

• Existing car park (Refer to Dec 2A)

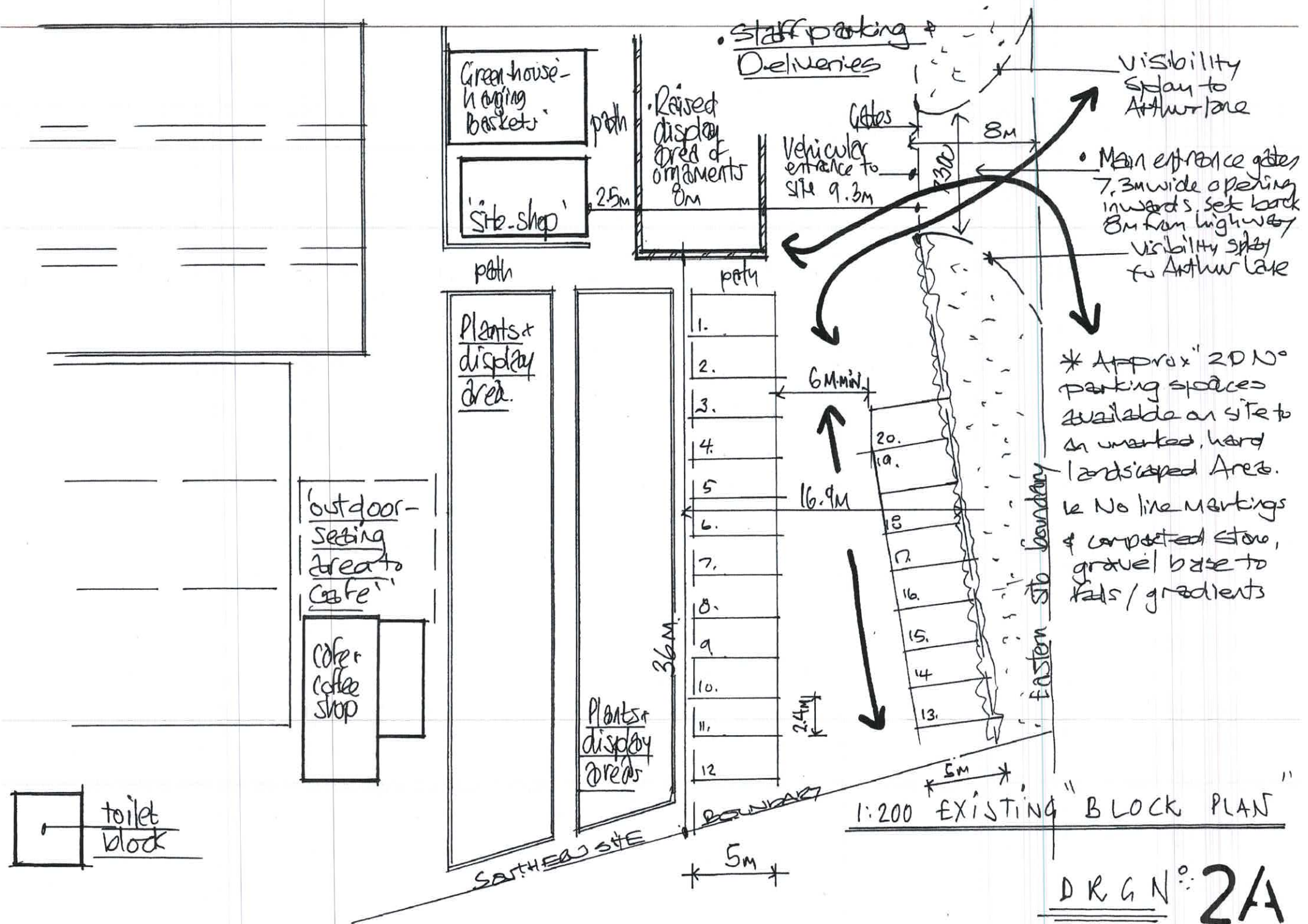
- An area Approx' $560 m^2$ used as existing site car park accommodating a min 20NP parking spaces on a compacted solid stone bed laid and set to crossfalls and gradients east to west, north to south etc,

