



LITTLEHAMPTON

DESIGN

ACCESS

STATEMENT

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Opening statement

This statement will explain in pictures and words how the development will fit in with the surrounding land and existing facilities, as well as the rationale behind the design process and the public engagement programme undertaken by Littlehampton Town Council and Arun District Council with the community from the first discussions about gaining an enhanced skate park in Littlehampton. As is quite typical for projects of this size, the consultation process has been lengthy with regular meetings being held with the user group and the Councils, finally arriving at a preferred design, budget and location.

This is just part of an ongoing regeneration programme for Littlehampton, but specifically to address the needs of the younger section of the population by providing a modern concrete skatepark along with a new parkour training facility on the same site.

Particular focus on the design has been placed on providing a destination park for the local skating community whilst still guaranteeing it will not appear to be out of place when viewed against the surrounding areas, incorporating separate zones and textures as well as seating. The design ensures it will be sufficiently interesting and exciting to bring an enthusiastic, all-inclusive group of users to a modern and aesthetically pleasing, purpose built facility and to accommodate uplift in user numbers to the Littlehampton skate park.

The design and element orientation takes into account judicious use of bunding, which has been considered to offer as much protection to local residents from unwanted noise as possible. When viewed from around the park, all that will be seen will be grassed bunds breaking up areas of neutral coloured concrete. A spray concrete skatepark is much quieter in use than those that used to be built in other materials such as steel, wood or skatelite and historical knowledge of many similarly sized skate park projects at a similar distance away from private housing allows us to confidently state that we believe it will not cause distress.

The enhanced skate park itself will be constructed from free form spray concrete sympathetically bunded allowing grass to grow up to the edge of the park.

A planting scheme is also being considered for the future that will integrate the facility even further to the surrounds but does not form part of this application

Design Process

The design process has been broken into the following headings for clarity

Assessment

Involvement

Evaluation

Design

This will enable planning officers to reach an informed decision on the public engagement process and the Council's assessment criteria on the choosing of both location and the ultimate design.

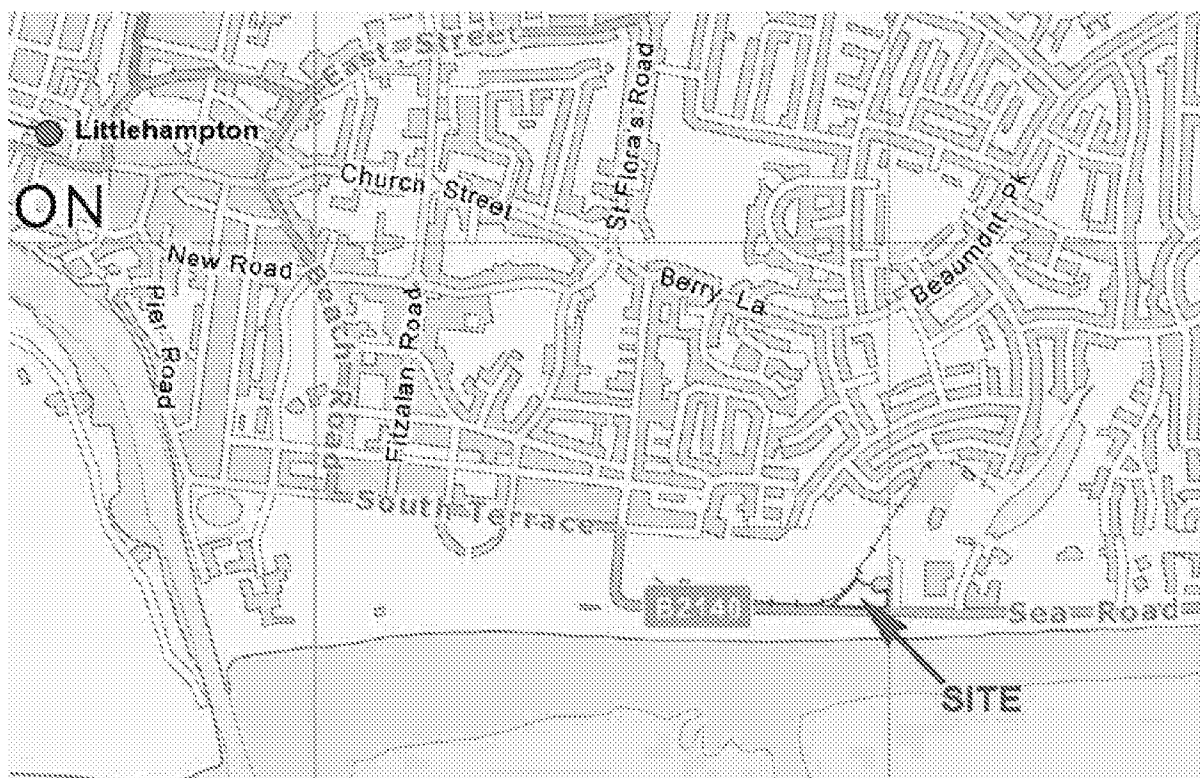
Assessment

Contextual Setting

The site is located on Sea Road in Littlehampton, BN16 2NA (grid reference TQ 03963 01379).

Located to the east of the site are the new Littlehampton Wave, the soon to be demolished Littlehampton Swimming and Sports Centre, and Mewsbrook Park.

Sea Road (B2140) runs along the southern boundary of the site, and to the south is the pedestrian promenade, shingle beach and the sea. The site is divided from Sea Road by a low level brick wall and hedgerow. To the north of the site is a pumping station operated by Southern Water which has an access road along the eastern boundary of the site. To the west of the site is Norfolk-Gardens pitch and putt golf course, owned and managed by Arun District and operated by Tivoli Services. Along the north western boundary is a mature hedge line and beyond this is the Littlehampton Miniature Light railway. The nearest area of residential housing is located approximately 135m to the North West of the site, beyond the golf course.



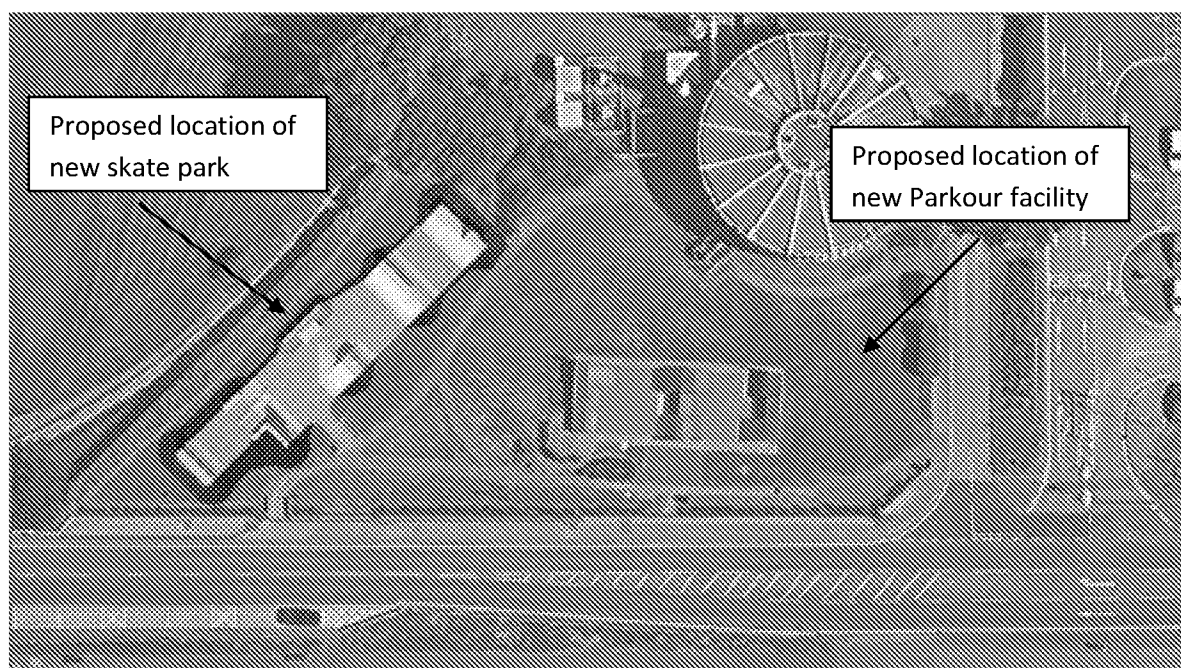
The site is roughly rectangular in shape with an area of approximately 2700m² or 0.27ha. The current skate park facility is located in the centre of the site and covers an area of approximately 250m² or 0.025ha. The existing skate park comprises a tarmac base with a range of metal ramps with steel handrails, and associated tarmac pathways linking the skate park to the pavement on Sea Road. The remainder of the site is open grass. The new skatepark covers an area of 293m² or 0.0293ha.



