



City of Plymouth

Report

by

The City Engineer

on

**Central Park**

to

Leisure Services Committee

27th August 1981

D. M. Hutton, C. Eng.,  
F.I.C.E., F.I.Mun.E.,  
City Engineer,  
Civic Centre,  
Plymouth.

REPORT OF  
THE CITY ENGINEER  
to the  
LEISURE SERVICES COMMITTEE  
ON THURSDAY, 27TH AUGUST, 1981

-----  
CENTRAL PARK  
-----

1. Attached is a detailed report on Central Park as previously requested by your Committee (Minute No. 365 of 1979/80 refers). The report outlines the history and development to date of the Park and also details several present problems with their preferred solutions together with other opportunities for enhancing the Park and its facilities to the benefit of the City as a whole.
2. In preparing this report various issues have been identified and although these are generally not specific to Central Park they are nevertheless worthy of wider consideration and these are also referred to.
3. Because of the importance and complexity of several of the matters referred to it is felt that this item should be dealt with over two cycles:-

At this first meeting the report should be taken through carefully and the main problems, solutions and opportunities discussed in broad terms with opportunity being given for other difficulties and options to be raised. This would then give time for some of these questions to be reconsidered and developed so that by the time of the second cycle ideal solutions will have emerged and considered decisions taken. Nevertheless this report does include quite specific recommendations at this stage since it is felt this will help to give some structure to the discussions at Committee.

4. These main recommendations are included at the back of the report but in broad terms the policy being put forward for Central Park is as follows:-
  - (i) Limit any further building works to that already approved.
  - (ii) Improve character and landscaping of park.
  - (iii) Prevent vehicular intrusion and improve parking facilities.
  - (iv) Reduce organised team games.
  - (v) Provide facilities for minor sports (tennis and bowls).
  - (vi) Absorb Ford Park Cemetery.

D. M. HUTTON  
City Engineer

August, 1981.

The Report is in 4 parts:-

- PART I : HISTORY AND DEVELOPMENTS TO DATE
- PART II : PRESENT PROBLEMS/SOLUTIONS AND OPPORTUNITIES
- PART III : WIDER ISSUES
- PART IV : SUMMARY OF RECOMMENDATIONS

A  
COMPREHENSIVE REPORT  
ON THE  
PAST AND FUTURE DEVELOPMENT  
OF  
CENTRAL PARK, PLYMOUTH



# I N D E X

## PART I

		<u>Page No.</u>
1. HISTORY	1.1 Original land purchases	1
	1.2 Land sales	1
	1.3 First commissioned report	2
	1.4 Resume of Mawson Report	2
2. DEVELOPMENTS TO DATE	2.1 Opening date	3
	2.2 Description of Park	3
	2.3 Car park	3
	2.4 Cricket Club, Bowling Green and Nursery	5
	2.5 Allotments	5
	2.6 Higher Home Park	5
	2.7 Zoo	6
	2.8 Swimming Pool	6
	2.9 Golf Course	6
	2.10 Plymouth Argyle Football Club Ltd.	6
	2.11 Model Railway	7
	2.12 Mayflower Centre	7
	2.13 Boundaries (Peripheral and Internal)	7
	2.14 Public Highways	8
	2.15 Public Conveniences	8
	2.16 Sports Pitches	9
	2.17 Children's Playgrounds	9
	2.18 Public Lighting	9
	2.19 Public Shelters	9

		<u>Page No.</u>
3. LEASES	3.1 General note	11
	3.2 Plymouth Cricket Club	11
	3.3 Plymouth Argyle Football Club Ltd.	11
	3.4 Mayflower Sports Centre	11
	3.5 Plymouth Zoological Gardens Ltd.	12
	3.6 Pounds House	12
	3.7 South Western Electricity Board	12
	3.8 Plymouth Steam Locomotive Society	12
	3.9 Golf (Pitch and Putt) Course	13

# I N D E X

## PART II

		<u>Page No.</u>
4. PROBLEMS AND SOLUTIONS		
	4.1 Car parking	15
	4.2 Vehicular intrusion into the Park	17
	4.3 Building development within the Park	18
	4.4 Lack of character of Park	18
	4.5 Pellow's Field	19
	4.6 Site for Fair and Circuses	19
	4.7 Highway Improvements	20
	4.8 Nursery/Depot	21
	4.9 Dogs	22
	4.10 Skateboard/Quarantine Area	22
	4.11 Lighting, shelters, conveniences and footpaths	23
	4.12 Cycling	24
	4.13 Boundaries	24
	4.14 Upkeep	24
5. OPPORTUNITIES		
	5.1 General note	26
	5.2 Rationalization of Sports Pitches	26
	5.3 Additional Sports Facilities	27
	5.4 Children's Playground	28
	5.5 Possible Expansion of Park	29
	5.6 Provision of Pedestrian Link	29
	5.7 Allotments	30

I N D E X

PART III

		<u>Page No.</u>
6. WIDER ISSUES	6.1 General	31
	6.2 Should Council provide capital?	31
	6.3 Open Space	32
	6.4 Expansion	32
	6.5 Lineal Park Link	32

I N D E X

PART IV

		<u>Page No.</u>
7. SUMMARY OF RECOMMENDATIONS		
	7.1 General note	33
	7.2 Recommendations	33

PART I

HISTORY AND DEVELOPMENTS TO DATE

1. HISTORY

1.1 Original land purchases:

The first conveyance to the City Council was dated 23rd November, 1925 and consisted of 201 acres. It was purchased from the Rt. Hon. John Townsend, Baron St. Levan and others at a cost of £87,000.

A further parcel of 22 acres was purchased on 13th June, 1927 for £12,356 from Messrs. G. Shellabear, G.G. Shellabear and H. Hurrell.

The last purchase of land was on 31st July, 1929 and consisted of 18 acres from Messrs. G. Shellabear and H. Hurrell at a cost of £9,900.

These three areas of land totalled 241 acres and form what has now become known as Central Park. Copies of the three conveyance plans are reproduced in Appendix A at the rear of this document and are numbered 1, 2 and 3.

1.2 Land sales:

The only sale of land from the original 241 acres has been to the South Western Electricity Board for the siting of sub-stations.

These were recent transactions and are dated as follows:-

- (i) 25th April, 1958
- (ii) 11th October, 1961
- (iii) 7th February, 1964
- (iv) 5th January, 1965

The total area conveyed was 318 sq.yds. or 0.066 of an acre and the sites are shown on Plan No. 5 in Appendix A.

HISTORY (continued)

1.3 First Commissioned Report:

In 1928 the Hoe and Parks Committee commissioned a Landscape Architect, Mr. E. Reuben Mawson, to prepare a plan for the recently purchased lands and his report was presented to the Committee on 31st October, 1928.

1.4 Resume of Mawson Report:

Mr. Mawson's report made many recommendations and several of these have since been implemented including the following:-

- (i) Existing tennis courts to be retained (subsequently removed).
- (ii) The fields used by the Cricket Club and Plymouth Argyle Football Club to be retained and the facilities improved.
- (iii) Facilities to be provided for bowls; three children's play-grounds; playing fields for soccer, rugby, cricket; swimming; putting; and a Sports Centre.
- (iv) A car park to accommodate 700-800 cars.
- (v) A four acre nursery.

Among some of Mawson's recommendations that have not yet been implemented are "lacrosse" pitches, a "wild" garden, an aviary and a rhododendron lined walk between Pounds House garden and the main park area.

The total estimated cost of implementing the Mawson report was £91,839 - 3sh. - 11d., and the report is reproduced in its entirety in Appendix B at the rear of this document.

## 2. DEVELOPMENTS TO DATE

### 2.1 Opening date:

As a result of the Mawson report the Park began to be developed and was first opened as a Public Park in July 1929 and provided a large open tract of land at the then geographical centre of the City for the inhabitants at large.

### 2.2 Description of Park:

The Park covers an area of approximately 241 acres and generally still retains its original character of farmland broken up by trees and hedges.

In short it lacks real character and is not a formal park such as many that were created within Cities at the turn of the century. In fact since the Mawson report of 1928 little landscaping work has taken place and the overall aspect is bleak, lacking in tree planting, style and character.

The building developments that have taken place are functional, do little to enhance the area and rather detract from its original concept of an attractive City Park.

The informal areas of the Park are mainly used by the residents living in the near vicinity and do not attract many from further afield, apart from those using the public facilities of the Mayflower Centre, Swimming Pool etc.

Nevertheless, the Park forms a very important breathing space within the City, is of considerable value in providing a large green belt close to the centre and adds considerably to the attractiveness of the City as a whole.

### 2.3 Car Park:

- (i) The Mawson report suggested providing a 700-800 space car park and this was sited in its present position between Plymouth Argyle Football Club ground and Outland Road and covers an area of approximately 5 acres.



Car Park (continued)

(ii) Previous report:

A comprehensive report on car parking was presented to the Leisure Services Committee on 6th March, 1980 and dealt in detail with proposals for controlling vehicular access to the Park and the allied problem of car parking.

It is proposed to deal with the present problems and possible solutions in Part II of this report and confine this section to a list of parking areas, their locations and their capacities.

(iii) Present car parks:

Plan No. 6 in Appendix A shows the existing authorised car parking facilities in the Park, which are:-

(a) Public car parks -

- (i) The main park at Outland Road - area approximately 4.8 acres, capacity 700 cars with conventional parking, approximately 1200 on Plymouth Argyle match days.
- (ii) Adjacent to Swimming Pool - capacity 44 cars.
- (iii) Mayflower Sports Centre - capacity 58 cars.
- (iv) Pounds House - approximately 18 cars.

Thus the total spaces available for general members of the public is  $700 + 44 + 58 + 18 = 820$  spaces.

(b) Private car parks -

- (i) Higher Home Park.
- (ii) Plymouth Cricket Club.
- (iii) City Engineer's Nurseries.

The private parks are available to members of the individual organisations listed and under normal circumstances are adequate.

(iv) Unauthorised parking:

Unauthorised and indiscriminate parking occurs within the Park, particularly on match days at the rear of Knollys Terrace, Alma Road, in the Swimming Pool car park and around the Mayflower Centre.

Plan No. 6 in Appendix A also shows the private and unauthorised vehicular parks within the Park.

DEVELOPMENTS TO DATE (continued)

2.4 Cricket Club, Bowling Green and Nursery:

It is believed that the Cricket Club was in existence at the time of the original purchase and that the bowling green and the Nursery were formed during the initial construction period.

2.5 Allotments:

(i) General note

All the lands on which allotments are sited were included in the original land purchase of 1925 but were then open parkland. They are still confined to the same two areas - Central Park Avenue and Peverell Park Road.

(ii) Central Park Avenue

Consists of two sites totalling 184 allotments. The first was formed under an agreement dated 27th April, 1933 between the City and the "Lord Mayor's Committee for the Social Welfare of the Unemployed" and consisted of a parcel of land "seven acres three roods and ten perches" in area!

A further area of 5.41 acres was leased to the same Committee on 13th February, 1934.

(iii) Peverell Park Road

A further area of 29.3 acres was formed on the north-east boundary during the "Dig for Victory" campaign during 1939-45. 151 allotments are available and can be terminated by 12 months' notice on either side.

(iv) Statutory

It is considered by the Chief Executive and Town Clerk that none of the abovementioned allotment sites are "Statutory" and the use of this land can therefore be terminated by notice and could revert to parkland if the Council wished.

The allotment areas are shown on Plan No. 4 in Appendix A.

2.6 Higher Home Park:

During World War II (1939-45) the American Army took over Higher Home Park and covered the western half with steel framed buildings. After they left the buildings were removed leaving the concrete floors intact and visible evidence of steel columns having been burned off at ground level.

The concrete floors now provide a vehicle hardstanding for Members of Plymouth Argyle Vice Presidents' Club.

Cont'd./

DEVELOPMENTS TO DATE (continued)

2.7 Zoo:

In 1962 the 5.8 acre Gilbert's Field was leased to Plymouth Zoological Gardens Limited as a Zoo and in its heyday was a popular venue.

2.8 Swimming Pool:

During 1965 a public swimming pool was constructed together with a cafeteria with parking spaces for 44 cars.

The pool and car park occupy an area of approximately 0.5 of an acre.

2.9 Golf Course:

The pitch and putt golf course was also constructed during 1965 and in 1980 a licence was granted to Professional Golf Ranges Limited of Newquay to administer the Course.

2.10 Plymouth Argyle Football Club Limited:

The Club was first formed in 1888 and has occupied its present ground in the Park since 1903. In 1975 Plymouth Argyle Football Club were leased approximately 7.0 acres of grassland to provide a training ground and practice pitches for the Club professionals.

In 1979 the Club constructed in co-operation with the City Council a Football Community Scheme with grant aid from the Sports Council on the eastern half of Higher Home Park partly to help combat football hooliganism. This covered an area of approximately 2 acres and remains in use.

DEVELOPMENTS TO DATE (continued)

2.11 Model Railway:

In 1978 the Plymouth Steam Locomotive Society were given permission to lay out a model railway track adjacent to the bowling greens.

The agreement is renewed annually and the track covers an area of approximately 0.5 of an acre.

2.12 Mayflower Centre:

The original Mayflower Centre was constructed in 1970 as an exhibition hall in connection with Mayflower Year. In 1971 after the construction of an ancillary building it was opened by H.R.H. Princess Anne as a multi-purpose Sports Hall. A Bowls Hall was added in 1973 and the Lower Hall was constructed in 1978. The original intention was to provide an athletics track which would complement the existing facilities but due to financial restraints this has now been provided at Brickfields.

The complex at present covers an area of approximately 1.8 acres and has car parking for approximately 58 cars.

The Centre is well used and administered by the Mayflower Trust to whom it is leased.

2.13 Boundaries (Peripheral and Internal):

(i) Location and types

Plan No. 7 in Appendix A shows the differing types of internal and external boundaries and their locations within the Park.

The Park contains a great variety of boundaries from Victorian cast iron ornamental fencing to stone walls, hedges and chain link fencing and it is not known at which stages these were introduced.

(ii) Generally, all the external boundaries face public highways except that alongside the Plymouth, Devonport and Stonehouse Cemetery.

2.14 Public Highways:

(i) General description

Two public highways which existed when the Park was first acquired are located in the Park, Gilbert Lane and Venn Lane. The latter actually bisects the Park from Outland Road to Peverell Park Road whilst Gilbert Lane runs from Outland Road to a dead end at the north-east corner of Lane End Field.

(ii) Venn Lane

Venn Lane is subject to a "prohibition of driving" order (e.g. all motor vehicles prohibited) and bollards are positioned at the east end.

(N.B. The location of the bollards at Peverell Park Road end of the lane allows unofficial parking for a dozen or so cars).

(iii) Gilbert Lane

Gilbert Lane has a "prohibition of driving" order for that part of the lane forming the northern boundary of "Pellow's Field". The remainder is accessible to vehicular traffic and is used to gain access to Higher Home Park and the Quarantine premises.

Both Gilbert Lane and Venn Lane are shown on Plan No. 5 in Appendix A at the rear of this document.

2.15 Public Conveniences:

(i) Locations

There are three public conveniences constructed many years ago sited within the Park and their locations are shown numbered 1 to 3 on Plan No. 8 in Appendix A. They are:-

1. At the most northerly part of the Park at Outland Road, just north of Pounds House.
2. Approximately half-way between Barn Park Road entrance and the disused Skateboard Park.
3. On the south-west side of the roundabout lying between the Mayflower Sports Centre and the bowling greens.

