

Havant Park

Feasibility Study

DRAFT

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CIVIL ENGINEERING & LANDSCAPE TEAM

Havant Park Overview



Source: Park Planning Center



Access point main walk into Dome



Club Park



Connect access point



Connect to other point



Club Field



Play area



Harriet building



Plaza trees and walkways



Canopy of mature trees



Open courts



Open space / events area

1. Introduction and Background

1.1

The scope of this feasibility study is to analyse the existing context of Havant Park and create an aspirational master plan of how Havant Park will look in 20 years time. As a 'Flagship' park and an important area of open green space within an urban environment it is vital that we have a considered strategy to shape how Havant Park will look in the future.

In line with Havant Borough Council's (HBC) regeneration strategy for Havant Town centre and Hampshire County Council's (HCC) Transforming Cities Fund (TCF) this community infrastructure levy (CIL) funded report was commissioned to provide a clear and aspirational, yet pragmatic design to ensure we maximise the potential of this valuable public asset

The study will look to provide a framework of recommendations based on the analysis of existing facilities and this will inform the outline design. This has been done in partnership with stakeholders affiliated with the park.

2. History of Havant Park

2.2

The recreation ground that is now known as Havant Park was originally three meadows in private ownership, which were bought and laid out by the Local Board of Health. The park, which was known as Havant Recreation Ground, was opened in 1889. The present pavilion was donated by tradespeople of Havant and was opened in May 1891.

Havant park has played an important role in providing recreational facilities including football, hockey, tennis and notably cricket. Havant Cricket Club was founded in 1874 by Dr Norman, and still active today. However the original pavilion in the recreation ground has been modernised and extended to meet present day needs.

Over the years Havant Park has played a significant role in the community providing an area of open space for all residents to enjoy. The park has hosted many events over the years from horticultural shows, sporting events and parades.

Association Football has flourished in Havant and the Eclipse Football Club, founded a year later than the cricket club, won the Portsmouth Junior League in 1898. The Eclipse team merged with Havant Rovers in 1903 and they went on to win the Midhurst Six-a-side Tournament in 1908. They won the Portsmouth League Division II in 1921 and were promoted to Division I in 1922. The Havant Intermediate Cup, the Havant Junior Cup and the Southern League Division I were also among their achievements. They had many other successes through the years and eventually became the Havant and Waterlooville Football club and played at their ground in West Leigh. There have also been several football teams associated with local churches in Havant from the early days. In addition to the Recreation Ground, cricket was played on Stockheath Common by Havant Rovers who had their headquarters at the now demolished Cricketers Tavern.

Havant Hockey Club, founded in 1905, had a successful team with several players having been selected for the county during the last seventy years. There is also an active and successful rugby union football club with a new clubhouse incorporating squash courts, and built in 1974 adjacent to the Hooks Lane pitches. Annual amateur tennis tournaments were held on the Recreation Ground and there were many good players of both sexes although the dress was very different from today.

The Dolphin Hotel Bowling Club was the most successful of the local clubs who, together with other local clubs, formed the basis of The Old English Bowling Clubs Association League. In 1921, the Dolphin Club organised a 'top-hat cricket match' and this and a later version of the match was played on the Recreation Ground. The amateur athletics meeting was held annually on the Recreation Ground. This event was hailed nationally as a success and attracted athletes from all over the country for the open events and the day was a public holiday in Havant. The expenses of running the meeting were met by closing part of the recreation ground and charging the spectators an entrance fee.



The Havant Council School Headmaster, Harry Beaton and his 'Bird and Tree Gang' planting the Horse Chestnut in Havant Park circa 1910.



Australian sailors played Australian Rules football in Havant Park. The winners were 'presented' with with the FA cup won by Portsmouth in 1939



Home guard parade in Havant Park after standing down on Sunday 3rd of Dec 1944.



3. Constraints and Opportunities

Constraints

Cricket Club

Havant Cricket club use the pitch, pavilion and store behind the pavilion. The outfield boundary size is determined by the ECB guidance and the leagues in which Havant Cricket Club play. Due to the nature of the size and scale of the required cricket pitch, the northern open space must be designed in such a way as to accommodate the requirements of the cricket club.

Mature Trees

The mature trees within Havant Park, whilst a great asset to the park and Havant Town Centre, present constraints to any design due to the extensive nature of their root protection zones. This means any intervention will require a mitigation strategy to ensure no damage is done in the construction zone.

Railway Line

The existing railway line in close proximity to the north creates an enclosed and impenetrable barrier which introduces design restrictions. Noise and light pollution will also be a factor when locating amenities. The pedestrian and cycle connections will be influenced by the train station.

Park Road North / Railway bridge

The presence of a busy road and large bridge over the railway greatly influences the character of the park. The structure introduces an additional enclosure to the park on the west of the site. The presence of the bridge creates additional challenges to the redesign of the park in terms of overshadowing, inhibiting connectivity and blocking any visual permeability to the west.

Existing Events / Leases

Havant Park hosts a diverse range of events of varying scale, which are held predominately in the summer months. These events require a large area of open space and have historically used the area to the south of the path which dissects the park. Access is also required to water, electricity and toilet facilities

Recreation / Amenity Facilities

The existing provision includes a play area, skate park, tennis courts, kick about goal, public toilets and cafe. Consultation with the HBC leisure officer has concluded that all present facilities should be retained within the park, and included in the master plan for the future of Havant Park. The requirement to include all facilities within the site create substantial constraint.