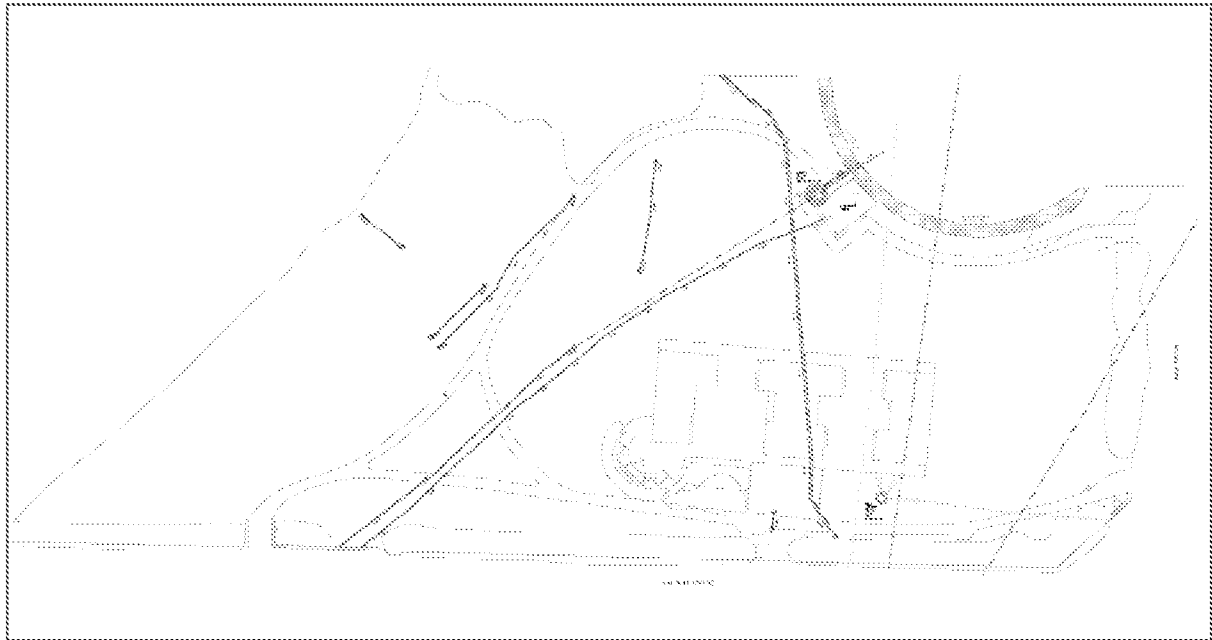
Area Output

2701.300 m²
 0.003 km²
 0.668 Acres
 0.270 Hectares
 29076.553 Feet²

It is proposed to install the new skate park to the west of the existing ramps, running from the south west corner of the site towards the north east in an area of open grass. The proposed location of the facility has been determined by the presence of an underground Southern Water pipe running across the centre of the site from south west to north east and this positioning avoids it completely. It is proposed that the existing ramps and tarmacadam base will be retained in their current position. The new skate park facility will be linked to the existing facility using the tarmacadam pathways.



Below is a utilities map showing the track of known services on site and thereby dictating the positioning for the new skate park.



Its relatively small footprint when taken as a percentage of the space surrounding is viewed as being proportionate and in keeping and it will not impact adversely on different user groups using the other facilities.

This proposal has been designed to help improve the whole aesthetic approach of a skate park within a green environment that shares a greater space with differing play facilities.

It should also be noted that the proximity of the proposed parkour units and the adjacent Littlehampton Wave fits perfectly with the demographic this skate park is intended to cater for and likely to attract.

Please refer to Appendices 1. – 1f: the attached visuals for specific detailing on dimensions, footprints, access routes and heights etc of the elements

Architectural Heritage

The site is located in a coastal area with a range of architectural styles from different eras.

There are a number of historical features listed nearby, including the Rustington Convalescent Home and Ancillary building located to the east which are Grade II listed buildings.

In more recent times the area has been used for leisure purposes including the skate park, the Littlehampton Leisure centre, the Arun Youth Aqua Centre and golf course. The site is located in close proximity to Mewsbrook Park which first opened to the public in 1939 and is considered to be of high horticultural and historical importance.

The existing Littlehampton Swimming and Sports Centre was built in the 1980s and comprises an entrance area with a projecting brick wall and large building with asbestos cement clad pitched roof. The new Littlehampton Wave has been constructed to replace it and features a modern glass frontage. The old leisure centre will be demolished and reinstated to greenspace.

In addition, the Southern Water pumping station, which was built in the 1970s, is a concrete rotunda building with a brick base, perimeter glazing and recessed flint feature panels.

The existing steel skate park was first installed in 2001 and was upgraded in 2009. It is of a modular design painted black and end units have galvanised steel handrails 1.5m high on the platforms.

Opposite the park on the sea front is a typically 1960's designed brick and concrete roofed shelter and nearby to this is a run of wooden beach huts painted in a variety of colours.

Next to the existing leisure centre on the corner of Hendon Avenue sits a number of residential blocks. Emmabrook Court is a three storey high brick built complex with a mixture of sloped flat roofs with concrete tiles and this block is facing the sea. Further back on the avenue, Sunnydown Court presents itself, also three storeys high, brick built, but the top level is a mansard roof construction with a grey concrete tile finish. We would estimate their construction to date from the 1980s.

In short, there are a multitude of differing building styles surrounding the site, none of which really define the character of architectural influence around Littlehampton on their own.

We therefore believe, the proposed development will not be seen to be out of step or keeping with the area and will sit in line with the Littlehampton Neighbourhood Development plan's objectives between 2014 and 2029 and at the same time bringing a state of the art sporting architectural addition to the town's portfolio.

On the following pages you will see photographic evidence of many of the buildings described above.







Social Impact

Although much of West Sussex is prosperous, Littlehampton is ranked amongst the 20% most deprived areas in the UK on the Index of Multiple Deprivation. High levels of deprivation are commonly linked to problems associated with anti-social behaviour (ASB), which accounts for 24% of the crime in Littlehampton. Well documented evidence from Police forces around the country attest to the fact that modern skating facilities such as the one under consideration are a contributing factor in reducing youth nuisance crime figures and developing social inclusion amongst a group of people who could be otherwise viewed as outsiders. Investment in the existing skate park has the potential to reduce anti-social behaviour and increase levels of activity amongst young people by embedding the habit of exercise and encouraging young people to get involved in skating and parkour.

The skate park upgrade and installation of parkour would ensure that young people have access to a new and improved local free-to-use facility. This would enable those from more deprived backgrounds to take part where they might have been prevented by cost restrictions due to the need to travel out of the district to better skate parks.

In addition, the provision of such facilities sits well with the Government's strategy of getting youngsters out of an indoor and on-line gaming environment and into real outdoor physical activity.

This is set out in **Sport England: Towards An Active Nation Strategy 2016 – 2021** as well as at a more local level, The draft **West Sussex Joint Health and Wellbeing Strategy** whose consultation closed in January 2019. It is this latter document that will tie in the proposal at a county level, with the aspirations of engaging youngsters in healthy outdoor recreational activities by providing them with modern and exciting facilities to use. This is further augmented by **Arun District Council's Leisure and Cultural strategy 2013-2028**.

However, it should be noted that facilities such as these are not solely aimed at 8 – 16-year-old boys. With the popularity of scooters remaining as high as ever, their use in such parks broadens the user base even further by enabling first time park users to explore the use before perhaps moving onto skate boards, BMX bikes or inline skates. Skate parks attract users from every demographic; boys, girls, men and women, fully-abled users through to those less able, occasionally including wheelchair users who are often found enjoying the facilities and interacting in a positive manner. There is also a vibrant scene within the UK for more mature users who have recently rediscovered "skating" with the advent of high quality wheeled sport arena provision and finding someone in their forties or fifties riding the park will not be an unusual sight. This will also act as a draw to youngsters as a meeting place, to ride the park, to chat and generally 'hang out' in a place they can call their own.

A criticism often unfairly levelled at such facilities is that they will encourage youngsters to drink and take drugs. Anecdotal evidence in fact suggests the opposite of this is true in a modern facility.

Economic benefit to the Community

With the provision of a cutting edge design concrete skate park it is envisaged that increased influx of visitors could prove to be beneficial to the retail facilities that are closest to the skate park's location.

