

- Breakers
- Rollers
- Piling to plots
- Cutting with abrasive wheels

#### Working Hours

- 7.15 Construction work and deliveries will take place between certain hours and days of the week, to be agreed with Warwick District Council. No activities requiring 24 hour, Sunday or Bank Holiday working are envisaged.
- 7.16 If there was a requirement for out-of-hours working, then a Site Hours Variation Request Form will be completed and forwarded to Warwick District Council at least five days before activities are planned to take place. Variation of site hours will only be worked once approval has been given and the form countersigned by the relevant officers at Warwick District Council.

#### Vehicle Routes

- 7.17 Preliminary discussions with Highways England (HE) have taken place to establish the viability of accessing the site for purposes of the construction phase only from the A46 via a link road to be taken from the existing service station area. Whilst the HE have indicated they would give due regard to any such request early indications would suggest that they would not look favourably on this option and based on experience from other site located alongside the Trunk Road it is considered highly unlikely an acceptable form of access could be agreed.
- 7.18 As with any other development site in Hampton Magna construction traffic will therefore be required to access the site from the local road network. The following is considered:
- Smaller vehicles with limit height have the ability to access from any of the surrounding highway network. It is recommended movements via Church Lane are limited due to the narrow nature of this route.
  - Larger vehicles will need to access via the A4189 and in order to limit impact within Warwick it is recommended all vehicles access via the B4463 which extends from the M40 junction 15. As part of being able to achieve construction movements along this route the following measures will need to be considered:

- Potential improvement to the A4189/Hampton Road junction to facilitate turning movements for larger vehicles.
- Contain movements to within the day when on street parking is limited (most noticeable in Hampton on the Hill).
- Potential for coordinated approach with residents to ensure vehicles do not impede route along with possible use of convoy system.
- Potential for traffic management measures
- Provision of larger on site storage compound to limit the number of larger vehicle movements.

7.19 None of the measures outlined are consider specific to this site and any development within Hampton Magna will require the careful consideration and coordination of traffic movement. It is however considered this site provided a significant advantage in that traffic will not be required to deviate into residential areas and can remain along the primary route of Old Budbrooke Road.

#### Provision for Vehicle Parking

7.20 A vehicle parking compound will be agreed with Warwick District Council. The compound will be utilised by operatives, tradesmen and for visitors to the site. Regular meetings with Warwick District Council, the frequency of which will be agreed with them, will take place to ensure that all elements are working properly within the site, throughout the build period. Regular meetings with Warwick District Council will determine if greater space is required for the provision of vehicle parking.

#### General Traffic Management

7.21 Where feasible all delivery vehicles will be brought into site so as to keep adjacent highways free flowing. Arrangements for delivery vehicles to turn within the site and leave in a forward gear will be provided and marshalled accordingly. Any vehicle that needs to reverse onto the public highway will do so under the supervision of a qualified Banksman.

#### Loading/Unloading of Materials

7.22 The loading and unloading of materials will occur at a location to be agreed with Warwick District Council. It is noted that all delivery vehicles will be entering and exiting the site in forward gear thus, eliminating the risk of large vehicles reversing along the carriageway.

### **Environmental Risk Assessment**

- 7.23 Environmental Risk Assessment shall be undertaken for all construction activities to identify environmental aspects, impacts and level of risk. Specific control measures shall be identified to eliminate or manage identified risks.
- 7.24 Where appropriate, Environmental Method Statements shall be produced so that control measures can be developed and included within the construction process. Environmental Method Statements will be completed before construction commences, in consultation with Warwick District Council.
- 7.25 Where an inappropriate level of residual risk is identified, action should be taken through design changes, re-scheduling of work or alternative methods of working to reduce the risk to a minimum.
- 7.26 The findings of the Environmental Risk Assessment shall be communicated to all personnel before commencement of the relevant tasks.
- 7.27 Environmental training shall be given to all personnel undertaking tasks that may cause environmental impacts. Environmental training may include formal training, tool box talks, induction for new starters and pollution and emergency spill response training.
- 7.28 A programme of monitoring, reporting and auditing of compliance in accordance with statutory requirements, planning consents, licences and approvals should be undertaken to ensure that control measures are effective.
- 7.29 A Construction Development Programme is yet to be produced for the site; Environmental Risk assessment will be undertaken for all planned construction activities, and specific control measures will be identified.

### **Control Measures**

- 7.30 Site activities that may give rise to water contamination include materials delivery and storage, refuelling and works involving concrete and cement.
- 7.31 All works shall be undertaken in accordance with appropriate guidance including Environment Agency Pollution Prevention Guidelines, CIRIA guidance and all relevant legislation.

7.32 An Incident Response Plan should be prepared to manage environmental impacts of work being undertaken. This should include: list of key external and internal contacts; reporting procedures; site plan; list of stored materials; details of local environmental sensitivities (e.g. Nearby residents and watercourses); location of spill equipment; and procedures for spill containment and remediation.

7.33 Mitigation measures include:

- Incidence response training should be provided to personnel, a sign erected to include contact details of person to contact in event of emergency or spillage, suitable incidence response equipment to be provided in easily accessible locations, and waste disposal procedure in line with current legislation in event of spillage or leak;
- Care should be taken when handling deliveries, particularly fuel and hazardous materials;
- Deliveries should be supervised by a responsible person;
- Environment Agency to be informed of pollution incidents and action taken (hotline number 0800 807060);
- Fuel, oil , hazardous materials to be stored in accordance with best practice, including storage on impervious base within bunded containers of sufficient capacity, above flood water level, with clear signage indicating maximum volume to be stored;
- Regular checks to ensure bund and containers intact and not leaking;
- Plan for how storage compound will be removed at end of contract;
- All tanks, drums and bowsers to be stored in secure compound when not in use;
- Plant to be refuelled in designated area, on impermeable base, using a bunded bowser with drip trays and spill kit to be provided;
- Contained area for washing out of concrete batching plant or lorries should be located 10m from any watercourses. Wash water should be collected for discharge to sewer (with permission from sewerage undertaker) or disposal off site;
- Plant and wheel washing to be carried out in designated area and runoff to be collected and recycled;
- Site and equipment should be secured against theft and vandalism;
- Regular cleaning/sheeting of vehicles leaving the site to ensure soil, mud or other debris does not carry onto the local highway network. Regular documented inspections of Old Budbrooke Road will be undertaken during

the development phase to ensure this coupled with suitable sweepers to clear any materials carried onto the local highway network.

Storage of Materials

7.34 Site operatives parking, material storage and site operative’s facilities should be positioned in locations approved in writing by Warwick District Council.

Dust and Emissions to Air

7.35 During the construction phase, the main potential air quality impacts are the generation of dust from site activities and increases in NO<sub>2</sub> and PM<sub>10</sub> concentrations from plant and road vehicles. The most common impacts are dust soiling and increased ambient PM<sub>10</sub> concentrations at sensitive receptor locations due to dust arising from activities on the site.

7.36 The risk of dust emissions from construction causing loss to amenity and/or health and ecological impacts is related to a number of factors including activities being undertaken, duration, size of the site and the adequacy of mitigation measures applied to reduce or eliminate emissions.

7.37 Dust control measures that may be applied to construction activities are listed below. It is recommended that prior to work commencing; a Dust Management Plan is prepared with reference to the construction methods, and submitted to Warwick District Council.

<b>Activity</b>	<b>Mitigation</b>
<b>Communication</b>	Develop and implement a stakeholder communications plan that includes community engagement before and during work on site.
	Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environmental manager/engineer or the site manager.
	Display the head or regional office contact information.

Activity	Mitigation
<p><b>Dust management</b></p>	<p>Implement a Dust Management Plan (DMP) (which may include measures to control other emissions), approved by the Local Authority. The level of detail will depend on the risk, and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the site. The DMP may include monitoring of dust deposition, dust flux, real-time PM10 continuous monitoring and/or visual inspections.</p>
	<p>Appropriate vehicle sheeting should be undertaken upon vehicles exiting the site to ensure the spread of dust is kept to a low. HSE guidance on vehicle sheeting will be applied to ensure dust mitigation and safety for workers.</p>
<p><b>Site Management</b></p>	<p>Investigate all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. Make the complaints log available to the local authority when asked.</p>
	<p>Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the log book.</p>
	<p>Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised</p>
<p><b>Monitoring</b></p>	<p>Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked.</p>
	<p>When activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions increase the frequency of inspections.</p>
	<p>Carry out regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary.</p>
	<p>Agree any requisite dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the Local Authority. Commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences.</p>

Activity	Mitigation
<p><b>Preparing and Maintaining the Site</b></p>	<p>Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible. Use intelligent screening where possible – e.g. locating site offices between potentially dusty activities and the receptors.</p>
	<p>Erect solid screens or barriers around the site boundary.</p>
	<p>Avoid site runoff of water or mud.</p>
	<p>Keep site fencing, barriers and scaffolding clean.</p>
	<p>Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.</p>
	<p>Depending on the duration that stockpiles will be present and their size - cover, seed, fence or water to prevent wind whipping.</p>
<p><b>Operating vehicle/machinery</b></p>	<p>Ensure all vehicles switch off engines when stationary – no idling vehicles.</p>
	<p>Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.</p>
	<p>Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on un-surfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate)</p>
<p><b>Operations</b></p>	<p>Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.</p>
	<p>Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible.</p>
	<p>Use enclosed chutes, conveyors and covered skips, where practicable.</p>
	<p>Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.</p>

Activity	Mitigation
	Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
<b>Waste management</b>	Use registered waste carriers to take waste off-site
	Burning of waste is prohibited on site.
<b>Measures specific to demolition</b>	Soft strip inside buildings before demolition (retaining walls and windows where possible, to provide screening against dust).
	Ensure effective water suppression is used during demolition operations.
	Avoid explosive blasting.
	Bag and remove any biological debris or damp down before demolition.
<b>Measures specific to earthworks</b>	Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable. Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable. Only remove the cover in small areas during work and not all at once.
<b>Measures specific to construction</b>	Avoid scabbling if possible
	Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
	Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.
	For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.
<b>Measures specific to Track out</b>	Use water-assisted dust sweeper(s) on the access and local roads, to remove, as soon as practicable any material tracked out of the site. This may require the sweeper being continuously in use.
	Avoid dry sweeping of large areas.
	Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.