Opportunities

Watercourse

The existing concrete lined watercourse is an unsympathetic and artificial intervention and there is an opportunity to re-integrate it better with the park's natural environment. This will create opportunities for increased biodiversity, improving the visual amenity of the stream itself, encouraging greater interaction with nature and promoting well-being and social interaction as a result. Furthermore, Natural England historically supported and promoted the re-naturalisation of this water course, as such, this intervention should be fully explored in the future design of Havant Park.

Open frontages

The Havant regeneration strategy looks to open up the eastern frontage and this will create opportunities to create interactions with, and alter the dynamics of the visual and experiential elements of the park in relation to how the park links with the built environment. The inclusion of a road abutting the eastern boundary will improve pedestrian connectivity and enhance the north south links which are to be intended as the main pedestrian link in Havant Town Centre from the Train Station.

Cafe / Toilet

The cafe was historically located in the Victorian lodge on the west of the Park. This is now vacant and offers scope for a newly located provision within the park. The toilets are in a poor condition and are uninviting. Given the poor condition and limited space within the park there is an opportunity to have a collaborative design for both amenities.

Play Area / Skate Park

There is an opportunity to upgrade and improve the existing play area and skate park facilities. They are considered apart of the Havant Park Open Space Strategy which means they are protected in-line with Local Plan policies.

Access

This study will look into the existing provision of access points surrounding the park and will provide suggestions on how we can improve the links to the neighbouring area. The access should be appropriate for all users and encourage the use of sustainable transportation

Planting / Community

The park would benefit from a more considered planting scheme with a view to improving biodiversity, foraging opportunities for wildlife, habitat creation and green corridors. It is envisaged that community groups will be involved in the ongoing support of the regenerated park - bringing in health, welfare and social interaction benefits in the process.



4. Havant Regeneration Strategy

The Opportunity

There are ambitious plans to enhance Havant Town Centre to secure its future as a place where people want to live, work and play. Two large scale developments are proposed for the Town Centre and Meridian sites in the town. Interventions proposed for these areas aim to attract more visitors to the town, promote more sustainable modes of travel to get here and will create a vibrant, lively atmosphere which will encourage longer stays.

Town Centre Regeneration Overview

- The Town Centre is arguably one of the most important areas of regeneration within the borough, since it caters for the widest range of people and is the historic heart of the town. The potential exists to improve the fabric of the town centre and to celebrate its special features, such as Havant Park, its historic buildings and waterways. Potential interventions for the town centre are illustrated in the adjacent plan and include:
 - Refurbishing the railway station and providing a station square to welcome residents and visitors, improving pick-up/drop-off and taxi arrangements and linking to the new bridge over the railway
 - Re-shaping the area to the south of the railway station into a perimeter block, providing strong frontages onto the station, Havant Park and North Street. The ground floor could be a mix of offices, retail, with residential with flats above and under-croft car parking
 - Creating a new town square adjacent to Havant URC Church, to give the town centre some dedicated public space for sitting, meeting and civic events
 - Redeveloping the Meridian Centre to provide new mixed-use blocks with retail and leisure on the lower floors and along a new Twitten, which runs from Elm Lane to West Street
 - Re-designing the bus station to incorporate it within a new block with residential apartments above, in order to create an active frontage onto Havant Park
 - Providing a second Twitten, which connects the park, bus station and Elm Street with West Street. Office and/or retail uses front onto the Twitten with residential above. Active uses, along with appropriate lighting will ensure the Twittens remain inviting to use at all times of the day
 - Provision of under-croft car parking, with a podium garden above. Roof gardens are incorporated where possible
 - Re-designing Park Road North to prioritise pedestrian and cycle movements between the retail park and the town centre, encouraging linked trips
 - Providing signage and wayfinding to create a new pedestrian route to the town centre via Hornwell Spring. The Billy Line weaves through the town centre, with both pedestrian and cycle route options.

The regeneration vision will have a significant impact on how people will engage, manoeuvre and interact with Havant Park. The master plan for Havant park will be informed by the outline design for the regeneration strategy. The design will act as a guideline and will directly feed into the subsequent layout and arrangement of Havant Park taking into account the attraction to road layout, active frontages, access points, pedestrian routes and future needs of the Park.

