

Site Report for Geocross / GR Grass Reinforcement at St Andrews Church Redlingfield

Persons present at site meeting

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Purpose of installation.

The installation of the Grass Reinforcement is to allow parking for cars for the Church services – worship, weddings & funerals – and a handful of events / fetes mainly in the summer.

Site history

The site has been grassed for at about one year and the area for car park has been regularly cut. It is understood to be used primary for farming in the past.

Grass, ground, & drainage conditions.

For the parking area we looked at, the area is predominately even, has a very slight slope and was found to have well established grass growth across the vast majority of the area. The grass had the appearance of being a rye grass. There are some gentle undulations on site, but these were not a concern. The soils are predominantly a sandy / clay loam. There had been little rainfall in the past few days at the time of the visit and the surface proved to be very firm underfoot. From conversations held on site the ground was not known to become uncommonly soft even after heavy rainfall. It was discussed on site there is no known unusual site conditions that would affect the Suregreen regarding the viability of the GR matting or Geocross roll in to solve the parking problem regarding drainage.

Usage plan and forecast of site by client

It is understood the area will be expected to be in use from mid to late-2021 onwards. The area – on most weeks - is likely to be used no more than once or twice a week throughout the year. It is also expected the project is likely to attract groups and people to the church and so increase the movement numbers and so increasing pressures on the car parking area. The access route was planned to be Geocross and would cope with the increasing traffic flow. For this scenario it is recommended the car parking area is also reinforced using Geocross. It is also understood the area will be used for the parking of cars only. The access road is to 6m wide to allow cars to by-pass one another.

Recommendations pre installation

It was discussed on site a would need a rolling as some tracking by cars had occurred on the access route. The grass would need to be cut just prior to install. If the Geocross option was taken up then the ground would also need to be watered heavily for a least a week, just prior to installation to allow the Geocross to pushed in the ground by the roller.

Recommendations post installation

Normally either matting is laid to catch as much as possible of the growing season to encourage full entanglement. GR matting and Geocross reaches their optimum working condition when the grass

root structure is strong and robust and has fully entangled. The grass should be cut 5 to 7 times after installation, quite often, (do not allow the grass to stalk upwards), to encourage the grass to grow horizontal and not vertical and so interweave with the products. Also, at first allow the cuttings to fall back into the mesh. After this the area is normally ready for use. It would be advisable to take care if used before the mesh has properly entangled with the grass both by the cars and pedestrians as the mesh may not have reached its optimum working robustness. The Geocross will have an immediate stronger footprint but will still need entanglement to reach optimum strength. Although the Geocross has a castellated surface, it may be slippery when wet at first.

It would be advisable to keep cutting the grass often during the year to stop upward growth and so forming a strong sward with the meshes. Also, the grass strength and robustness would benefit greatly from a spring and autumn applications of fertilizer.

General Notes

From experience gained over many years it is advisable to install signage telling people to slow down throughout the grass car park - a 5mph guideline would be good - and the installation of a sleeping policeman at the key entrance / exit pinch point will also help in keeping movement speeds down. It is when the cars are moving on to the grass it is best that they are going slow and turning smoothly. It is unnecessary speed and harsh wheel movements that can cause preventable attrition damage on the wetter cooler days.

Site suitability for intended use

Based on experience and observations from the site visit, the overall prognosis for using GR14 matting or Geocross to solve this parking issue is very good providing it is line with the comments and points noted above.