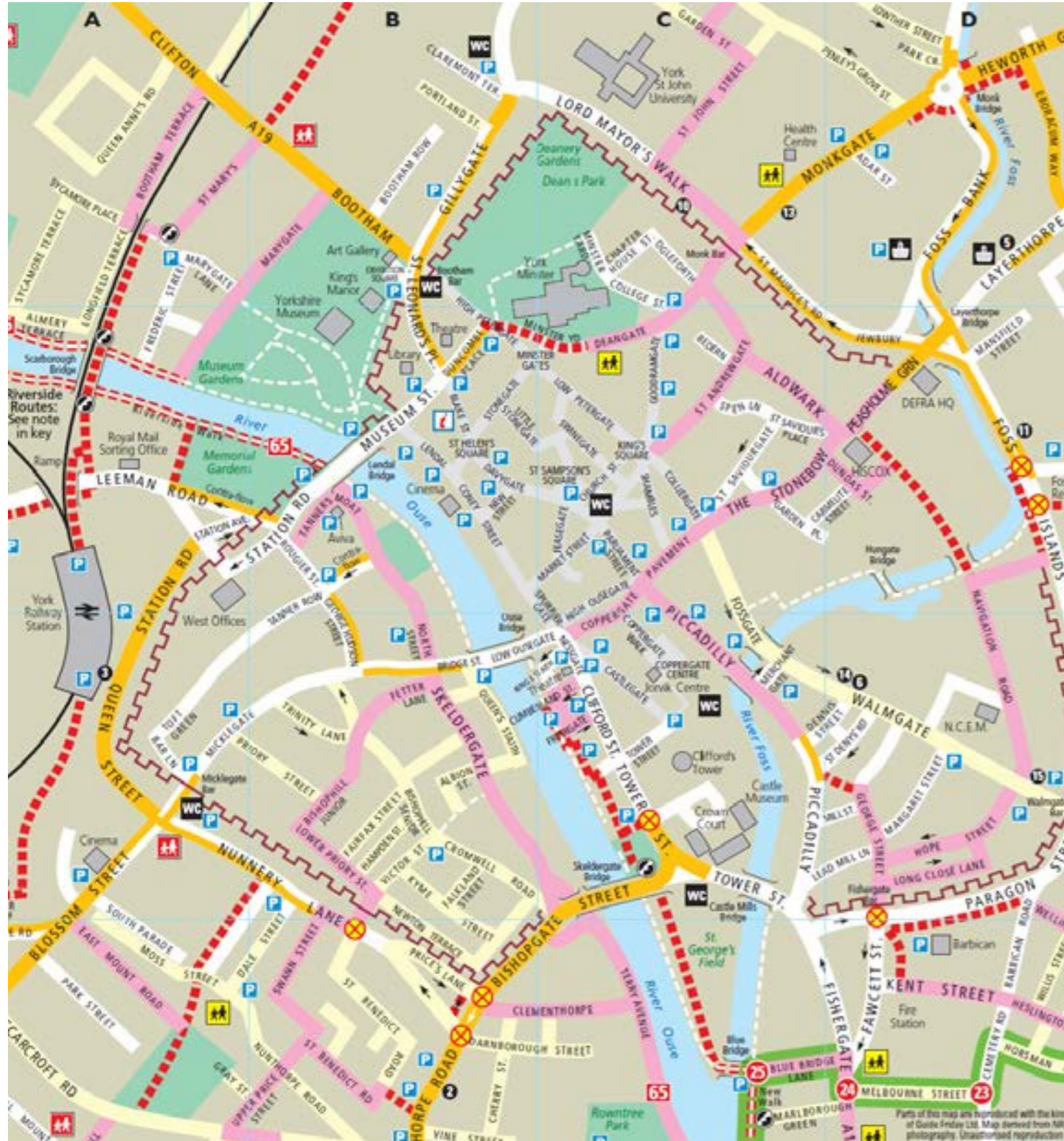
Image extract from the Global Designing Cities Initiative







# 04 - CYCLING



Extract from the iTravel York cycle map

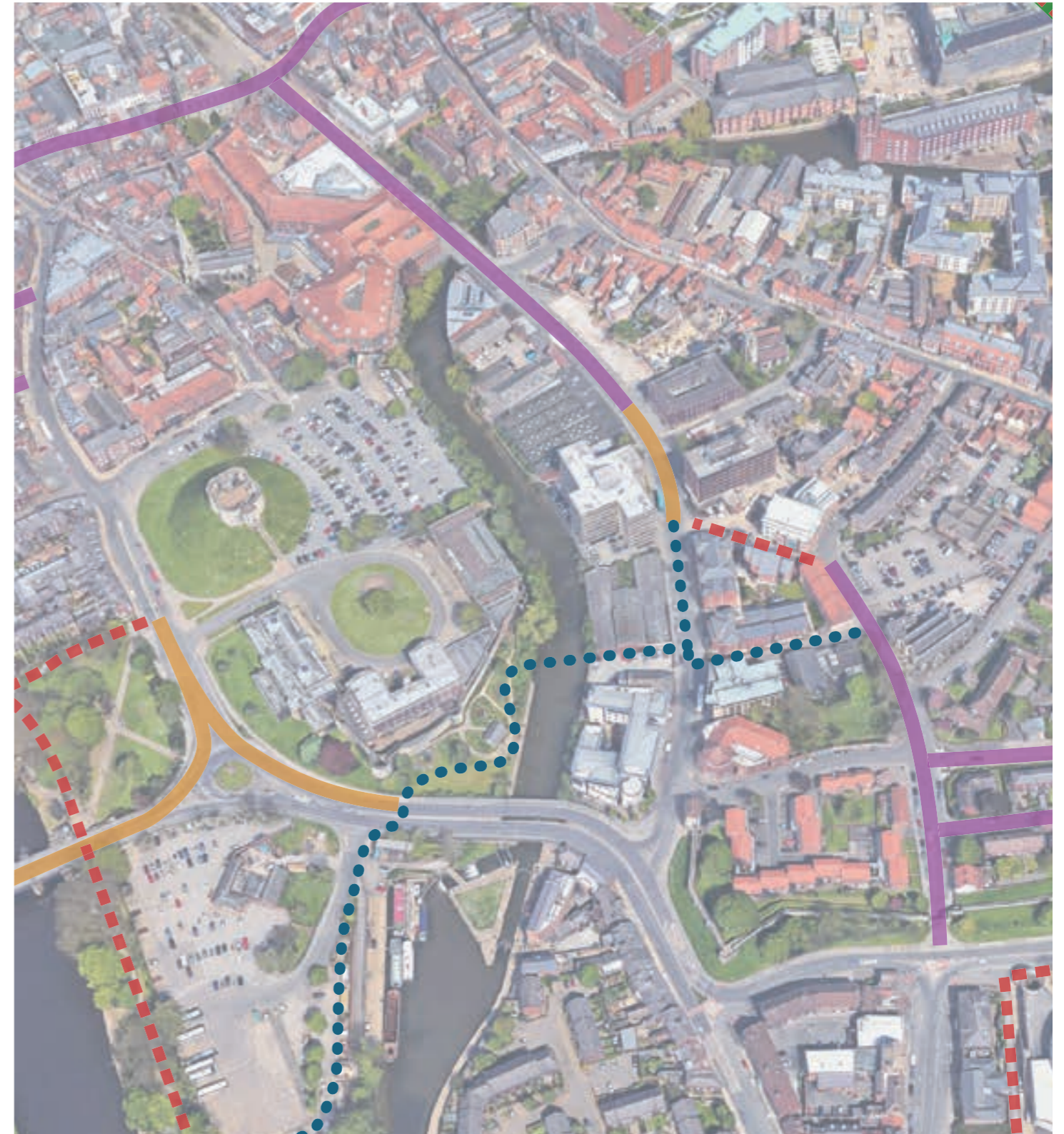


Diagram illustrating existing and proposed cycle routes



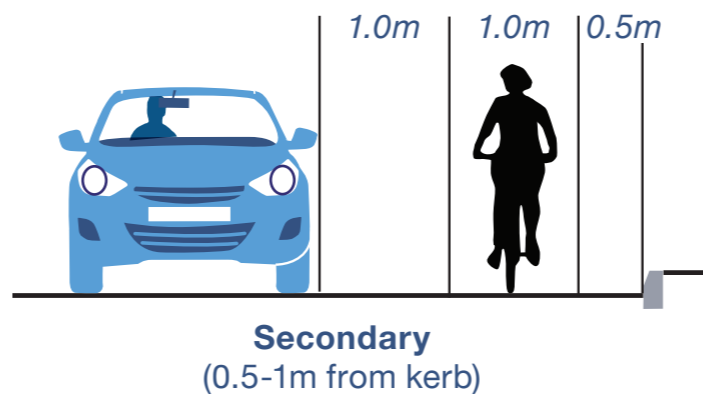
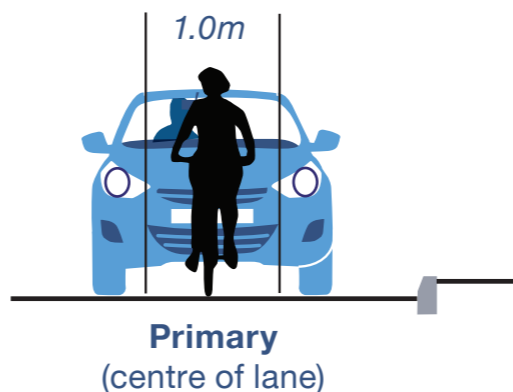
Sustrans Design Manual

# Handbook for cycle-friendly design

April 2014



## Primary and secondary riding positions



The primary road position is that of the general flow of traffic (i.e. in the centre of the lane). The secondary road position is roughly 1 metre to the left of the traffic flow and not less than 0.5 metres to the edge of the road

ally reflect the expected design speed of the route. A design speed of for a main route where there is likely to be significant interaction with could aim to provide a higher design speed of 20mph.

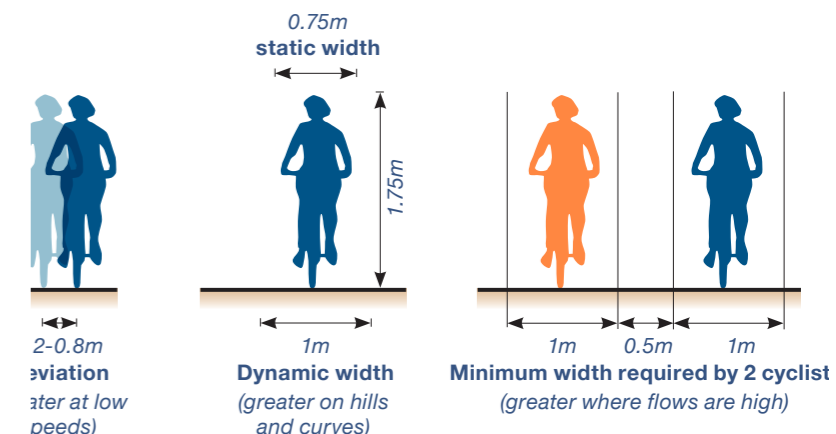


Table H.2 Additional clearances to maintain effective widths for cyclists (see figure below)

Type of edge constraint	Additional width required (mm)
Flush or near-flush surface (including shallow angled battered kerbs - see photo below)	Nil
Kerb up to 150 mm high	Add 200
Vertical feature from 150 to 600 mm high	Add 250
Vertical feature above 600 mm high	Add 500

Table H.3 Calculation of minimum width required:

minimum width = a+b+c+d

a	dynamic width
b	minimum passing distance from other users (Table H.1)
c	clearance for edge constraints (Table H.2)
d	additional width for high cycle/pedestrian volumes, steep gradients, curves

required  
HGV at  
30mph to  
clear a cyclist  
in secondary riding  
position

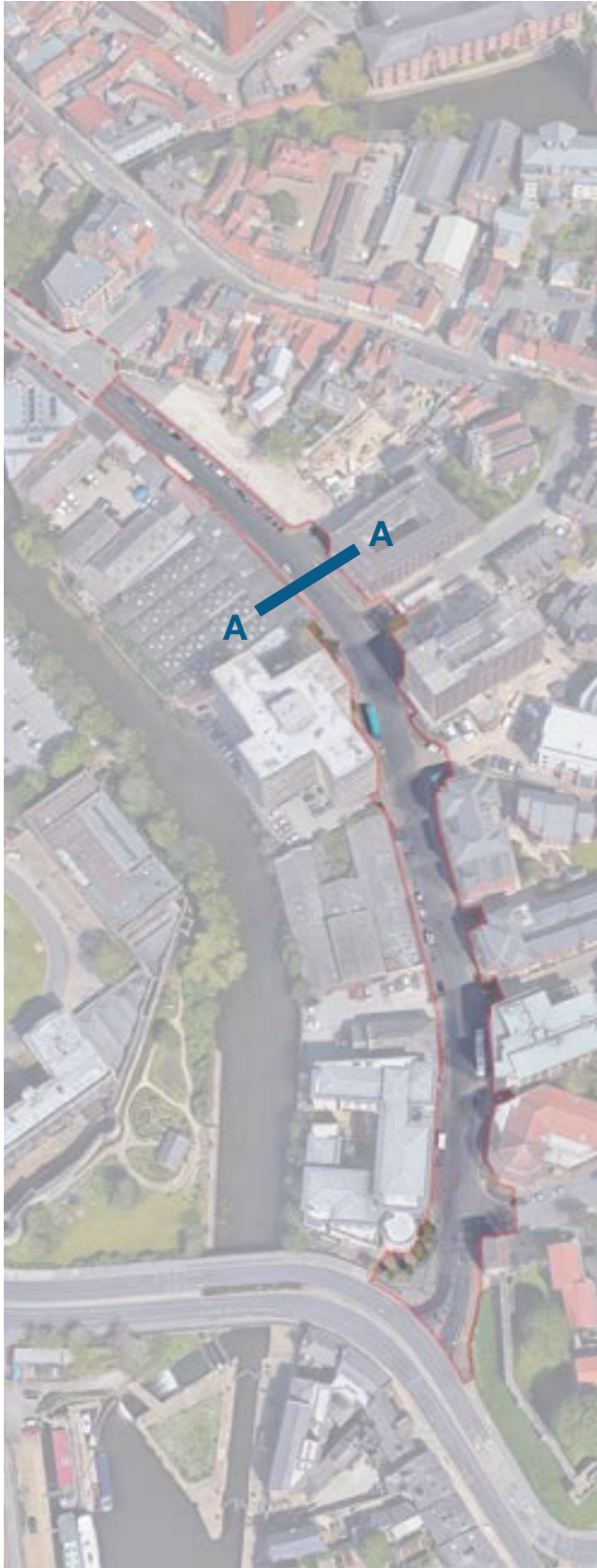
Additional  
clearance  
to maintain  
effective width  
and headroom  
for cyclists



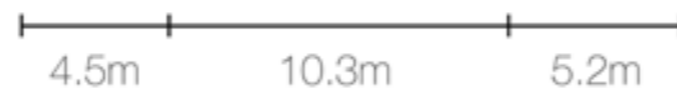
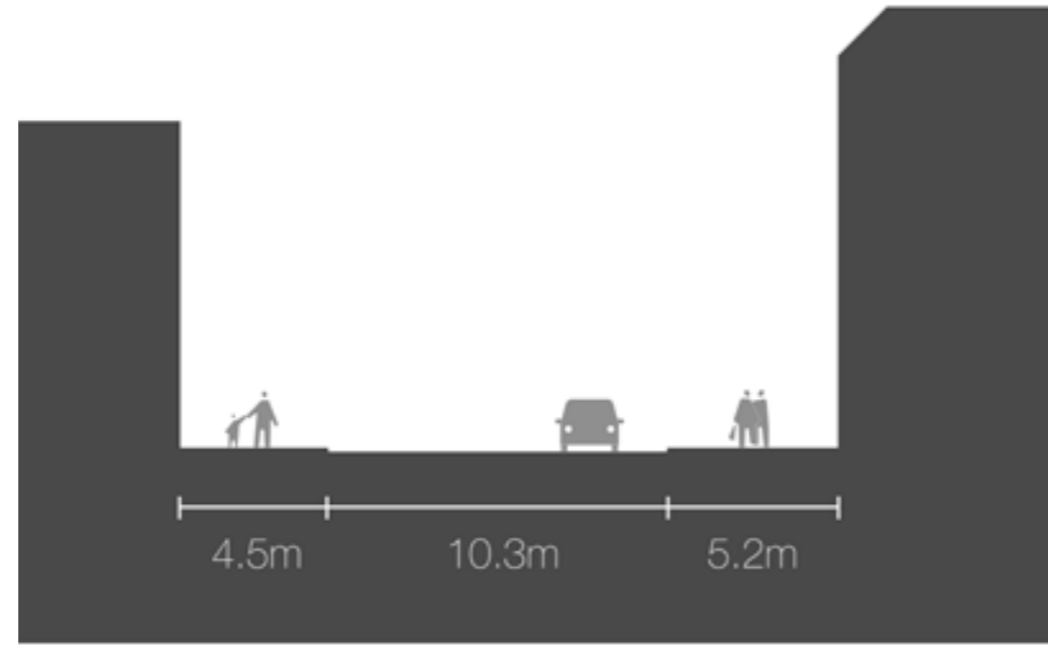




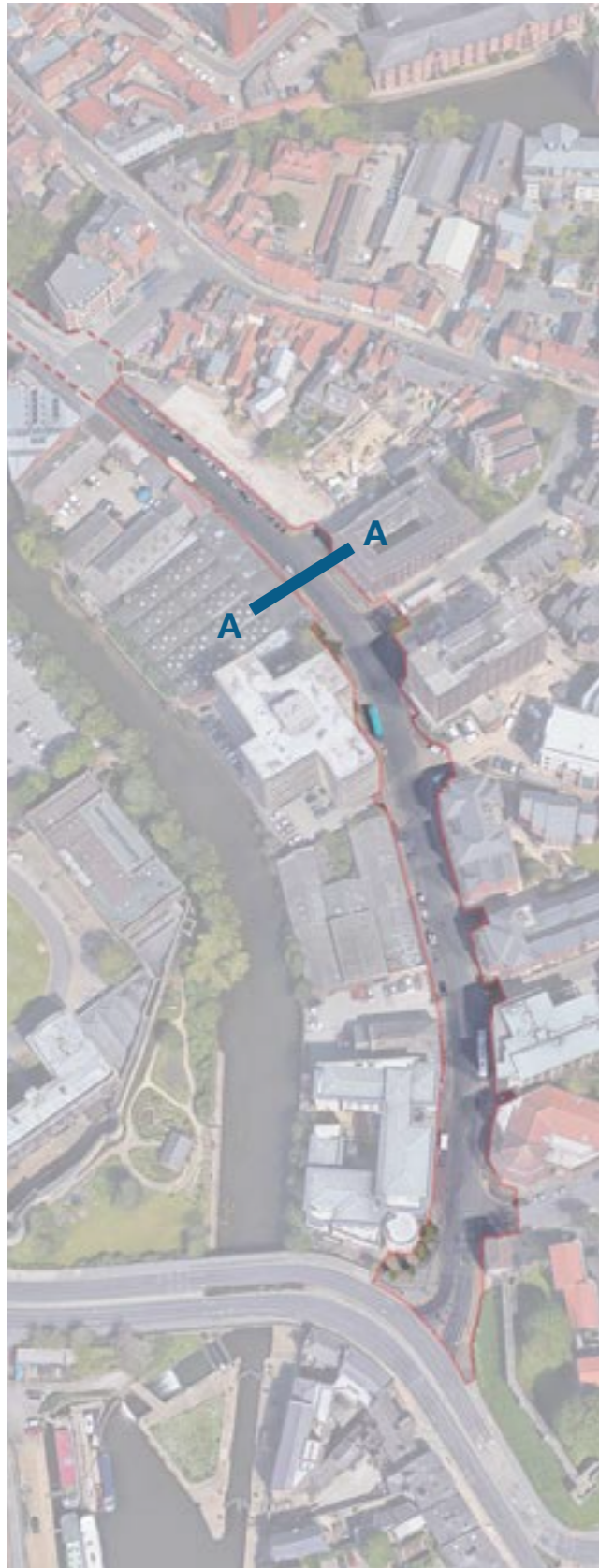




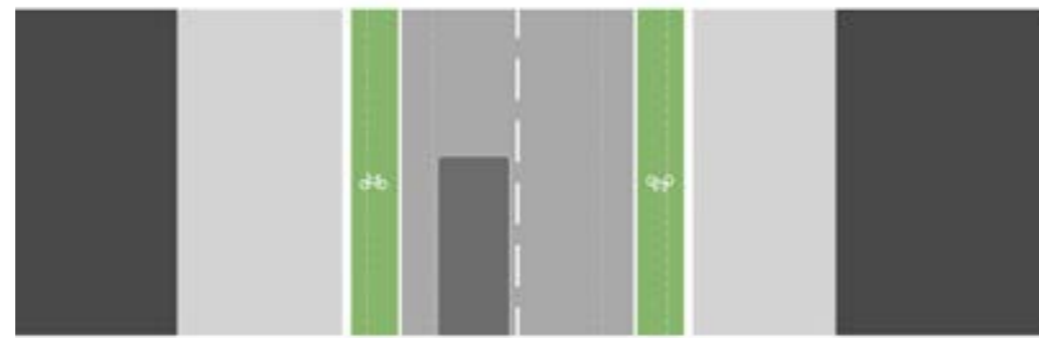
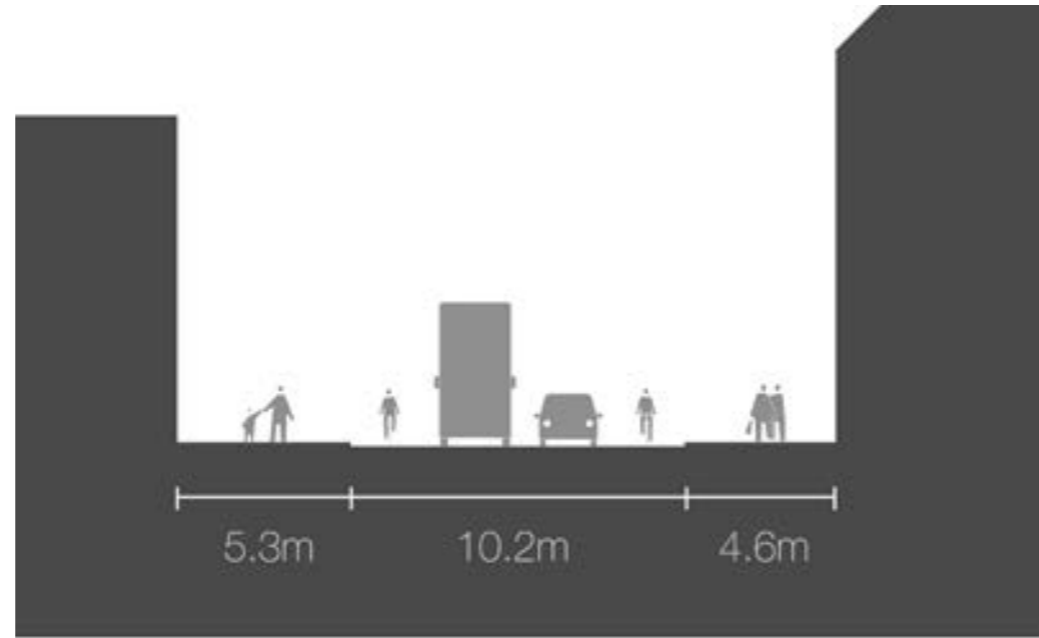
**EXISTING ROAD LAYOUT**



**SECTION A-A**



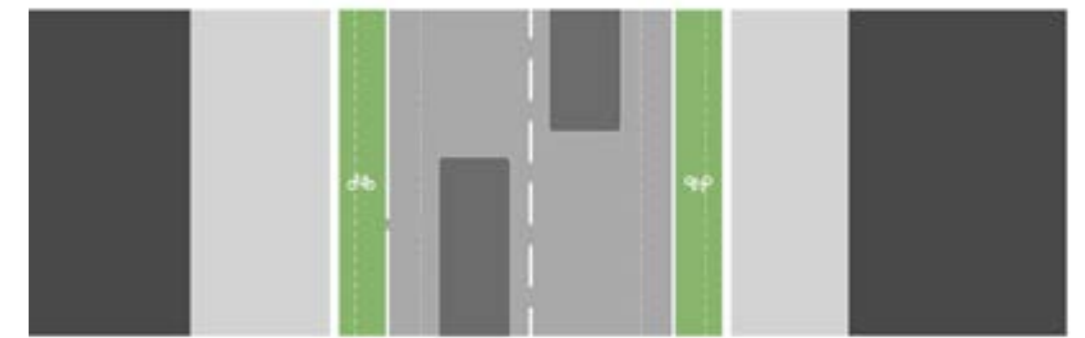
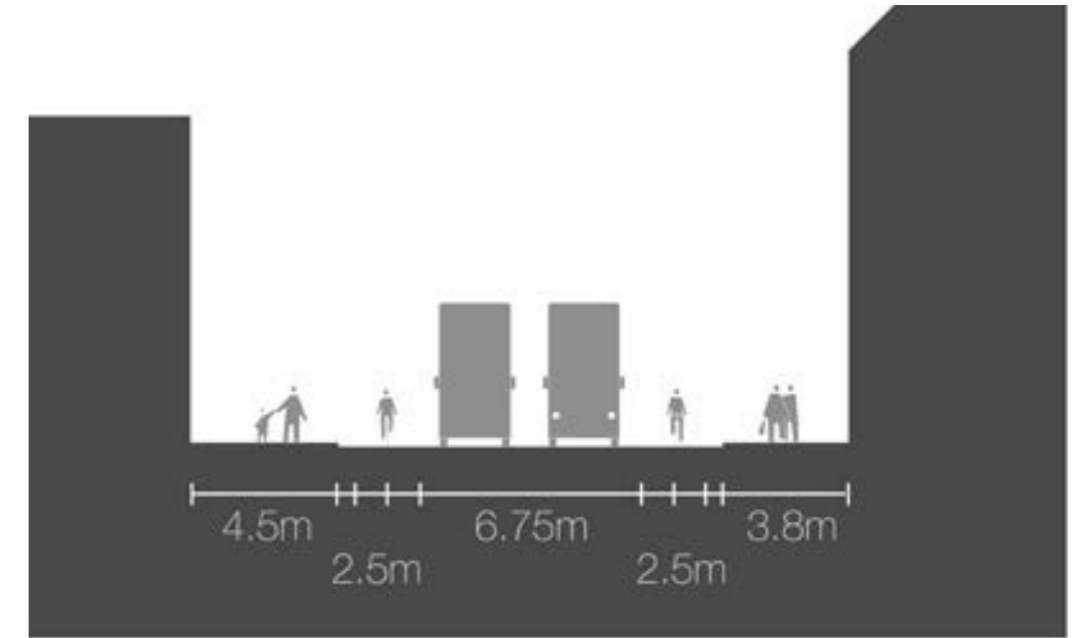
CYCLE LANE IN ROAD - SECONDARY POSITION (TO SUSTRANS GUIDANCE)



5.3m 10.2m 4.6m

SECTION A-A

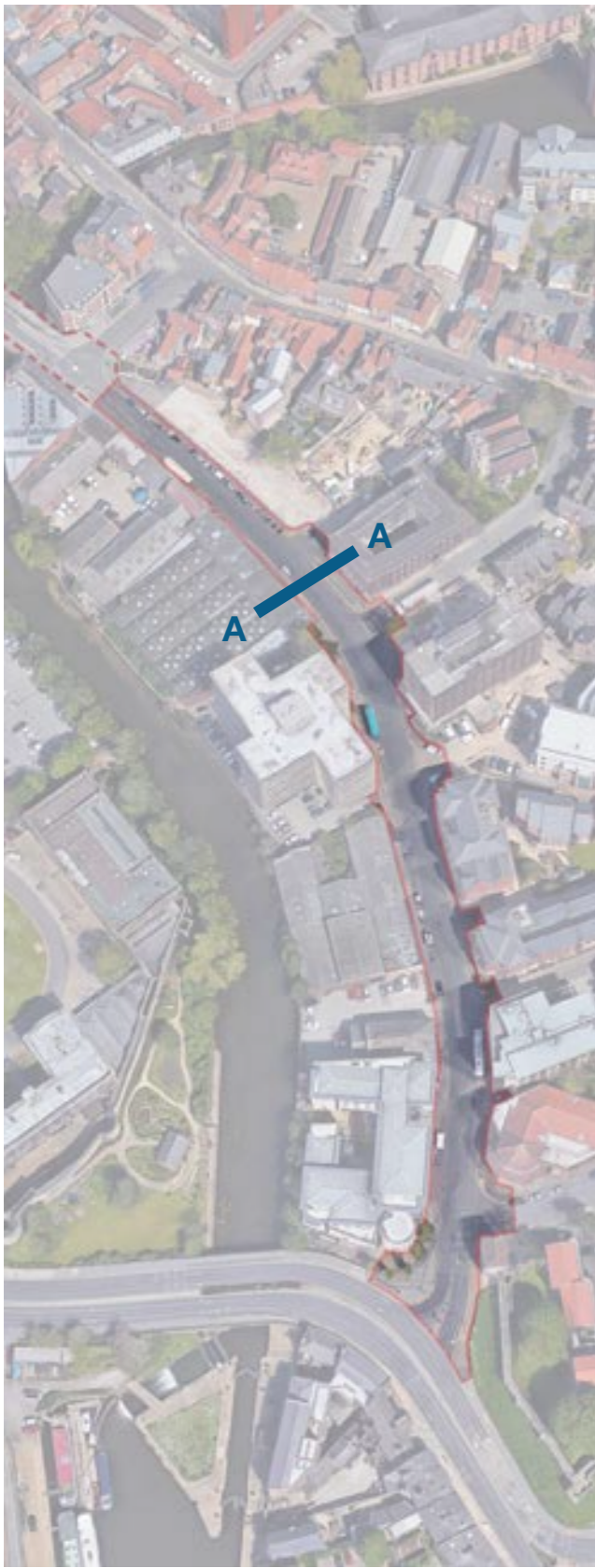
CYCLE LANE IN ROAD WITH 6.75m CLEAR ROAD WIDTH



