

SKATEPARKS & PUBLIC SPACES

Design and access statement.

CASTLE PARK SKATEPARK PROJECT



Sep 2023
569-DAS-01

FOR WENDOVER PARISH COUNCIL



ARTISTIC ENGINEERING



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CANVAS

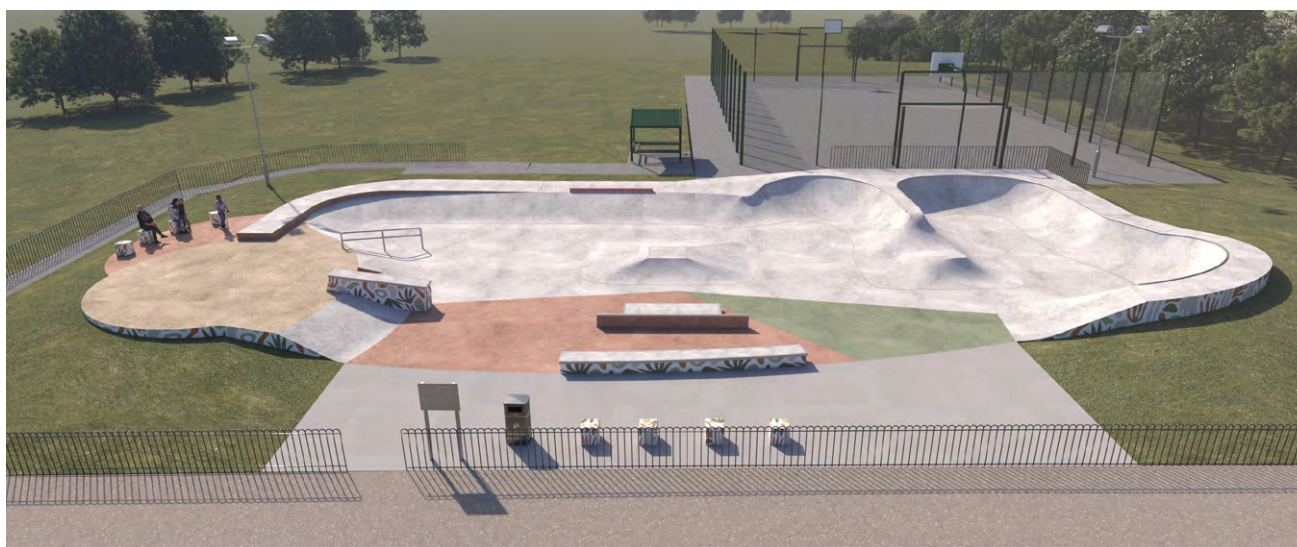
DESIGN



APPRAISAL OF THE CONTEXT AND FORMING A DESIGN FOR PROPOSED USE

Consultation has found that the young people in the area have no dedicated facility of a suitable nature to allow them to use their skateboards, wheelchairs, scooters, skates or BMX bikes safely and appropriately. The proposed modern skatepark will provide:

- A safe environment for skateboards, BMX, Wheelchairs, Scooters and skates;
- A positive, inclusive activity for young people, reducing their likelihood in engaging in negative behaviour
- Opportunity for progression within the varied associated activities;
- A picturesque design and construction, sympathetic to the surrounding landscape. Not hidden from view, but softly integrated;
- An area that offers interest for passive users - being appealing to view for spectators and passers-by
- Incorporating an aesthetic that associates the new space to the parish of Wendover, aiding its identity



How local context has influenced the design

Consultation took place with the local community to discover what type of facility they would like and what would constitute a high, ongoing success. Consultation took place both with end users and other interested parties from the local community.