Activity	Mitigation
	Record all inspections of haul routes and any subsequent action in a site log book.
	Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.
	Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as practicable;
	Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site).
	Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits. This can be in the form of a static drive through facility or a manually operated power jet.
	Access gates to be located at least 10m from receptors where possible.

7.38 The burning of waste will be prohibited on site.

**Noise and Vibration**

7.39 Taylor Wimpey UK Ltd should carry out a noise risk assessment for the site, and suitable control measures along with the identification of key personnel responsible for implementation will be identified.

7.40 Noise from construction sites is controlled by means of The Control of Pollution Act 1974 (CoPA). Under Section 60 of the CoPA Warwick District Council may impose requirements as to the way in which works are carried out. Warwick District Council may specify plant or machinery which is or not to be used, hours of work, permitted noise levels, and provide for a change in circumstances. Section 61 of the CoPA allows an operator to apply to the LPA for prior consent to carry out construction activities. The application should specify works to be carried out and best practicable means that will be implemented to minimise noise levels.

7.41 BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites' is the approved construction noise Code of Practice under the CoPA and compliance with it is taken into account when determining whether best practicable means have been adopted to minimise noise levels. BS5228:2009 is published in two parts; Part 1 relates to noise and Part 2 relates to vibration.

- 7.42 BS5228:2009 refers to the need for the protection against noise and vibration of receptors living and working in the vicinity of, and those working on, construction and open sites. It provides methods for the prediction of noise levels, examples of acceptable limits and suggests a range of mitigation options to minimise noise and vibration levels and aims to assist architects, contractors and site operatives, designers, developers, engineers, local authority environmental health officers and planners.
- 7.43 It is anticipated that assessment of potential noise impacts and controls would be undertaken once the construction method, including plant types, numbers, locations and duration of specific site activities has been developed.
- 7.44 Baseline noise monitoring shall be undertaken to provide a benchmark against which to apply prescribed levels (to be agreed with Warwick District Council.). Monitoring of construction to noise shall be undertaken regularly (no less than every 3 months), and also during any identified noisier activities. Any noise and vibration monitoring programme will be discussed and agreed with the relevant authority (in this case Warwick District Council.).
- 7.45 A summary of mitigation measures which may be implemented to control noise levels during construction are given below:
- Hoardings, screens or barriers to be sited between construction activities and receptors.
  - Avoid unnecessary revving of engines and switch off equipment when not required.
  - Keep internal haul routes well maintained and avoid steep gradients.
  - Use rubber linings in, for example, chutes and dumpers to reduce impact noise.
  - Minimise the drop height of materials.
  - Start plant and vehicles sequentially rather than all together.
  - No works to take place during hours outside of those agreed with the LPA.
  - Where practicable, alternative reversing warning systems should be employed to reduce the impact of noise outside sites.
  - When reversing, mobile plant and vehicles should travel in a direction away from receptors whenever possible.

- Noisy activities and plant should be reviewed and substituted where possible.
- Modification of existing plant and equipment to reduce noise levels, for example exhaust silencers, acoustic canopies, silencers and mufflers where possible.
- Portable acoustic hoardings and barriers and enclosures for significantly noisy plant, for example compressors. These must be specified and used correctly to maintain acoustic integrity.
- Regular maintenance and the use of equipment should be in accordance with manufacturer's instructions.
- Plant should be switched off whilst not in use.
- For plant where noise is known to be directional, place away from the direction of receptors.
- Deliveries to arrive during normal site hours and engines to be switched off whilst unloading.
- Noise monitoring during construction may be necessary to allow the performance of noise control measures to be assessed, to ascertain noise from items of plant for planning purposes and/or to provide confirmation that planning requirements have been complied with.

7.46 Good relations with people living and working in the vicinity of the site are important and early establishment and maintenance of these relations throughout the carrying out of site operations will assist in allaying fears. Good relations can be developed by keeping people informed of progress and by treating complaints fairly and expeditiously.

#### Lighting

7.47 Light pollution is a statutory nuisance and defined as any form of artificial light which shines outside the area it is required to illuminate. Unnecessary use of lighting is also a waste of energy. Any use of should be designed to prevent nuisance to residents or road traffic. Site lighting shall be located and aligned so as not to intrude into residential properties, on sensitive areas or constitute a road or rail hazard.

#### Ecology

7.48 To protect trees that are to be retained, buffers shall be provided, with no construction works to take place within the root protection areas. Retained hedgerows and trees shall be protected during construction with reference to BS

5837:2012 'Trees in relation to design, demolition and construction-Recommendations'.

7.49 Any Bats and Reptiles will be taken into consideration as part of the ecology work submitted with the Outline Planning Application.

**8.0 SUMMARY**

8.1 Outlined below is a summary of our findings:

<p><b>Highways and Transportation</b></p>	<p>Access can be achieved onto Birmingham Road through the creation of a T-junction.</p> <p>Pedestrian connections into surrounding potential development areas are desirable along with the integration of crossing facilities into the access design. Traffic impact at local junctions will need to be assessed however, it is expected the network can accommodate the proposed development.</p>
<p><b>Flood Risk and Drainage</b></p>	<p>The site is located in Flood Zone 1.</p> <p>Surface water drainage will be accommodated through the provision of an attenuation features. Storage in the region of 4,200m<sup>3</sup> will be required.</p> <p>Foul flows are likely drain by gravity to the existing sewer network in Birmingham Road to the south east of the site.</p>
<p><b>Noise</b></p>	<p>Noise mitigation measures will be required to deal with noise from the A4177 Birmingham Road. It is unlikely that the railway line to the south of the site will result in further mitigation measures.</p>
<p><b>Land Contamination Utilities</b></p>	<p>The site is unlikely to be classified as contaminated land.</p> <p>Apparatus plans show surface water sewer apparatus running along the southern boundary of the site and a 10m easement will be required.</p> <p>Plans also highlight that water mains, 11kV underground electric cables and underground BT telecommunication cables are located along the northern footway of Birmingham Road. A Medium Pressure main is also noted within the carriageway. Diversions will/may be required for this apparatus to facilitate any vehicle or pedestrian access off Birmingham Road.</p> <p>Capacity and connection points need to be determined.</p>

## **APPENDIX A**

M-EC  
Wellington House  
Leicester Road  
Ibstock  
Leicestershire  
LE67 6HP



## SITE LOCATION PLAN

**Project:** OLD BUDBROOKE ROAD, HAMPTON MAGNA, WARWICKSHIRE  
**File Ref:** 21119  
**O.S. Grid Ref:** 426323, 265259  
**Postcode:** CV35 8TT

---



**APPENDIX B**



Your Ref: PO21561733/2108423/SJR3/CAL2

Our Ref: HAIL # 17832562

Wragge Lawrence Graham & Co. LLP – HDR  
Simon Robinson  
Two Snowhill  
Birmingham  
West Midlands  
B4 6WR



**EM Highway Services Limited**  
McLaren Building Floor 2 46 Priory Queensway  
Dale End Birmingham B4 7LN  
Tel: +44(0)7467 117289

[www.emhighways.co.uk](http://www.emhighways.co.uk)

24<sup>th</sup> October 2014

Dear Sir,

**RE: Land to the East of Old Budbrooke Road, Hampton Magna**

Thank you for your recent enquiry to the Highways Agency Information Line (HAIL) in connection with a conveyancing enquiry for Land to the East of Old Budbrooke Road, Hampton Magna. The answers to your questions in your letter are as follows:

1. Please find attached a maintenance plan showing proximity of the publically maintained A46 Trunk Road
2. This issue should be discussed with the local authority Public Rights of Way Officer
3. I can confirm that no part of the property is subject to any actual or deemed dedication as highway land under the control of the Highways Agency
4. There are no proposed trunk roads or motorways within a 5km radius of the property
5. There are no proposed motorways or trunk roads that would specifically affect the property

Yours faithfully

A handwritten signature in black ink, appearing to read 'James Carroll'.