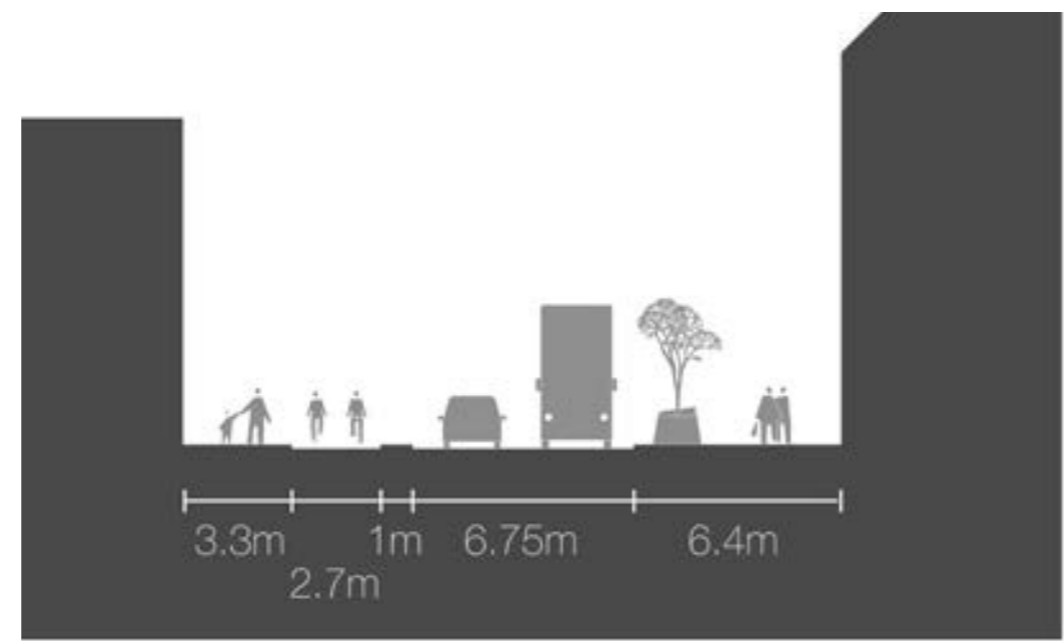
4.5m 6.75m 11.75m 3.8m

SECTION A-A





SEGREGATED CYCLE LANE (TO SUSTRANS GUIDANCE)

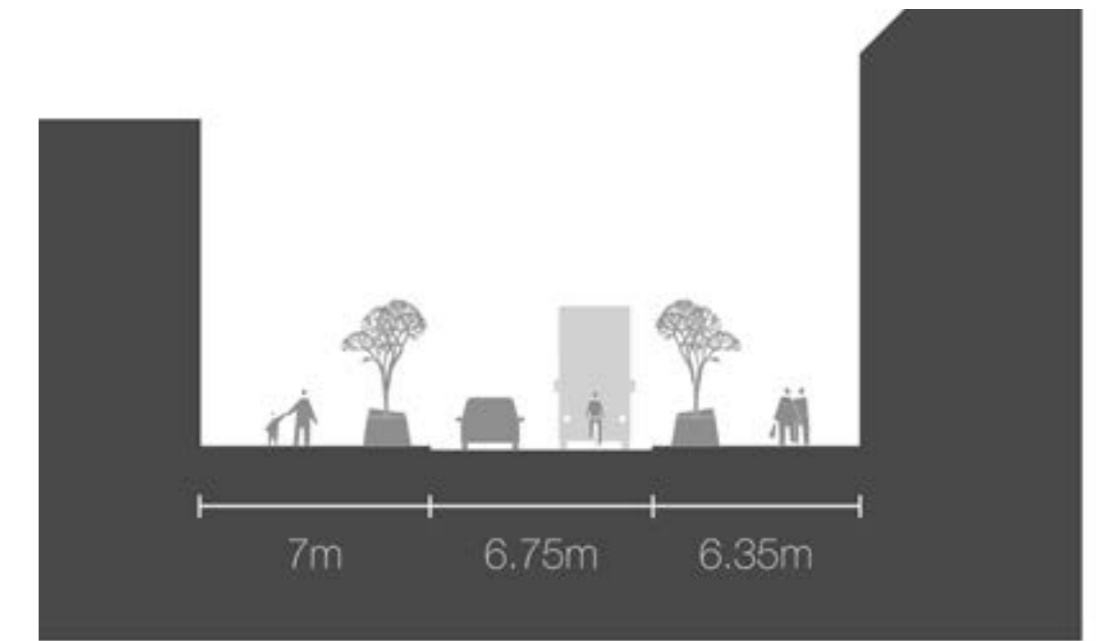


3.3m 3.7m 6.75m 6.4m

SECTION A-A



CYCLE LANE IN ROAD - PRIMARY POSITION



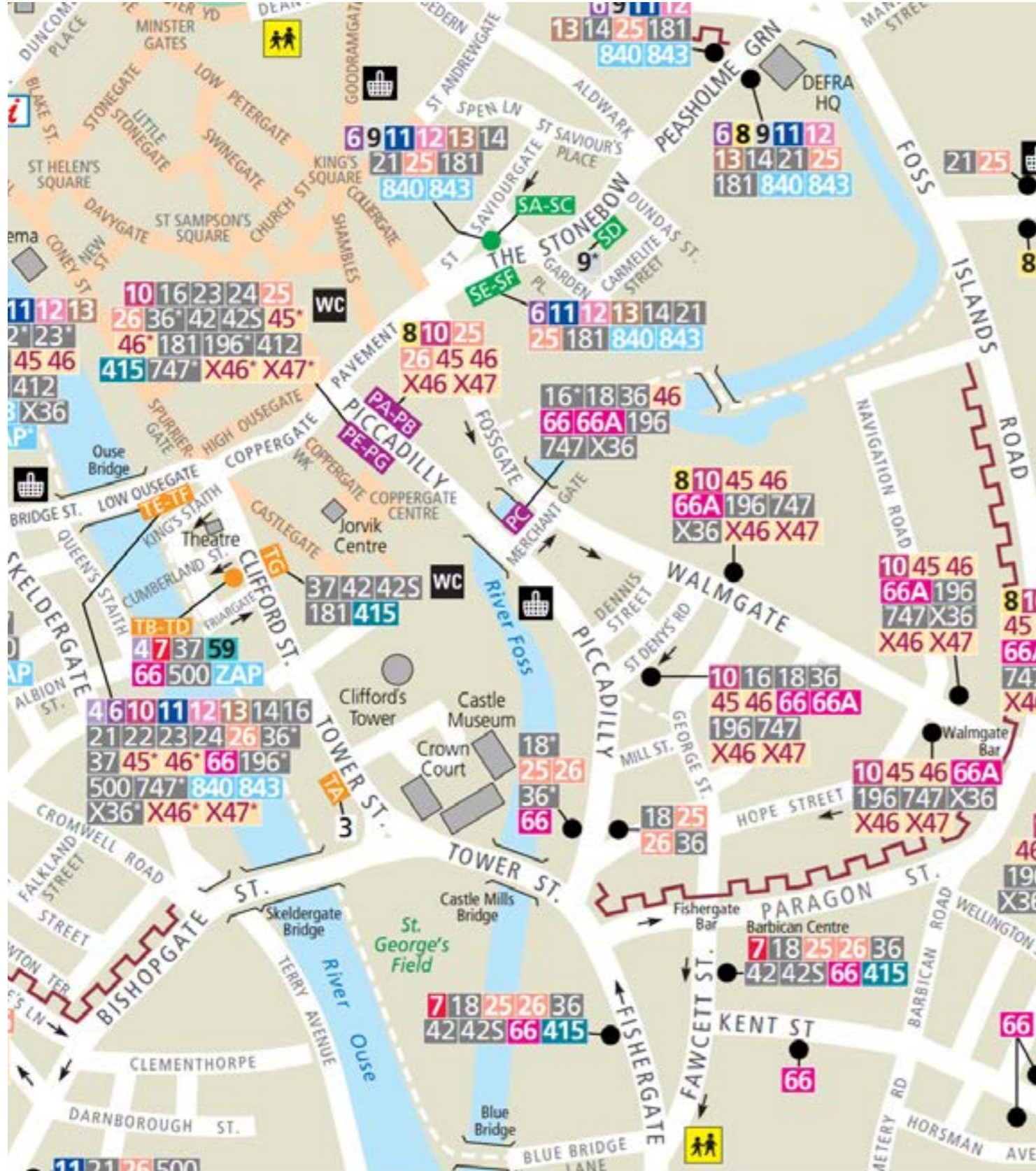
7m 6.75m 6.35m

SECTION A-A

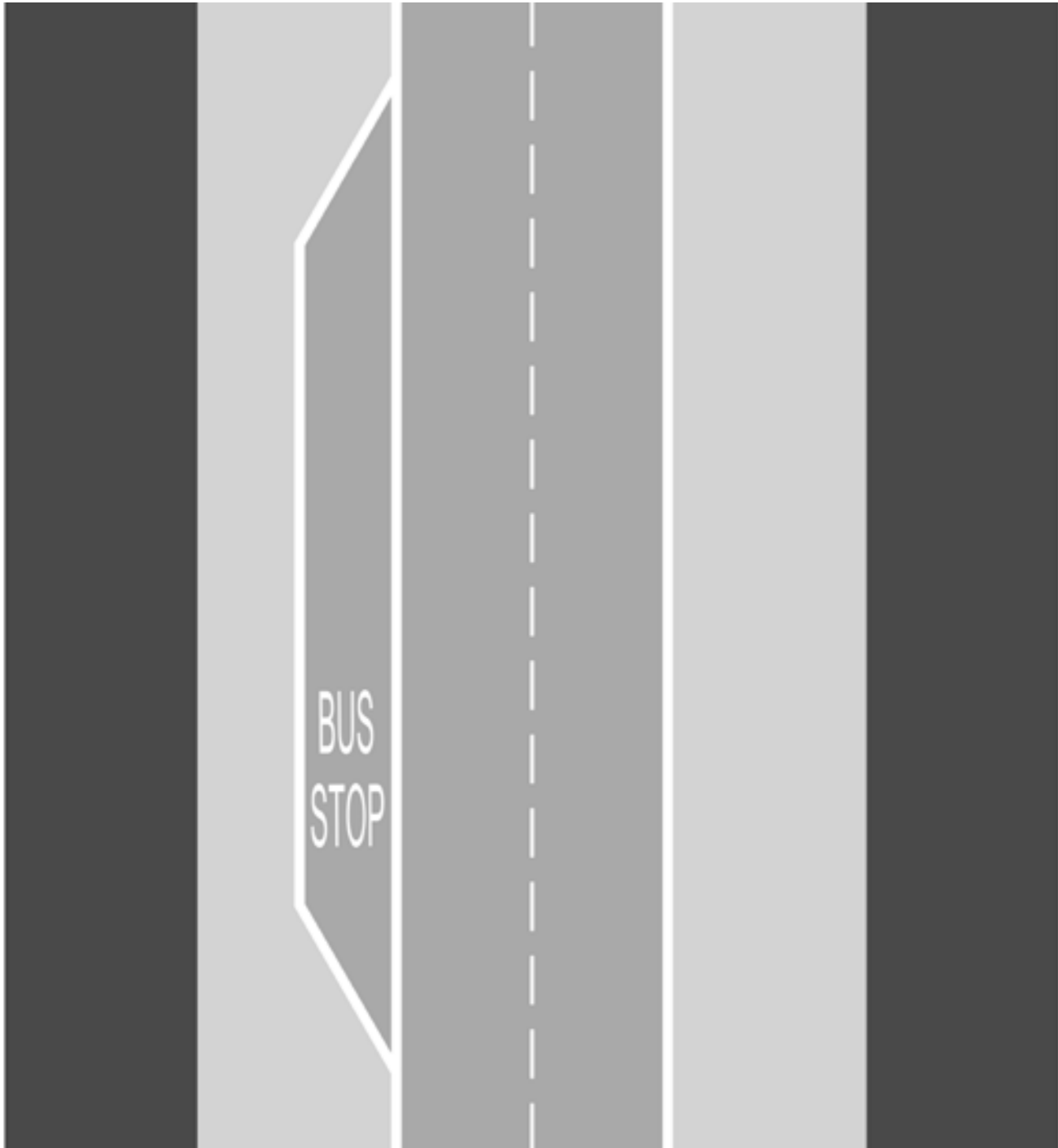




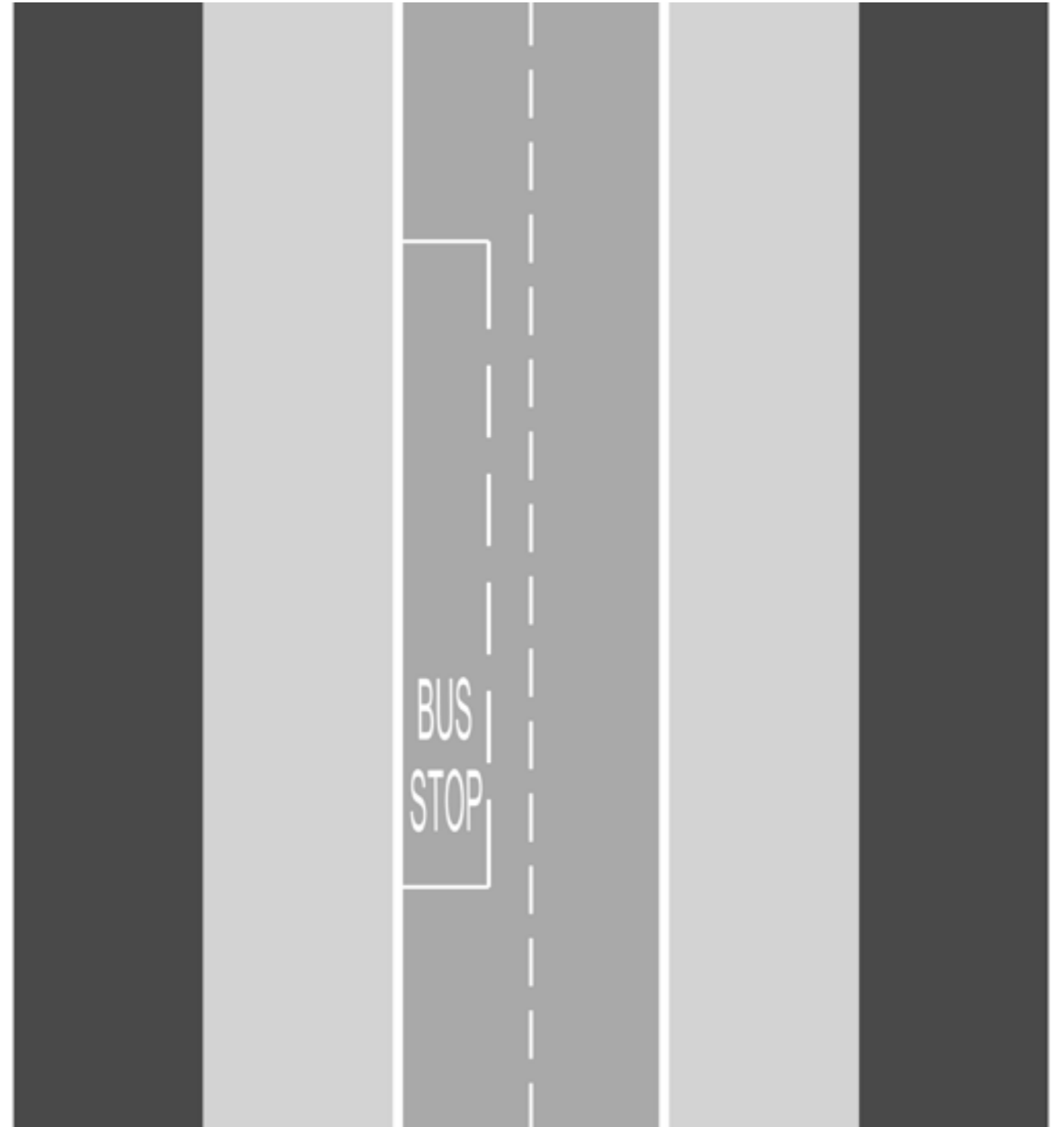
# 05 - BUSES







DESIGNATED LAY-BY



ON-ROAD



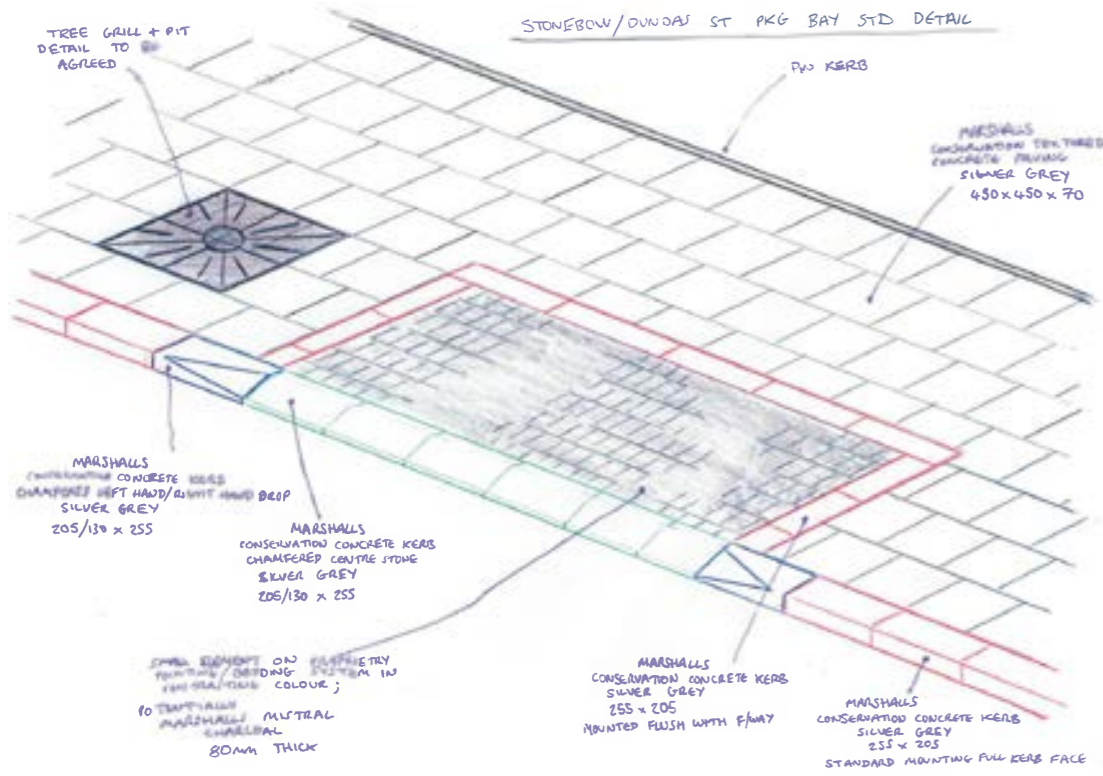
# 06 - BUILDING SERVICING



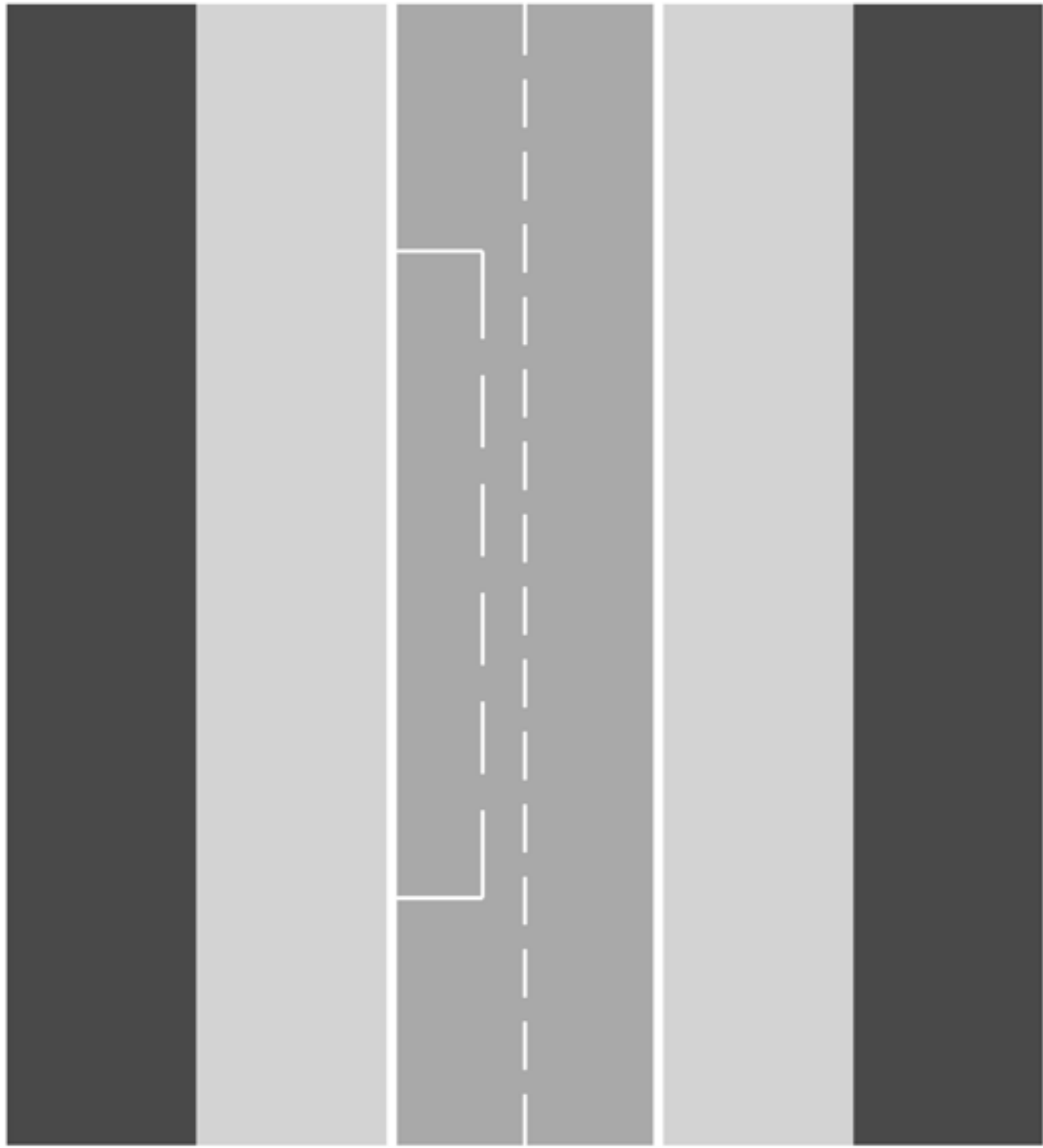
Height	Face Length	Width	Weight	Per sq	Area	Volume	Material Ref	Character
100	100	100	100	100	100	100	100	100
150	150	150	150	150	150	150	150	150
200	200	200	200	200	200	200	200	200
250	250	250	250	250	250	250	250	250
300	300	300	300	300	300	300	300	300
350	350	350	350	350	350	350	350	350
400	400	400	400	400	400	400	400	400
450	450	450	450	450	450	450	450	450
500	500	500	500	500	500	500	500	500
550	550	550	550	550	550	550	550	550
600	600	600	600	600	600	600	600	600
650	650	650	650	650	650	650	650	650
700	700	700	700	700	700	700	700	700
750	750	750	750	750	750	750	750	750
800	800	800	800	800	800	800	800	800
850	850	850	850	850	850	850	850	850
900	900	900	900	900	900	900	900	900
950	950	950	950	950	950	950	950	950
1000	1000	1000	1000	1000	1000	1000	1000	1000

