Irthlingborough Car Park, Drainage and Resurfacing Works

Irthlingborough, Northamptonshire

Procurement Stage: Opportunity to Tender

Irthlingborough Town Council are looking for contractors to tender for a contract to carry out drainage and resurfacing works comprising placement of a crate drainage system, placement of electrical ducting, placement curbing and path edgers and resurfacing works for a public car park. The tendering process will be over 14 days to be followed by instruction to move onto site as soon as practicable.

Contract Location

Irthlingborough Car Park, Church Street, Irthlingborough, Northamptonshire

Notice Statement: Open

Closing: 31st March 2023, 12pm

Publication Date: 17th March 2023

Application and Further Information

Applicants will need to contact the project manager, Derek Roberts (robertsbuildingcontractor@hotmail.com) for further details and all are advised to carry out a pretender site inspection.

All original documents and plans will be supplied to applicants on demand, in full and at proper scales.

A site meeting and survey is essential for all applicants.

Project Manager Details

Derek Roberts

robertsbuildingcontractor@hotmail.com

Mobile: 07746 133249

Irthlingborough Car Park, Drainage and Resurfacing Works:

General Specification

1. Introduction

1.1 Planning permission has been obtained to allow works to bring the Irthlingborough car park (informally known as the overflow car park) up to a standard; these works are outlined below.

2. Works

2.1 Crate Drainage System

2.1.1 Plans 1 and 2 below show the crate drainage system proposed by The Rolton Group.

2.1.2 We are suggesting the option: - 1 in 100-year return = 1.5m to invert, 20m long x 4m wide x 0.8m deep. This constructed as plans suggest.

2.2 Edgings (Figures 1 and 2 below)

2.2.1 Concrete Path Edgings

2.2.1.1 Allow 35m of concrete path edgings to the northeast boundary wall. This will allow use of a small are for planting.

2.2.1.2 Allow 1m wide x .7m deep removal of existing heaped soil.

2.2.1.3 Appropriate hardcore and concrete levels to allow forming of edgers and substrate for car park resurfacing.

2.2.2 Concrete Curbs

2.2.1.1 Allow 10m of concrete curbs to the southwest corner bounding the proposed Memorial Garden.

2.2.1.2 Area already reduced, allow for appropriate levels of concrete to place and haunch the rear of the curbs.

2.2.3 Ducting

2.2.3.1 Figure 2 shows the proposed run for ducting to allow cables for lighting and car charging points. This run is proposed due to the presence of archaeology below 200mm of the existing surface.

2.4 Resurfacing

2.4.1 Tarmacadam

2.3.1.1 An appropriate level of binder course will be required to regulate and prepare the existing surface as an adequate substrate for the finished Tar Mac surface.

2.3.1.2 A straight cut, and poured/sealed edge is needed to join the proposed car park to the existing car park to the northwest.

2.3.1.3 Allow an area some 2 square meters to the pedestrian gate at the southeast corner of the car park, to be removed to allow an appropriate level of build-up for a level joint onto Church Street.

2.5 Lines and Markings

2.5.1 The finished surface is to be set out with lines and markings as per the plan 3 below.

3. Archaeological Implications and Restrictions

3.1 Figures 3 – 7 below, show excavation trenches placed across the car park. Th figures should allow a good view on the current substrate levels and condition.