(ii) Description

Generally their condition is rarely satisfactory as they suffer from vandalism which necessitates frequent repairs.

2.16 Sports Pitches:

Present Location - The present location of all rugby, soccer and cricket pitches developed since acquisition are shown on Plan No. 9 in Appendix A.

It is considered that only certain pitches are worthy of retention and improvement when the pitches at Staddiscombe become available later this year and those at Roborough in a few years time and this will be detailed in Part II together with proposals for improvement.

2.17 Children's Playgrounds:

Locations - Four children's playgrounds generally constructed many years ago are located within the Park and their sites are shown numbered 1 to 4 on Plan No. 8 in Appendix A. They are:-

- (i) The largest, situated at the junction of Alma Road and Outland Road.
- (ii) Between the allotments at Central Park Avenue and the rear of Knollys Terrace, Alma Road.
- (iii) Opposite Inverdene at its junction with Glendower Road.
- (iv) Just north of Pounds House.

They are very well used although vandalism is a problem as elsewhere.

2.18 Public Lighting:

(i) Positions of lighting points

Apart from the periphery, which receives light from the adjoining public highway lighting, only the two footpaths bisecting the Park north-south and east-west are lit by public lamp columns.

These positions are shown on Plan No. 8 in Appendix A.

(ii) Types of lamp columns and fittings

Columns are usually steel with either a swan-necked cut-off lantern or a post-top type. The lighting generally is 145 watt tungsten units.

2.19 Public Shelters:

(i) Locations

There are seven public shelters constructed over a period of years scattered around the Park and their locations are shown on Plan No. 8 in Appendix A.

Public Shelters (continued)

(ii) Condition

Generally they suffer from vandalism which necessitates frequent repairs, especially those near the Golf Course and the children's playground at Milehouse but it is considered that they should be retained even though their condition is not very satisfactory.

### 3. LEASES

#### 3.1 General note:

The leases presently current are held by private or commercial clubs, generally with no free access to facilities for the general public.

A list of all current leases is given below.

Plan No. 4 in Appendix A delineates all the leased areas.

#### 3.2 Plymouth Cricket Club:

Lease dated 1st June, 1969 for a term of 28 years. Area of land leased is approximately 7 acres. (A formal request has been received for a minor revision to their southern boundary which can be accommodated on a "give and take" basis).

#### 3.3 Plymouth Argyle Football Club Ltd:

The Club has three leases from the City as follows:-

- (a) Home Park (the football stadium) - lease dated 17th August, 1962 for a term of 50 years. The area is approximately 7.0 acres.
- (b) Harper's Field - lease dated 1st December, 1975 for a period of 38 years from 17th August, 1974. Area approximately 7 acres.
- (c) Higher Home Park - site divided more or less equally between Argyle's Football Community Scheme (constructed in 1979) and car parking space for 200 Vice Presidents' Club Members on match days. Lease dated 29th September, 1978 for a period of 7 years. Area approximately 2 acres.

#### 3.4 Mayflower Sports Centre:

Lease dated 13th June, 1971 for a period of 42 years - area approximately 1.8 acres.

(N.B. Planning approval has been granted for a further extension to provide squash courts, a further area of approximately 0.4 of an acre. These buildings occupy the sites of the original tennis courts and there are now no public tennis courts in the Park).



LEASES (continued)

3.5 Plymouth Zoological Gardens Ltd:

Lease dated 25th March, 1978 for a period of ten years for Gilbert's Field, an area of approximately 5.8 acres.

(N.B. The Zoo ceased to function as such in 1978/79 and most of the site was given over to a Skateboard Park, the remainder continuing to be used as a commercial quarantine. In 1980 the Skateboard Park was closed down but the commercial quarantine facility continues to be used. It is recommended that this facility be continued for the life of the lease and further consideration then be given as to whether it should be terminated and the area revert to parkland.

3.6 Pounds House:

Several agreements and leases are current for the house premises viz:-

- (a) Agreement dated 1st June, 1964 for the occupation of premises by R. and J. Martin.
- (b) Agreement dated 4th April, 1967 for occupation of premises by J.C. Hull in conjunction with his responsibilities as Caretaker.
- (c) Agreement dated June 1969 with Plymouth Camera Club.
- (d) Lease dated 30th November, 1979 with Secretary of State for Social Services for a period of 5 years from 1st April, 1977 for part of the ground floor.
- (e) Lease dated 30th April, 1981 with Devon County Council for a period of 6 years from 1st June, 1980 for use as library premises.

3.7 South Western Electricity Board:

Lease dated 27th March, 1968 for a period of 30 years from 1st January, 1969 for a sub-station site.

3.8 Plymouth Steam Locomotive Society:

Agreement dated 4th July, 1978 renewed annually.

LEASES (continued)

3.9 Golf (Pitch and Putt) Course:

Licence with Professional Golf Ranges Limited of Newquay for a three year period from 1st April, 1980.

PART II

PRESENT PROBLEMS/SOLUTIONS AND OPPORTUNITIES

4. PROBLEMS AND SOLUTIONS

It is proposed to list the main known problems and then deal with each in turn. They are:-

- 4.1 Car parking
- 4.2 Vehicular intrusion into the Park
- 4.3 Building development within the Park
- 4.4 Lack of character of Park
- 4.5 Pellow's Field
- 4.6 Site for Fair and Circuses
- 4.7 Highway Improvements
- 4.8 Nursery/Depot
- 4.9 Dogs
- 4.10 Skateboard/Quarantine Area
- 4.11 Lighting, shelters, conveniences and footpaths
- 4.12 Cycling
- 4.13 Boundaries
- 4.14 Upkeep

## PROBLEMS AND SOLUTIONS (continued)

### 4.1 Car Parking:

#### Problems

Car parking problems are created partly by the inadequate size of some existing parking areas and partly by inappropriate siting.

- (i) Mayflower Centre - The Centre has recently been granted planning permission to construct squash courts and also to re-locate their main entrance from the north side to the western side and this will obviously generate more vehicular traffic to the Centre. It is argued by the Trust that there is inadequate parking close to the Centre.
- (ii) Swimming Pool - The full development of this complex calls for a diving pool and a learners' pool to be constructed. These are scheduled in Category 3 in the Major Projects list for 1982/86 and these proposals will eventually generate more vehicular traffic. Inadequate parking is often apparent.
- (iii) Plymouth Argyle Football Club - The ultimate aim of the Club is obviously First Division status and therefore any success the Club has will generate more vehicular traffic. The present car park arrangements seem adequate for present spectator levels.
- (iv) Knollys Terrace, Alma Road - The major problem here is rugby/soccer players using the changing rooms at the rear. Although some congestion is obviously caused by visitors to the several guest houses situated in the Terrace.
- (v) Pounds House - Parking occurs on the left-hand side of the entrance road and is taken up mainly by people either working there or attending the clinic. This leaves no space for casual visitors to the House or members of the public who wish to stroll in the adjacent grounds.
- (vi) Peverell Shopping Corner - Street parking is permitted in Peverell Park Road, St. Martin's Avenue and Pounds Park Road. These of course all necessitate a fair walk, crossing a busy highway in the process and there is local demand for off-street facilities.
- (vii) Commercial Vehicle Parking - This has taken place on the main Outland Road car park and whilst intended to be limited to overnight stays and to the area furthest from Outland Road it has become abused.

#### Solutions

- (a) It is recommended that problems (i) and (ii) (Mayflower Centre and Swimming Pool) in 4.1 above can be solved by providing a surfaced car park for about 200 cars west of the Mayflower Centre in the location shown on Plan No. 1 in Appendix C.

This car park can be extended should the need arise when the main car park at Outland Road is reduced in size due to a Devon County Council road scheme.

PROBLEMS AND SOLUTIONS (continued)

Car Parking:

Solutions (continued)

- (b) It is recommended that this car park be controlled by Pay and Display method and be bounded by a densely planted area of trees and shrubs on the west side.
- (c) This solution also solves two further problems - that of providing car parking at a reasonable distance from the bowling greens and a hard-standing for use by visiting Fairs, Circuses and other activities like the Royal Ballet. (Though with the Theatre Royal due to open in 1982 there is less likelihood of this latter event using the Park again).
- (d) It will be seen that the proposed car park will encroach on to the existing children's playground at the junction of Alma Road and Outland Road. Because of this, and also to help supervision by the Parks Supervisors, it is recommended that this playground be reconstructed in the position shown on Plan No. 1 in Appendix C e.g. east of the Swimming Pool, at the rear of the changing accommodation and public conveniences, an area known as Will's Field.
- (e) It is realised that on Argyle match days the proposed new car park west of the Mayflower Centre could be used by soccer fans and players. To simplify administration the proposed Pay and Display system should remain in use on match days.
- (f) Knollys Terrace should have a narrow strip of land taken from the Park and earmarked as a car park. This land would become isolated from the main park should the present proposed Pennycomequick Flyover Scheme be implemented. The present approved line for this is shown on Plan 1 in Appendix C. (N.B. That "in exchange" for giving up this area of parkland, the reclamation of Stonehouse Lake was provided).
- (g) The problems of shoppers car parking at the shopping area at Outland Road/Peverell Park Road can be solved by providing a small car park opposite Hope Baptist Church. This would necessitate losing a few allotments.  
  
Ideally this car park (for say 30 cars) could also serve members of the public who wish to stroll around the Pounds House area. This recommendation is shown on Plan No. 1 in Appendix C.
- (h) It is recommended that commercial vehicles be allowed to continue to park in the main car park at Outland Road but that a specific area be allocated for this purpose and that consideration be given to a charge being made. (N.B. Administrative costs may negate any financial advantage but would help control the situation).

PROBLEMS AND SOLUTIONS (continued)

4.2 Vehicular intrusion into the Park:

Problem

Continued complaints are received about the movement of vehicles along the various footpaths and grassed areas within the Park. Restrictions have been made to try and limit these which include Argyle, Parks and Quarantine staff as well as the public occasionally, if barriers are not replaced.

Solution

- (a) It is recommended that Gilbert Lane be extinguished as a Public Highway from Outland Road throughout its full length to Lane End (shown on Plan No. 5 in Appendix A). This will effectively pedestrianise that part of the north-south access road alongside Argyle's western boundary but can only be done in conjunction with (b) below.
- (b) In order to give access to Higher Home Park and the Commercial Quarantine, a short new access road be constructed on the north side of the Mayflower Centre continuing eastwards to the Centre's Car Park and Higher Home Park.

Access to the Commercial Quarantine will be from this new access road along Gilbert Lane on the south side of Higher Home Park as at present.

Bollards would also prevent a north or south turn at this "cross-roads" - Argyle's vehicular access to Home Park would be through Higher Home Park and thus free the road alongside their west stand from vehicular traffic.

This work is shown on Plan No. 2 in Appendix C.

- (c) It is recommended that the road referred to in (b) be the only public vehicular access road into the Park. Therefore, in order to prevent the access of vehicles from the main car park at Outland Road the following work is recommended:-

Erect barrier gates at positions A, B and C on Plan No. 2 in Appendix C - these to be opened by the Police ONLY ON MATCH DAYS (this recommendation is supported by the Police). This prevents vehicular traffic using the peripheral road to the main car park and further access into the Park.

The three accesses to the main car park should be retained although it is strongly recommended that only the centre one remain open except for match days.

Access to the Nursery can be obtained from this central entrance and from the Nursery into the Park as shown. This entrance could also be used by the emergency services.

- (d) An alternative to the suggestion to erect barrier gates at positions A, B and C would be to make these barriers permanent and absorb the peripheral road into the car park. The public transport buses which park along the peripheral road on match days would be accommodated within the car park but alongside Outland Road. This would prevent the Police from using the peripheral road as a public highway on match days. (This recommendation is not supported by the Police).

4.3 Building development within the Park:

Problems

- (i) There is concern that the recent building developments have eroded the original concept of the Park and that there is a danger of the Park becoming a "concrete jungle".
- (ii) Clearly the Mayflower Centre and the Swimming Pool do provide important recreational activities at a central and accessible spot but there is a conflict between these and general open Park activities.

Solutions

(a) Mayflower Centre

It is strongly recommended that when the present proposals have been constructed (for which Planning Approval has already been granted) no further development be permitted.

(b) Swimming Pool

It is recommended that provision for learner and diving pools be made but that no further development be permitted thereafter.

4.4 Lack of character of Park:

Problems

- (i) As previously mentioned in 2.2 the Park lacks character generally associated with a City Park and there is lack of continuity between areas such as Pounds Park and adjacent areas.
- (ii) Very few, if any, specimen trees are to be found within the main Park, neither are there to be found the avenues and areas of large shrubs one would expect to find after sixty years or so.

Solutions

- (a) It is proposed that the eastern side of the Park be the subject of a landscape programme to engender a countrylike feeling of woodland walks and shrubberies. This would stretch from Pounds House to Pennycomequick. Details of this scheme will be prepared after consideration of this Report when Committee's views are known.
- (b) It is recommended that Venn Lane be extinguished as a public highway and become a park path, then both hedges be partially removed as shown on Plan No. 3 in Appendix C. It is felt that this would open up Pounds House parkland to the rest of the park and really become part of the parkland described in (a) above.
- (c) A programme of further tree planting around the Park be implemented.



4.5 Pellow's Field:

Problem

Pellow's Field is used at present as a cricket pitch and is bounded by two roads over which cars and pedestrians all continue to pass. It has been found by experience that the very short distance between the wicket and the boundary constitutes a very real hazard to both cars and pedestrians alike and that it is an unsuitable site for this sport.

Solution

It is strongly recommended that NO organised games be allowed on this field but that several trees and/or shrubs be informally planted, seats provided and that the area become a play/recreation/walking/sitting area. This will provide a definite green wedge between the dense blackness of the main car park and the angular features of the Mayflower Centre.

The cricket pitch would be transferred to Barn Park which would be easier to upgrade, having the necessary space etc. (see paragraph 22 of this report).

Pellow's Field is shown on Plan No. 3 in Appendix C.

(N.B. The original layout of the Mayflower Centre envisaged the use of Pellow's Field as a car park but the Trust has agreed with recommendations similar to those contained above).

4.6 Site for Fair and Circus:

Problems

- (i) A medium size Circus requires a fairly level site of approximately 60m x 60m away from residential property for its tent plus parking space for animal cages, caravans, vehicles etc.
- (ii) A Fair requires a similar if not slightly larger area, ideally paved.
- (iii) No ideal paved site is available in Central Park at present although both Circuses and Fairs continue to accept the only option of the inadequate sloping grassed areas at the southern end near Milehouse.

Solutions

- (a) It is recommended that all visiting Fairs and Circuses be accommodated on the proposed new car park described in 4.1 and shown on Plan No. 1 in Appendix C.
- (b) As at present the larger vehicles could still be parked in the main car park at Outland Road.



4.7 Highway Improvements:

Problems

- (i) The Park is bounded on its north and west sides by primary distributor roads (Outland Road and Alma Road) and both are subject to future improvements which will impinge on the Park. The intersection at Milehouse junction will also be implemented in the future and this again will affect the Park in that vicinity.
- (ii) Only one route has been defined in detail as yet, that at Pennycomequick passing to the rear of Knollys Terrace.

Solutions

General Note - All these proposed road improvements are important to the City as a whole and subject to agreement on the detailed alignments/land take the principle of land being required from the Park should now be acknowledged.

