

Burford Guildenford Car Park

Specification and Guidance for Quoting: For Expansion of the Above.

1. Introduction.

The Burford Guildenford Car Park currently has 166 spaces in an earlier, totally tarmacked section (1975) and a semi permeable later extension (circa 1997). This current car park is served by a single bridge for vehicles and pedestrians and a toilet block close by the bridge.

This car park is freehold owned by West Oxfordshire District Council (WODC).

2. The Requirement.

The current car park is inadequate for daytime visitors to Burford, hotel guests, residents and for users of the recently rebuilt Warwick Hall complex. Its inadequacy will be further exacerbated by a development proposed for the Shilton Road comprising a care home, assisted living apartments and residential housing.

A recent WODC traffic survey estimated that Burford requires 200 extra off street car parking spaces in the period up to 2031.

This specification calls for information and quotes for an expansion which could accommodate approximately 160 vehicles.

5 pilot holes to a depth of 30 inches (75 cms) were dug for the duration of the winter 2017/18 including flood periods. No groundwater seeped into any holes; all remained dry in a gravel substrate.

3. Description.

There are three parts to the design:

3.1 A footbridge might be required on the downstream side of the existing access bridge so that the existing bridge can be used by two way traffic passing slowly. The bridge is narrow so slow speeds will be mandatory.

The footbridge would be located on WODC owned land either side of the millstream and would be wide enough for push chairs and other wheeled appliances like mobility scooters while still allowing people to pass if walking in the opposite direction to the wheeled appliances. A gangway width of 1.5mtrs is suggested.

3.2 The millstream bank northwards from the existing car park shall be modelled to form a 16 mtr wide flat grassy bank at its narrowest point. The most northerly point will be the edge of the flood protection spillway. The millstream bank at the edge may be strengthened

with mesh or gabion baskets to prevent erosion but left wild as at present for wildlife and aesthetic reasons. Top soil from the excavated parking area may be used for any profiling purposes. Along the northern edge a similar 8 mtr wide strip bordering a flood spillway will require similar levelling and profiling but again should be maintained in a natural form retaining the existing hawthorn trees. The spillway entrance with the millstream will require some profiling but this will need to be discussed on site. [Advised that increasing the width from the millstream to the car park obviates the need to reinforce the millstream bank and offers more opportunity for the use of spoil. The landowner intends to independently use gabion baskets to prevent further erosion of the bank.]

3.3 The parking area could stay as grass or be fully permeable with slightly sunken shrubberies in the centre to further assist permeability and drainage under flood conditions. This parking area shall extend 72 mtrs from the existing car park and 70 mtrs eastwards as per attached plan. Access to the permeable parking areas shall be by delineated "roadways" with absorption drainage either side, if compacted.

3.4 As the parking area and existing car park are all in the flood plain, care must be taken that levels do not exacerbate the flood problem. A swale, (1m x 100cms), or land drain shall exist between the existing and new car parks to carry any flood water from millstream overflow point "A" to the field swale already in existence at "B". The remaining area described shall not be elevated shall be at the same level as at present. A topographical or grid level survey will be required if topsoil is to be removed in order to determine the amount of spoil requiring removal as this removal is a costly item and should be minimised. Top soil may be sold.

4. Entrance Footbridge Specification .

4.1 The footbridge shall have the same clearance, or greater, above the water that the current road bridge has. It shall have a flat form so that it blends with the existing bridge as much as possible.

4.2 The footbridge will require concrete stanchions either side of the millstream. The supplier shall advise whether these stanchions will require the relocation of any SSE power or BT telecommunications plant in the area and shall advise the cost for this work.

4.3 The footbridge will require approach paths either end. The supplier shall advise whether the removal of any trees, usually fruit trees from the former orchard, will be required. If possible the supplier should arrange for their removal and advise the cost involved separately from the cost of the approach paths, also required.

