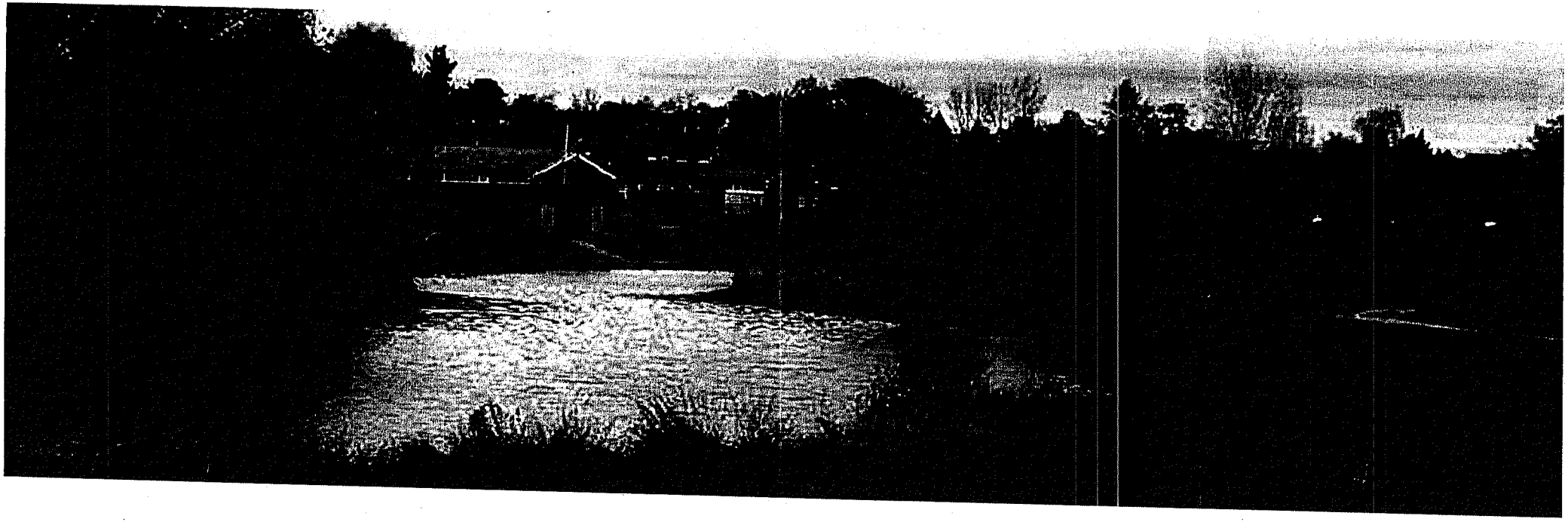


Key

1 St Nicholas Park
2 Myton Fields
3 Existing Sea Scout Hut
4 Kingfisher Pool - Wheelchair Accessible Fishing

Introduction

Architecture**plb** have been asked to produce the following feasibility study to assess the potential relocation of the Sea Scout hut in St Nicholas Park, Warwick. St Nicholas Park itself is the subject of an Heritage Lottery Bid currently being developed by Plincke Landscape for Warwick District Council.

The existing hut is located in the south east corner of St Nicholas Park and has historically been the cause of some tension with adjacent residential occupiers due to the
access to the hut being via narrow residential access roads. A relocated hut would present the opportunity for the following:

Improving access to the hut

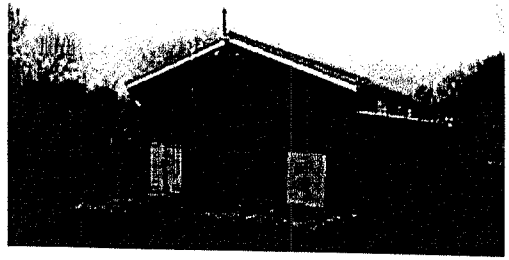
Improving accommodation - both in terms of space and quality of construction

