South Side Track Working Party Meeting

Wednesday 10th January 2023

Location: Admirals Farm at 19:30

In Attendance: Cllr. P. Harry Cllr. K. Plummer Cllr. B. Herbert

Cllr. J. Jepson Cllr. G. Wright Mrs J. Spear (Clerk)

Cllr G. Wright (GW) – Reached a stumbling block with the quotations that have been received coming in over budget, so has sourced a price from DA Cants to just put a surface on the track. At the moment the council pay a significant amount of money for the maintenance of the track each year (*GW advised £12,000 at £6000 a time but the clerk has checked since the meeting it was £6000 a year, £3000 a time).*

The council carry out our normal maintenance of putting road scalping’s on, level it, hammer it down and then another contractor just puts on the surface,

Surface only it would be £16701 plus VAT based on 211m length by 3.5m width which is 729square metres – based on a 60mm width using stone asphalt.

What would you do with the water if the surface goes down?

The SMA will shed the water both sides as it will be raised slightly in the middle – could get it to fall slightly to the green – no more water coming out of the sky instead of sitting in puddles on the road – the same residents that have water issues now on their driveway will continue to do so.

Could add road plannings either side if there is enough in the budget (soil on the green side) so the cars don’t just roll straight off onto the green.

Cllr. K. Plummer (KP) people will drive off the green if they cant get past if there is anything parked on there, so need the barriers and the posts all the way along side do need to added at the same time. GW conceded that this will possibly happen.

Cllr. J. Jepson (JJ) asked what does the length cover? GW Confirmed that it stops at the concrete track coming across the green. Why 3.5m wide? GW advised that this will take heavier traffic and wider based vehicles the road plannings will be there to feather into the driveway.

Clerk advised that at this time there is £70,000 earmarked for the protection of the green along here. There is the possibility of more funds being available at year end.

Clerk advised that the unsanctioned work carried out at Blandon house, he dug down and packed the type one into the surface of the road, the plan being discussed does not dig down it lays the surface on the top, some houses are lower than the surface of the track is this going to create more problems?

KP we would need the price of the road plannings to make that connection to the residents properties which will be loose.

GW put it to the residents that they would have to be responsible for the connection of their properties to the road with the road plannings. We will need to propose this to the residents before the work is completed.

Cllr. B. Herbert (BH) asked what will happen if water stays between the new surface and the driveways that can get underneath the surface and cause a problem especially with the height difference – will this cause a weakness in the road. GW said that if possible could all the water fall onto the green, but that will mean that the entrances onto driveways will be much higher.

Cllr. P. Harry (PH) also asked about the frontage of the houses – some are further out into the green than others which will affect the layout of the road and also the difference in the amount of road plannings needed with the different properties.

JJ have you had any problems with your driveway that has a hard edge? GW advised that no and they have heavy goods vehicles and he hasn’t had any problems since it was laid.

BH said the old maps only show the track going as far as the concrete strips and not past that, which is why carrying out work past that could be questionable.

Clerk advised that the turning circles have to go in at the same time, and that the bollards and barrier have to go in at the same time as the whole point of the project is to protect the green. If you lay a new road that will be used as a cut through for people to avoid plough road and if you are laying a thinner surface than recommended, then you need to ensure its only used by the residents, so the barrier and bollard need to be part of the project.

Also, FOTG have also advised that they will donate money for bollards which will help towards the cost.

JJ said we need to make sure we find solutions to avoiding puddling between new surface and the properties, work on the turning circles, connecting to the end of the concrete track that is currently sinking.

Clerk advised that every resident will need a letter that details the full plans and what is happening with the connections of their driveways. KP we need to hold a meeting with the residents once the definitive plan is agreed, only with the residents of the South Side Track, GW added that there needs to be a question about donations towards the project from the householders.

The locations of the bollards were discussed at length on what is needed to keep people only on the road and not trying to cut across the green.

KP could the blade that has been relined be used to remove the top 40mm of the surface to try and get as much of a level surface as possible to reduce the height of the high bits? PH said some material has to be taken away anyway for the green that has to be made good, can we use this that needs to be removed to do that? On the side of the green some of that surface will have to be removed anyway – GW suggested using Livertons to do it and remove it instead as that is their road leveller is V shaped and it fills in the low ways.

JJ we should prepare an agreed proposal for the Full council meeting:

* Preparation of the track – reduction by 50mm
* Resurfacing with a turning head
* Bollards down the side
* Barrier

JJ What can we do to mitigate any puddling between the road surface and the residents property and the new road surface and the existing such as the concrete track and Station Road?

Clerk What is the future proof once the surface is laid, do the council have any come back with contractors if the surface starts to have issues after its been installed? If one contractor prepares the surface and another lays the surface can they both blame each other for issues and where does that leave the council?

KP asked about the risks that the council are taking by installing this and that if this project is completed there will still be money that has to be spent on maintenance – the bollards/ the barrier / pot holes etc.

JJ advised that the risk is minimal of the whole project suffering a catastrophic failure and if there are repairs just like on normal roads they would need to be spot repaired. These are good questions and discussions about the project to try and find the best solution.

Clerk – we need to ask an expert/ consultant these questions to make sure that the council have also carried out this due diligence.

PH said this will lead to further projects, the further end of the track past the concrete strips, grassing over areas that are damaged, the mill house tracks and we need to bare this in mind.

JJ asked if the approved work is going ahead from the last meeting, the top end past the strips and also the mill house but we don’t want this removed at this time from if this project is going to go ahead.

What is the contingency if one resident doesn’t agree to the proposals? We will need to see how the consultation with the residents goes and then assess this.

PH we need to build into the quotation requests that we will need from the contractors the surface preparation aswell as the laying of the 60mm sma without increasing significantly the height of the road.

The original map drawing shows the bollards and where the barrier will be placed.

JJ will produce a digital map of the proposal before the next meeting.

The clerk will write up the notes before the next meeting.

Agreed to have one more meeting before the parish council meeting to finalise the proposals for the parish council meeting to be held on Monday 22nd January at 19:30 at Admirals Farm.

The meeting was closed at 09:15pm.