A professional Skatepark Consultation, Design and Construction company - CANVAS Spaces Limited, with a proven track record, was appointed to create a concept design to initiate discussions with varied interest parties which would then form a design to develop. A design development period then took place with varied members of the local community and user group. Design workshops included varied users and were recorded. The design development stage saw opportunities to comment and influence the design, both in person and electronically, via an online accessible hub. In order to reach a varied audience, the following avenues were sought for consultation and recording:

- Online 3d model of the proposal made available, with the ability for comments to be made by interested parties.
- Design workshops within the local community with end-users of varying requirements

The surrounding landscape and features of the immediate area, including what existing activities are available to the local community, were analysed and recorded to ensure that the proposal would offer an additional benefit to the local area. The locality of the adjacent features, including the Multi-use Games Area (MUGA) playground items, were considered when designing the facility. Access, viewpoints and local topography all influenced the design.

The preferred type of use within the skatepark was researched and used within the design development to form the design. Styles of preferred use were found to be mixed (ramps and 'street') and have informed the design. An overarching element for the requirement was found to be the inclusion of low-level items throughout the space, space-planned in such a manner that will assure inclusivity - specifically to add an inviting element to the nervous or inexperienced user.

A formed user group was present throughout the consultation and design development stage and were intrinsic in signing the design off.

Desktop studies of the proposed site and historic use were carried out. Further on-site surveys were carried out, including a topographical survey.

Using the data from the above consultation and surveys has formed the design in terms of its features, layout, access and location. Using a Skatepark design and construction company to develop the design with the local community, in conjunction with collected data has assured the design.

Guidance and Standards applied to the project

The design has been developed to comply with BS EN 14974:2019 Skateparks - safety requirements and test methods

OUTLINE DESCRIPTION OF THE DEVELOPMENT WHICH PERMISSION IS SOUGHT

One stand-alone concrete skatepark is proposed within a single hard-standing. The area of skatepark and car park interface area is approximately **255m²** and has been designed to accommodate **4no.** users moving simultaneously throughout the skatepark. However, the scheme has also been designed to accommodate many more users present within the space - with a 'taking turns' approach.

The application also seeks permission to provide associated external landscaping including a new footpath to connect the existing footpath to the skatepark.

LAYOUT



- To the North of the plot is an existing car park : West Avenue Car Park.
- To the East of the proposed plot are residential properties and a line of mature trees. A small MUGA lies between.
- To the South of the proposed plot is a playground 'zip-line' with raised platforms at each end.
- To the West of the proposed plot is a main road: Aylesbury Road. Main access to the plot is from this location.
- The nearest residential property is approximately **56m** away from the proposed development.

The Skatepark has been designed to integrate into the proposed plot, giving clear views from several locations around its perimeter. The skatepark has been designed not to create hidden areas but to give uninterrupted views across the entire skatepark. This has been achieved through careful space planning of forms and their proximity to each other and the carefully considered locations of any raised platforms in relation to surrounding levels.

The Skatepark has been designed to be low-level, particularly where access points are. These low-level access points have been designed to access the skatepark within slower areas of use within the layout for safety.