This will also neatly fit in with the aims of the aforementioned Arun DC's Leisure and Cultural Strategy 2013-2028 objectives:

*'The aim of the Council is to deploy resources in an optimal manner to **Enhance the Economy** of the district and improve the **Physical and Mental Wellbeing** of residents.'*

*'Increase the **attractiveness** of Arun as a **place to visit** and, therefore, increase **spending by visitors** in local businesses and the **employment opportunities** it creates..*

We know from past experience that a park such as the one proposed will attract "skate tourists" and with a user demographic that will often mean they are unable to drive themselves. It is common for families to arrive in a town and drop the kids off at the skate park while the rest of the family go exploring the town or area.

We know that a quality skate park facility increases visitor numbers through 'skate tourists' who bring a real and tangible financial benefit to towns. The scale of the park under consideration is of a sufficient size to term it as a "Destination Park", these tend to be the hub parks designed to be a county attraction but undoubtedly this park will primarily attract users from the satellite towns and villages who do not have their own skate facility.

A nearby, well designed and properly built skate park, properly positioned, could even be described as a free asset for home owners to advertise if they are considering selling. We are certain that some families would see this as a huge plus point if the target demographic for the house sale is a family with younger children, given the popularity of skating countrywide.

Relevant Planning Policy Statement

With the relatively recent adoption of The National Planning Policy Framework (NPPF) in March 2012, we find that this proposal sits neatly within its remit. The framework maintains the 'town centres' first approach, which implies that new shops and leisure developments should look for sites in town centres first. This proposal fulfils this by aiming to maintain the vitality of an existing leisure facility within a town centre area and by promoting healthy communities to form a key indicator to achieving sustainable development.

The National Planning Policy Framework (NPPF) states that the overarching social objective of the planning system is:

'to support strong, vibrant and healthy communities.....by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing' (Paragraph 8)'.

The NPPF also states that:

'access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities' (Paragraph 96).

In addition, the Government strategy 'Sporting Future: A New Strategy for an Active Nation' states that: 'it is important that the wider built and natural environment is designed to make taking part in physical activity safer and easier, making activity the easy choice' (Section 8 'Infrastructure').

The following localised policies have been interrogated and are mentioned as being integral to the importance of this proposal from a policy direction standpoint.

Littlehampton Neighbourhood Development Plan 2014 - 2029 (published by Littlehampton Town Council) has highlighted this kind of development as being particularly desirous, the following aims are therefore relevant:

Top areas for concern relating to leisure facilities in Littlehampton include:

- Lack of things to do for young people particularly early teens (Section **2.3.5**).

The plan sets out a series of strategic objectives:

- To create vibrant, attractive, safe and accessible towns and villages that build upon their characters to provide a wide range of uses and which are a focus for quality shopping, entertainment ***Leisure, tourism*** and cultural activities; and
- To promote strong, well integrated and cohesive communities, through the promotion of ***healthy lifestyles, provision of good quality accessible community facilities and a safe environment***, which delivers and enhanced quality of life to all (Section **2.8.3**).

The plan states that:

Building on its distinctive character, Littlehampton will be a successful , competitive and connected town. The town will be an attractive, vibrant and safe place to live, work and visit with an excellent range of facilities for all age groups. This will include:

- Enhanced visitor and leisure facilities along the seafront (Section **2.8.4**).

The key messages from the consultation as outlined in the Neighbourhood Plan Vision are as follows:

- ‘To fundamentally improve the economic, environmental, and social wellbeing of individuals and communities in the town, particularly those in the most deprived areas. To enhance, improve and protect existing community infrastructure **and propose new where appropriate**, that will deliver **excellent local and accessible facilities** to all of the Littlehampton population (Section **3.1.5**)’.

The following objectives and measures reflect the top priorities identified in the Neighbourhood Plan:

To consolidate and improve local community services and facilities

- Improved leisure Facilities
- Deliver new youth facility (Section **3.2.2**).

In addition, upgrading the skate park would partially fulfil the requirements of **Arun District Council’s Play Strategy (2018-2028)** which requires the Council to provide three ‘destination’ skate parks within the major District towns of Arundel, Bognor Regis & Littlehampton.

The **West Sussex Plan** sets out how the County Council plans to shape its services for a period of five years – 2017 – 2022.

It focuses on five core precepts:

- giving children and young people the best start in life
- ensuring West Sussex is a prosperous place
- our communities being strong, safe and sustainable
- supporting you in later life to remain independent
- being a Council that works for our communities.

The distillation of this plan could therefore be described thus:

- **To promote good health and wellbeing for everyone**

Meet a wide range of local needs including housing and for community, cultural, *social*, retail, *health*, education, religious and *recreational facilities*, in order to improve quality of life and reduce social exclusion.

- **To support the economy**

Enhance the Cultural and Tourist offer in West Sussex and to continue to promote Arun as a year-round destination for tourism and recreation.

- **To enable self-sufficient and resilient communities**

Ensure that infrastructure is provided that will enable development to benefit the local community.

- **Enhance and reinforce local natural, landscape and historic character and distinctiveness and raise the quality of development through:**

Excellence in design that manages change to maintain the distinctive character and quality of West Sussex.

- **The role of function and places**

Community facilities are essential for local residents. They impact on the health and wellbeing of communities. Any growth in jobs and homes needs to be supported by adequate infrastructure provision, this includes community facilities. It is important that these facilities are accessible to all.

It is essential that new schemes are built to appropriate design and layout standards.

(All wheel sport facilities must conform to BSEN 14974: 2006. The proposed scheme not only meets these standards but in terms of build quality, exceeds them).

- **Health and wellbeing**

The way we perceive and interact with the physical environment - built and natural - has a significant impact on individual and community wellbeing. The impact of planning decisions has a bearing on this and can help people interact and access goods, services and facilities more easily.

To improve the health and wellbeing of West Sussex communities, residents, workers and visitors should:

‘Maximise opportunity for physical activity through the use of open space, indoor and *outdoor sports and leisure facilities* and providing or enhancing active travel networks that support and encourage walking, riding and cycling; and:

Provide flexible community open spaces that can be adapted to the health needs of the community *and encourage social interaction*’.

- **Transport and accessibility**

All developments should:

Provide safe and suitable access to the site for all people and not cause a significantly adverse impact on the local or strategic road network that cannot be managed or mitigated.

Development proposals should:

‘Locate development and/or incorporate a mix of uses so that the need to travel will be minimised and the sustainable transport modes can be maximised by prioritising safe access by walking, cycling and public transport to minimise car travel; and

Be designed to provide convenient accessibility and appropriate cycle and pedestrian routes, public transport and road routes within and in the immediate vicinity of the development’.

Arun Wellbeing

Arun Wellbeing was set up with the aim of providing people with the opportunity to become more active, fit and healthy. Working towards Sport England’s 5 outcomes – Physical Wellbeing, Mental Wellbeing, Individual Development, Social and Community Development and Economic Development - across the Arun District, the aim is to meet the national target of getting half a million people more active by 2020.

Its stated aim is to create a single system whereby all agencies work together more effectively to widen access, increase participation, create clear pathways and improve levels of performance in sport and physical activity.

The provision of a skate park neatly fulfils (or partly fulfils) seven strategic priorities :

- Participation: Involve more people in events and activities
- Places: Develop clubs and facilities
- People: Coordinate training and volunteering pathways
- Performance : Support talented athletes
- Partnerships: Communicate effectively with the public
- Policy: Improve delivery standards and influence strategy.

Similar countrywide strategies have also identified that their culture should be :

- Innovative, adaptable and flexible
- Collaborative, approachable and connective; and
- Structured and resilient.

Likewise, this proposal is in concert with these beliefs.

It is important to recognise that a concrete skate park is often referred to as a legacy park by many Councils. It will provide a facility for multiple generations to come which in turn reflects the long-term aspirations of the **West Sussex Joint Health and Wellbeing Strategy** whose framework for delivery focuses on **Three Ways to Wellbeing: Start well, Live Well, Age well**.

We could break down the identified outcomes as mantras to **Be Active, Take notice and Keep Learning**. A skate park will clearly fulfil the ‘Be Active’ element and the users will continue to learn more skating skills. However, we recognise the ‘Keep Learning’ referenced in this document intended to relate to more formalised learning and skillsets with an eye to increased awareness of life style choices.

The provision of this skate park in the area suggested is completely logical. The facilities that surround the skatepark would share the same demographic of people who are likely to use it and would therefore complement their provision within the Park.