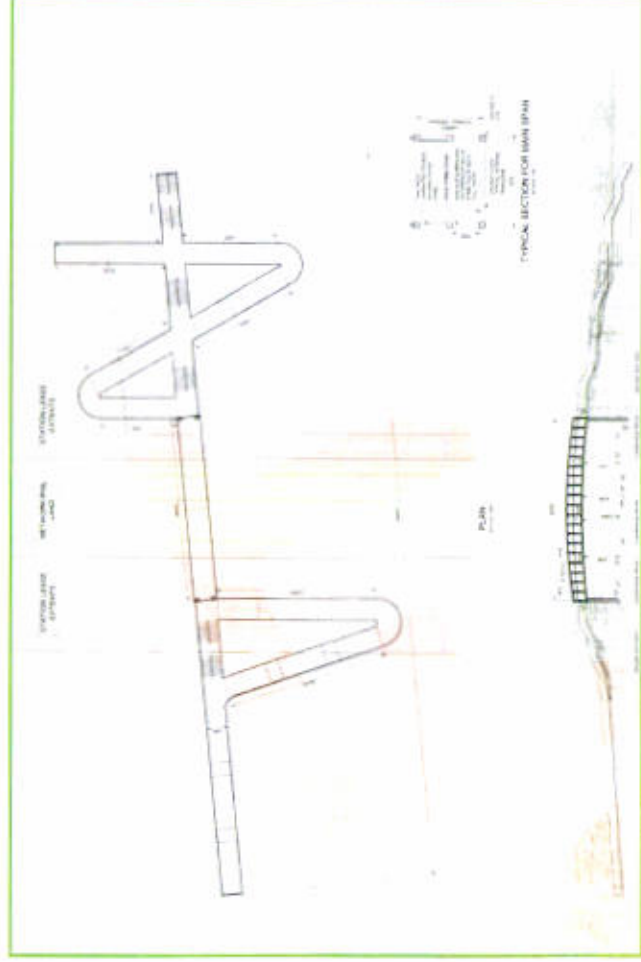


5. Havant Station Footbridge

It is widely accepted by many that the Havant railway footbridge is long overdue a replacement. Constructed in 1947, the bridge will need major intervention in order to secure its long term future. The existing footbridge is unsightly with parts visibly rusting. The bridge is the first or last thing you see when you arrive or leave Havant and it currently does not provide a good impression. A survey found that on average a total of 3800 people use the bridge daily, therefore the footbridge provides a vital crossing point over the railway line, linking the south side of Havant town shopping centre and bus station to north side amenities such as the leisure and job centres, medical centre, college and civic council campus.

A feasibility study was carried out in 2017 to explore possible replacement options which satisfy the complex engineering constraints set out by Network Rail. These options have been examined in the context of buildability, security measures and overall outline costs. Whilst the final design has not been approved the concept of a wider bridge with possible cycle links which lands in both the park and the station appears to be the design principal.

Such an intervention will have a significant implications to the access of Havant Park from Elmleigh Road and will strengthen the north south sustainable transportation links. As such the redesign of the footbridge must be factored into the feasibility study. Whilst the final design is yet to be approved the principal of the footbridge landing within the north east corner of the park appears to be the preferred design.



Draft proposal - Havant footbridge replacement feasibility Report 2017



Enrich from Havant Regeneration animator video



Enrich from Havant Regeneration animator video

6. Leveling Up Fund

The leveling up fund is a central government investment scheme which seeks to invest £4.8 billion in high value local infrastructure. HBC have made a bid to access funding to improve pedestrian and cycle connectivity in-line with the local regeneration strategy.

Given the current initiatives for the TCF cycle improvement works on Elmleigh Road coupled with the new footbridge this creates various opportunities to implement a number of interventions along the eastern boundary of Havant Park.

Sustainable transportation

Providing a (minimum) 3m wide shared footpath on the eastern edge of the park will afford additional off road cycle routes within the borough and will encourage non-vehicular journeys.

Access

This scheme will aim to improve access from Havant Station as well as at the controlled crossing on Elm Lane. The interventions will seek to enhance and revamp the interface between the highway and the park. The overarching intent is to encourage sustainable transportation and bring users into the park whilst improving the landscape character to the benefit of the community.

Way finding

Improved wayfinding will seek to inform and guide users through the park / town centre. This will be done through the use of signs and the consolidation of the hard surface treatment to create a coherent design, which will guide users to their desired destination.

Surface treatment

The proposed surface treatment will aspire to provide a resin bound porous surface. This will mitigate any future trip hazards caused by the modular nature of the existing block paving and slabs. Furthermore a porous surface will allow for air and water to percolate into the roots for the benefit of the existing trees in the park.



