

Stotfold Town Council
Greenacre Centre Car Park Extension
Greenacre Centre, Valerian Way, Stotfold
SG5 4HU

Precis

Stotfold Town Council currently has a car park to the rear of the Greenacre Centre, comprising of 30 parking spaces, some of which are on a permeable concrete solution (8) and tarmacadam with thermoplastic marking (22).

The current car park is accessed via Buttercup Road, which is one way in nature and makes it difficult to use during opening hours as parking in the neighbouring roads is severely impacted by the parents at drop off /collection times. It does have a manual barrier to restrict access.



As you can see from the above access can at period be prohibitive and obstructive. This is to relieve some of that weight by this additional car park.

We require an extension to the current car park terminating to the east of the current car park into Marigold Way (see photo below), forming an in and out opening. This will also include access control barrier to the current car park which will be retained for staff / visitor parking and adding additional disabled parking should it be deemed necessary.



The project is also subject to planning permission from the local planning authority.

The Specification

Area - 28 m x 25m (from rear of building pathway allow for 1m grass verge with Birds mouth fence barrier towards the southern side pathway.)

Preamble

Site set up in current car park consisting of self-contained welfare facility to be placed on 25mm ply sheeting to protect current car park surfacing. Additional area with Heras fencing to allow for container (should one be required) and skip for debris removal (again with surface protection). All area within the site compound to be protected, with health and safety signage. The work area to be fully protected by Heras fencing double clipped and secured to prevent entry as far as practicable.

Current planting to be removed and where possible any salvageable plants to be relocated to new planters which will be made during the excavation process. The planters will segregate the new car park area to the existing car park by way of a 600mm deep planter, with edgings as scheduled below.

There is also the need to install a pathway extension to the current pathway to navigate the service strip and car park entry/exit, to the park. This is to be made of suitable construction similar to that of the car park surface.

Construction

The surface will be constructed by removal of approximately 450mm of the current soil surface, where there is a current concrete permeable bay's, these are to be retained for the council officers to use in other locations at their discretion.

There will need to be the installation of drainage to the new car park surface which can be connected to the current surface run off, should it be deemed inadequate the installation of a suitable soakaway can be made below the surface.

Gully's to be installed minimum 450mm x 450mm with sumps sized to suit. Installed to the corners of the new car park area and the corner of the entrance exit ramps to deal with surface water run-off.

Installation of 75mm duct work to the locations

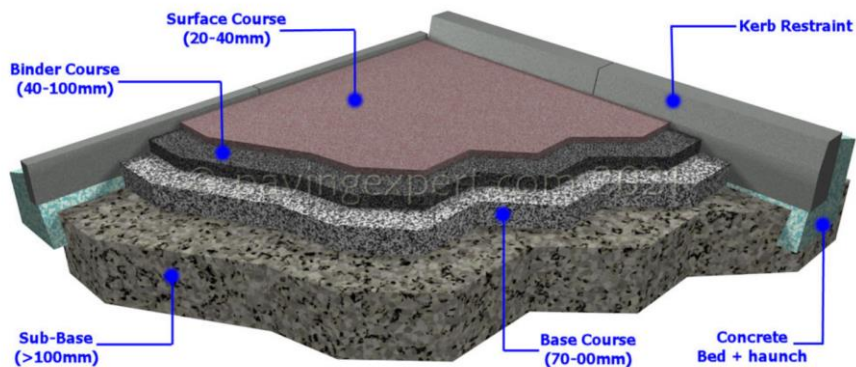
- Between lamp columns x 4 (extension from current column car park lighting)
- 75mm duct work between the primary location (feed location and the access control pillar)
- 75mm duct work between the primary location and the corner of the height barrier locations on Marigold way (future provision for automatic barriers).

Composition of surface

Surface to be excavated to a depth of no more than 450mm, and any loose organic matter to be removed. Any subsequent areas to be filled with suitable stabilising material