There are also **SPG (Supplementary Planning Guidance)** notes we can call on to support this application, they will be relevant to other parts of this document or *Design Statement*, but we believe the so far identified policy statements will suffice our needs at this point.

As we hope to prove throughout the rest of this document, care has been taken to ensure the overall design fits in with future and existing planning objectives. An aesthetically pleasing addition to the park that enhances existing leisure facilities can only be viewed as being beneficial for Littlehampton and we trust you, from a planner's perspective, will see it in the same way.

Involvement

Consultation Process

The skate park upgrade is being joint-funded by Arun District Council and Littlehampton Town Council. In addition, the Councils have applied for funding from Sport England to provide a better skate park design and to enhance the scheme with a new parkour training facility. Provision of this funding is dependent on the installation of floodlighting for the skate park.

The purpose of the partnership between these organisations is to create a unique destination facility for under-represented young people that currently take part in non-mainstream activities in the local area. This is intended to ensure there is adequate sports provision for young people between the ages of 11 and 18 that currently use the skate park after school and at weekends for skating, scootering and BMX riding.

Throughout the project process the Councils have involved the local user group and consulted with them on their aspirations and views for the skate park upgrade. In June 2018 the Council carried out a skate park user group survey which showed that there is huge demand amongst local young people to provide a better facility at the current site.

Following a formal tender process and evaluation of submitted designs, the Council appointed Maverick Industries to carry out a further consultation workshop with the local user group to obtain their views on a proposed skate park concept design. The design was then modified using feedback from skate park users during the consultation and additional elements were included in the design to meet the needs of the local user group.

Communications between Maverick and the user group have continued since then refining and subtly tweaking the design with the last sign off meeting being held as recently as January 2019.

Evaluation

The user group survey carried out in 2018 highlighted the demand for an improved skating facility in Littlehampton, and skaters from a range of ages attended the workshop consultation sessions carried out in 2019 by the skate park designer, Maverick Industries Ltd.

Arun District Council and Littlehampton Town Council are committed to ensuring that young people have access to a good quality, free to use skating facility that is robust and long lasting.

The planned upgrade for the site has been constrained by the presence of an underground Southern Water pipe running across the site, and as such the skate park location has been modified to allow for this. As such the existing ramps will be retained and the new skate park will be installed in the west of the site, which means that the skate park can remain open whilst the upgrade is carried out.

In addition, there is the requirement to install floodlighting as a condition of the Sport England funding. Therefore the Council has assessed the feasibility and costs associated with installing a new electricity connection to the site to supply the floodlighting – details of which will be provided within this document.

Planning officers may not be aware, but Skateboarding will become a fully-fledged Olympic sport in 2020, users are all too aware of this and who is to say there isn't a future Olympian waiting to represent their country in West Sussex. They just need to ensure they have somewhere to hone their skills.

The facility had to be in a position and place that was acceptable to all – this includes residents who may not use that facility, but those who could potentially be affected by its provision. To make it multi-functional to all wheeled sport disciplines, for it to be made of free form concrete to facilitate the smoothest of rides and for it to be the quietest of mediums to be built from. The design had to be aesthetically pleasing as well as reflecting the wishes of the user group and the execution of the build was to be done by the industry leader.

The Council wished to make the design unique and aesthetically pleasing yet fully cater to the user group's wishes. The thoughts on this were two-fold; to emphasise cutting edge design and to soften the look of the skate park by disguise, to non-skate park users and to ensure the facility will be sufficiently silent in use that it will not cause a nuisance to the closest residents.

Fortunately, with the budget and space available there was little in the way of compromise that had to be resolved amongst the stakeholder group and the end design reflects their wishes and fulfils the design constraints set by the Council.

Design

Interpretation of the design brief

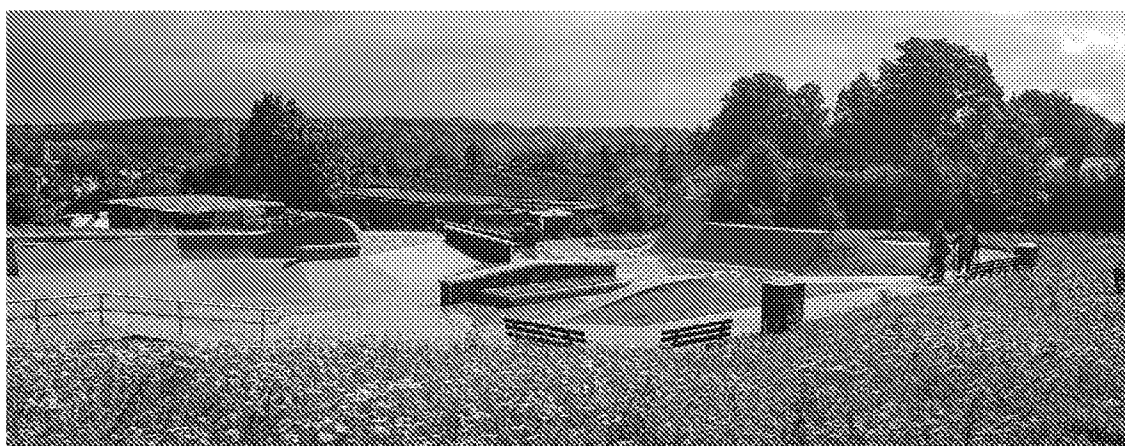
To fulfil the design brief there were definitive parameters that had to be met. The requirements for the skate park design included provision of a well-designed continuous concrete skate park designed for skate boards, scooters, BMX and inline skates. The skate park has been designed by Maverick Industries Ltd.

The new skate park facility will be constructed from spray concrete. It will be approximately 40.6m x14m and fit into the specified footprint area. The facility comprises three main areas; the Jumpbox run, the Miniramp and the Ledge set-up.

The existing metal ramps will also be refurbished as part of the project in order to extend their lifespan and potentially allow the current skate park to remain open whilst the upgrade is carried out.

To reduce the impact of the main body of concrete within an existing leisure environment, it was designed so the upright elements will be banded, seeded or turfed. Naturally this effectively hides the unit when viewed from a distance and all that will be visible will be low grassy mounds interspersed with patches of concrete. This style of design could not be further from the style the current skate park conforms to. This is closer to concrete artistry.

To illustrate, here is a picture of similar elements in a Skate Park in Bretton near Peterborough and another in Henley on Thames.



You will note that by utilising this method of build we have done away with the need for steel handrails. RoSPA requirements are met over fall heights with the bunding. The concrete is broadly uncoloured, and once cured, presents a light grey appearance. There are elements of bright steel work within the park which are there to protect edging and avoid chipping when the park is in use. You can see where by inspecting the attached visuals.

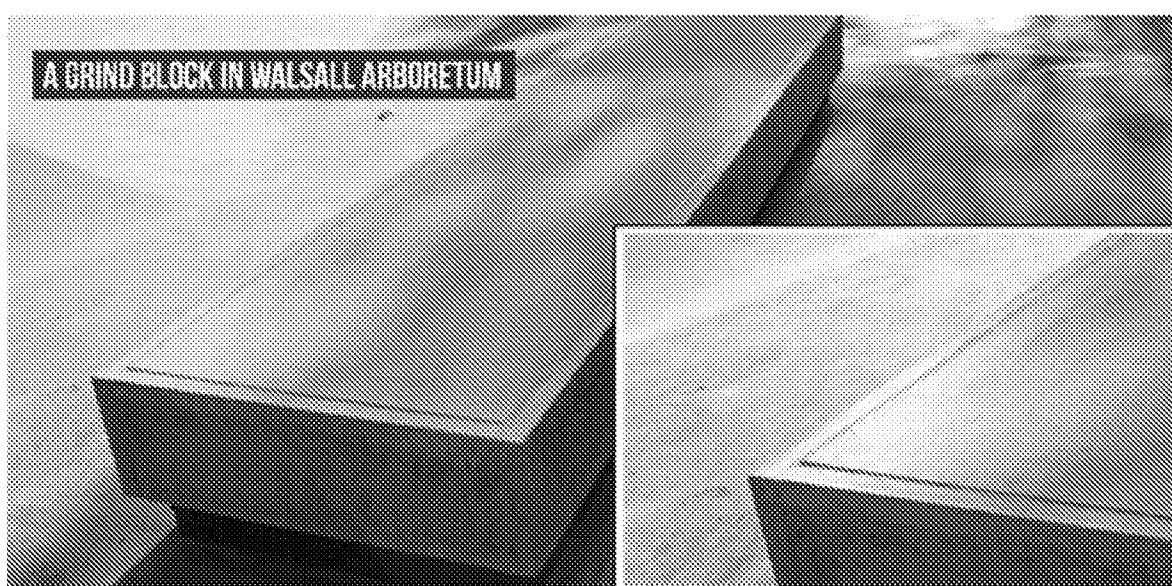
See Appendix 1-1f: Park Visuals

Engineering Detail Statement

All rideable edges and ledges in the park will be finished in galvanised steel, to protect the surface and give the park a high quality look/feel. The surface of the skate park will be finished so that it is smooth and fast, yet retain adequate grip for skate, BMX and scooters.

