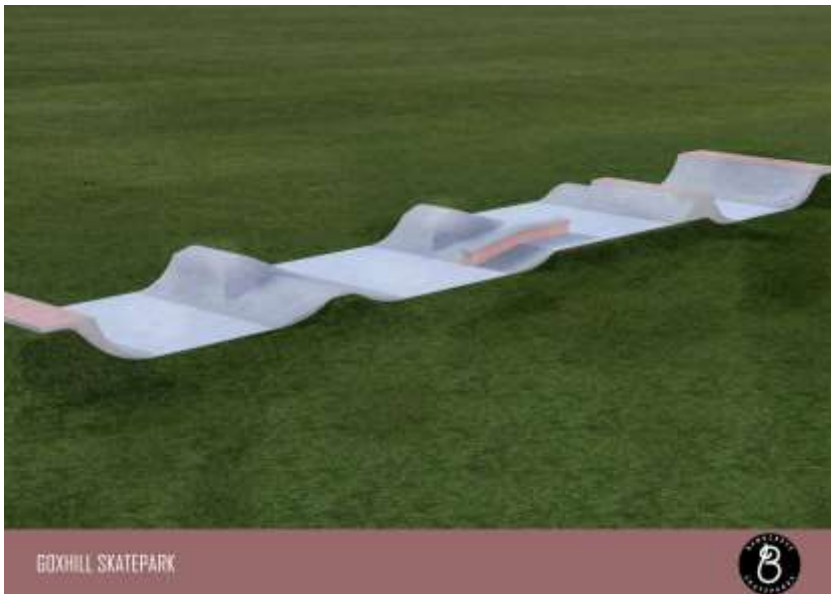




# Design and Access Statement for Goxhill Skatepark



**October 2018**

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**Bendcrete Leisure Ltd has prepared this report for Goxhill Parish Council, for their sole and specific use.**

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## **1. Introduction**

This proposal is for the construction of a skatepark within the recreation ground, off North End, Goxhill, DN19 7JR. This will comprise of a free formed concrete skatepark with steel edge protection and grass bunding.

This statement will explain how the skatepark 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 Goxhill Parish Council

The skatepark is to be constructed in Goxhill. The area currently offers community play facilities and open spaces.

The skatepark's proximity to existing play areas will enhance family and local community engagement. There will also be wider community engagement as the local area currently has no skatepark. The nearest skate facility is at Barrow upon Humber which is 5 miles away.

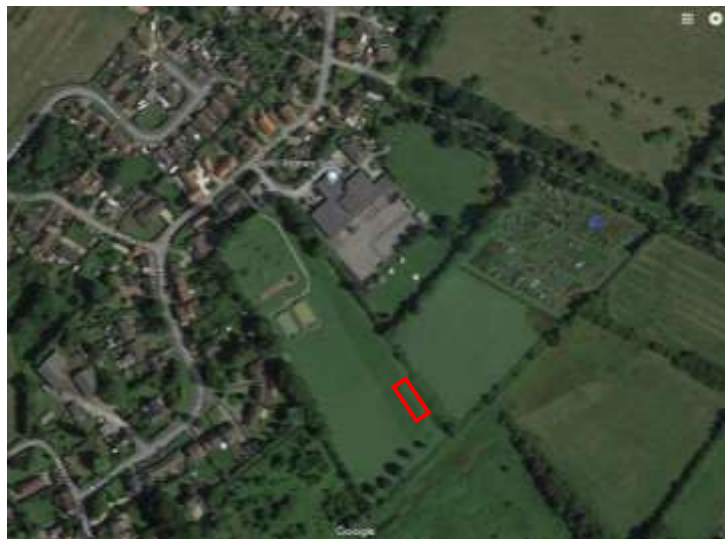
Consideration has been given to the location of the skatepark so it does not encroach on the main area of the park and the football pitch. It will be sited as far away from the nearest residential property as possible and will be surrounded by earth bunds.

## 2. Design Process

### 2.1 Contextual Setting

The proposed site for the skatepark is at Goxhill Recreation Ground, which covers an area of approximately 0.056 hectares. The Park currently has play facilities and MUGA. It is adjoined by open land and Goxhill Primary School. The recreation ground is off North End and residential properties are set back from the Park.