(a) Pennycomequick Flyover

Reference is made to Plan No. 1 in Appendix C and from this it can be seen that the route bisects the south-west corner of the Park.

As the proposed highway will probably be in cutting behind Knollys Terrace a bridge will be required near here to gain access to this part of the Park.

This proposal supports the use of the remaining land between the highway improvement and Knollys Terrace as a car park. The effect of the road improvement on the children's playground will be discussed later in this report.

(N.B. This scheme was approved several years ago but in my view should be reconsidered when first included in the County's major highway programme).

(b) Milehouse Junction

A preferred line has not yet been issued by Devon County Council. However, an estimated line is shown on Plan No. 1 in Appendix C and can be seen to require a considerable area of land, particularly the main car park. This means the provision of a car park as suggested in 4.1 (a) of this report is even more necessary.

(c) Outland Road

A long term plan for dualling Outland Road was included in the Devon County Council Plymouth Transport Plan of 1974 and is included in the County's T.P.P. Programme for commencement before 1990. This will further underline the necessity for a car park as recommended in 4.1. The approximate line is also shown on Plan No. 1 in Appendix C. This may affect Elm Cottage (28 Outland Road). If so, it is recommended that consideration be given to acquiring the freehold of the land on which Elm Cottage and the Kennels stand and absorbing it into the Park.

PROBLEMS AND SOLUTIONS (continued)

Highway Improvements:

Solutions (continued)

- (d) It is also recommended that as soon as road improvement lines are known planting should take place (either trees/shrubs or hedges) to ensure some screening prior to the works starting. (Some advance hedge planting has already taken place along part of the Outland Road frontage even though the full land take is not yet known).

4.8 City Engineer's Nursery/Depot:

Problems

- (i) Dangerous access/egress direct to Outland Road.
- (ii) The changed function over the years of the propagating nursery/local park depot to a central depot for all vehicles involved in Parks activities and also for the storage of plant and materials, raises the question of whether this should be continued in the future because of its intrusion into the Park and poor access.

Solutions

- (a) The access/egress direct to Outland Road be permanently closed.
- (b) Clearly, Central Park Depot will need to continue in its present form at least in the short term for financial reasons but consideration should be given to the re-location of the vehicle park and that part of the Depot which presently serves a wider area of the City.
- (c) The two timber framed semi-detached houses were erected in 1970 for Nursery Staff and it is recommended that no changes be made to this arrangement.
- (d) In passing, only two other "houses" lie within the Park boundary, Pounds House and its Lodge, both of which formed part of the conveyance dated 13th June, 1927.

4.9 Dogs:

Problem

Several complaints are received about dogs fouling grassed and paved areas much to the concern and annoyance of other Park users. However, it would be impossible to completely ban the entry of dogs into the Park nor would one wish to do so and of course such a ban would be very costly and impractical to enforce. Nevertheless it is felt that an attempt should be made to restrict dogs from particular areas such as Pounds Park.

Solutions

- (a) It is suggested that the area shown on Plan No. 3 in Appendix C be completely closed to dogs and consideration be given to amending the Bye Laws.
- (b) Although consideration has been given to the provision of dog loos as some have recommended in the past, other Authorities have generally found them to be unsuccessful. It is therefore recommended that none be provided.

4.10 Skateboard/Quarantine Area:

Problems

- (i) Skateboard Park: Until very recently a large area (approx. 7 acres) covered with concrete. Problem is now being solved as Chipperfields have formally agreed to give up their lease of the area and clearance work by them is in hand as required under the terms of the lease.
- (ii) Commercial Quarantine: Covers a relatively small area. Causes some vehicular movement within the Park but as several weeks of food supplies have to be delivered at once this is only a minor problem.

Solutions

- (a) On completion of the Skateboard Park clearance it is proposed that the area become an enclosed ornamental garden with specimen trees, shrubs and other planting. Being enclosed it could also become a "dog free" area.  
This area is shown on Plan No. 6 in Appendix C.
- (b) Commercial Quarantine - It is recommended that this feature be retained for the present and if it is decided appropriate to continue it beyond the end of the present lease then the full significance of the commercial value of the site be reflected in the next rent review or lease negotiations.  
This area is shown on Plan No. 6 in Appendix C.

PROBLEMS AND SOLUTIONS (continued)

4.11 Lighting, shelters, conveniences  
and footpaths:

Problems

- (i) Lighting: Reference is made to Plan No. 8 in Appendix A which shows the location of the existing lamp columns within the Park.  
The main problem here is one of vandalism with lamps being continually smashed.
- (ii) Public Shelters: Again, vandalism is the main cause of concern.
- (iii) Public Conveniences: Again, suffer from vandalism and mis-use.
- (iv) Footpaths: These are showing the need for repair beyond the normal run of maintenance.

Solutions

- (a) Lighting: Generally the level of lighting in the Park is adequate and as equipment becomes obsolete it is being replaced with more efficient vandal-proof and up-to-date equipment. It is recommended that the footpath lighting in the vicinity of the Mayflower Centre, Swimming Pool and proposed car park be generally upgraded to aid the undoubted increase in "evening traffic" which the already approved development will produce.  
This could also be extended to the footpaths alongside the proposed tennis courts and bowling greens to take into account the possible floodlighting of these facilities. The recommended positions for new lamp columns are shown on Plan 8 in Appendix A.
- (b) Public Shelters: There would appear to be no demand for additional shelters and the present one in the children's playground near Milehouse junction will disappear under the road widening scheme.  
It is recommended that this not be replaced and the present policy of repairing as necessary be continued with efforts being made to gradually change those aspects which are particularly prone to vandalism with alternative and preferred materials.
- (c) Public Conveniences: It is recommended that no further public conveniences be constructed within the Park because of the vandalism which necessitates frequent and expensive repairs but that the existing ones be retained.
- (d) Footpaths: It is recommended that a programme of footpath resurfacing/reconstruction be carried out as required to raise and thereafter maintain them to a reasonable standard.

PROBLEMS AND SOLUTIONS (continued)

4.12 Cycling:

Generally there are various restrictions on cycling in the Park but cycling is permitted -

- (a) in certain specified areas and
- (b) on specified footpaths between certain hours as indicated on conspicuous notices erected nearby.

Thus as the Council have powers to make rules for particular areas and circumstances it is recommended that no changes be made to the existing Bye Laws.

4.13 Boundaries:

Problem

Certain boundary fences, particularly those alongside Outland Road near Pounds House and alongside the Golf Course at Alma Road, are in very poor and in some instances dangerous condition and practically no expenditure has been incurred on such maintenance over many years.

Solution

It is recommended that a programme for replacement and maintenance of boundary fencing be drawn up and high priority given to providing funds for such work.

4.14 Upkeep:

A comparison of the staffing levels of the Park (excluding Nursery personnel) for 1973 and 1981 is given below.

	<u>1973</u>	<u>1981</u>
Foremen	1	1
Craftsmen/Groundsmen	3	3
Craftsmen/Gardener	3	1
Gardeners	3	2
Labourers	5	3
Park Attendants	5	2
Apprentices	<u>2</u>	<u>-</u>
TOTAL:	22	12

Upkeep (continued)

1977/78

The cost in this financial year of upkeep/maintenance is estimated at £ 90,000 (including maintenance of sports pitches/bowling greens). Generally the landscaping proposals put forward in this report are unlikely to require an increase in staffing levels whilst if centralisation of bowling greens and tennis courts takes place additional costs in Central Park would probably be offset by savings elsewhere. The main need is for additional expenditure on maintenance of boundaries/paths etc. and the provision of monies for enhancing the character of the Park. Further Park Attendants would help to limit vandalism and improve public safety and relations but are very costly and it cannot be justified at present.



## 5. OPPORTUNITIES

### 5.1 General note:

Apart from solving the existing problems, there are opportunities which could be taken to further develop the Park and its related activities e.g.

Rationalization of Sports Pitches

Additional sports facilities

Children's Playground

Possible Expansion of Park

Provision of Pedestrian Link

Allotments

### 5.2 Rationalization of Sports Pitches:

There is opportunity to rationalize the location of sports pitches throughout the City with the availability of the new sports facilities at Roborough and Staddiscombe and to take some inadequate pitches out of use in Central Park.

#### (a) Cricket Pitches

As described in 4.5 (a), Pellow's Field cricket pitch is proposed to be relocated at Barn Park. There is opportunity for this site (Barn Park) to be improved and upgraded to cater for adult league games (and also Schools Sports). It should be noted that the playing of league games usually requires the provision of a pavilion for changing and teas although this facility is not necessary for evening cricket. It is recommended that efforts be made to provide such a pavilion as and when the need arises.

It is proposed to relocate the artificial cricket wicket at Barn Park to a new position between the two soccer pitches at Barn Park as this will provide a satisfactory outfield.

It is also proposed to retain the cricket square south of the present soccer pitch known as "Tip Site No. 2". Thus, apart from Plymouth Cricket Club there will be two cricket squares available for public use within the Park. As both pitches lie within the proposed tree planting area, the strolling public will still have the vista of cricket being played in a parkland setting.

Plan No. 4 of Appendix C shows the proposed cricket pitches to be left within the Park.

#### (b) Soccer Pitches to be returned to Parkland or other activity

When the pitches at Staddiscombe become available later this year (and Roborough in 1982-86), it is proposed that the following soccer sites be returned to parkland or other park activity:-

- (i) Playing Field (east of Plymouth Cricket Club Ground).
- (ii) Reservoir Field.
- (iii) Lane End.

## OPPORTUNITIES (continued)

### Rationalization of Sports Pitches:

(b) Soccer Pitches to be returned to Parkland or other activity (continued)

- (iv) Stadium Field (to become putting area).
- (v) Tip Site No. 1 and part of 2.
- (vi) Exhibition Field.

Their locations are shown on Plan No. 5 in Appendix C.

(c) Soccer Pitches to be Retained

It is proposed that only three soccer pitches be left in the Park:-

- (i) Love's Field.
- (ii) Cottage Field.
- (iii) Will's Field.

These are reasonable pitches but only Will's Field and Cottage Field are close to changing accommodation, car parking and the central sports area. Their locations are shown on Plan No. 6 in Appendix C.

(d) Rugby Pitches

Only two rugby pitches exist in the Park:-

- (i) Knollys Terrace pitch will be affected by the Pennycomequick Flyover Scheme. When this occurs the remaining area could become part of the golf course as that too will obviously lose a considerable amount of land to the Flyover Scheme.
- (ii) Tip Site No. 2 will be absorbed into the tree planting scheme except for the land used for the cricket square.

The location of these pitches is shown on Plan No. 5 of Appendix C.

### 5.3 Additional Sports Facilities:

There is a need within the City for further bowling greens and there is much advantage in centralising these both in terms of supervision and maintenance and the provision of Club facilities for players.

(a) Bowling Greens

It is considered that two further bowling greens should be provided alongside and to the south of the existing ones.

This entails moving the model railway track to another location in the Park. This move is however justified on the grounds that the greens are used far more frequently than the railway track. (The model railway enthusiasts would prefer their track nearer a car park as the present location raises security problems and causes members to take their cars right up to their site).

It is recommended that a possible location be the eastern end of the present Reservoir soccer pitch which will cease to be used when the Staddiscombe pitches are available. - 27 -

Cont'd./



Additional Sports Facilities (continued)

(b) Tennis Courts

There are no public tennis courts in Central Park at present and there is a demand it is felt which wants replacing those courts lost several years ago to the Mayflower Centre. It is proposed to site 4 courts alongside and to the east of the bowling greens. This will mean that all the activities requiring a measure of supervision are grouped together within easy reach of each other.

The proposed bowling greens and tennis courts are shown on Plan No. 1 in Appendix C.

The provision of portable floodlighting for use with the bowling and tennis facilities (and other events within the Park) would allow for increased use of the Park facilities.

N.B. The provision by the Council of bowling greens and tennis courts raises the question as to whether such facilities should be funded and supported by rate funds and before a decision is taken on (a) and (b) above this policy should be considered bearing in mind that many other sports are not so subsidised.

(c) Golf (Pitch and Putt)

The existing Pitch and Putt Golf Course is adequate, as is the existing putting green situated opposite, just south of the bowling greens. However, when the pitches at Staddiscombe become available it is proposed that the putting green be moved to the Stadium Field soccer pitch. This means that "golf" would be together in one area of the Park and the putting green area released for a continuous landscaping scheme to be discussed later.

The above proposals are shown on Plan No. 3 in Appendix C.

5.4 Children's Playground:

(a) New playgrounds

As referred to in 4.1 (d) the proposed car park adjacent to the Mayflower Centre (and also the possible road widening scheme along Outland Road) requires the existing children's playground to be re-sited as stated, opposite the existing bowling greens.

This involves moving existing equipment and providing bases, seats etc.

No other new play areas are envisaged.

## OPPORTUNITIES (continued)

### Children's Playground (continued)

#### (b) Improvements

- (i) The playground situated at the western end of Glendower Road and
  - (ii) the playground situated at the north end of Holdsworth Street
- are both recommended to be improved and up-dated by the addition of a further set of swings, a climbing frame and a "Jungle Gym".

### 5.5 Possible Expansion of Park:

- (a) The Park is unable to expand its boundaries as with one exception they all front public highways or existing residential development.
- (b) The exception is on the eastern side of the Park where the boundary is with the Plymouth, Devonport and Stonehouse Cemetery (otherwise known as Ford Park Cemetery).
- (c) The area of the Cemetery is approximately 33 acres (equivalent to about an 1/8 of the size of Central Park at present) and whilst no action can be taken at present, in the very long term (say over 2-4 generations) it may well be possible to gradually (by agreement with the owners and through legal channels with grave owners etc.) absorb part or possibly eventually the whole of this area into the Park.  

It cannot be over-stressed that this must be seen as a very long term opportunity and in identifying this option in no way is it intended to suggest that this would be carried through in the foreseeable future or without the fullest consultation and application of proper procedure with all interested parties.
- (d) Nevertheless it is recommended that serious consideration should be given to the Council having a long term aim to seek to transfer the Cemetery into Public Open Space when burials have ceased and subject to all appropriate legal requirements being fulfilled.

### 5.6 Provision of pedestrian link:

As a very long term opportunity consideration might be given to the desirability of providing a pedestrian link through from Central Park at its southern boundary to Victoria Park and to the north end of Armada Way near North Cross Roundabout which with a few future minor adaptations could then provide a pedestrian walk right through from Peverell to Mount Wise and to the Hoe. The idea of "lineal" parks has proven worthwhile in other Cities. Again it is not suggested that this should be seen as a short term aim but rather as a very long term policy so that as redevelopment takes place in such areas such provision is planned.

Cont'd./

5.7 Allotments:

Although not really a Parks function the allotments are regarded by many as an integral part of Central Park. Thus comment on this aspect seems justified.

(a) In the Midlands and on the Continent there is a growing demand for "garden recreation" which encourages the use of a loggia type of hut in which families and gardening friends can relax etc. This activity encourages a very much higher standard of husbandry and improves the general appearance of the allotments.

(b) Model Allotments

It is suggested that provision of a Model Allotment could be beneficial to users of Council allotments (and other gardeners!) and this could be sited adjacent to the Nursery at Outland Road. However, if such a facility is approved it might be better sited adjacent to the Training Centre at Devonport Park.