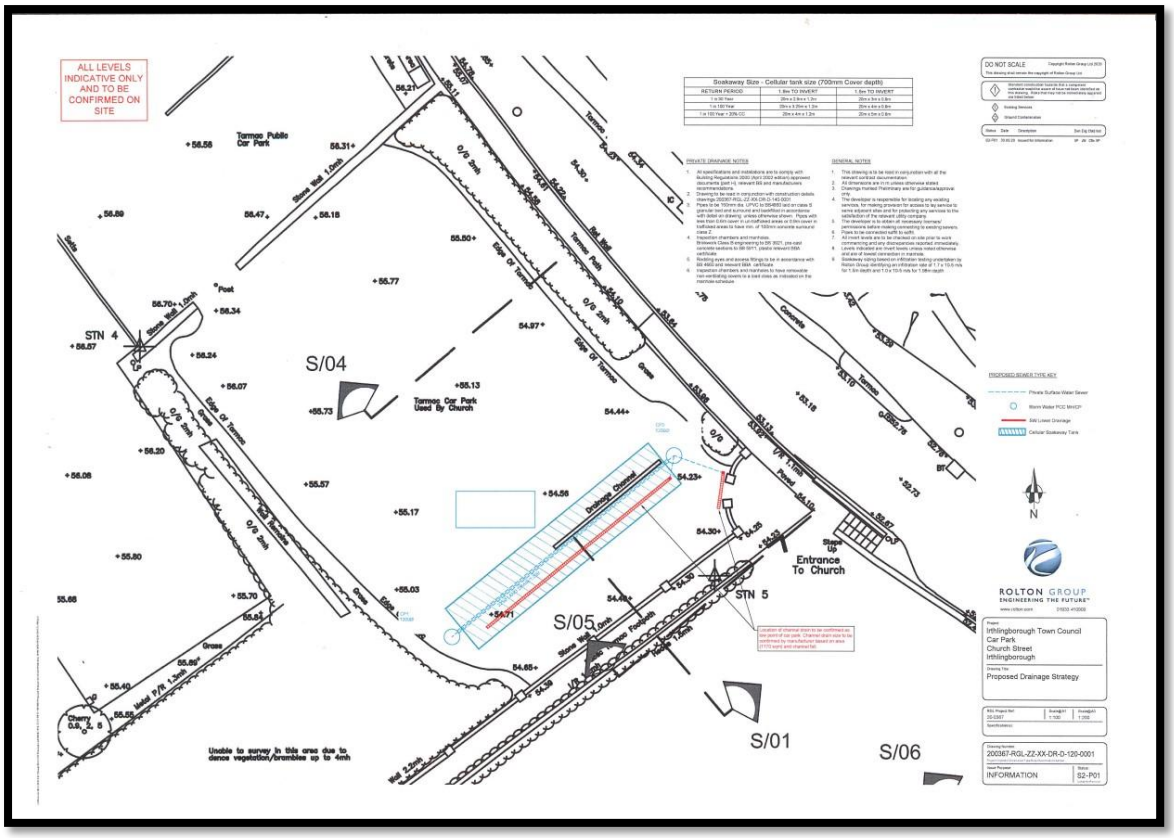
3.2 As mentioned above, the rout for ducting has been set due to the presence of archaeology across the car park and now left in situ.

3.3 Trench 1 is where the proposed crate drainage system has been placed and has been fully excavated to allow a proper reduction in substrate. **NO** deep excavations (anything deeper than 200mm) is permitted without consent or archaeological monitoring/excavation.