**James Carroll – development control team leader**  
([james.carroll@emhighways.co.uk](mailto:james.carroll@emhighways.co.uk))  
For and on behalf of EM Highway Services Limited

Enc. Drawing no. A46-20 boundary F1-Layout1 (PDF)



**LEGEND-**

3rd PARTY (OTHERS) HA, SUPPLEMENTARY CODE

- BOUNDARY LINE
- (LC) LIGHTING COLUMN
- (IB) ILLUMINATED BOLLARD
- (IS) ILLUMINATED SIGN
- ▲ (SG) NON ILLUMINATED SIGN
- ⊞ (FP) FEEDER PILLAR
- SAFETY FENCE
- ⊞ (CB) COMMUNICATION BOX
- ⊞ (CP) CATCH PIT
- ⊞ (CC) CAMERA AND CABINET
- ⊞ (S) BALL

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A3

Rev.	Description	By	Date	Chk'd	Auth	Purpose of Issue	Rev	Date	Authorised

**WS Atkins Consultants Limited**  
 Transportation Engineering  
 Silica House, Galena Close  
 Anington, Tamworth  
 Staffordshire B77 4AS  
 Tel 01827 313313  
 Fax 01827 313113

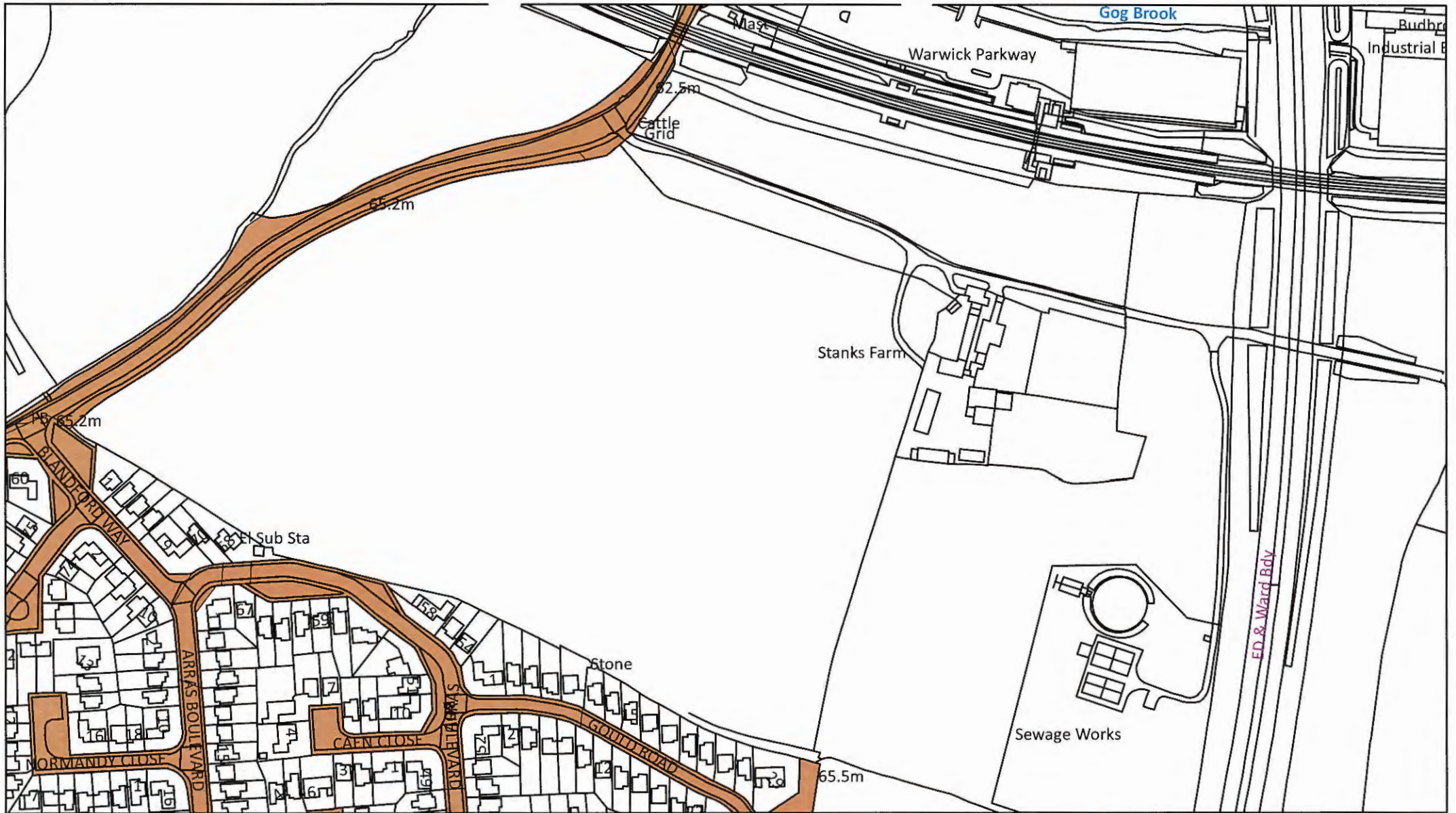
**HIGHWAYS**  
AGENCY

Project **A46**  
**BOUNDARY INTERFACE PLANS**


Title  
**JUNCTION**

Scale	Drawn	Checked	Authorised	Drawing Number	Rev
				A46-20	

# Land to east of Old Budbrooke Road, Hampton Magna



## Legend

 Highway Maintainable at Public Expense

Whilst the County Council as highway authority believes the information to be correct it should be noted as a matter of highway law that only a Court can issue the definitive interpretation on matters of highway status and extent



Communities  
20 October 2014

## **APPENDIX C**



NON PEDESTRIAN REFUGE WITH ILLUMINATED BOLLARDS

EXISTING DITCH TO BE CULVERTED/DIVERTED

EXISTING RIGHT TURN LANE TO BE RETAINED.

EXISTING DITCH TO BE CULVERTED/DIVERTED

NON PEDESTRIAN REFUGE WITH ILLUMINATED BOLLARDS

2.4m x 120m JUNCTION VISIBILITY

NEW FOOTWAY TO TIE IN WITH EXISTING

2.4m x 120m JUNCTION VISIBILITY

NEW FOOTWAY TO TIE IN WITH EXISTING

NOTES:  
1. DO NOT SCALE THIS DRAWING.

KEY:  
SITE BOUNDARY

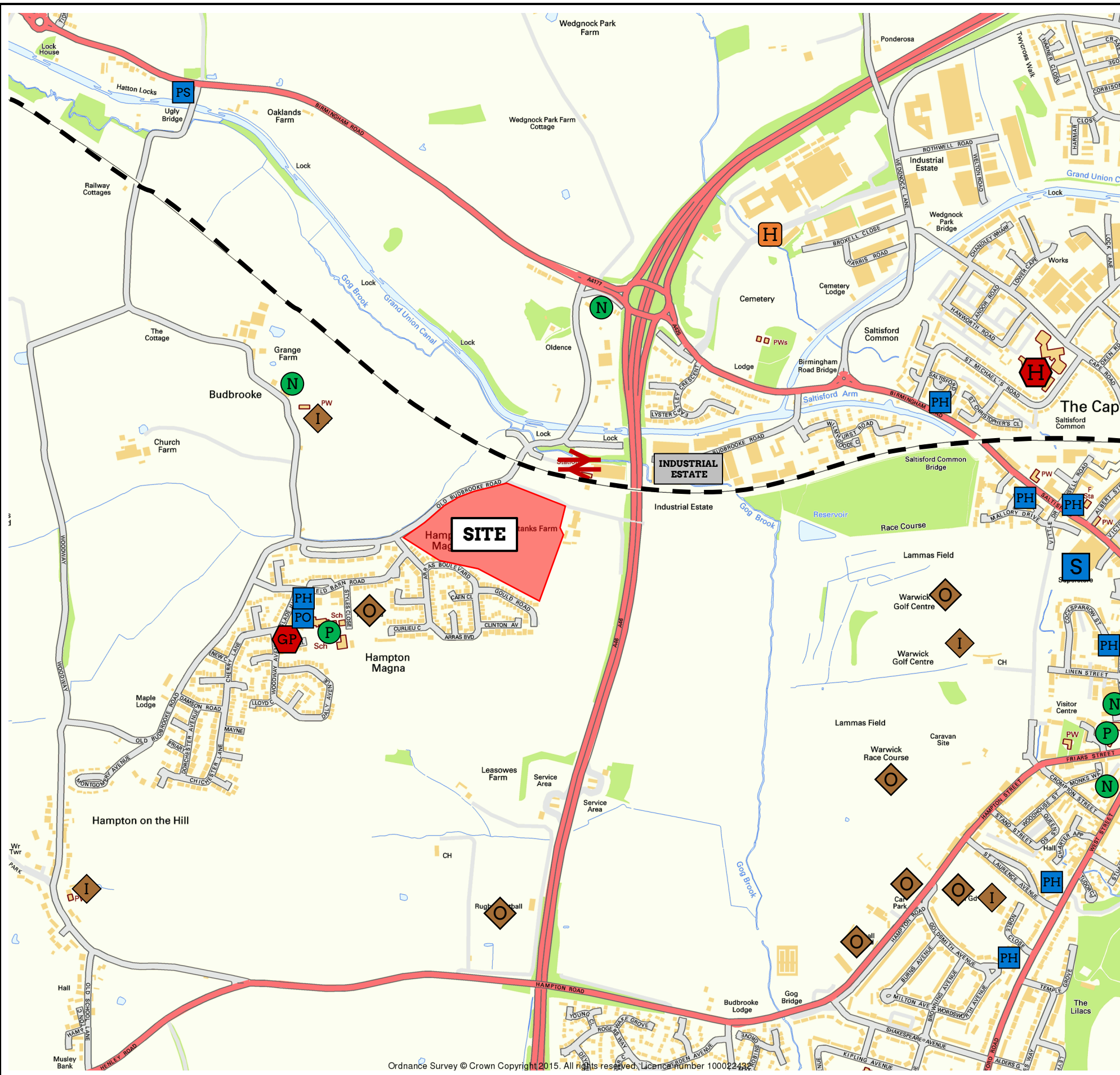
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PROJECT: OLD BUDBROOKE ROAD HAMPTON MAGNA WARWICKSHIRE				
DRAWING TITLE: PRELIMINARY ACCESS DESIGN				
CLIENT: TAYLOR WIMPEY UK LTD				
DRAWING NUMBER: 21119_01_010_01				
REVISION:	SHEET SIZE:	SCALE:		
-	A3	1:1250		
DRAWN BY:	CHECKED BY:	DATE:		
NH	AR	14.08.15		
STATUS: PRELIMINARY				