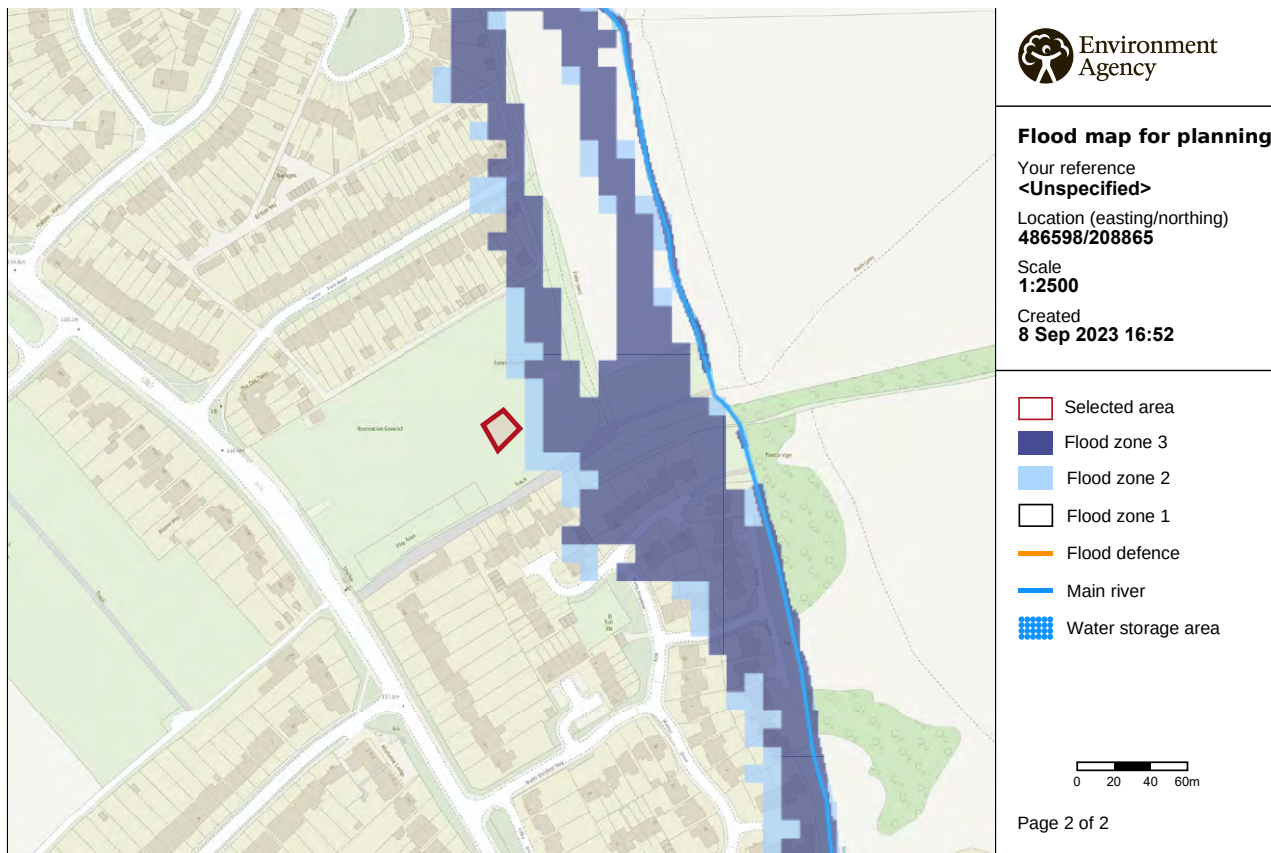
The layout has been considered to mitigate anti-social behaviour by creating an open-plan layout with no hidden areas. The layout has been designed to be low-level and viewable from all sides, from within the skatepark plot and from outside. This layout promotes safe use for the user by being able to review their surrounds whilst in use and promotes clear views from adjacent areas and any monitoring services.

SCALE

- The concrete skatepark footprint is approximately **255m²**
- The longest part of the concrete skatepark is **29m**
- The widest part of the concrete skatepark and interface area is **15m**
- The maximum height of the skatepark elements is **1.3m** above existing ground, with the majority of the forms being less than **1.3m**

The design principle for the scale of the skatepark is to be low-level due to being 'street-skating/park skating' orientated, with a mixture of ramps which form the higher elements to allow the user to gain speed and maintain momentum.