Integrating hut with existing boat compound

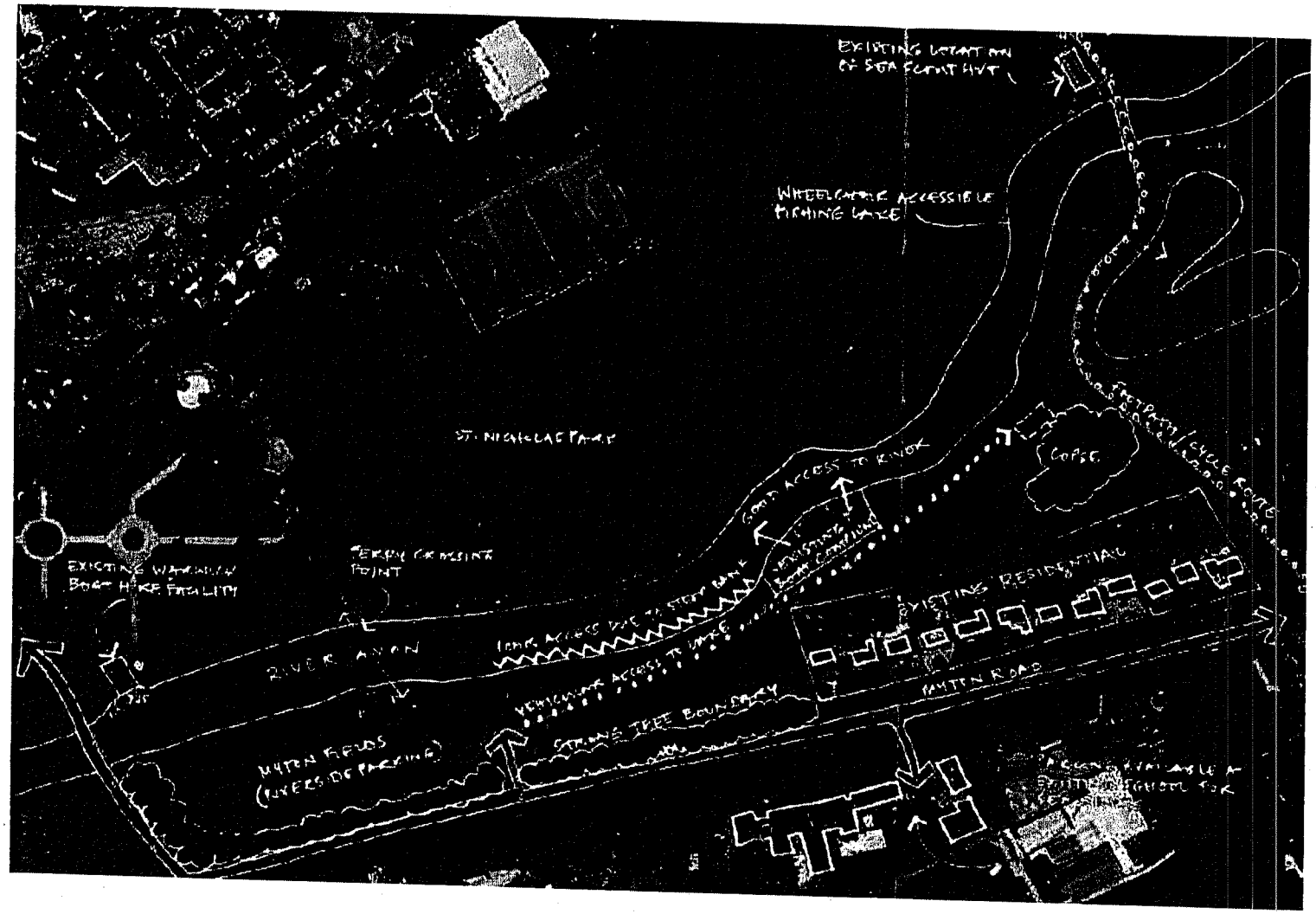
Forming closer links with adjacent school and existing boat hire facility

Site Location

The potential sites for the hut are all within Myton Fields, an area of land to the south of the Avon, under local authority ownership, and currently used for overflow parking, particularly during the tourist season.
Myton Fields currently has public conveniences, and refreshments facility and serves provides vehicular access to the wheelchair accessible fishing pond to the east of Myton Fields.



1 Site Location

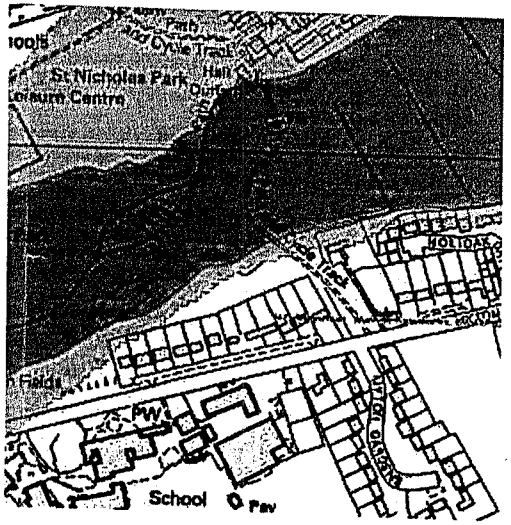


Flooding statement

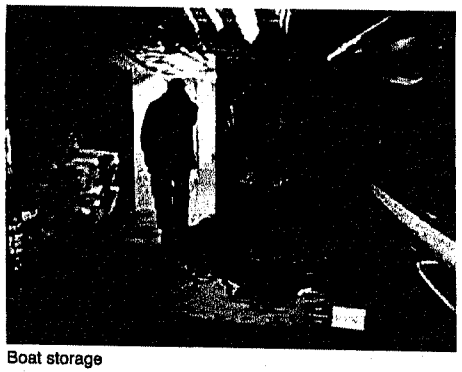
Most of Myton Fields is within Flood Zones 2 or 3, as shown on the Environment Agency flood map extract below. Following guidance given within *PPS 25: Development and Flood Risk* it should be noted that any applications for develoments within flood zones 2 or 3 should be accompanied with an FRA. PPS25 does however identify 'water-based recreation' as an appropriate use within flood zone 3. The cost of an FRA would be in the order of £2200, and this would identify flood mitigation measures that would need to be incorporated into the development. Due to the size of the Developemnt PPS25 the LA would not necessarily be required to consult the EA and could instead refer to the EA Flood Risk Standing Advice.