**M-EC** Wellington House Leicester Road  
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 www.m-ec.co.uk

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 Printed: 17/08/2015

**APPENDIX D**



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**NOTES:**

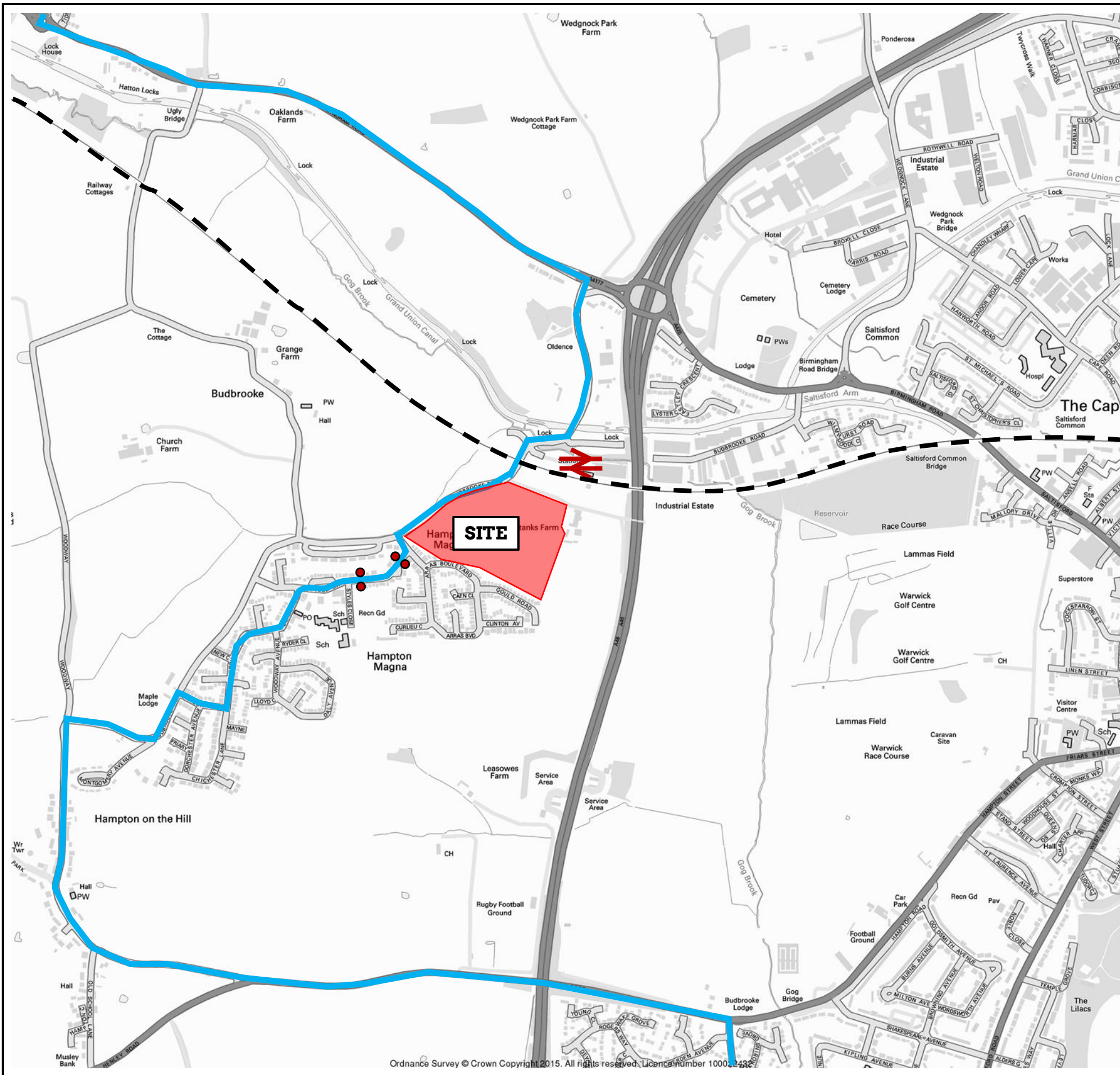
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- THIS FIGURE IS NOT INTENDED AS A COMPREHENSIVE LISTING, AND SHOWS ONLY SELECTED LOCAL FACILITIES CONSIDERED OF SIGNIFICANCE.
- PAVED FOOTWAYS MAY NOT BE AVAILABLE ON ALL ROUTES.

- |                         |                          |
|-------------------------|--------------------------|
| <b>EDUCATION</b>        | <b>RETAIL</b>            |
| NURSERY                 | LOCAL SHOP               |
| PRIMARY SCHOOL          | PUBLIC HOUSE             |
| <b>LEISURE</b>          | PETROL STATION WITH SHOP |
| INDOOR VENUE            | POST OFFICE WITH SHOP    |
| OUTDOOR VENUE           | SUPERMARKET              |
| <b>MISCELLANEOUS</b>    | <b>HEALTH</b>            |
| HOTEL                   | DOCTORS                  |
| WARWICK PARKWAY STATION | HOSPITAL                 |

REV	AMENDMENTS	DRN	CHK	DATE
PROJECT: <b>OLD BUDBROOKE ROAD, HAMPTON MAGNA</b>				
DRAWING TITLE: <b>KEY LOCAL FACILITIES &amp; PEDESTRIAN CATCHMENT PLAN</b>				
CLIENT: <b>TAYLOR WIMPEY UK LIMITED (WARWICK)</b>				
DRAWING NUMBER: 21119_08_010_01				
REVISION: -	DRAWN BY: AR	CHECKED BY: AB	DATE: 27/03/2015	
STATUS: <b>PRELIMINARY</b>				
		Wellington House, Leicester Road Ibstock, Leicestershire LE67 6HP T: 01530 264 753 F: 01530 588 116 ibstock@m-ec.co.uk www.m-ec.co.uk		
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**APPENDIX E**





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68 SERVICE - STAGECOACH (MON-SUN)  
SERVICE APPROX EVERY 30 MINS

BUS STOP (WITHIN 400m OF SITE)

REV	AMENDMENTS	DRN	CHK	DATE

PROJECT:  
**OLD BUDBROOKE ROAD,  
HAMPTON MAGNA**

DRAWING TITLE:  
**LOCAL PUBLIC TRANSPORT  
ACCESSIBILITY PLAN**

CLIENT:  
**TAYLOR WIMPEY UK  
LIMITED (WARWICK)**

DRAWING NUMBER:  
21119\_08\_010\_02

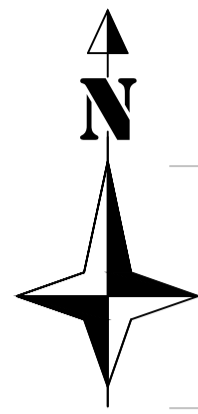
REVISION: -	DRAWN BY: AR	CHECKED BY: AB	DATE: 27/03/2015
----------------	-----------------	-------------------	---------------------

STATUS:  
**PRELIMINARY**

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**APPENDIX F**



**Detention Basin Details:**  
 Design Based on Impermeable Area of 4.38ha (estimated as 60% of the total developable area)  
 Bed Level: 65.00mAOD  
 Top of Bank Level: 66.30mAOD (minimum)  
 Maximum depth of water: 1.00m  
 Freeboard depth: 0.3m  
 Total Max volume 3627m<sup>3</sup> to accommodate storage up to a 1:100yr + 40% Climate Change storm event.  
 Internal embankments to be constructed at a maximum 1 in 3 gradient.  
 Surface Water Flow to be restricted via a Hydro-brake or similar flow control device to 15.5 l/s (equivalent Qbar rate or practical minimum).