## PART III

### WIDER ISSUES

6.1 Within this report several wider policy issues have been raised which it is felt should be considered before certain decisions are taken on the recommendations outlined in Part IV. The main issues are:-

- (a) Whether or not the Council should in the future provide the capital, subsidise from revenue and administer new specialist sports facilities such as bowling greens and tennis courts.
- (b) What further provision for open space is required within the City and how Central Park fits into that overall strategy.
- (c) The expansion of Central Park into the Ford Park Cemetery area.
- (d) The desirability of providing a lineal park link from Central Park through to Mount Wise and the Hoe.

The above are briefly discussed below.

#### 6.2 Provision of new specialist sports facilities by the Council:

For many years the City Council and most other Local Authorities have been expected to provide new sports facilities such as bowling greens and tennis courts and generally these have been subsidised out of the rates. All such existing facilities owned by the Council are already heavily subsidised as are all football, rugby and cricket pitches. In broad terms the provision of sports pitches for general public use is almost bound to be dependent upon Local Authority provision and maintenance and probably rightly so. However, there are many privately run tennis clubs within the City and in other towns private bowling greens also flourish whilst many other sports, notably squash, are adequately financed privately or commercially. In the last couple of years the Council has leased off the running of the Pitch and Putt Course at Central Park and latterly putting on the Hoe to a private company and turned what were previously subsidised facilities into profitable income. However, prior to any further investment of something like £100,000 being put into new bowling greens and tennis courts it is right that the Council should consider its broad policy in this area.

6.3 Requirement for further provision of open space within the City and how Central Park fits into that overall strategy:

Central Park is a very large and concentrated area of open space whilst in other parts of the City there is a dearth of such facilities. The City Planning Officer within his Local Plan is identifying such needs and although in overall terms open space within the City is about the average for urban areas its displacement around the City is inadequate. Consideration therefore needs to be given to the broader principles of the roles of open space, how much land and where and this is particularly important in relation to the expanding areas of the City at Bickleigh and later at Newnham/Langage.

6.4 Expansion of Central Park into the Ford Park Cemetery area:

Reference back to paragraph 5.5 outlines the opportunities for subsequent expansion of the Park into this area and bearing in mind present consideration of the part the Council could play in the maintenance of the Cemetery at the present time the longer term proposal of absorbing this into the Park should also be considered.

6.5 Desirability of providing a lineal park link from Central Park through to Mount Side and the Hoe:

Again reference back to paragraph 5.6 indicates the opportunities that exist for development of a lineal park/pedestrian route through from Peverell to Mount Wise and the Hoe and as a long term aim the Council might wish to give further consideration to this matter.

PART IV

SUMMARY OF RECOMMENDATIONS

7.

7.1 General note:

It is recommended that the character of Central Park be enhanced with a long term view to making it a pleasanter informal parkland area in the heart of the City with restrictions placed on any as yet unplanned developments of City Council facilities such as the Mayflower Centre and the Swimming Pool. It is also recommended that the additional car park referred to in this report is provided for use also as a site for Circuses and Fairs but that steps be taken to screen this so that it fits more easily into the parkland setting. More detailed recommendations arising from this report are given below and these are broadly in suggested priority order. It will need to be appreciated, however, that the implementation of these recommendations will require considerable capital investment and their introduction will therefore need to be phased over many years and consideration given both by the Leisure Services Committee and in the Council's Policy Plan to how and when these monies can be forthcoming.

7.2 Recommendations:

It is recommended that the following improvements be carried out in the order shown as finance becomes available.

	<u>Estimated Cost</u> £
(i) Undertake substantial tree and shrub planting in the general area of the Park.	6,000
(ii) Construct new car park west of Mayflower Centre - to be available for Fairs and Circuses.	50,000
(iii) Construct additional length of access road along north side of Mayflower Centre to Higher Home Park.	5,000
(iv) Pedestrianise the short length of main north/south footpath between the main car park and Higher Home Park (include for barriers at main car park).	2,000
(v) Complete peripheral ring of 'Devon' hedge and fences around developed north/west corner.	10,000

c/fwd. £ 73,000

Recommendations (continued)

	<u>Estimated Cost</u> £
	c/fwd. 73,000
(vi) Construct new children's playground on field east of Swimming Pool - include for new equipment to existing play areas.	10,000
(vii) Construct two bowling greens and four tennis courts adjacent to existing bowling green (include for new pavilion).	125,000
(viii) Relocate model railway track (at Society's expense).	Nil
(ix) Extinguish Gilbert Lane as a Public Highway (but only after construction of access road).	1,000
(x) Use of the following soccer pitches be discontinued:-	
(a) Playing Field (east of Plymouth Cricket Club Ground)	)
(b) Reservoir Field	)
(c) Lane End Field	)
(d) Will's Field (part only)	) 1,000
(e) Stadium Field	)
(f) Tip Site No. 1	)
(g) Exhibition Field	)
(xi) Re-site artificial cricket wicket at Barn Park.	3,000
(xii) Re-construct Skateboard Park as ornamental garden.	4,000
(xiii) Extinguish Venn Lane as a Public Highway and make Outland Road footway continuous (include for improving visibility splays).	4,000
(xiv) Footpath resurfacing.	10,000
(xv) Boundary hedges and fencing.	10,000
(xvi) Portable floodlighting.	5,000
(xvii) Adjust southern boundary of Plymouth Cricket Club (at Cricket Club's expense).	Nil
(xviii) Construct car park at Peverell Park Road.	<u>20,000</u>
	c/fwd. £266,000

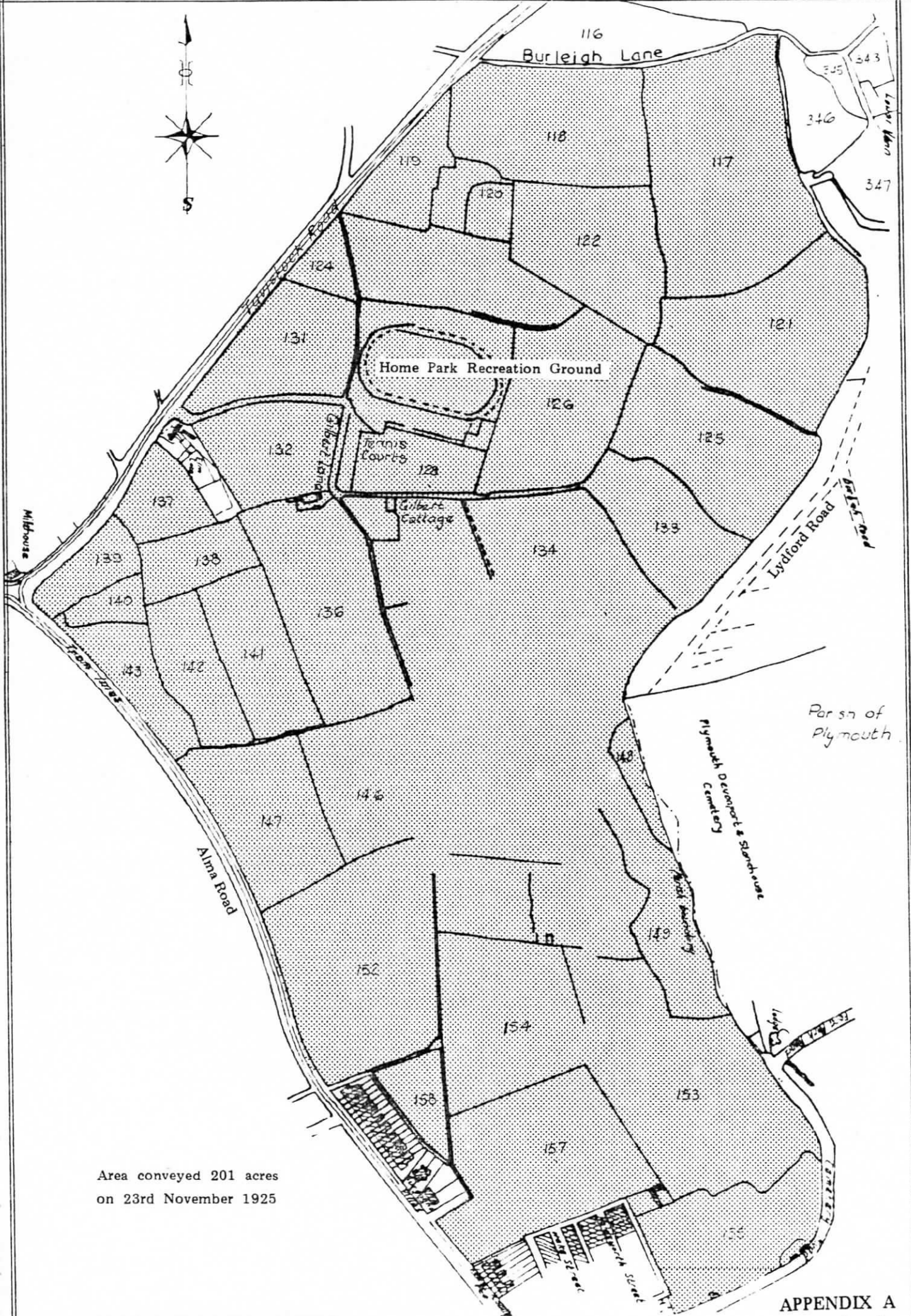
Recommendations (continued)

	<u>Estimated Cost</u> £
	c/fwd. 266,000
(xix) Park at Knollys Terrace.	4,000
(xx) Improvements to two playgrounds.	5,000
(xxi) Lighting.	<u>1,000</u>
	<u>TOTAL:</u> £276,000
	<u><u>                    </u></u>

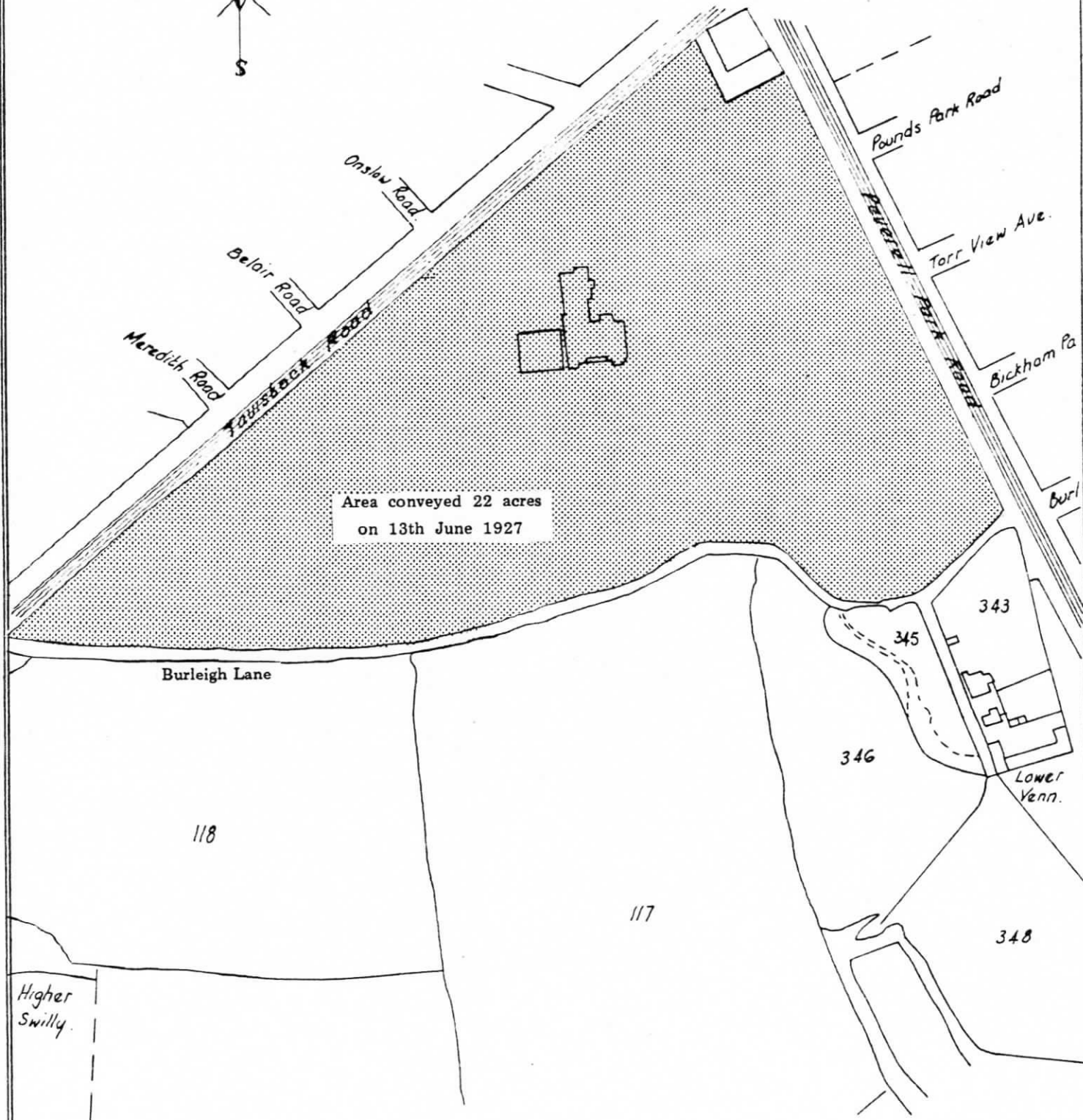
D. M. HUTTON  
City Engineer

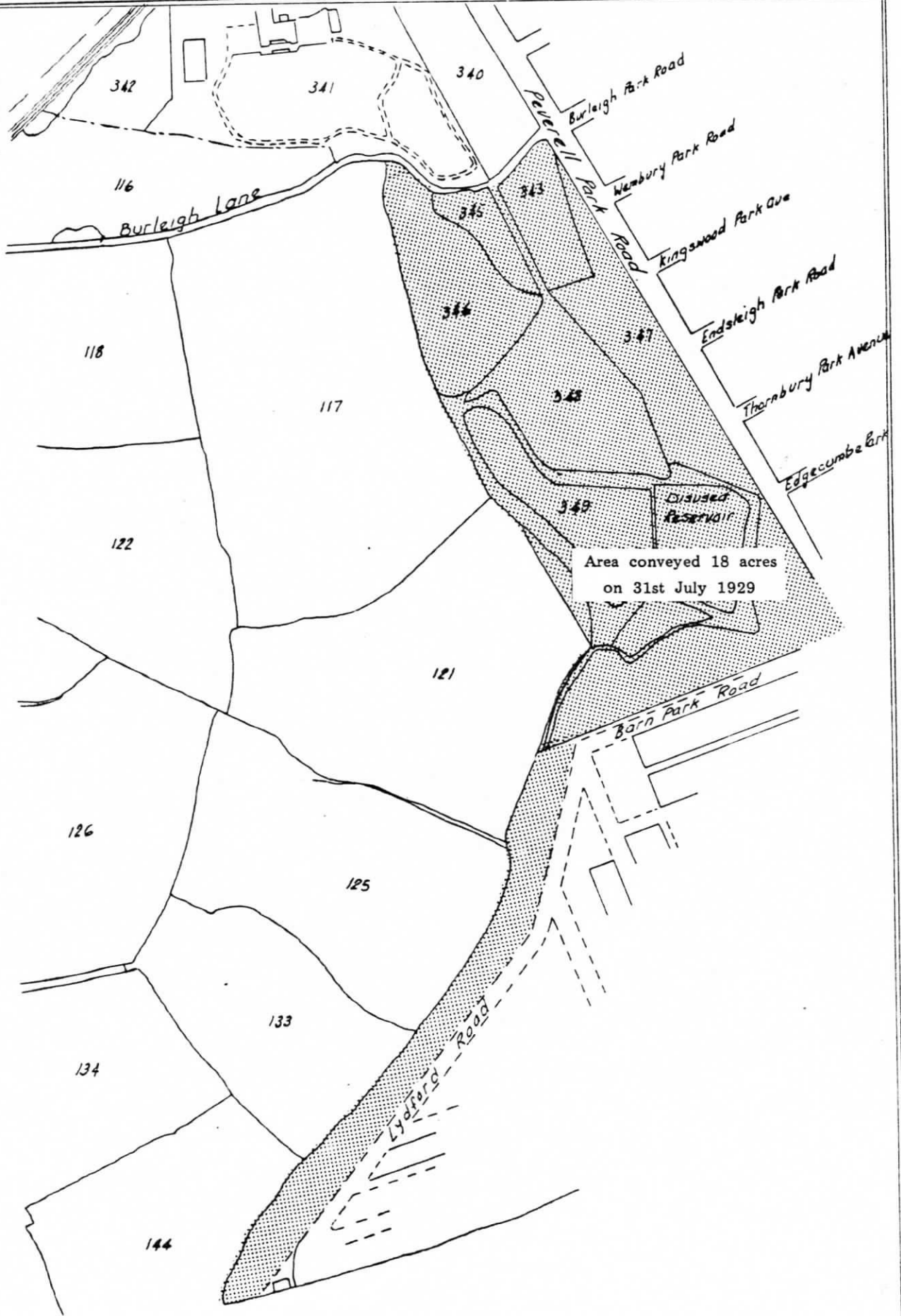
August, 1981.