Flood Zone 3

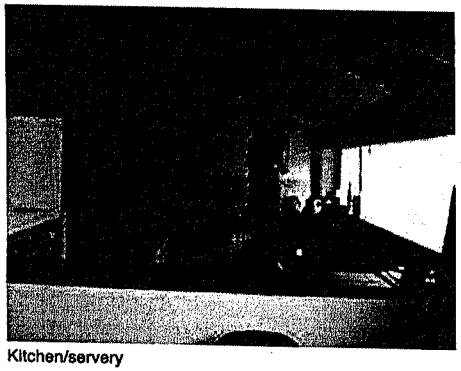
Flood Zone 2



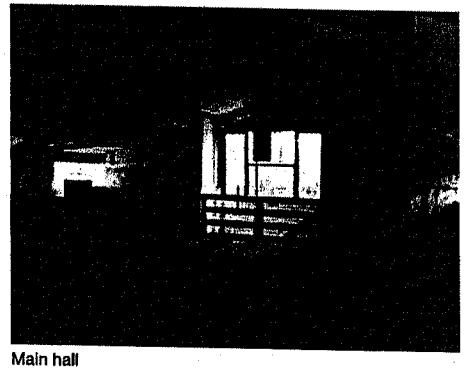
Flood Map provided by the Environment Agency



Boat storage

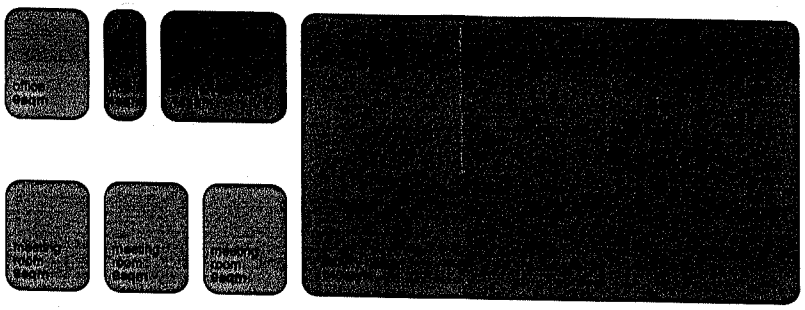


Kitchen/servery

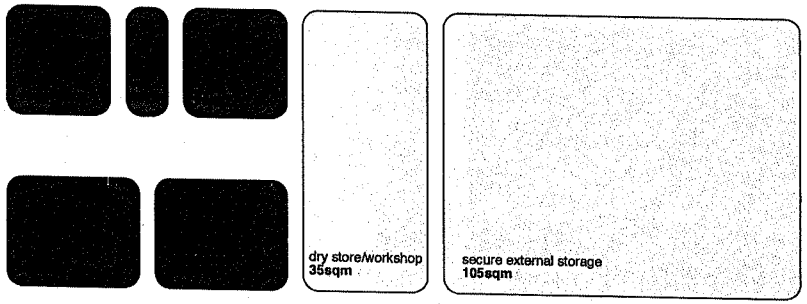


Main hall

Existing Building



First Floor



Ground Floor

Existing Building

The current facilities are located within a 2 storey steel-framed building 9.14m x 18.3m, totalling 337 m2 gross internal area. The current facilities comprise the following:

Ground floor - boat storage, changing room, toilets and a small training room

First floor - 123 m2 hall, kitchen and servery, office.

(NB Additional boat storage is contained within a secure compond within Myton Fields.)

Current users

The total membership for the scouts is 200, but the building is currently licensed for a maximum of 60 occupants, limited by fire escape provision.

The building is generally occupied during after-school hours, weekends and holidays by the following groups:

Beavers (6-8 yrs) - 30 mixed
Cubs (8 - 10 yrs) - 30 mixed
Sea Scouts (10-14 yrs) - 40 boys, 40 girls (seperate days)
Explorer Sea Scouts (14-18 yrs) - 45 mixed

There are approx 3-4 leaders for each group. Many of the scouts also take part in the Duke of Edinburgh Award, for which the hut provides an IT facility for written work.