Before design for LIP shared footpath within Havant Park



Result of porous surface design

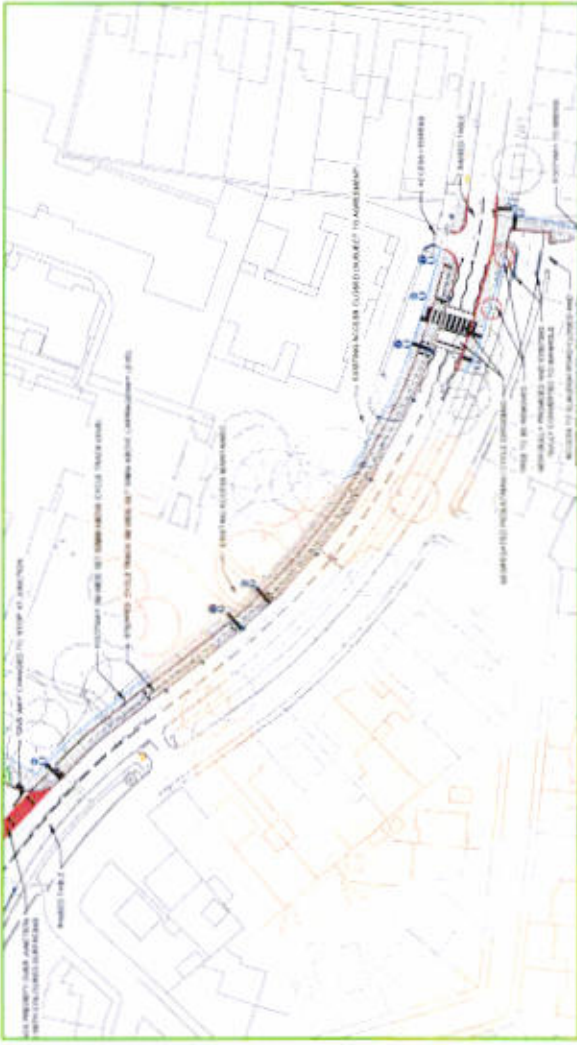


7. Highway Interventions

Elmleigh Road - Transforming Cities Fund

HCC and IBC's Civil engineering and landscape team are working on highway scheme to improve off road cycling provision on Elmleigh Road. The proposal of this project is to encourage sustainable transportation and will create a LTN 1/20 compliant off road segregated cycle track. The scheme will connect previous off road cycle routes on New Road to Havant station footbridge. The project is part of the Transforming Cities Fund (TCF) which is a £2.45 billion capital grant transport fund aimed at driving up productivity through investments in public and sustainable transport infrastructure in some of England's largest city regions.

Once this project is complete it is highly likely that there will be an increase in journeys made by low-carbon and sustainable modes of transport and as such this change in user behaviour needs to be factored into the design of Havant Park



Park Road - Elm Lane highway schemes

A Feasibility study was undertaken in 2019 to support a 'tranche 2' bid to the Transforming Cities Fund (TCF) seeking funds for works within Havant. One of the deliverables of the study was to identify infrastructure interventions to improve bus reliability and journey times for all buses to and from Havant bus station on Elm Lane and along the Park Road North / Park Road South corridor. The study considered a range of interventions and one which could have an impact on Havant Park was to improve access to the bus station. This intervention included options to modify the Park Road North / Elm Lane junction. A number of options drawn out from the study would result in extending the highway into the park's south west corner.

Whilst this particular scheme did not obtain funding there still remains an wider ambition to improve sustainable transportation and encourage the use of buses. As such the potential for this aspiration needs to be factored into the design for Havant Park.

Any highway project which encroached into an important area of open space will need to be mitigated against. Therefore any loss of the open space to accommodate this project will be recovered by extending the park at an alternative location. Given the existing physical constraints surrounding the park this mitigation strategy would seek to expand to the west.



8. Existing Sports Provisions



Cricket Pavilion

Cricket

Hayvant Park is the home of Hayvant Cricket Club (Hayvant CC) who lease the pitch, pavilion and store behind the pavilion from Havant Borough Council. The club have been affiliated with Havant Park since 1876 from when the club was formed. The club require the existing facilities to be retained in order to continue playing cricket. The cricket club also require a large area of open space to accommodate the infield and outfield. The retention of this area of open space is essential for the club to be able to play cricket.



Tennis Courts

Tennis

The tennis provision include 2 no. tarmack surfaced courts located in the north east of the Park. They are enclosed by 2m x wire mesh fencing and form part of an overall playing field site as such they are afforded protection through the planning system. HBC leisure officer has stated that any loss of tennis courts is equally considered loss of playing field open space and therefore any development which proposes the removal of tennis courts would be opposed to by Sport England and the LTA unless a suitable re-provision was provided.

The Havant Playing Pitch Strategy (PPS) identifies the courts at Hayvant Park as needing to be protected in the Local Plan. It is a community site that is accessible to all on a free to use basis. The facilities at this site are scored average quality in the PPS and not the greatest condition, given their non porous surface.

Havant Borough Council work closely with the LTA in developing our stock of tennis facilities and associated programmes and the LTA recognise the area as a high priority in the region and are always interested in opportunities to improve provision, including at this site. Any improvements could draw in external funds from the LTA if it meets their strategic aims.

The current location of the tennis courts does not afford positive connectivity to the east and given the regeneration strategy to redevelop market parade any proposals should seek to enhance the permeability to the east.



Skate Park

Skate Park

The Skate park which is located in the south west corner of the park abutting Park Road North and adjacent to the Elm Lane/Park Road North entrance. The quality of the equipment is deemed poor which, has an impact on the usage and any proposals should look to improve the facilities and provide high quality fit for purpose equipment. The location of the skate park presents an unattractive feature when entering the park from Park Road North. The overuse of hard surfacing could be broken up with soft landscaping to create a more attractive environment.

The skate park is considered part of the open space and the Havant Open Space Strategy recommends protecting all existing open spaces in line with Local Plan policies.

The provision of a skate park is deemed to be an essential amenity to local skaters and should be included in the future of Hayvant Park. The character of the skate park allows for locating within a less visually attractive location within the park and could help to utilise all areas of the park.



Football goal / kick about area

Football Goal

The informal kick about goal is situated in the southern area of open space adjacent to the toilet blocks. The equipment is fairly dated and its location does increase tension between pedestrian and football players. The goal gets low/moderate use but being on grass its usage is somewhat limited to when the weather is dry.

As the nation's most popular sport, the incorporation of football facilities within the master plan would provide a large number of residents with a location to exercise and socialise. There is an opportunity to upgrade and relocate the football provisions to a more suitable location to help create a more football friendly environment. An all weather MJCA would provide facilities that can be used all year round.

Options to utilise a less visually attractive area of the park should be explored, such as the western boundary. This could help maximise the available space within the park and also mitigate tensions with pedestrian and football players.

9. Access and Connectivity



North West Access - Potash Tunnel

Pot Ash Tunnel

The tunnel located in the north east corner of the park adjacent to the cricket pavilion connects Havant Park under Park Road railway bridge to Central Retail Park and to what was historically Pot Ash Terraces.