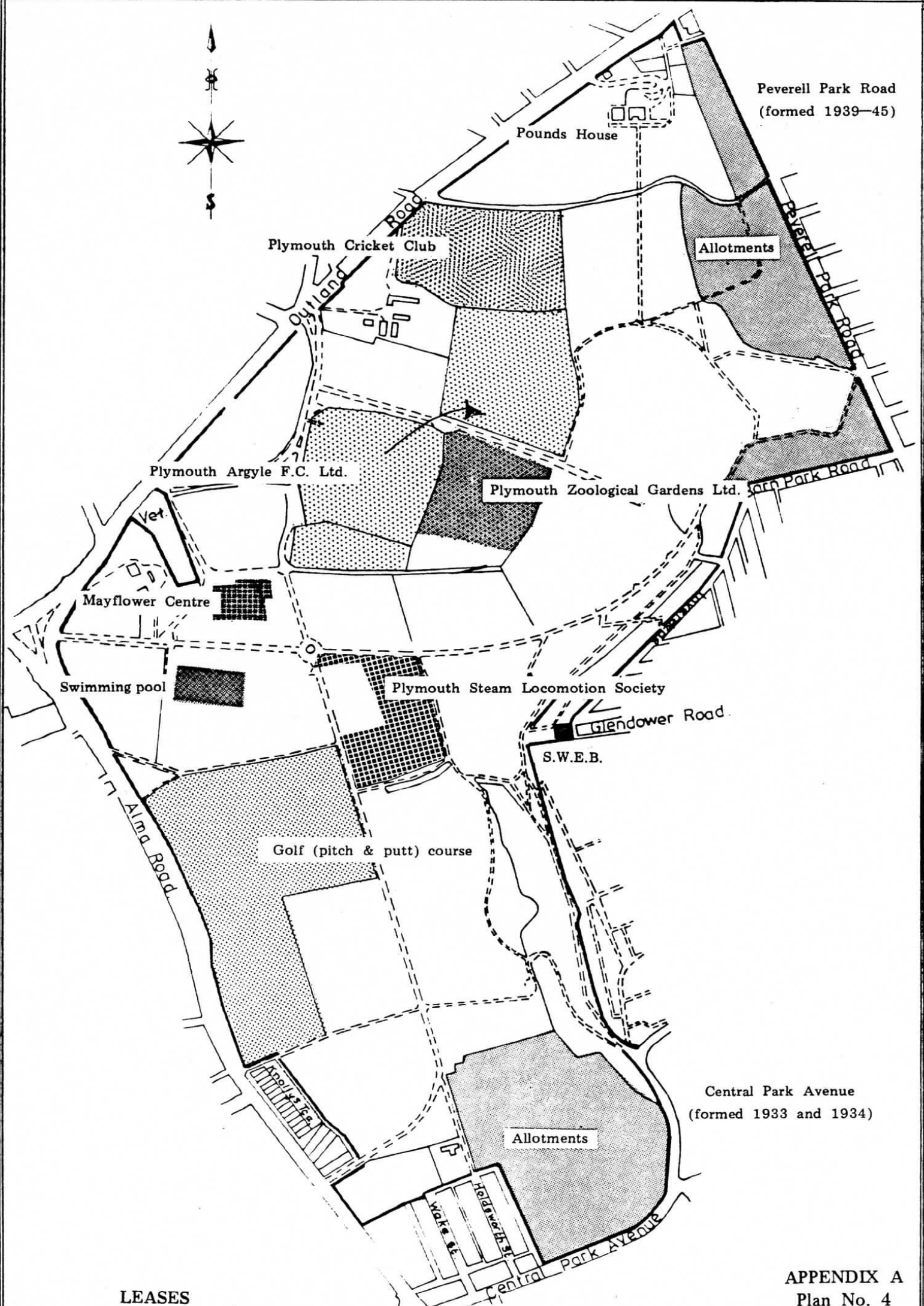




Area conveyed 201 acres  
on 23rd November 1925







Peverell Park Road  
(formed 1939-45)

Pounds House

Plymouth Cricket Club

Allotments

Plymouth Argyle F.C. Ltd.

Plymouth Zoological Gardens Ltd.

Vet.

Mayflower Centre

Swimming pool

Plymouth Steam Locomotion Society

Glendower Road

S.W.E.B.

Alma Road

Golf (pitch & putt) course

Central Park Avenue  
(formed 1933 and 1934)

Allotments

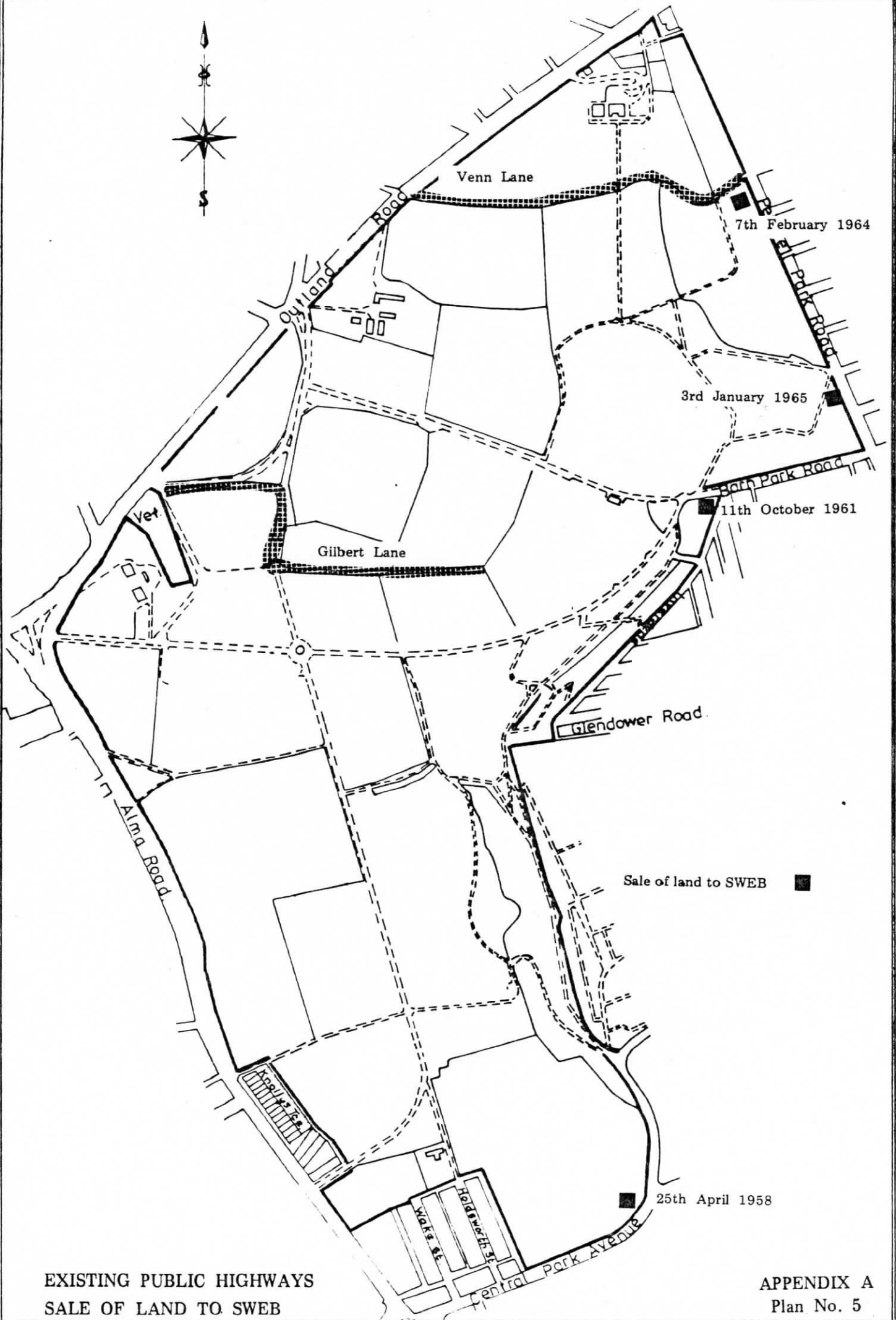
Wake & Holway St.

