

Design and Access Statement
Proposed Extended and Revised Parking
to
The Avenue, Lawn Tennis and Fitness Club

Existing Parking:

The existing parking arrangement within the club grounds is a non-permeable tarmacadam surface and marked out with white line paint to provide 43No. parking bays. The bays are not all of a standard 2.4 x 4.8m size and some not sufficient in size for parking a standard car size. The vehicular route around the bays is also extremely tight and not ideal. The images below show the existing car parking.



Fig 1: View of clubhouse entrance from car park



Fig 2: View of car park looking south from the clubhouse

Proposed Parking:

The proposal is to extend and revise the parking area as shown within drawing P_01. The proposal extends the existing parking area by moving the existing 2.8m high 'green' post and wire fence towards the tennis court (to the east), over an existing grassed area to the side of one of the tennis courts, retaining a 4.57m clear space to allow for maintaining a suitable court playing area (not effecting the court playing area). This will extend the hardstanding paving area by approx. 140m², which is shown coloured in turquoise on plan P_01. This new area of hardstanding is either to be in grasscrete blocks (permeable) or tarmacadam to match the existing (non-permeable). Should the proposal be decided to be grasscrete blocks then the existing staggered tarmacadam edge will be cut to allow for a clean straight edge transition between the two surfaces, shown in herringbone pattern over parking areas No.1 to 13, which will in turn make some of the existing tarmacadam (non-permeable) surface permeable. An additional small area to the north of the garage which is currently

laid in compacted type 1 material is also to be re-surfaced with a grasscrete block/tarmacadam finish.

There are currently 2No. road gully's for existing surface water run-off from the tarmacadam surface of the parking area and it is unknown where these discharge to. The locations of these can be identified on drawing EX-01 between bays 16 and 17 and bays 32-33, shown as small rectangles. The small circles shown on the plan are manhole covers, presumed to be foul drain inspection chambers.

The existing marked out parking bays will be removed and re-marked to allow for recommended standard sized parking bays of 2.4 x 4.8m throughout along with improving vehicular access within the car park. The new extended area and revised parking allocation will in-turn provide an additional 5No. parking bays and allowing 1No. to be allocated and marked for disability use.

The proposal includes revising the location of the existing green 2.8m high post and wire fence which separates the tennis court from the parking area.

The proposal includes moving the existing bin area from behind the existing garage to the passageway along the side of the building.

Conclusion:

The proposal extends the existing parking area, utilising an existing grassed area to the side of one of the tennis courts, which will not affect the playing area or use of the court.

The proposal improves vehicular access between and throughout the parking area.

The proposal provides additional parking spaces and allows for an allocated disability space.

The proposal allows for all new spaces to be designed to current standards improving on the existing layout design where some spaces are undersized.

There is no adverse effect on any interest of acknowledged importance.

In view of the issues detailed in this report it is considered appropriate that planning permission be granted for the proposal.