New Building

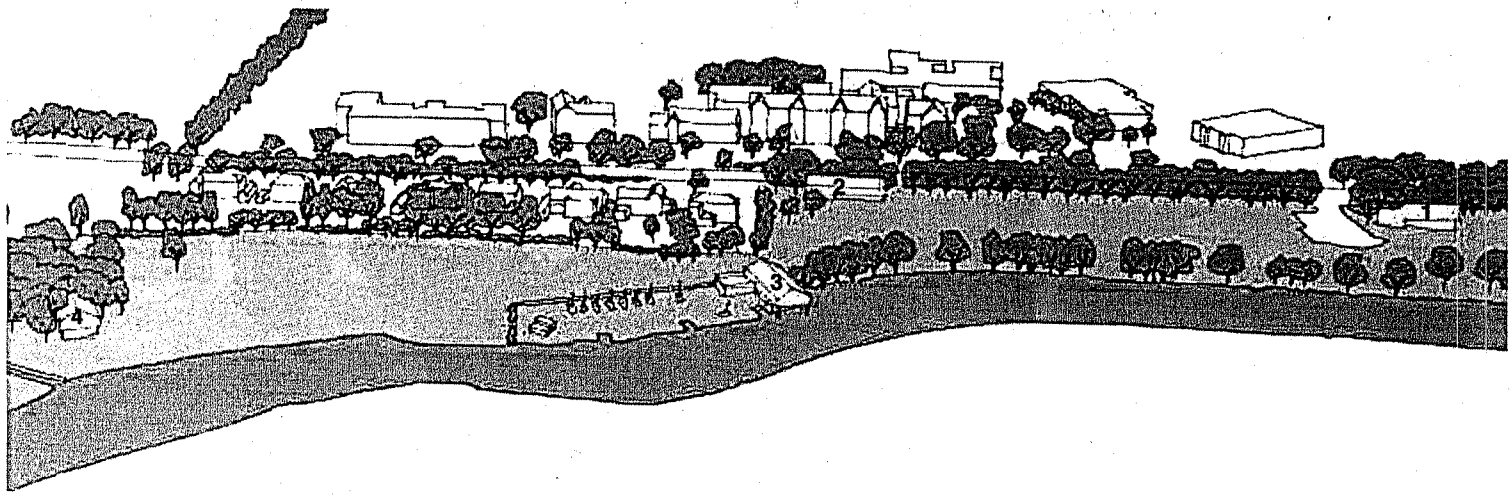
The brief for the new building is as foillows:

Secure boat storage for several groups (unheated space)
Boat workshop (heated space)
WC/shower
Changing facilities
Main Hall for 120 children with associated group leaders
Kitchen/servery
A few meeting rooms for training
Office - also used by DofE participants

The schedule of accommodation for the new building is illustrated in the diagram opposite. This results in a new facility of approx 9m x 23.4m on 2 floors, totalling approx 420 sqm gross internal area.

Other requirements

Close to river for ease of access
Overlooking river to provide easy natural supervision
Improved access for the disabled
Hardstanding for minibuses for loading/unloading
Shared use of one of the meeting rooms with Warwick Boat Hire and Kingfisher Pool users for training purposes



Location Options

Location 1

This is the location of the existing public conveniences, which could potentially be incorporated into the new facility. Access is good being adjacent to the car park entrance. Due to its proximity to the Warwick Boat Hire facility it was noted that there is the risk of congestion on the water during high season.

Location 2

Good vehicular/pedestrian access, but poor access to the river and poor visibility of activity on the water due to levels and heavily tree lined river-bank. The change of level from Myton Road down to Myton Field would result in a single storey building onto the road. This location also risk the possibility of complaints from nearby residential occupiers. (For more details see page 5)

Location 3

In this location the hut would be integrated with the existing secure boat compound. Vehicular acces is good, and it would appear that a main utilities connection exists adjacent to the site. This location would be ideal in terms of access to the water and ease of natural supervision of activity on the water. It would also minimise potential conflict with car park users. (For more details see page 6)