**Conservation**  
250 x 250mm Concrete Paving

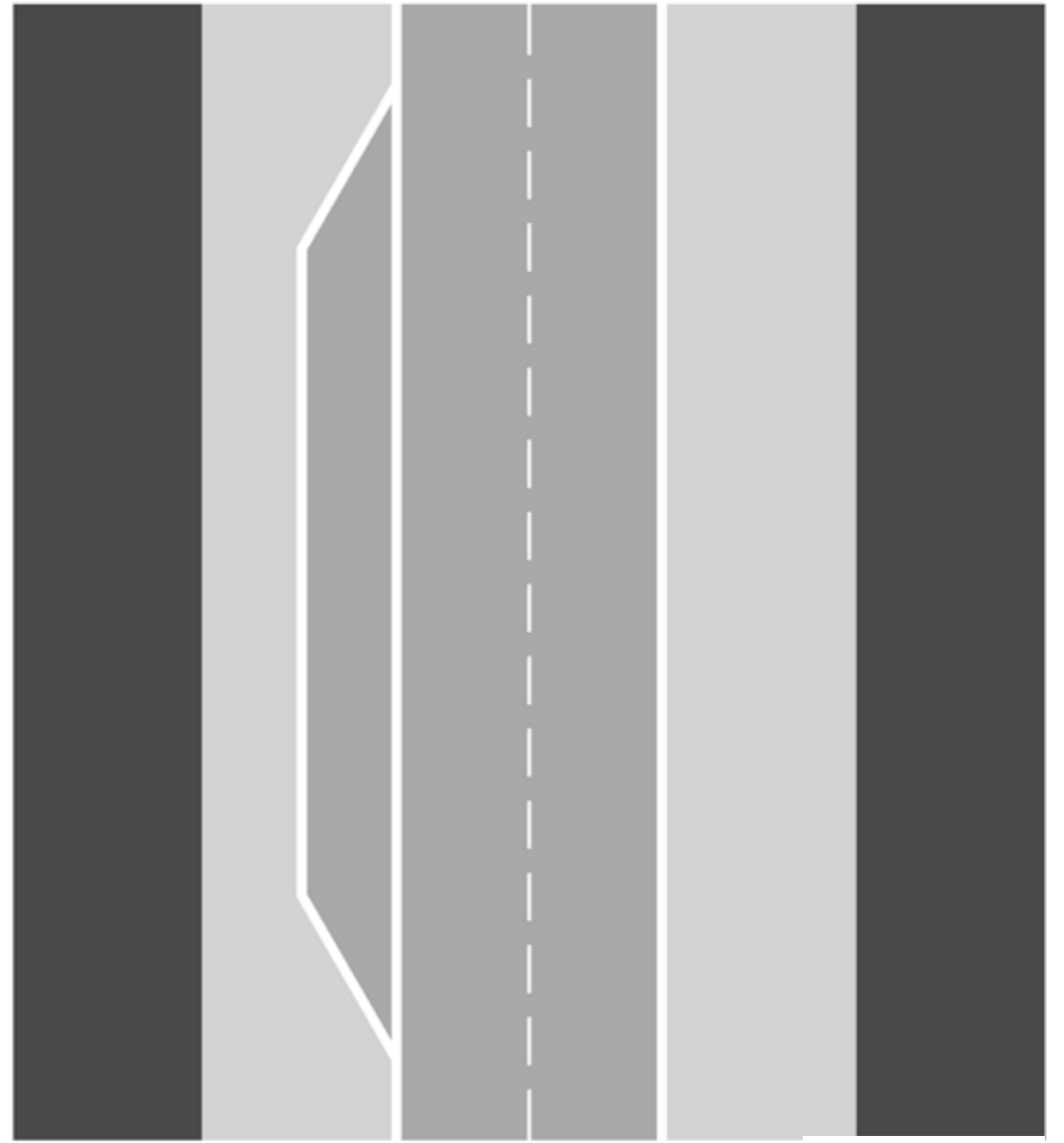
NSPPlus







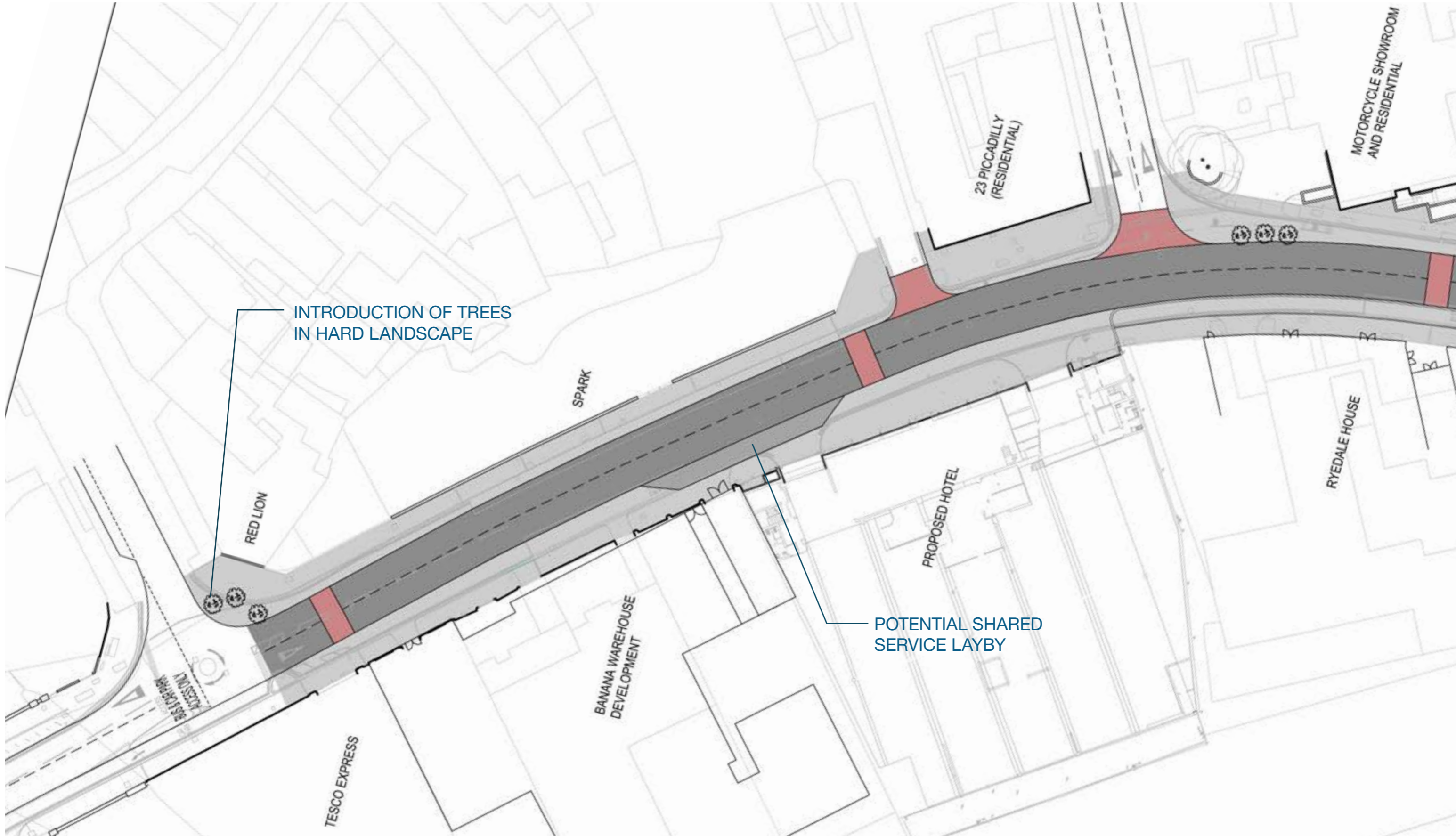
ON-ROAD



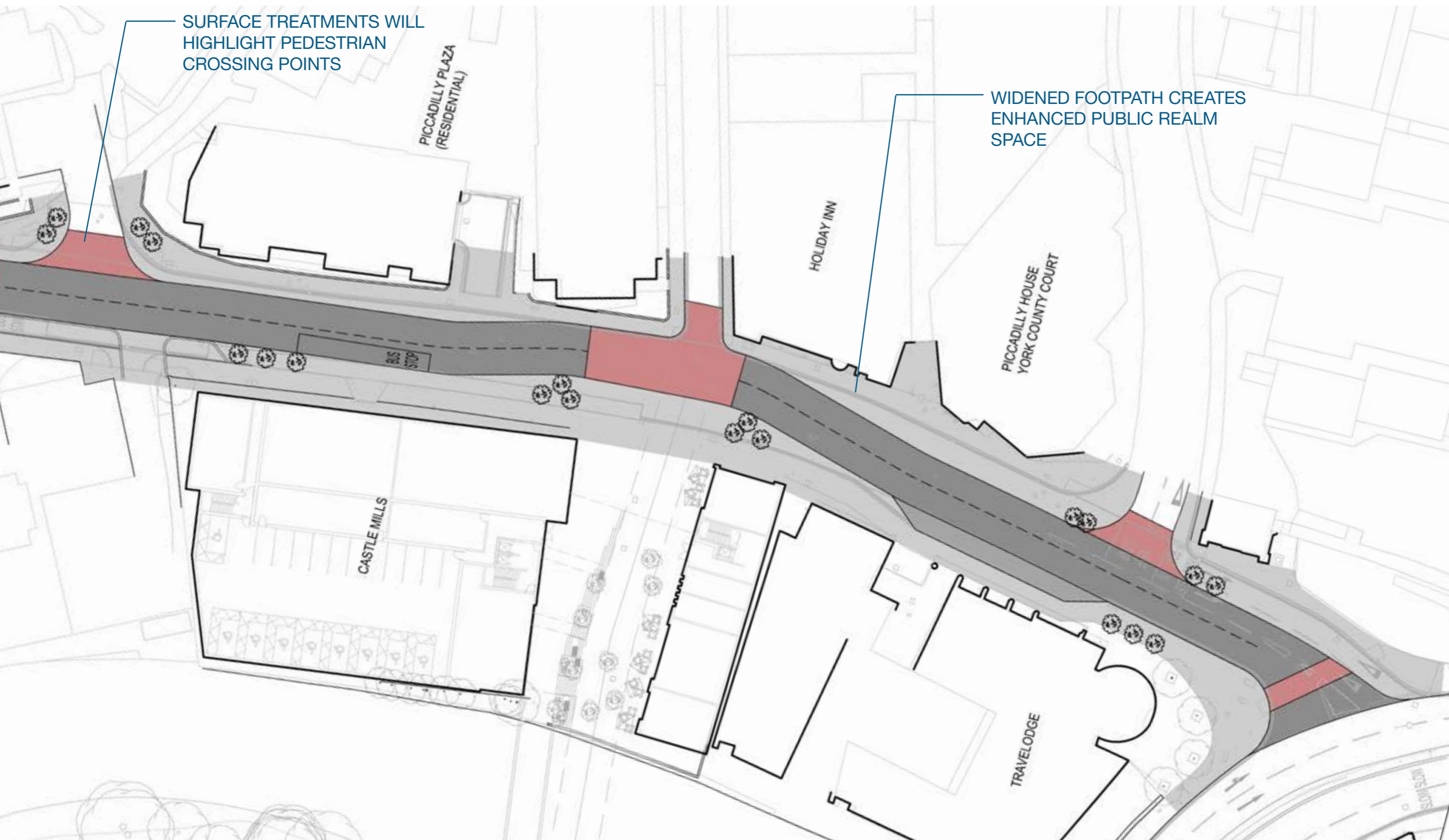
DESIGNATED LAYBY



# 07 - PROPOSED NEW KERB ALIGNMENT - BASED ON 6.75m ROAD WIDTH





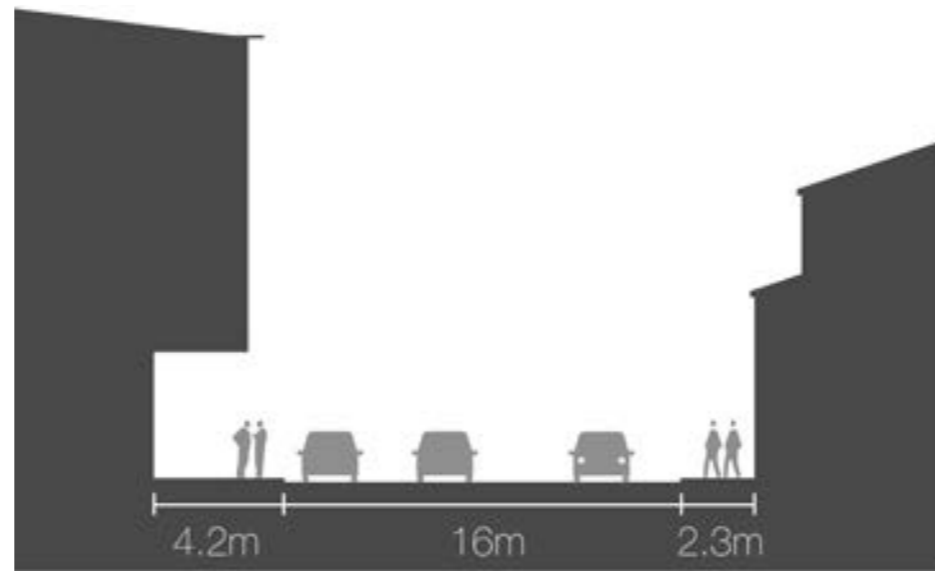
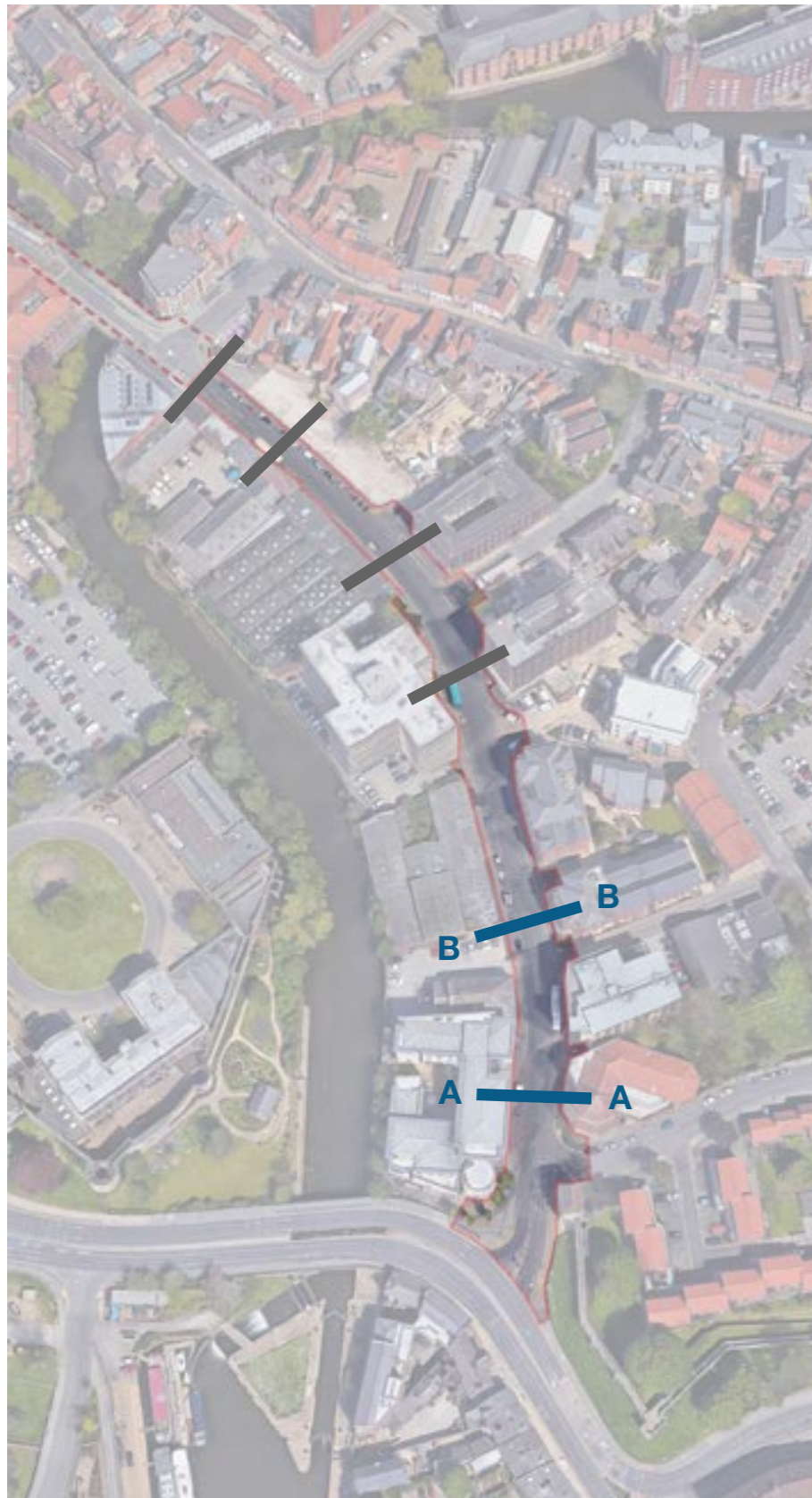


SURFACE TREATMENTS WILL HIGHLIGHT PEDESTRIAN CROSSING POINTS

WIDENED FOOTPATH CREATES ENHANCED PUBLIC REALM SPACE



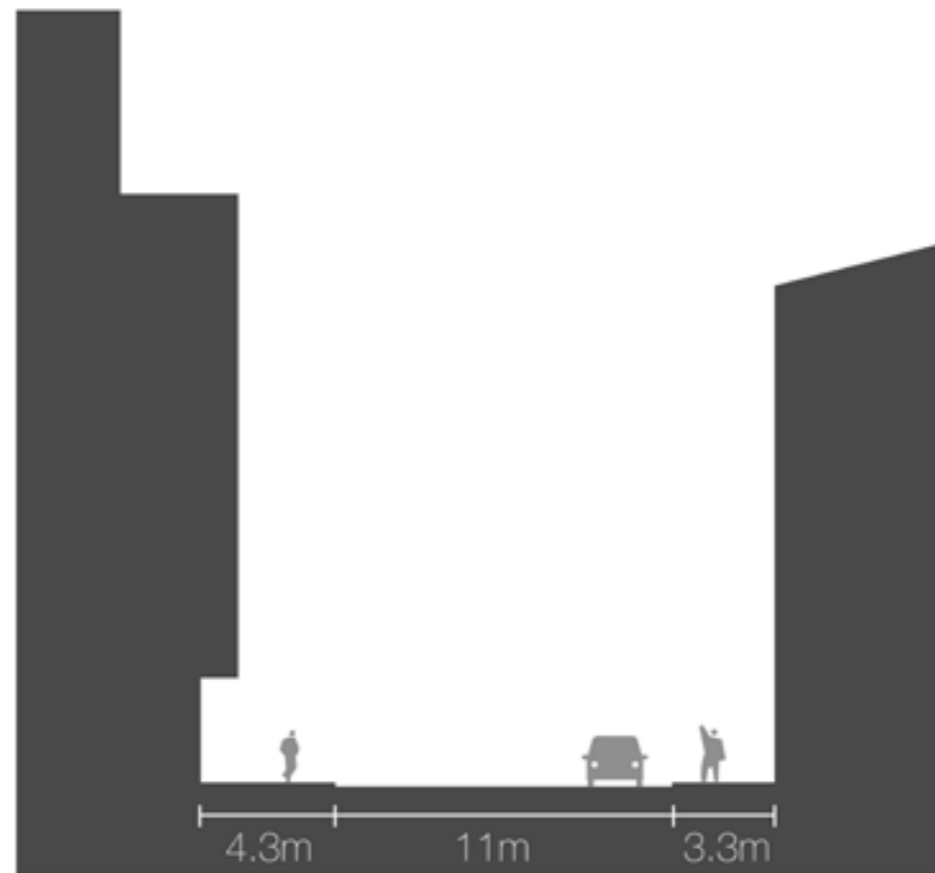
# 08 - ROAD WIDTH



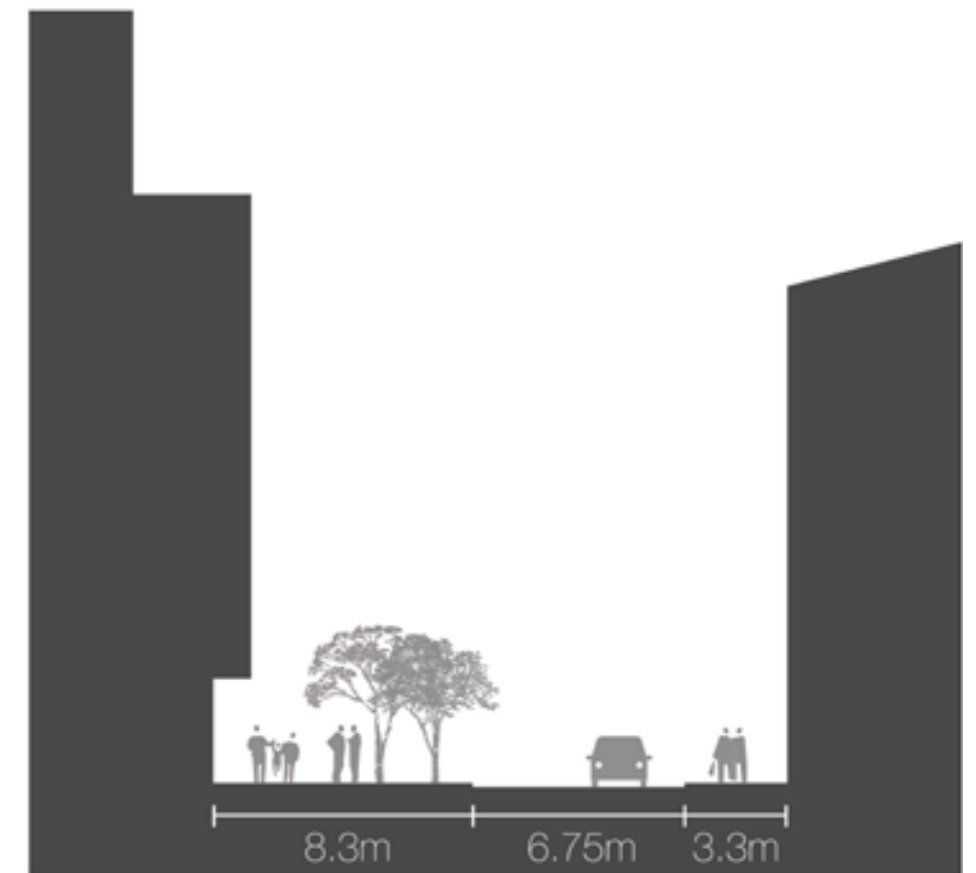
SECTION A-A - CURRENT LAYOUT



PROPOSED LAYOUT

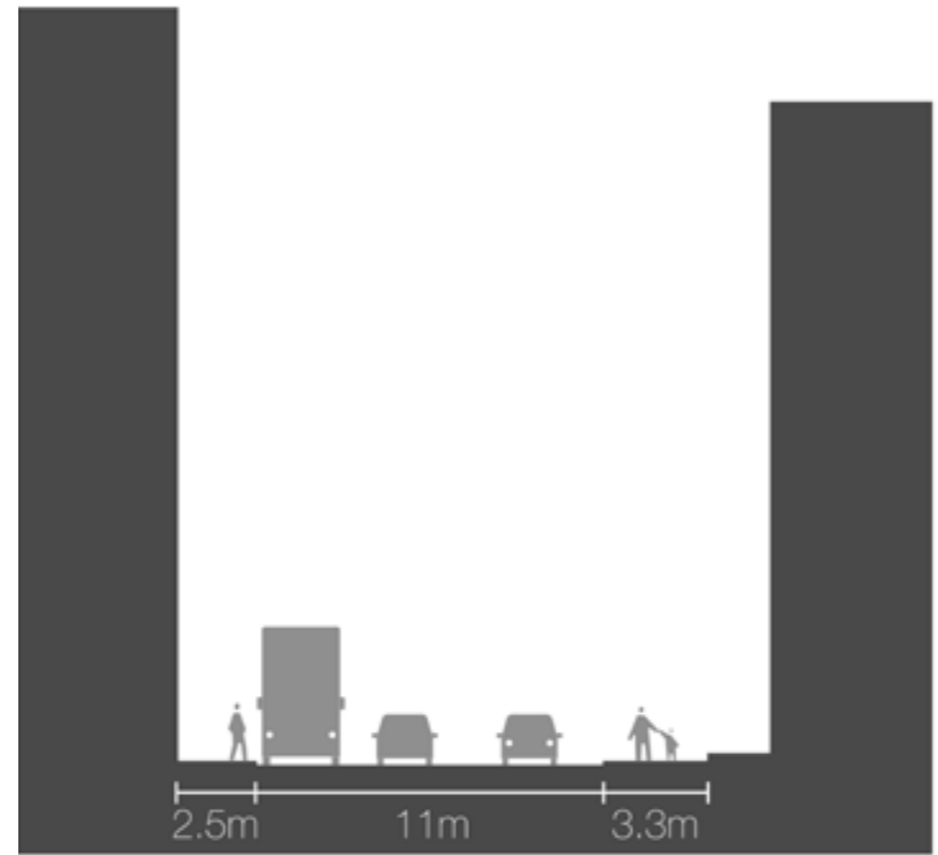
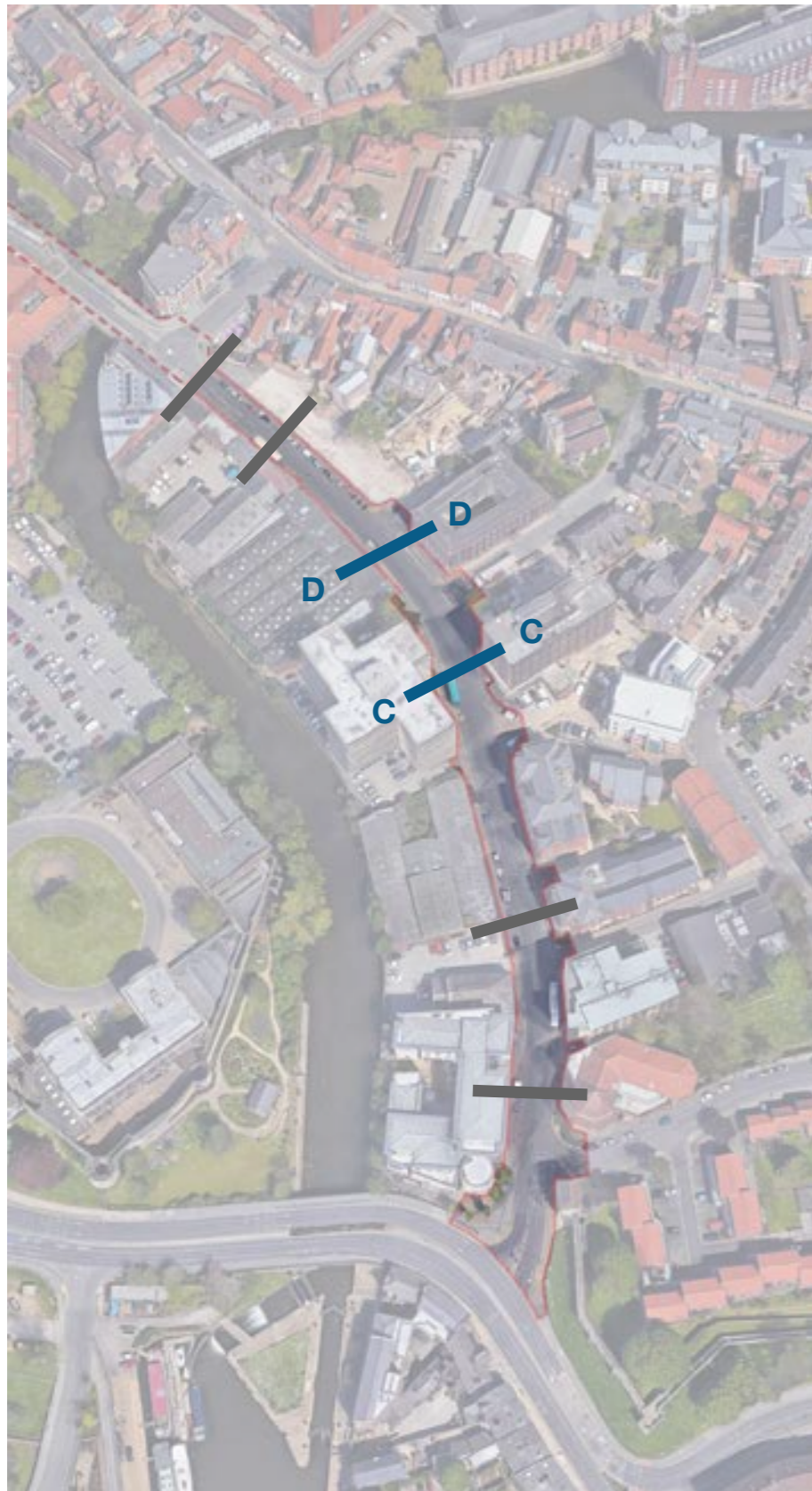