4.4 Fencing between the car park and the adjacent landowners will be required and attractive metal fencing from the bridge to the toilet block is envisaged. Fencing similar to that on the road bridge would be suitable. The supplier is invited to comment and provide a cost.

4.5 All surfaces to the footbridge and paths shall be non-slip under all weather conditions except when ice covered.

4.6 The current bridge would become two way traffic, at slow speed, as its carriageway will be only 4.47mtrs wide. Lining and warnings will be required to ensure that the drivers are aware of the operating circumstances. Prices will be required for this work. Widening the bridge is not envisaged so an alternative priority signed one way flow might be required.

4.7 A footbridge is being considered between this extension and the churchyard. This has not been technically specified at this point.

5. Millstream and spillway bank treatment.

5.1 The millstream bank is slightly raised towards the water's edge. This raised profile would remain as is. The extended area, 16 mtrs, back towards the car park area would also remain as is and not be increased in height. All areas at lower levels which form flood overflows in winter conditions, "A" & "C" shall remain at their present level. (Flood path diagram refers.) The existing fence demarcation between the WODC formal car park and the field extension shall stay so that the millstream bank of the field extension may retain its current appearance along its length to the spillway.

5.2 The 8 metre wide header to the northern spillway shall retain its rural character as at present and remain in the control and ownership of the landowner.

5.3 The areas outside the field application site are landowner responsibility and managed under a DEFRA High level Stewardship scheme.

6. Car Parking Area.

6.1 The 72 metre by 70 metre parking area shall be fully permeable with delineated "roadways". Parking areas and roadway access areas may be delineated with surface flush kerbing stones painted white. All parking areas shall be 2.5 mtrs wide by 5 mtrs deep from the access road and shall be delineated using surface flush kerbing stones set into the surface material. If a material such as Terram BodPave 85 is selected the delineation may be the snap fit markers manufactured by Terram.

6.2 If not grass as at present, the base of the parking area shall be a coarse graded hard core or aggregate to a suggested depth of 100mm. (Dependent upon the topographical survey and technical advice.)

6.2 The top layer may be a Terram BODPAVE 85 type material with flint or similar stone filling.

6.3 The entire area shall be able to support a 4 tonne load, parking and/or driving along access routes, without distortion over a life period of 20 years. Consequently, it may be a grass dry weather parking area only.

6.4 A central bed 2 mtrs wide for shrubs shall be provided at a level below the car park surface in order to enhance drainage and permeability.

7. Lighting.

7.1 No lamp standards shall be used and all efforts to minimise light pollution to the immediate environment shall be undertaken.

7.2 It is suggested that ground located up lighting using lower power LED units shall be employed. The purpose will be to show access paths, provide security and prevent crime.

8. Flood Control.

8.1 The fluvial risk to the car park is from a millstream which is main river. Consequently the flood management authority is the Environment Agency. The Environment Agency will be a consultee to a planning application as the entire car park area lies within flood zone 3.

8.2 The existing car park is currently protected by a spillway to the north, upstream, and an ancient sluice controlled by Burford Laundry, also upstream, although this is thought to be silted up to some extent. Three or four spillways exist downstream across an island in private ownership. These are inaccessible due to barbed wire fencing and are neither adjustable nor maintained. A further ancient sluice controlled by Burford Laundry is located at the Witney Street Mill and appears to be fully effective.

8.3 A recent repair to the millstream bank along the existing car park has lowered its level such that the car park is now the first flood point, at "A" and "C", when overflows occur during winter rains.

8.4 The northern spillway has been widened and but not equipped with a firm sill or Penstock device to provide extra flood protection to the existing car park and any new area. The spillway is not within the application area and is a landowner responsibility.

9. Car Park Management.

9.1 It is proposed that the construction and management be a Burford Town Council project.

9.2 The Town Council reserves the right to make this a chargeable car park probably using non-staffed contactless facilities and mobile phone payment methods on an honesty basis.

26 May 2021