Central Park Avenue

LEASES

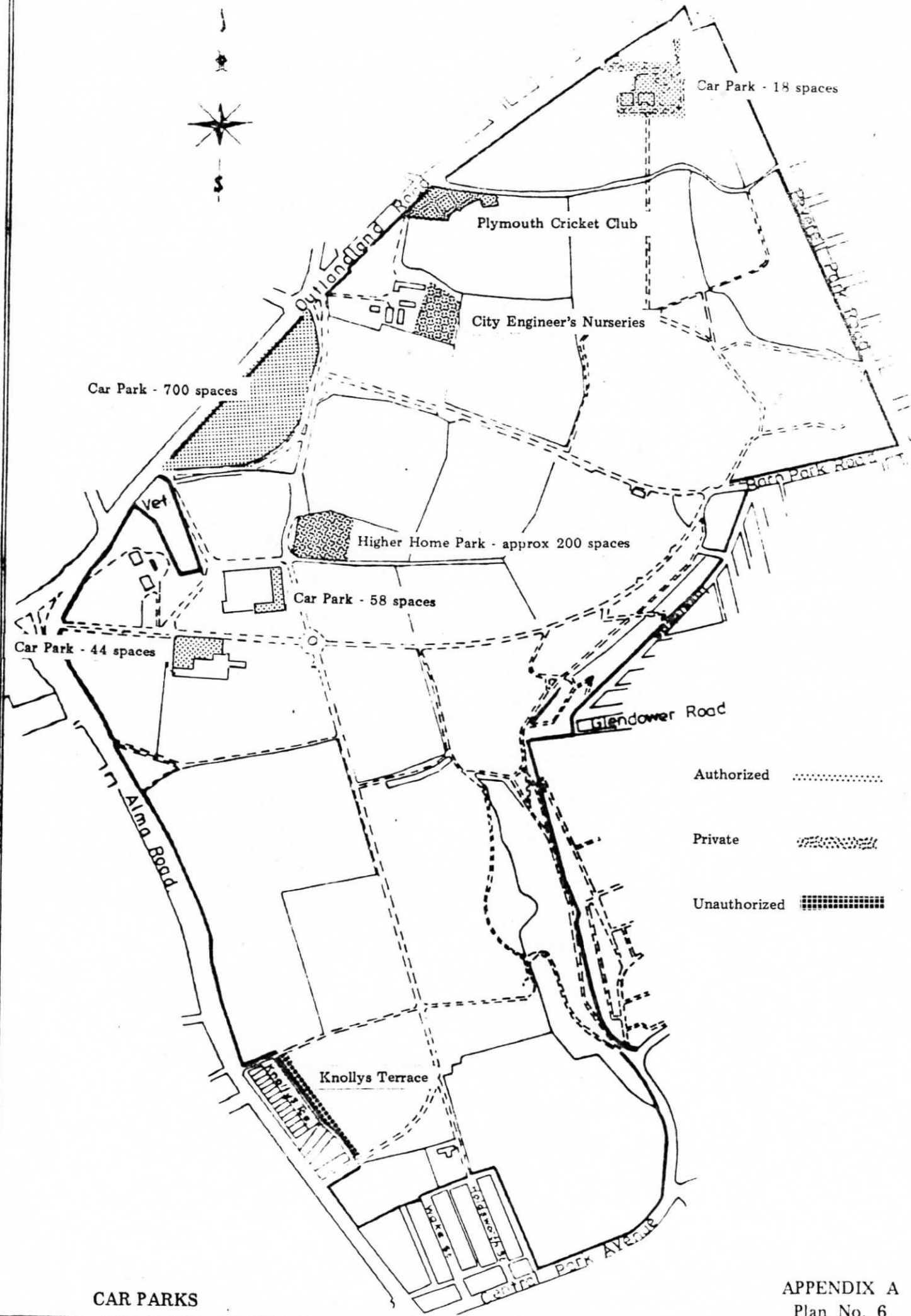
APPENDIX A  
Plan No. 4



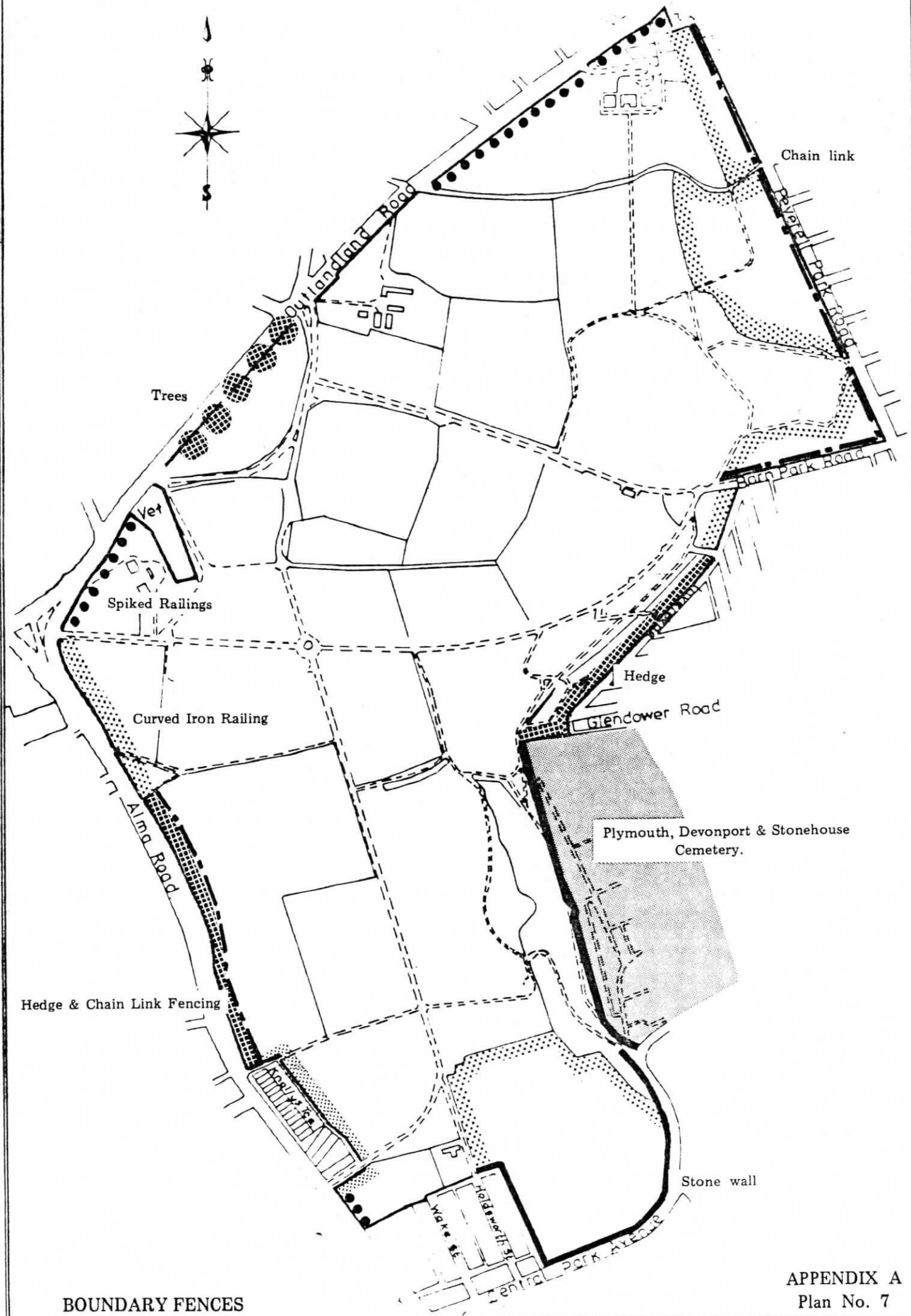


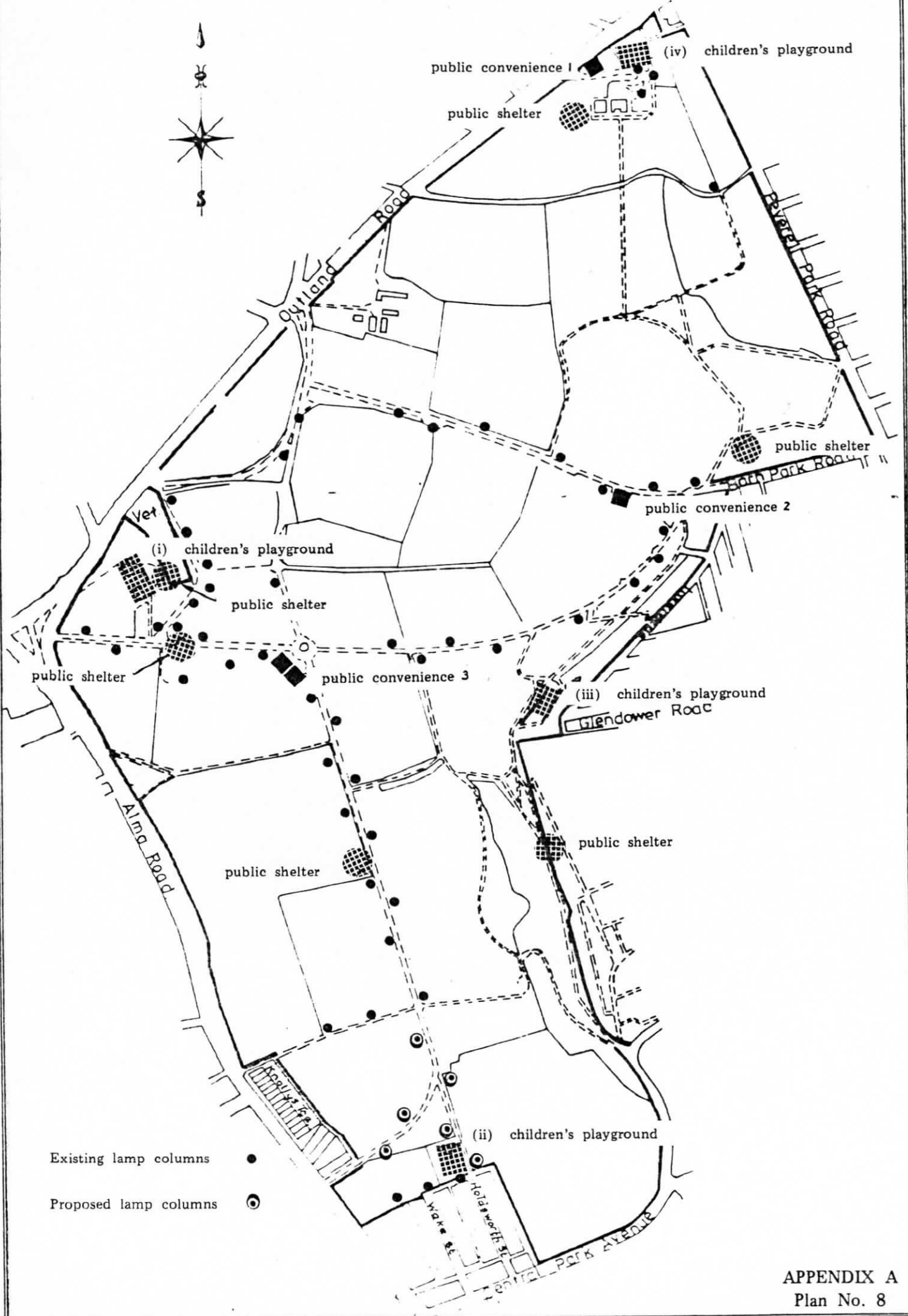
EXISTING PUBLIC HIGHWAYS  
SALE OF LAND TO SWEB

APPENDIX A  
Plan No. 5

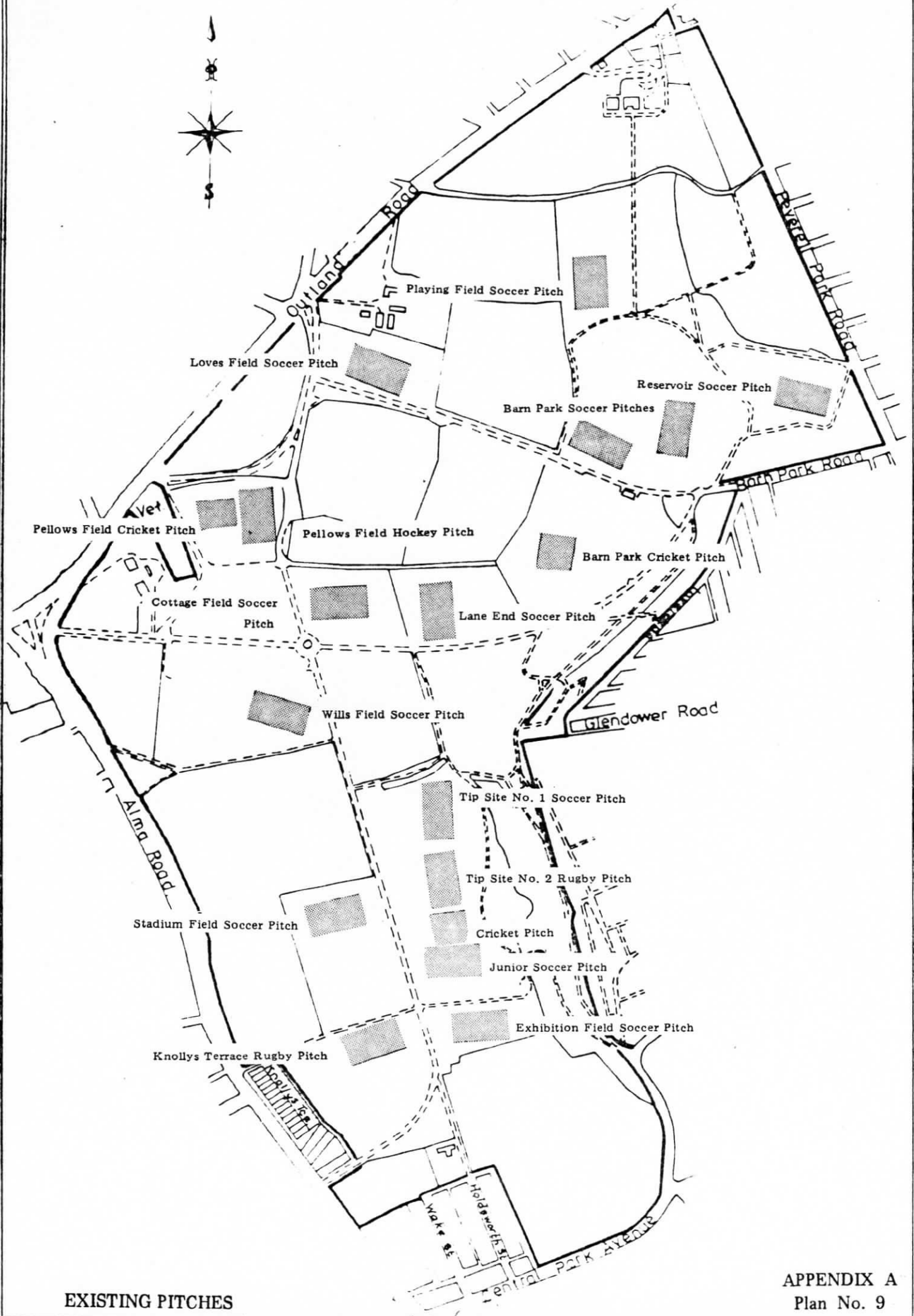


**CAR PARKS**









EXISTING PITCHES

APPENDIX A  
Plan No. 9

# HOE AND PARKS COMMITTEE.

(SPECIAL MEETING.)

31st OCTOBER, 1923.

**PRESENT :—**

Alderman Churchward, in the Chair. Councillor Clarke, Vice-Chairman.

Aldermen Crowle and (Mrs.) Marshall.

Councillors Andrews, Brendon, G. A. Daymond, Gregory, Huddy, Klipp and Perry.

**INTERNATIONAL EXHIBITION OF ROYAL HORTICULTURAL SOCIETY.**

- 4633 The Chairman, Surveyor and Superintendent of Parks reported with reference to their attendance at the Conference of the International Exhibition of the Royal Horticultural Society held in London. *Resolved* that the report be accepted with thanks.

**LAY-OUT OF CENTRAL PARK.**

- 4634 The Surveyor submitted the following report by Messrs. Mawson and Sons, with reference to the lay-out of the Central Park.

*Resolved* (1) that the report be approved.

- (2) that application be made to the Minister of Health under the Plymouth Corporation Act, 1923, S. 61 and S. 153 (2) a, for sanction to borrow the sum of £92,639, made up as follows :—

	£	s.	d.	£	s.	d.
Lay-out of park .. .. .	91839	0	0			
Messrs. Mawsons' fees for preparation of plans of lay-out and report .. .. .	800	0	0			
				£92639	0	0

for laying out the Central Park.

- (3) that when the sanction of the Ministry is received, that the first section of the work, be commenced viz. :—

	£	s.	d.
Road from car park to Barn Park Road .. .. .	4068	8	0
Avenue from social centre to junction of Tavistock and Alma Roads (including entrance gates) .. .. .	3053	16	2
Road from social centre to junction with road from car park to Barn Park Road .. .. .	3593	3	0
Centre circle at junction of main axis .. .. .	564	8	6
Agricultural land drainage (part), Section 2, 41 acres. Area lying south of Venn Lane and north of road from car park to Barn Park Road .. .. .	1230	0	0
	£12509	15	8

- (4) that the Town Clerk be authorised to negotiate with the owners for the acquisition of the necessary land for making a connection with Barn Park Road.

**REPORT.**

“ LADIES AND GENTLEMEN,

Landscape Architecture has been fittingly described as the Master Art, which seeks to control the entire picture down to its smallest detail, correlating the whole, whether architecture or nature, to the distinct advantage of every unit which gains by proper association. This shows that your Council, by calling in an expert adviser, are far-sighted and are not to be satisfied with anything but the best that is available. Some of

your Councillors and your Engineer are, I know, acquainted with some of my work, particularly the new Stanley Park at Blackpool, of which I am justly proud, and which has, in results, far exceeded anything that we had hoped for. Of the very many public parks, however, with which I have been intimately connected during the course of my professional career, practically none had presented so many difficulties to overcome as the problem with which you have entrusted me.

Feeling that this was the most difficult work to which I had as yet set my hand, it nevertheless gave me the opportunity of showing that a successful solution would prove for all time the value of the services of a Landscape Architect and, for your information, I would say that both my staff and I have entered into this work with an enthusiasm which I have rarely felt in any previous schemes with which I have had the honour to be connected.

Your Council is most fortunate in possessing the foresight and having the opportunity to secure and dedicate as a public space for all time such a large tract of land within the confines of the City. It is an opportunity which is given to very few Councils, who have to rely for the most part on land on the outskirts of their towns. Lying as it does more or less in the centre of your large City, it is practically certain to be put to a greater use than many other parks in the country. Added to this, your Council have, in my opinion, very wisely decided that the recreational areas shall predominate. This is as it should be, and in accord with the modern trend of things. The days of the old-fashioned early-Victorian park with its carpet bedding and meandering walks only have gone. The new parks which are now taking their place have areas for recreation, so arranged that the artistic effect is maintained by a combination of the æsthetic and the practical. In this way we are for the first time breaking down the old and insular idea which prevailed, and adopting in its place all that is best to be found in landscape architecture in other countries, and particularly in America. These changes have been brought about by our changed methods of living, which gives us correspondingly changed needs, which can only be met by radical changes in the methods employed in the laying out of our parks.

I sincerely congratulate you upon your possibilities, and particularly upon the spirit in which you are meeting them, and I trust that the proposals which I have the honour of laying before you will move forward to prosperous fruition.

Yours faithfully,

E. REUBEN MAWSON, F.R.I.B.A.,  
M.T.P.I., M.I.STRUGT.E., F.R.H.S.

— PRELIMINARY REPORT ON THE RECREATIONAL PARK KNOWN AS CENTRAL  
PARK FOR THE CITY OF PLYMOUTH. —

It will be readily agreed that one of the vital needs of a Recreational Park is accessibility, and the justifiable expenditure upon it is relative to the number of residents and visitors which it attracts. In this respect your new park is almost ideally situated, and fits in very well indeed with the road system of your city. Moreover, with the exception of a short length on the eastern boundary, it is surrounded with fine roads of ample width. This is strictly in keeping with modern precedent, and will undoubtedly have an immediate effect on the development of those portions on the periphery of the park which are still available for building purposes, and will thus give you an added incentive and justification for expenditure upon the lay-out. This park will prove a double-boon to Plymouth because not only will it meet the great need from the point of view of the residents, but it will create an added amenity and source of attraction to

visitors, which will thus give it an additional load in that it will be used to its full capacity not only in the evening leisure hours of the working population, but by visitors and residents during the daytime also.