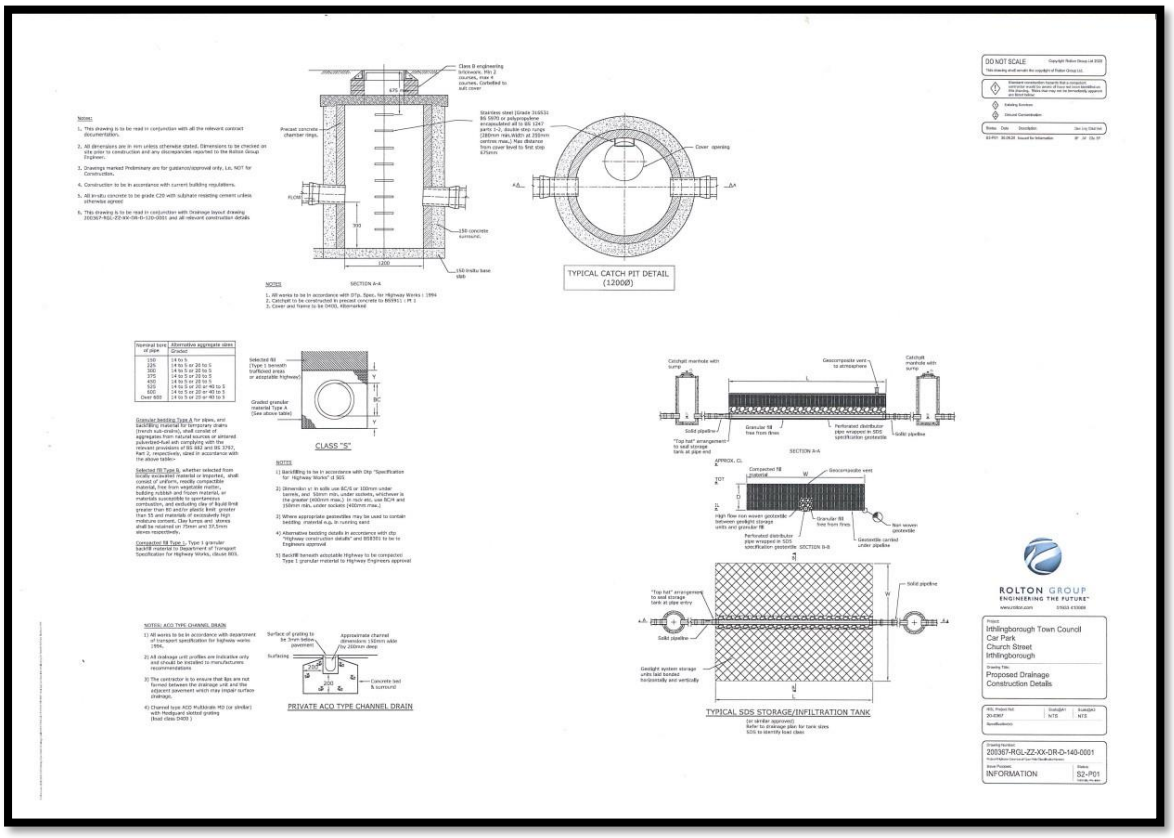
4. Documents

4.1 All original documents and plans will be supplied to applicants on demand, in full and at proper scales.

4.2 A site meeting and survey is essential for all applicants.


ALL LEVELS INDICATIVE ONLY AND TO BE CONFIRMED ON SITE
Soakaway Size - Cellular tank size (700mm Cover depth)
RETURN PERIOD
1 in 30 Year
1 in 100 Year
1 in 100 Year + 30% CC
Tarmac Public Car Park
Tarmac Car Park Used By Church
Drainage Channel
Entrance To Church
Step Up
STN 4
STN 5
S/04
S/05
S/01
S/06
Unable to survey in this area due to dense vegetation/brambles up to 4mb
ROLTON GROUP
ENGINEERING THE FUTURE
Irthlingborough Town Council
Car Park
Church Street
Irthlingborough
Proposed Drainage Strategy
200367-RGL-ZZ-XX-DR-D-120-0001
INFORMATION
S2-P01

Plan 1


TYPICAL CATCH PIT DETAIL (1200Ø)
CLASS "S"
PRIVATE ACO TYPE CHANNEL DRAIN
TYPICAL SDS STORAGE/INFILTRATION TANK
ROLTON GROUP
ENGINEERING THE FUTURE
Irthlingborough Town Council
Car Park
Church Street
Irthlingborough
Proposed Drainage Construction Details
200367-RGL-ZZ-XX-DR-D-140-0001
INFORMATION
S2-P01

