

Executive – 5 March 2009

## KINGSBRIDGE SKATEPARK

### Report of Head of Landscape and Leisure

**Statutory Powers:** Section 19 Local Government (Misc Provision) Act 1976

**Financial Implications:** A sum of £60,000 has been allocated within the 2009/10 Capital Programme to undertake the work and is included as part of the contract to deliver Play Area Improvements.

### Purpose

To consider the work undertaken by the Kingsbridge Skatepark working group and its proposal to use a section of Quay Car Park, below the Leisure Centre, to provide a managed skatepark facility. The proposal does not contribute towards any specific Council priority but is particularly relevant to the cross-cutting themes including children and young people and healthy lifestyle.

### RECOMMENDATION:

**That the Executive RESOLVES to agree that the Quayside location be used for the provision of a managed skatepark facility at Kingsbridge, subject to the approval of a planning application and confirmation that the Head of Environmental Health is satisfied that the potential noise issues have been resolved.**

### Background

1. A report was presented to Executive on 3<sup>rd</sup> June 2004 concerning the skatepark that was located in the Recreation ground. Members resolved to remove the facility based upon findings regarding noise submitted by Atkins consultants (minute E6/04 refers). A working group has been formed since 2004 to review all potential sites and has provided a number of temporary trial locations, to gauge neighbouring community acceptance and level of use.

### Site selection

2. Following the closure of the skatepark and the removal of the equipment, (which was later considered unsuitable for reuse) a working group chaired by the Mayor of Kingsbridge and made up of representatives including the Youth Service, Skateboard Users, Community Police Officers, Town Council representatives and officers from Landscape and Recreation, have met to consider all site options and have sought to find a permanent location that would meet the site selection criteria and be accepted by the community.
3. The work of this group has spanned a number of years, during which temporary locations have been trialed and tested at the Community College and at the Cattle Market car parks. Both of these used mobile temporary equipment but failed to gain support of the community or favour of local skateboarders.

4. The working group continued to search for a site that could provide full open access for use but, after reconsidering all sites available (map at Appendix 1), concluded that a managed facility that could be closed at an appropriate time was the favoured approach. The group concluded that such a site should be located near to the Quayside Leisure Centre.

### **Trial at Quay Car Park**

5. The District and Town Council's have worked together to secure a total of £15,000 funding including a grant of £10,000 from 'Awards for All', to trial the use of the area below the embankment at the end of Quayside Car Park. Mobile equipment plus supervision, was obtained and a programme of sessions has been running for the past 15 months. These events have been on the whole well attended and no complaints have been made to date about the arrangement.

### **The Proposal**

6. The working group agreed to pursue the option of a permanent site at the Quayside location and work has been done to gather information, including an independent noise assessment by Atkins, to enable a planning application to be submitted. This approach was felt to be the most effective way of securing a facility inline with Council policy and would enable effective consultation with the community. The proposed location is shown on the attached plan (Appendix 2). It presents a fenced secure facility that meets the criteria for a permanent site. It does, however, require the Council to release 17 car parking spaces.
7. The Town Council agreed to submit a Planning Application on behalf of the working group and this includes a landscape design, fencing and outline layout details. This will be considered by DC Committee in either April or May 2009. A noise survey has been undertaken by Atkins, which concludes that the proposed site can provide a suitable skatepark location, subject to appropriate noise barriers. However, close scrutiny is being applied to the study, due to past experiences and the fact that the independent assessment whilst concluding that the proposal would be acceptable in theory, the levels predicted suggest that the noise levels will be close to what may be considered acceptable. It possible, therefore, that in actual operation, complaints may be received. These issues will be more fully explored at the planning application stage.
8. The site will remain in the ownership of the Council with a license granted to the working group/town council to manage the facility. Final design and construction of the facility will be undertaken by a contractor appointed as part of the Parks and Open Spaces Capital Programme. The youth service, skateboarders and others on the working group will input to this process.

### **Ongoing management**

9. It is proposed that a management group be formed involving parents, users and the Town and District Council. The Youth Service have established a users group and a code of conduct with young skaters in the town. They have highlighted the overall benefits of the facility linked to the "Every Child Matters" agenda (attached at Appendix 3). This focuses upon behaviour while using the site but also stipulating that boards should not be used to and from the site or within the car park. The facility would be open and closed by Tone leisure staff from the Quayside Leisure Centre, with closure at dusk or 21:00 at the latest. It maybe possible to establish a key holder within the Management Group, to extend hours particularly at weekends, when the Leisure Centre may close earlier.