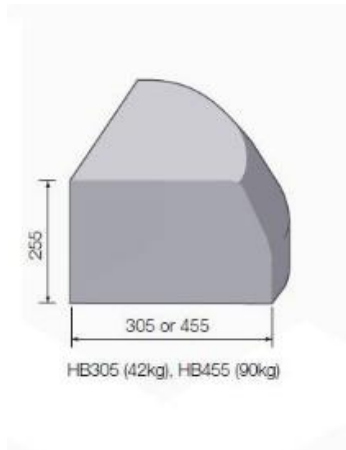
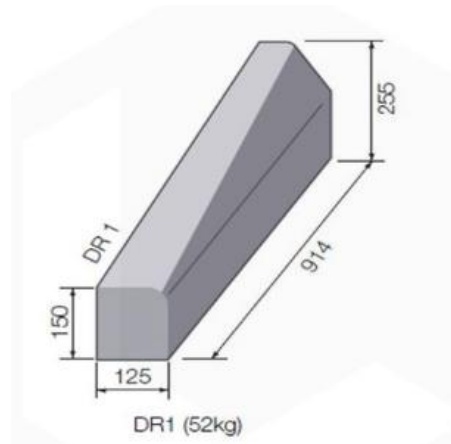
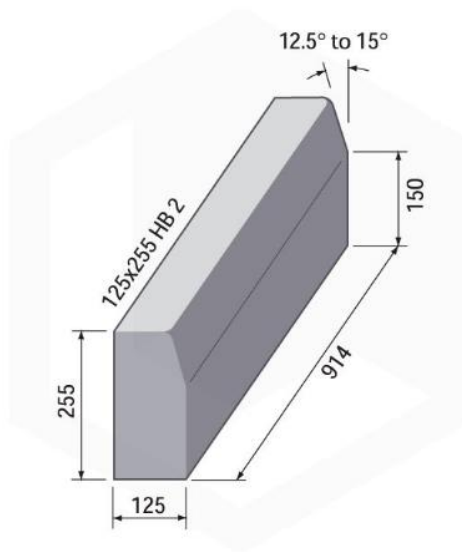
and compacted by mechanical compaction device. Once the area has been stabilised the construction of not less than 150mm of type 1 mot aggregate (**Sub base**), (Geotextile barrier may need to be installed if pernicious weeds are found), 200mm (**Base layer**), base course comprising of 20mm stone chips in binding agent (**Base course**), 70mm binding layer (**Binder course**), 30mm surface course (**top surface dressing**).

- Top surface - 30mm - Rolled 1:40-1:60
- Binder course - 80mm - DBM (Dense Bitumen Macadam)- 28mm aggregate in bitumen binding agent.
- Base course - 70 mm
- Geotextile membrane - nominal - weed suppression (if required)
- Subbase - 250mm - Compacted - Type 1 mot - mechanical compaction to stabilise ground.



The perimeter of the car park to have kerb edging to be installed as per the design below with associated quadrant and dropper kerbs as required. These are to be bedded /haunched on a 20mm aggregate concrete base proportionate to the subbase/ base layer in the above diagram.

Specification - minimum 125mm x 225mm x i.e. 914mm



Street Lighting

Installation of four number 5m galvanised street columns with led lanterns. These are to meet the requirements of the current provision. They should be installed at a suitable location so as not to be vandalised through vehicle movements or a crash protection barrier installed to protect them.

E 951 - 55watt led with 76mm post collar.

(note- where column is adjacent to the residential properties - a part night photocell with 00:00 off to be installed).

Rear of Greenacres Centre

Installation of birds mouth barrier fence 450mm high with access gaps at 3m points along the boundary to the facility secured by galvanised strapping. Suitable v shaped posts installed to support; this can be made of composite material as opposed to wood.



Line marking

Thermo-plastic line markings to be installed to the finished surface, this will denote the parking bays and 'IN' and 'OUT', bays will be marked as per drawing.

Where the entrance to the staff area is 'No Parking' and double red lines will be marked.

Bay marking in the existing car park to be marked.

- Town Clerk
- Town Mayor
- Café
- Café
- Library
- Library
- Deliveries

These bays will be indicated at time of installation.

Automatic barrier

- FACC B680 hydraulic barrier 4m arm - Tip support - single set of photocells and loop wire.
- The system to have integral 'traffic lights and LED beam indication lighting.
- Automatic barrier to be installed with barrier arm, this will be operated by a GSM access control device which will be managed by town council staff.

Required functionality -

SIM card units, where it then has a unique phone number which can be called from any phone whether land line or mobile anywhere.

When a call is made, the GSM system reads the 'Caller ID', then drops the call and then compares the number to its internal list of authorised callers. If a match is found, the relay(s) on board the unit are triggered, opening the barrier.

Internally a loop to be cut into the current surface to activate the barrier for exit, it is appreciated that some bays may need to call the gate again to open.

Height Barriers

Two number vehicle height barriers to be installed with combination padlock security to allow for them to be opened if necessary.

They are to be made of steel construction with a powder coated finish (yellow) and appropriate signage displaying height of barrier not less than 2.4m. They should be heavy duty and robust, easily maintainable. With clear indication of the maximum height visible from both sides.

Something similar to;



All debris to be removed from site once complete, RAMS, Public Liability insurance and relevant accreditations will be required (CHAS SMAS safe constructor).

You will also be required to obtain the planning permission for this project, liaising with the planning authority (Central Bedfordshire Council) producing all planning documentation and drawings, supply builders' drawings and carry out all relevant surveys to the current ground/ proposed surface.

After completion to provide any completion certificate / guarantees for equipment provided in a handover pack (O&M's) to the Town Clerk prior to payment.

If you have any questions or require a site visit, please contact:

Emma Payne, Town Clerk

Stotfold Town Council

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