It forms a valuable link to west and helps with the connectivity of the park and is part of the national cycle route no. 22. However due to its location and existing vegetation the pedestrian underpass has limited natural surveillance and it creates an environment which increases the feeling of insecurity.

Options to increase visual permeability and improve users feelings of insecurity should be explored to ensure the underpass is welcoming and well used.



Closed Frontage onto Park Road



Access - Park Road

Park Road North

The existing Road bridge on Park Road North, which forms the whole western boundary of the site creates both opportunities and constraints. It is a large structure which, creates a closed frontage to the west.

At present pedestrian connectivity is poor and non-compliant to current regulations, with only narrow set of steps onto Park Road North to serve as East/West links. The steps are not appropriate for all users and will need interventions to improve connectivity.

The large engineering structure along with the existing mature trees does create a number of design constraints, however the enclosed character of the area could be utilised in a more beneficial way.



Closed Frontage onto Market Parade



Closed Frontage onto Elm Lane (Mendips Centre)

Market Parade

At present Market Parade creates a predominately closed frontage to the east of the park. The shops and flats above are dated and unattractive and are deemed detrimental to the over all character of the park.

The regeneration strategy looks to create a new road link running down the east of the park with residential and retail units fronting onto the park. This will create opportunities to increase the permeability both visually and in terms of access.

Elm Lane to the south of the site has the Lavant stream running east to west and does create another closed frontage for the park, however this is more physical than visual. This does create an opportunity to improve the park entrances on Elm Lane to improve the experience for the users.



North East Access - Havant Train Station



Permeable Footbridge

Havant Train Station

Located north east of the park the train stations creates an important transport link for Havant. However similar to the rest of the park the connectivity is poor and not visually prominent. Additionally the pedestrian footbridge is of poor quality and is deemed to provide a negative users experience.

The Regeneration strategy looks to create a new public square by the train station which abuts the north east corner of the park. The proposals also look to introduce a new footbridge which delivers access directly into the park. This provides an excellent opportunity to improve the connectivity through the park, which can help encourage sustainable transportation and really improve the north south connectivity for the park.

10. Water Course & Public Amenities



Watercourse



Watercourse

Watercourse

The Lavant Stream runs east/west on the southern boundary of the park. Whilst passing through Havant the Lavant stream is highly engineered to manage flood water with large expanses of culverting and concrete.

There is an opportunity to re-naturalise the watercourse to create a more organic and softer experience. However the proximity to the large trees and impact on existing root protection areas of the mature trees will have a significant effect on the available space to create the require embankments and footpaths. A historical CIL bid by Natural England proposed re-routing the stream north of the trees, however this would have repercussions on the amount of available open space which is currently allocated to events.



Public Toilets

Public Toilets

The existing public toilets are tired and unwelcoming. They are well located, however by fronting onto one of the main footpaths they create a unwelcoming setting which should be utilised in a more efficient manner.

The existing water and power supply to the toilet block coupled with the favourable location gives the opportunity to create new public amenities that include toilets.

Successful projects such as 'The Level' in Brighton should be viewed as examples of forward-looking design, which provide an integrated approach to amenity provision.



Park Lodge

Cafe - Park Lodge

The former greenkeepers lodge located on the western boundary of the park has until recently been leased out by the council as tea room. The business has since ceased trading and the lease with the council expired in December 2020.

Whilst an attractive building its location and proximity to Park Road does not afford a pleasant setting for a cafe.

Given the impacts to the flow of pedestrian as a result of the regeneration strategy the relocating of the cafe should be explored.



Event Space

Event Space

Havant park hosts a wide range of diverse events which included commercial and both large and small scale community events. The park is used about 6 or 7 times throughout the year, mainly in the summer months.

The provision of an event space is essential to encourage community activity and needs to be preserved in the final design

11. Development Proposals

MOVEMENT / ACCESS

The masterplan will look to improve the existing movement and access within the park by enhancing existing pedestrians routes in conjunction with the regeneration strategy. This will utilise and improve the existing footpath which encircles the perimeter of the park and also create a new footpath that connects the south east corner by the train station and footbridge to the south west corner.

The interventions required will respond to the unique design constraints and opportunities for each frontage and access point. This can be broken down into 3 no. sections; Park Road North, Market Parade and Elm Lane and subsequent access/egress points.

Park Road North

Due to level change on Park Road North an design intervention is required to create an access point that is appropriate to all users by the signalled crossing adjacent to the lodge. It is essential that ramps are incorporated into the design so users with mobility issues, pushchairs, wheelchairs etc. can access the park at this point. A more open arrangement would open up vistas across the park and help mitigate the fortified character of the western boundary as a consequence of the lengthy brick wall along the whole length.

A landscape architecture project at Royal Festival Hall is an excellent example of design which integrates a ramp into steps to make the access point accessible for all users

Market Parade

The creation of a stronger north south pedestrian link on the western boundary would be appropriate given the regen proposals, existing transport links and expected pedestrian movements. This north south shared footpath is deemed to be the main pedestrian route in the park and as such would be favourable to locate amenities such as cafe, toilets within this link. The removal of the retail and residential units on Market Parade which abut the western boundary of the park will increase the physical and visual permeability and this should be seen as an opportunity to create access point and reduce the confined character of the park.

