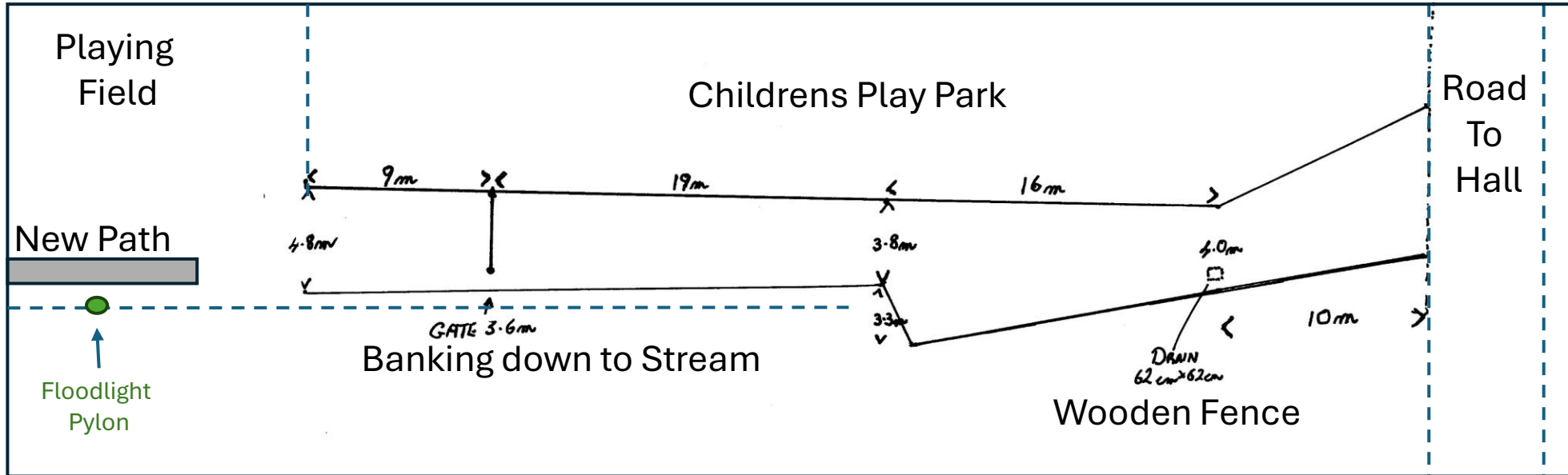


# PROPOSAL FOR SURFACING THE WEST END OF FOOTPATH & ACCESS ROAD

## Existing Access - To scale



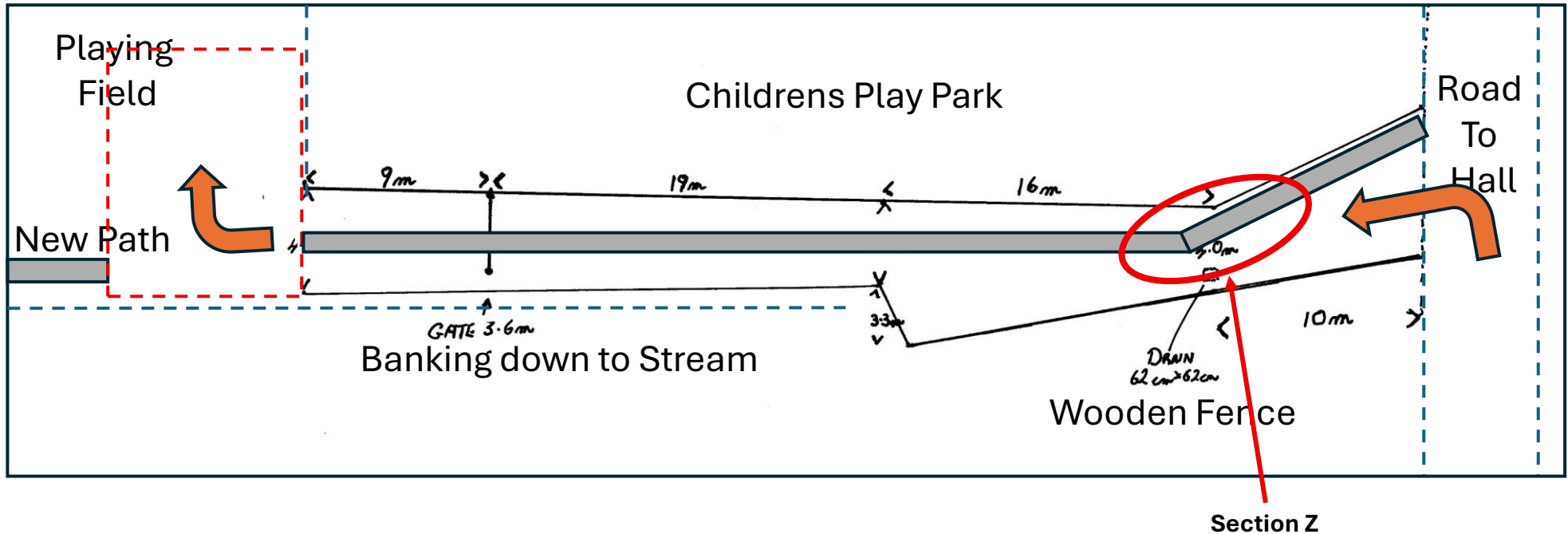
### Proposal

- Provided in three Parts as each part can be agreed individually, but I propose that all 3 are accepted as set out here.
- 1. A Tarmac footpath should run down the centre of the access road detailed Part 1
- 2. Proposing 2 bollards (same as the top of Walnut Tree Lane. approx. 1.4m apart, works better than a gated access. The current dimensions do not allow for a path and gate to be provided safely. – Part 2
- 3. Proposing a reinforced hard standing area at the left end of the playpark to allow for vehicles to turn, without damaging the footpath and to provide a hard area for FloJos caravan, tables and chairs – Part 3