## Asset Management Considerations

10. The area of the proposed skate park could lead to the loss of car parking income estimated between £12,500 to £14,500 based upon the 2008/09 charges and previous four years income figures (see Appendix 4). The proposed space is part of the defined area for use by leisure permit concession. If approved it would be recommended that these permit holders be relocated to the cattle market car park. Members should also take account of the future possible development potential of the area, although there are likely to be associated flood issues with any potential future development and a level two flood risk assessment is awaited.
11. It is proposed that a licence arrangement be used to enable the proposal to proceed, but to retain the option to consider any future development opportunity at the Quayside location should this be possible.
12. The car park does come under pressure from certain events and festivals such as the summer fair, car boot sales and the siting of the NHS breast screen unit. In addition, changes in car park capacity are likely to be affected by development at Cookworthy Road, which will put increased stress upon current off-street parking provision in the town.

## Risk Assessment

Strategic opportunities	Issues/Obstacles	Benefits
Ability to secure a permanent skatepark facility for Kingsbridge	Planning approval for proposed site is required	A permanent skate park will enhance the lives of young people in Kingsbridge providing a safe, healthy and positive activity
Enhance provision of youth facilities	Noise assessment study highlights need for noise barriers	
Future development of Quayside location	Site needs to be fenced and managed and will not be freely open and accessible	An additional leisure facility could contribute towards regeneration of the town, including use of the Quay car park
Cookworthy Road car park development	Licence arrangement to include clause to enable future development options	Management Group and user code of conduct
	Loss of car parking spaces and income to SHDC	See Appendix 3 for benefits for young people
	Flood Risk Assessment could limit future development options	

## Conclusion

13. The provision of a skatepark facility, to replace the one removed from the Recreation Ground, has been an objective for over 5 years. The working group in Kingsbridge has arranged the recent trials at the Quayside location to enable the site to be tested, leading to a proposal for a managed facility to be fully consulted upon via the planning application, which includes design proposals following a noise survey and assessments. Members need to consider the impact of the proposal upon the wider asset management potential. It will also require the members to decide upon the car park capacity and the giving up of 17 spaces, plus the income this generates and balance these considerations against the needs of children and young people to allow the facility to be built. It will however be the role of the Development Control Committee to consider the material planning considerations.