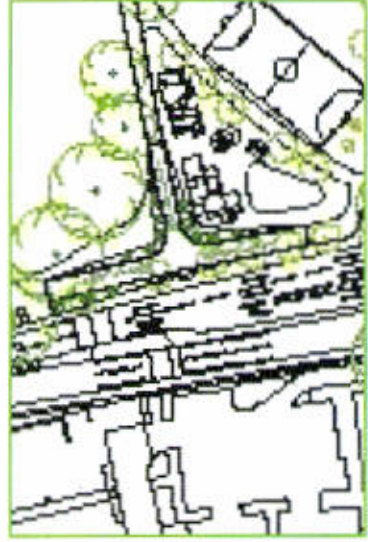
The design would look to incorporate an LTN/120 compliant cycle route along the eastern boundary connecting Havant footbridge/Havant station onto the wider cycle network.

Elm Lane

The creation of a new square, coupled with the new retail and residential units on Elm Lane the east/west link on the south of the park will require interventions to ensure footpath provision align with the proposed design. This gives the opportunity to enhance the access points on both the south west and south east corner and create an improved gateway into the park. Given the constraints of Elm Lane, mature trees, requirement for event space and the watercourse on the southern boundary further access points on the south of the park are not deemed appropriate.



ROYAL FESTIVAL HALL RAMP AND STEP DESIGN



HAVANT PARK MASTERPLAN DEVELOPING



HAVANT PARK MASTERPLAN DEVELOPING

12. Development Proposals

PLAY

There are many physical and social benefits to having a well designed and high quality equipped play area within the park such as, encouraging outdoor play, improving physical health, developing social skills and developing creativity.

At present the location and condition of the play equipment are deemed not to provided a high quality experience and maximise the benefits stated above. The proximity to both Park Road North and Elm Lane do not afford a pleasant setting due to increased noise and vehicle pollution levels. By relocating the play area away from the main road it would generate a more calming setting which, hopefully would increase the usage and magnify the benefits of the play equipment. Given the changes to movement, access point and the expected usage of the north/south pedestrian link on the west of the park a more considered location would be on the central point of that main pedestrian link.

The proposed play areas have been specifically designed to provided apparatus for as large as possible age groups. This has lead to scheme which is divided into two play areas for both younger and older users. The concept would be to have the two areas feel like one cohesive design and located adjacent to each other to help with surveillance and other practicalities.

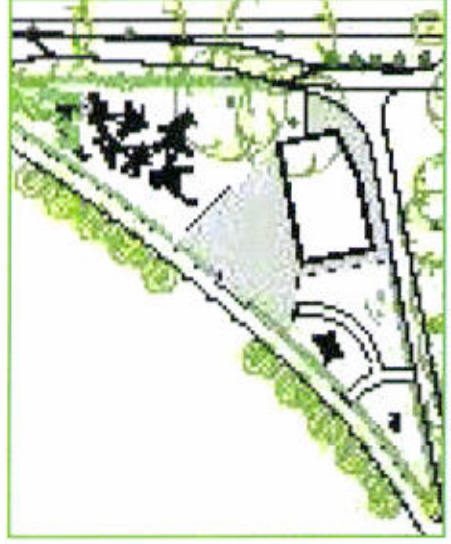
Natural play

A natural play space allows children to explore their immediate world through being together and playing together in a naturalised setting, a play landscape where plants and trees provide the background for physical and creative challenges and fun.

There is an opportunity to introduce natural play areas such as logs, boulders mounds etc. and could make use of under used/redundant areas such as along the western boundary.



PLAY AREA LOCATION PLAN



PLAY AREA LOCATION PLAN

13. Development Proposals

SPORT

The provision of sports facilities within Havant Park is important to the health and well-being of local residents and this feasibility study will aim to maximise the benefits to all users.

Cricket

We will seek to retain the cricket pitch and pavilion and associated amenities required. The long standing historical association of cricket within Havant Park has informed the character of the open space and the loss of the cricket within the park would be detrimental to the character. Furthermore the cricket pitch is used by Havant Cricket Club and plays an important leisure and recreational facility to a significant number of local residents.

Skate Park

At present the skate park provisions are of poor quality and we would seek to significantly improve the facilities as providing a good quality skate park has numerous social and health benefits to younger residents.

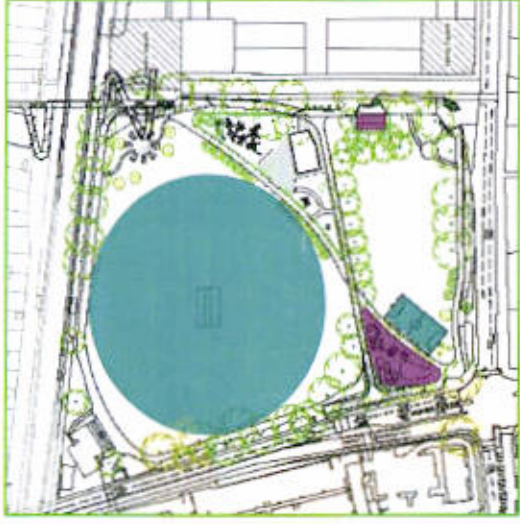
The skate park will be more landscape design lead and would look to incorporate the skate park facilities such as bowls, ramps, block, rails and stairs into the park with a softer approach by utilising soft landscaping

Tennis

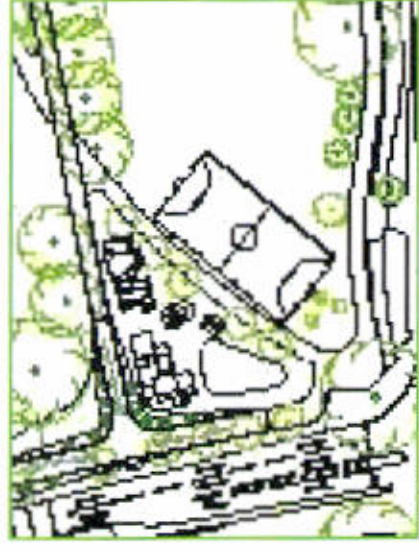
Given the condition, use and location of the tennis courts within Havant Park we would seek to we would seek to relocate and renovate a tennis court within the park.

