

***Car park extension
Havant Rugby Club***

Design and Access Statement

CLIENT: Community Team, Havant Borough Council



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1 Summary

- 1.1 This Design and Access Statement (DAS) explains the process by which the proposed design for conversion from Multi-games area (MUGA) to car park has been conceived.
- 1.2 The installation of this artificial pitch sees the capacity for sport and physical activity at the site increase. Informal conversations with Sport England confirm that in principle they agree that the loss of the MUGA to car parking is mitigated by the new pitch and its increased capacity. For the new pitch to be maximised, an increase in parking is required. This increased parking capacity is detailed in the action plan of the Havant Playing Pitch Strategy.

2 Current MUGA status

- 2.1 The site has a substantial planning history. In 2015 the rugby club gained permission to convert the inside squash courts to a children's nursery, with approval being made on the basis that the MUGA be turned into an artificial surface for mitigate against loss of sports provision area. However, the MUGA conversion never materialised and subsequently the opportunity arose to build a full-size artificial pitch with completion taking place in early 2019.
- 2.2 The MUGA was constructed in 1998 and consists of a tarmac surface surrounded by a chain-link fence. The current surface condition is poor with undulations and undulating with the tarmac breaking up in numerous areas and evidence of moss build up. Line markings are also faded and redundant. The current chain-link fencing is derelict throughout with numerous holes with the fencing coming away from the fence posts. Signs of numerous attempts to repair and reattach are evident but all seem to have failed.

3 Development rationale

- 3.1 The Civil Engineering and Landscape team had been instructed to undertake a feasibility study into the potential opportunity of extending the existing car park currently serving the Havant Rugby club building. The extension is to make use of the current MUGA area located to the west of the club for the benefit of both the user of recreational area and children's nursery, with a vehicular connection taking place between the two for access.
- 3.2 Five options were put forward by the Civil Engineering and Landscape Team for consideration in which the best suited option was chosen. This option aims to increase the parking capacity for the recreational area whilst maintaining a safe passage/use for pedestrians to access the local amenities nearby such as the school. This The preferred option achieves this by providing both a footpath and street lighting.

4 The Design

- 4.1 The preferred option proposed consists of creating a connection through the existing car park serving the rugby club into the MUGA. This will be achieved through the use of concrete kerbs and carriageway construction.
- 4.2 The layout makes use of a one-way system approach allowing ease of access when navigating the car park, with a separate entrance and exit.
- 4.3 A footpath link is to be provided to give a direct link to the existing highway path and existing car park.
- 4.4 A standard footpath kerbed construction has been included along the south boundary of the MUGA for ease of access to the local school and recreation area converting to standard footpath.
- 4.5 To improve the general surface condition of the car park and extend its design life a slurry seal is to be applied. Given its poor state it would be beneficial to the carpark to have a slurry seal application applied, not only would this give a better finish when complete but would also contribute to the overall lifetime of the surface.
- 4.6 Accident records were checked on crashmap.com which returned no reported accidents on this section of Fraser Road leading to the junction with Hooks Lane.
- 4.7 The existing trees affected stated within this report can be reported as non-TPO trees at this time of writing from information stored within HBC GIS.
- 4.8 Disability Discrimination Act 1995 (DDA) compliance will need to be applied through detail design (falls/gradients etc.). 3 disabled bays have been incorporated in compliance with DDA – *'The Department recommends that where car parking provision is in excess of 50 spaces 4% should be reserved specifically for people with disabilities.'* (Planning Portal)

5 Lighting

- 5.1 A CIL contribution has been awarded for the introduction of street lighting along Fraser Road. With the works outlined within this application, it would seem sensible to have works undertaken at the same time taking into consideration the proposed designs.
- 5.2 It is proposed to install 3 no. streetlights a suitable distance from the trees to minimise disruption to the tree roots along the southern border of the MUGA. An existing lamp column is also set to be replaced. Necessary care will be taken during the installation process with supervision on site from an HBC tree officer. A trench will need to be dug within the verge to allow the cable to run, this must be done by hand and under supervision of a tree officer.

6 Materials

- 6.1 The materials to be used will match the ones already in use. The concrete kerbs will be of the same profile and grey in colour as within the carriageway. The footway surface will be a 6mm stone bound bituminous material to match existing.

7 Land ownership

- 7.1 The land is in the ownership and management of Havant Borough Council.

8 Ecology

- 8.1 Due to the proximity of mature trees to the proposed lamp columns, ecology comments have been received. The main issue raised was the use of shrouding on all proposed lamp columns to minimise disruption to wildlife inhabiting the trees. This is included within the lighting design undertaken by SSE.

9 Conclusion

- 9.1 The works should have a positive impact on the use of recreational area due to increasing parking capacity which at times can be maxed out. Through the recently constructed artificial pitch, the loss of MUGA which is in poor condition would not contribute to a loss of recreational area for the local community and given the implementation of proposed street lighting, would create a sense of security for all users of Fraser Road.