

## THE DEVELOPMENT COMMITTEE MEETING 101

Held at the National Tramway Museum, Crich, Matlock, Derbyshire, on Monday 26<sup>th</sup> September 2011 at 2pm.

Present: Messrs, J.D.Markham, (Chairman), I.M.Dougill, A.Smith, G.C.G.Wilton, J Soper, M.C. Wright

101.1 Apologies for absence:

A.K.Thorpe, N.J.Sturgess

101.2 Minutes of Meeting 100 (14. 2.11)

Accepted without amendment.

101.3 Matters Arising

101.3.1 Craft Cottage

No reply from Timpson's. Project abandoned.

101.3.2 Belliss & Morcom set (PRISM Fund)

The PRISM fund was still in existence but had yet to be approached.

**Action: GCGW**

101.3.3 Street Furniture interpretation

An audio guide could be downloaded from the website.

101.3.4 Draft Development Report

The draft had been circulated. To be sent out again. Amendments required (to MCW) by the end of October.

**Action: All.**

101.3.5 Town End area inc. Landscaping

There has been no progress at Town End since February 2010, the Bundy clock still did not work, the damage to the Police Box had not been repaired and there was no fence to stop children climbing the bank and treading mud down onto the trams,. The area looked in a very poor state in a place where people stood waiting for trams.

**Action: JDM to ask R.Sykes**

101.3.6 Stone Workshop

The building was in use. The exterior needed to look the part of the Tramway Street. A door step was needed for the maroon door, the windows needed dressing, the first one as a dwelling, the others as a toyshop with a shop sign.

**Action: GCGW**

101.3.7 Wakebridge and Town End signage

Some signs for the Woodland Walk have been installed at Wakebridge. A finger post had been installed by the Southbound Bandstand tram stop. MCW has some prototype signs from which copies could be made for the new toilet arrangements at Stephenson Place/Town End.

**Action: MCW**

101.3.8 Storage Facility

There is a need for an additional storage facility at Crich.

101.3.9 Ripley Police Station

The HLF was not interested in the project. The intended other source of funding had been dismantled by governmental reorganisation. Project abandoned.

101.3.10 Red Lion Ramp

No progress

101.4 Bandstand area Re-development

Confidential

The drawing dated 11.6.2010 was reviewed, along with the one quotation received, from R.G.Millward for £125,820 (Appendix two). This had been examined and several items cut out, reducing the price to £80,604 (Appendix 3). The Subscriber Plus fund had £55,000, and the donations promised for specific aspects of the scheme added another £20,000. This would complete two thirds of the park wall and railings, refurbish the tram stop area, with kerbs, more street lights, drains and some setting, but would not encroach onto the existing track nor reposition the traffic bollards. The new 'park entrance' was wide enough not to compromise vehicle access to the area. The location suggested for new a soakaway was unproven and if unsuccessful, would only result in more surface water ending up, as now, running down the Street, into the Depot Gates track drains then the Depot Yard soakaways. It was agreed trial borings were necessary. Time was short if work was to be completed by Easter. All the information on drainage and external donations were needed by 22<sup>nd</sup> October so that the price could be confirmed and the order placed directly after the November board meeting.

**Action: AJS to liaise with Outside Works and a suitable contractor.**

South Derbyshire College would be approached regarding brick wall work (see minute 99.3).

**Action: GCGW**

101.5 Glory Mine

This project is currently on hold.

101.6 Woodland Walk

The storytelling chair is in place. The goat is life expired and will be removed. Walking surfaces had been rolled, but were not always firm enough for buggies and needed treatment this winter. About £1500 donated by Tommy Thompson was available.

**Action: AS to advise GCGW**

101.7 Benches and Memorials

AT's excellent report would be reviewed at the next meeting.

101.8 Blackpool Depot Fund

Being deal with at Board level. The fund now stood at about £7,000.

101.9 Amber Rock

The TMS had met with Amber Valley District Council. See appendix one

100.12 Projects for the Future; HLF and a Memorial Hall

Drawing JS 9/2011 shows a hall located north of the bridge and entrance ramp on the east side. A corrugated iron 1920's style structure with an allotment at the rear, including an Anderson shelter and tram body. Typical of low cost structures erected at the time, the hall would be about 9m x 7m and would have a small kitchen. It would contain an exhibition themed on tramways in World War One and needed to be ready in 2014.