In studying the general road problem in connection with the lay-out, three important points suggested themselves. The first was the extremely dangerous blind corner at the junction of Peverell Park Road and Tavistock Road, which carry a large volume of traffic. The difficulties are further accentuated by the tramcars and the Co-operative Store building. Fortunately, however, a simple solution presents itself by the making of a short by-pass road behind the Co-operative Store property in the Pounds House grounds. It is suggested, in order to ease the curve of this road, and also to avoid any excessive fill on the Pounds House side, that a slight adjustment of boundaries between the two properties should be made. As this new by-pass road will be called upon to carry a large volume of traffic, it is suggested that it should be 60-feet in width.

Secondly, Venn Lane. This lane has been preserved intact. It is a fine specimen of an old-world country lane, for which your county is justly famous, but which are in many cases giving way before the tide of bricks and mortar, flanked for most of its length by fine timber, and situated more or less in the centre of the city. Its preservation is most desirable. It is felt, however, that it should be closed to all vehicular traffic with the exception of bicycles.

Thirdly, the entrance at the junction of Alma Road and Tavistock Road has been set well back, as it was felt that as wide a range of vision as possible was desirable for traffic approaching this point.

The difficulties which the site presented are mostly in connection with the contours, and in this respect the model which has been supplied to us has been a constant guide and source of reference. These excessive contours have, in the case of Central Park, been of double importance, not only that it has been necessary to find easy gradients for the roads and walks passing through, but the geological formation brought out by the borings taken at various intervals on the site has made it necessary to go very fully into the sections and finished levels in order that wherever possible savings might be made on the excavations which, as will be seen by the estimates accompanying this report, amount to so large an item.

In considering the design many important points suggested themselves, first, the urgent necessity of providing a connecting link between the Barn Park Road on the East and the corner of Tavistock Road on the West. Second, that new roads must be provided through and in parks in connection with the large Plymouth Argyle Football Field, which on occasions will have to take a heavy load, and in this connection it was also necessary to provide for a large parking space in close proximity, not only to the football field, but in a position which would also serve for the many other games in the Park. These roads, as will be seen from the plan, follow fairly direct lines and have been considered both from the point of view of the easy distribution of the traffic, on ordinary occasions, and also for the rapid distribution of the large crowds which have to be dealt with in connection with the football field. These roads, I suggest, should be of sound construction which, whilst not being open to stand vehicular traffic in the ordinary way, would at the same time serve as suitable roads for such vehicular traffic as might be necessary for administration purposes.

Linking up with these roads already mentioned, I have suggested an avenue running from the junction of the main cross road due South, with various subsidiary roads leading away to the two entrances, one in Tavistock Road and the other to the new entrance near the cemetery gates. This road will serve a double purpose by acting as a service road from the Nursery to the Social centre, whilst the Avenue with trees on each side of it will screen the areas which are planned east and west for recreational purposes.

These contours have considerably influenced the design, as it was necessary to reserve all level or partially level areas for games. The arrangement of all these features into an harmonious whole in relation to each other is the function of the Landscape Architect. The following is a list of the various units incorporated in the scheme:—

Social Centre.  
Tennis Courts (Grass and Hard).  
Cricket Field.  
Football Field (Plymouth Argyle Ground).  
Motor Parking Space.  
Bowls.  
Three Children's Playgrounds.  
Playing Fields (Football—Soccer and Rugby—Hockey, La Crosse and Cricket).  
Swimming Pool.  
Putting Course.  
Wild Garden.  
Informal Park.  
Pounds House and Gardens.  
Nursery.  
Aviary.

*The Social Centre.* Whilst, as will be seen, the main portion of the park is devoted to recreational purposes, I have suggested that a social centre should be provided at approximately the geographical centre of the scheme. This, I think, is a sound policy, as it will enable you to concentrate on a fine architectural motive in the form of a restaurant and pavilion which will serve practically the whole of the games areas and, moreover, it gives that decorative note just where it is most needed, placed as it is in the organic centre of the park at the nearest point to an equally approachable from the principal playing centres. This social centre will naturally become the hub of the entire part and in it should be provided, not only complete restaurant facilities but sufficient club rooms for the various clubs whose interests will centre in the park. The architectural treatment of this Pavilion is most important, the design should follow the simple lines of the Georgian period, of which you have very many fine examples in your town. This is a style very well adapted to park purposes. In its composition an effort has been made to secure a dignified effect by linking up the building with screened walls, which give on to a wide terrace, thus giving that feeling of spaciousness which is so essential. This terrace in turn gives on to a wide promenade garden of a formal nature, which provides an opportunity for an effective display of colour at a point where it will be most telling, combined with formal ponds, sculpture, etc. Incorporated with this social centre, I have thought it wise to provide the band stand, surrounded by an arena in which a large number of chairs could be placed.

*The Games' Area.* Your Committee wisely decided not to construct a golf course on this site. I agree entirely with this decision, as Municipal Golf Courses, if they are to be of any real value, must be spacious, and in this instance not more than nine holes could have been provided, and these would have seriously interfered with the other playing spaces which have been provided.

*Tennis.* The existing tennis courts have not been in any way interfered with. It was thought as this ground was level, and as a certain number of people prefer grass courts to hard, that this might be retained. Owing to the enormous popularity of tennis, however, the few courts that it is possible to provide in this area will not nearly meet the demands, and a large level stretch situated between the Football Field and the Social



Centre has been devoted to this purpose. This comprises 16 hard courts in one unit. In dealing with hard courts, it is always much more economical to group them together, as this allows of easy working and low maintenance costs. It was thought wise, however, to subdivide them with walks, which would give a fine opportunity for spacious borders, so forming an effective screen to the wire mesh surroundings. On the Eastern boundary of the Courts a small rose garden has been added to break up the harsh line of the boundary.

*Cricket Field.* The site of the present cricket field is ideal for the purpose, but all the available land within the boundary of the existing timber of this area ought to be brought into the scheme. A new Pavilion has been suggested on the western side, which might also serve as Club House and Conveniences for the grass tennis courts previously dealt with. A road suitable for motor-cars ought to be provided up to the Pavilion and, if possible, extended round the southern side of the Cricket Field, in order that the spectators may use their cars as grand stands, etc. Connection has also been made between this area and the small farm-house immediately behind. This might be retained and used as a small restaurant and tea garden in connection with the tennis courts, cricket field and adjoining bowling greens. Such outbuildings as are found on careful examination to be sound might be retained for the storage of the necessary machinery in connection with this area.

*Football.* The present field used by the Plymouth Argyle Club leaves much to be desired from an æsthetic point of view. The buildings are crude in colour and flimsy in construction, whilst the large embankments which have been made on its boundary give a bare and unkempt appearance. I would, therefore, suggest in the first instance that the present buildings should be put in thorough repair, eliminating if possible all advertising signs and painting them with a less glaring colour than red oxide. On the west a new covered stand might, with advantage, be erected, in the form of a light reinforced concrete structure with a terrace leading down to the new road surrounding the motor park. This will give an opportunity for the construction of lavatory accommodation under the terraces, and will also, at the same time, provide new inlets into the ground, thus allowing of the enormous crowds being handled much more quickly and efficiently. It will be noticed also that two or three additional exits have been provided, with the object of distributing the crowds evenly and quickly. The banks, to which I have previously referred, ought to be covered with any available soil which might be taken from, say, the motor parking space and then carefully planted up on the lines suggested in the planting plans.

*The Motor Parking Space.* The land between the main Football Ground and the Tavistock Road, roughly in the form of a half-circle, has been devoted to this purpose. This will give accommodation for 700 to 800 cars, and is fortunately so situated that it is in close proximity, not only to the Football Field, which will on occasion make great demands upon it, but also within a reasonable distance of the whole of the games' areas of the park. It is, moreover, placed on an existing fine wide road, which will allow of easy access and the rapid distribution in rush hours. It might be thought, at first sight, that the accommodation provided is somewhat in excess of requirements but, owing to the enormous growth of the motor traffic, it would be wise to take the long view, and, if the whole of the space is not laid out immediately, certainly the land ought to be reserved for it.

*Bowls.* Plymouth being the traditional home of bowls, these have been provided in two sections. Bowling greens generally are costly both in construction and maintenance, and it was therefore thought unwise to

provide these on a very lavish scale. If, however, it is found in practice that more greens were called for, it would be quite a simple matter to extend the present areas devoted to this purpose.

*Children's Playgrounds.* These very necessary adjuncts to a recreational park have been, so far as possible, equally distributed throughout its length and in close proximity to existing building developments, one at the South and one at the North, near Pound's House, and the third in the centre of the scheme. Two of these have been so planned that they can be devoted to organised play, with all the equipment that this entails, including, in the case of the central area, a small children's library and playhouse and also a model yacht pond. The Southern Children's Playground has been left entirely as an open romping ground. It lies in close proximity to a densely populated section of the city, and will, therefore, be put to a very good use.

*Playing Fields.* As will be seen on reference to the plan, every available area has been devoted to this purpose. Generally speaking, it is not necessary that these should be entirely level, and I would suggest that no levelling should be taken in hand unless absolutely essential. A certain amount of levelling, however, is necessary in connection with the sports' ground, around which is placed a quarter-mile running track, together with a Pavilion, which will serve as a changing room and conveniences for the area generally. If, as seems more than probable in a park of this kind, a cycle racing track was found to be necessary, this sports' ground would serve this purpose also. It would, however, be necessary to bank the two ends, but this need not in any way interfere with its usefulness as a running track. Generally I have found that a ground of this kind is very much in demand by the various schools of the town. The centre also forms an excellent ground for the more important inter-school football and cricket matches.

*Swimming Pool.* It might be suggested you have already ample facilities for swimming on your sea front. It is thought, however, that opportunities for swimming, polo matches and other aquatic sports ought to find a place in so large a recreational area. Moreover, these features are usually self-supporting. No extravagant architectural features are contemplated, the necessary buildings being planned on simple straightforward lines. The bath, as will be seen from the plan, is of a sufficient size to allow for swimming contests under international regulations, being 100 metres long. High-diving facilities have also been provided, together with water chutes, spring boards, etc.

Ample accommodation has also been provided for spectators. This is an important point, as it is found from experience that the entrance fees provide approximately half the revenue available.

*Putting Course.* An eighteen-hole putting course has been provided in close proximity to the social centre. These are not only a great source of pleasure and amusement, but also an excellent source of revenue. A small course which I recently designed in connection with the Marine Park at Weston-super-Mare has this season produced a revenue of £1035. Whilst I do not suggest that such a revenue is obtainable in Central Park, it should, nevertheless, more than pay for interest and upkeep.

*The Wild Garden.* Two areas in the Park came under this heading, first that surrounding the small water course near the social centre, and second the deep valley and bank on the Eastern boundary. In both of these water and rock work will play a great part. Small miniature lakes, running streams and cascades and falls make most pleasing features, and skilfully handled contribute very much indeed to the fundamental purpose of these areas. The gurgle of a waterfall, the lazy flow of a stream, the placid peace of a pond or miniature lake are all very conducive to that feeling of peace,

repose and relaxation which such a garden should produce, and are a complement to the more formal and busy sections of the Park. The area near the social centre is planned as a small rocky stream and rock garden, always a delightful feature in that they present great opportunities for masses of alpine plants with their wonderful colouring.

**The glen is planned on much bolder lines.** The present stream being contaminated with sewage, ought to be culverted. The various springs, however, which find their way into it ought to be collected and used, together with the surface drainage, to form the new stream. Near the entrance from Barn Park Road it is proposed to back the stream up, forming miniature lakes surrounded by suitable aquatic plants. As the stream proceeds down the glen, the levels will allow of it being broken up into small cascades and pools, along the banks of which native ferns would find an ideal home. The bank itself is sub-divided with walks of easy gradients, interspersed with groups of planting suited to the shade. The bank on the Eastern boundary of this stream is at the moment very unsightly, and, if possible, arrangements ought to be made for including this area within the boundaries of the park, and carefully planting it to form a suitable background to the stream.

**Aviary.** A small aviary is suggested in connection with this glen, and is planned in an existing depression in the ground, in which is a small spring. These are a great source of interest to both grown ups and children, and the maintenance is a very small item.

**The Informal Park.** I have tried so far as possible to retain a general park-like effect, as seen from the main roads surrounding the Park, keeping the games in the central area. This I considered desirable as, even with the most careful attention, games' areas are likely at times to become unsightly.

**The Planting.** We are extremely fortunate in having as the groundwork a site which contains much fine timber, which means that it will be possible to get an immediate effect instead of, as is usually the case, having to wait a considerable number of years. The existing timber has had a very large influence on the design, in that it was felt that if it is at all possible no trees whatever should be cut down. This plan has been practically adhered to, and the only timber which is interfered with in any way are two small existing trees on the site of the bowling greens near the social centre.

The planting of a park demands the very highest skill and observation of the artist. The careful grouping and balancing requires all the scientific knowledge which he possesses. In a park of this nature, however, it is wise to avoid the introduction of tender plants, but rather to rely on a small selection of well-tried varieties, aiming at a boldness and freedom of effect so suited to a site of this nature. The scheme, however, must be based on the rules of nature and the variety selected composed in the main of trees and shrubs which on this site will thrive and flourish. In this connection, it is my intention to work in close collaboration with Mr. Andrews, who over a period of years has verified his observation by experiments.

A provisional list of the trees and shrubs suggested forms an addenda to this report.

**Pounds House.** This part of the area has necessitated much careful thought. It is felt that it would be a sacrilege to in any way interfere with the many fine specimen trees to be found in the garden. Moreover, it is felt that, with very little adjustment, this can be made into a really delightful place, admirably suited as an old people's garden. The house, whilst it is in an extremely bad state of repair, is worthy of renovation and conversion into either a museum or a restaurant, or, perhaps, a combination of the two. An intermediate terrace immediately below that which is existing is suggested, in order to do away with that abruptness which exists at



present. Some trying in of this section with the larger area of the park on the other side of the lane is thought desirable, and this is obtained by projecting the main centre line across and forming a long rhododendron walk, leading up to an existing fine group of timber.

*The Nursery.* The Park Nursery, occupying approximately four acres, has been arranged after consultation with your Park Superintendent, Mr. Andrews.

It is not suggested that a Nursery of these dimensions is necessary for the upkeep of Central Park alone, but it would seem to be ideally situated for the propagation of the thousands of annuals, etc., which are required for the park system of your city, and the concentration of this work in one area, under the direct supervision of your Park Superintendent, will lead to economies. The Nursery will also serve as a botanical garden, and should be available to the public and the schools for the study of systematic and practical botany. The greenhouses have been arranged on the most economic and practical lines from the working standpoint, and it is suggested that a fine conservatory might form the central feature, which would be placed on the axial line of the long central avenue. This central conservatory should be available to the public for chrysanthemum shows, etc. Reference to the plans will show that ample accommodation has been made for propagating houses, frame yards, etc.

*Programme of Construction and Financial Considerations.* It is understood that the construction of Central Park will be spread over a number of years. How and where, it might be asked, would we set about the business of developing it. The first thing is surely to make a survey of financial resources, and then decide the period over which the work may be spread, allocating an approximate sum for each year's work, the first object being to bring as many playing fields into use as quickly as possible, together with easy access to them from the various sections of the city. This will mean that the first two sections to be taken in hand will be the main roads, from the junction of Tavistock and Alma roads to Barn Park Road and the main roads from Tavistock Road to Barn Park Road. Main surface water drains will, of course, be laid in these roads during construction.

