COMMERCIAL UNITS (6m to internal haunch);

Unit 9&10 - total 848 sqm (9135sqft)
Unit 11&12 - total 711 sqm (7650 sqft)
Units 13-18 - total 1300 sqm (13,990 sqft)
TOTAL : 2859 sq m (30,770 sq ft) - 69car parking spaces based on B1 use class

Retained units on Primrose Street;
Total - 650 sqm (6,900 sqft) - 17 car spaces based on B1 use class

Total number of parking spaces on site 111

PROPOSED RESIDENTIAL - 2 UNITS IN TOTAL

4 bed semi/townhouse x2 93 sqm (1000 sqft)

LEVELS KEY;

126.70+ **DENOTES EXISTING LEVEL**

130.20+ **DENOTES PROPOSED LEVEL**

Note:
Cycle parking provided by proprietary cycle shelters to L.A. approval

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CDM:
Non domestic clients and contractors working on non domestic projects lasting more than 30 days or involving more than 500 person days must fulfil their duties under the CDM regulations 2007

126.31+ +126.25 126.37+ +126.24 127.68+ +127.02

Cockwell Industrial Estate

Weir

REFURBISHED COMMERCIAL PREMISES

YELLOW SHADED LAND NOT IN OWNERSHIP OF DEVELOPER

ACCESS MAINTAINED TO LAND OUTSIDE OWNERSHIP OF DEVELOPER

EXISTING KERB LINES RETAINED

SPOODEN STREET

+126.60 +127.80 +129.40 130.50+ +129.65 129.30+ +130.00 130.02+ +130.33

Service doors into refurbished unit

Concrete block retaining system

+130.88 130.50+

Existing combined sewer to take foul drainage from proposed development

Site entrance revised in accordance with scheme prepared by SCP Highways Consultants

0.6m high brick wall to Spotland Road frontage and return

1m high brick faced retaining wall adjacent 211 to structural engineers design and details

+130.96 +131.30 +130.67 131.60+ 2000

Existing boundary wall to be retained

Existing gated access to be blocked up in masonry wall - tied to existing and to match existing brickwork

132.52+ 133.3m

Max 600mm high steel railings to define car parking areas -all in accordance with Crime Impact Statement 2007/1281/C15/05

A FFL- 127.00 1 A FFL- 127.50 2

0.6m high brick wall to Primrose Street frontage

127.74+

Cycle parking

Yard area

1m high retaining structure

+130.50

15.1m

2m high retaining structure

UNIT 9

FLOOR LEVEL 130.50

UNIT 10

UNIT 11

FLOOR LEVEL 131.00

UNIT 12

20.5m

131.00+ +130.85 132.35+

UNIT 13

FLOOR LEVEL 132.50

UNIT 14

UNIT 15

15.9m

1.5m high retaining structure

131.20+ 132.50+ +131.84 +132.80 133.60+ 133.80+

sub station

New 1.8m high palisade gates in extg. wall to access sub station

+134.41 m/h

Existing masonry wall to be retained up to proposed fence

Yard area 134.40+

Existing masonry wall to be taken down

UNIT 18

+135.17

UNIT 17

FLOOR LEVEL 134.00

UNIT 16

+135.49

New masonry wall to match existing incorporating retaining structure to base to structural engineers design and details

SPOTLAND ROAD

+132.51 +132.75+

Existing unit to be retained

UNIT 20

Existing unit to be retained

UNIT 19

Cycle parking

Yard area

133.85+ 135.30+ 133.85+

2.0m high retaining structure

+136.22

Existing masonry wall to be retained to corner and return down Primrose Street

+136.16

133.40+ +134.44 +134.88 +135.35

PRIMROSE STREET

rev:	date:	description
P	02-02-21	Sub station added
N	11-08-20	Unit numbers revised
M	7-08-20	Layouts of units added
L	20-07-20	General revisions units 8-10 and boundary wall
K	17-07-20	General revisions following site meeting
J	2-07-20	General revisions
H	25-06-20	General revisions/retention of Primrose St units
G	28-02-20	General revisions to layout and site access
F	10-10-19	Planning revisions
E	9-10-19	Planning revisions
D	9-9-19	Revisions in accordance with Crime Impact Assessment
C	24-6-19	General revisions
B	15-5-19	General revisions
A	30-4-19	General revisions

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Project:
Proposed redevelopment of former Dexine Rubber site - Spotland

DEVELOPMENT PLAN - MIXED RESIDENTIAL AND COMMERCIAL

Client: Hallmark Developments

scale: 1:250 (1:500 @ A3)

date: April 2019

drawn: NL

Dwg. Nr. H332/021/P