FLOOD RISK & DRAINAGE

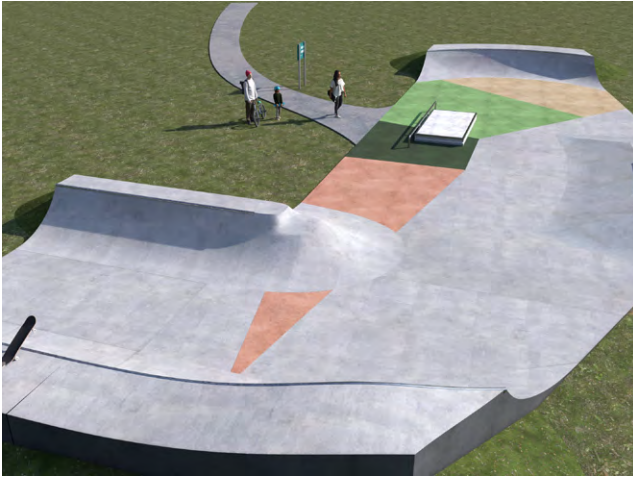


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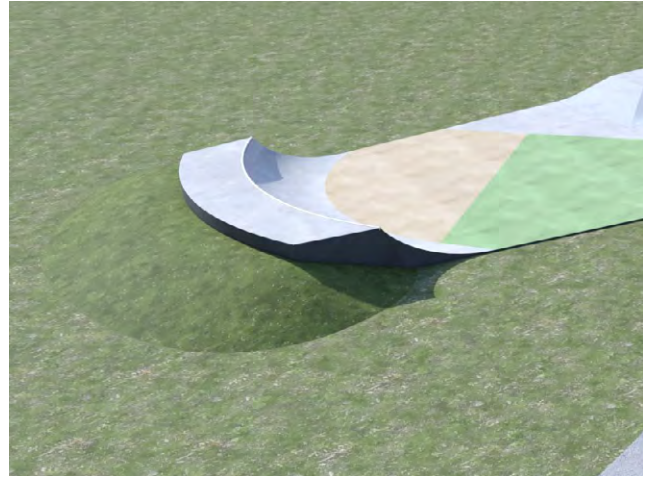
The above map, provided by the Environment Agency on 08.09.2023, shows the proposed location to be within **flood zone 1** - an area with a low probability of flooding and therefore a flood risk assessment is not required. The proposed skatepark has been designed not to store any water, by ensuring there are no closed bowls within the scheme. The layout has been designed to allow water to flow through the skatepark and exit without obstruction.

SURFACE TREATMENT

The skatepark will be constructed from reinforced concrete. The surface colour will be a mixture of natural cement and similar colours to Wendover Parish Council's branding identity: Greens; terracotta and buffs. Raised walls are rendered and painted. Soft landscaping is in the form of grass-seeded bunds from as-dug material, in maximum grades of 1:3. These bunds form slopes around the raised external walls.



COLOURED CONCRETE USED TO DEPICT THE SLOWER INTERFACE AREA, WITHIN WENDOVER PARISH COUNCIL'S BRANDED COLOUR SCHEME



RAISED WALLS WITH GRASS SEEDED BUNDS. GRADE TO BE MINIMUM 1:3, CREATED WITH AS-DUG MATERIAL



SKATEABLE EDGING IS PROTECTED WITH GALVANISED STEEL EDGING. THIS IS TO AID THE FORM'S USE IN TANDEM WITH CREATING A PROTECTED EDGE.



EXPOSED EXTERNAL WALLS FINISHED WITH RENDER AND BLACK PAINT APPLICATION



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ACCESS



USERS

Users of the facility will generally approach the site on foot, bicycle, skateboard, roller skates, wheelchairs and scooters. The main access will be via the gate on Aylesbury Road, to the South West.

A new footpath will be installed to the South of the plot, extending the existing path, giving access to the skatepark. Access to the skatepark is compliant with the Equalities Act 2010.

The position of the access point has been designed to allow access within a relatively slow area of the skatepark, where there are no obstacles in use.

EMERGENCY

Access for emergency vehicles is maintained, with access via the main road, Aylesbury Road and across the existing grass, approximately 125m. No ramps are above or deeper than 1.3m from ground level and are not enclosed. Open access is available with no need for special access equipment. It is deemed that all raised ramps are accessible without steps.



● - - - - -> Pedestrian access

● - - - - -> Emergency access



CANVAS

PHOTOGRAPHIC STUDY





Looking North East from the vehicle access on Aylesbury Road, towards the proposed plot



Looking North towards proposed plot, with the existign MUGA in the background



Looking South West from the edge of the proposed plot



Looking West towards the proposed plot from the MUGA hard-standing



Looking North , with the proposed plot at left



Looking South from the proposed plot towards the existing zip-line



A R T I S T I C E N G I N E E R I N G

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