

## Summary

We now have a mandate to progress the development of the Oatlands project with a provisional target for it to be installed by the end of May 2020. The key element to keep to this time frame is grant/secondary funding and sponsorship.

### **The overall plan covers:**

A site development plan and usage agreement with PAJFC for a playing surface on the site car park.

A shared use agreement with PAJFC to provide long term tenure for use of the site and pavilion.

Positioning of the playing area, and the surface levels across the car park area has been agreed by both parties.

The £4,000 budgeted costs will be split 50/50 from Club funds and external support.

We have already engaged HACs to provide and deliver the aggregate to site at 'cost price', and they will provide other services free of charge to include:

- Entrance gate widening
- Sit on Roller



This will primarily be a self-build project. We have the 'understanding', having constructed The Pierhead as a self-help scheme in 2012. The updated plan for Oatlands involves very little, preparatory groundworks, and we already have a volunteer team of at least 6 club members

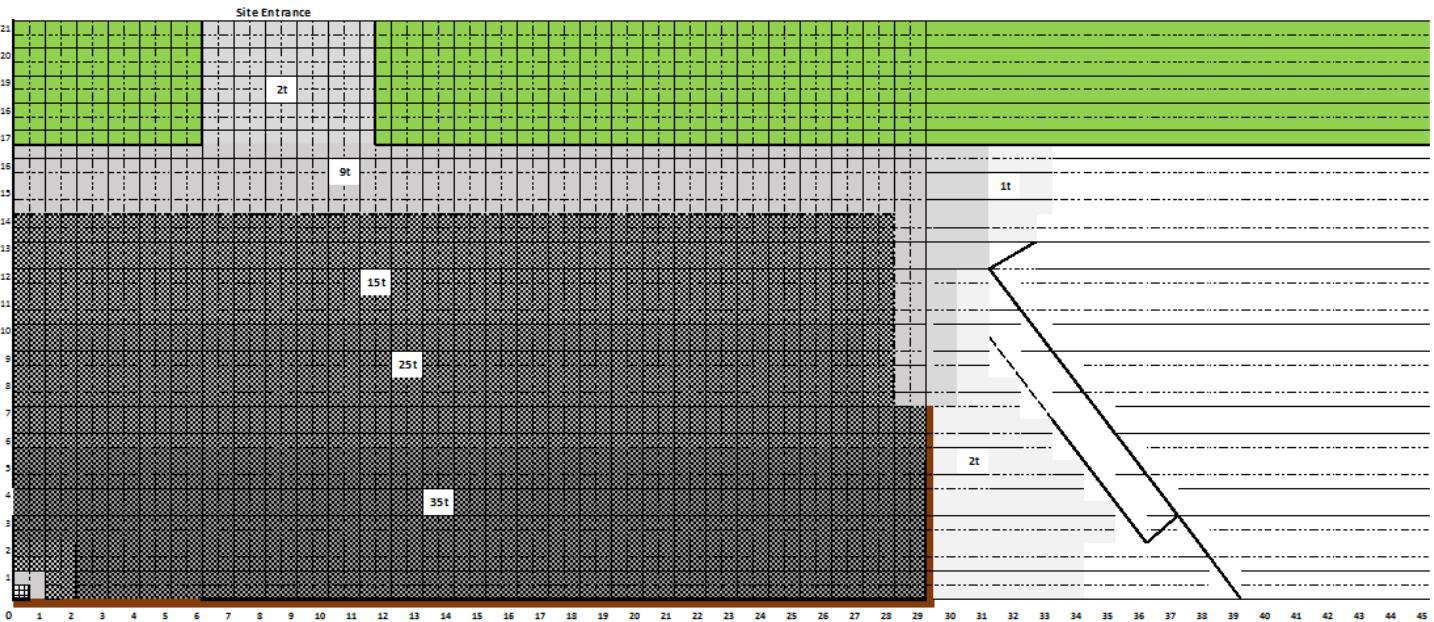
We are committed to developing a Club programme to make the best use of BOTH sites, with the understanding of their relative merits, and with the overwhelming support of Club members.