- Finally, not part of this proposal, the left-hand floodlight pylon is close enough to provide electricity access (via extension cable) should we wish to fit one, also floodlights should be changed to LED floodlights at the same time saving significant electric cost.

Together the 3 parts above allow vehicles to enter the new access road without having to queue on The Green if the Gate (or bollards) are closed and locked, they also ensure that the footpath should be undamaged by heavy vehicles

## Part1 – Types of surface

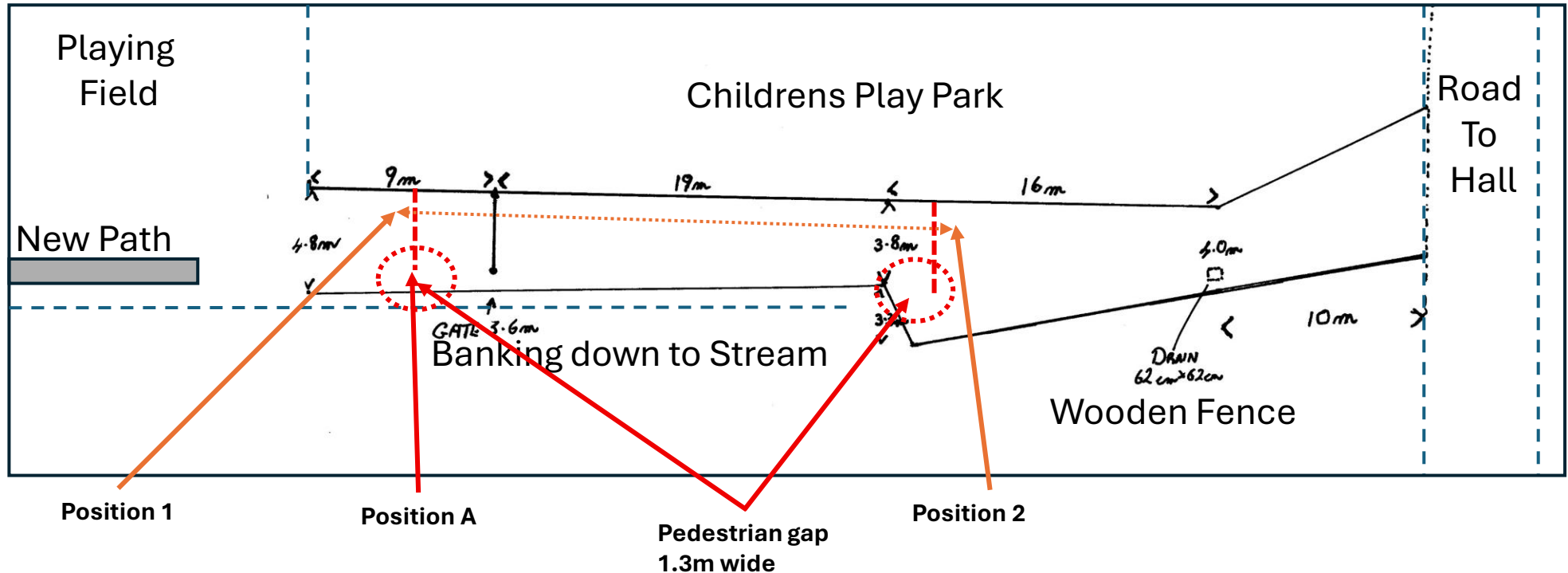
If road is not completely Tarmac, proposed position of the Tarmac path