There is local demand for the new facility, which is well documented. The project also has complete backing from the Goxhill Parish Council and ward councillors.



### 2.2 Skatepark Location

The skatepark site was selected due to its proximity to existing amenities and good access, whilst keeping a good distance from residential properties. The addition of the skatepark will complement these facilities and will not alter the use of the site, as it is already well used by the local community for various play activities. The area has always been used for recreational purposes and is not in a flood zone.

The location of the skatepark within the open space has been selected on the following criteria:

- There is natural surveillance from other park users and dog walkers
- Can be integrated into the existing landscape through the use of mounding and ground modelling
- Avoids impacting on the main play area
- It is at sufficient distance from residential areas to not cause a nuisance
- Avoids existing trees
- Allows for any future development as it won't block access to other areas

### **2.3 Social Impact**

Wheeled sports facilities are proving a valuable environment for young people to develop in a higher risk (but controlled) environment. Psychologists and educational thinkers agree that young people need risk to fully develop their potential – a factor denied through risk adverse design and standard playground equipment. The sport encompasses identical risks to climbing where confidence, skill and hazard are calculated before commitment to a move. In towns without skateparks, these skills are often practised in the street where the consequences of a mistake can be life changing.

Wheeled sports encourage activity and fitness. The physical exertion involved in wheeled sports is often underestimated by observers and does generate a high level of physical fitness.

Communities sometimes believe that the construction of a skatepark will bring a rapid increase in anti-social behaviour from young people. In fact, many studies have shown that skateparks and skatepark users are not associated with anti-social behaviour. The skatepark provides an environment where users can develop social and physical skills and where respect of the facility and other users is very apparent. A skatepark offers an environment for both young children to adults to learn from each other in a way that few other sporting facilities do. A visit to a well adopted skatepark with a good user group shows the very best environment for youth development. Skateboarding has been proved to offer young people an alternative to gang culture and teaches respect, social, physical and communication skills.

Community involvement and community adoption of the project is vital to the success of the skatepark. This process ensures that the group are involved in the whole process, from design consultation, throughout the construction phase, and to ongoing maintenance and improvements. If consistently consulted and involved users will take pride in the park that they have helped create. This also helps to ensure that the park is looked after by this group and that anti-social behaviour is not tolerated at the park.

The design of the skatepark and the surrounding landscape is critical in helping to deter anti-social behaviour. The skatepark should have at least two access points to allow any child at risk from bullying or assault to be able to leave the park should one access point be blocked. High walls or fencing which block visibility across the park should also be discouraged to ensure that passers-by can see into the park and offer help should it be required. Several litter bins should be provided and emptied regularly. If brooms are provided skaters will assist with the removal of litter.

### **2.4 Economic benefit to the community**

The construction of the skatepark will give rise to an increased number of visitors to the area, which will benefit local shops, cafes, restaurants and petrol stations. It will also ensure that the whole park is well used and will become a focal point for a vibrant local community. This will have a positive impact on not only the local community, but also real estate, as the town will offer a varied multi-sport/play area that will appeal to a wide cross section of the community.

## **2.5 Consultation Process**

The Council undertook a substantial consultancy within the community and the local schools during 2014/15. A design meeting was held with children from the local school in 2018.

Funding has been granted for the building of this skate ramp because of a successful local bid from North Lincolnshire Council and GPC Youth Fund.

The project has the complete backing from the Ward Councillors as well as the Parish Council.

A competitive quote process was carried out by Goxhill Parish Council in 2017. The companies were invited to submit design proposals. The user group have been consulted and involved in the development of the detailed skatepark design.

## **2.6 The Design**

The design brief was to provide a facility that would be suitable for use by local BMX bikes, skateboards, scooters and inline skaters and would cater for beginners to advanced riders. The park was to provide both ramp and street areas to keep users challenged and engaged.

The skatepark will be constructed of smooth concrete with all joints sealed. The ends of the park will not require guardrails as there is no free fall height above 1m due to the bunds around the features. The skatepark will meet RoSPA and BS EN14974 safety standards.

## **2.7 Sustainability in Design**

Sustainability can be divided into two areas: (1) the specification of the structure and (2) the design of the park and its ability to maintain long term interest over several generations.