Proposed connection to existing surface water sewer is subject to prior approval from STW.

Proposed site access

Site developable area = 7.3ha

Proposed foul water pumping station with 15m stand off

SWMH 0206  
CL 66.43  
IL 64.95

FWMH2103  
CL 72.10  
IL 64.38

FWMH3101  
CL 71.81  
IL 64.11

FWMH4101  
CL 70.19  
IL 63.78

Pumping required to convey foul water to the pipeline running four through the site. Multiple connection points available.

- GENERAL NOTES:
- DO NOT SCALE THIS DRAWING.
  - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERS, ARCHITECTS AND SPECIALIST DESIGN DRAWINGS AND DETAILS.
  - ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. ALL LEVELS ARE IN METRES UNLESS NOTED OTHERWISE.
  - THIS DRAWING IS FOR STRATEGY PURPOSES ONLY AND IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.

KEY:

- SITE BOUNDARY
- EXISTING SURFACE WATER DRAIN
- EXISTING SURFACE WATER MANHOLE
- EXISTING FOUL WATER DRAIN
- EXISTING FOUL WATER MANHOLE
- SEWER EASEMENT
- PROPOSED SURFACE WATER DRAIN
- PROPOSED SURFACE WATER MANHOLE
- PROPOSED FOUL WATER PUMPING STATION WITH 15m STAND OFF
- PROPOSED DETENTION BASIN

REV.	AMENDMENTS	DRN	CHK.	DATE:

PROJECT:  
**OLD BUDBROOKE ROAD,  
 HAMPTON MAGNA,  
 WARWICKSHIRE.**

DRAWING TITLE:  
**PRELIMINARY DRAINAGE STRATEGY**

CLIENT:  
**TAYLOR WIMPEY UK LTD**

DRAWING NUMBER:  
**21119\_01\_230\_01**

REVISION:	SHEET SIZE: <b>A1</b>	SCALE: <b>1:1250</b>
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DRAWN BY: <b>EG</b>	CHECKED BY: <b>NO</b>	DATE: <b>22.04.16</b>
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STATUS:  
**PRELIMINARY**

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 LICENCE NUMBER 100022432.

File Location: T:\M-EC\Job Book\21119\Drawings\01 series - hydrology\21119\_01\_230\_01 preliminary drainage strategy (single panel).dwg  
 Printed: 22.04.2016

## **APPENDIX G**

# Historical Mapping Legends

## Ordnance Survey County Series and Ordnance Survey Plan 1:2,500

**Quarry**   **Gravel Pit**   **Sand Pit**  
**Clay Pit**   **Shingle**   **Refuse Heap**  
**Sloping Masonry**   **Flat Rock**  
**Marsh**   **Reeds**   **Osiers**  
**Rough Pasture**   **Furze**   **Wood**  
**Mixed Wood**   **Brushwood**   **Orchard**  
**Fir**   **Ford**   **Stepping Stones**  
**Ferry**   **Waterfall**   **Lock**  
**Trig. Station**   **Altitude at Trig. Station**  
**B.M. 325.9**   **Bench Mark**   **Surface Level**  
**Arrow denotes flow of water**   **Antiquities (site of)**  
**Cutting**   **Embankment**  
**Railway crossing Road**   **Level Crossing**   **Road crossing Railway**  
**Railway crossing River or Canal**   **Road over single stream**   **Road over River or Canal**  
**County Boundary (Geographical)**  
**County & Civil Parish Boundary**  
**Administrative County & Civil Parish Boundary**  
**County Borough Boundary (England)**  
**County Burgh Boundary (Scotland)**  
**Co. Boro. Bdy.**  
**Co. Burgh Bdy.**  
**BP BS** Boundary Post or Stone   **P.C.B** Police Call Box  
**B.R.** Bridle Road   **P** Pump  
**E.P** Electricity Pylon   **S.P** Signal Post  
**F.B.** Foot Bridge   **Sl** Sluice  
**F.P.** Foot Path   **Sp.** Spring  
**G.P** Guide Post or Board   **T.C.B** Telephone Call Box  
**M.S** Mile Stone   **Tr.** Trough  
**M.P M.R** Mooring Post or Ring   **W** Well

## Ordnance Survey Plan, Additional SIMs and Supply of Unpublished Survey Information 1:2,500 and 1:1,250

**Inactive Quarry, Chalk Pit or Clay Pit**   **Active Quarry, Chalk Pit or Clay Pit**  
**Rock**   **Boulders**  
**Cliff**   **Slopes**   **Top**  
**Roofed Building**   **Glazed Roof Building**  
**Sloping Masonry**   **Archway**  
**Non-Coniferous Tree (surveyed)**   **Coniferous Tree (surveyed)**  
**Non-Coniferous Trees (not surveyed)**   **Coniferous Trees (not surveyed)**  
**Orchard Tree**   **Scrub**   **Bracken**  
**Coppice, Osier**   **Reeds**   **Marsh, Saltings**  
**Rough Grassland**   **Heath**   **Culvert**  
**Direction of water flow**   **Bench Mark**   **Antiquity (site of)**  
**Cave Entrance**   **Triangulation Station**   **Electricity Pylon**  
**Electricity Transmission Line**  
**County Boundary (Geographical)**  
**County & Civil Parish Boundary**  
**Civil Parish Boundary**  
**Admin. County or County Bor. Boundary**  
**London Borough Boundary**  
**Symbol marking point where boundary mereing changes**  
**BH** Beer House   **P** Pillar, Pole or Post  
**BP, BS** Boundary Post or Stone   **PO** Post Office  
**Cn, C** Capstan, Crane   **PC** Public Convenience  
**Chy** Chimney   **PH** Public House  
**D Fn** Drinking Fountain   **Pp** Pump  
**EI P** Electricity Pillar or Post   **SB, S Br** Signal Box or Bridge  
**FAP** Fire Alarm Pillar   **SP, SL** Signal Post or Light  
**FB** Foot Bridge   **Spr** Spring  
**GP** Guide Post   **Tk** Tank or Track  
**H** Hydrant or Hydraulic   **TCB** Telephone Call Box  
**LC** Level Crossing   **TCP** Telephone Call Post  
**MH** Manhole   **Tr** Trough  
**MP** Mile Post or Mooring Post   **Wr Pt, Wr T** Water Point, Water Tap  
**MS** Mile Stone   **W** Well  
**NTL** Normal Tidal Limit   **Wd Pp** Wind Pump

## Large-Scale National Grid Data 1:2,500 and 1:1,250

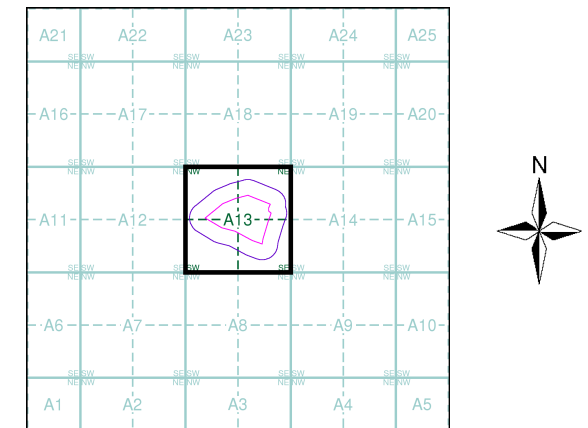
**Cliff**   **Slopes**   **Top**  
**Rock**   **Rock (scattered)**  
**Boulders**   **Boulders (scattered)**  
**Positioned Boulder**   **Scree**  
**Non-Coniferous Tree (surveyed)**   **Coniferous Tree (surveyed)**  
**Non-Coniferous Trees (not surveyed)**   **Coniferous Trees (not surveyed)**  
**Orchard Tree**   **Scrub**   **Bracken**  
**Coppice, Osier**   **Reeds**   **Marsh, Saltings**  
**Rough Grassland**   **Heath**   **Culvert**  
**Direction of water flow**   **Triangulation Station**   **Antiquity (site of)**  
**Electricity Transmission Line**   **Electricity Pylon**  
**B.M. 231.60m** Bench Mark   **Buildings with Building Seed**  
**Roofed Building**   **Glazed Roof Building**  
**Civil parish/community boundary**  
**District boundary**  
**County boundary**  
**Boundary post/stone**  
**Boundary mereing symbol (note: these always appear in opposed pairs or groups of three)**  
**Bks** Barracks   **P** Pillar, Pole or Post  
**Bty** Battery   **PO** Post Office  
**Cemy** Cemetery   **PC** Public Convenience  
**Chy** Chimney   **Pp** Pump  
**Cis** Cistern   **Ppg Sta** Pumping Station  
**Dismtd Rly** Dismantled Railway   **PW** Place of Worship  
**EI Gen Sta** Electricity Generating Station   **Sewage Ppg Sta** Sewage Pumping Station  
**EI P** Electricity Pole, Pillar   **SB, S Br** Signal Box or Bridge  
**EI Sub Sta** Electricity Sub Station   **SP, SL** Signal Post or Light  
**FB** Filter Bed   **Spr** Spring  
**Fn / D Fn** Fountain / Drinking Ftn.   **Tk** Tank or Track  
**Gas Gov** Gas Valve Compound   **Tr** Trough  
**GVC** Gas Governor   **Wd Pp** Wind Pump  
**GP** Guide Post   **Wr Pt, Wr T** Water Point, Water Tap  
**MH** Manhole   **Wks** Works (building or area)  
**MP, MS** Mile Post or Mile Stone   **W** Well