Additionally, you can see below an example of a typical concrete element with the protective steel edges shown. There will be similar construction methods within this design.

STEEL STRIP EDGING DETAIL



Geotechnical information to be incorporated into the Engineering design:

A suite of construction engineering drawings will not be commissioned until full planning permission is achieved. However our engineer's expertise on all matters pertaining to a successful drainage design will be employed in their creation. We are conversant with the fact that planners wish to see any drainage solutions to sit at the top of the Drainage Hierarchy Pyramid, and we are confident that this can easily be attained from the data we have already amassed.

If needed, example engineering drawings of similar schemes could be sent immediately if that is seen to be useful to your decision making process.

The Design Detailing Explained

The design features skating elements that the user group would like to see in a skate park. The idea behind the facility is that the routes around the park link up so they can work as one long flowing run or separate areas when the park is busy. The shape and style of the park is dictated by the different riding lines and space available. The facility has been

designed to fit with the existing landscape and improve the overall aesthetic. The seating and required bins have been included as an integral part of the design and are positioned off the main runs yet remain sited to be RoSPA compliant as well as being positioned to be in a prime viewing position.

It is important to bear in mind the facility has been designed to cater for ALL riding disciplines and skill levels. It will also encourage use by those of a less able disposition. It is an all-inclusive park design in every sense of the word.

Park orientation has been integral to the final layout, the designers always had the proximity of the nearest housing in mind and have tried to ensure the sound of the park in use will be either contained or muffled as much as possible to the residents within these dwellings.

The park has been designed in such a way that the riding surface reduces vibrations throughout the structure. This means that the surface will be finished so that it is quiet, smooth and fast, yet retains adequate grip for skate and BMX.

Material that is excavated in order to construct the skate park will be used to create landscaping bunds around the skate park, eliminating the need for hand railings behind ramps and allowing the skate park to grade into the surroundings. All areas around the skate park will be made good with reseeded post installation and existing hedgerows will be retained.

The well thought out design is there to act as a marker to proclaim the facility as one the town is proud to own and would want to promote.

This facility should be seen as a public space available to all and a great addition to the community.

LITTLEHAMPTON SKATE PARK DETAILED DESIGN STATEMENT

The design for the Littlehampton Skate Park has been drawn up in line with local user group requests and represents their ideas in tandem with fiscal, spatial and design constraints and themes set by the Council.

For a detailed statement on the thinking behind the physical design and functionality of the park please refer to:

Appendix 2 Littlehampton Design Statement

Parkour Training Facility

As part of the upgrade for the site it is intended to install a parkour training facility, the first of its kind in the Arun district. Parkour or free-running is becoming ever more popular with young people between the ages of 11 and 18 and provides an outlet for risk-taking behaviour in a controlled and safe environment.

It is intended that the parkour facility will be located on the grass in the eastern area of the site and its size is entirely in keeping with the space available and the proximity of both the building and existing skate park close to it.

The parkour equipment and layout will be designed to conform to BSEN 16899:2016 and just as the skate park will be inspected for conformity to BSEN 14974 2006, the parkour equipment will be inspected by RoSPA for conformity to its own standards.

The design and size of the facility is intended to provide novice and more experienced users a place where they can learn to use a parkour layout as well as hone the skills they have already acquired. It could be described as an entry level parkour facility but the layout means elements will still offer users the option to challenge their skills.

Please see Appendix 3 Parkour Facility Layout

Lighting

As a condition of the funding from Sport England, which will allow us to provide a better skate park experience and provide a new parkour training facility, floodlights are required to be installed.

It is intended to install 4 no. 8m high steel lighting columns each topped with a 295watt Phillips Clear Flood BVP650 LED luminaries that will achieve an average maintained horizontal illuminance of 201 lux. The lighting will be installed on a photocell timer so that the lights will switch on when it is dark. Control mechanisms will ensure the lights are only on between dusk and 9pm and one column will remain on for 5 minutes after the rest of the lights turn off so that skaters have a chance to finish skating and leave the site safely.

All works shall be carried out in accordance with NICIEC regulations.

To allow you to assess the effects of the lighting in terms of lux values and light spread within the site, we have provided as an attachment the technical data Lux Calculus Design Sheet which will provide you with various illustrative images as well as projected lux values.

Please see Appendix 4 Littlehampton Lux Calculus Design Sheet Option 2 (Please note: Option 1 was for an alternative skate park design)

Access

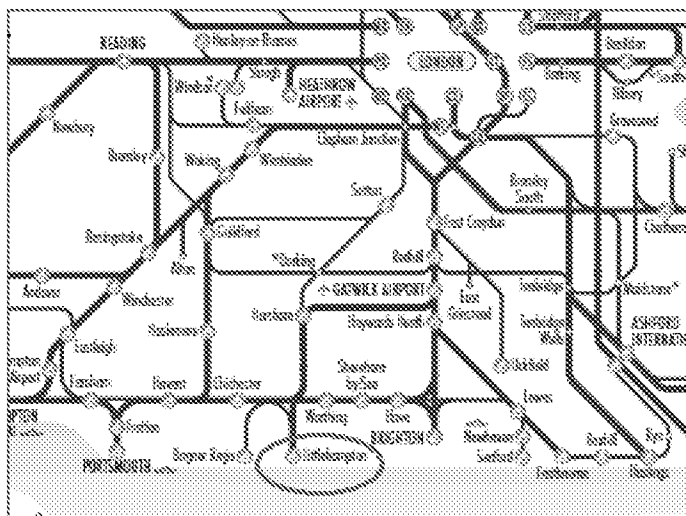
Access by public transport

National Rail Network Map

As can be seen Littlehampton is accessible by the National Rail Network Sitting on a direct line from London Victoria serviced by Southern Rail.

There are also four trains per hour to Littlehampton from Brighton via Worthing.

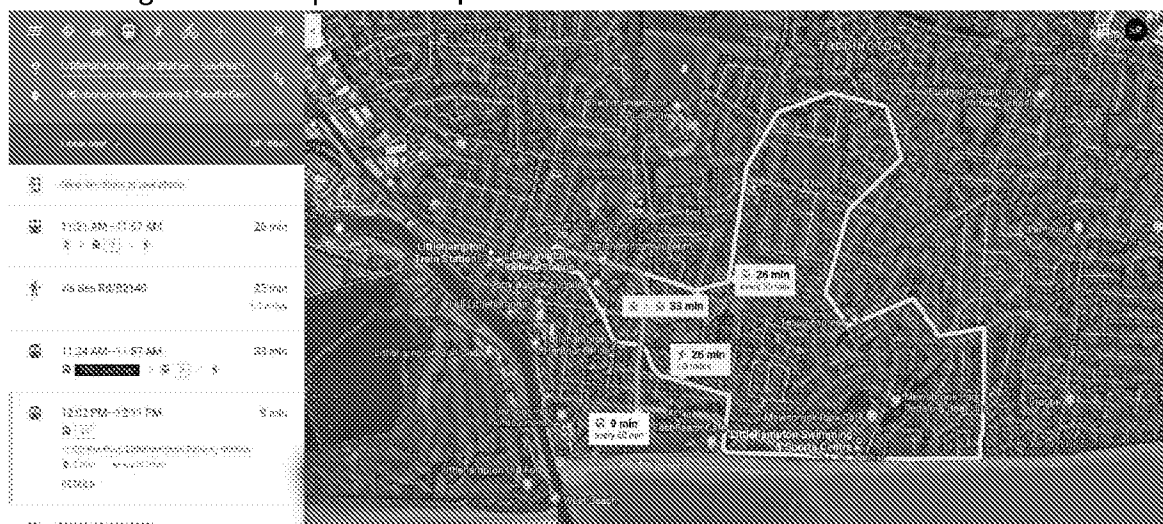
The simplified maps below shows how users would be able to visit the area from any part of the whole country if rail is their preferred method of transport.



If arriving by train, users will need to make their way to the site by either walking or by bus.