- In this proposal the footpath is 1.3m wide Tarmac and the rest of the access road is finished in crushed limestone – like the new bridleway we have had completed.
- This proposal allows access to and from the existing paved areas with the minimum amount being prepared in Tarmac ( with concrete edging). Grey coloured area
- As the footpath runs down the centre it is envisaged that vehicles (orange arrows) will not run on the new footpath
- Section Z (red circle) will have to be reinforced to allow for vehicles to turn without damaging the footpath
- This proposal also favours the use of bollards instead of a wide gate

## Part 2 – Bollards or Gated access (in addition to Part 1)

Diagram below marks potential positions

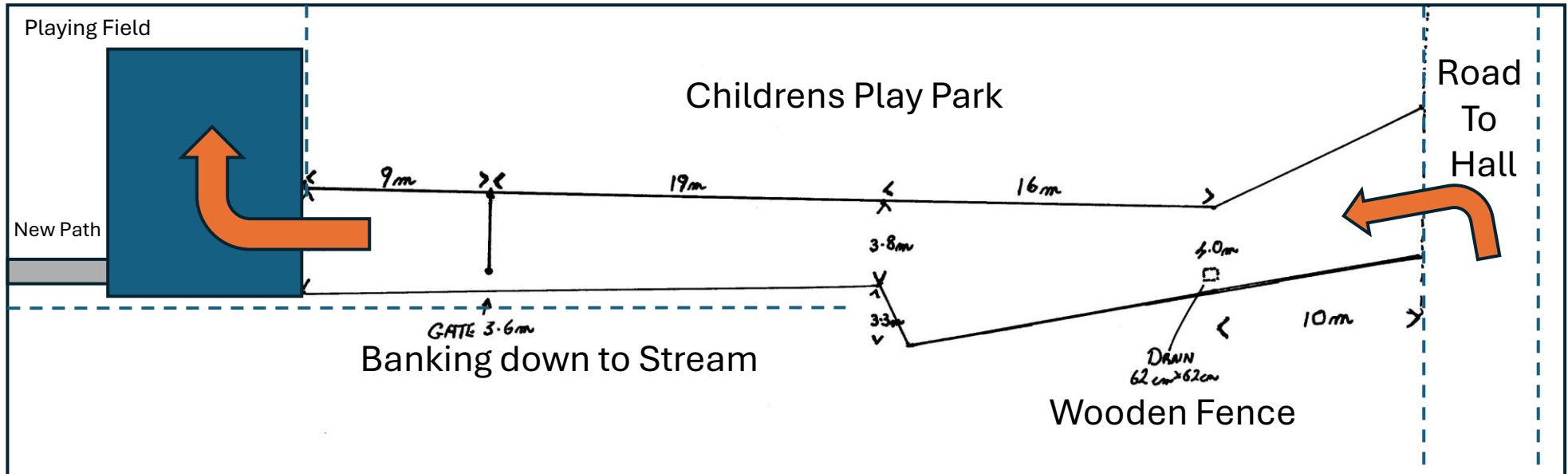


- If surface is completely hard surface, 2 bollards could be placed **Between** Position 1 and Position 2 (orange arrows)
- If we assume a gate has to leave a pedestrian gap (red circles), then gate could be positioned **At** Position A or 2 (red arrows), this is because the current gate position does not leave sufficient space between the stream banking and the gate post to allow a 1.3m wide path to be constructed
- A pedestrian gap 1.3m wide would have to be left if a gate was placed at position 2 or position A (red circles)

This allows vehicles to enter the new access road without having to queue on “The Green” if the Gate (or bollards) are closed and locked

### Part 3 – Hard standing area (in addition to parts 1 and 2)

Hard standing ( preferred Tarmac) area for access or FloJo's caravan and tables & chairs



- The blue box shows the preferred position for a re-inforced area to allow for FloJo's caravan and tables
- This reinforced area also allows cars / vans etc to turn ( orange arrows)without damaging the path on days vehicle access to the field is required
- This reinforced area is Tarmac, bounded by "kerb" type edging and is approximately 5m x 12m (60m<sup>2</sup>)
- The preference would be in Tarmac