Location 4

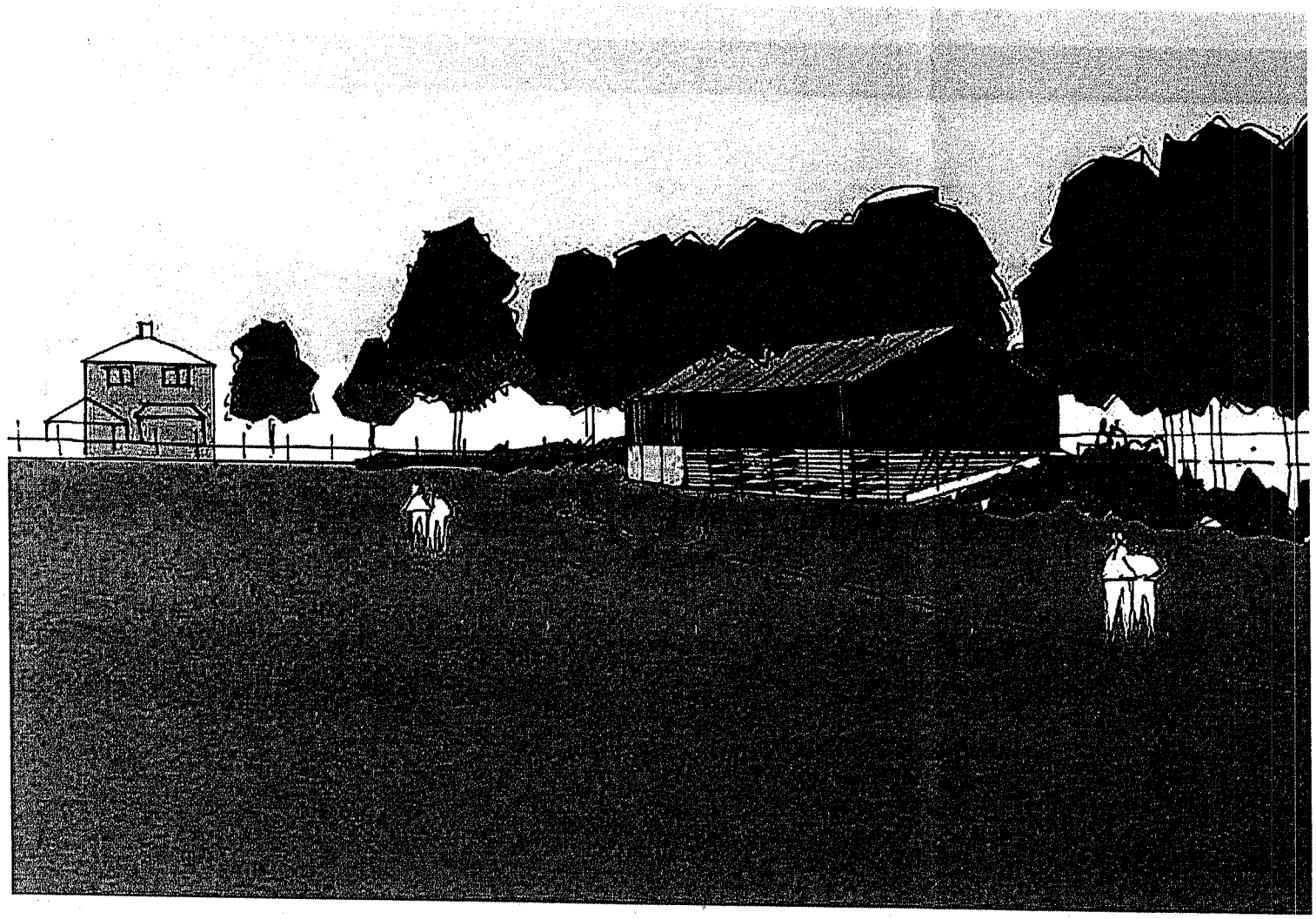
This location is a small copse within a sunken area of ground. This would be ideal in terms of being concealed from general view, but this itself would create a security problem. The site is also remote from vehicular access and services.

Flood Risk

Locations 1,2 and 4 are located within Environment Agency flood zone 2 with Location 3 within flood zone 3. Any development in either of the these flood zones would require a flood risk asessment, and an budget cost of £2,200 should be allowed.

Local Planning Department view

A meeting was held on site 28th Nov 2007 with Steven Wallsgrove from the Warwick DC Planning Department to discuss the project. He expressed a preference for location 2, due to it being well concealed by the trees, and for a single storey building to minimise obstruction of views from the road towards the river. Whichever location is selected it was agreed that the typology for the building was a 'pavillion in the park'.