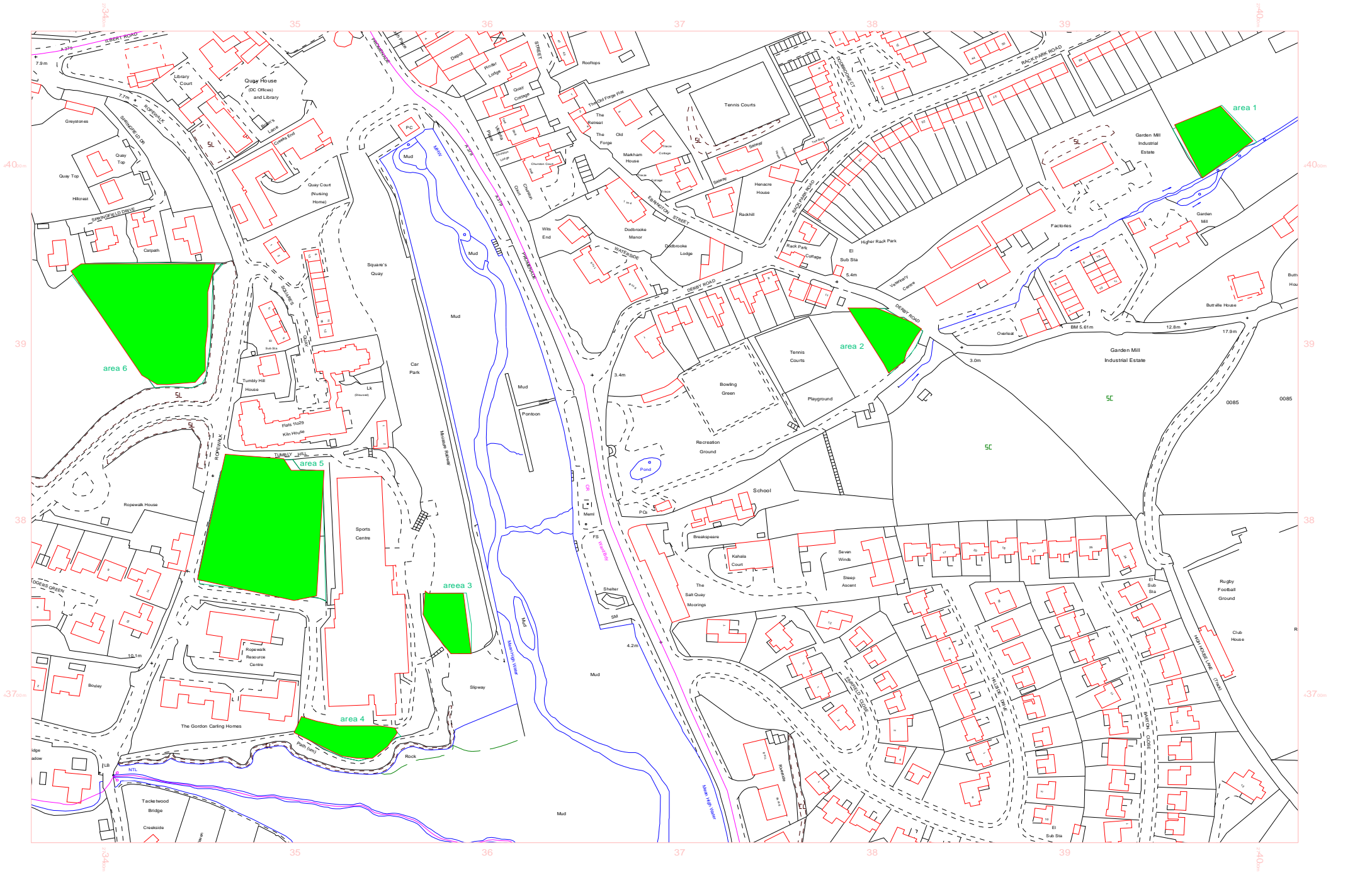
Ken Carter  
Head of Landscape and Leisure

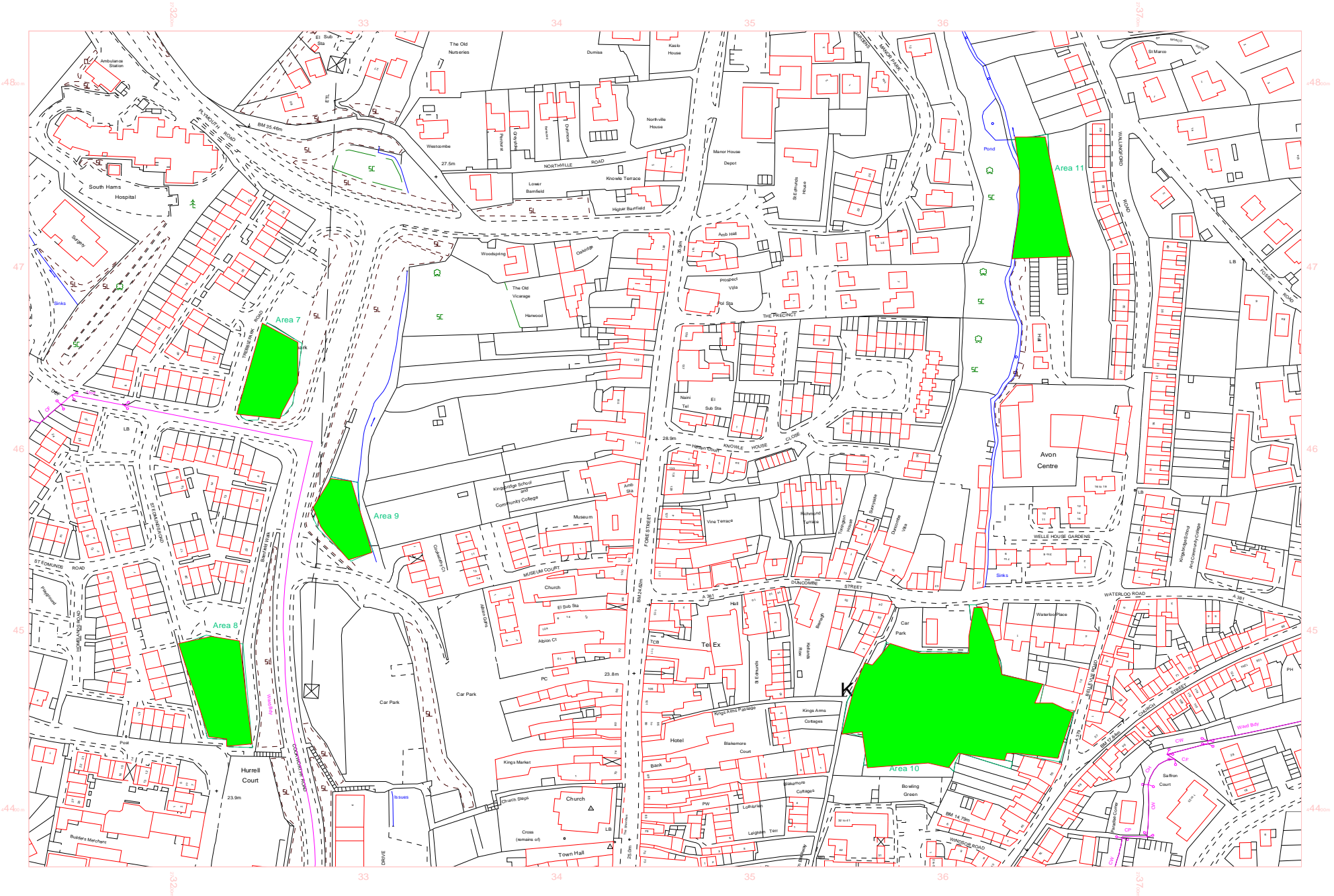
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Jon Parkinson  
Leisure and Recreation Officer