Sustainability will also be achieved through the quality of construction and choice of construction materials. The skatepark will be robust enough to survive with minimal routine maintenance. While concrete is often seen as environmentally unfriendly this is more sustainable than the alternatives (wood – life expectancy 3 to 5 years or metal – life expectancy 5-8 years).

In terms of the design, it is important to avoid fashionable quirks that may not have lasting appeal and be expensive to maintain. Providing planting in the middle of a grindblock may be aesthetically pleasing, however the maintenance of the plants would have to survive vandalism, poor skating technique and of course the weather. The core of the design should incorporate some of the classic features, which develop all-round riding skill, whilst offering challenges and skills progress. The design should also lend itself to future development by the next generation of users.

## **2.8 Design Statement**

The design has been developed following local consultation and an initial design drawn up. The skatepark offers users a large variety of flow lines when the skatepark is quiet, but when the skatepark is busy there are many sections to choose from, which will give

experienced and beginner riders an infinite variety of choice. The park has been designed for all wheeled types and experience levels. Additional steel is used to protect vulnerable edges, particularly from the low wheel base of scooter users.

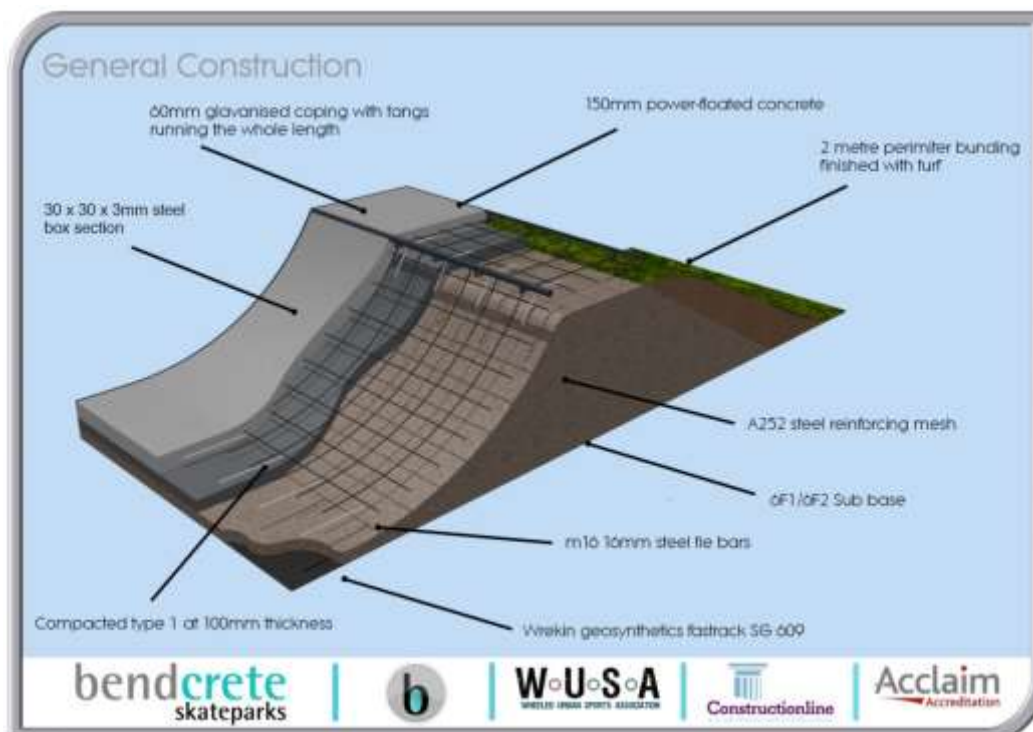
The skatepark has been designed to challenge experienced riders with the higher ramp extension and technical street equipment, whilst offering beginners lower level equipment and key features to develop and practise skills on. Experienced riders will also use these items, but the low level will give younger and inexperienced riders confidence to try the higher and more technical features in the park.

The skatepark is linear in design and will help reduce the potential collisions from users riding across features. It also ensures excellent vision across the park so that riders will always be aware of where other riders are in the park.