Preferred Option 1

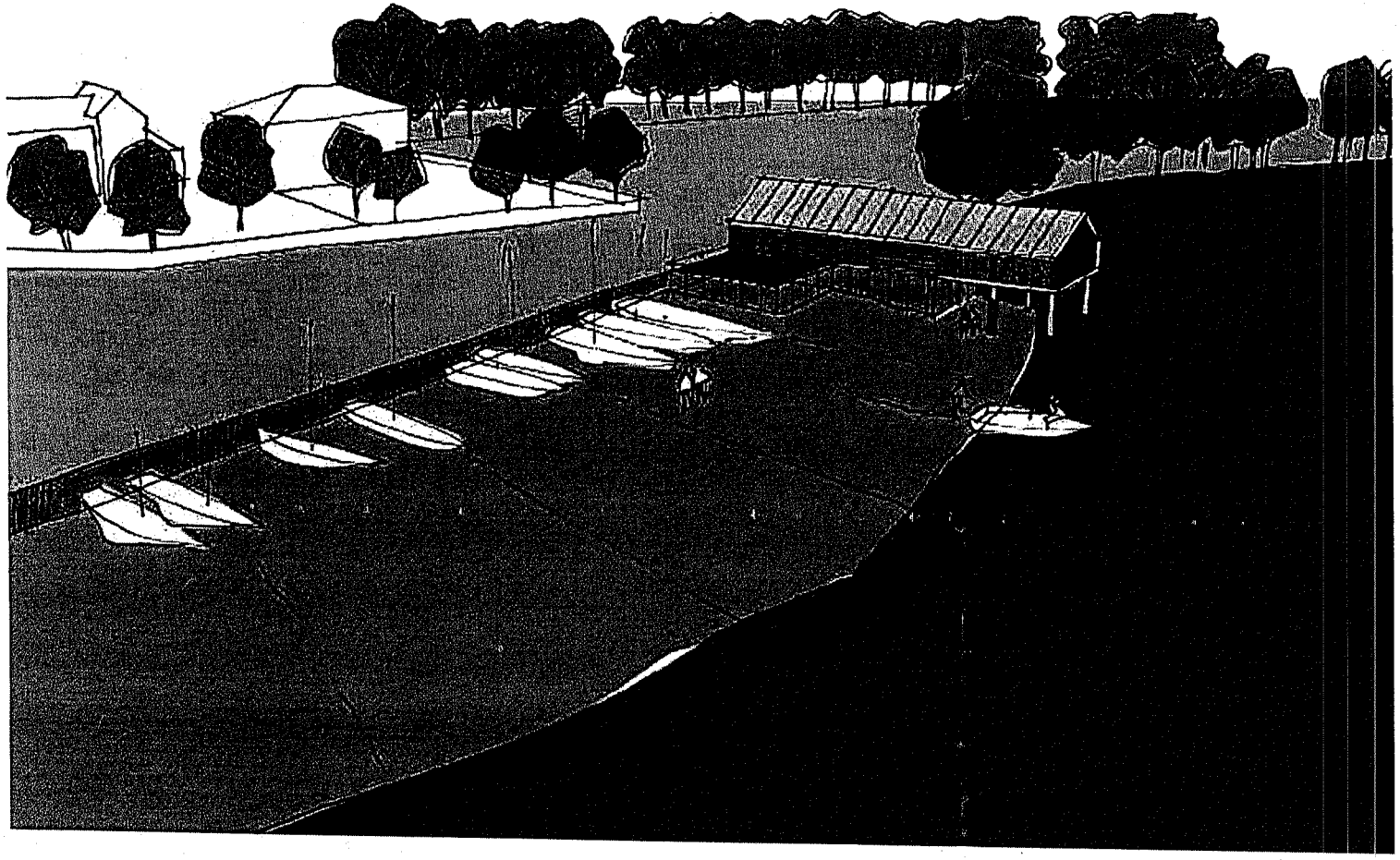
Due to the change in level between Myton Road and Myton Fields we have proposed a two storey building in this location (effectively single storey onto Myton Road). In our view, this has the advantage over a single storey building, of containing boat storage within the undercroft, rather than being exposed in its own enclosure.

Access to the hall level would be from Myton Road, providing the potential for the hut to be used for public events. A platform lift would be required for wheelchair acces to the lower level. Myton Fields is already used as a car park and it would therefore be reasonable to allocate a space adjacent to the hut for use by the Scout leaders.

A glazed front to the main hall would provide good views across to the river, but it is not close enough for supervision of activity on the water.

It is anticipated that the upper level would be a timber clad, timber frame construction sitting on a concrete retaining structure. The lower level would be formed of exposed concrete, and a robust galvanised grille grating to the boat storage area.