# M.E.C

## Historical Mapping & Photography included:

Mapping Type	Scale	Date	Pg
Warwickshire	1:2,500	1889	2
Warwickshire	1:2,500	1905	3
Warwickshire	1:2,500	1925	4
Ordnance Survey Plan	1:2,500	1968	5
Ordnance Survey Plan	1:2,500	1971 - 1981	6
Additional SIMs	1:2,500	1972 - 1987	7
Additional SIMs	1:2,500	1978 - 1992	8
Large-Scale National Grid Data	1:2,500	1992 - 1993	9
Additional SIMs	1:2,500	1992	10
Large-Scale National Grid Data	1:2,500	1994	11
Large-Scale National Grid Data	1:2,500	1996	12

## Historical Map - Segment A13



## Order Details

Order Number: 67587691\_1\_1  
 Customer Ref: 21119  
 National Grid Reference: 426330, 265240  
 Slice: A  
 Site Area (Ha): 7.67  
 Search Buffer (m): 100

## Site Details

Site at 426320, 265260



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# M.E.C

Warwickshire

Published 1889

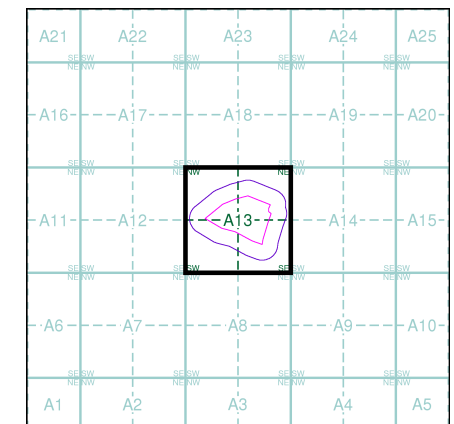
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

## Map Name(s) and Date(s)

033_09 1889 1:2,500
033_13 1889 1:2,500

## Historical Map - Segment A13



## Order Details

Order Number: 67587691\_1\_1  
Customer Ref: 21119  
National Grid Reference: 426330, 265240  
Slice: A  
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# M.E.C

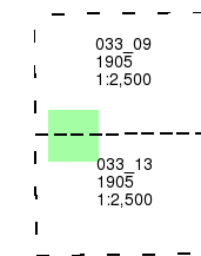
Warwickshire

Published 1905

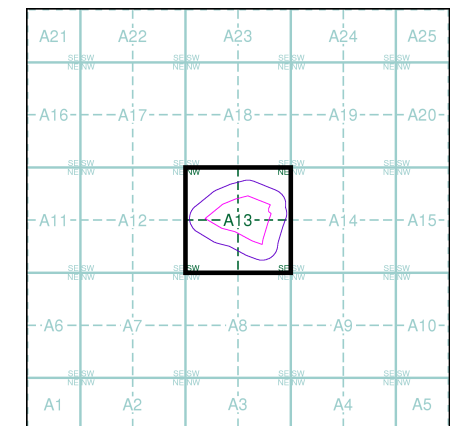
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The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

## Map Name(s) and Date(s)



## Historical Map - Segment A13



## Order Details

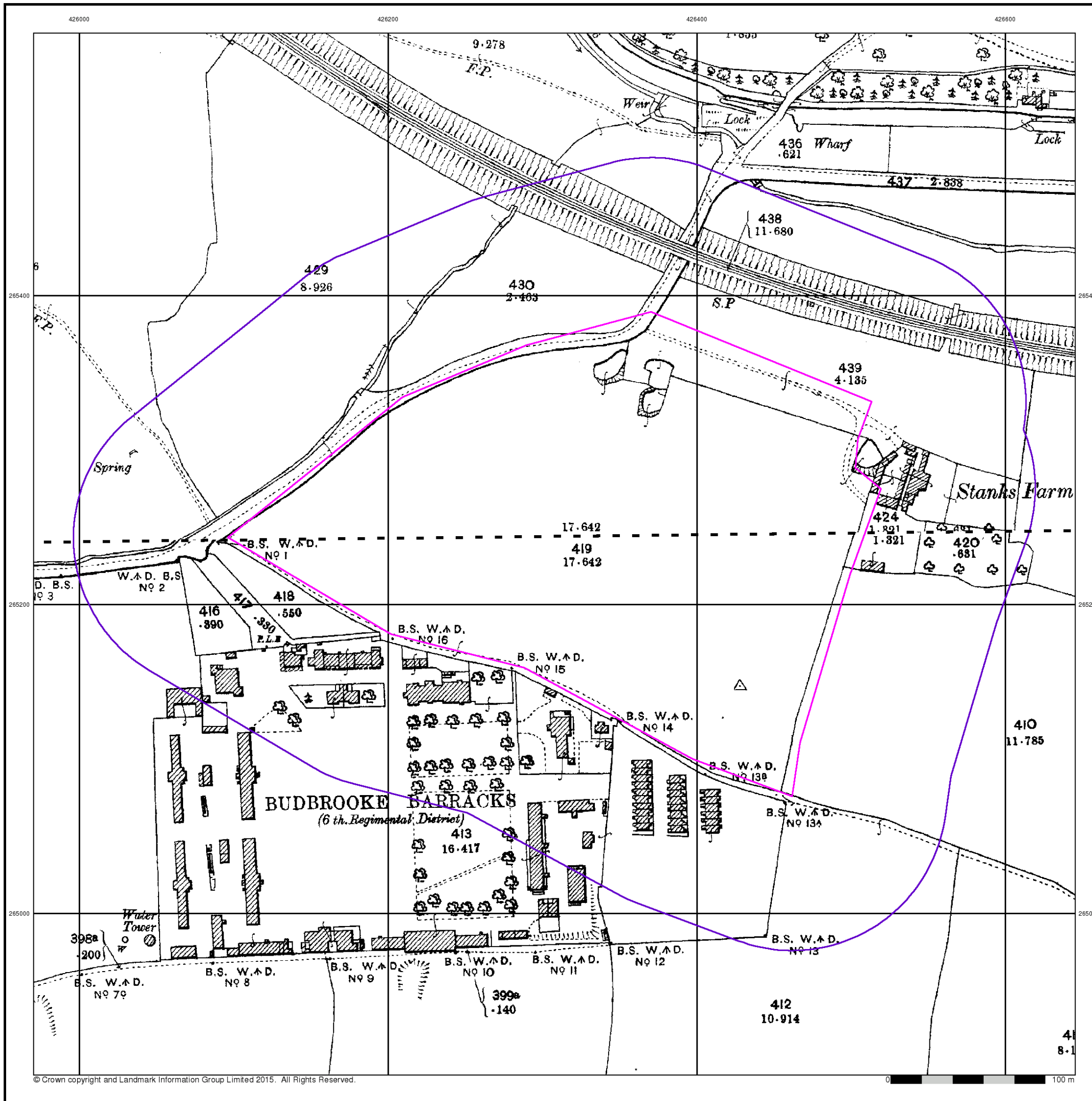
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Slice: A  
Site Area (Ha): 7.67  
Search Buffer (m): 100

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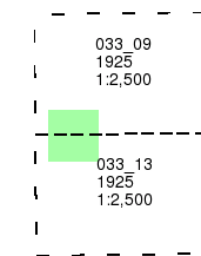
Warwickshire

Published 1925

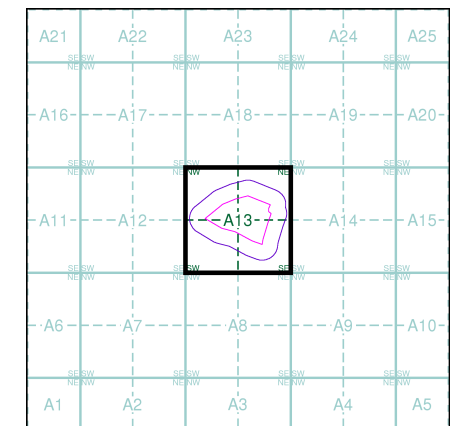
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