Work would involve: the extension of services as the gas main and sewer stopped just north of the Red Lion; a bigger electricity supply; moving the admissions building; regrading the pedestrian and vehicle slopes. It would significantly encroach on the north end of the car park, reducing its capacity. Several traction poles would be need to be moved or installed, the bracket arms removed and the overhead wire adjusted.

A building in that area would spread visitors around but would also draw them away from the retail and catering outlets, and being quite remote, its exhibition might need full time supervision. It would be logistically difficult and expensive to support if it was used for functions or events. The location was considered far from ideal by some Committee members who favoured putting the Hall north of the Red Lion and at the heart of the Museum Street where it could be easily serviced by and from the existing infrastructure and used for Events, obviating the need to hire marquees.

100.13 Any Other Business

Site layout plan: being produced by Ian Musgrove. A large scale Ordnance Survey had been bought a few years ago. Thought to be with Outside Works. To be investigated and another obtained if necessary.

All other business being deferred the meeting closed at 5pm.

Date of next meeting: Sunday 22<sup>nd</sup> October 2011, at midday, specifically to review the Bandstand project.

Appendix one:

Amber Valley meeting

Notes of meeting with Amber Valley Council- 19TH September 2011

Present: LM. Dougill, RA Sykes and A.D. Thorpe.

AVBC indicated they had little more information and that they expected further details from the Developer including traffic impact information. AVBC expected there to be discussion between transport and traffic consultants for the developers and Derbyshire Highways. TMS requested an update from Highways after AVBC had spoken to them later this week.

AVBC were in favour in principal of a leisure development as they were keen to promote their tourism policy and employment in the area but with the reservation that they would only want a neutral impact on the Museum at worst, a positive impact looked for. A further reservation was related to possible retail development on the site as AVBC did not want any retail that would take business from local towns or villages. That is, leisure related retail for the development itself could be acceptable.

The new less centralised planning guidelines would be unlikely to affect planning decisions for the development as Derbyshire already has its own guidelines on the appropriate impacts. -

AVBC were advised that the Museum is continuously in a state of development to change and improve the offer to visitors. AVBC were informed that schemes have been, Glory Mine, Field House Field, brought to their attention and there will be others, Memorial Hall, upgraded depots in the future.

AVBC expected the developers to discuss their plan sat a pre application meeting with them.

AVBC

stated they would be advising the developers to formally discuss the plans with the TMS as near neighbours prior to the application. They also expected to see a business plan so that they would know they were supporting something realistic.

No future dates discussed as depends on developers.

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As a separate issue IMD brought up Field House Field and reanactors caravans. Mr Stafford said he would talk to Highways and look at previous planning submissions to then give some guidance to IMD.

Appendix Two Bandstand unamended

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CRICH TRAMWAY Village, DERBYSHIRE.

PRICED SCHEDULE OF WORKS FOR PROPOSED RAILINGS AND EXTENSION OF MUSEUM STREET

PHASE 1 AS RECEIVED FROM R.G. Millard

As presented and agreed at Meeting on 5 September 2011. (R,Sykes, G.Wilton, A.Watkins, J.Soper)

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ITEM DESCRIPTION COST

Protection etc.

1 During the progress of the works carefully protect the existing street furniture, £463 tram shelter, tram stop, lamp post, section box, urns etc...

2 Carefully remove existing pre-cast concrete paving slabs and stone kerbs and £672 place to one side for reuse later.

3 Allow for any temporary fencing etc. £1,567

Site clearance, general excavation and drainage

4 Cut down and dispose of all trees to the south of the tram shelter area and £1,829 extending to the end of the existing park area. Grub up and dispose of all roots etc.

5 Cut back existing embankment to the extent shown on the drawings and cart away £2,710 excavated material to tip on Museum site at Glory Mine, approx. 1,500M distance.

6 Excavate and grade down to the tops of the new embankments. The tops of the £2,091 embankments to be approx. 600mm to 900 mm above paving level. The finished level on the park side is to be approx. 50mm to 75mm below the underside of the copings to the railings. Excavation to extend from the south of the park area to the northern path to the bandstand. Cart away material to tip on Museum site.