## 2.9 Construction Statement

The design and installation of the skatepark will meet the requirements of BSEN14974, The Equalities Act 2010 and RoSPA requirements. The park will cater for all wheel disciplines, age and skill levels.

The skatepark will be constructed from smooth, spray concrete and will have all joints sealed and level. Galvanised steel copings and edgings will protect the edges of the concrete from damage. The skatepark will carry a 20-year guarantee to ensure sustainability. A concrete skatepark requires very minimal maintenance.



The skatepark will be set to falls (1:100) and surface water will be drained off to a soak away north of the facility.

## 2.10 Landscaping

The skatepark will be set into the natural environment with bunds formed from the excavated topsoil and subsoil. The bunds will be seeded and the skatepark will sit into the natural environment without tall concrete walls visible, as the example below shows:



## 2.11 Noise

The existing play facilities already generate some noise in the park. Furthermore, the local infrastructure also generates some noise. The neighbouring school will also generate some considerable noise during school drop off/collection times, break and lunch times.

Several locations for the skatepark within the park were assessed: on balance, the proposed location would be the best compromise on noise experienced at the various locations surrounding the park. A noise barrier is not recommended as the local residential properties are screened from the skatepark by trees. Furthermore, any noise barrier creates an asset that will require maintenance from the Council.

### **Nearby Residents**

The skatepark is to be constructed approximately 95m from the nearest residential property. The location of the skatepark is surrounded by trees, which will also help to reduce noise. The ramps will be bunded and this will provide further sound insulation.

### **Nearby Schools**

The skatepark will be approximately 130m from the nearest School (Goxhill Primary).

## 2.12 Flood Zone

The skatepark is to be constructed on land in flood zone 1 – see map below. The skatepark will be set to falls and water sent off to a soak away.

# FLOOD ZONE 1

Land and property in flood zone 1 have a low probability of flooding

[More information about flood zones](#)

- 1** You don't need to do a [flood risk assessment](#) if your development is in flood zone 1 and:
- smaller than one hectare
  - is not affected by sources of flooding other than rivers and the sea, for example surface water drains

- 2** If your development is in flood zone 1 and:
- larger than one hectare
  - is affected by sources of flooding other than rivers and the sea, for example surface water drains
- you can [learn more about flood risk assessment in flood zone 1](#)

- 3** You can also [read more about flood risk assessments for planning applications](#)

[Learn more about the potential sources of flood risk in this area](#)



### 3. Access

#### 3.1 Access statement

##### 3.1.1 Means of accessing the site

Goxhill Recreation Ground has open access from North End. A school borders the site. The skatepark will be accessed within the park by existing network of footpaths. There is a small amount of dedicated parking for the park, which is also used for school drop off/collection times. Access points are shown on the map below.



Goxhill is located in North Lincolnshire, surrounded by the Humber and served by a number of roads. Goxhill has its own railway station and is served by a network of bus routes.



##### 3.1.2 Construction traffic access

Access for construction traffic and maintenance traffic will be from North End. The access route will use the existing paths in the park to access the site. If the ground is wet, further ground protection boards will be used. During construction, a banksman will be used at all times to safeguard the general public to see in deliveries. School drop off/collection times will be avoided, where possible, as the access is shared. Once the site has been set up it will be relatively few deliveries, with most made by only about 4 companies.



## **3.2 Tree, landscaping, fencing and lighting statement**

### **3.2.1 Trees**

There are a number of trees surrounding the site and these will be protected from the construction traffic and works. A tree protection fence should not be required as no trees directly affect the proposed site.

### **3.2.2 Landscaping**

The park will be set into the surrounding landscape with grass bunds around the features. Guardrails will not be required as the bunds will reduce any free fall heights. The construction traffic access route will be reinstated post construction of the skatepark.

### **3.2.3 Fencing**

We do not suggest that the skatepark is fenced off as it will affect the safety zone around the skatepark but will also make the park feel very enclosed. From a child safety point of view, an open skatepark is safer as it gives lots of options for children to exit the facility and better visual lines from other park users to see if any user needs assistance.

### **3.2.4 Lighting**

There is currently no plan to light the skatepark and ducting for floodlighting will not be installed during the construction phase. The skatepark will therefore be open from dawn to dusk, which will vary according to the time of year.