## Map Name(s) and Date(s)



## Historical Map - Segment A13



## Order Details

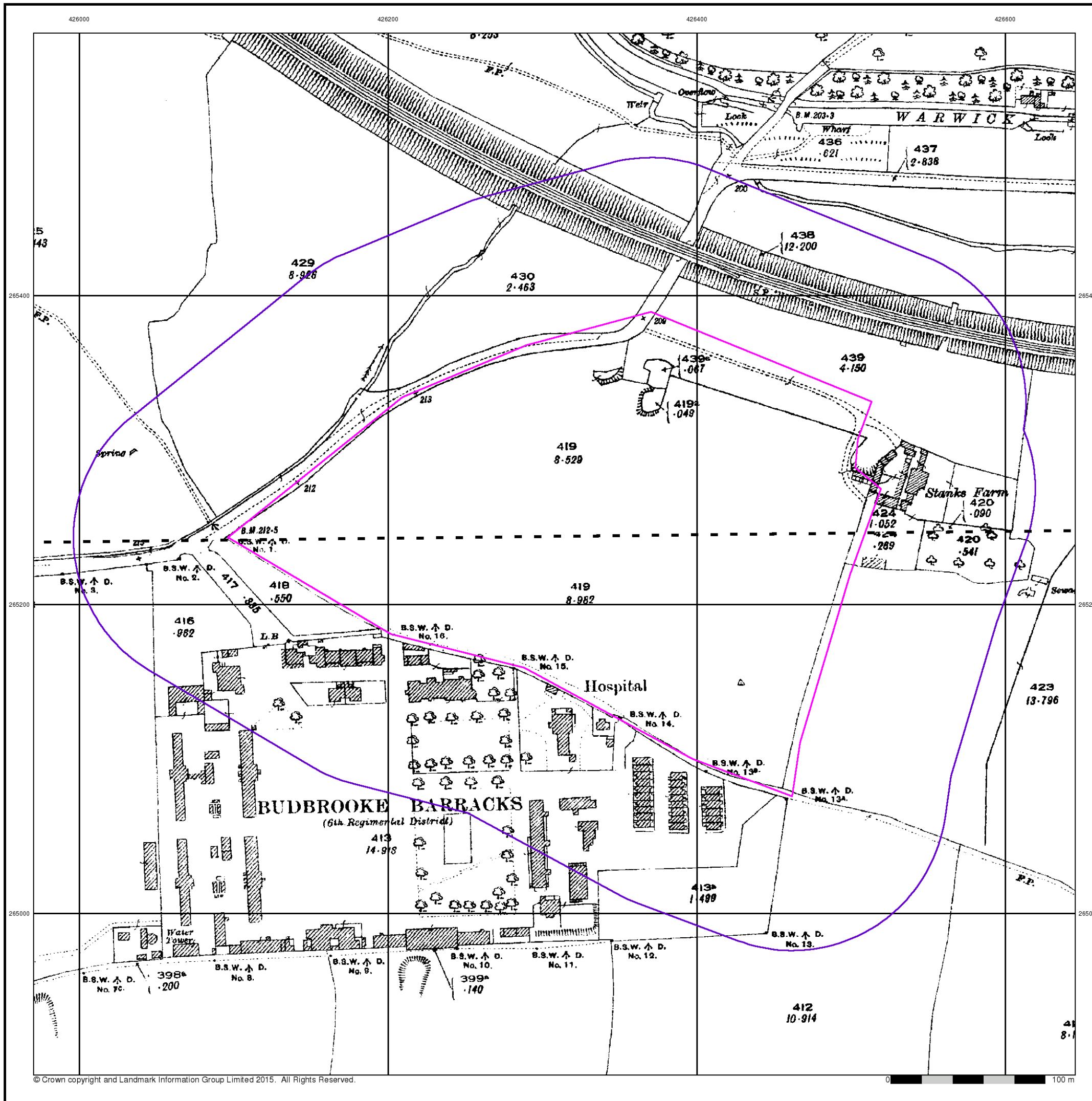
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Slice: A  
Site Area (Ha): 7.67  
Search Buffer (m): 100

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# M.E.C

Ordnance Survey Plan

Published 1968

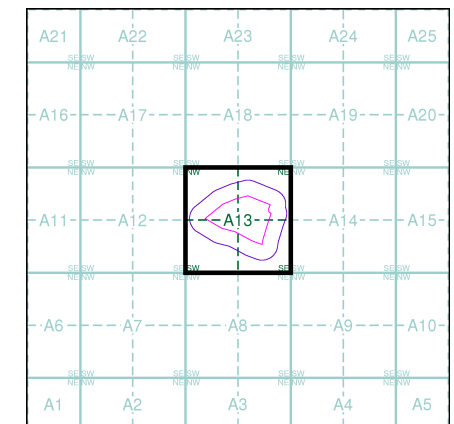
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The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

## Map Name(s) and Date(s)

SP2565 1968 1:2,500	SP2665 1968 1:2,500
SP2564 1968 1:2,500	SP2664 1968 1:2,500

## Historical Map - Segment A13



## Order Details

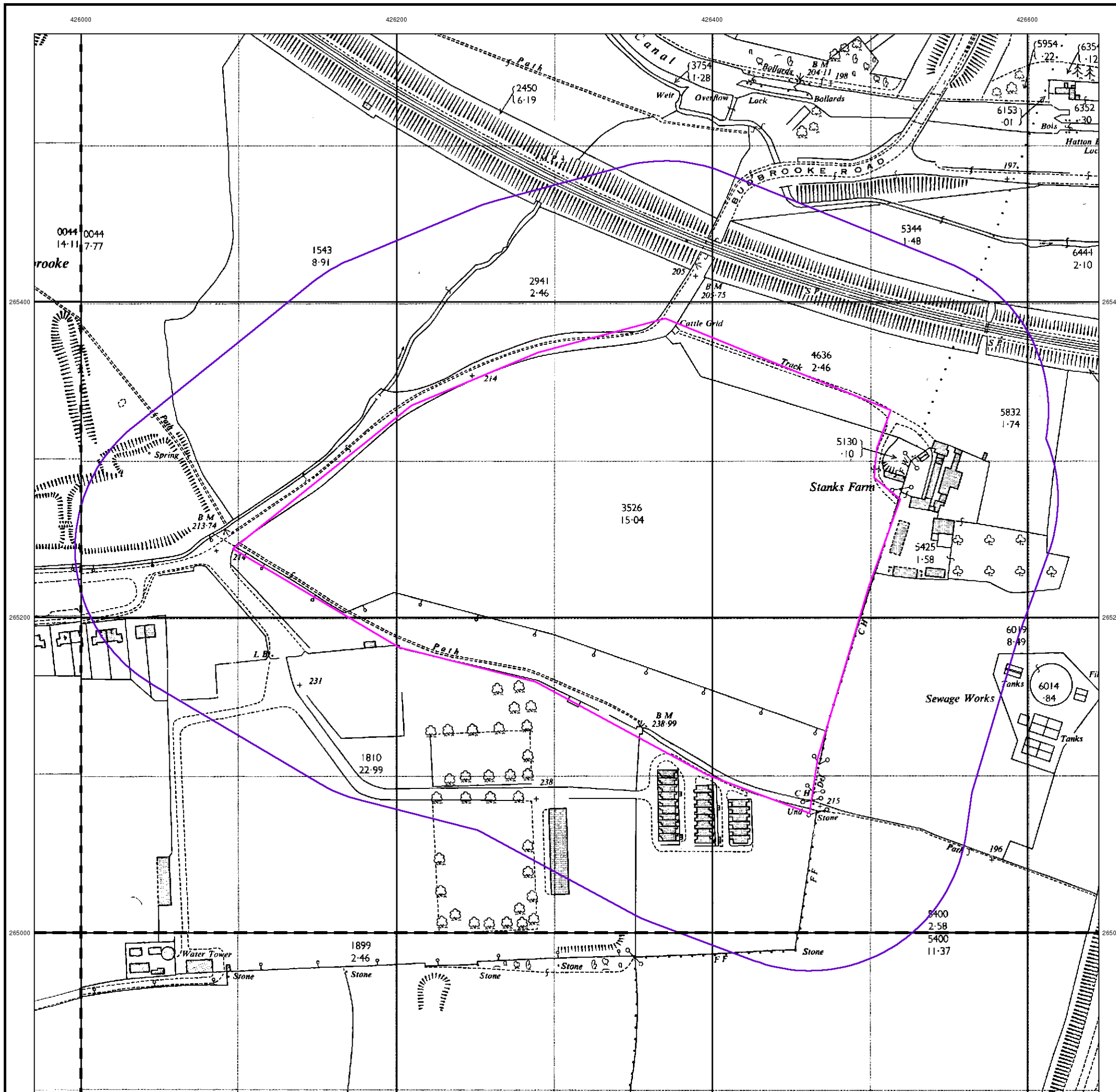
Order Number: 67587691\_1\_1  
Customer Ref: 21119  
National Grid Reference: 426330, 265240  
Slice: A  
Site Area (Ha): 7.67  
Search Buffer (m): 100

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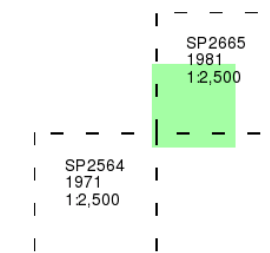
Ordnance Survey Plan

Published 1971 - 1981

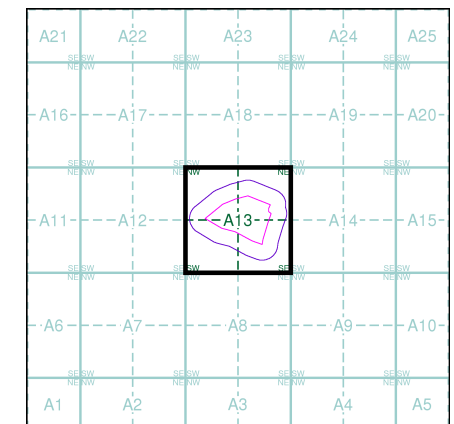
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