SECTION B-B - CURRENT LAYOUT

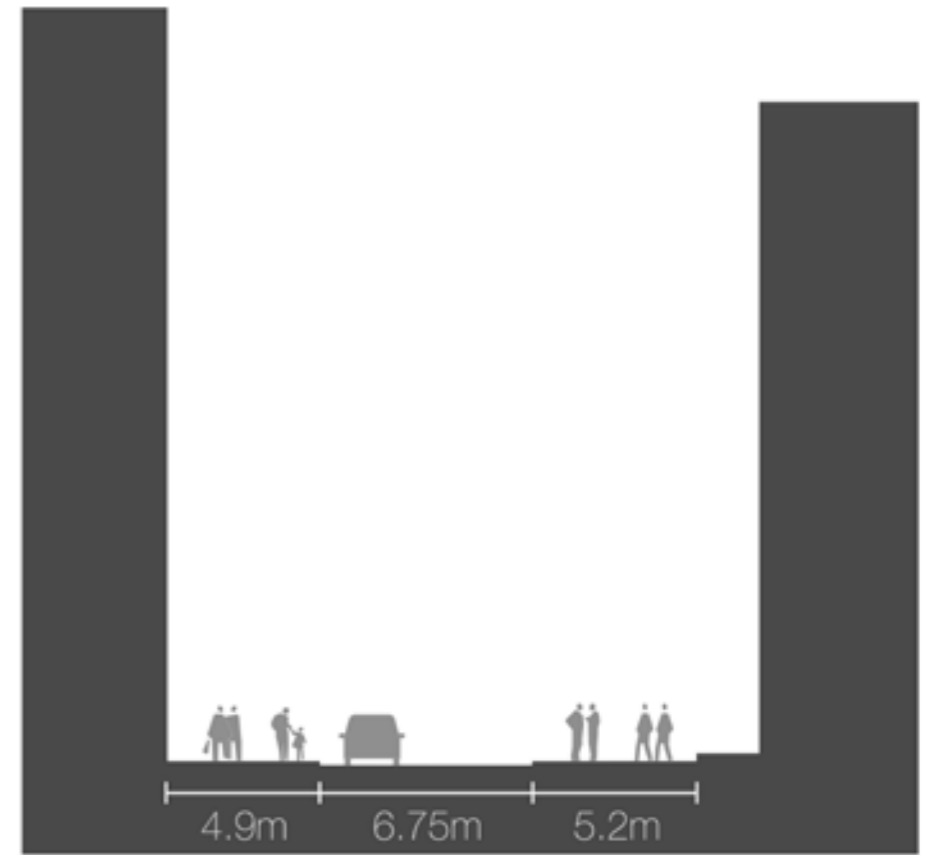


PROPOSED LAYOUT

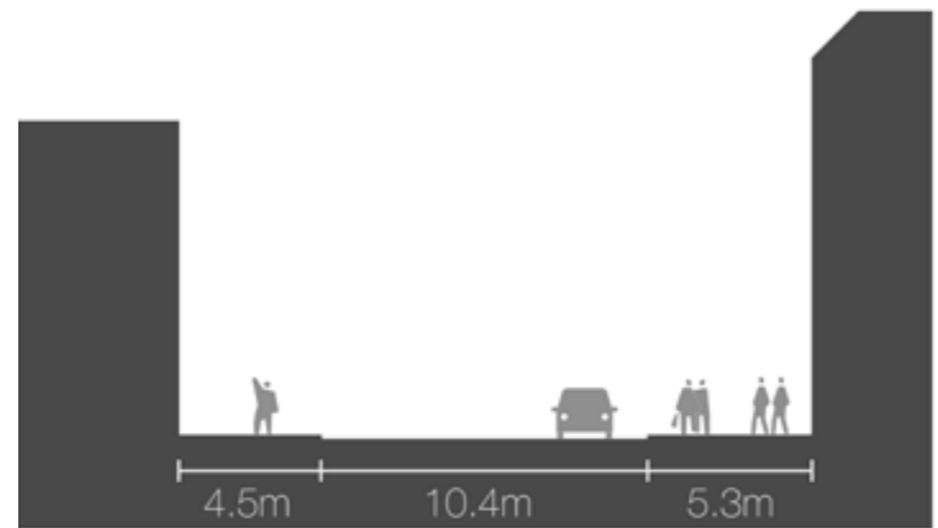




**SECTION C-C - CURRENT LAYOUT**



**PROPOSED LAYOUT**

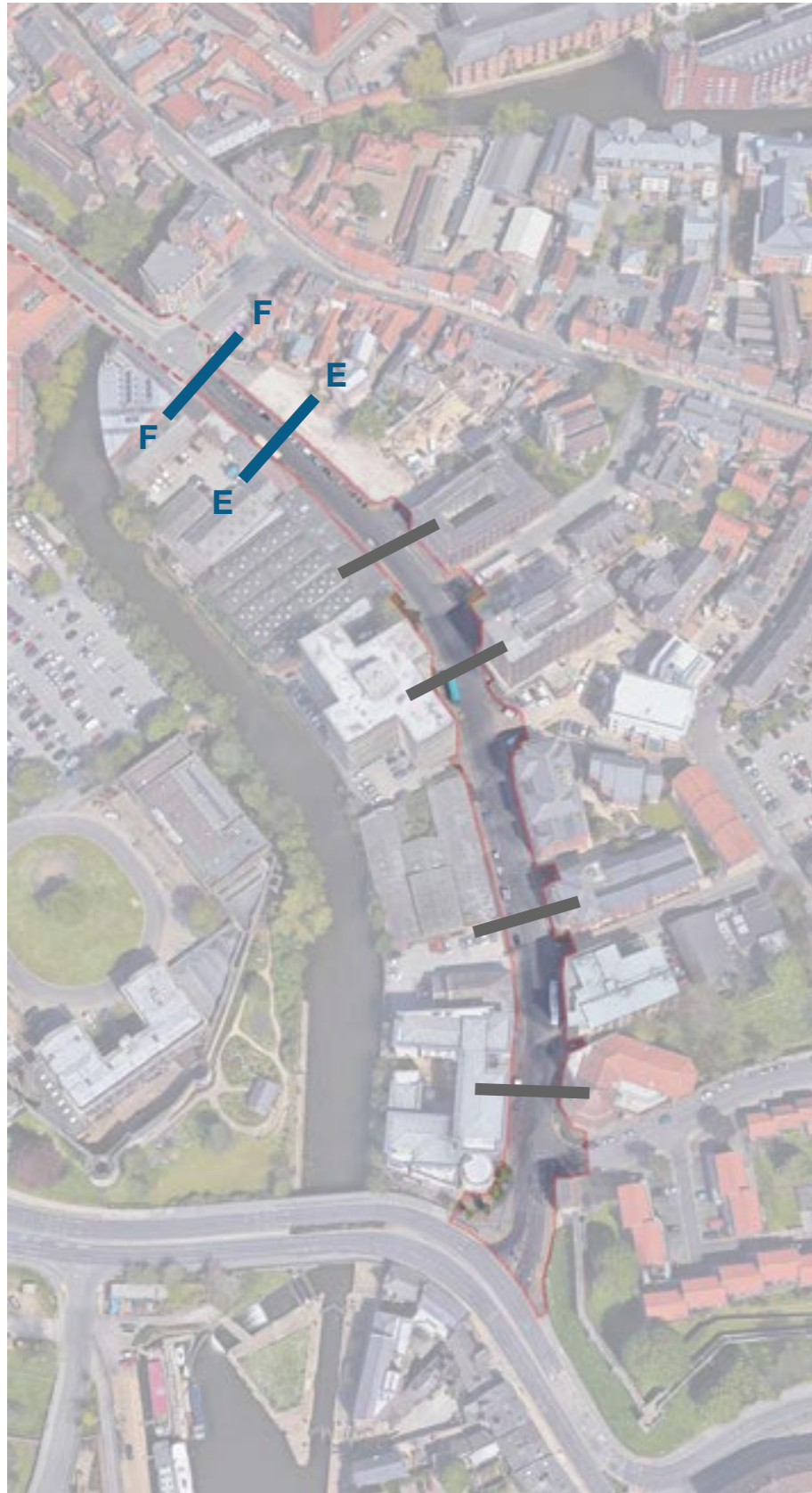


**SECTION D-D - CURRENT LAYOUT**



**PROPOSED LAYOUT**

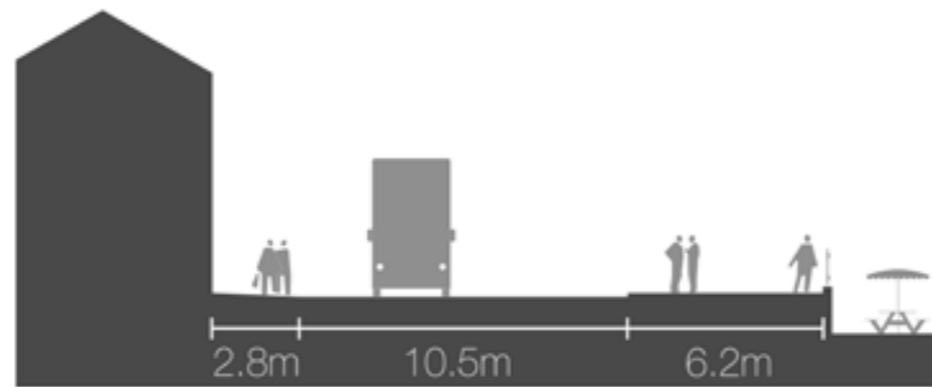




**SECTION E-E - CURRENT LAYOUT**



**PROPOSED LAYOUT**



**SECTION F-F - CURRENT LAYOUT**



**PROPOSED LAYOUT**







# 09 - GREENING & SPACE CREATION







Image extract from the Global Designing Cities Initiative



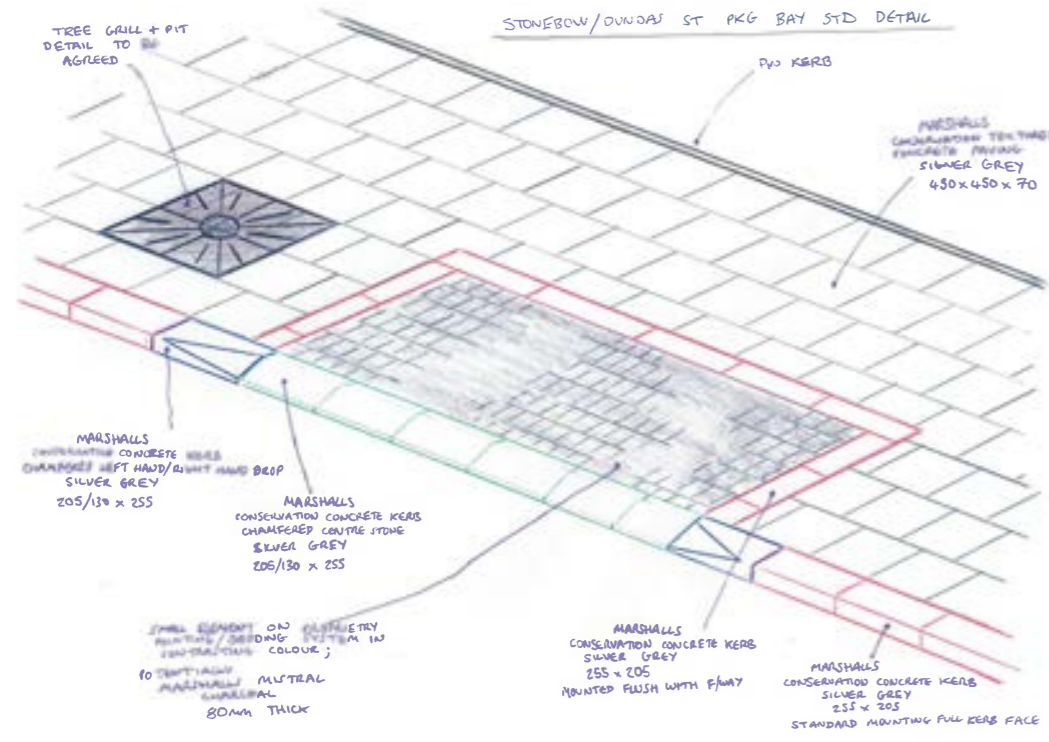
## 10 - MATERIALITY



# CITY OF YORK STREETScape STRATEGY AND GUIDANCE







Grey Marshall's Perfecta paving on Lendal Bridge laid as a stacked bond



Buff Marshall's Saxon paving on Micklegate incorporating a pavement widening



Grey Saxon paving in the process of being laid on Priory Street as a stretcher bond









## **2. DESIGN PROPOSAL**



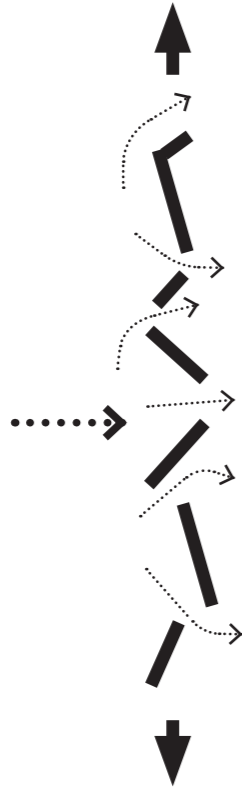
# 11 - PLACE MAKING - Influence from the existing character

Existing Barrier



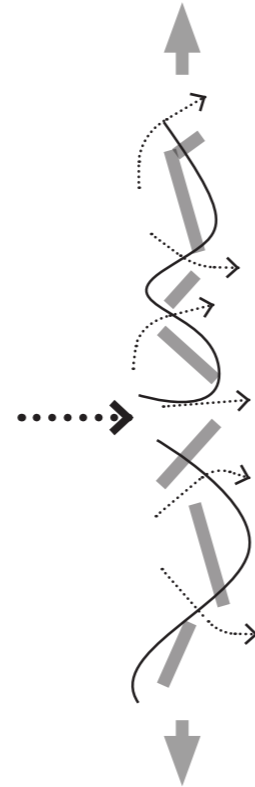
Piccadilly is a barrier to pedestrian and cycle movement through the area.

Re-balancing the hierarchy



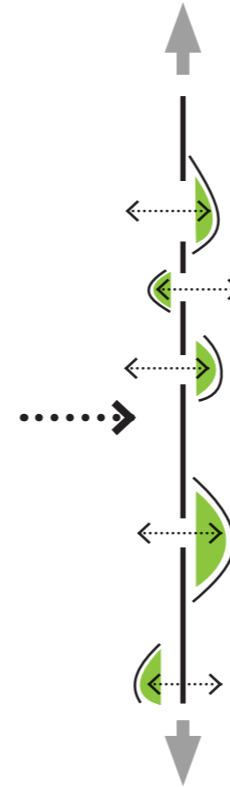
A key objective is to improve pedestrian and cycle connectivity. As such the existing hierarchy of the street is to be rebalanced prioritising a pedestrian and cycle focused environment.

Reference from the Foss



Taking reference from the River Foss, a fluid geometry is applied to the language of the street. This geometry sets a framework for the location and positioning of materials, planting and street furniture.

Inform a language of spaces



These furniture zones create pedestrian friendly spaces. Surface treatment to crossings, through the use of setts, further enhance this pedestrian character.

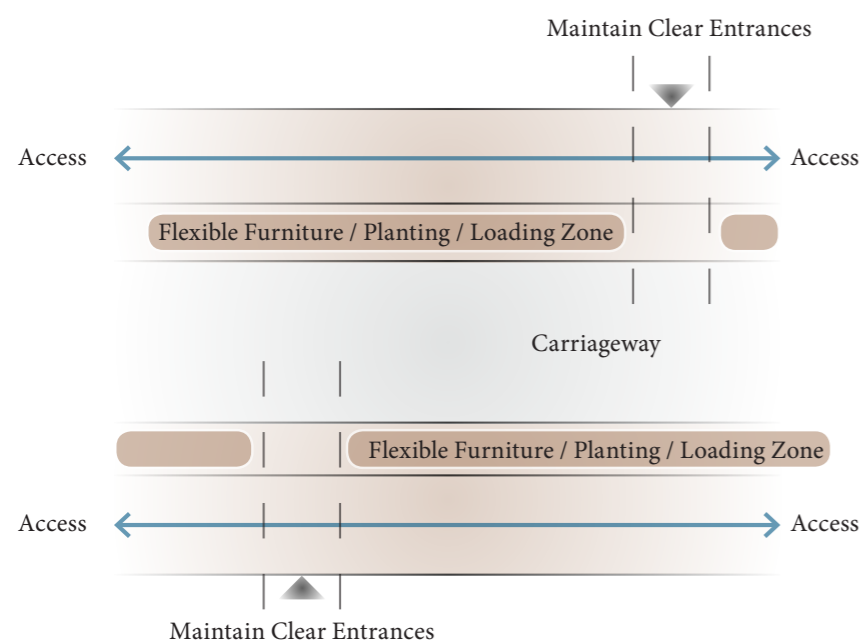




# 11 - PLACE MAKING - Setting the design principles

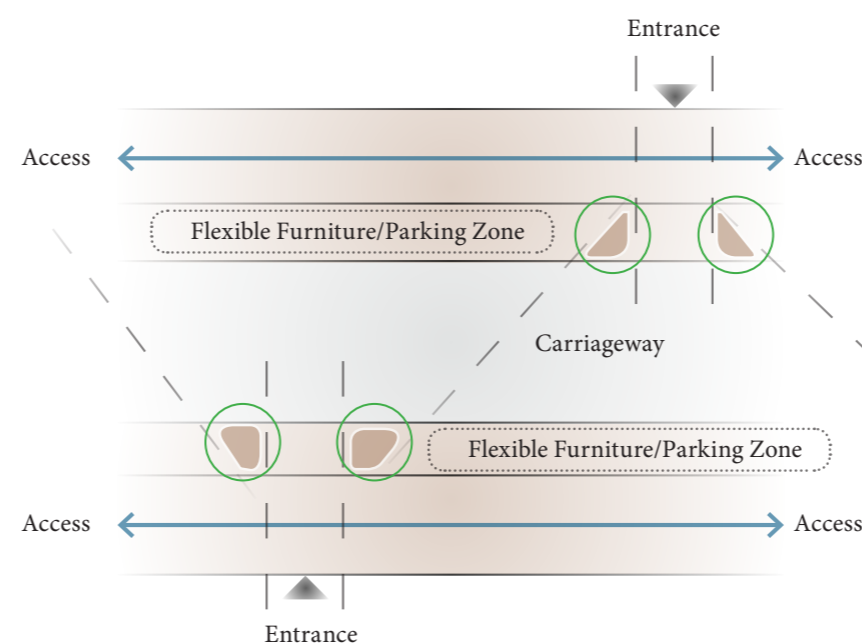
The design for the public realm along Piccadilly follows a series of set principles. These principles set a framework that allows elements, such as proposed street parking, loading, furniture and planting to become organised and consolidated. The below diagrams illustrate the approach;

1



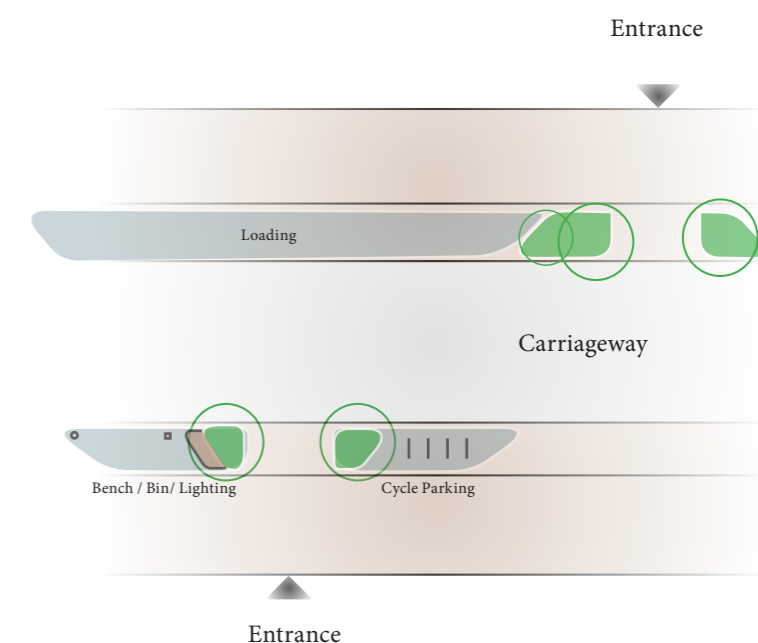
The carriageway width is reduced allowing for the additional footway/pavement space. The pavement is organised to maintain clear pedestrian access, clear entrance spaces to adjoining buildings and a flexible furniture/activity/loading strip of 2-2.5m wide.

2



A rhythm along the street is defined by sightlines to and from key entrances. These entrances are celebrated through the use of planting. The remaining flexible zone is maintained as a clear paved area which can be used for loading, drop-off or breakout cafe/seating spaces.

3

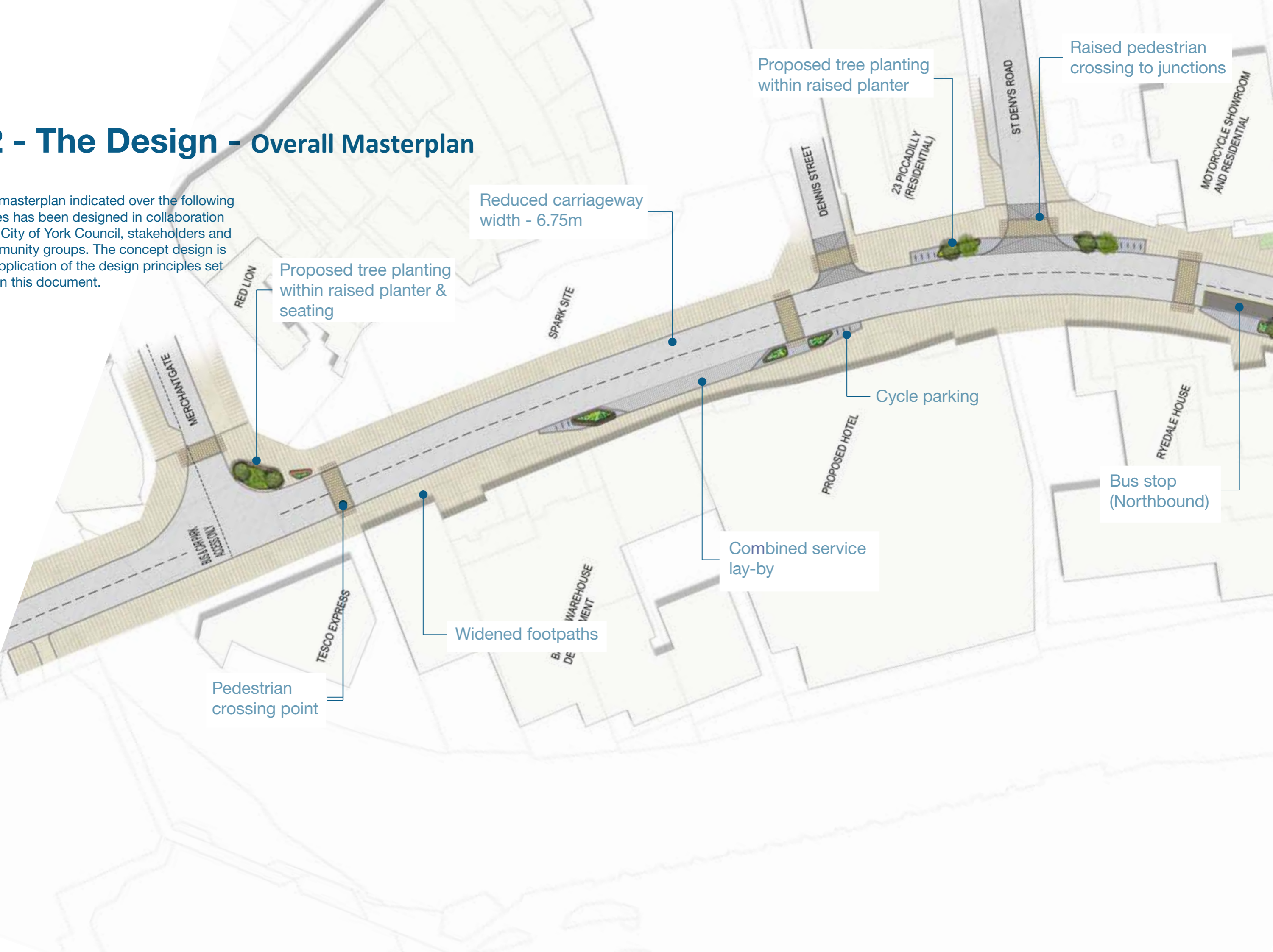


The design of planters, benches, litter bins and light columns are all organised within the flexible zones set-out within along the street.



# 12 - The Design - Overall Masterplan

The masterplan indicated over the following pages has been designed in collaboration with City of York Council, stakeholders and community groups. The concept design is an application of the design principles set within this document.



Proposed tree planting within raised planter & seating

Reduced carriageway width - 6.75m

Proposed tree planting within raised planter

Raised pedestrian crossing to junctions

Cycle parking

Combined service lay-by

Widened footpaths

Pedestrian crossing point

Bus stop (Northbound)

PROPOSED HOTEL

RYEDALE HOUSE

SPARK SITE

RED LION

MERCHANTGATE

TESCO EXPRESS

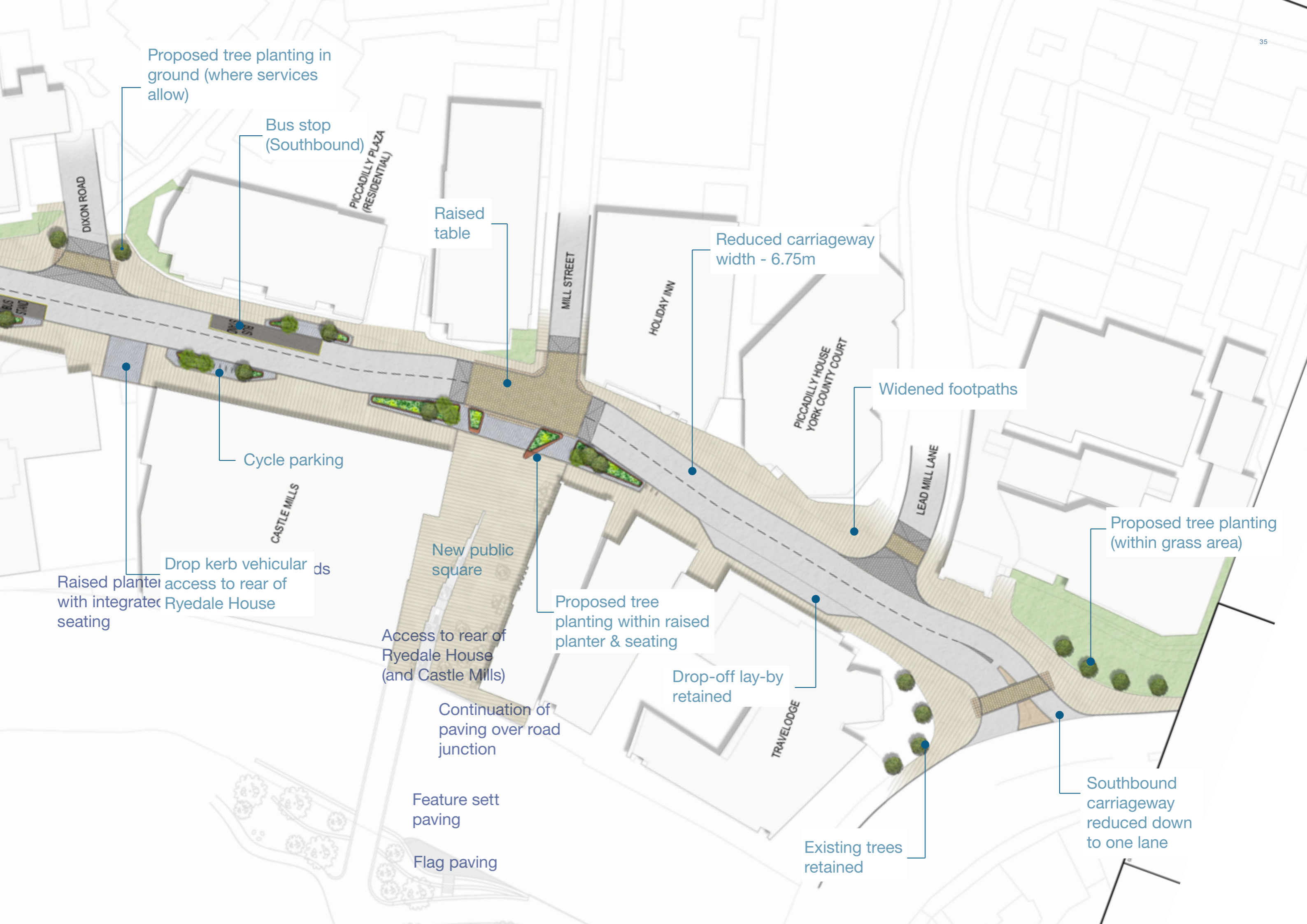
WAREHOUSE

ST DENYS ROAD

23 PICCADILLY (RESIDENTIAL)

MOTORCYCLE SHOWROOM AND RESIDENTIAL





Proposed tree planting in ground (where services allow)

Bus stop (Southbound)

Raised table

Reduced carriageway width - 6.75m

Widened footpaths

Cycle parking

Drop kerb vehicular ds

Raised planter access to rear of Ryedale House seating

New public square

Proposed tree planting within raised planter & seating

Access to rear of Ryedale House (and Castle Mills)

Continuation of paving over road junction

Feature sett paving

Flag paving

Drop-off lay-by retained

Existing trees retained

Proposed tree planting (within grass area)

Southbound carriageway reduced down to one lane

DIXON ROAD

PICCADILLY PLAZA (RESIDENTIAL)

MILL STREET

HOLIDAY INN

PICCADILLY HOUSE YORK COUNTY COURT

LEAD MILL LANE

CASTLE MILLS

TRAVELODGE



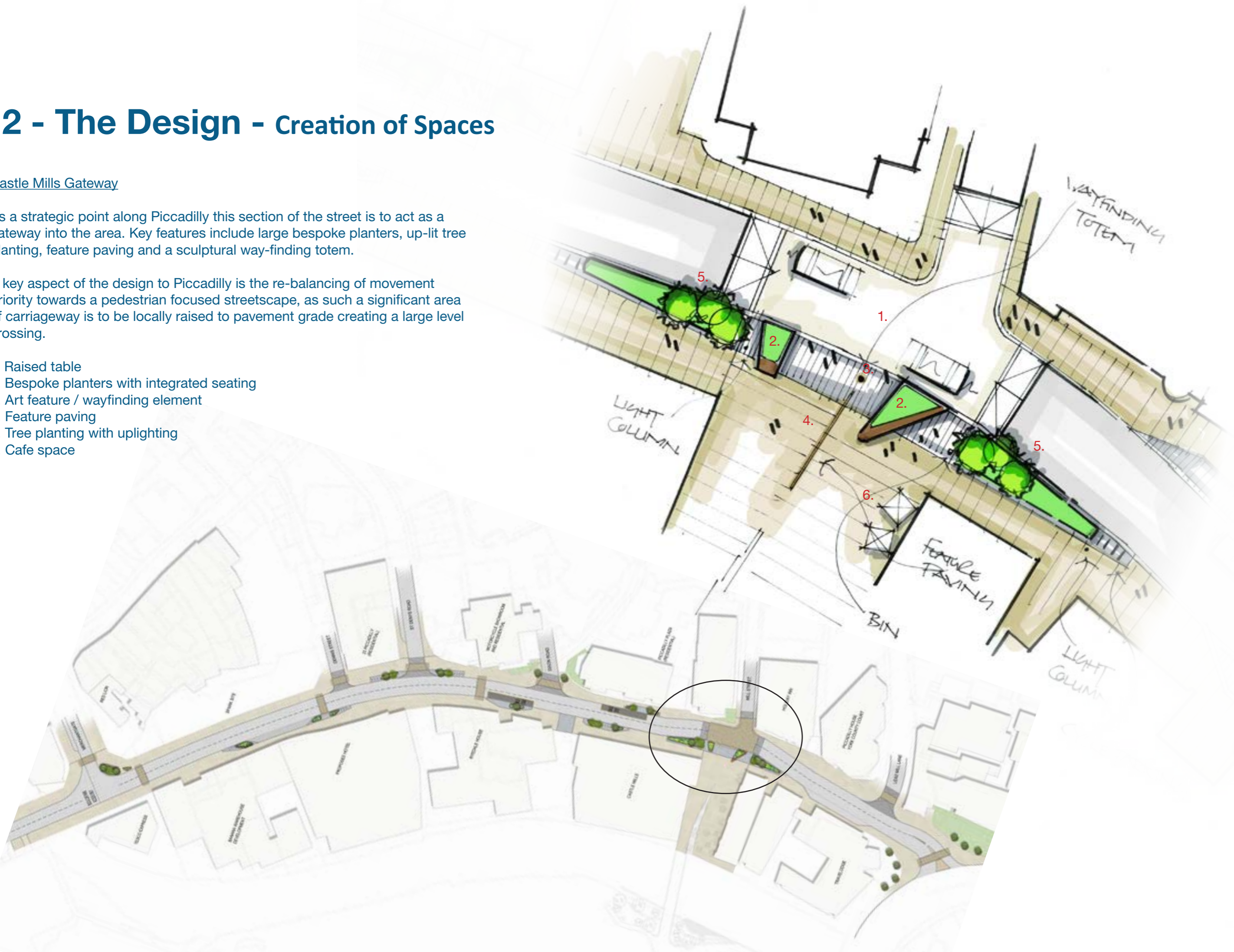
## 12 - The Design - Creation of Spaces

### Castle Mills Gateway

As a strategic point along Piccadilly this section of the street is to act as a gateway into the area. Key features include large bespoke planters, up-lit tree planting, feature paving and a sculptural way-finding totem.