5 Preferred Option 1 - location 2



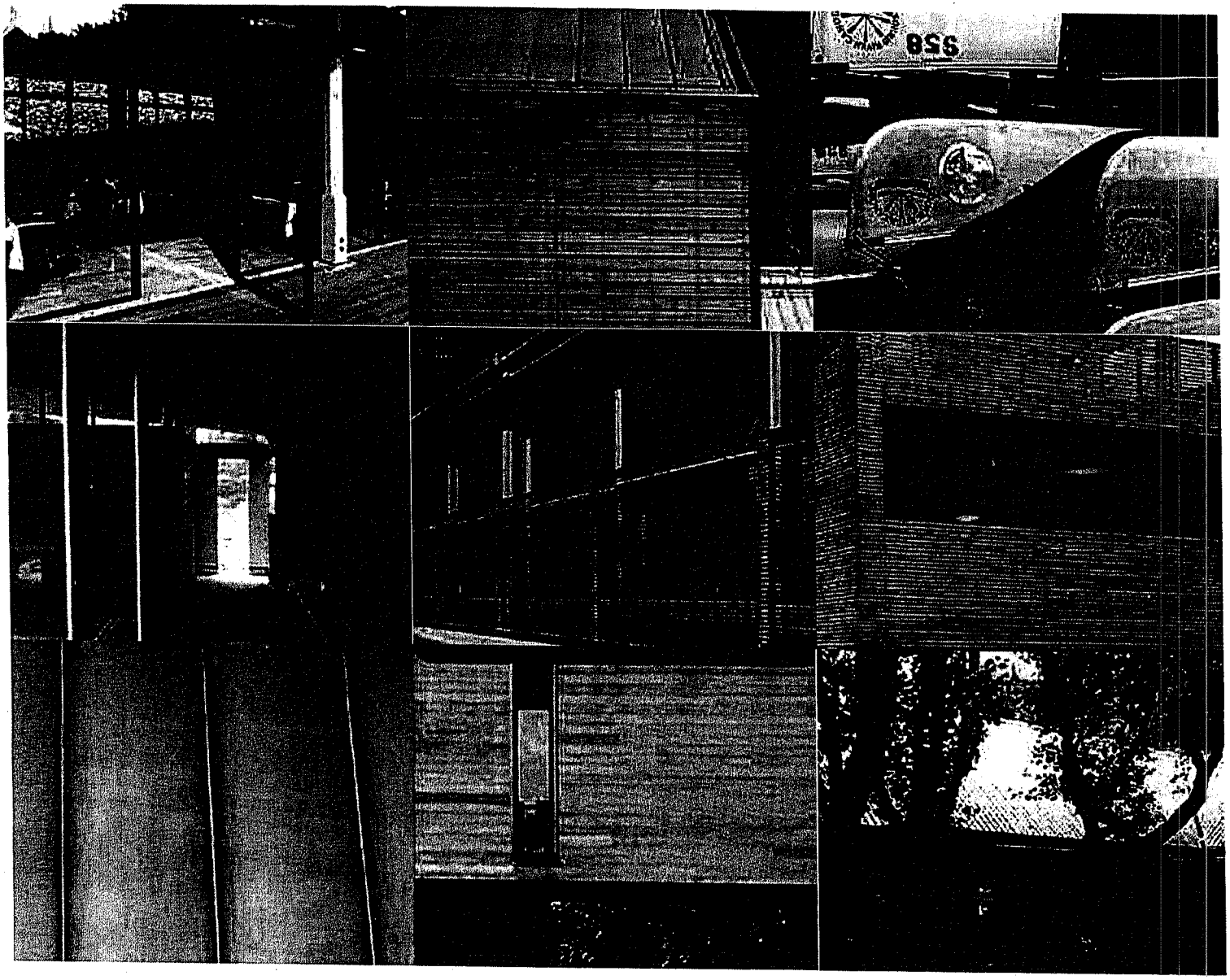
Preferred Option 2

This option places the building within the existing boat compound, next to the river. Of all the locations, this seems the most appropriate in terms of the use of the building and its relationship to the landscape. The brief calls for easy access to the water and overlooking, which this option satisfies, in addition to the potential for an archetypal riverside building. In this way it also relates to the existing Warwick Boat Hire buildings.

The site is within the Environment Agency Flood Zone 3, and a Flood Risk Assessment would need to be carried out, and accompany any planning application. We would advise that this assessment is commissioned and further consulation is carried out with the EA and LPA before a planning application is submitted.

The main access would be to the lower level, and a platform lift would be required for wheelchair access to the upper level.

The form, materials and construction would all be similar to Option 1, although part of the secure storage has been located alongside the building, and creates a timber decked platform that could be used for outside training sessions, dining or occasional public events.



Form and Materials

These images serve to illustrate our thinking with regards form and materials.

The materials for the building would be selected in accordance with the following criteria:

Robustness - materials selected to withstand environmental conditions and use

Cost effectiveness - Inexpensive materials used effectively

Sustainability - materials with a low embodied energy and locally sourced where possible

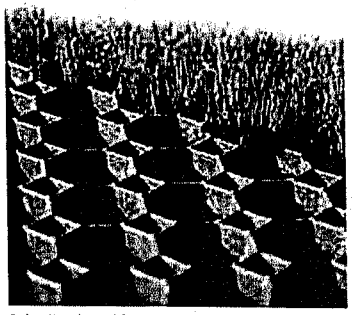
Appearance - appropriate to the context and to the building type

Bodpave™ Paving Grids

BODDINGTONS

Bodpave™

Bodpave™ is a cellular interlocking grass paving system designed to reinforce the ground for vehicle and pedestrian use. Bodpave is an environmentally friendly product as it is manufactured from 100% recycled HDPE (high density polyethylene). The grids are chemically inert, non-toxic, UV stabilised and are the perfect solution to converting grass prone to muddy conditions and rutting into surfaces capable of being used as car parks, driveways, emergency access routes, golf buggy paths, and light aircraft taxiways, etc.

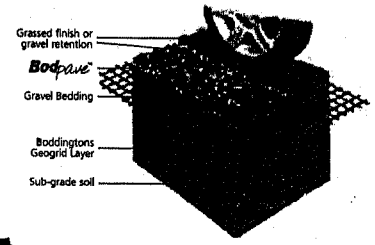


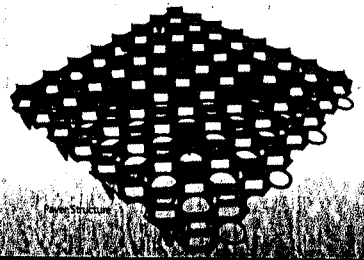
Bodpave™ can be used for many applications where regular traffic is in operation whilst sustaining the natural green environment.