Plan 2

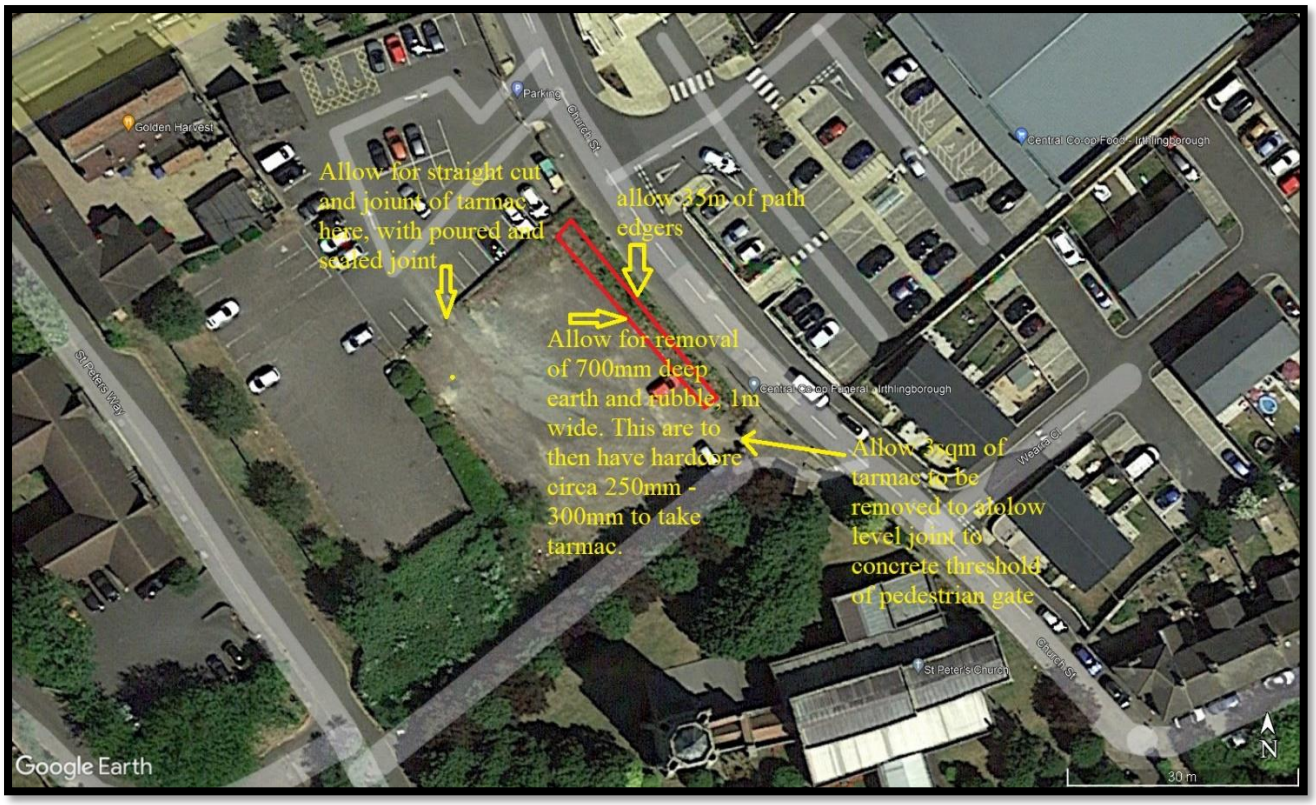


Figure 1.