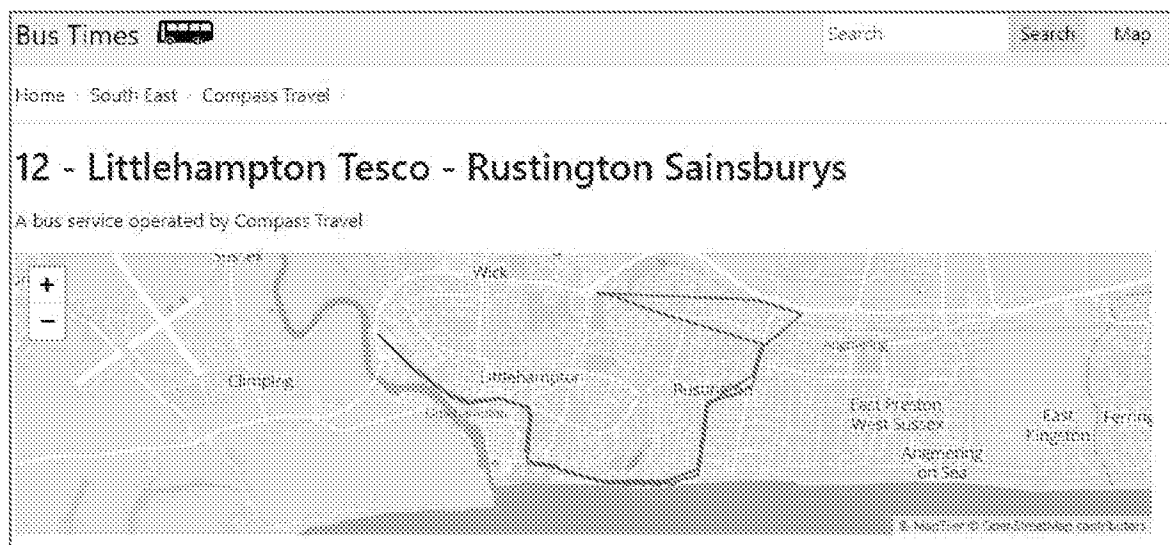
If walking the distance is 1.3 miles and estimated to take 26 minutes.

There are a number of bus options and the shortest route is gained by taking the **number 12** which will stop immediately outside of the site. It will take approximately nine minutes and this service runs once an hour. The bus stop required is a request bus stop, and designated “Swimming Centre” Stop id **wsxawpmt**

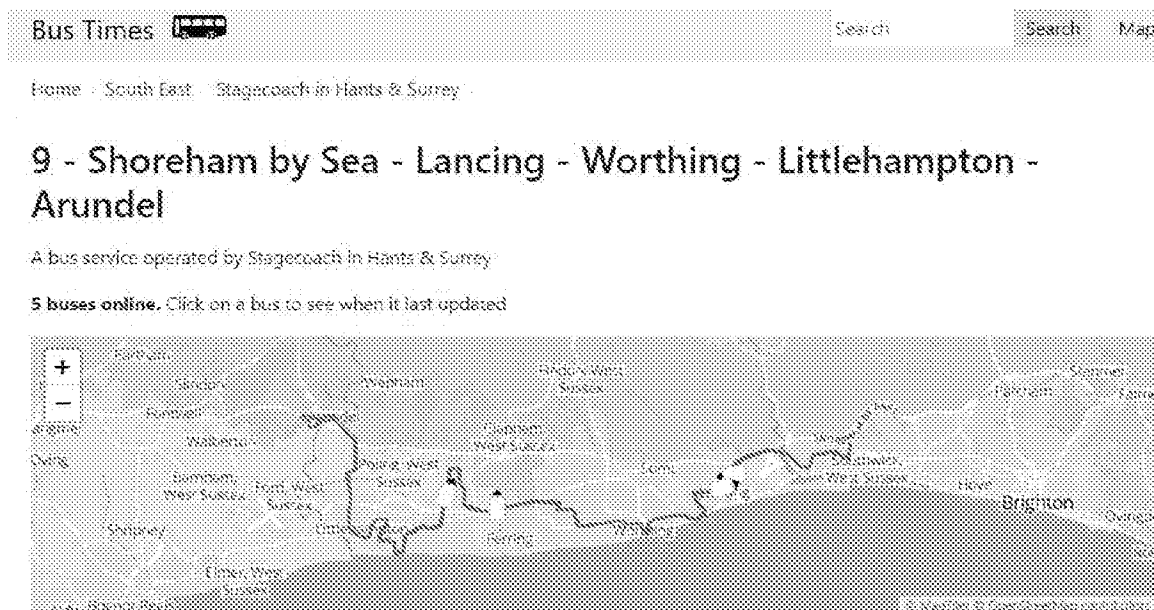


BUS ROUTES

As just illustrated the skate park can be accessed from Littlehampton town centre via bus. The site is located on the number 12 bus route which runs hourly between 10am and 2pm Monday to Friday.



Alternatively the number 9 bus travels via Sea Road and links Littlehampton with Arundel, Worthing and Shoreham-by-Sea. The bus runs regularly from 7am until 7pm seven days a week.



Access by car and car parking

The Littlehampton skate park offers a number of parking solutions for those wishing to arrive by car. Pay and display parking exists on both Sea Road and right next to the site in the Leisure Centre Car Park, which offers 142 spaces to park in.

There is limited free on street parking nearby such as on Hendon Avenue which is limited to a 2 hour stay, but the spaces are probably primarily intended for the visitors to Emmabrook and Sunnydown courts. We cannot, however, see any signage that precludes visitors from using these spaces.

It should be considered however, that the target demographic for this facility would not typically be a car driver themselves and this should not be an issue on a day to day basis.

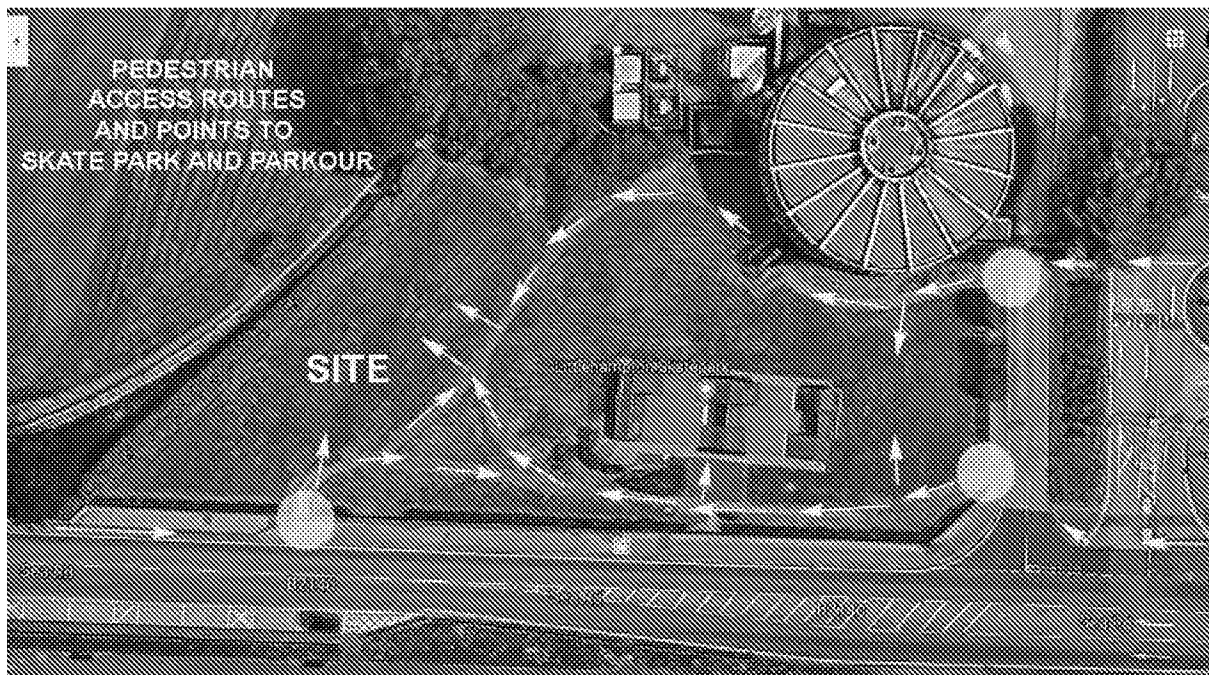


Access by foot

Once users have arrived at Littlehampton skate park access to the site by foot can be arrived at from three positions and by utilising existing entrances. Entrances are on Sea Road or the short spur road leading from it. No new entrances are required.

