



The following is a response to Planning Condition 3 for application 67535 'Works to formalise the existing overpill car park and improve pedestrian access along Woodhill Road'.

It has been produced by Proffitts CIC and contractor J&D Jenkinson Ltd in consultation with officers at Bury MBC – Mike Bent Graham Schoon and Paul Robinson who are all familiar with the Country Park.

Photographic Dilapidation

A detailed sequential photographic dilapidation survey of Public Right of Way 152 Buy (Woodhill Road) has been carried out on 7th February 2022. As this is too large to email, we have a shared DropBox file for Burrs Country Park which Graham Schoon has access too, along with the relevant training in order to be able to access the file. Graham will be able to share the contents of this folder with officers.

Alternatively, a WeTransfer or memory stick with the images on can be made available if Officers are able to access the media this way.

Access and Egress Points

It is proposed that construction vehicles will access and egress the site from Woodhill Road at the southern entrance as the road is wider here allowing deliveries to be made with minimal interference with other road users.

The works to be carried out at the western egress point include altering the existing overhead barrier and gates; new edging and surfacing to meet the existing cobbled surface of Woodhill Road.

These works will be carried out from within the site itself to minimise disruption.

When the new kerbs are installed at this entrance, adjacent to the existing cobbled surface, temporary barriers will be erected along the working area with warning signs erected at each approach, set in accordance with Chapter 8 of Traffic Safety Measures and Signs for Road Works and Temporary Situations 2009. See Proposals Plan overleaf.

Proposed Site Hoardings

Site hoardings are not proposed on this site.

It is intended to erect heras fencing at 2000mm high at each of the vulnerable boundaries of the site. These include the two existing gated entrance/egress points; an informal cut through onto Woodhill Road to the NW of the site and another informal path to the north of the site towards the River. 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 Phase 1 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.

Week 1 (w/c 21st February 2022)

works this week will consist of the contractors' vehicle and trailer. The works carried out will include tree and hedgerow works and preparation of the hard standing area for deliveries within the site. Anticipate an average of 3 visits to and from the site per day, with 60 tonnes of mot type 1 being delivered towards the end of the week

Week 2 (w/c 28th February 2022)

Work this week will consist of excavations and site preparation. It is anticipated there will be an average of 5 vehicles per day visiting the site (10 vehicle movements). In addition to this there will be the contractors own vehicle and trailer travelling to and from the site.

Weeks 3-7 (w/c 7th March 2022 provisional dates)

The majority of the works will be carried out these weeks and it is when the majority of deliveries will take place. It is anticipated around 6 visits to the site per day (12 vehicle movements per day) but these include large vehicles delivering 20 tonne loads of stone and geogrid material. In addition to this there will be the contractors own vehicle and trailer travelling to and from the site.

Week 8 (w/c 25th May provisional date)

The works this week include cleaning the site and removing plant and machinery off site. Vehicle movement will be reduced, mainly consisting of the contractors own vehicle and trailer. Anticipate 3 visits per day (6 vehicle movements per day). In addition to this there will be the contractors own vehicle and trailer travelling to and from the site.

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. See Proposals Plan attached (dwg ref 233/CTMP1)

In brief, this includes:

- Construction signs set at 20m away from the southern entrance point and 20m from the northern egress point on Woodhill Road; set back beneath the trees along the carriageway and on the grass banking respectively.
- Road narrowing signs set at 13m from works at each end
- Orange cones to demarcate the lead-in and exit taper and working area (including space for contractor's vehicles)

Manoeuvring of Vehicles

It is proposed to create a temporary site working within the site at the southern entrance point which will accommodate the manoeuvring of vehicles within the site to minimise disruption on the carriageway. This area will also accommodate large vehicles delivering 20 tonne loads of stone as well as delivery of the geogrid material.

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 250m² in an 'L' shape to allow vehicles to turn around on the site itself.

Parking on site

It is intended to use the pull in/layby to the south of the southern entrance point for contractor's vehicles and to ensure this space is always available for construction delivery vehicles to minimise disruption to other site users.

This area (approx. 27x4m) will be coned off during working hours when not in use for deliveries to prevent members of the public parking in this area, ensuring it is always free for deliveries.

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 park; creating a dry 'clean' space for vehicles and limiting the spread of mud onto the Public Right of Way.

The use of this hardcore surfaced area will reduce instances of mud on the Public Right of Way 152 Bury (Woodhill Road) as delivery vehicles will not stray from this area and all site machinery will begin and end on this area.

However, it is also intended to send a road sweeper along Woodhill Lane to remove mud and debris on a weekly basis (on a Friday so the site is clean ready for the weekend visitors) if required during the works.

Other

In addition to the above, it is intended to liaise closely with the Friends of Burrs and Café owners as well as the Caravan Club and East Lancashire Railway to keep them updated on the project. We will ask they share regular updates with their members/databases as far as possible so regular visitors to the site are aware of the works well in advance of a visit.

Site notices and plans will be erected in the noticeboard on site and around the wider park w/c 7th February to give advance warning of the works.

See attached plan for more details of the Construction Traffic Management Plan – dwg ref 233/CTMP1.