7 Excavate for 2 No. road gulleys, drains and 1500 mm dia pre-cast concrete £450 soakaways, max 1000 mm deep in the areas indicated on the drawings. Cart away to tip. Provisional. ITEM MODIFIED

8 Supply and fix 1 No. pc conc. soakaway 1500mm dia x max 1000mm deep £1,500 complete with c.L manhole cover, 100mm pvc drains, road gulleys and c.L gratings. Other soakaway to be rubble filled Provisional. ITEM MODIFIED  
Kerbs and gutters to Park Area

11A Take from Museum Storage compound 12 inches wide x 8 inches deep York £7,221 stone kerbs and bed on semi-dry sand/cement mix on consolidated ground. Point with sand/cement. Include any cutting and alteration to radius kerbs to vehicle entrance area.

12 Consolidate ground adjacent kerbs and take from Museum storage compound and £3,206 lay two courses of granite setts to a matching colour and width to gutters adjacent kerbs in semi dry mix. Setts to be selected by the Museum.

Kerbs and gutters from bridge to opening to woodland walk access

15A Carefully cut through existing tarmacadam with Stillsaw, excavate as required £4,312 and take from Museum Storage compound 12 inches wide x 8 inches deep York stone kerbs and bed on semi-dry sand/cement mix on consolidated ground. Point with sand/cement. Kerb to be in straight bone with top of kerb level to be an average of 120 mm above existing tarmacadam level. Approx. 40 M in length.

16 Consolidate ground adjacent kerbs and take from Museum storage compound and £1,992 lay two courses of granite setts to a matching colour and width to gutters adjacent kerbs. Use semi-dry sand/cement mix. Setts to be selected by Museum. Approx. 40M in length.

Temporary kerb to east of track

17 Consolidate ground and take from Museum Storage compound 12 inches wide x 8 £3,985 inches deep York stone kerbs and bed on semi-dry sand/cement mix on consolidated ground. Point with sand/cement, Note that there is no granite sett

gutter to this kerb.

Pole island

18 Carefully cut through tarmacadam and excavate for 1200mm diameter approx. £1,217

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approval to Architect. Piers 750 x 750mm x 3500 high

34 Piers to be capped with four times weathered throated and moulded York stone £2,300 capping similar to others on site, max. 250mm deep x 800mm x 800mm for vehicle entrance (2 No.) and max. 300mm deep x 1000 x 1000mm for northern entrance. (2 No.) To be supplied by Realstone Ltd. or other approved supplier. Bed pier caps on sand/cement.

Gate

35 Take from Museum compound ex-Euston gate 3200mm high x 1620 wide and £1,250 take to approved sand blasting firm for sand blasting and priming. Return to the site after completion. Sand blasting and priming to be included in price.

36 Fix gate to the North gate pier. The Museum to supply a new steel pivot base £780 plate, restraint bar/strap for the top and a gate stop. Cast in and bed base plate in concrete 300mm deep x 400mm x 400mm wide, float finish to line in with paving. Fix top restraint/strap when the pier is being filled with concrete to give secure fixing. Fix gate stop in 450 x 300 x 300mm deep concrete block.

Pavement Crossing

37 Excavate to reduced levels for pavement crossing and cart away excavated £647 material to tip.

38 Lay 200mm concrete foundation for granite setts to pavement crossing. £1,282 Foundation to be extended at front and back by 300mm beyond gate piers and under gutter.

39 Take from the Museum compound setts of matching colour. The setts to be £1,979 selected by Museum. Lay granite setts to pavement crossing in semi-dry sand/cement mix and flush point. Form concrete haunch on the park side to support setts.

Painter

40 Wire brush and prime all welds and damage to primer to railings. Apply one £1,599 undercoat and two coats gloss. Colour black with gold finials with one other colour to be confirmed.

41 Wire brush and prime any damaged primed areas, and apply one undercoat and £1,472 two coats gloss to gate. Include gate stop etc. Allow for up to four colours. Colours to be confirmed.

Road Surfacing

42 Supply, lay and consolidate hardcore to the existing reserved track area to the £2,989 extent shown on the drawings.

43 Take from Museum compound and at each side of the tram rails lay one course of £3,630 granite setts of matching colour and width, bedded on semi-dry sand/cement mix. Setts to be selected by the Museum.

44 Take from Museum compound and at the junction of the new road surfacing with £710 the reserved track lay one course of granite setts in semi dry sand/cement on a 150mm deep concrete foundation. Setts to be selected by the Museum. Form concrete haunch on the reserved track side.