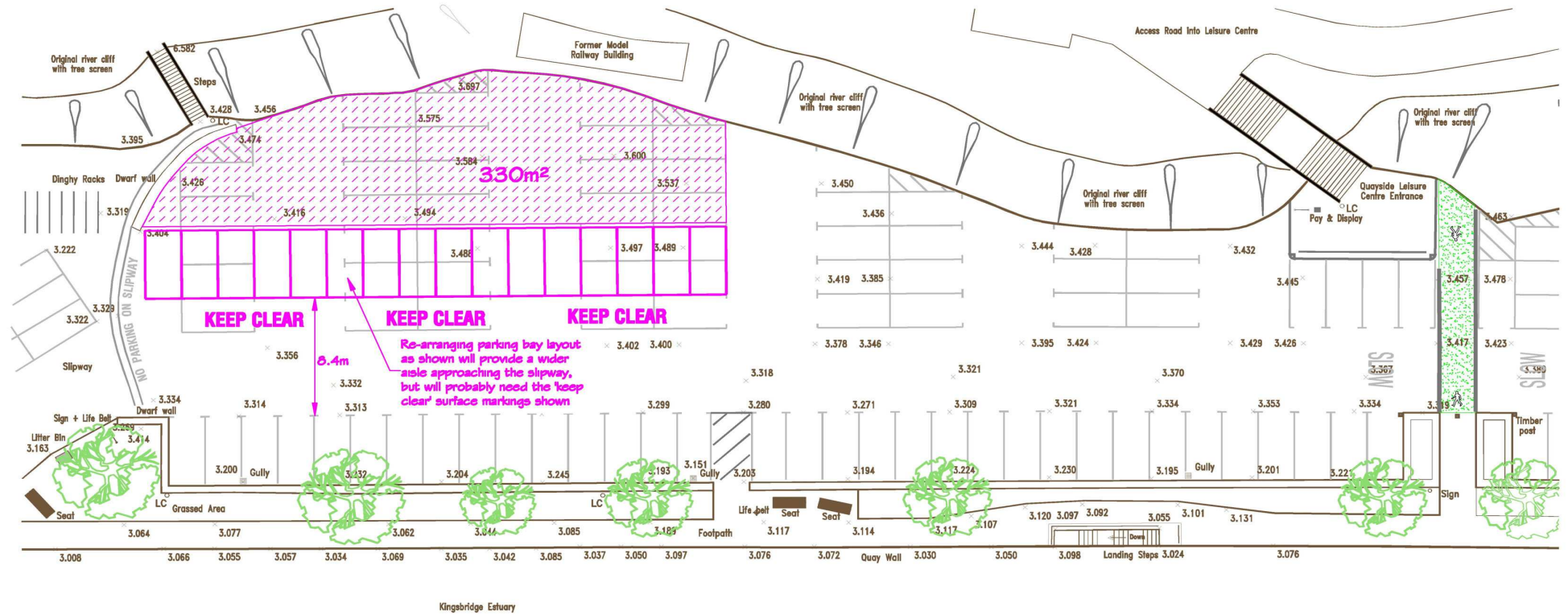
### **Background Documents:**

Noise Survey – Atkins  
Noise Impact Assessment – Environmental Health  
Planning Application









## Kingsbridge Skate Park - Management Benefits to young people.

In 2004, the government launched its 'Every Child Matters – Change for Children' agenda for the well being of children and young people from birth – 19 years of age. This agenda places better outcomes for children and young, at the core of services and facilities provided for them. These outcomes are:-

- Be Healthy
- Stay Safe
- Enjoy and Achieve
- Make a positive Contribution
- Enjoy Economic Well-being

A permanent skate park facility within Kingsbridge would meet all of these outcomes, and therefore greatly enhance the lives of the youth population.

### Be Healthy

Skateboarding is a strenuously physical form of exercise, requiring large amounts of practice and determination. The permanent skate park is a facility that enables skaters to participate in their sport on a regular basis and partake in a healthy lifestyle. Being healthy is essential if children and young people are to get the best out of life.

### Stay Safe

The skate park aims to have a positive impact of the safety of children and young people through the provision of a permanent, maintained provision that provides an alternative to skating on pavements and roads where the risk of serious injury through collision with cars or pedestrians is high.

### Enjoy and Achieve

The skateboarding skills, techniques and knowledge gained by a young person participating in the activity are now recognised by the Duke of Edinburgh's Award. Young people accessing the permanent skate park in Kingsbridge will have an opportunity to participate in this award scheme. Devon Youth Service will also provide an opportunity for young people to participate in a skateboarding challenge award which requires young people to develop skill, understand health and safety implications of the sport and teach younger skaters basic tricks.

### Make a Positive Contribution

A skate park user group has already been formed in which young people have played a vital role in the drafting out the **group constitution and rules of use of the park**. Involvement in the user group enables young people to develop important life skills such as listening to others, debating, taking on responsibility, presenting information and decision making.

### Achieve Economic Well-Being

Finally executing the perfect skate board trick after hours of practice, being listened to by a room full of adults at a committee meeting or achieving your gold Duke of Edinburgh's Award, the skate park will provide ample opportunity for young people to experience success. With success come growth in pride, confidence and future potential and places a young person in a strong position to achieve economic well being in adult life.

Karen Price

Area Youth Worker – Kingsbridge

Devon Youth Service

**Quayside Car Park Loss of Income**

	<b>07/08</b>	<b>06/07</b>	<b>05/06</b>	<b>04/05</b>
Gross all day charge	5.25	5.05	5.00	4.40
Net all Day Charge	4.47	4.30	4.26	3.74
Gross seasonal night charge	1.00	N/A	N/A	N/A
Net seasonal night charge	0.85	0.00	0.00	0.00
No of spaces	266	266	266	266
Net daytime income	433,806	417,280	413,149	363,571
Net Seasonal night income	47,540	0	0	0
Max potential income	481,347	417,280	413,149	363,571
Actual net income received	189,994	185,134	183,400	165,559
Actual as % max potential	39.47	44.37	44.39	45.54

## Calculated potential lost income at 2008/09 charges

Gross all day charge	5.40			
Net all Day Charge	4.70	(I have used 15 % here since that is year VAT rate)		
Gross seasonal night charge	1.00			
Net seasonal night charge	0.85			
No of spaces being lost	17			
Net daytime income	29,137			
Net Seasonal night income	3,038			
Max potential income	32,175			
Likely loss of income based on above percentages	39.47	44.37	44.39	45.54
	12,699	14,276	14,282	14,652