## Construction

The basic plan is to maintain the extent of the dual use of the car park and provide (almost) unrestricted access for all the current vehicle use of the site.

The main issue for our use is to reduce the level of the slope across the car park. This drops by 60cm from the top right corner to the bottom left, where there is a drain. The lateral slope is more critical for play but that is only 20-30 cm across the full 30 metre width, i.e. a gradient of 1 percent. The normal direction of play will be the 14mt vertical length and the 30mt width will comfortably accommodate at least 10 pistes.

We have specified an end point for the terrain, to provide level vehicle access in front of the Clubhouse. Also, to maintain the existing disabled access into the building. The black line, in the picture below, denotes the edge of the wooden frame (railway sleepers) within which the playing surface will be built up, towards the adjoining football pitch.



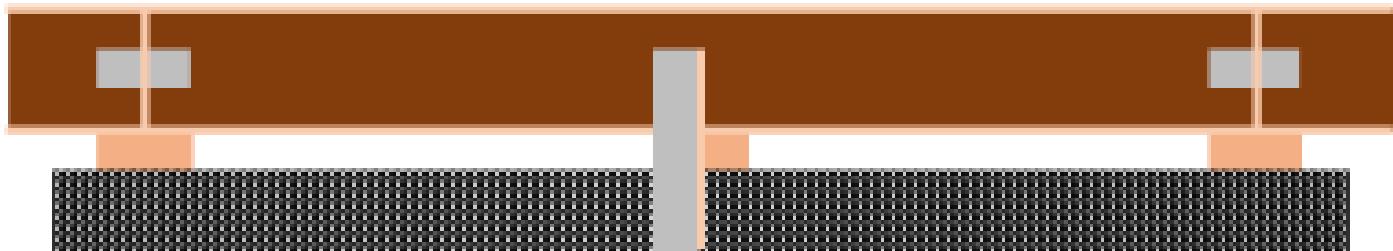
The shading on this diagram is to show the change in depth of aggregate from top to bottom. This has been used to calculate the volume of aggregate in each segment, and then to work out the total required weight from the volume.

The current surface of the car park is a mixture of aggregate and old tarmac. The Pierhead was built on a new tarmac base, so we know that a suitable aggregate base of at least 7-10 cm thickness will withstand the impact of boules without breaking up the surface. The areas outside the playing surface will be covered, but to a thinner layer. Most boules' pitches will land within the central area of the piste, where the depth will be at least 15cm.