## Map Name(s) and Date(s)



## Historical Map - Segment A13



## Order Details

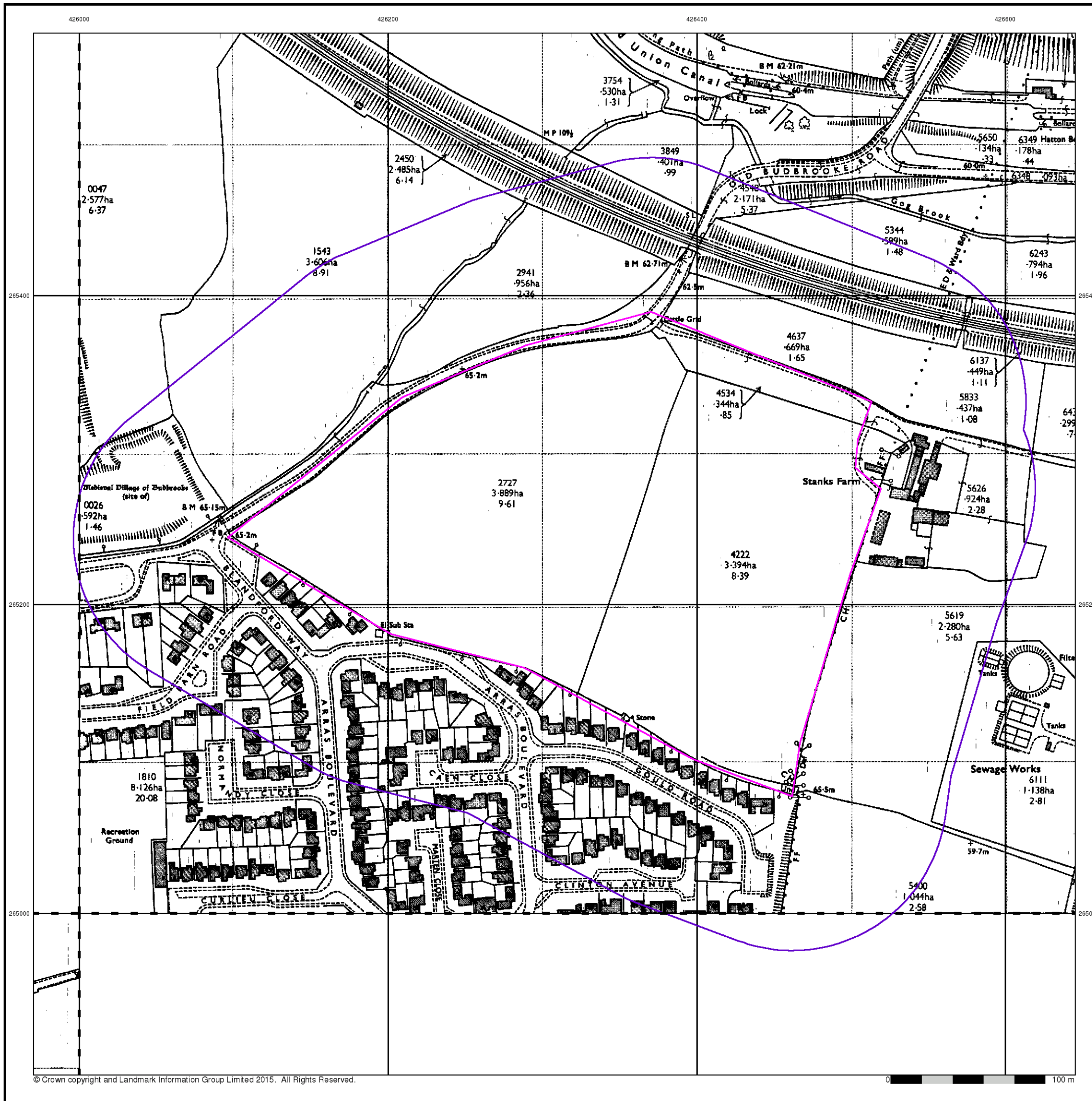
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Slice: A  
Site Area (Ha): 7.67  
Search Buffer (m): 100

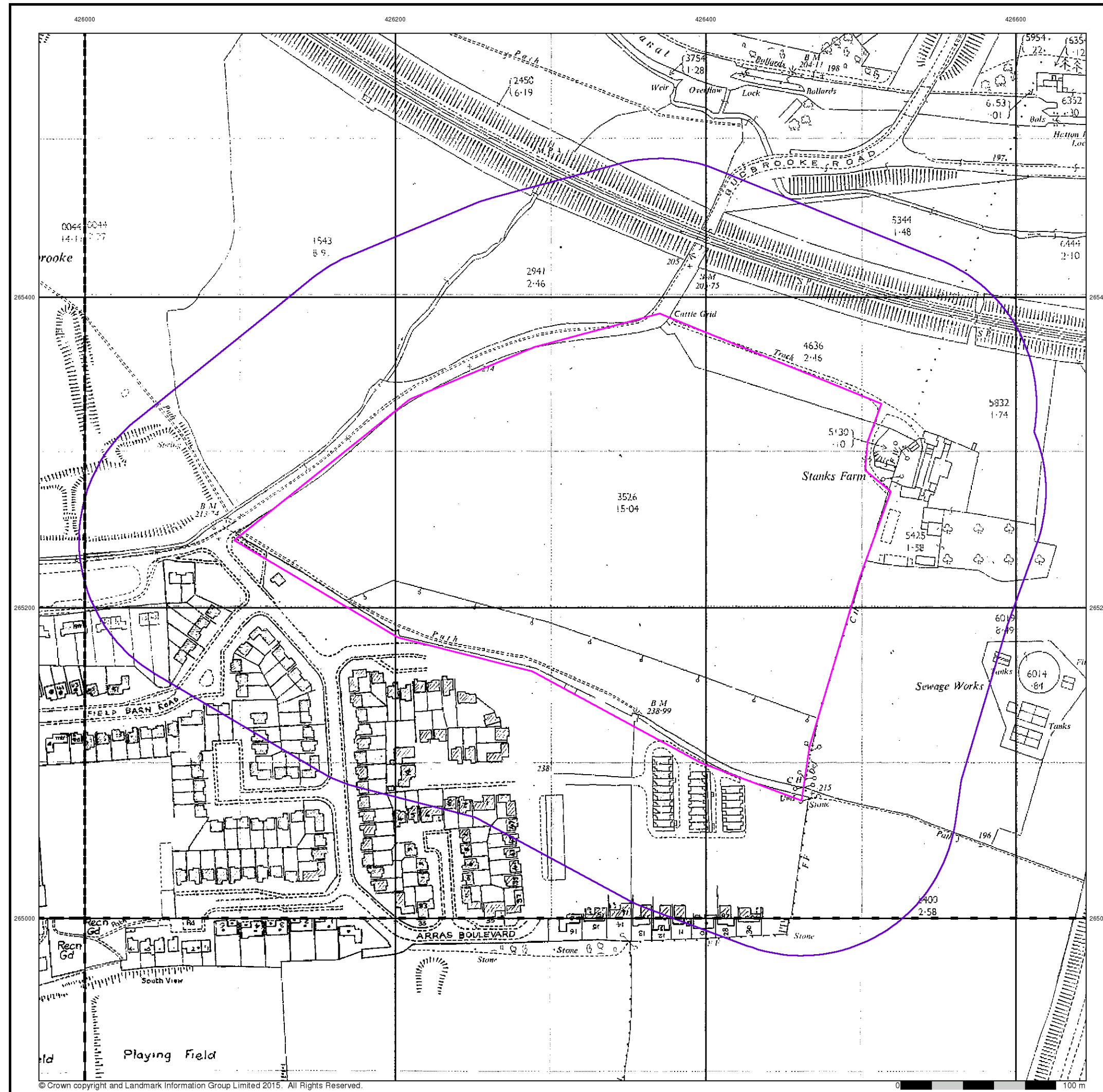
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# M-EC

## Additional SIMs

Published 1972 - 1987

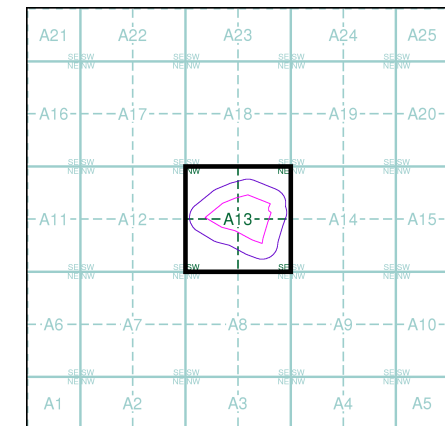
Source map scale - 1:2,500

The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

### Map Name(s) and Date(s)

SP2565 1977 1:2,500	SP2665 1972 1:2,500
SP2564 1985 1:2,500	SP2664 1987 1:2,500

### Historical Map - Segment A13



### Order Details

Order Number: 67587691\_1\_1  
 Customer Ref: 21119  
 National Grid Reference: 426330, 265240  
 Slice: A  
 Site Area (Ha): 7.67  
 Search Buffer (m): 100

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