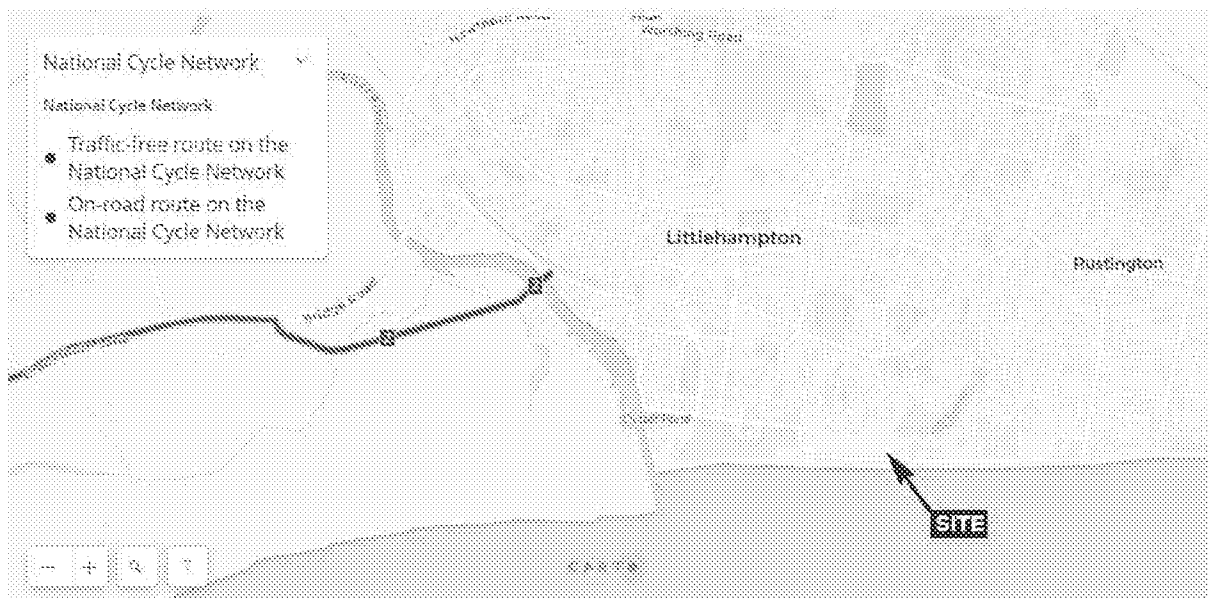
Further details of this routing will be found in the attached *Visual Appendices*.

Below you will find a schematic indicating the entrances around the park leading to the facility itself. The site area has fenced, walled and tree lined boundaries.

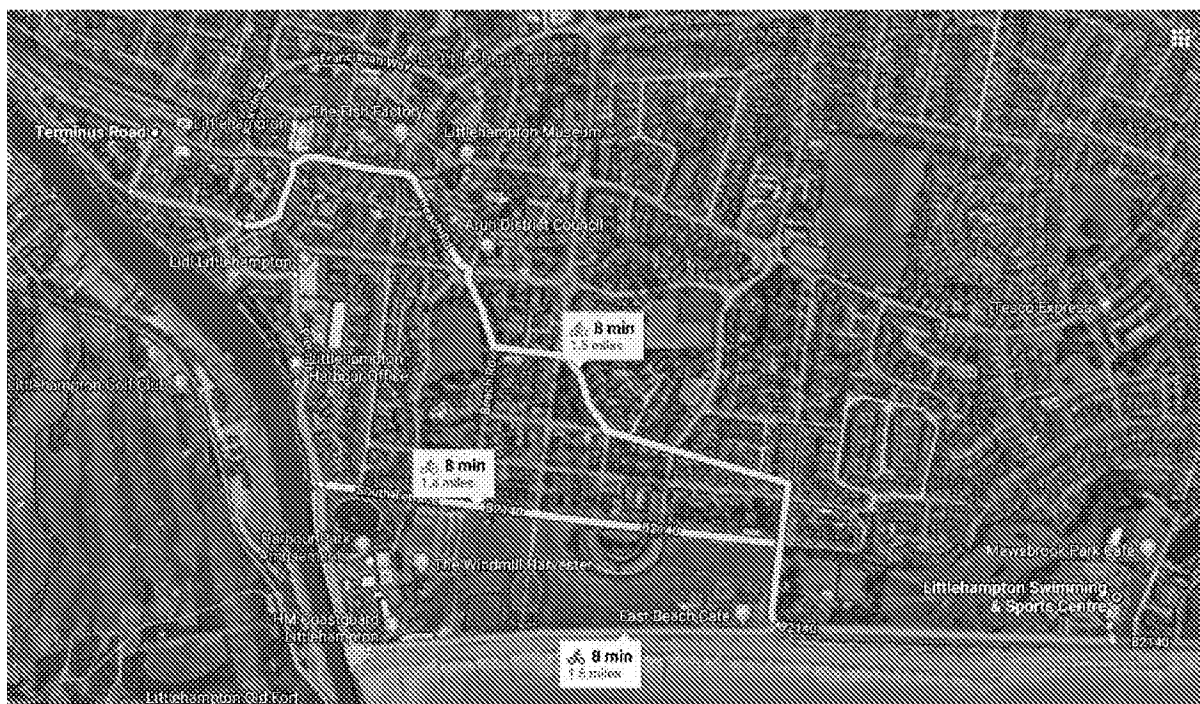


Access by Bike

For users arriving by bike the same entrances can be used. Regrettably there are no traffic-free National Cycle Routes very near to the site. The nearest (Route Number 2) starts/ ends to the north west of the site on Terminus Road in Littlehampton.

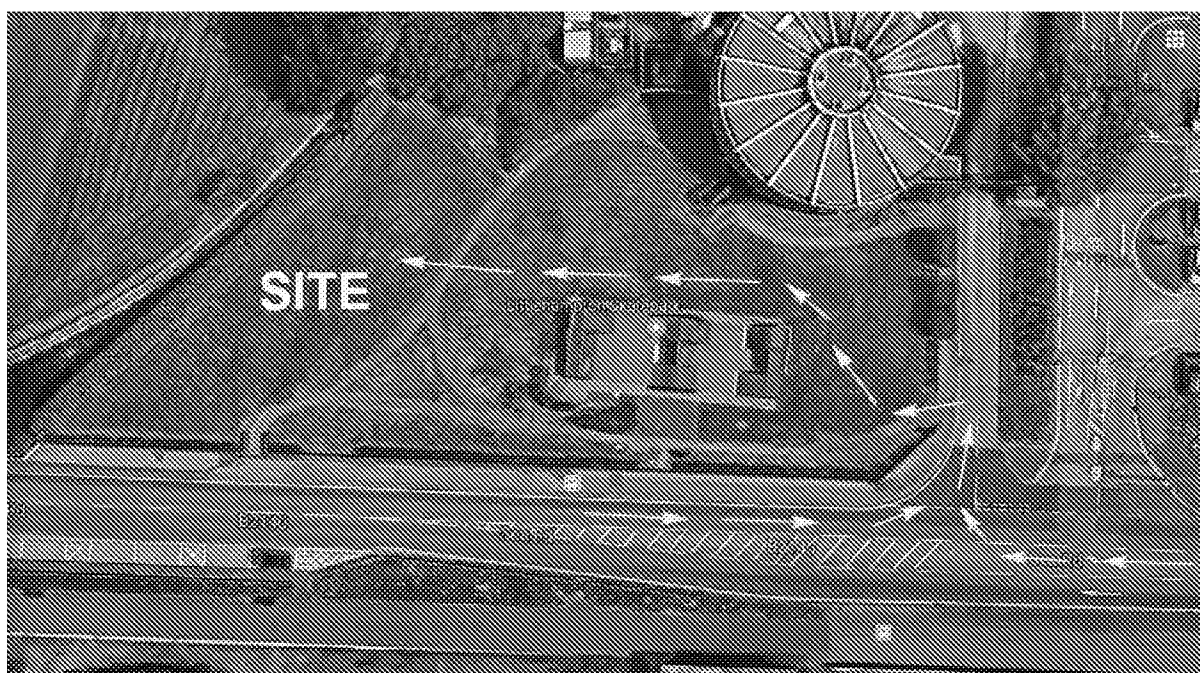


If users wish to arrive by this route on a bike, there is a short further bike ride to get to site with a few optional routings, all are approximately 1.5m in distance and will take approximately 8 minutes to arrive from Terminus Road.



