



The following is a response to Planning Condition 12 for application 69195 'Refurbishment of gardens including upgrading drainage and footpaths, new pedestrian ramp access, rebuild stage area, creation of terraces along the bank of the stream and tree works across the site'.

The project is a partnership between Proffitts – Investing in Communities, Bury Council (main contact Mike Bent) and The Rotary Club of Tottington and Bury West. It has been grant funded by the Heritage Fund (88%) with match funding from Bury Council. The aims are to upgrade Bury Council's own gardens (drainage, footpaths, tree safety works) and include the community in the regeneration and activities. It has been in development since 2019 and is supported by 2 local schools and the wider community.

This report has been produced by Proffitts CIC and main contractor J&D Jenkinson Ltd.

### **Current Access and Egress Points**

There are two existing entrances to Whitehead Garden – the southern entrance is stepped and unsuitable for vehicles; the northern entrance is the one used for maintenance access by Bury Council officers at present. At present, a Bury Council van with a trailer, parks partly on the pavement to unload the mower, at least twice a month during the growing season to manage and maintain the site.

We understand from the Highways response that they feel this is not a suitable access for deliveries and construction vehicles for this current project due to the nature of the road at this point, being on a difficult bend in the road.

However, upon assessing the site again, we strongly feel there is no alternative temporary access which can be created which would not actually increase the number of vehicles visiting site to create the access in the first instance.

It is therefore proposed that construction vehicles will access and egress the site from the current vehicular entrance on Chapel Street. This entrance will be widened and suitable signage erected, as well as the use of banksmen to oversee all deliveries and movement.

An alternative access point at approximately 5m wide, set 12m further south along Chapel Street was considered (as shown by the images below). However, inside the gardens at this point the ground drops away significantly. This would mean in order to get vehicles into site and across the site, around 5nr. 20 tonne wagons of stone would be required to fill the banking and create a less steep ramped access down to and across the brook, with unnecessary tree removal on the opposite banking to allow vehicles access to the wider site.

The potential alternative access would lead to the vehicular access being zigzagged in such a way where the corners were too sharp to actually allow vehicles to safely access the site and cross the brook.

An example route is shown on the accompanying plan 223/CSM01v2 for reference.



The screenshot above shows the current vehicular entrance in blue (widened to 5m) and the alternative access considered (shown in red)



The image above shows the solid red line as the approximate ground level, with the yellow hatching being the imported infill material required to achieve suitable levels to give vehicular access. The change in height is 2.5m.

### **Proposed Site Hoardings**

Site hoardings are not proposed on this site.

It is intended to erect heras fencing at 2000mm high or orange chapter 8 barriers around the working areas and to direct pedestrians to the safer routes where possible and to close the site entirely when needed for safety. It is felt the public will be interested in this work and allowing viewing limits the temptation for trespass and vandalism.

The two existing entrance/egress points will have a copy of the plans along with details of the work and site contact details clearly on display.

### **Hours of Operation and Vehicle Movements**

The main hours of operation are 8am – 5pm on Mondays to Fridays. No weekend working is proposed.

The number of vehicle movements to the site will vary week on week depending on which phase of construction the contractors are at.

The works are likely to consist of the contractors' vehicle and trailer. It is anticipated an average of 3 visits to and from the site per day for the contractors, with additional deliveries being made of stone and other materials. Materials being imported to site is minimal; the majority of the works are reusing site materials. The exception is the new macadam surface required to upgrade existing paths. This work is anticipated to take place the last week in March or first week in February and is likely to consist of 20 tonne loads at 2 per day for 4 days.

Contractors have agreed to avoid busy times for deliveries i.e. none between 8.30-9.30am or after 3pm.

All deliveries are overseen by 2 banksmen to manage traffic flow. Wagons can reverse directly into the site at the existing vehicular entrance, unload and drive away again, in a very short space of time.

Other deliveries can be on a hi ab wagon, parked at the edge of the highway/pavement and the loads dropped over the boundary wall. Each delivery takes around 20 minutes maximum.

### **Warning Signs Scheme**

Warning signs will be set in accordance with Chapter 8 of Traffic Safety Measures and Signs for Road Works and Temporary Situations 2009.

In brief, this includes:

- Construction signs set at 20m away from the southern entrance point and 20m from the northern egress point on Chapel Street, set back to the back of the pavement.
- Please see 223/CMS01v2 for details

### **Manoeuvring of Vehicles**

It is proposed to create a temporary site working within the site at the entrance point which will accommodate the delivery of materials on site.

This area will be created from geotextile membrane with mot type 1 laid to a minimum depth of 100mm to accommodate vehicle movements and materials storage.

The approximate overall area of the working space will be 25m<sup>2</sup>; with the expectation that materials will be delivered by reversing into the site or by grab wagon delivering materials over the wall.

### **Parking on site**

It is intended for contractors to park their vehicles within the site itself; not on the highway.

### **Site Cleanliness**

The temporary working area within the site at the southern entrance point which is laid with mot will be used for the majority of movements to and from the site and for deliveries. This will help to reduce the spread of mud around the wider gardens; creating a dry 'clean' space for vehicles and limiting the spread of mud onto the highway.

However, it is also intended to send a road sweeper along Chapel Street when required to remove mud and debris.

### **Other**

In addition to the above, it is intended to liaise closely with the community via The Rotary and social media as well as posters on site giving regular updates.