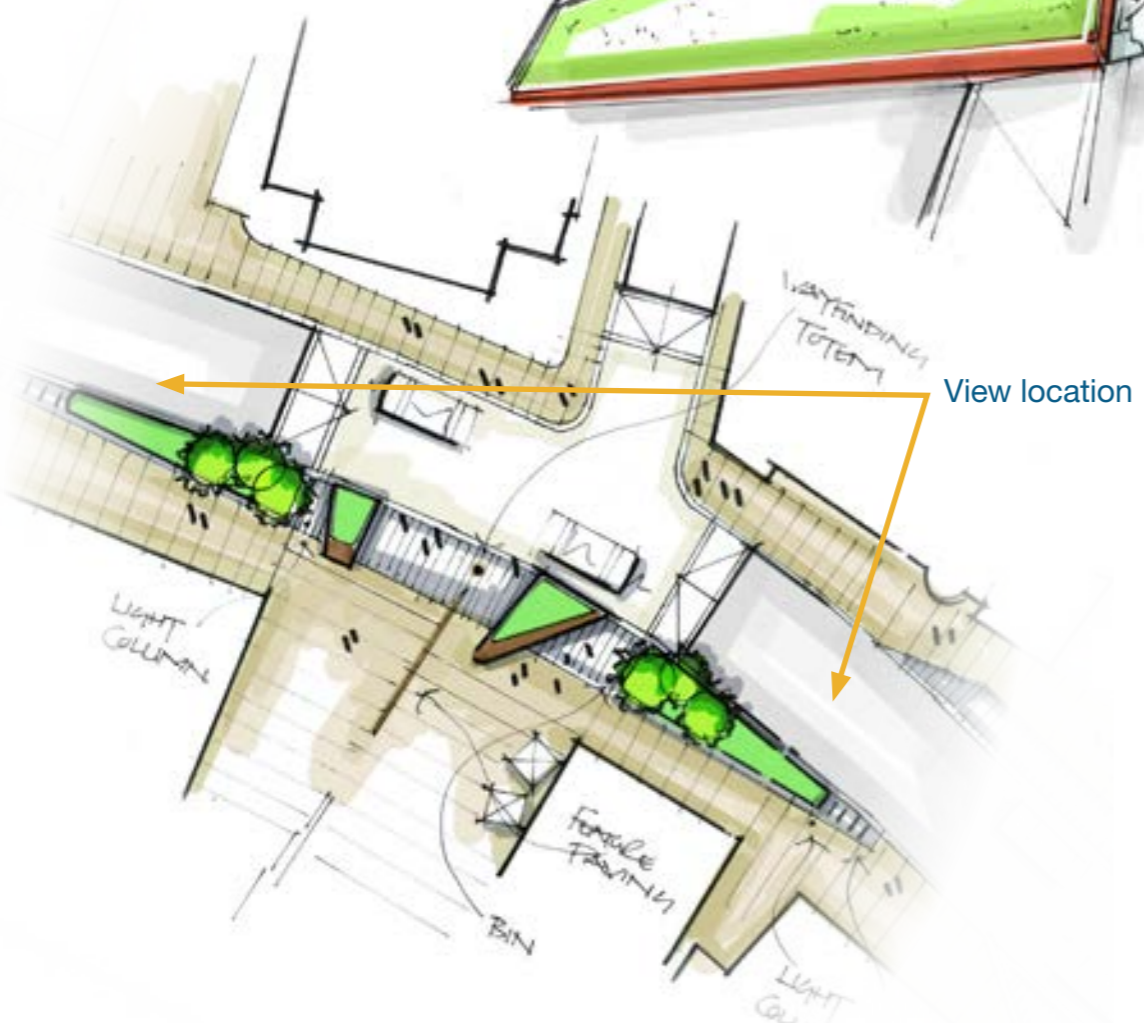
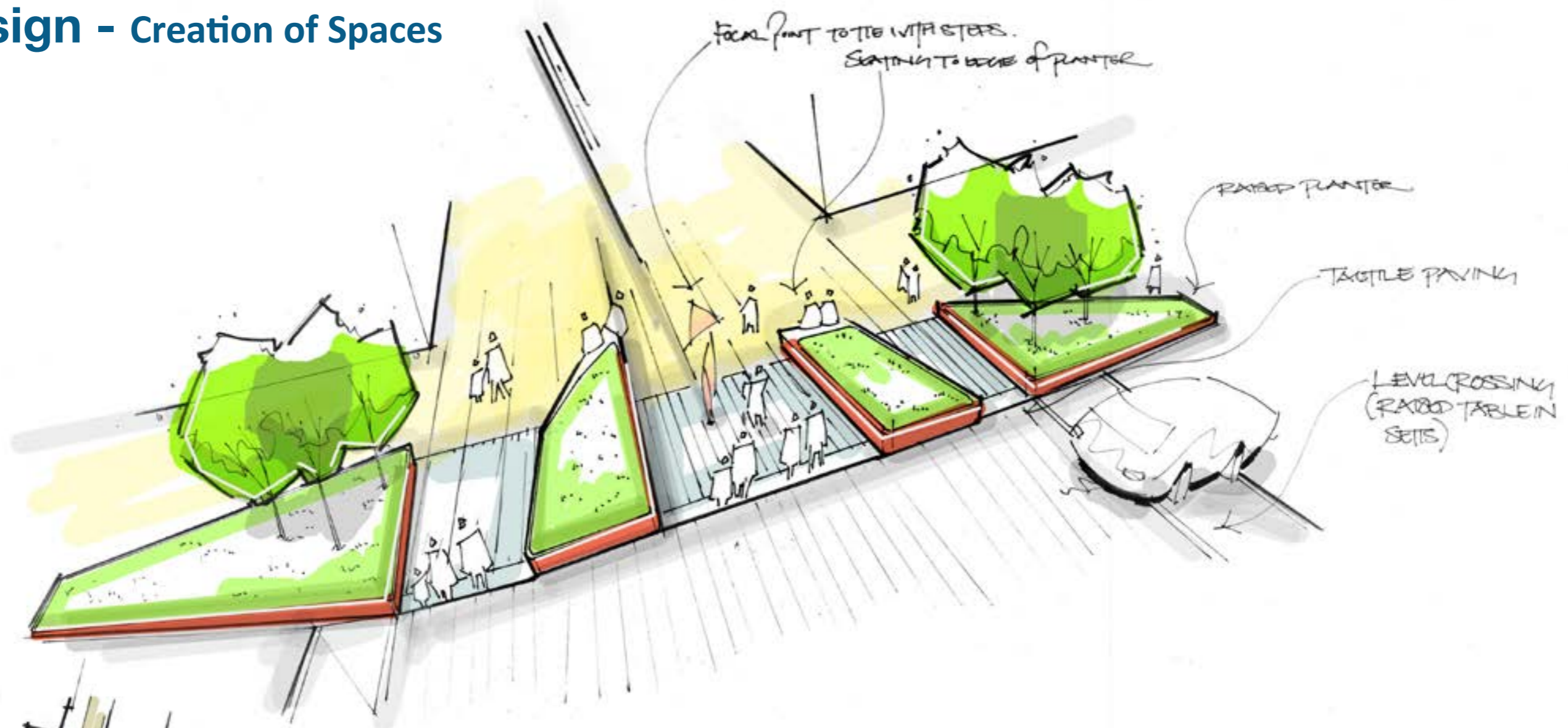
A key aspect of the design to Piccadilly is the re-balancing of movement priority towards a pedestrian focused streetscape, as such a significant area of carriageway is to be locally raised to pavement grade creating a large level crossing.

1. Raised table
2. Bespoke planters with integrated seating
3. Art feature / wayfinding element
4. Feature paving
5. Tree planting with uplighting
6. Cafe space





# 12 - The Design - Creation of Spaces





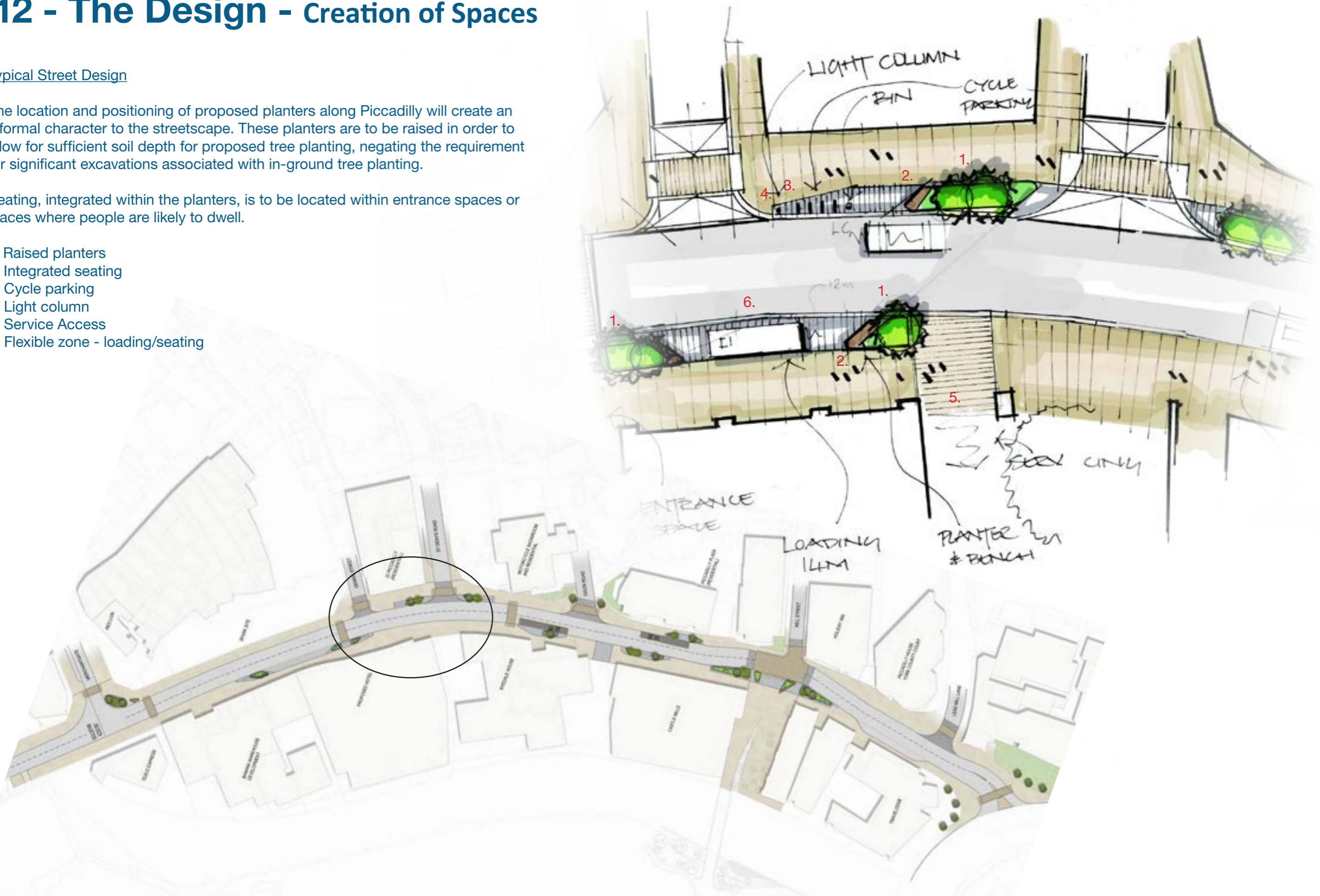
## 12 - The Design - Creation of Spaces

### Typical Street Design

The location and positioning of proposed planters along Piccadilly will create an informal character to the streetscape. These planters are to be raised in order to allow for sufficient soil depth for proposed tree planting, negating the requirement for significant excavations associated with in-ground tree planting.

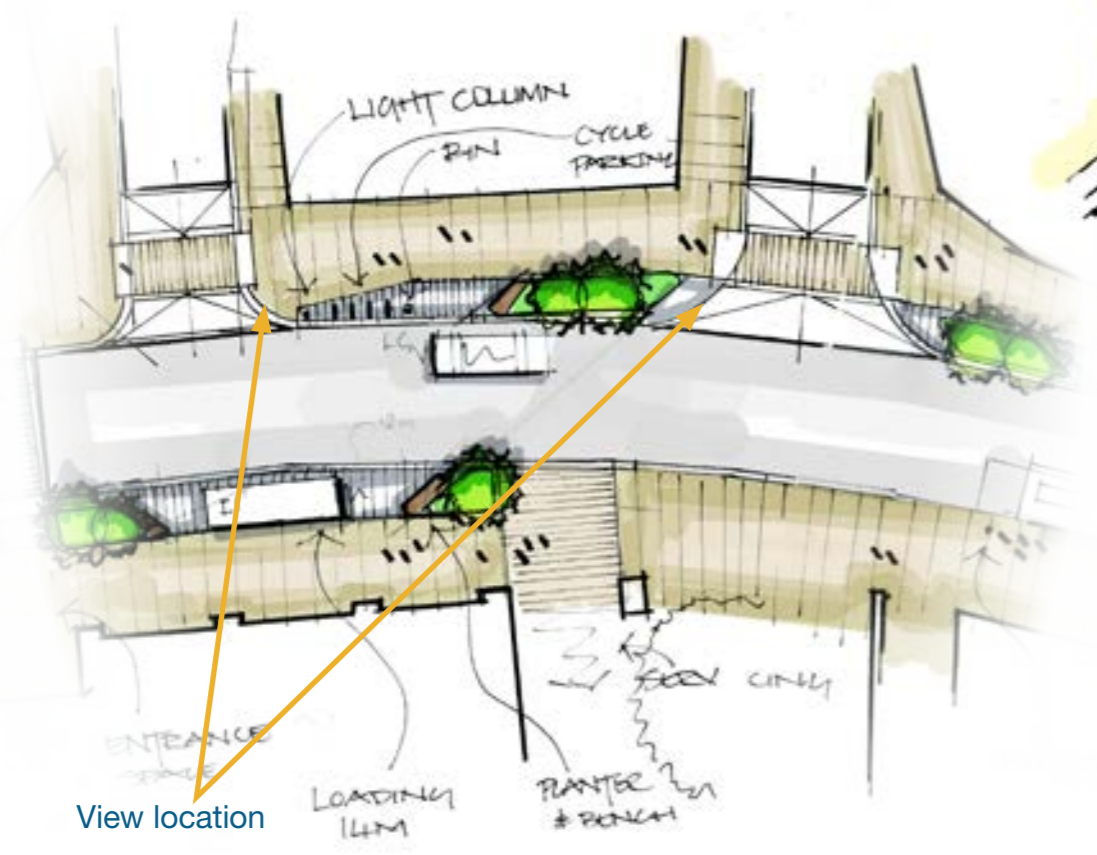
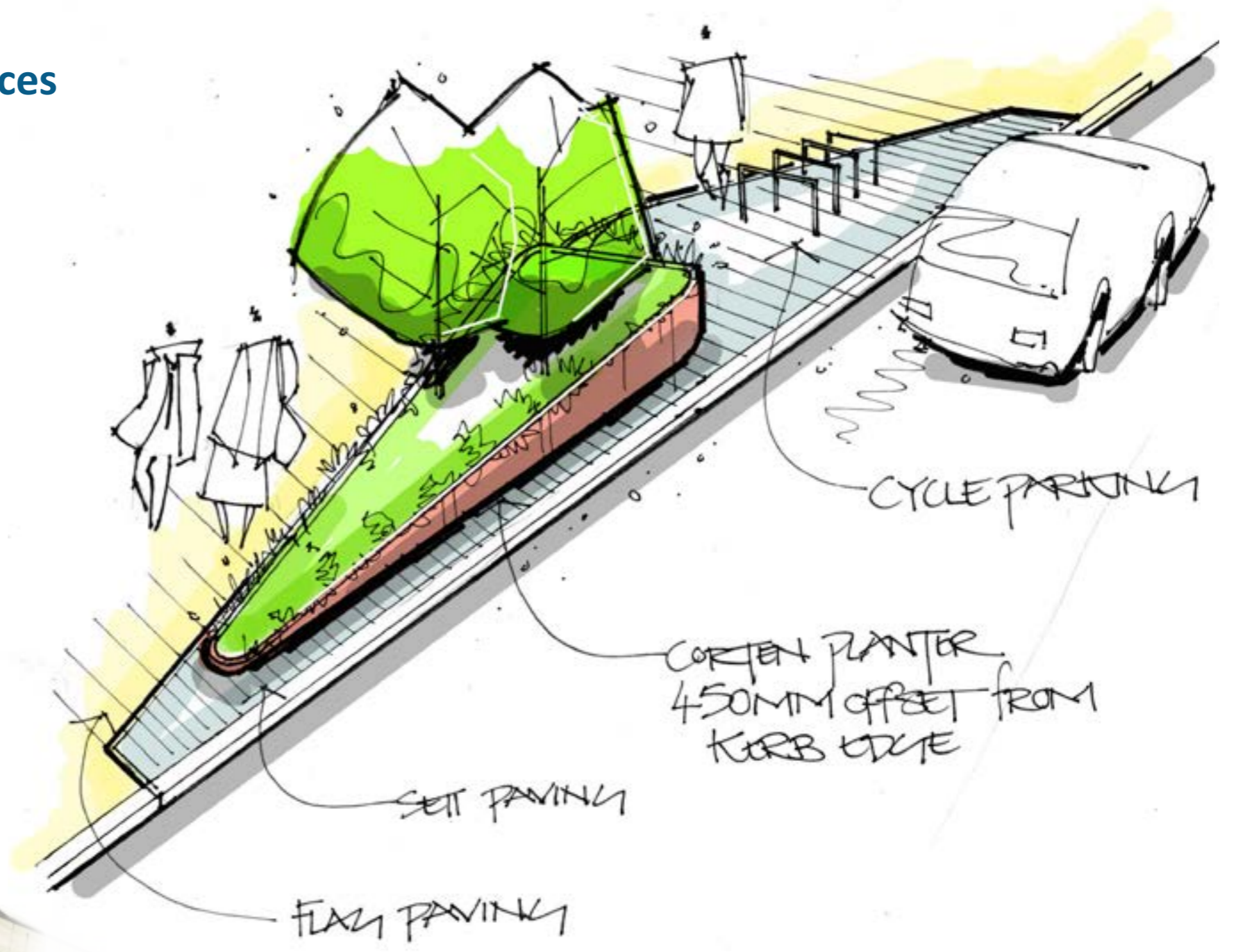
Seating, integrated within the planters, is to be located within entrance spaces or places where people are likely to dwell.

1. Raised planters
2. Integrated seating
3. Cycle parking
4. Light column
5. Service Access
6. Flexible zone - loading/seating





# 12 - The Design - Creation of Spaces



View location



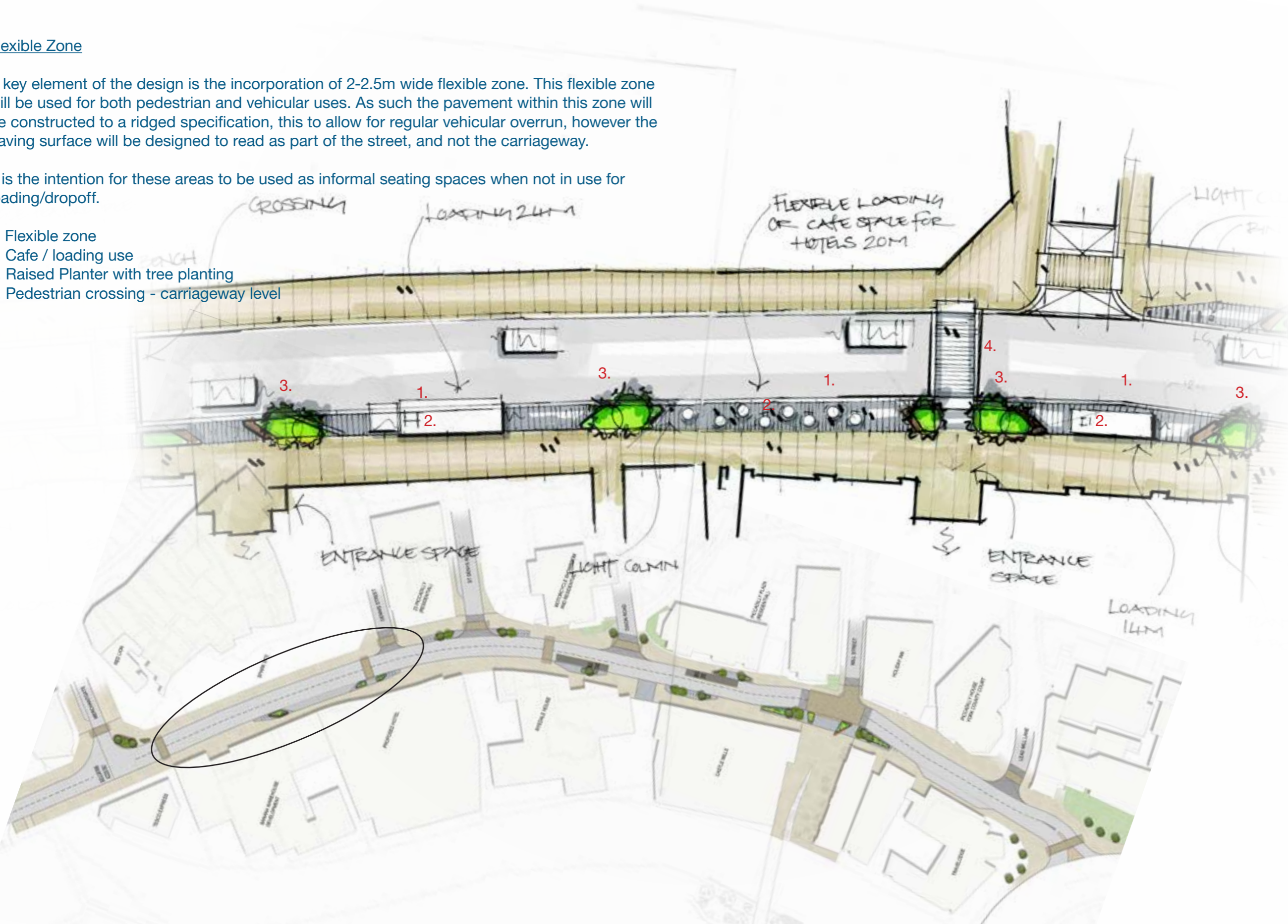
## 12 - The Design - Creation of Spaces

### Flexible Zone

A key element of the design is the incorporation of 2-2.5m wide flexible zone. This flexible zone will be used for both pedestrian and vehicular uses. As such the pavement within this zone will be constructed to a ridged specification, this to allow for regular vehicular overrun, however the paving surface will be designed to read as part of the street, and not the carriageway.

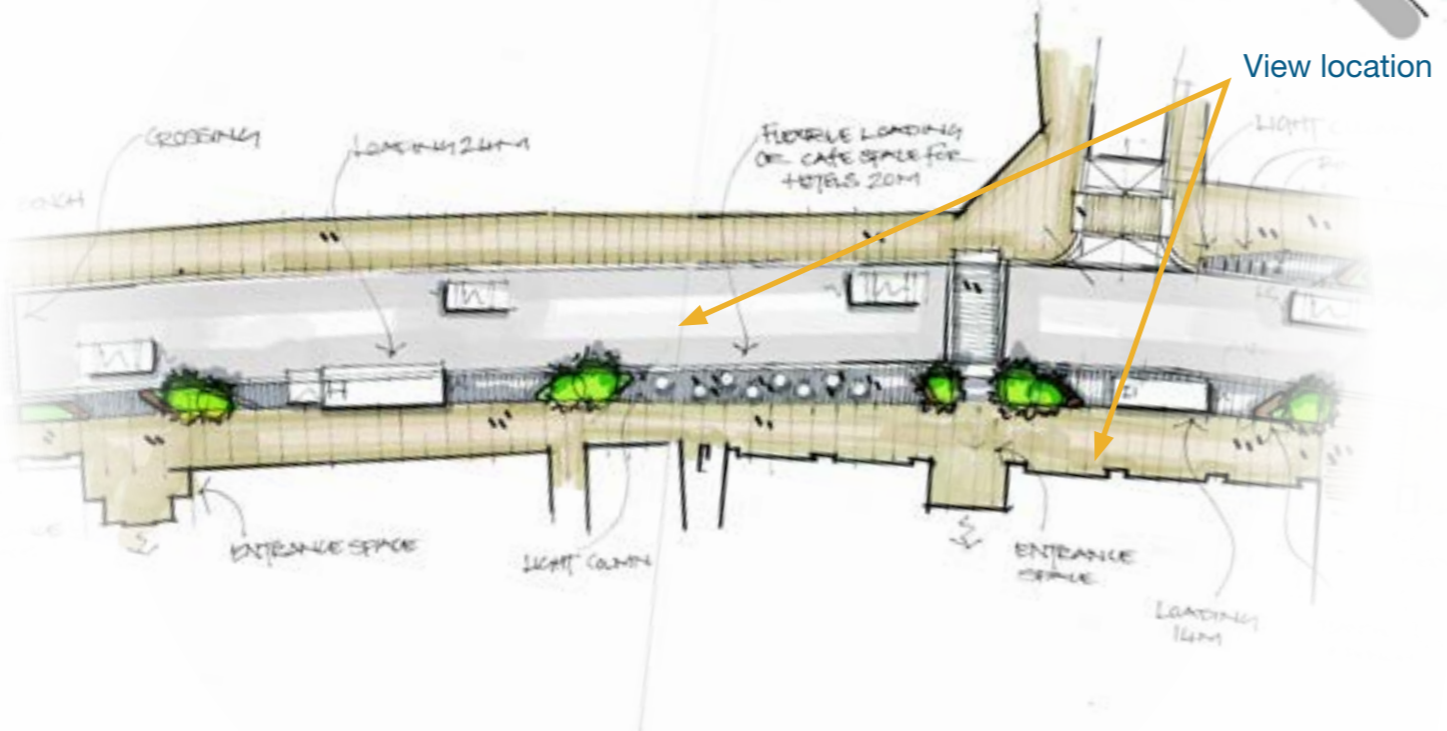
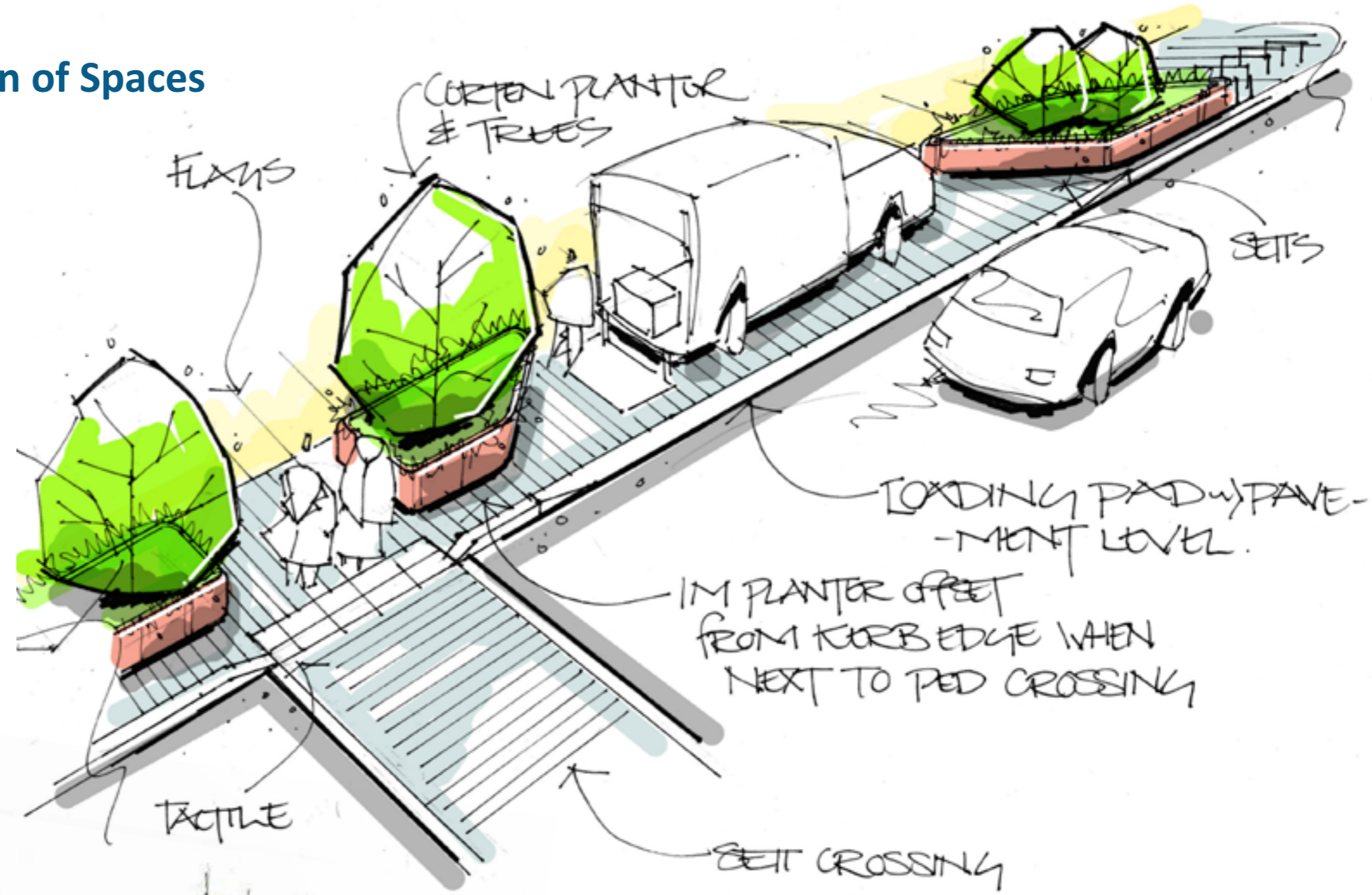
It is the intention for these areas to be used as informal seating spaces when not in use for loading/dropoff.

