

Southside 3rd Working Party meeting of members appointed by the Parish Council and Southside residents 22/11/21

Membership of the Working party present

CLlrs George Wright, Kevin Plummer, Roger Adams, Bill Herbert, Robert Taylor, Luke Edwards, Peter Harry. representatives of South side track residents John Taylor

Reminder This third meeting was held following adoption of its proposals by the Parish Council as set out in the reports from meeting 1 & 2 to prepare for a meeting with the proposed Surveyor. The meeting was reminded that the budgeting procedure was part way through and at present £25,000 was set for this project and thus for next year allowing for all the expenses we would show a potential 40% increase in the Council Tax for the Parish.

Attendance

Neither of the representatives from the Southside were able to be present and so John Taylor came in their absence.

The following was the resolution adopted by the Parish Council at its November meeting

Southside Track Working Party

- (i) Terms of Reference: RESOLVED (unanimously) to approve the Terms of Reference as presented by the Clerk
- (ii) Members noted receipt of the Reports of meetings dated 9th and 25th October
- (iii) Appointment of Surveyor RESOLVED: (unanimously) to suspend Financial Regulations 11.1 (h) to enable the appointment of a surveyor without the need for 3 quotations due to the fact that the Council has a known and preferred contractor with local knowledge for these types of specialist works affecting a Protected Green.
- (iv) It was therefore RESOLVED (unanimously) to appoint Steven Sawyer to draw up a specification/schedule of works at a maximum cost for this consultancy work of £500
- (v) It was RESOLVED that the Clerk be delegated authority to liaise with Councillors Wright and Taylor to provide the Surveyor with a list of works for which specifications and schedules are needed.

The following proposals in our reports have been adopted by the Parish Council as the basis for briefing the Surveyor.

- 1) To block off the southside track to stop through traffic at two points by
 - a) Between the east end of the drive from the Southside track property Burnside and the tracks entry onto Weeley Road excavate all hard core etc and lay soil and grass to make The Green level again at this point.
 - b) Either at the South side rough Track junction with Station Road to install double height kerbing matching that already installed alongside the public highway from there up to Plough Road. To make this barrier durable to reinstate green across and suitable distance eastwards of the kerbs. Alternatively, since space is difficult due to the curvature of the road at Station Road create a cutting of the Track outside Chase End to block the Track and create a turning point with suitable posts to block traffic.

c) Create a weed through surface turning circle similar to that installed a few years ago as an entry onto the Green (currently used for parking) to enable this to be used as a turning point for cars and delivery vehicles to exit back the way they came to the concrete strips. Traffic from the other end being a short distance could back up without needing a turning head.

2) To provide Barriers to prevent entry onto the Green by vehicles from South side and the part of the concrete tracks.

a) To install barriers using durable posts (not concrete) to delineate the edge of the South side track and prevent the Green from being eroded by vehicles leaving the track installed from Station Road up to and ending round the restored Green by Burnside. Our estimate would be that they would need to be 4 foot high the reduce the likelihood of pedestrians missing their presence in the dark. To advise on softening this barrier by being interspersed with low hedging. It has to be noted that the width of the track at about 5 metres from the front of the premises had a Gas main installed alongside it.

b) To install the same type of barriers alongside the concrete strips for about 10 meters curving onto the Southside Track.

3) To replace the now very muddy track in winter by a surfaced one

a) To consider the issue of drainage required to deal with the rain water on the track. To ensure that sufficient water drains towards the Green grassed area reducing the quantity of water running towards the property. To ensure that between the track surface and the properties there is sufficient drainage to deal with any water draining that way. To consider the level the track would need to end up when completed. This work may need appropriate soakaways onto the Green.

b) To provide a suitable surface to the track which would be durable once the level of traffic has been reduced by the work of sections 1 and 2.

Discussion at the meeting

There was a debate on the prudent way forward and the costs if attempted in one operation. Some thought it best to proceed in stages and others that it should all be done in one go. It was decided to await the Surveyors report and then the debate on financing could be carried out.

There was discussion and the need to handle the refuse trucks and other big lorries which came to the properties and therefore the turning areas needed.

There was discussion on where best along the western end of Southside to put the cut off point, there were various thoughts and the one that laid on the table was for it to be somewhere near Rydal and Goodwins. If the barrier at the western end of Southside were not right at the end then the suggestion was that this ought to be one which could be able to be opened for emergencies and village needs. If sited at the end then there would need to be barriers alongside Station road to prevent people trying to by pass the barrier

There was a discussion on how wide the final track would need to be. The issue would be people backing out onto the track from their drives and making sure they did not drive onto the grass. There was a suggestion of between 4 and 5 metres and on that we would need to bear in mind the gas pipe in the green about five meters from the front curtilage of the properties. Plans of the pipe are available.

There was talk of using green tarmac but others stated that this would result in a maintenance headache in trying to match colours in the future.

At the Far end by Burnside the need was expressed that there should be a link provided to the footpath entry to Birch Ave.

Discussion on Barriers posts. To prevent driving onto the Green. Whether they should be knee or waist high, Suggested wooden post of 6" diameter spaced so they could not be driven through

Surveyors details are

The WP asked that the exact process of contacting the Surveyor and arranging for his work to start be ascertained before any further approach be made to him be ascertained from the Clerk.