Multi Use Games Court

Havant Park is constrained by numerous factors and to maximised the potential for sport provision one option might be a Multi Use Games Court (MUGA) as it has many benefits. It is low maintenance compared to the existing grass, it is all weather and can be used all year round, extremely durable and can last for decades, it can accommodate numerous sports which will have a greater appeal to the community and it will also provide social, mental and health benefits.



HAVANT PARK - LOCATION PLAN



HAVANT PARK - MASTERPLAN EXTRACT - MUGA

14. Development Proposals

PUBLIC AMENITIES

The development proposals related to the public amenities in Havant park would consist of a revamp to the cafe and toilets to provide an improved experience for the community

Given the condition of the existing toilet block this would require a renovation to create a more pleasant experience. This could also include improved baby changing facilities to make it more inclusive.

The green keepers lodge located on the west of the park has previously been utilised as the park cafe and is a historic building which adds to the character of the park. Whilst the location (abutting Park Road North) and size (small floor space) of the building does create a issue with making it a viable business, it does create a debate as to what is the optimum and pragmatic solution for future provisions. As such this study has produced 2 options for the cafe in the park:

Option 1.

Look to renovate and extend the existing park lodge, which benefits include the retention of a historic building, preservation of the character of the park and lower financial outlay. However given the regeneration strategy the location is not optimal.

Option 2.

Create a brand new building to be used as a cafe, toilet facilities and community hub. The most favourable location is deemed to be on the west of the park as this is deemed to create a better setting for a cafe. Additionally given the pedestrian links, proposed park facilities and existing utility services this position in the park is the most practical. That being said there is a significant financial cost associated which must be considered. Additionally the introduction of a new building and the removal / change of use of the green keepers lodge is emotive and the will of the wider public must be considered.



HAVANT PARK CAFE - OPTION 1 - EXTENSION OF EXISTING LODGE



HAVANT PARK CAFE - OPTION 2 NEW CAFE



Option 1 - Example of modern extension to a historic building



Option 2 - The cafe at the Level in Brighton is again excellent example of providing cafe, toilets and a flexible space for community use.

15. Development Proposals

WATER COURSE

The Lavant stream flows through Havant, however over the years it has been synthetically engineered and is not in its original route. These works have eliminated the problems caused by flooding, although this has been to the detriment to the wildlife and the appearance of this once natural watercourse.

There is an opportunity to re-wild the section of Lavant stream which runs through Havant park and a CIL bid was submitted by the Environment Agency. This is a two-stage project which looks to undertake a feasibility study and then carry out the subsequent interventions drawn out from the study.

Whilst there are many ecological benefits to re-naturalising the watercourse the constraints caused by the root protection areas of the existing mature trees would mean redirecting the stream north of the tree line and into the open space which is currently used for events. This loss of usable open space negates the ecological benefits and as such a complete redesign/re-routing of the stream would not be viable. An intervention which looks to re-wild the existing section should be explored with a intent to encourage fauna and flora and subsequently improve the ecological value of the stream.



16. Development Proposals

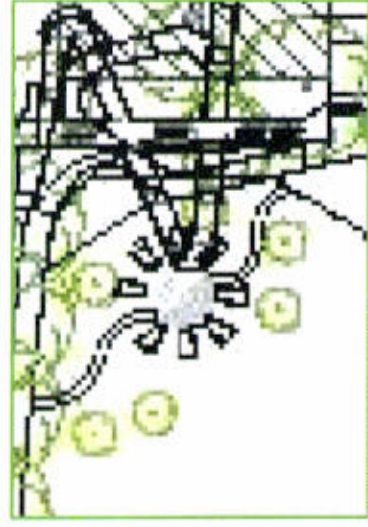
COMMUNITY

Havant park has played an important role in providing a space for the community and the proposed design will seek to retain and enhance the existing facilities. Community engagement gives us a sense of belonging, it enables us to share personal relatedness and support perpetual growth of each other, ourselves and our environment.

The development proposals will retain the area of open space to the south of the park which is used to facilitate open air events.

In addition the retention of the open space the design will aim to include a community garden. They can be a beneficial addition to many communities by, strengthening community ties, increasing environmental awareness and teaching the importance of sustainability.

Social ties are important to the well-being of people in a community since they can bring mental and physical health benefits and community involvement. Community gardens allow for the creation of social ties and build a greater feeling of community.



17. Development Proposals

TREES

Havant park is fortunate to have an abundance of mature trees which play an important role in shaping the character of the park, and indeed the town centre. The trees include London planes, Horse chestnuts, Ginkgos and Limes. They are considered to be a valuable asset whose retention is essential when looking at the future of Havant park. As such the scheme will seek not only to retain all existing trees but it will also introduce native tree species which will help create opportunities for biodiversity enhancement.