45 Carefully remove existing 3 No. bollards to reserved track and refix in concrete to £621 the north end of the new tarmacadam and setts as indicated on the drawing.

46 Between the setts in the existing reserved track area supply and lay consolidated £7,479 hardcore as required and 50mm tarmacadam base course and 25mm wearing course well rolled. Upon completion grout the granite setts adjacent to the rails with pitch to protect the rail web to within 25mm of the road surface. Finish with dry mix sand/cement well brushed in.

47 In existing tarmacadam area carefully cut tarmacadam with Stillsaw adjacent to £1,940 the tram rails to about 125mm in width to extend to the existing granite sett paving.

Remove excavated material and cart to tip. Consolidate ground. Total length about 320M

48 Take from Museum compound and at each side of the tram rails lay one course of £4,850 granite setts of matching colour and width bedded on semi-dry sand/cement mix.

Setts to be selected by the Museum. Grout with pitch or bitumen to protect rail web to within 25mm of the road surface. Finish with drv mix sand/cement well brushed in. Total length about 320M.

49 Scrape off existing tarmacadam adjacent vehicle entrance to allow for a level £667 entrance. Consolidate scraped area.

50 Adjust levels of tarmacadam adjacent new gutters where necessary and £796 consolidate where required.

51 Upon completion of items 48 and 49 and all kerbs, gutters and setts adjacent rails £650 say etc. lay tack coat and apply tarmacadam coating to the whole of the existing tarmacadam area. £25 per M2

#### Pavement area

52 Adjacent to the radius kerbs to the pavement crossing excavate pit about 450mm £225 x 450mm x 500 mm deep. and concrete in cast iron bollard supplied by Museum.

53 Concrete in two lamp posts to be supplied by Museum. Wiring to be carried out by £592 Museum.

54 Assist the Museum staff in relocating the existing section box to the edge of the £432 kerb including any concreting required.

55 Supply and lay and well consolidate hardcore to the pavement area. £810

56 Take from store 900 x 450mm pre-cast concrete paving slabs and lay to paved £6,420 area. Supply second hand or new 900 x 450mm pre-cast concrete paving slabs supplied by Marshalls of Elland or similar and lay to remaining area. Slabs to be laid on dry sand/cement mix with mix well brushed into joints. Include for cutting adjacent kerbs, changes in direction and around street furniture etc.

#### Landscaping

57 To regraded area supply and lay 150mm of top soil. £2,170

58 Excavate 5 no. pits for trees 600mm x 600mm x 600mm deep and fill with top soil. £839

59 Supply and plant 5 No. approved ornamental trees the crowns not to exceed 3.5 to £325 4M in diameter and 6M tall when fully mature

60 Supply and lay turf to the newly top soiled area. £1,891

61 Make good existing walls where copings have been removed and bed cut precast £682 concrete paving flags on epoxy mortar to form a temporary coping.

Min. 35 ft run to north of cui de sac to Red Lion Hotel.

#### Provisional Sums and Contingencies

62 Provisional Sum for treatment to path, connecting with the existing path to the £1,000 north side of the bridge.

63 Provisional Sum for repairs etc to copings £1,500

64 Contingencies £3,000

£125,820

**TOTAL**

### Appendix three, Reduced Bandstand Scheme

Crich Tramway Village, Derbyshire. Proposed Railings and Extension of Museum Street, Phase 1  
SUBSCRIBER PLUS PROJECT

#### REPORT ON TENDERS

Two tenders were Invited for the above from:

R.George Millward, Black Rocks Business Park, Porter Lane, Near Wlkrsworth, DE4 4NQ

A. and E. Lowe, 14 The Nurseries, Nottingham. NG16 3EL

Only one tender was received from R.George Millward. A. and E. Lowe failed to submit a tender.

The tender was submitted as a priced Schedule of Works with various alternatives.

At a meeting on 5 September 2011 attended by Mr. R.Sykes, G.Wilton. A Watkins and J. Soper the tender was considered and the various alternatives discussed and agreed.

The agreed scheme as shown on the drawings came to a total of £125,820 plus the cost of a refurbished telephone box (£2,000) and any work carried out by the Outside Works Department.

