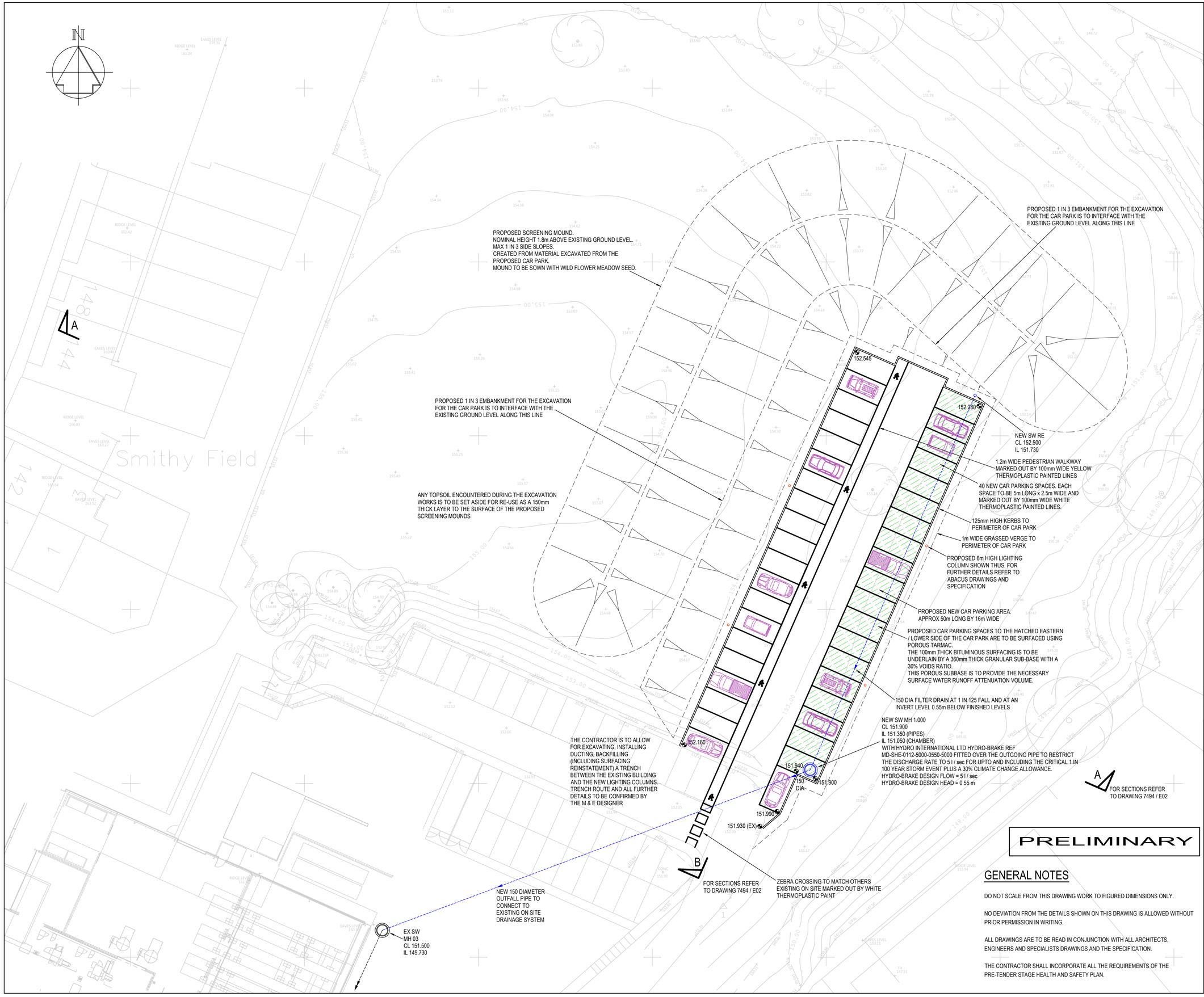



PRELIMINARY

## GENERAL NOTES

DO NOT SCALE FROM THIS DRAWING WORK TO FIGURED DIMENSIONS ONLY.

NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS ALLOWED WITHOUT PRIOR PERMISSION IN WRITING.

ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL ARCHITECTS, ENGINEERS AND SPECIALISTS DRAWINGS AND THE SPECIFICATION.

THE CONTRACTOR SHALL INCORPORATE ALL THE REQUIREMENTS OF THE PRE-TENDER STAGE HEALTH AND SAFETY PLAN.

# CAR PARK DESIGN PHILOSOPHY

## INTRODUCTION

1. THE PROPOSALS ARE FOR A NEW CAR PARK THAT WILL CREATE FORTY NEW CAR SPACES FOR THE STAFF OF McCORMICK UK LTD (MCUL) AT THEIR LITTLEBOROUGH SITE

2. THE CAR PARK IS TO BE ON AN AREA OF SPARE LAND TO THE NORTH END OF THE MCUL SITE, ADJACENT TO ONE OF THE SITES EXISTING CAR PARKING AREAS.

3. ACCESS TO THE CAR PARK WILL BE VIA THE EXISTING SECURE SITE ACCESS ROAD, WHICH CONNECTS TO THE PUBLIC HIGHWAY VIA AN EXISTING HAMMERHEAD AT THE NORTH END OF STOCKTON STREET.

4. MCUL INTEND TO CREATE THE CAR PARK TO HELP ADDRESS ON STREET PARKING PROBLEMS IN THE VICINITY OF THE SITE. MCUL ARE AWARE THAT FOOTWAYS AND VERGES ADJACENT TO THE SITE HAVE BEEN DAMAGED BY VEHICLES PARKING ON THEM AND THAT SUCH PARKING CAN CREATE TRAFFIC CONGESTION AND PROBLEMS FOR OTHER ROAD USERS. IN ADDITION, FOLLOWING SIGNIFICANT RECENT CAPITAL INVESTMENT AT THIS SITE, WITH ITS ASSOCIATED INCREASES IN STAFFING LEVELS, MCUL'S EXISTING ON-SITE PARKING PROVISION IS AT CAPACITY. FURTHERMORE, MCUL HAVE PLANS FOR FURTHER MULTI-MILLION POUND INVESTMENT IN THE COMING YEARS AT THIS SITE. AS A RESULT OF THE EMPLOYMENT OPPORTUNITIES CREATED BY THIS INVESTMENT, THERE WILL BE A NEED FOR ADDITIONAL ON-SITE PARKING CAPACITY. MCUL ARE KEEN TO MOVE FORWARD IN A SOCIALLY RESPONSIBLE WAY. TO THIS END, THE CREATION OF THE NEW CAR PARKING AREA WILL HELP WITH MCUL'S ASPIRATION TO ACCOMMODATE ALL SMALL / MEDIUM SIZED VEHICLES ASSOCIATED WITH THEIR OPERATIONS ON-SITE.

## CAR PARK CONSTRUCTION

10. THE CAR PARK IS TO BE OF TRADITIONAL TARMAC CONSTRUCTION WITH PRECAST CONCRETE KERBS TO IT'S PERIMETER. THE PROPOSED CAR PARKING BAYS ARE TO BE MARKED OUT BY WHITE THERMOPLASTIC PAINT.

11. MATERIAL EXCAVATED TO ALLOW THE CONSTRUCTION OF THE NEW CAR PARK IS TO BE USED TO CREATE A SCREENING MOUND ALONG THE WESTERN AND NORTHERN SIDE OF THE NEW CAR PARK.

12. THE PROPOSED CAR PARK IS TO BE LIT VIA A SERIES OF 6m HIGH LIGHTING COLUMNS. IT IS CONSIDERED THAT THE SCREENING MOUNDS IN CONJUNCTION WITH CAREFULLY DESIGNED LIGHTING SYSTEM WILL ADEQUATELY MITIGATE AGAINST GLARE AFFECTING THE EXISTING DWELLINGS TO THE NORTH AND WEST OF THE PROPOSED CAR PARK.