1. Flexible zone
2. Cafe / loading use
3. Raised Planter with tree planting
4. Pedestrian crossing - carriageway level





# 12 - The Design - Creation of Spaces



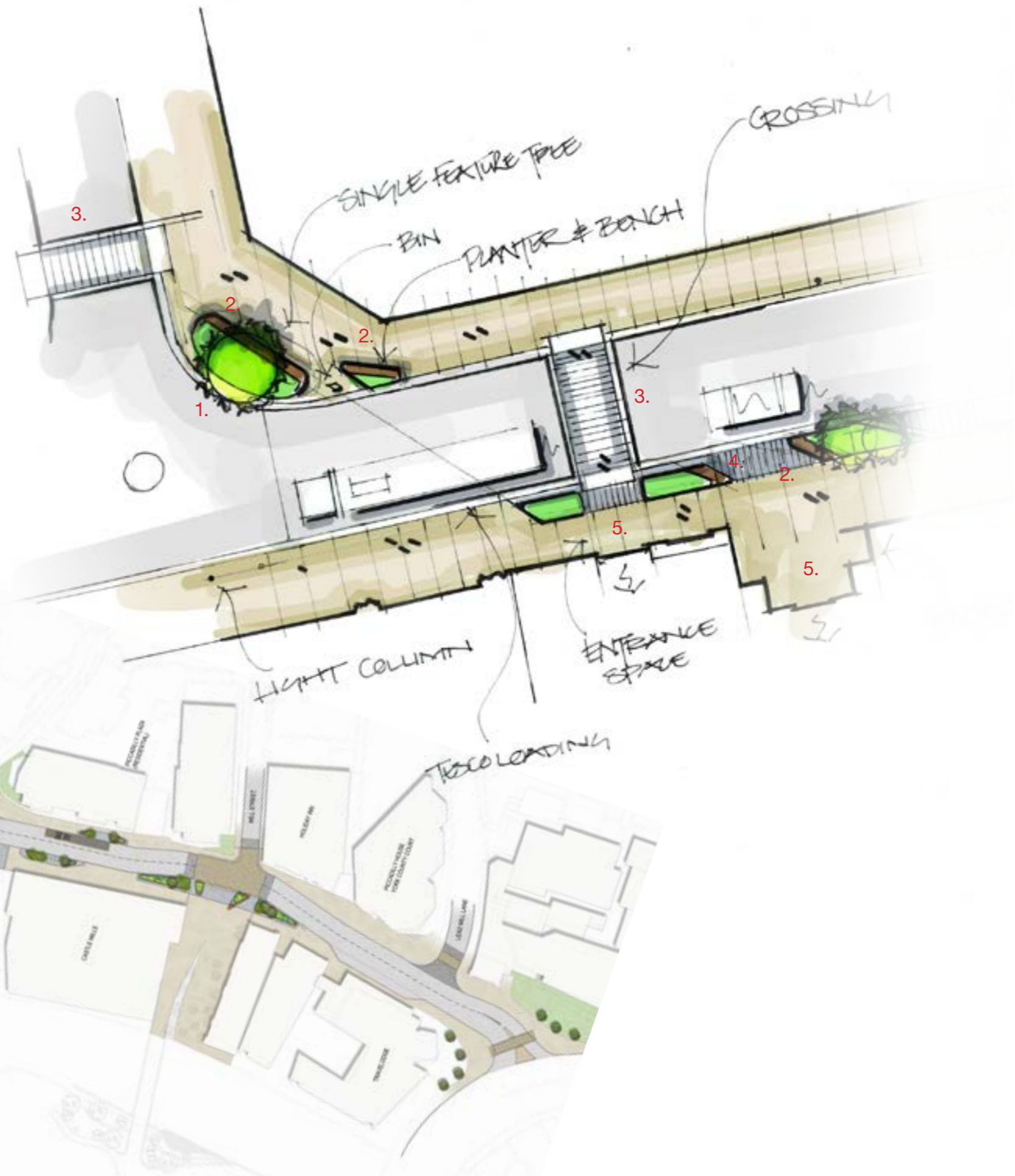


## 12 - The Design - Creation of Spaces

### City Gateway

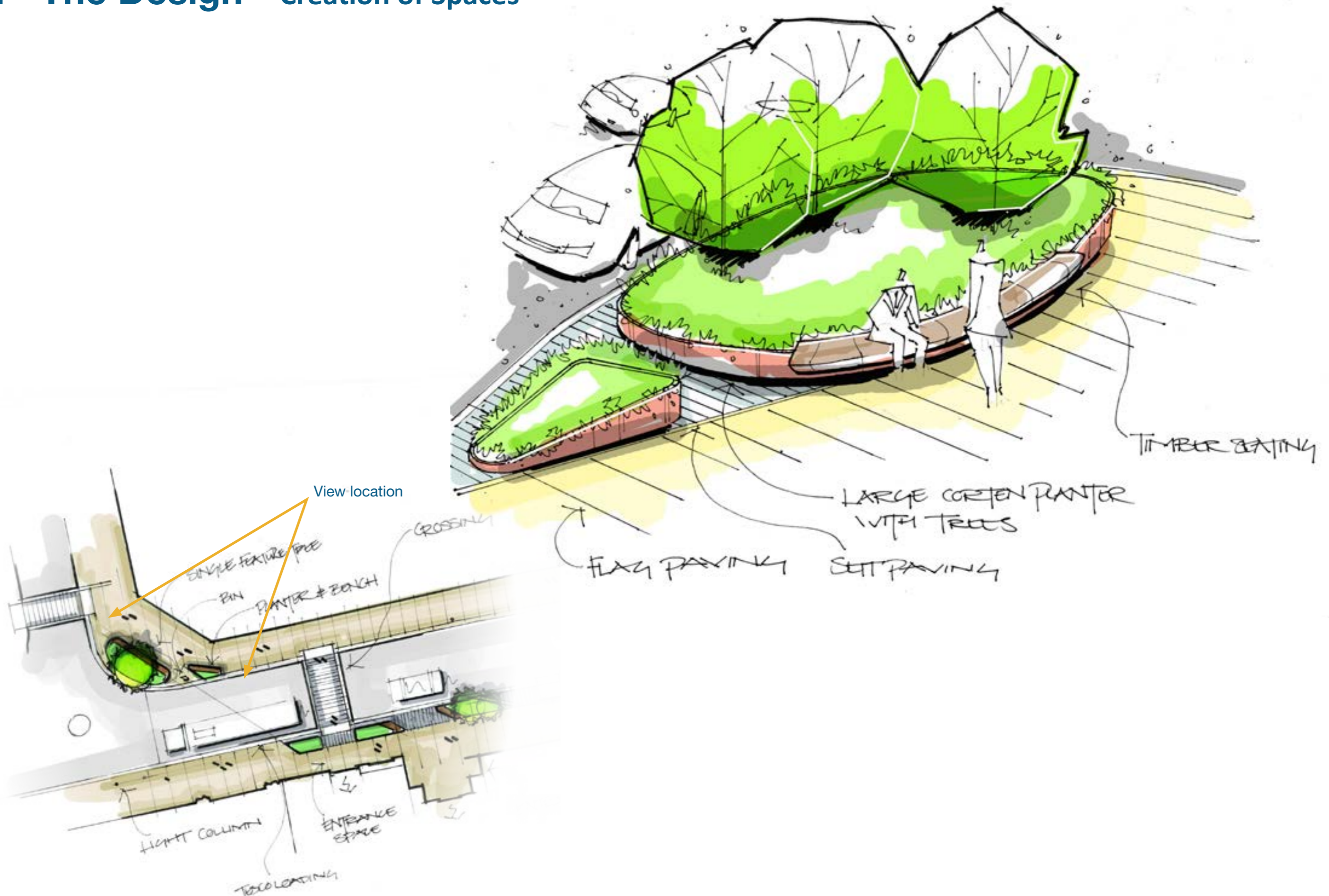
Feature tree planting, lighting and wayfinding elements will be used at the northern and southern gateways to the street. These features will act as markers and/or branding opportunities for Piccadilly.

1. Large specimen tree planting
2. Raised planter with integrated seating
3. Pedestrian crossing - carriageway level
4. Flexible strip/zone
5. Framing of entrance space





# 12 - The Design - Creation of Spaces





# 13 - Detailing - Inspiration from the surrounding context

The selection of materials, finishes and tones have been influenced by the surrounding character of the cityscape. As such street furniture, paving and planting respond to both the industrial and waterfront characters identified within the immediate area. Ochre tones and industrial materials such as Corten, or appropriate RAL coloured steel, will be used in parallel with fsc approved hardwood timbers. Paving materials used will be designed appropriate for use, being well constructed and detailed. As such a mixture of concrete and natural stone paving products will be specified in accordance with adoptable standards of York City Council.



Ochre tones from the River

Corten

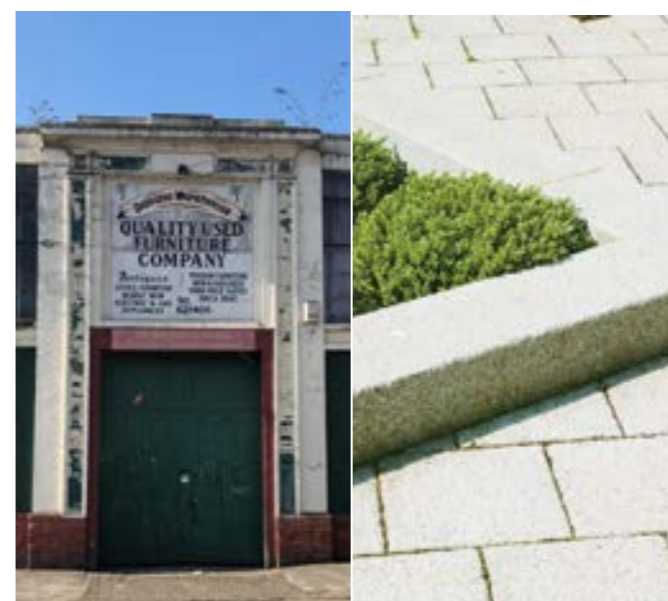
Prunus serrula

Acer campestre / Quercus rubra



Green tones from the waters edge

Grasses and evergreens



Lighter tones from the architectural language

Concrete Paving

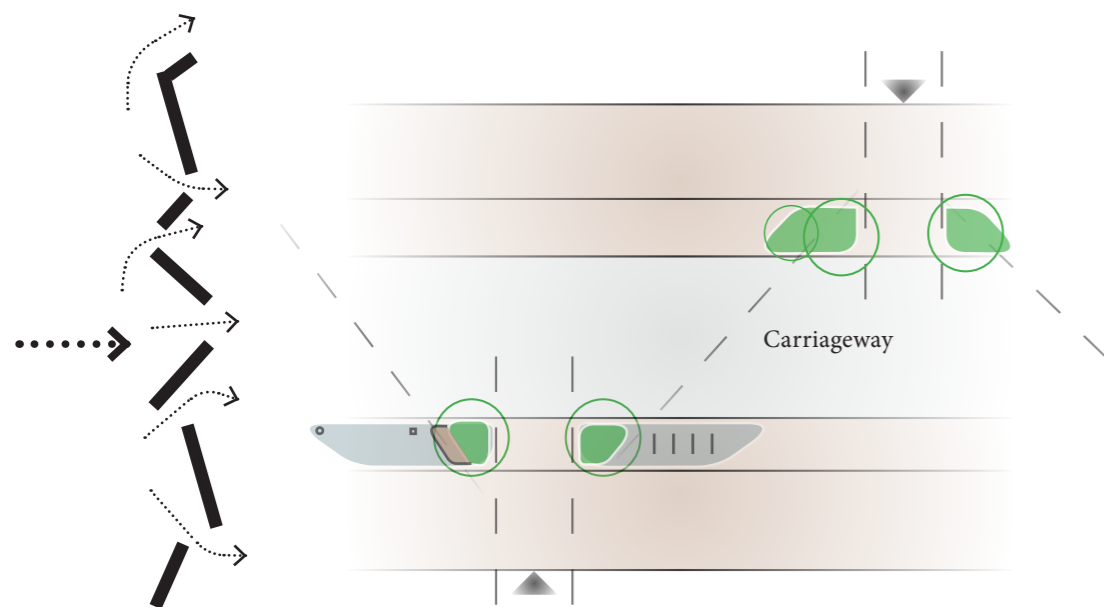


Betula



## 13 - Detailing - Planter Concept

The proposed planters along the street are a key feature for the design, consideration has been given to their orientation, form and size within the proposed layout.



The orientation and size of the planters is defined by the sightlines across and along the street towards key entrance spaces.



The form of the proposed planters is to reference the industrial language of the surrounding cityscape.



The height and depth of the proposed planters allows for the integration of seating whilst creating additional planting depth for trees.

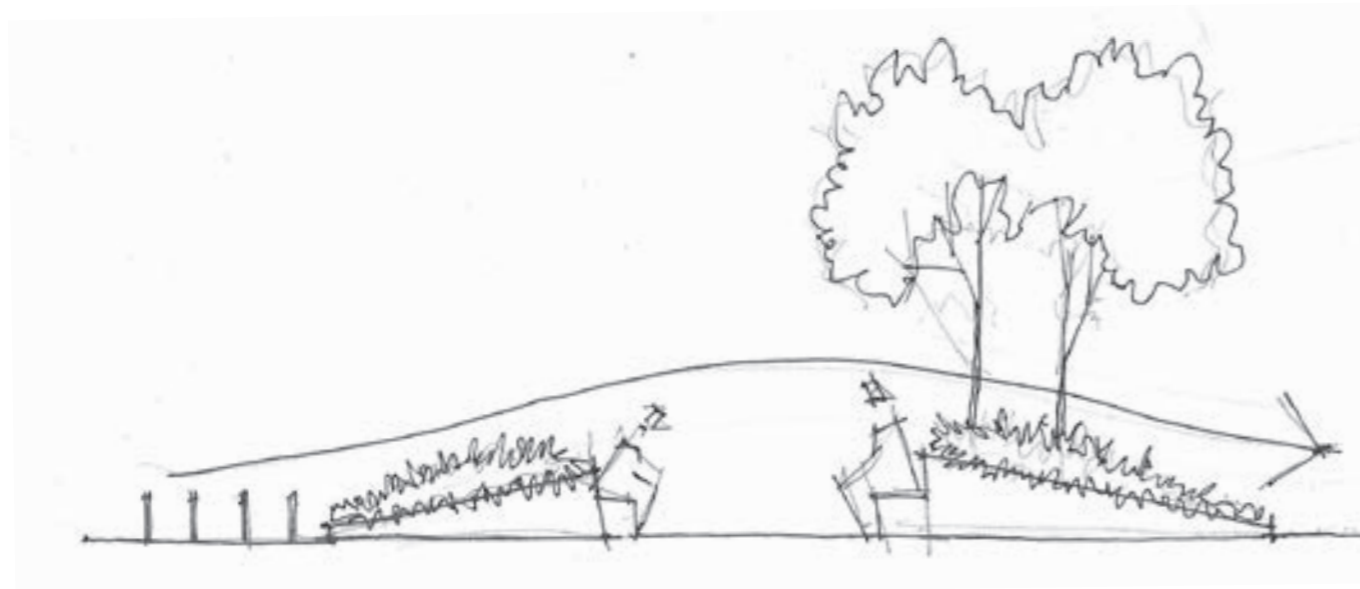
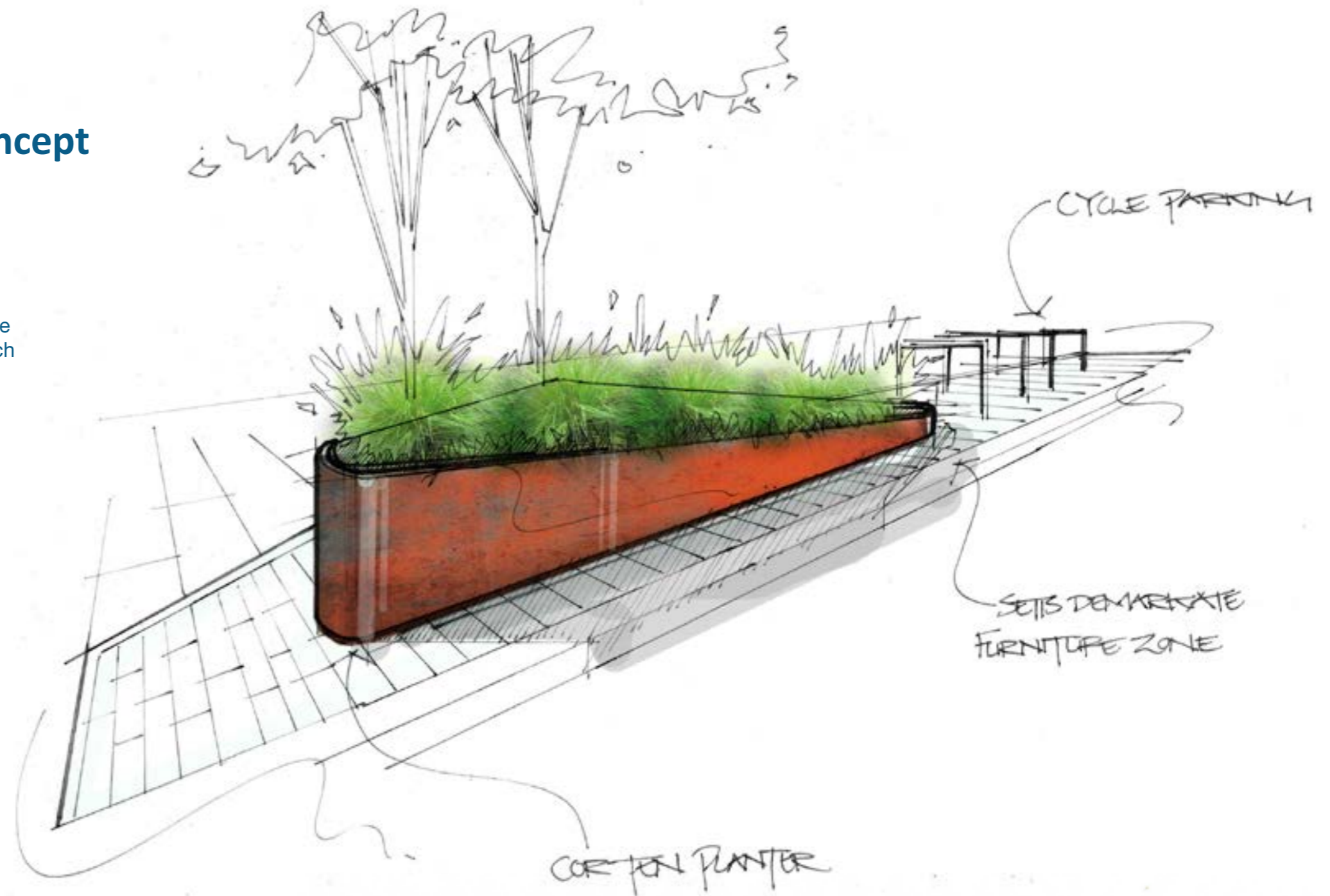




## 13 - Detailing - Planter Concept

The adjacent sketches illustrate an indicative approach to the planter design along Piccadilly. A key aspect of the design is maintain flexibility, therefore the design approach can be delivered through the use of both fixed and mobile planter arrangements. As such agreement through section 278 with the City of York Council will determine the approach applied in each location along the street.

The following pages illustrate the potential approach for two options, 1 fixed planters and 2 mobile planters.



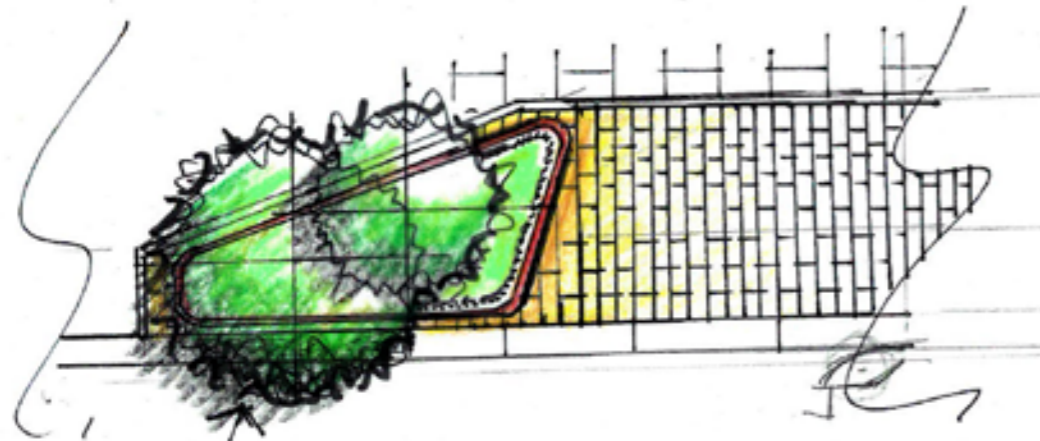


# 13 - Detailing - Planter Concept - Option 1 Fixed Planter

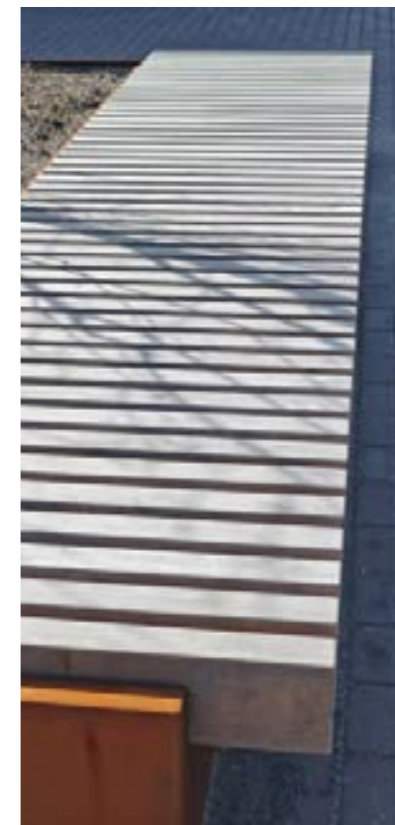
Bespoke planters fabricated by approved Suppliers -

Example suppliers;

- lota
- Woodscape
- Furnitubes



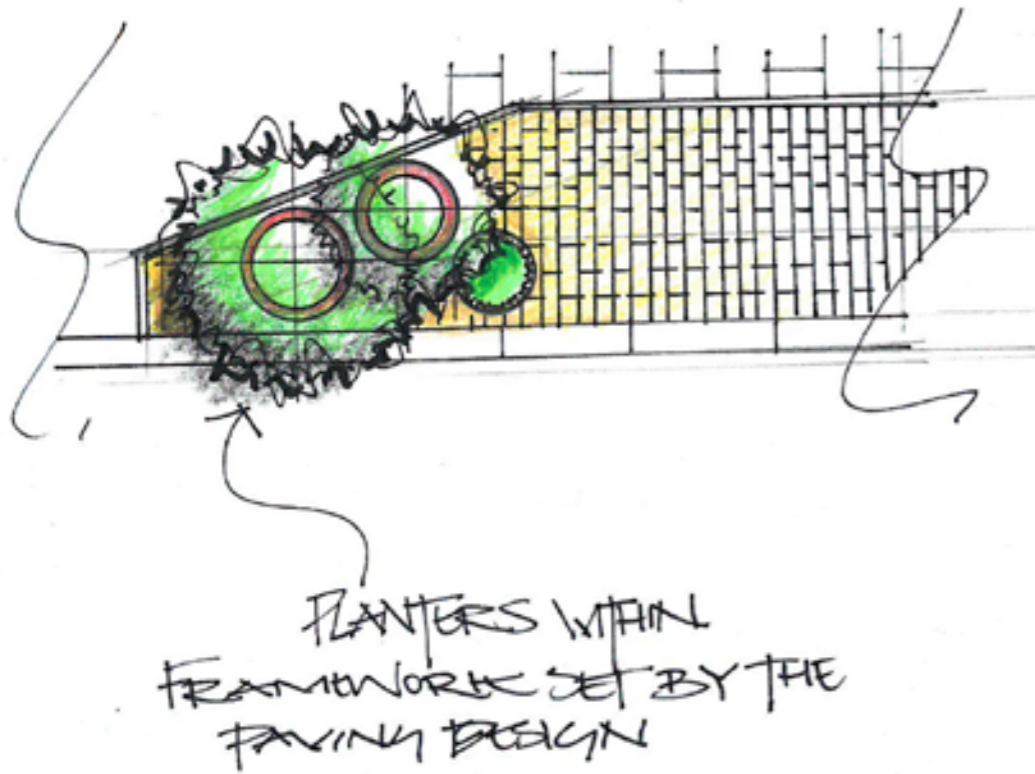
PLANTERS WITHIN  
 FRAMEWORK SET BY THE  
 PAVING DESIGN





## 13 - Detailing - Planter Concept - Option 2 Mobile Planter

Instead of a fixed arrangement of planters, the specification of mobile planters would offer a greater level of flexibility. 'Off the shelf' alternatives can be selected/specified as an alternative to fixed arrangements, allowing planting to be relocatable and reactive to the street and its uses as they evolve overtime as development progresses.



Example visualisation - the design team can work with suppliers to design and fabricate bespoke designs for Piccadilly





# 13 - Detailing - Planter Concept - Option 2 Mobile Planter

A range of products are available, all planters specified should match the design criteria set within this document. Example products;

Corten  
lota - Bespoke range



Forklift slots fabricated for mobile planters/additional flexibility



lota - Product range

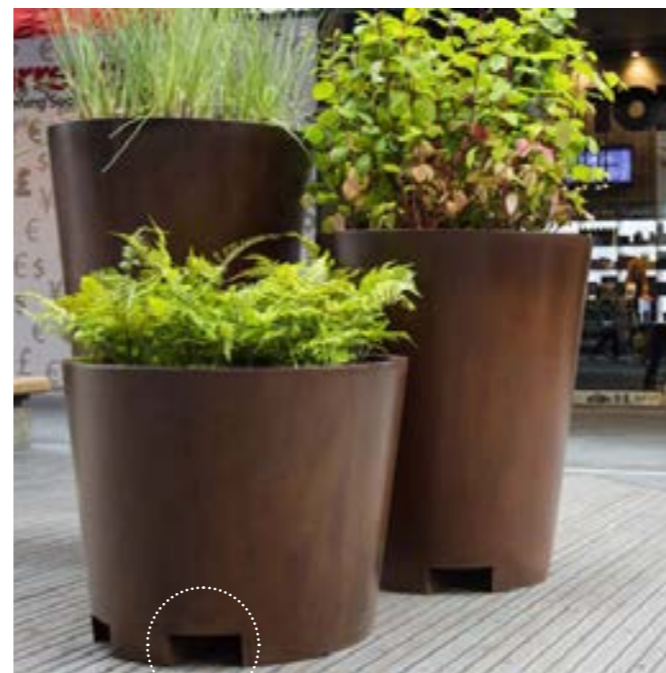


CONICAL 1000  
H80 DIA100CM  
WEIGHT: 62KG  
VOL: 400L



CUBE 1000  
H100 W/D100CM  
WEIGHT: 89KG  
VOL: 930L

FAUX-CORTEN PLANTERS  
lota - Product



Powder Coated Steel  
lota - Bespoke range





# 13 - Detailing - Paving Design and Buildups

Paving materials proposed along Piccadilly must be of a high quality, offer lasting durability and constructed to a high standard. All materials and associated buildups must be design according to the relevant class loading against the anticipated vehicular use and be in-accordance with the adoptable standards set by York City Council.

Concrete Flag paving



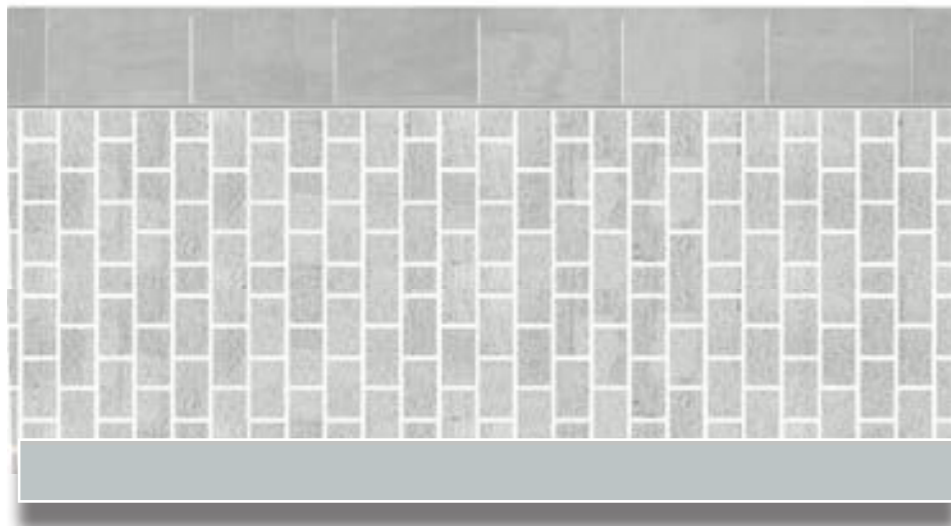
Granite Sett paving



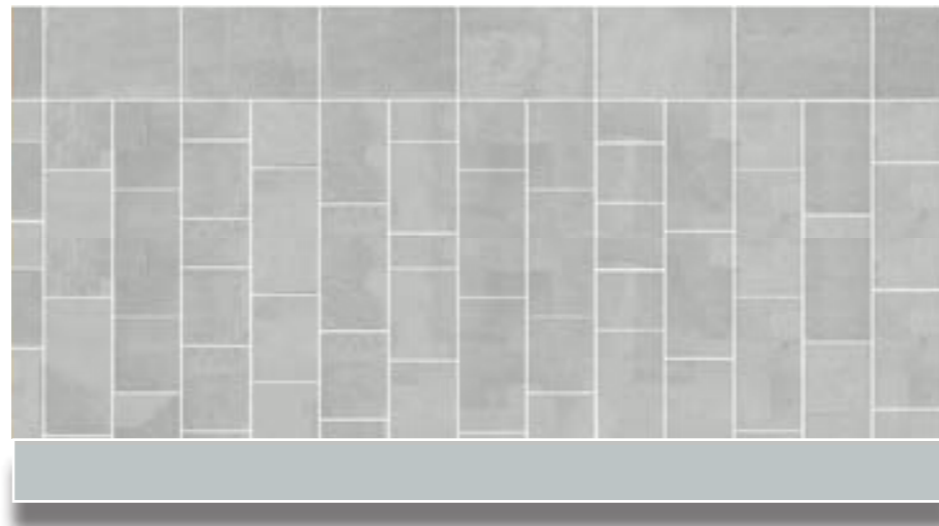
Granite Flush and raised kerbs -



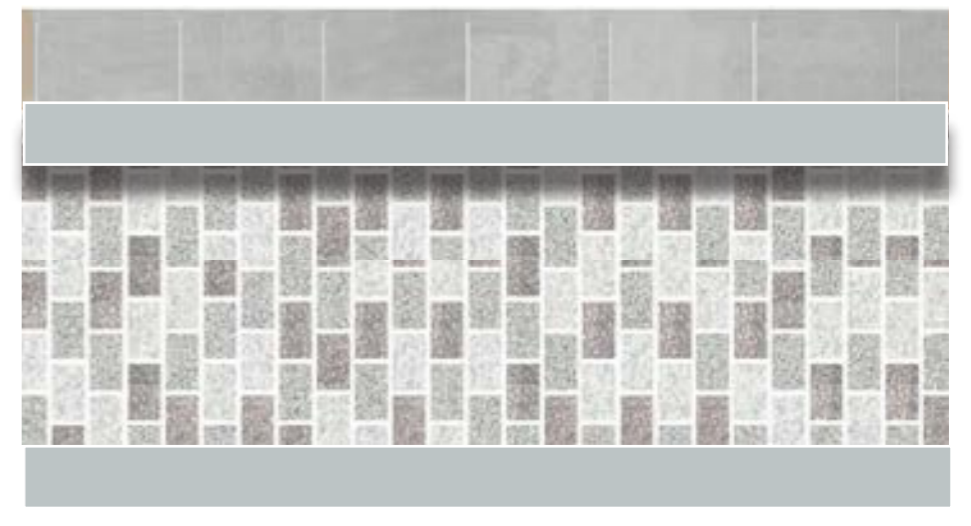
Loading pad (pavement level)- tone of setts to match tone of adjoining pavements



