

## Sarginson Michele

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**From:** [REDACTED]  
**Sent:** 04 January 2019 16:17  
**To:** [REDACTED]@uuplc.co.uk; [REDACTED]@uuplc.co.uk  
**Cc:**  
**Subject:** Fernilee Reservoir route specification  
**Attachments:** Notes from site visit to Fernilee Reservoir with Rob Meetham.docx  
**Importance:** High

Dear [REDACTED],

I am finalizing the invitation to tender (draft sent to [REDACTED] before Christmas) for the works to improve the trail along the eastern shore of Fernilee Reservoir as discussed. I went out on site yesterday with one of the PDNPA landscape architects to take a fresh look, measure up the route and take some photographs – see attached notes.

I have a few points of clarification/questions which I hope you can help me with:

- Can UU do some preparatory work before the re surfacing – notably, reinforcing approx 5 areas where the edge of the trail has noticeably eroded and it seems people are using these as access points to the reservoir 'beaches' – see some examples on the attached site notes
- Can UU also do some preparatory work to make safe any dangerous trees/branches on the opposite side of the trail to the reservoir – I noticed one dead birch hanging against another tree, and some rather loose looking root plates. The removal of some overhanging branches in the two areas where the trail gets very muddy would also be beneficial.
- The route will need to be closed to public access whilst the works take place, current draft ITT states Monday to Friday only, is this ok? – we can agree what signage etc is needed.
- Can you confirm whether vehicular access to the site for contractors can be from either end or if they should be restricted to access from one end only
- Please confirm suitable locations for contractor's base and material store – the wider area between the private road and the start of the trail possibly?
- Please can you confirm that the use of 'Ultitrec' material for the trail <http://www.tarmac.com/solutions/aggregates-asphalt/ultitrec/> and tarmacadam for the road section is acceptable?
- Timing of works, I propose the period 11 Feb to 29 March 2019 with a 5 week maximum duration (provided I can get the ITT agreed and out asap)
- Toilet facilities – can Bunsal Cob or Errwood sailing club toilets be available for contractor use or will they need to provide a 'portaloo'?
- On site supervision/contact – by UU/PDNPA ranger?
- Does UU have a detailed map/grid refs of any site services, notably gas main and water main?
- I suggest altering the access points at either end of the trail to retain the vehicle gate with padlocks for the permitted users, but removing the redundant wooden stiles and post and rails, also removing the A shaped squeeze barriers and replacing these with a Woodstock large mobility kissing gate which has a radar key lock enabling the gate to be opened wider for large wheelchair use – see website link <https://centrewire.com/products/woodstock-large/> this will be included in the invitation to tender to be done at the same time as the trail resurfacing.

I would appreciate a speedy response please and if you have any further queries do let me know.

Kind regards,  
[REDACTED]

South West Peak Scheme Manager



**SOUTH WEST PEAK**  
LANDSCAPE AT A CROSSROADS



**LOTTERY FUNDED**



**PEAK  
DISTRICT**  
NATIONAL  
PARK

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*The Original*

[www.southwestpeak.co.uk](http://www.southwestpeak.co.uk)

**Notes from site visit to Fernilee Reservoir, SWPLP Scheme Manager and PDNPA Landscape Architect, on 3 January 2019**

Car park at northern end of the route is well surfaced, leading to the start of a tarmac road (this is a private road which does have vehicular access for reservoir maintenance), the first 35.5m is fine, but it then starts to break up into significant potholes.



Potholed section of road = 297.5m in length, width = 3.2m with kerb stone edging, which is mostly grown over, this needs scraping back to expose the edging.

Potholes need filling and whole section needs re-surfacing suitable for vehicular use, using materials appropriate to the site (e.g. tarmacadam).

The road widens out to large 'turning area' at the end of this section.





Turning area leads to a farm track (not a public right of way) need to ensure suitable edging between re-surfaced road and this track.



Gated barrier shown below currently comprises: dry stone wall from reservoir side, next to a small wooden stile (redundant), next to a metal vehicle gate with chain and 3 separate padlocks for different users, attached to wooden posts at either end, with a section of post and rail fencing, gas pipeline marker, adjacent to A-shaped 'squeeze barrier' to prevent trail bike usage.

**This barrier would benefit from: remove wooden stile, move vehicle gate along to abut wall, remove wooden post and rail fencing and squeeze barrier and replace with an accessible gate with radar key access for wheelchairs and pushchairs. Suggested product:**  
<https://centrewire.com/products/woodstock-large/>



Start of trail (concession route) measured from the gated barrier at northern end to gated barrier at southern end, total length = 1343m

Existing benches here are off the trail and not easily accessed by people with mobility or visual impairment



Some sections become muddy and wet





Potential to install new bench at 273m.



Some larger stones in the existing route to be removed



Potential to install a new bench at 402m.



Existing bench at 493m is a memorial bench in reasonable condition, but access needs improving.





Some sections at the edge of the trail (reservoir side) are suffering erosion and should be reinforced before the re surfacing works



Existing memorial bench at 815m needs replacing as wood is deteriorating



A small culvert runs beneath the trail at 825m, c 60cm below the track surface

A dead birch is hung up against a branch on the eastern side of the trail at 851m. This should be removed as should any other dangerous trees or branches before re surfacing works commence



Further trailside erosion at 875m to be reinforced.





Existing memorial bench at 1024m would benefit from sanding down and re-treating to prolong its life.



Service cover at 1124m is elevated from the trail surface.





Potholes and puddles are substantial in places.



A piped culvert at 1295m is quite high beneath the current trail surface and risks overflowing, the culvert should be cleared out and the trail surface could be raised here to help prevent overspill



At the end of the trail, at 1343m, is a gated barrier. This is the point at which the re-surfacing will stop (the remainder of the route is adequately surfaced but also has a steep incline which will make it less suitable for some users).



**The existing barrier is very unattractive and would benefit from replacement as at the other end of the trail. A bench and some interpretation and/or artwork at this location would make this a destination point rather than a barrier to further progress for some users.**