- Unfortunately the area is not 'line-marked' and none of the parking spaces are marked out so parking, left to the visiting customers, can sometimes be somewhat - 'AD-Hoc' and regularly needs to be 'marshalled' by a number of staff to 'manage' the parking to maximise the usage and added to organised parking arrangement etc

- The surface is well rolled, levelled and compacted for heavy duty car parking in store / playings and has a cross fall in a southwesterly direction so that surplus surface water runs off into the soakaway / land drains south of the southern boundary etc

- As Dec 10/24, if marked out / managed to car parking standards min 20NP parking spaces @ $5m \times 2.5m$ wide could be created with a two way aisle @ min $6m$ wide etc

- Existing vehicular access off Arthur lane thro a 7.3m wide gateway 8m set back off highway with adequate splays for visibility etc



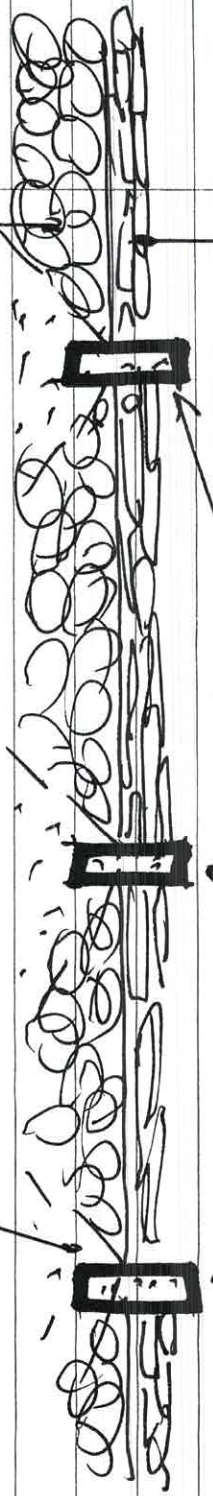
Proposed Car Park

(Refer to Dwg 3A)

- Car park extended towards the west side by relocating the existing plants display area to the other side of the cafe/tea room area to create an area, approx 1150 m² to nearly double in size the existing car park to create a min 30 No site parking spaces, 50% increase on the existing, using the 45° parking layout system as Dwg 3A using a min 3.6m wide - one way - aisle

- Car park to be constructed in hard core stone rolled, levelled and compacted to reduced levels to cross falls and gradients towards the south west corner for surface water - run-off to land drains / soakaways to Southern end of the site. (in lieu of expensive tarmac)

- In order to manage the parking to fully maximise and utilise the area created for on site/off road parking 5.0m x 2.5m min parking spaces will be marked out using 150 x 50 x 900 PCC edgings set horizontally into a concrete bed/bund to side/s of each parking bay and tarmac plainings spread set, rolled, levelled and compacted up to 50mm below top of edgings and finally edgings 'painted' in a bright - contrasting colour say white or JCB yellow to 'stand-out' and clearly define and denote the 30 odd parking spaces



• McADAM TARMAC PAVING

• 150 x 50 x 100 LBS

CONCRETE BEG

4 HAWKINS TO PCC FOUNDATIONS

MIN 2500 WIDE

CONCRETE BEG

4 HAWKINS TO PCC FOUNDATIONS

WELL ROAD

PCC FOUNDATIONS

• SECTION 12C

HYDRA PAVING

BAYS

• WELL ROAD

PCC FOUNDATIONS

TO REDUCED LEVELS

• Applicant to invest in new signage in order to advise / inform visitors to the site of the new parking arrangements and plan including 'one way' traffic signage, directional signage to display areas, sheltered, site tea/coffee room, cafe, toilet facilities etc.

• Existing vehicular access to site retained via a 7.3m wide gateway set back 8m from edge of highway with adequate visibility splays to both North and South of the opening onto Arthur Lane - highway etc.