Flexible zone (pavement level)- smaller flag units constructed on a rigid base



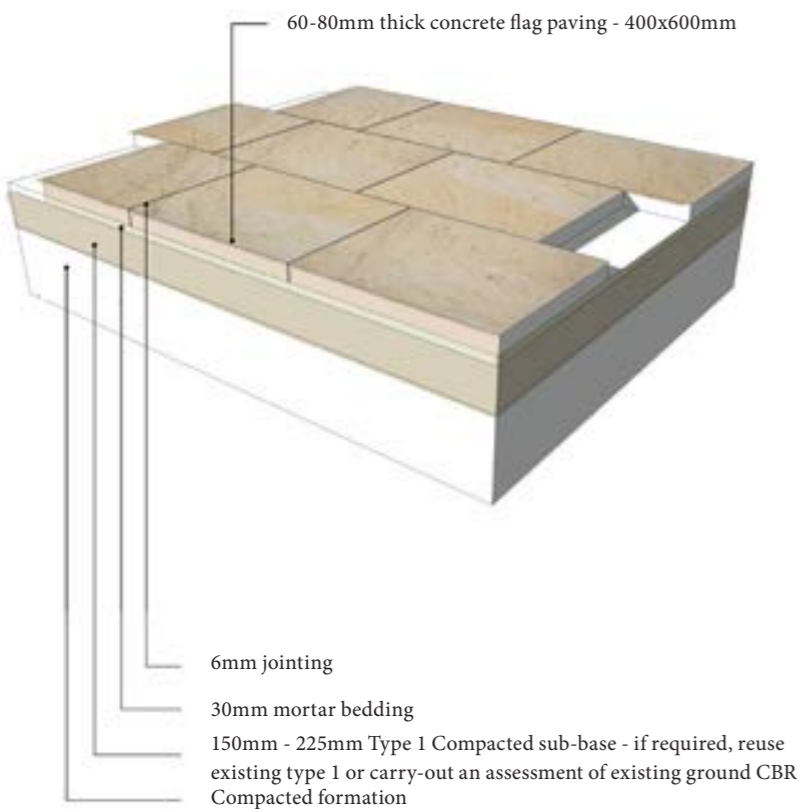
Loading bay (carriageway level)- grey tone setts to match adjoining carriageway



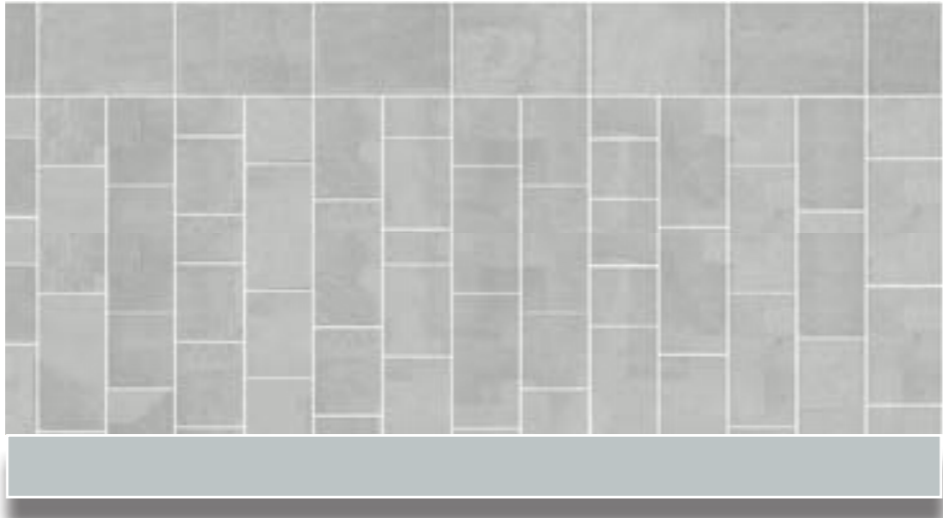


# 13 - Detailing - Paving Design and Buildups

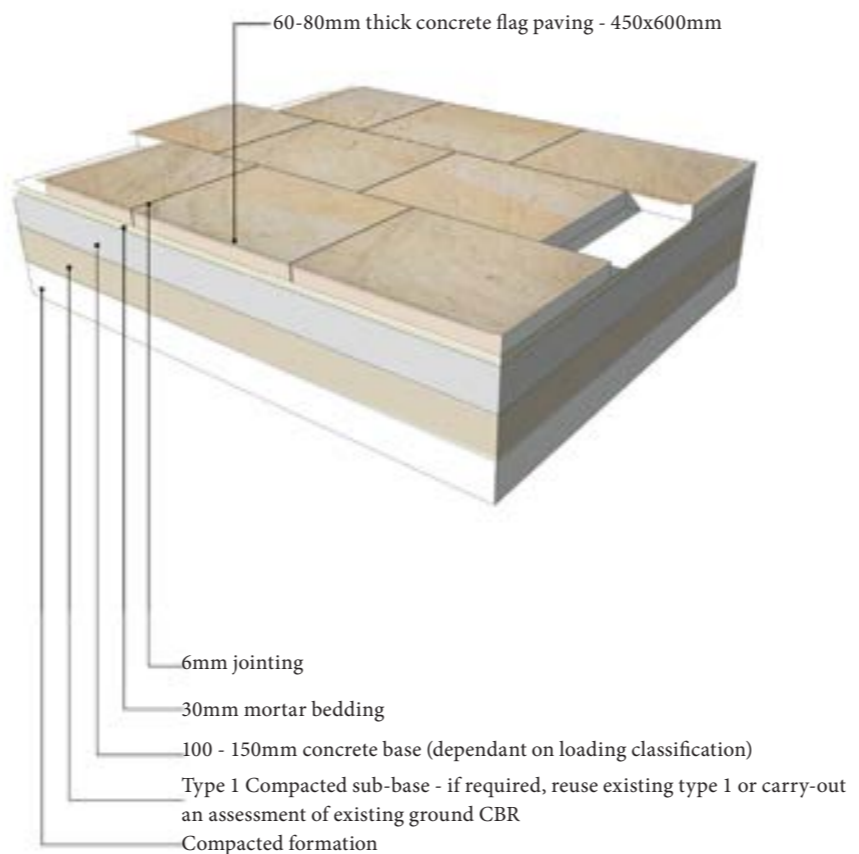
Flexible Specification - Concrete Paving



Pedestrian areas

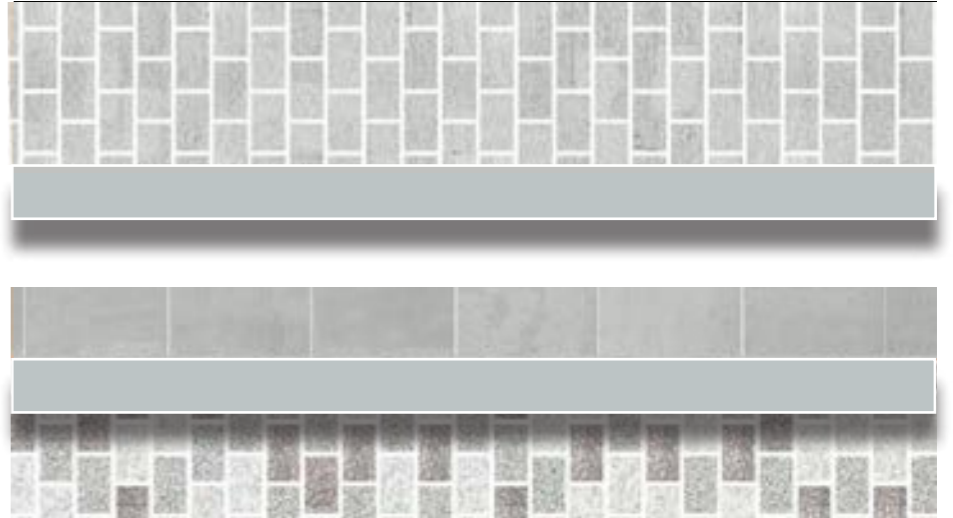
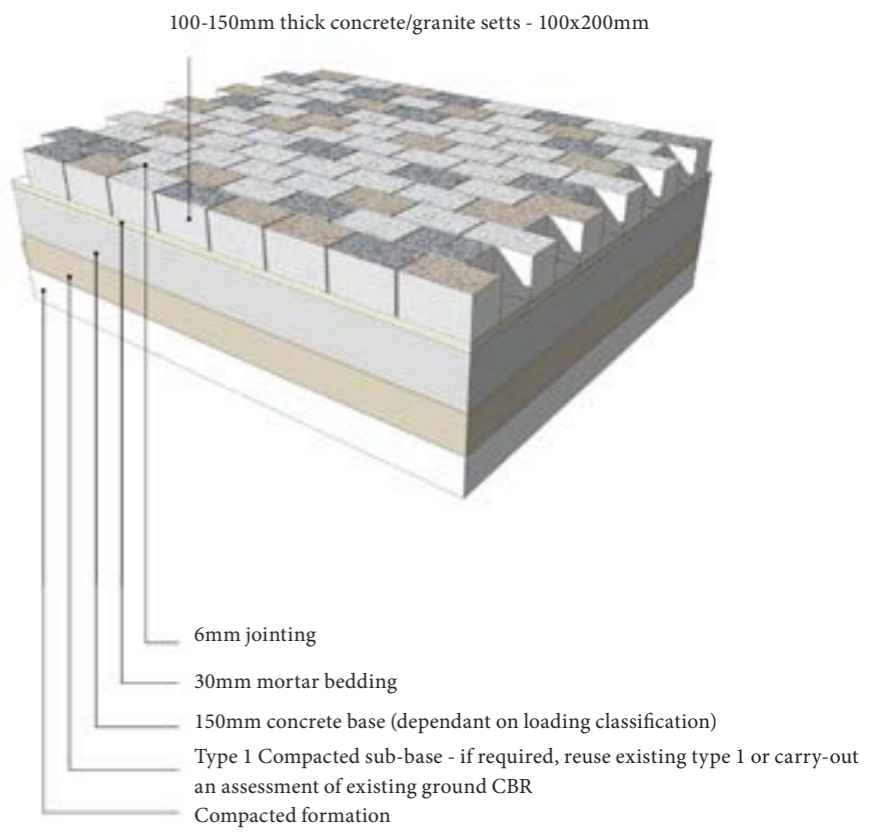


Rigid Specification - Concrete Paving



Pedestrian areas with occasional vehicular overrun

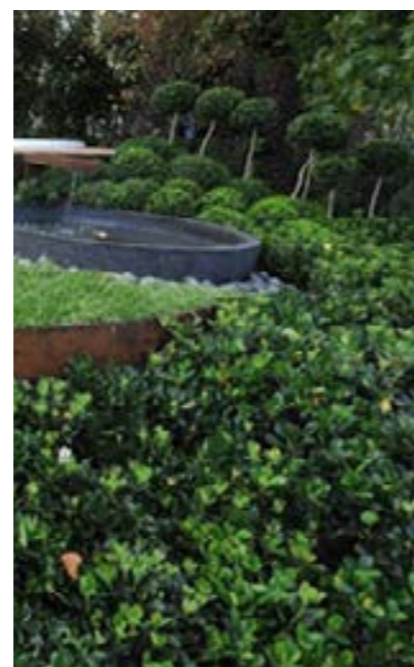
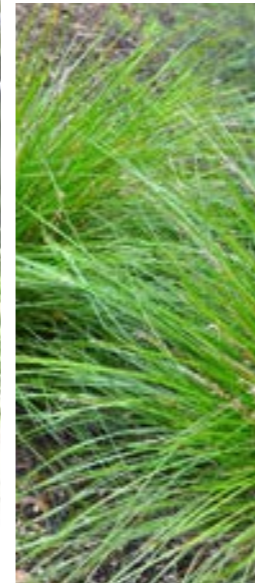
Rigid Specification - Setts to loading pads and parking bays - Concrete/Granite





## 14 - Planting - Concept, linear garden

The planting concept is to create a green corridor along Piccadilly through a series of raised planters. These planters will contain a mix of structural and herbaceous planting that creates an informal character to the street.





## 14 - Planting - Tree Planting

Tree planting will be a mix of multi-stem planting within the proposed raised planters and single-stem semi mature planting at street level. Within the raised planters multi-stem trees are illustrated, the selection of which will enhance the informal character of the street. Semi mature single-stem planting at street level will provide structure.

Species such as *Betula*, *Prunus serrula* and *magnolia grandiflora*, shown illustratively, will compliment the other tones of the proposed planters and the informal character of the street. At street level *Liriodendron tulipifera fastigiata*, or similar, will compliment the desired streetscape palette whilst its compact form is appropriate for a street environment. For any proposed feature trees within larger spaces species such as *Acer campestre* or *Quercus rubra* would be appropriate.

In planter example tree planting;



*Betula*



*Prunus serrula*



*Magnolia grandiflora*



*Amelanchier grandiflora*

In ground example tree planting;



*Liriodendron tulipifera fastigiata*



*Acer campestre* / *Quercus rubra*



# 14 - Planting - Raised Planters

Planting character and palette to be specified in response to the conditions along the street.

Shade



Sun

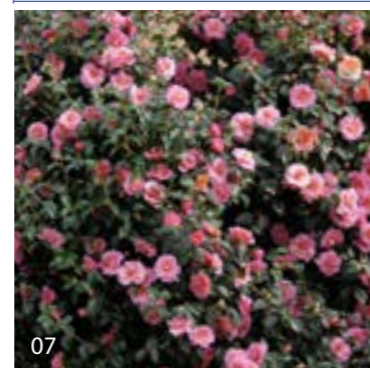
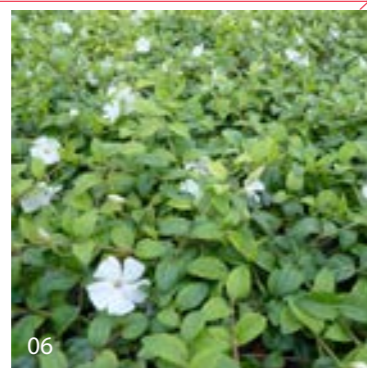
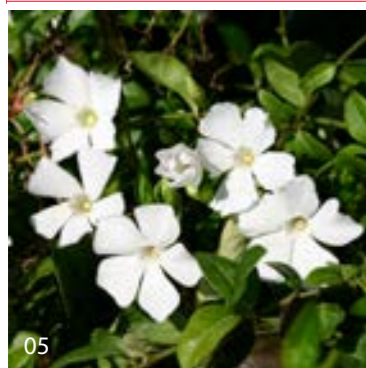
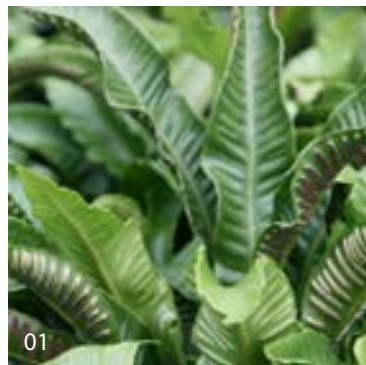




# 14 - Planting - Indicative Planting Palette

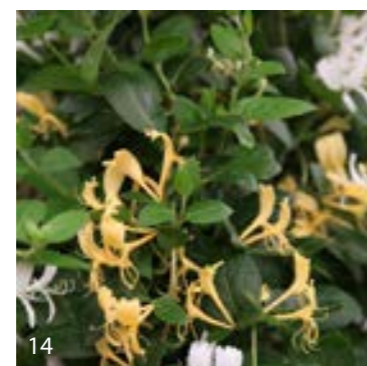
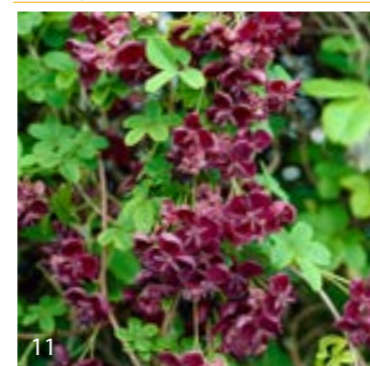
Example palette - shade tolerant planting

Ornamental Planting



Ornamental Shrubs

Climbing Plants



Trees

Piccadilly Indicative planting

Ornamental Planting

Latin Name

1. *Asplenium scolopendrium*
2. *Helichrysum microphyllum* 'Silver Mist'
3. *Helleborus*
4. *Liriope muscari*
5. *Vinca major* 'Alba'
6. *Vinca minor* 'Alba'

Ornamental Shrubs

Latin Name

7. *Camellia*
8. *Fatsia japonica*
9. *Garrya elliptica*
10. *Pittosporum tenuifolium*

Climbing Plants

Latin Name

11. *Akebia quinata*
12. *Hedera helix* 'Variegata'
13. *Hedera helix*
14. *Lonicera japonica* 'Halliana'

Trees

Latin Name

15. *Liriodendron tulipifera* 'Fastigiata'

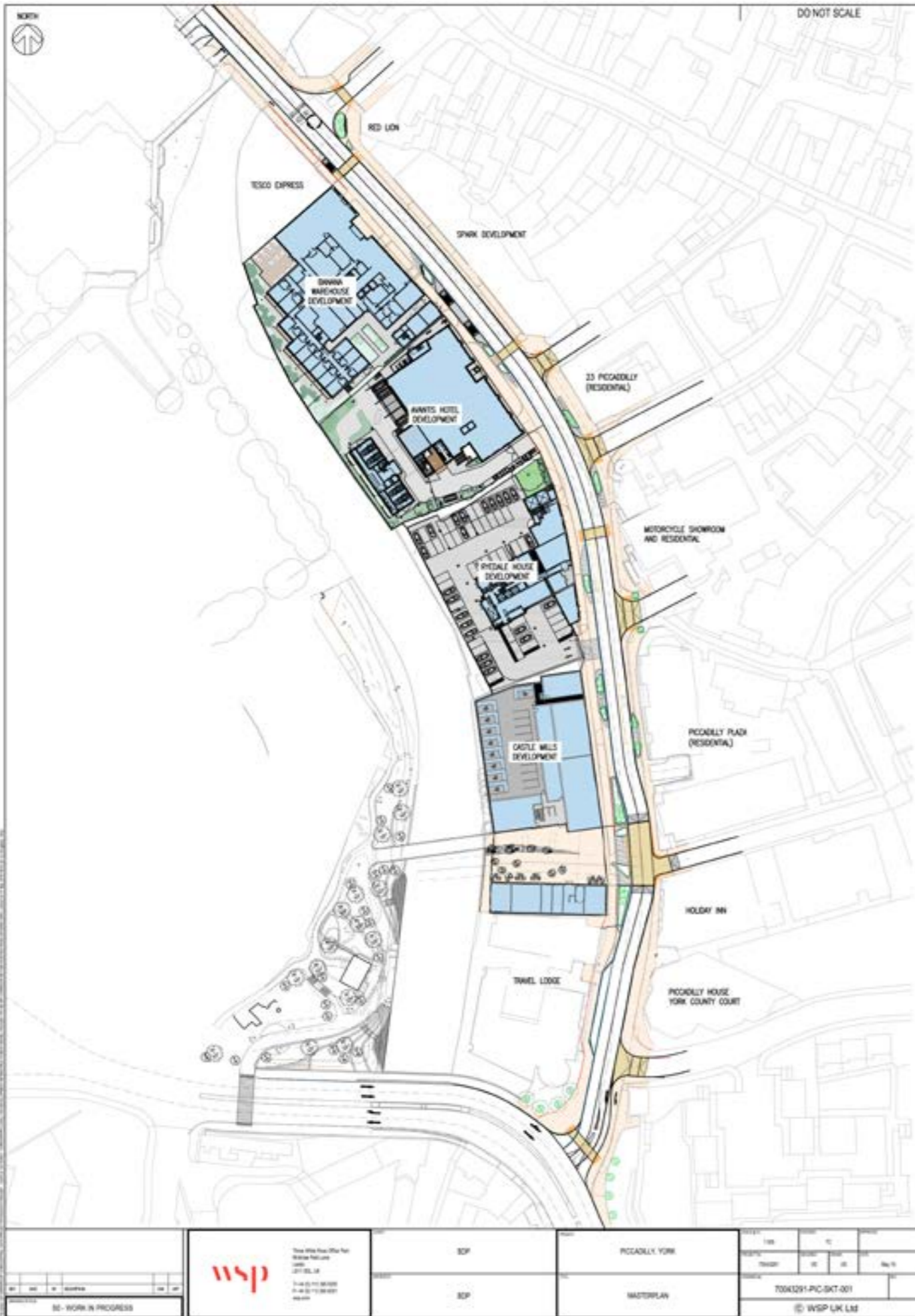




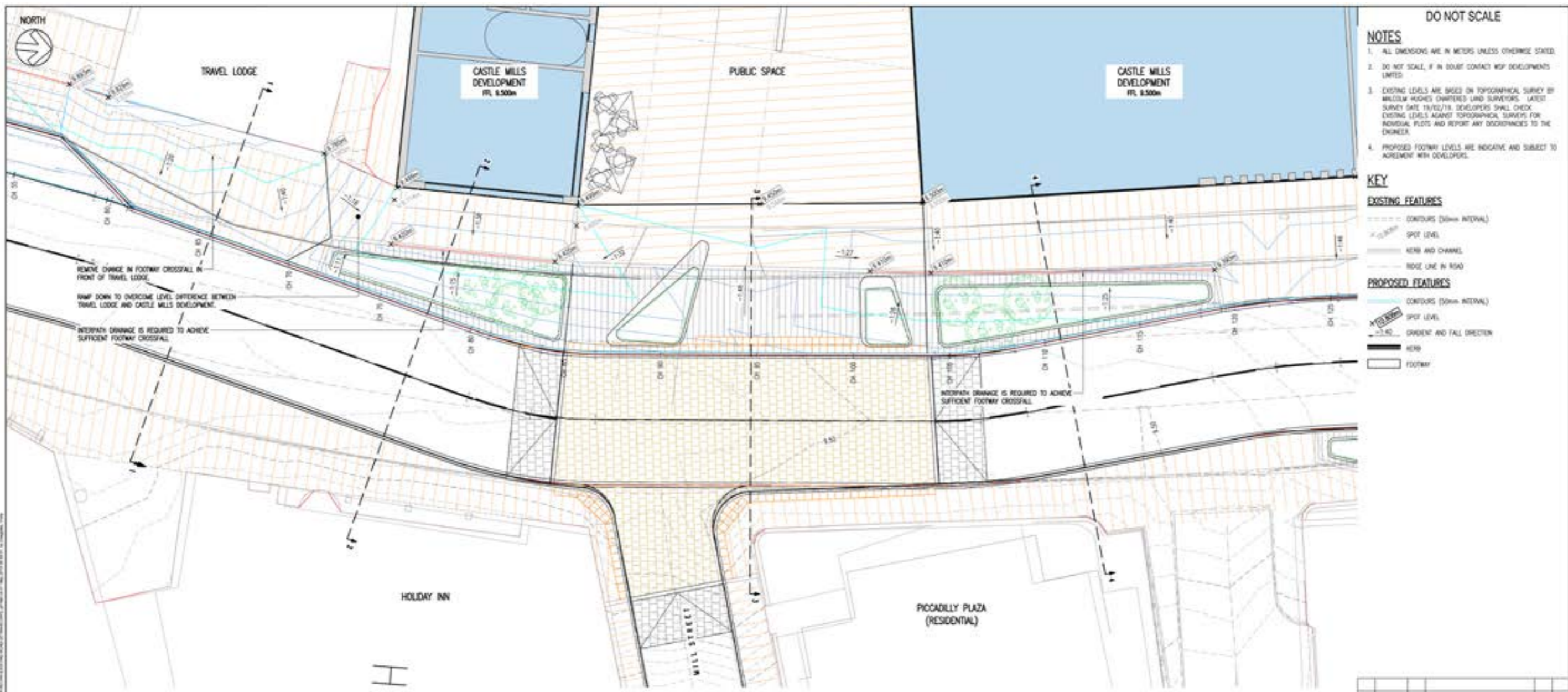


# APPENDICES - WSP Highways Drawings





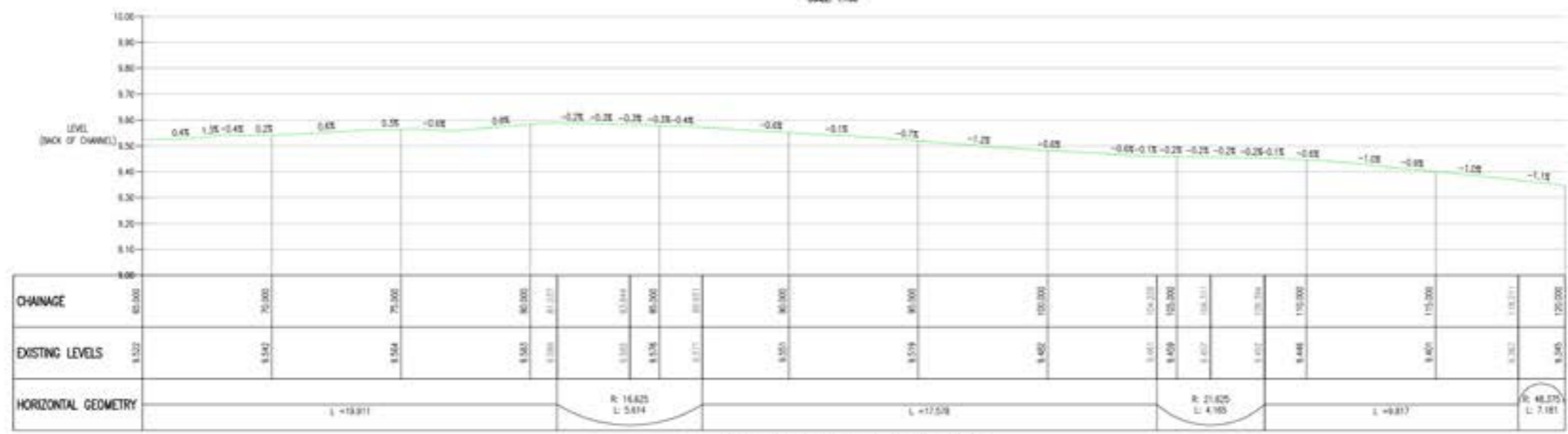




- DO NOT SCALE**
- NOTES**
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
  2. DO NOT SCALE, IF IN DOUBT CONTACT WSP DEVELOPMENTS LIMITED.
  3. EXISTING LEVELS ARE BASED ON TOPOGRAPHICAL SURVEY BY MICHELM HUGHES CHARTERED LAND SURVEYORS, LATEST SURVEY DATE 19/02/18. DEVELOPERS SHALL CHECK EXISTING LEVELS AGAINST TOPOGRAPHICAL SURVEYS FOR INDIVIDUAL PLOTS AND REPORT ANY DISCREPANCIES TO THE ENGINEER.
  4. PROPOSED FOOTWAY LEVELS ARE INDICATIVE AND SUBJECT TO AGREEMENT WITH DEVELOPERS.

- KEY**
- EXISTING FEATURES**
- CONTOURS (50mm INTERVAL)
  - SPOT LEVEL
  - KERB AND CHANNEL
  - EDGE LINE IN ROAD
- PROPOSED FEATURES**
- CONTOURS (50mm INTERVAL)
  - SPOT LEVEL
  - GRADIENT AND FALL DIRECTION
  - KERB
  - FOOTWAY

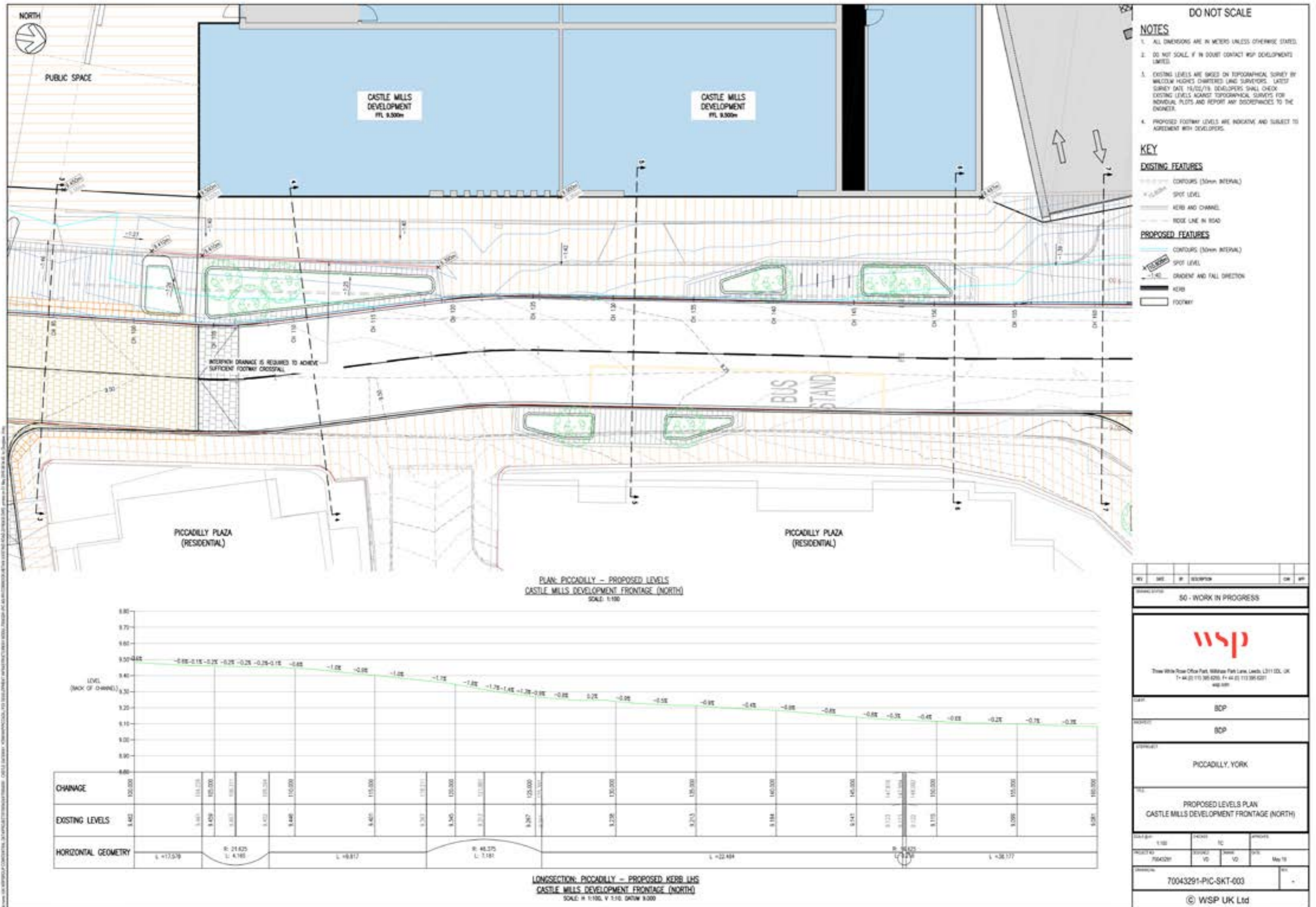
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CASTLE MILLS DEVELOPMENT FRONTAGE (SOUTH)  
SCALE: 1:100



LONGSECTION PICCADILLY - PROPOSED KERB LHS  
CASTLE MILLS DEVELOPMENT FRONTAGE (SOUTH)  
SCALE: H 1:100, V 1:10, GRAF 5:100

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<p>DESIGN: BDP</p>					
<p>PROJECT: BDP</p>					
<p>LOCATION: PICCADILLY, YORK</p>					
<p>TITLE: PROPOSED LEVELS PLAN CASTLE MILLS DEVELOPMENT FRONTAGE (SOUTH)</p>					
SCALE: H	1:100	DESIGNER	TC	APPROVED	
PROJECT NO.	70043291	ISSUED	VS	DATE	May 18
PROJECT NO.	70043291-PIC-SKT-002				
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4. PROPOSED FOOTWAY LEVELS ARE INDICATIVE AND SUBJECT TO AGREEMENT WITH DEVELOPERS.