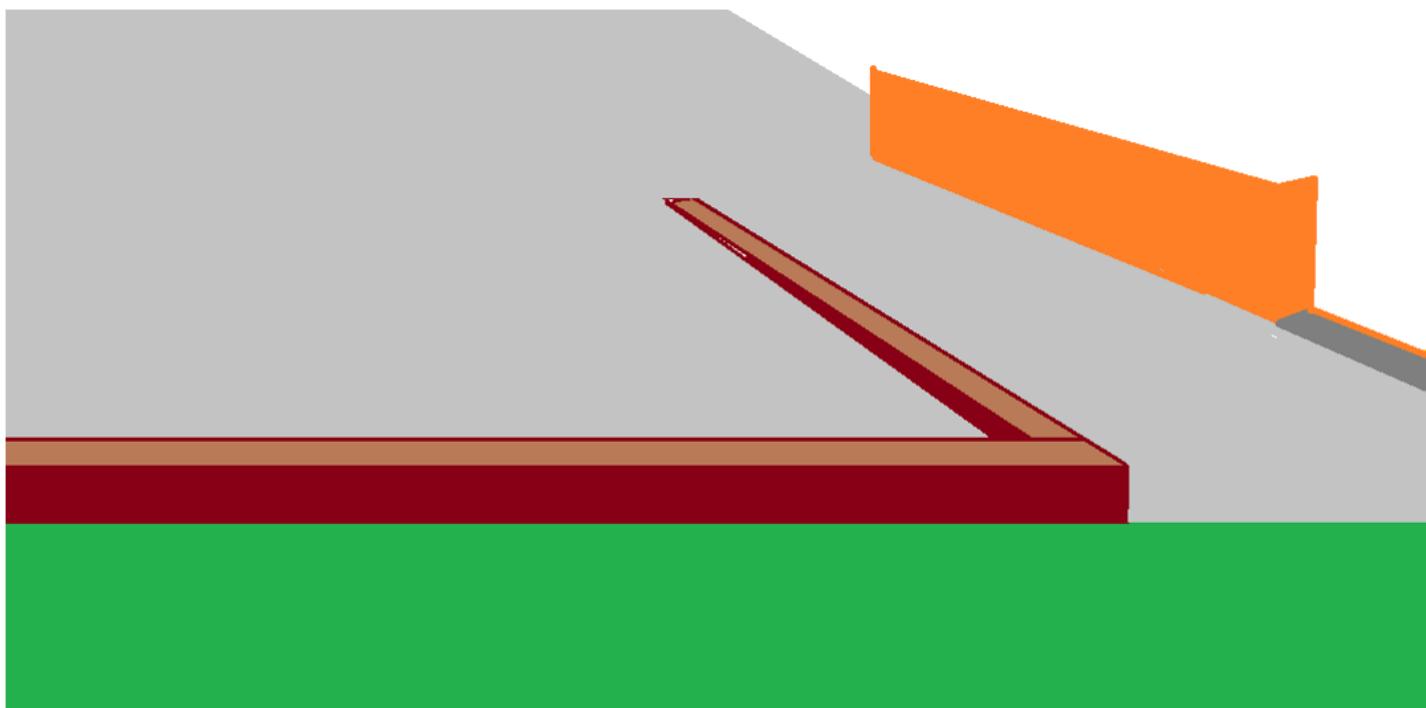
The most awkward planning element is to retain the disabled access to the Clubhouse. As can be seen from the red line in the picture below, there is a dip in the surface at the bottom of the wall, before rising towards the corner. We will remove and re-lay the last three slabs of the disabled ramp and build up the surrounding aggregate to the same level, and check that the damp-proof course is not compromised.



The pitch side railway sleepers will sit on the edge of the grass bank, retaining the current curb, which will be under the playing surface. The sleepers will be bedded on bricks and infilled with coarse aggregate to reduce water penetration.



The side sleepers will be approx. 3-4 metres (to be finalised) from the corner of the disabled access wall (right of diagram), and finish at the same, lateral point at ground level. This to provide for all the expected vehicle access and egress to and from the front of the Clubhouse.



Prior to tipping and spreading the aggregate, the drain in the bottom left hand corner (of the plan above) will be fitted with a brick frame and metal grill.

The initial estimate is for 100 tonnes of aggregate, and we are proposing to use the same, original material as The Pierhead in 2012 from Hansons at Pateley Bridge, and to be supplied via HACS. This will include a sub-layer of coarse aggregate to aid drainage and a substantial balance of dust to 6mm limestone to provide the compacted surface. This will be delivered in bulk, 20 tonne loads and to be 'dragged and tipped' across the site from the tailgate to reduce the manual element of 'spreading'.

HACs have surveyed that 20 tonne capacity wagons will be able to negotiate the turn, and entrance to the site by removing one or both gates from the posts.

We expect a 20t delivery every 2 hours for 5 trips. We have a contingency of a 6<sup>th</sup> load of fine aggregate for the following, day if required.

Subject to the number of members 'volunteering' to help, we have the option of a group from the Army Foundation College, and as seen/used by Harrogate Spa Tennis Club on Claro Road.

The material would be mechanically compressed by a powered/sit-on roller. Subject to the weather at the time, we would need the back up of permission to use site water to hose the aggregate when compacting.