Access for construction traffic

There is only one viable route from Sea Road into the park. The delivery route the crew and transport vehicles will take will cause no issue to any local residents, and any disruption to the accessibility for users of the Sports Centre would be practically zero due to a separate entrance to the same, next to our intended route in. There will be no conflict of space use between pedestrians and construction traffic.



Schematic showing point of Construction Traffic entry and routes to site

As can be seen by the visual above we intend to utilise the entrance that already exists. No new permanent paths or roads will be needed to be created to effect delivery.

Park users will almost certainly be restricted from accessing the rest of the park whilst works are in progress on the grounds of safety. Further details of this routing will be found in the attached *Visual Appendix 1f*

Existing Services Statement

In line with good operational practices desktop surveys have already been carried out for the known utility companies who have services in the area.

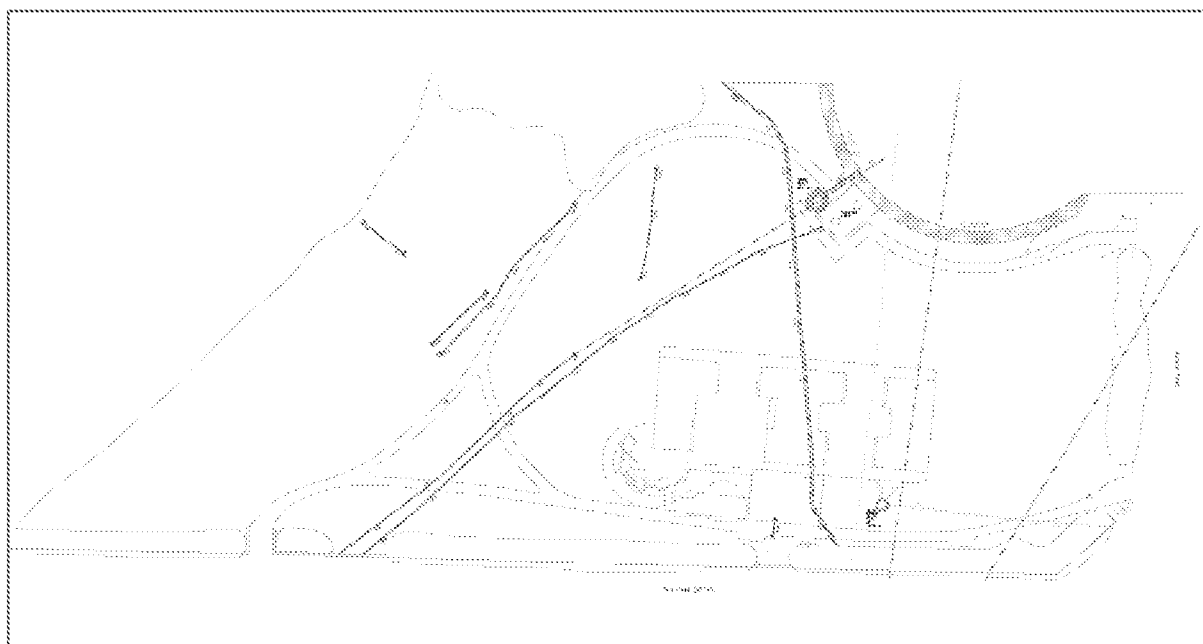
Service owners and maintainers have been approached in order to understand the assets that may be present within, and adjacent to, the site. Some have provided geospatial information detailing known services allowing Maverick to make a baseline assessment as to the suitability of the location.

The Council obtained service drawings for the site which indicated underground services running across the site. A geophysical and topographical survey has been carried out to assess for the underlying services. This has indicated that there is a foul water main running across the site from south west to north east which has 6m easements preventing construction in this area by Southern Water. In addition, there is a high voltage cable underlying the existing skate park and a foul main in the south east of the site.

In addition, some unknown buried linear features were identified in the area of the proposed skate park area. These have been investigated by the Council, deemed to be redundant and removed.

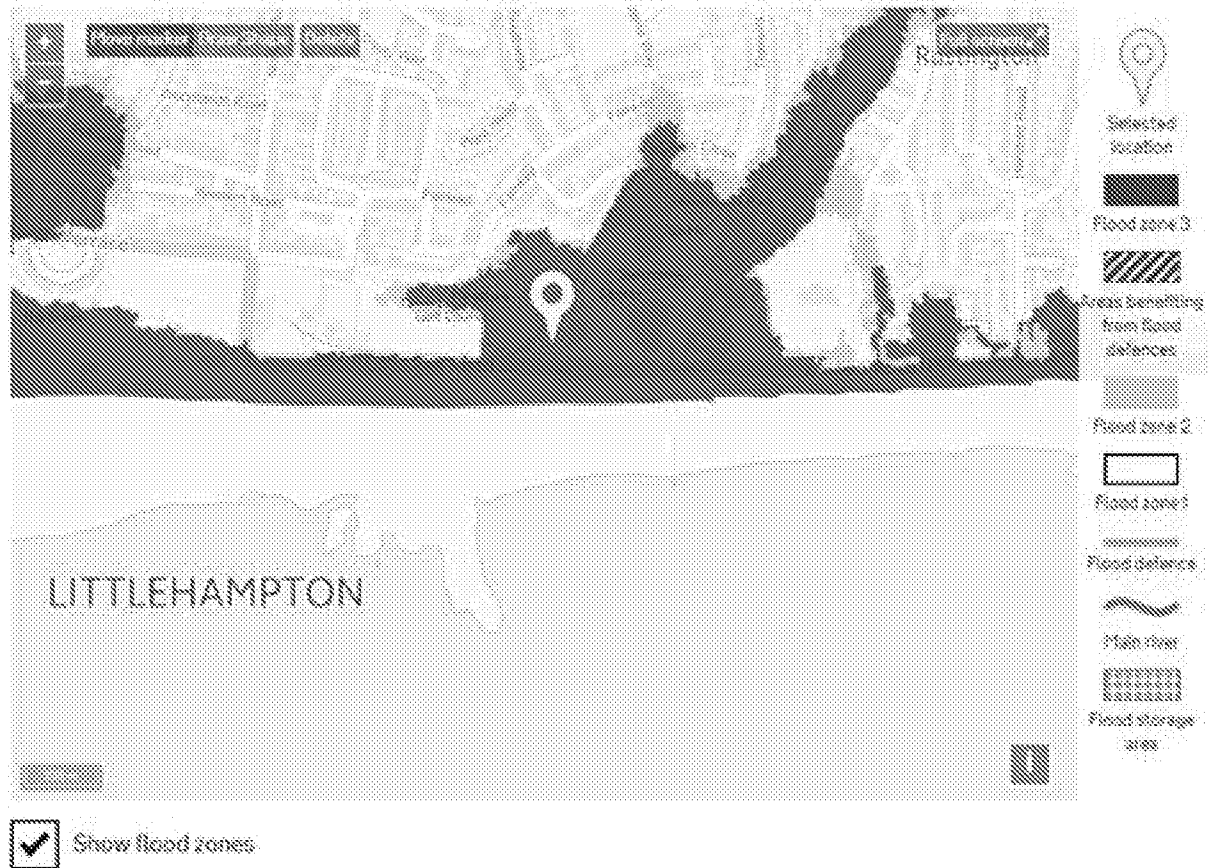
The presence of the services has restricted the available location for the skate park to the south west area and the parkour facility to the north east corner of the site with both areas being entirely free of services and therefore suitable for the intended use.

The below dwg was previously provided on page 7 but has been reproduced for clarity again here.



Flood risk assessment statement

The site sits inside a Flood Zone 3 therefore a flood risk assessment will be provided as an attachment.



Please see: Appendix 5 Flood Risk Assessment

THE SITE



You will note the site is very open and logically close to existing play facilities. RoSPA recommended safety separation zones have been allowed for in the positioning of the facility and no existing facilities will be affected or lost by this positioning.



The closest local housing is partially shielded visually by the tree and hedge line shown. The houses are in excess of 140m away which will mean with the orientation of the skate park – bunds on the back of the units facing these houses – the skate park will effectively be silent to them when in use.



Above is the indicated positioning for the small parkour area, sitting behind the existing skate park ramps.

And alternative view of the site is below, taken from the approach road.



List of Appendices

Appendix 1: Location Plans, Isometric, and Dimensioned Visuals of the Wheeled Sport Arena

Appendix 2: Skate Park Design Statement

Appendix 3: Parkour Facility Layout

Appendix 4: Littlehampton Lux Calculus Design Sheet

Appendix 5: Flood Risk Assessment

Design Access Statement written 3rd April 2019 by Mark Clogg
Director, Maverick Industries Ltd