A recent tree survey has identified 76 trees within Havant park and the outline design proposes a further 37. At present the existing large trees to the boundary are predominately deciduous, this restricts the location for new trees to a more central location within the park. In order to create a balanced design new trees should be limited to small/medium size trees to ensure the park is not overly dominated by large trees.

Due to the substantial size of the existing trees appropriate mitigation strategies must be in place when construction falls within the root protection area (RPA). This will include methods such as hand dig construction, porous hard surfacing and pile and beam foundations.



18. Hard Landscaping & Street Furniture

Street Furniture



Lighting



Hard Surfacing



19. Soft Landscaping

Trees



Grasses



Shrubs



Bulbs



Hedgerow



20. Site Plan



- 1 Cricket Pavilion
- 2 Existing Cricket Pitch Retained
- 3 Community Garden
- 4 Improved Access to Footbridge
- 5 Play Area (Older Children)
- 6 Cafe / Toilets
- 7 Play Area (Younger Children)
- 8 Natural Play
- 9 Ramped Access
- 10 Skate Park
- 11 Tennis Court / MUGA
- 12 Pétanque Court
- 13 Shared Footpath
- 14 Renaturalised Watercourse
- 15 Gateway Feature

21. Stakeholders feedback

The initial draft report has been commented on by all stakeholders to ensure that the study is comprehensive and encapsulates all their aspirations for the park. These comments will feed into the final design to ensure the proposals are appropriate and accepted to establish a holistic plan for future aspirations of the park.

Summary of feedback

- Tennis courts to be relocated within Havant Park.
- Petanque court is less favourable and should not be included within the proposals.
- Inclusion of a temporary large screen for screening events.
- The segregation of the two play areas based on age of users is deemed negative and as such the play should be connected as per the **guidance by Play England**
- Details of fencing to be provided to show how to keep dogs out of the play areas.
- Strong support for the skate park and advice should be sought from local skate groups on required equipment.
- Arboricultural Implications Assessment, Arboricultural Method Statement and Tree Protection Plan will be required at time of design.
- Inclusion of bike parking to encourage sustainable transportation
- Identify a mitigation zone for loss of park due to Elm land junction, this should be located in the west side of the park.
- Options should be drawn up for renovation of existing cafe as well as new cafe, toilet and community hub.

23. Revised Site Plan - Option 1



- 1 Cricket Pavilion
- 2 Existing Cricket Pitch Retained
- 3 Community Garden
- 4 Improved Access to Footbridge
- 5 Play Area
- 6 Cafe / Toilets
- 7 Picnic Area
- 8 Natural Play
- 9 Ramped Access
- 10 Skate Park
- 11 Tennis Courts / MUGA
- 12 Cycle Storage
- 13 Shared Footpath
- 14 Renaturalised Watercourse
- 15 Gateway Feature
- 16 Way Finding
- 17 Temporary Large Screen
- 18 Area for future highway works
- 19 Future Highway Mitigation Areas
- Orange box: Potential loss of Land in Havant Park
- Light green box: Mitigation for potential loss of Havant Park

24. Revised Site Plan - Option 2



- 1 Cricket Pavilion
 - 2 Existing Cricket Pitch Retained
 - 3 Community Garden
 - 4 Improved Access to Footbridge
 - 5 Play Area
 - 6 Cafe
 - 7 Picnic Area
 - 8 Natural Play
 - 9 Ramped Access
 - 10 Skate Park
 - 11 Tennis Courts / MUGA
 - 12 Cycle Storage
 - 13 Shared Footpath
 - 14 Toilet
 - 15 Gateway Feature
 - 16 Way Finding
 - 17 Temporary Large Screen
 - 18 Renaturalised Watercourse
 - 19 Area for future highway works
 - 20 Future Highway Mitigation Areas
- Potential loss of land in Havant Park
 Mitigation for potential loss of Havant Park

25. Outline Costs

The outline costs are estimates only dated January 2022.

Ramps, Access and footpaths

Gateway Feature - £5,000
 Way Markers - £3000
 North South shared Footpath - £720,000
 East West shared Footpath with ramp to Park Road - £450,000
 New FlexiStone surface to existing footpaths - £440,000

Total - £1,618,000

Sports Facilities

Tennis Courts / Multi Use Games Area - £140,000
 Skate Park - £200,000
 Cycle Storage - £1,500

Total - £341,500

Play

Play area - £250,000
 Natural Play - £5,000

Total - £255,000

Community

Community Garden - £40,000
 Picnic Area - £30,000

Total - £70,000

Landscaping

Trees - £18,000
 Landscaping (plants, mulching, planting) - £50,000
 Renaturalising Watercourse - £25,000

Total - £93,000

Lighting

Lighting Bollards - £40,000

Cafe and Toilets

Retain and renovate

Cafe - £350,000
 Toilets - £75,000

Relocate and New Buildings

Cafe and Toilet - £1,400,000

Additional Fees

Designers fees - £380,000
 Visualisations - £7500
 Planning permission - £1000
 Community Engagement - £5000
 Supporting reports and Surveys - £10,000

On-going Maintenance Cost

Annual Maintenance - £10,000
 * Annual maintenance will rise in line with life cycle of the project