



Reinstatement of Access Road – 7th January 2020

Note prepared by Barry Grant, Nick Browning and Colin Munz

History: The original Castle Cove SC access road formation was shaped circa 2002 and wearing coarse laid circa 2004 by club members. The access road has survived some 15 years without any further maintenance.

Problem: The seaward half of the access road has sunk some 100 mm over about 30m due to the soft clay subgrade and needs reinstating.

Solution: Views have been sought from club members with some local building/engineering knowledge, and detailed advice and estimates obtained from two local contractors.

Options involving deep excavation of part of the road and replacement with both Type 1 granular material, concrete and bituminous surfacing, were short on detail and vague on costing and have therefore not been taken forward at this stage. Further consideration of these options would involve detailed ground survey and professional design at additional cost, and would not necessarily guarantee a better solution in the short term, because of the uncertain nature of the subgrade.

In-fill options involving very limited excavation were discussed on site with two local experienced contractors and their estimates are summarised as follows:

Contractor David R White – Scope of Work. Cut back along centre line, lay kerbing to seaward edge, shape existing formation and make up to level with 50mm of bituminous surfacing. **Estimate £8675 plus VAT**

Contractor HC Lewis and Co Ltd – Scope of Work. Over a length of 33m and 1.5m wide, cut back along centre line, and make up with dense asphalt in 2 layers to max 100mm depth. **Estimate £3422 plus VAT**

Recommendation; The difference in estimates is mainly down to the kerbing which would provide a line and level to work to and would stop surface water running over the road edge and down the bank. It would also provide an edge should further reinstatement be required.

However, given the significant extra cost of the kerbing a satisfactory line should be achievable over such a short length without kerbing and surface water running over the bank edge potentially causing erosion does not appear to be the problem.

Both options have similar structural integrity and therefore the cheaper option without kerbing is recommended. It is also understood that whilst Max Lewis would supervise his own work Rob White may employ a subcontractor.

Additional Work: The double yellow lining would need to be applied soon after and estimates are in hand for this work (circa £1000). The verge area behind the seaward edge detail would be made up by club members using hardcore or type 1 granular material.

Timing: The bituminous material is best laid in warmish temperatures and allowed to cure for as long as possible before being heavily trafficked. It is therefore recommended that a date in May be set, after the April lift in involving the 100ton crane. The work is likely to take one day and although light traffic could run on it on the following day, a longer period is recommended before taking heavier traffic. The day after the waste and beer delivery lorry would be best, possibly a Thursday. To limit potential for access road damage by the crane, it should move at walking pace and avoid any stopping, and for safety, travel only when the beach immediately below is clear of people.