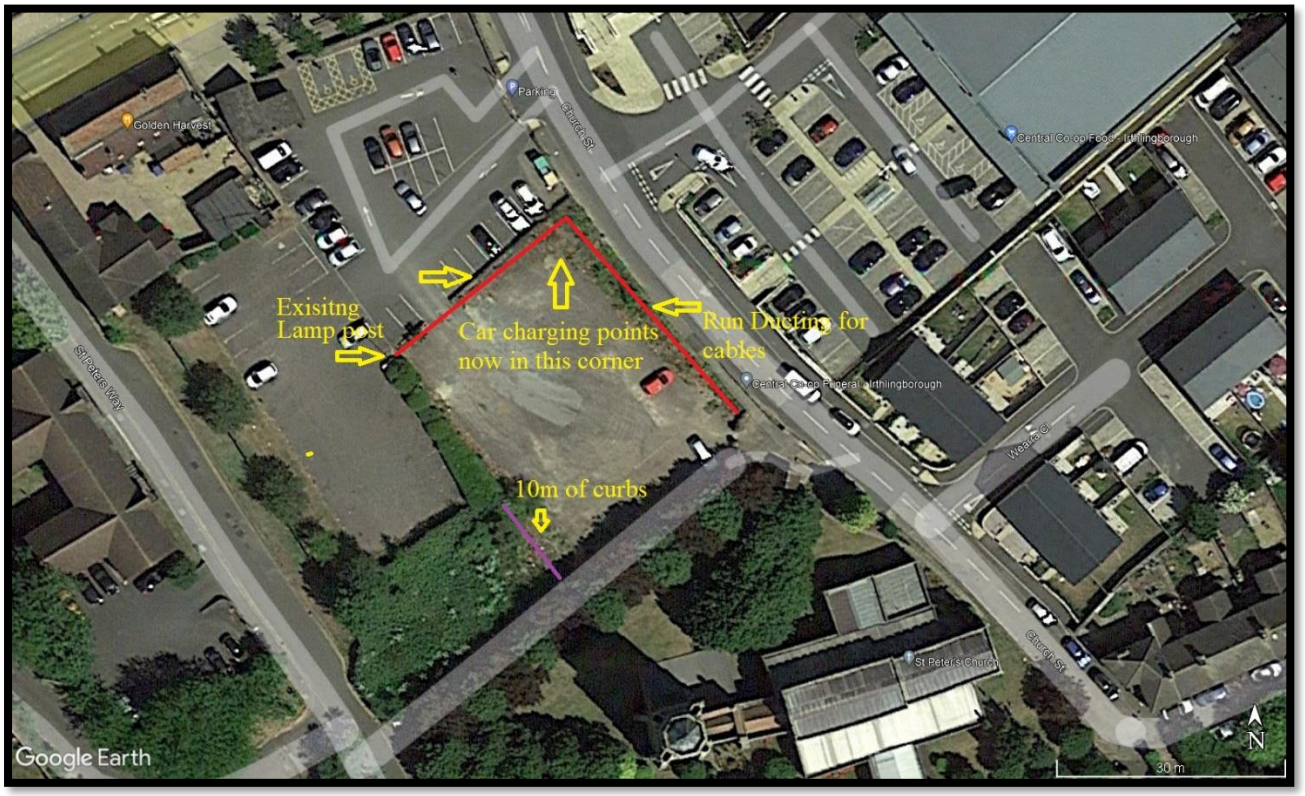
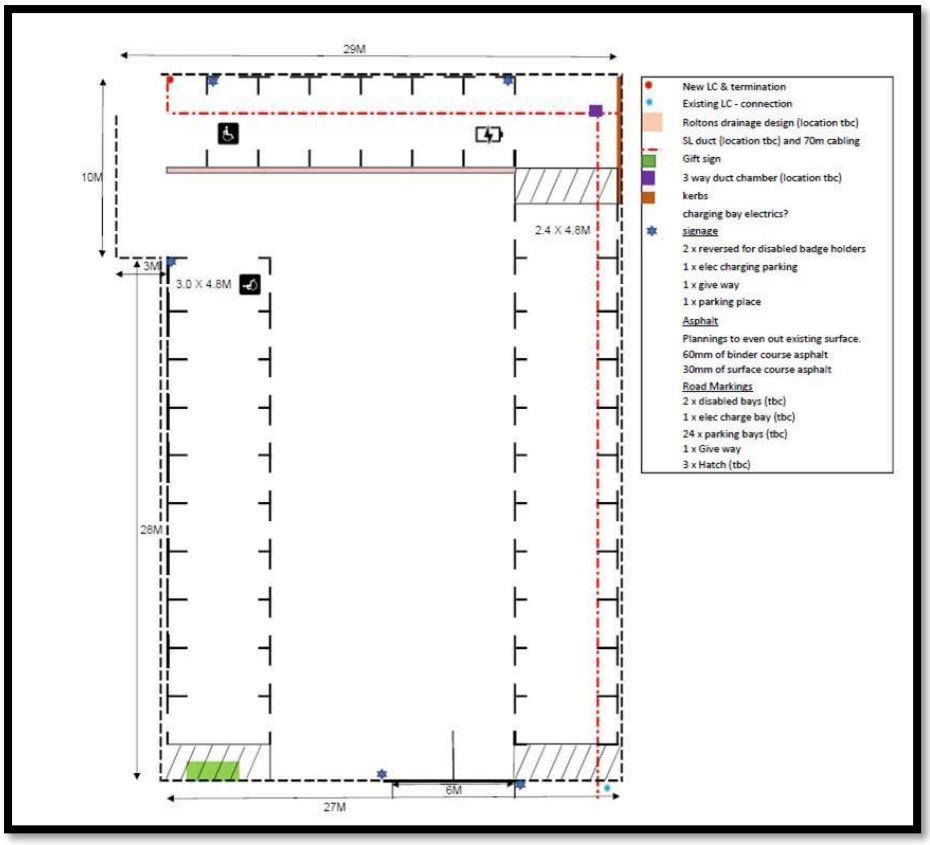


Figure 2.



Plan 3.

Figure 3. Archaeological evaluation trenches

Figure 4. Showing east end of Trench 1

Figure 5. Showing west end of Trench 1

Figure 6. showing junction between Trenches 2 and 3

Figures 7. Looking down the length of Trench 2 from middle point of Trench 3.