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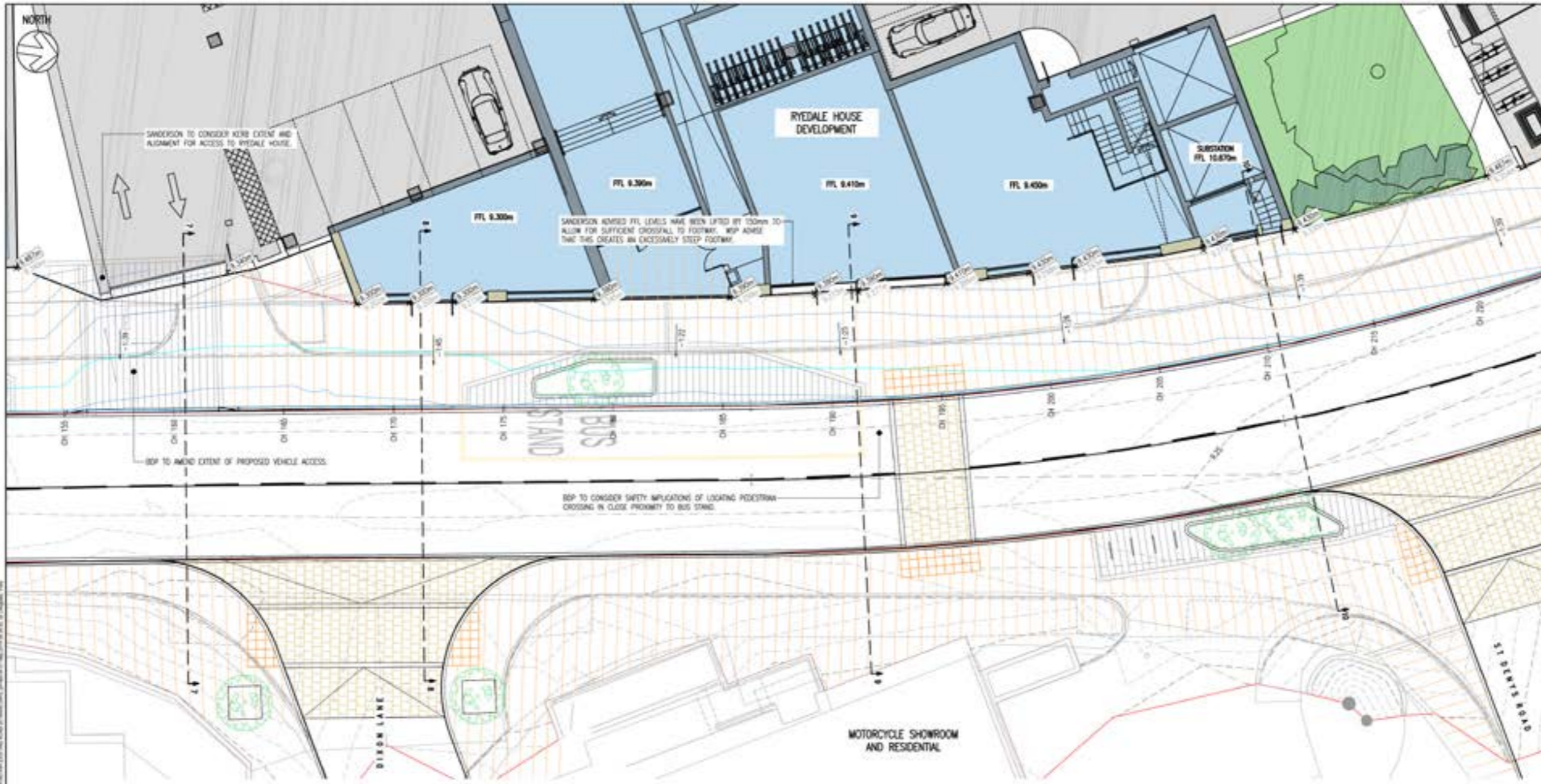
- CONTOURS (50mm INTERVAL)
- SPOT LEVEL
- KERB AND CHANNEL
- EDGE LINE IN ROAD

**PROPOSED FEATURES**

- CONTOURS (50mm INTERVAL)
- SPOT LEVEL
- GRADIENT AND FALL DIRECTION
- KERB
- FOOTWAY

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BCP					
BCP					
PICCADILLY, YORK					
PROPOSED LEVELS PLAN CASTLE MILLS DEVELOPMENT FRONTAGE (NORTH)					
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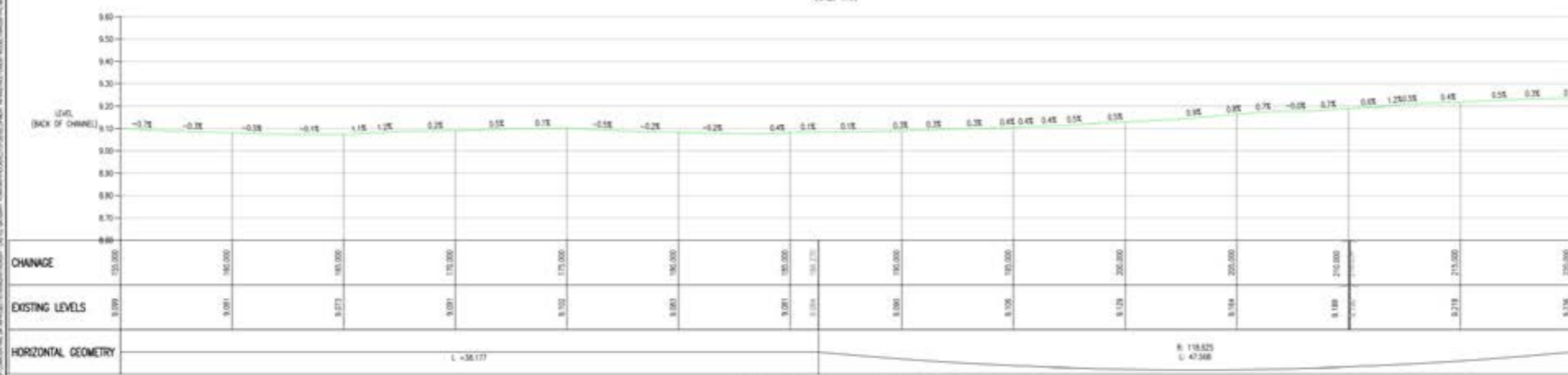




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- NOTES**
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  4. PROPOSED FOOTWAY LEVELS ARE INDICATIVE AND SUBJECT TO AGREEMENT WITH DEVELOPERS.

- KEY**
- EXISTING FEATURES**
- CONTOURS (50mm INTERVAL)
  - SPOT LEVEL
  - KERB AND CHANNEL
  - ROAD LINE IN ROAD
- PROPOSED FEATURES**
- CONTOURS (50mm INTERVAL)
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  - GRADIENT AND FALL DIRECTION
  - KERB
  - FOOTWAY

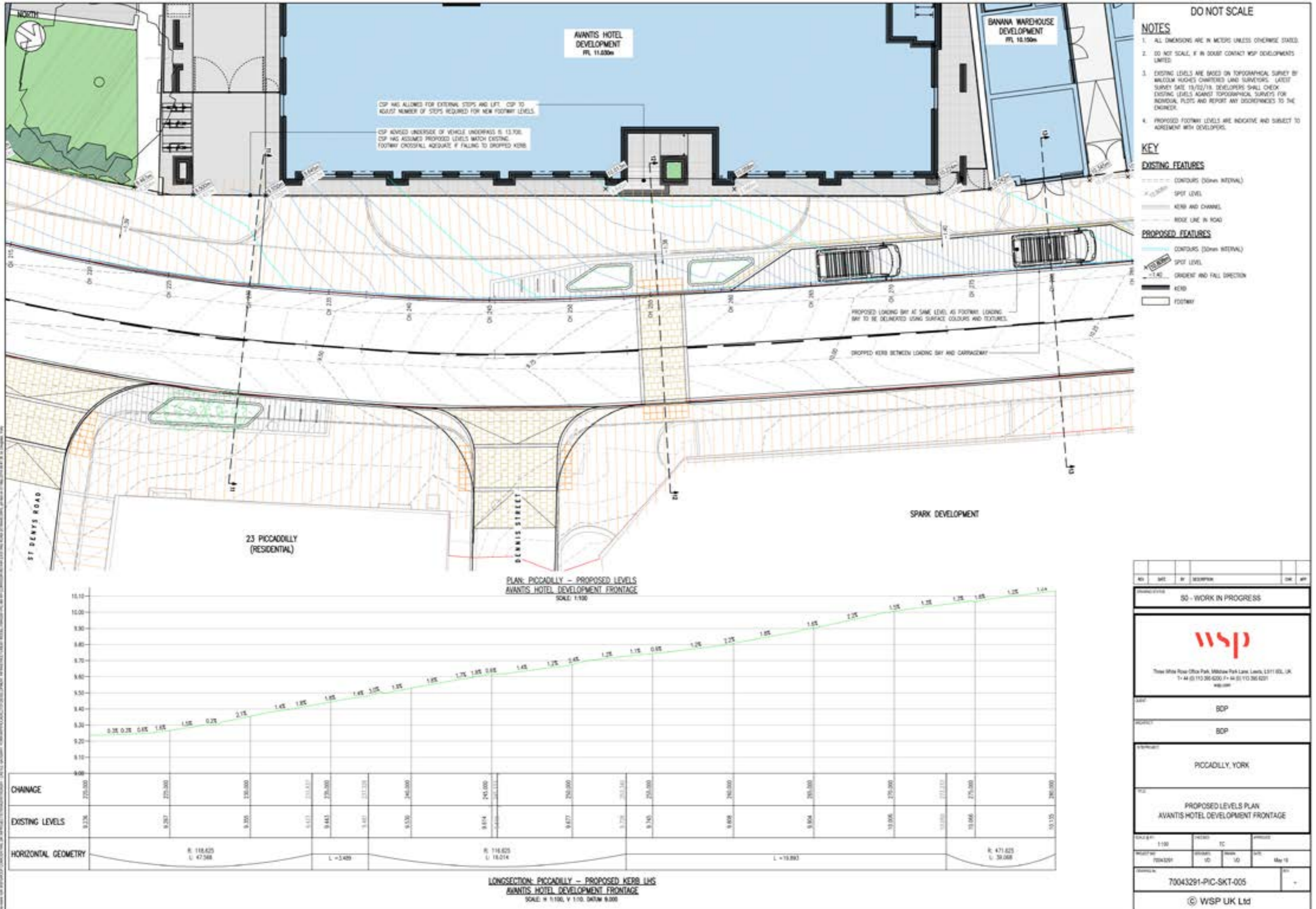
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RYEDALE HOUSE DEVELOPMENT FRONTAGE  
SCALE: 1:100



LONGSECTION: PICCADILLY - PROPOSED KERB LHS  
RYEDALE HOUSE DEVELOPMENT FRONTAGE  
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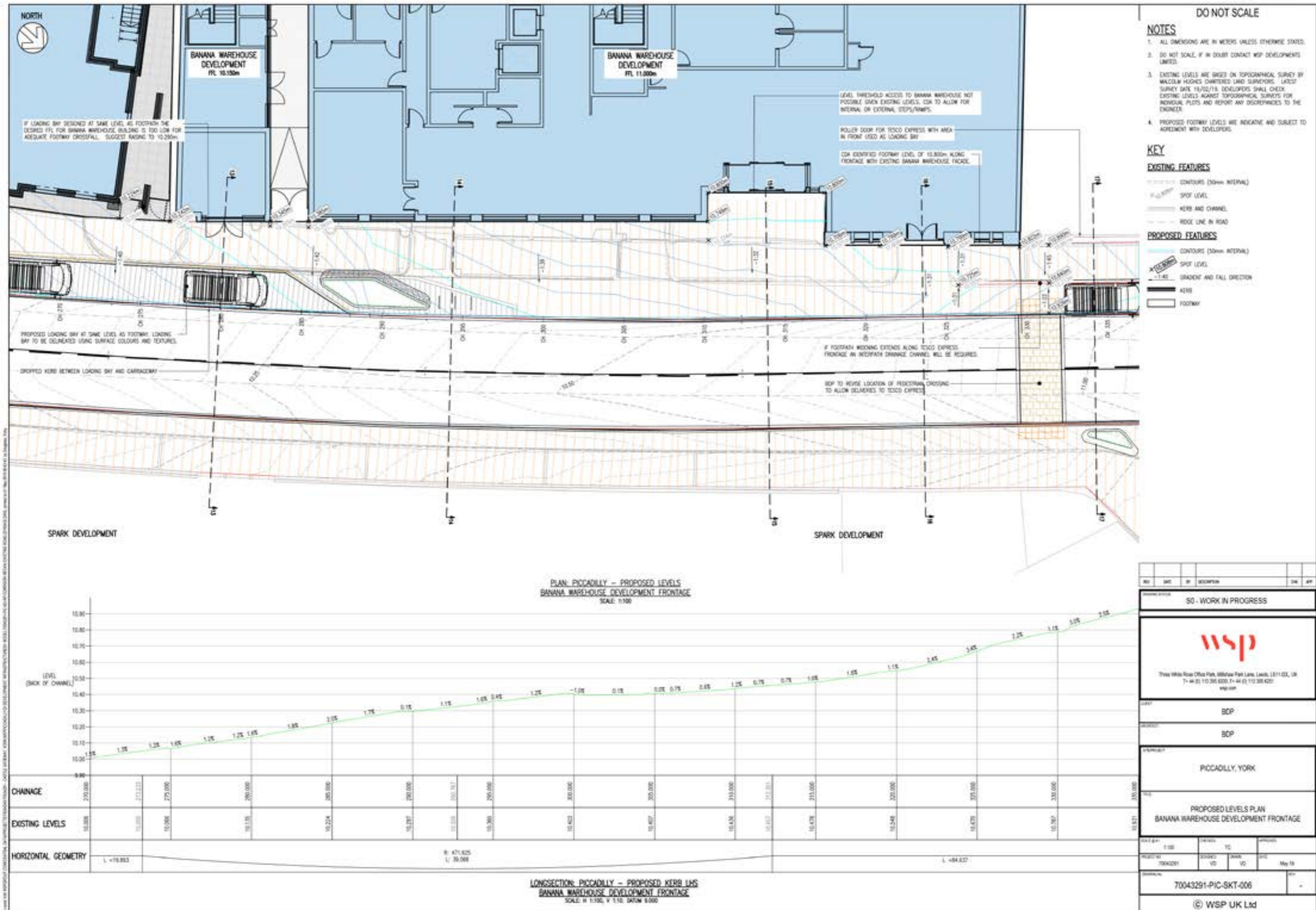
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JOB: BCP					
PROJECT: BCP					
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TITLE: PROPOSED LEVELS PLAN RYEDALE HOUSE DEVELOPMENT FRONTAGE					
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PROJECT NO: 70043291	ISSUE: 03	SCALE: 1:10	DATE: May 18		
PROJECT NO: 70043291-PIC-SKT-004					
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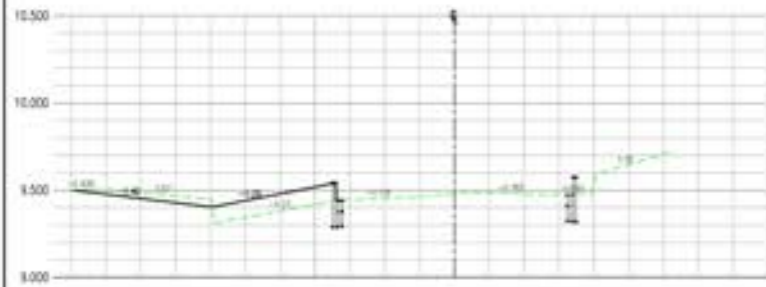




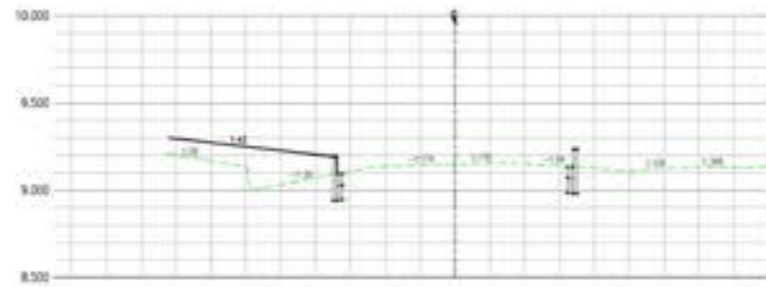
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BDP					
BDP					
PICCADILLY, YORK					
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© WSP UK Ltd					



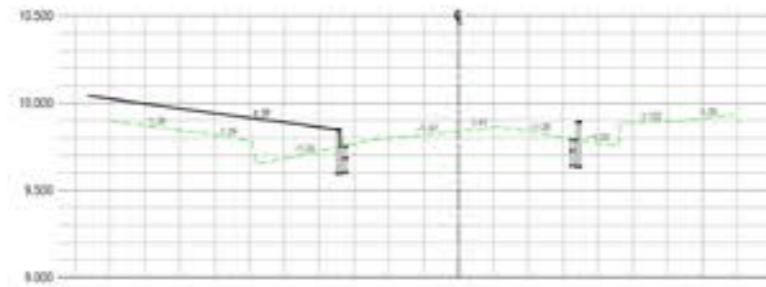
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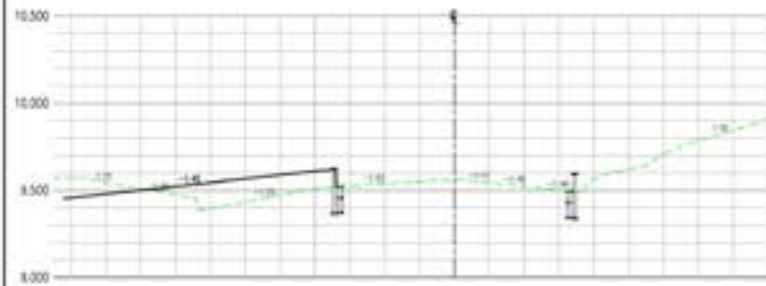
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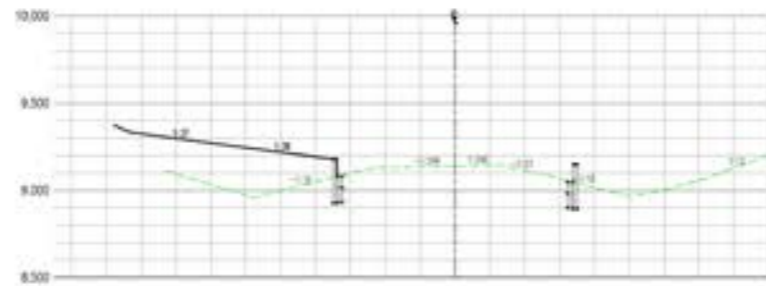
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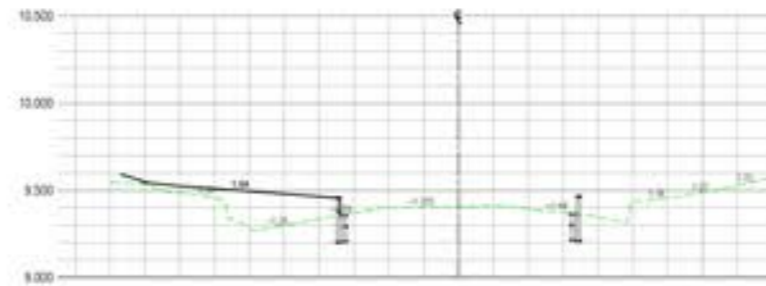
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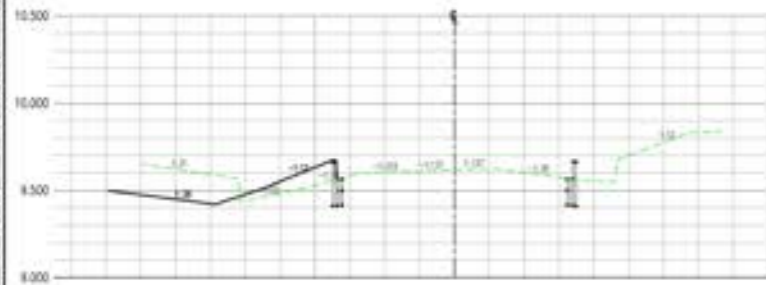
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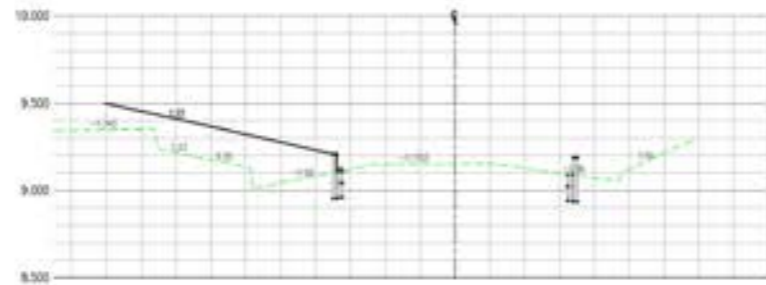
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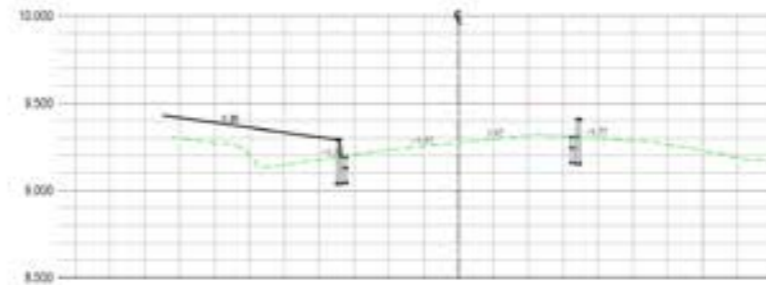
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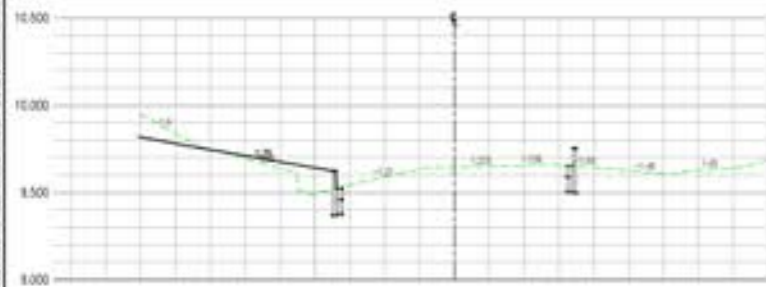
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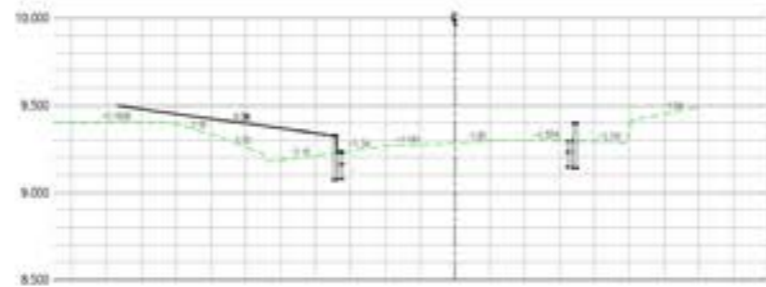
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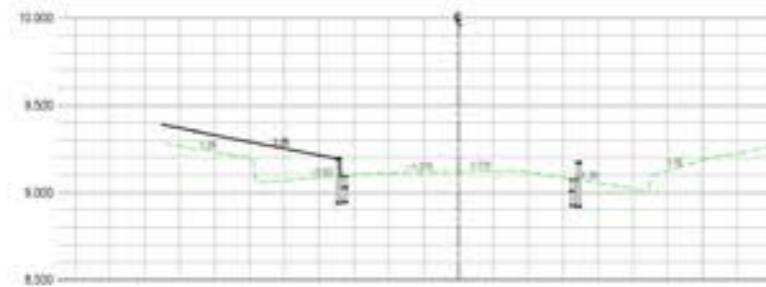
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SECTION 1-1



SECTION 5-5

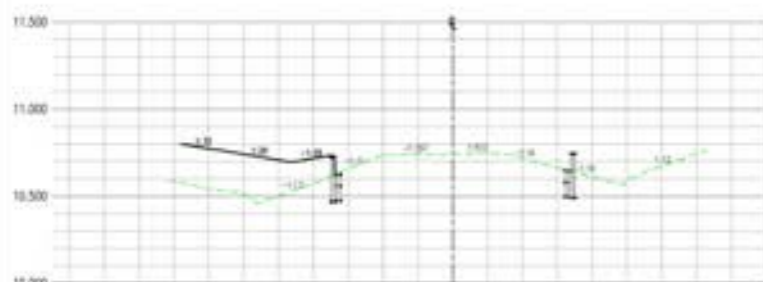


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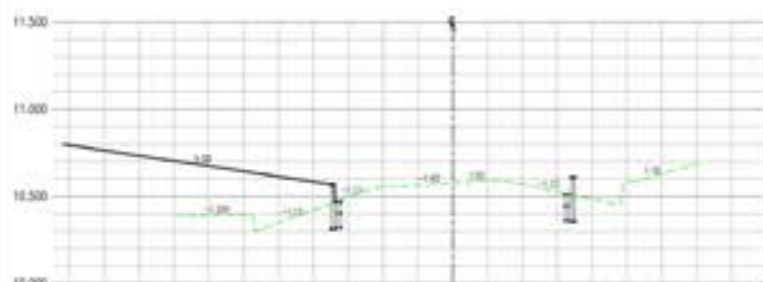
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PROJECT NO: 70043291	ISSUED: 15.05.19	REVISION: 1.0	DATE: May 19		
<p>70043291-PIC-SKT-007</p>					-
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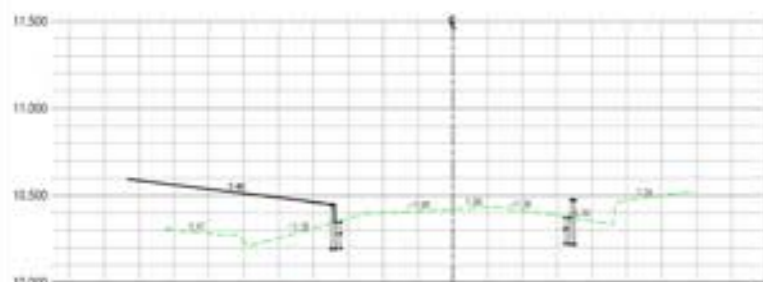
DO NOT SCALE



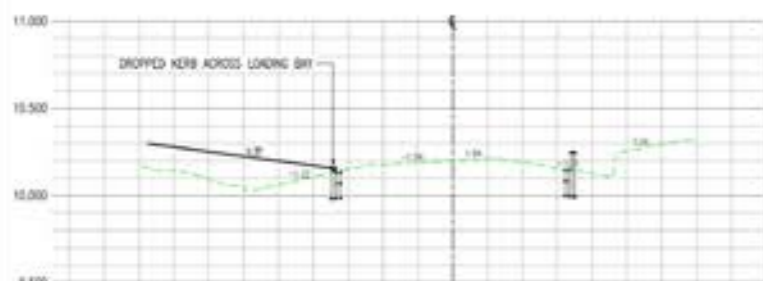
SECTION 16-16



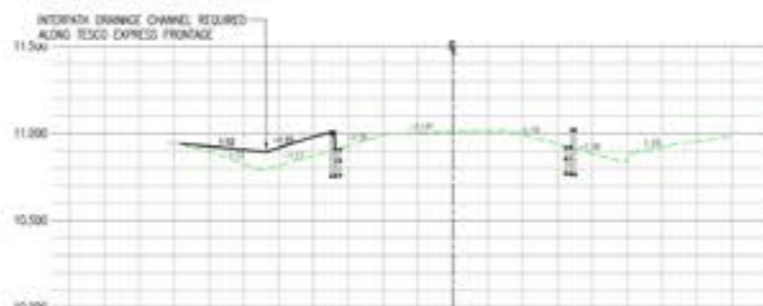
SECTION 15-15



SECTION 14-14



SECTION 13-13



SECTION 17-17

NO.	DATE	BY	DESCRIPTION	CHK.	APP.
<p>00 - WORK IN PROGRESS</p>					
 <p>Three White Rose Office Park, Millstone Park Lane, Leeds, LS11 8EL, UK T: +44 (0) 113 265 6200 F: +44 (0) 113 265 6201 wsp.com</p>					
<p>DATE: BCP</p>					
<p>PROJECT: BCP</p>					
<p>LOCATION: PICCADILLY, YORK</p>					
<p>TITLE: PROPOSED CROSS SECTIONS SHEET 2</p>					
SCALE: 1:100	DATE: 11/20	PROJECT: TC	PROJECT:		
PROJECT NO: 70043291	ISSUE: 01	SCALE: 1:100	DATE: May 18		
<p>PROJECT NO: 70043291-PIC-SKT-008</p>					
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**BDP.**