## CAR PARK DRAINAGE

20. THE PROPOSED DRAINAGE STRATEGY FOR THIS SITE INCORPORATES TH PRINCIPLES OF THE NPPF AND THE SUDS MANUAL.

21. THE PROPOSED DRAINAGE SYSTEM HAS BEEN BE DESIGNED IN ACCORDANCE WIT BS EN 752-4 AND BUILDING REGULATIONS APPROVED DOCUMENT H (2010). APPROVE DOCUMENT H INDICATES THE FOLLOWING HIERARCHY FOR THE DISPOSAL OF SURFAC WATER DRAINAGE FROM NEW DEVELOPMENT SITES:

1. DISCHARGE VIA INFILTRATION
2. DISCHARGE TO WATERCOURSE
3. DISCHARGE TO SEWER.

22. THESE OPTIONS ARE DISCUSSED IN FURTHER DETAIL BELOW.

23. SURFACE WATER DISCHARGE VIA INFILTRATION - FROM THE RECENT SITE INVESTIGATION THE GROUND CONDITIONS ARE COHESIVE (CLAY) AND THEREFORE RELATIVELY IMPERMEABLE. IT IS THEREFORE CONSIDERED THAT INFILTRATION / SOAKAWAY TECHNIQUES ARE NOT FEASIBLE FOR THE DISPOSAL OF SURFACE WATER.

24. SURFACE WATER DISCHARGE VIA WATERCOURSE - THERE ARE NO EXISTING WATERCOURSES NEAR TO OR WITHIN THE SITE SO DISCHARGE TO WATERCOURSE IS NOT FEASIBLE IN THIS INSTANCE.

25. SURFACE WATER DISCHARGE VIA PUBLIC SEWERAGE SYSTEM - AS IT WILL NOT BE FEASIBLE TO DISCHARGE THE SURFACE WATER RUNOFF FROM THE PROPOSED DEVELOPMENT VIA INFILTRATION OR TO WATERCOURSE, IT IS CONSIDERED THAT IT WIL NEED TO BE DISCHARGED TO THE PUBLIC SURFACE WATER DRAINAGE SYSTEM VIA A CONNECTION TO THE EXISTING SITE DRAINAGE SYSTEM.

26. IT IS PROPOSED TO ATTENUATE THE SURFACE WATER DISCHARGE RATE FROM THE NEW CAR PARK BY THE INCLUSION OF A TANKED POROUS CAR PARK CONSTRUCTION DRAINED BY A FILTER DRAIN WITH A HYDRO-BRAKE FLOW CONTROL TO ITS DOWNSTREAM END.

27. THESE PROPOSALS WILL RESTRICT THE DISCHARGE RATE TO 5 l / sec FOR UPTO AND INCLUDING THE CRITICAL 1 IN 100 YEAR STORM EVENT PLUS A 30% CLIMATE CHANGE ALLOWANCE. NOTE THAT IT IS GENERALLY ACCEPTED THAT 5 l / sec IS A PRACTICAL MINIMUM FLOW RATE, AS CONTROL DEVICES FOR FLOWS BELOW THIS RATE ARE PRONE TO BLOCKAGES DUE TO THEIR RESTRICTED SIZE.

| Rev. | Amendment | Date | By | Chkd |
|---|---|---|---|---|
| P5 | PETROL INTERCEPTOR AND ASSOCIATED MANHOLE REMOVED AS ADVISED BY ROCHDALE COUNCIL. | 14.01.19 | HB | KPT |
| P4 | AMENDED TO SUIT RBC COMMENTS. | 16.7.2018 | KPT | PD |
| P3 | AMENDED TO SUIT BM COMMENTS. | 10.8.2017 | KPT | PD |
| P2 | LIGHTING ELECTRICAL SUPPLY NOTE ADDED. | 20.7.2017 | KPT | PD |
| P1 | PRELIMINARY ISSUE. | 26.4.2017 | KPT | PD |

Project
NEW CAR PARKING AREA
AT THE LITTLEBOROUGH PLANT

Client
McCORMICK UK

Title
PROPOSED SITE LAYOUT

| Drawn | Checked | Date | Scale |
|---|---|---|---|
| KPT | PD | APRIL 2017 | 1 TO 200 @ A1 |

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| Job No. | Drawing No. | |
|---|---|---|
| 7494 | E01 | P5 |