This is considerably In excess of the monies available which are £55,000 from the Subscriber Plus fund plus a recently offered donation of £15,000. A "pruning" exercise was carried out and the cost was brought down to £80,604 which includes £5,500 In contingencies and provisional sums which hopefully might not be needed. To be added, however, Is the £2,000 for the telephone box and costs associated with the Outside Works

Department. It should be pointed out that the donation Is Intended to cover the cost of some items omitted In the "pruning" exercise. These are; 11 items 12 (£3,206); 16 (£1,992); items 37-39 (3,908) and item 62, (partly covered by a provisional sum, and which will probably total about £3,000 to £4,000). These items total about £12,000 to £13,000.

This means that there is a shortfall of about £15,000 to £18,000 which will have to be covered by other donations or by using some of the legacy monies. The legacy money is rapidly depreciating and at present receives little or no interest whereas inflation and building costs are Increasing by an average of at least 5% per annum. For example tanacadam, which is tied to the oil price, has been increased In price on six occasions In this year, 2011, alone. It is recommended that efforts should be made to obtain other donations as soon as possible or failing that use legacy monies.

Even in its truncated form the development will make an immediate significant visual Improvement to the Museum and hopefully attract more visitors through the gates.

J.Soper, Dlpl.Arch, Dipl.T.P.

6 September 2011.

Details:

CRICH TRAMWAY VILLAGE, DERBYSHIRE.

PRICED SCHEDULE OF WORKS FOR PROPOSED RAILINGS AND EXTENSION OF MUSEUM STREET

PHASE 1 AS RECEIVED FROM R.G. MILLWARD WITH OMISSIONS

As agreed at Meeting on 5 September 2011. (R,Sykes, G.Wilton, A.Watkins, J.Soper)

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#### ITEM DESCRIPTION COST

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1 During the progress of the works carefully protect the existing street furniture, Le. £463 tram shelter, tram stop, lamp post, section box, urns etc..

2 Carefully remove existing pre-cast concrete paving slabs and stone kerbs and £672 place to one side for reuse later.

3 Allow for any temporary fencing etc. £1,567

Site clearance, general excavation and drainage

4 Cut down and dispose of all trees to the south of the tram shelter area and £1,829 extending to the end of the existing park area. Grub up and dispose of all roots etc.

5 Cut back existing embankment to the extent shown on the drawings and cart away £2,710 excavated material to tip on Museum site at Glory Mine, approx. 1,500M distance.

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6 Excavate and grade down to the tops of the new embankments. The tops of the £2,091 embankments to be approx. 600mm to 900 mm above paving level. The finished level on the park side is to be approx. 50mm to 75mm below the underside of the copings to the railings. Excavation to extend from the south of the park area to the -northern path to the bandstand. Cart away material to tip on Museum site.

7 Excavate for 2 No. road gulleys, drains and 1500 mm dia pre-cast concrete £450 soakaways, max 1000 mm deep in the areas indicated on the drawings. Cart away to tip. Provisional. ITEM MODIFIED

8 Supply and fix 1 No. pc conc. soakaway 1500mm dia x max 1000mm deep £1,500 complete with c.L manhole cover, 100mm pvc drains, road gulleys and c.L gratings. Other soakaway to be rubble filled Provisional. ITEM MODIFIED

Kerbs and gutters to Park Area

11A Take from Museum Storage compound 12 inches wide x 8 inches deep York £7,221 stone kerbs and bed on semi-dry sand/cement mix on consolidated ground. Point with sand/cement. Include any cutting and alteration to radius kerbs to vehicle entrance area. Kerbs and gutters from bridge to opening to woodland walk access

15A Carefully cut through existing tarmacadam with Stillsaw, excavate as required £4,312 and take from Museum Storage compound 12 inches wide x 8 inches deep York stone kerbs and bed on semi-dry sand/cement mix on consolidated ground. Point with sand/cement. Kerb to be in straight line with top of kerb level to be an average of 120 mm above existing tarmacadam level. Approx. 40 M in length.

Telephone Box

20 Excavate and lay x 1500 x 1500 x 200mm deep concrete base, float finish, for K6 £679 telephone box 910 x 910.

21 Unload from lorry restored telephone box (weight %ton) supplied by others and fix £210 telephone box to the concrete base. Allow for fixing with 4 No. rawlbolts or other means as required.

Railings

22 Excavate to reduced levels, approx. 600mm, for foundations for railings and cart £851 away excavated material to tip.

23 Lay 600mm wide x 150mm deep concrete foundations for railings. Note the £929 foundations are to be stepped to allow for gradient to paving.

