

Design, Access & Sustainability Statement

For

Lympstone Car Park

Prepared by:

Hydrock / The Bush Consultancy

for

Landmark / DIO

VIVO



Defence
Infrastructure
Organisation

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1.0 Introduction

This project will provide sufficient, adequate and safe parking for military personnel, civilian staff & visitors to Commando Training Centre Royal Marines. CTCRM does not have sufficient parking for personnel on courses or for other permanent and occasional users at the site, including frequent and regular Passing Out parades and families days. A field which is the unit's primary Helicopter Landing Space (HLS) is used as occasional overspill and provides some mitigation, but rapidly deteriorates in wet conditions with the potential requirement to recover stranded vehicles. Rutting also presents a H&S concern for those exiting/accessing their cars and requires rectification prior to use as an HLS.

2.0 Description of the Works

The project is to provide a fully functional facility to the satisfaction of Defence Infrastructure (DIO) Infra Structure Manager (IM) and VIVO Project Manager (PM). Any materials selected must be sufficiently robust for use within the military estate.

The proposal is to install a suitable ground surface for occasional car parking and access. Access to the adjoining Helicopter Landing space is to be provided for emergency vehicles and for ongoing grounds maintenance.

The area is approx 100x25m² and will provide 82 car parking spaces.



Figure 1: Proposed site plan (VIVO)

2.1 The construction activities may include the following:

- Excavation to form reduced levels for car parking & drainage
- Digging and laying foundations for perimeter kerbs
- Laying and backfilling of drainage and attenuation tank
- Installation of layered car park surfacing

The following vehicles and machinery/ equipment will typically be used during the proposed construction:

- Construction vehicles e.g. Heavy goods and light vehicles (HGVs & LVs)
- Construction contractors vehicles
- Inspectors vehicles
- Lorries e.g. delivery lorries and trucks
- Excavators, bulldozers and earthmovers
- Concrete and cement mixers
- Handheld tools

All the activities during the construction period will be managed to ensure that adverse impacts to personnel, flora and fauna are kept to a minimum.

3.0 Location

CRCRM is located to the north of Lympstone on the banks of the River Exe.



Figure 2: aerial view of CTCRM with the site of the proposed car park extension in red (Google)

3.1 Existing car park

The existing car park can accommodate approximately 70 cars. The current provision is currently 2/3 tarmac & 1/3 grasscrete adjacent to a full size all-weather sports pitch.

3.2 Proposed site

The proposed site is to the east of the current grasscrete part of the car park.

The photograph below shows the view from the current car park to the current overspill car park on the adjacent grassed area.



Figure 3: view of the current overspill car park from the current grasscrete car park. (VIVO)

4.0 Development Proposals

The car parking is to be provided with a tarmacadam surfacing under which a large attenuation tank will be provided to limit the flow of surface water into the local drainage network.

The car park will be formed with precast concrete kerbs to prevent vehicles from parking outside the designated area.

No lighting is proposed for the additional car parking.

5.0 Sustainability and biodiversity

A specification for the making good of the grassed areas is included in the Hydrock surfacing drawing.