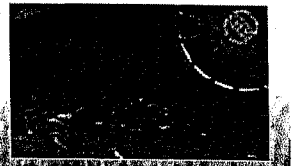
Bodpave™ is designed to be laid onto a well drained level surface that has a layer of a gravel bedding and a geogrid installed to add ground support. The thickness of this bedding is dependant on the load that will be exerted on the grid. The grid's honeycomb cells can either be filled with a mixture of soil, sand, compost and seed to produce a natural grass finish (alternatively turf can be laid over the filled cells), or they can be filled with gravel to produce a decorative path or driveway.

Bodpave™ grids are simply connected together and are quick to lay – up to 40m² per hour. The grids incorporate a small 'taproot' spike which is fixed though the adjacent grid's loop fixing to give good anchorage and stability to the adjacent grid and the ground.

- Permanent grass car parks
- Emergency access routes
- Light aircraft taxiways
- Vehicle access routes
- Golf buggy paths







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Grid System

Grass Protection Mesh

BODDINGTONS

Grassprotecta™

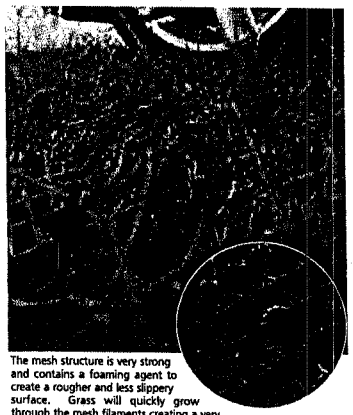
GrassProtecta™ grass protection mesh is a heavy duty, thick extruded thermoplastic grid for protecting and reinforcing grassed areas prone to becoming muddy and rutted in wet conditions. Applications include grassed car parks, overflow car parks, light aircraft taxiways, grass paths, emergency access routes, equestrian surface reinforcement, grass verge protection & caravan parks.

GrassProtecta™ is laid directly onto the grassed surface and secured every metre by steel U-pins. If the surface is uneven, measures should be made to level and fill any depressions with a mixture of sand, topsoil and seed. The grass roots will quickly grow through the mesh apertures and will intertwine with the mesh filaments, creating a very strong stable surface. It is advisable to allow the grass to grow through the mesh before use. The grassed area will soon resume its natural appearance as the mesh disappears beneath the surface.

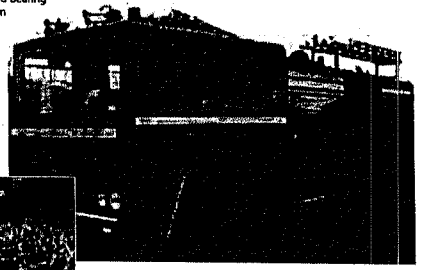
Manufactured from high density polyethylene, the thermoplastic mesh incorporates a blowing agent which gives the mesh a rougher feel thus creating a less slippery surface. The mesh is coloured green, UV stabilised, rot resistant, chemically inert and therefore provides a long term reinforcement solution.

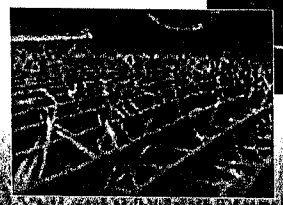
GrassProtecta™ is manufactured in two grades, Standard and Heavy to suit different load bearing capacities, and is available in 1m and 2m wide rolls and in flat sheet packs.

- High level of reinforcement - up to 8 tonnes per axle (imposed load)
- Can be laid for temporary use or for permanent applications
- Fast and cost effective installation compared to paving grids
- No excavation or soil removal necessarily required.



The mesh structure is very strong and contains a foaming agent to create a rougher and less slippery surface. Grass will quickly grow through the mesh filaments creating a very strong stable surface capable of supporting regular vehicular traffic.





GrassProtecta™ is ideal for reinforcing fire engine and other emergency service access routes, as it is designed to resist higher load bearing capacities.

For this application we strongly recommend that a suitable sub-base is built to ensure adequate support. Please contact our area office for [illegible]

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Protection Mesh

Kingfisher Pool

As part of this study we have been asked to consider the vehicular access and parking to Kingfisher Pool. Vehicles currently cross Myton Fields on a path worn by use. In order to protect the grass, and maintain the visual appearance of a grass field their are two approaches that can be considered;

Grid System

This would require a strip of turf to be removed, and re-seeded once the paving grids are installed. The alternative would be to use gravel infill, however this would not be approriate for a route that is used so infrequently. This is the more labour intensive and costly option.

Protection Mesh

A pretcetion mesh is laid over existing grass which then gors through the mesh. This is the less costly option, but would have the disadvantage of being more visible as the mesh is not buried.