24A Omit item 23 and build 450mm thick walls to railings in second hand or new York £14,520 stone or similar, coursed rubble with pitched face. Underground and unseen work to be in 140mm concrete blocks. Space between facings to be filled with concrete.

4:1 sand/cement pointing with rubbed joints. Samples of stone to be submitted for approval to Architect.

25 Take from Museum Storage compound railings approx. 1400mm high and stone £2,216 plinth copings 450mm wide x 225 mm deep. Where necessary the railings are to be separated from the copings.

Note. There is a run of 115 feet of railings in the storage compound in 5 feet and 10 feet lengths. A minimum of 150 feet is required and at least 35 feet is to be taken from the wall to the north of the cui de sac to the Red Lion Hotel.

26 Take all railings to a nearby approved sand blasting firm for sand blasting and £2,375 priming and bring back to site on completion. Sand blasting and priming to be included in price.

27 Bed and lay all plinth copings to railings on sand/cement on the new plinth. Note £2,210 some copings are stepped to accommodate the sloping ground Allow for cutting the copings where the railings change direction.

28 Epoxy fix the railings to the stone plinth copings including all site welding as £2,780 necessary. Make good copings with coloured epoxy mortar where necessary to match existing stonework.

**Gate piers**

29 Excavate to reduced levels 750mm for gate piers and cart away excavated £475 material to tip

30 Lay 800 x 800 x 200 mm deep concrete foundations for 2 no. piers to vehicle £510 entrance.



31A Build piers to vehicle entrance in second hand or new York stone or similar, £4,280  
coursed rubble with pitched face. Underground and unseen work to be in 140mm concrete blocks.  
Space between facings to be filled with concrete. 4:1 sand/cement pointing with rubbed joints.  
Samples of stone to be submitted for approval to Architect. Piers 552 x 552 mm x 2300 high.

32 Lay 1000 x 1000 x 300mm deep concrete foundations for 2 No. piers to gate to £415  
northern entrance.

33A Build 1 No. pier to gate to northern entrance in second hand or new York stone or £3,000  
similar, coursed rubble with pitched face. Underground and unseen work to be in SAY 140mm  
concrete blocks. Space between facings to be filled with concrete. 4:1 sand/cement pointing with  
rubbed joints. Samples of stone to be submitted for approval to Architect. Pier 750 x 750mm x 3500  
high MODIFIED

34 Piers to be capped with four times weathered throated and moulded York stone £2,300  
cappings similar to others on site, max. 250mm deep x 800mm x 800mm for vehicle entrance (2 No.)  
and max. 300mm deep x 1000 x 1000mm for northern entrance. (2 No.) To be supplied by Realstone  
Ltd. or other approved supplier. Bed pier caps on sand/cement.

**Tarmacadam**

49 Scrape oft existing tarmacadam adjacent vehicle entrance to allow for a level £667  
entrance. Consolidate scraped area.

51 Upon completion of items 49 and 50 lay tack coat and apply tarmacadam coating £650 say  
to area to be agreed. £25 per M2

**Pavement area**

52 Adjacent to the radius kerbs to the pavement crossing excavate pit about 450mm £225  
x 450mm x 500 mm deep. and concrete in cast iron bollard supplied by Museum.

53 Concrete in two lamp posts to be supplied by Museum. Wiring to be carried out by £592  
Museum.

54 Assist the Museum staff in relocating the existing section box to the edge of the £432  
kerb including any concreting required.

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of Elland or similar and lay to remaining area. Slabs to be laid on dry sand/cement mix with mix well  
brushed into joints. Include for cutting adjacent kerbs, changes in direction and around street furniture  
etc. in

57 To regraded area supply and lay 150mm of top soil. £2170

60 Supply and lay turf to the newly top soiled area. £1891

61 Make good existing walls where copings have been removed and bed cut precast concrete paving  
flags on epoxy mortar to form a temporary coping. Min. 35 ft run to north of cui de sac to Red Lion  
Hotel. £682

**Provisional Sums and Contingencies**

62 Provisional Sum for treatment to path, connecting with the existing path to the north side of the  
bridge. £1000

63 Provisional Sum for repairs etc to copings: £1500

64 Contingencies £3000

**Total: £80,604**