The next important item will be the agricultural drainage, which is an urgent necessity. From careful observation much of the existing drainage seems to have become choked, with the result that generally the land in wet weather is water-logged, and quite unfit for use as recreation ground.

Following on this the park nursery should be established, and planted with every kind of tree and shrub which would be required for the adornment of the park. This would be safer and more economical than importing the trees and shrubs from nurseries at long distances just when they were needed for planting. In your own nurseries the trees and shrubs would be acclimatized, and any deaths would take place in the nurseries, and not in their permanent positions. Moreover, this method would allow you to purchase smaller and cheaper plants to grow on. This question of construction would need to be based on carefully considered survey of opportunities. It is assumed that most of this work will be carried out by unskilled labour, under the direction of a skilled Landscape Foreman, working under the direction of Mr. Wibberley and the Park Superintendent. One important factor in connection with the employment of casual labour is that it is false economy to work gangs for short periods only, in order to spread the work over as large a number of men as possible. My experience, which is considerable in dealing with this class of labour, goes to show that these men rapidly become skilled, and later take a keen interest in and enjoy the work, and therefore can be relied on to do a full day's work, whilst the constant change destroys the keenness and continuity.

HOE AND PARKS COMMITTEE, 31st October, 1928—continued.

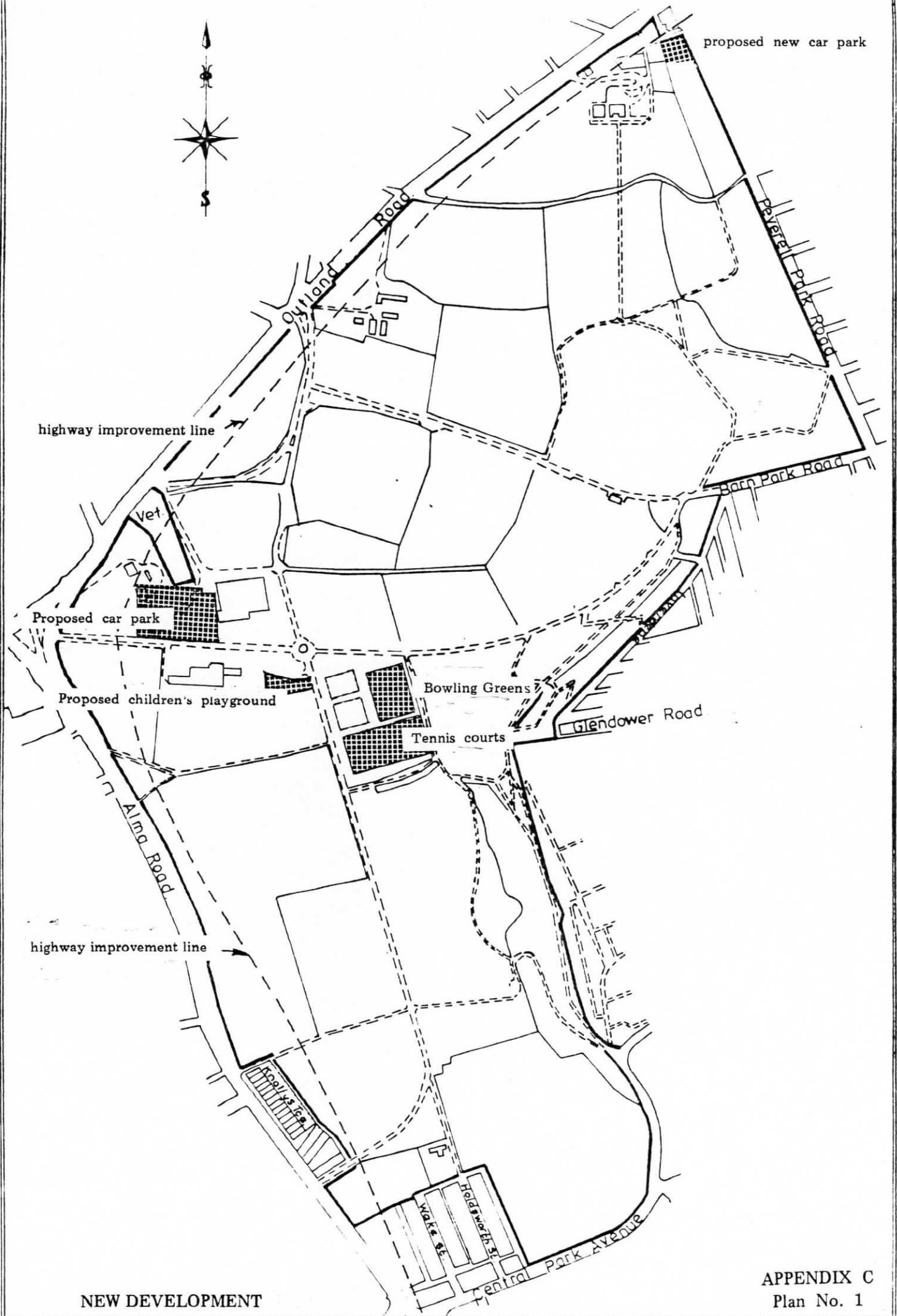
The Motor Park is also an urgent necessity, and ought to be included in the first section of the work. After this work should follow as finances permit. The construction of the Tennis Courts, Bowling Greens, Sports' Field, Putting Course, Cricket Field, Social Centre and general Landscape formation, and finally the planting.

Structural work, such as Park buildings, walls, etc., etc., will, of course, be done by skilled labour, and preferably by contract.

SUMMARY.

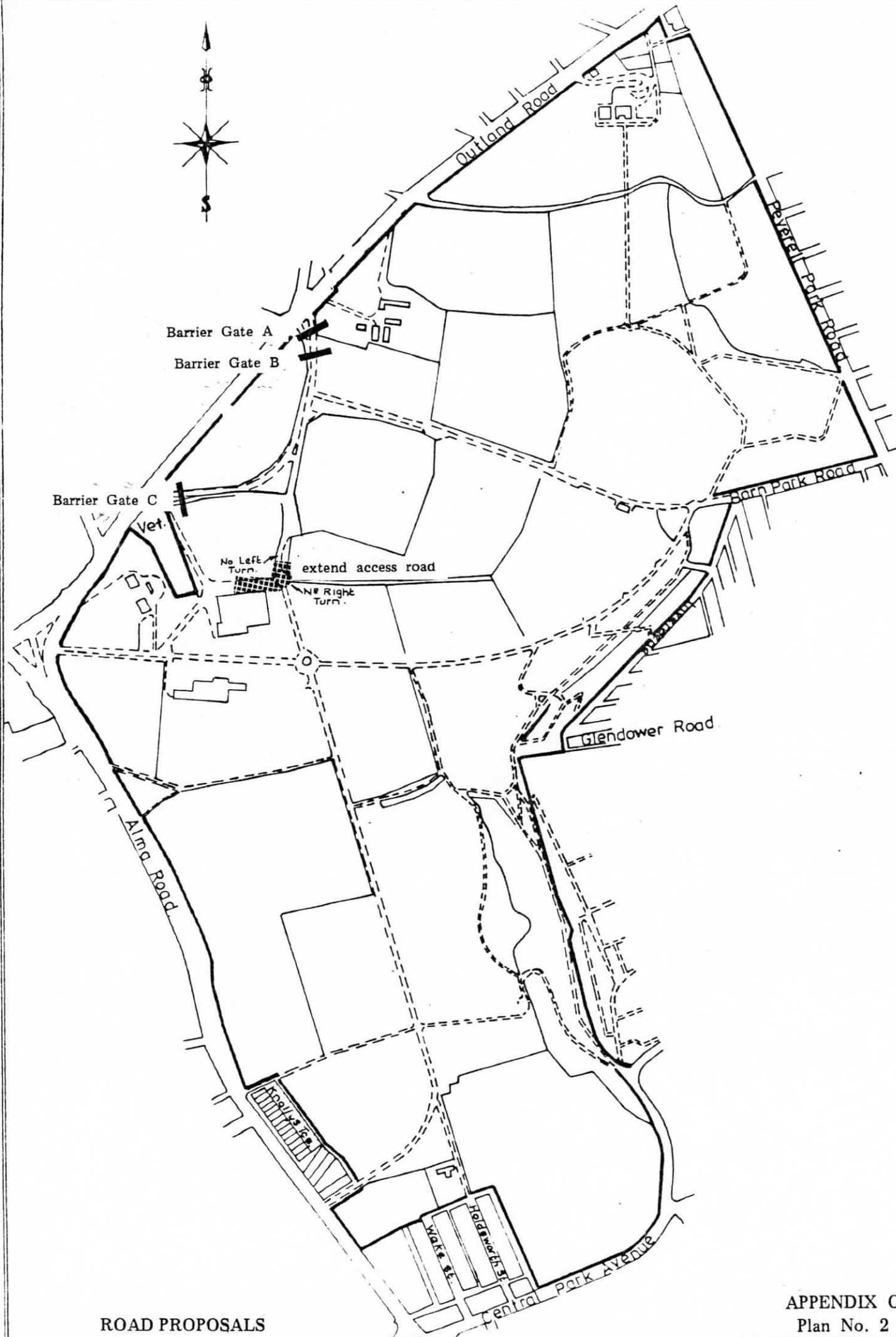
	£	s.	d.
Road from Car Park to Barn Park Road .. .. .	4068	8	0
Road from Car Park, south of Football Ground to Road north of Football Ground .. .. .	2247	17	0
Centre Circle at junction of Main Axis .. .. .	564	8	6
Avenue from Social Centre to junction of Tavistock and Alma Roads (including Entrance Gates) .. .. .	3053	16	2
Road from Social Centre to junction with road from Car Park to Barn Park Road .. .. .	3593	3	0
Avenue from Centre to Nursery .. .. .	3425	0	0
Car Park (excluding Filling Stations) .. .. .	8181	9	0
Path from Running Track to Formal Garden, Alma Road..	202	15	0
	£	s.	d.
Informal Paths—Section (i) .. .. .	564	0	0
(ii) .. .. .	842	2	0
(iii) .. .. .	934	16	0
(iv) .. .. .	1806	12	0
(v) .. .. .	3640	13	0
	7788	3	0
Centre Greeting (excluding Band Terrace) .. .. .	8169	4	6
Band Terrace .. .. .	1686	14	0
New Terraces to " Pounds " (including formal path to Venn Lane) .. .. .	1155	3	0
Rose Garden .. .. .	879	3	0
Formal Garden, Alma Road .. .. .	1085	7	0
Formal Garden, west of " Pounds " .. .. .	280	9	0
Formal Garden on site of Tennis Lawn, " Pounds " ..	319	13	6
16 Hard Tennis Courts .. .. .	6763	8	0
3, Bowling Greens east of Avenue from Centre to Nursery	2997	1	6
2, Bowling Greens, Tavistock Road .. .. .	2093	6	0
Running Track .. .. .	3274	14	6
Swimming Bath .. .. .	10850	0	0
Children's Playground .. .. .	2917	5	0
Nursery .. .. .	4166	16	3
Agricultural Drainage to Informal Areas .. .. .	5130	0	0
Main Drain from Swimming Bath to Glen Stream ..	559	1	0
<i>P.C. Items.</i>			
Rockwork Stream in Glen and near Social Centre ..	1500	0	0
Planting .. .. .	3850	0	0
Services .. .. .	1037	0	0
	TOTAL ..	£91839	3 11

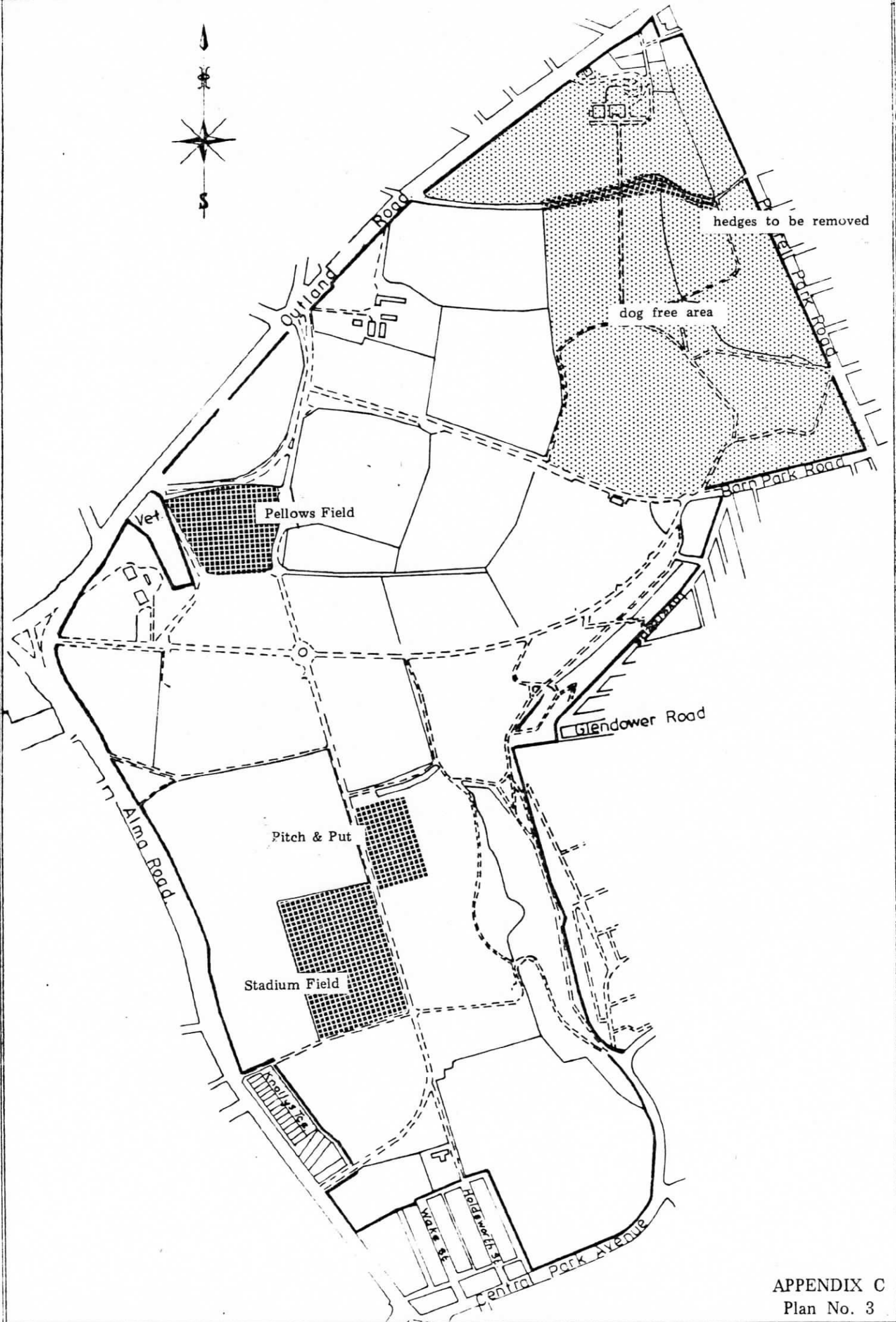
As already indicated, these estimates do not include for architectural features, such as Pavilions, etc.



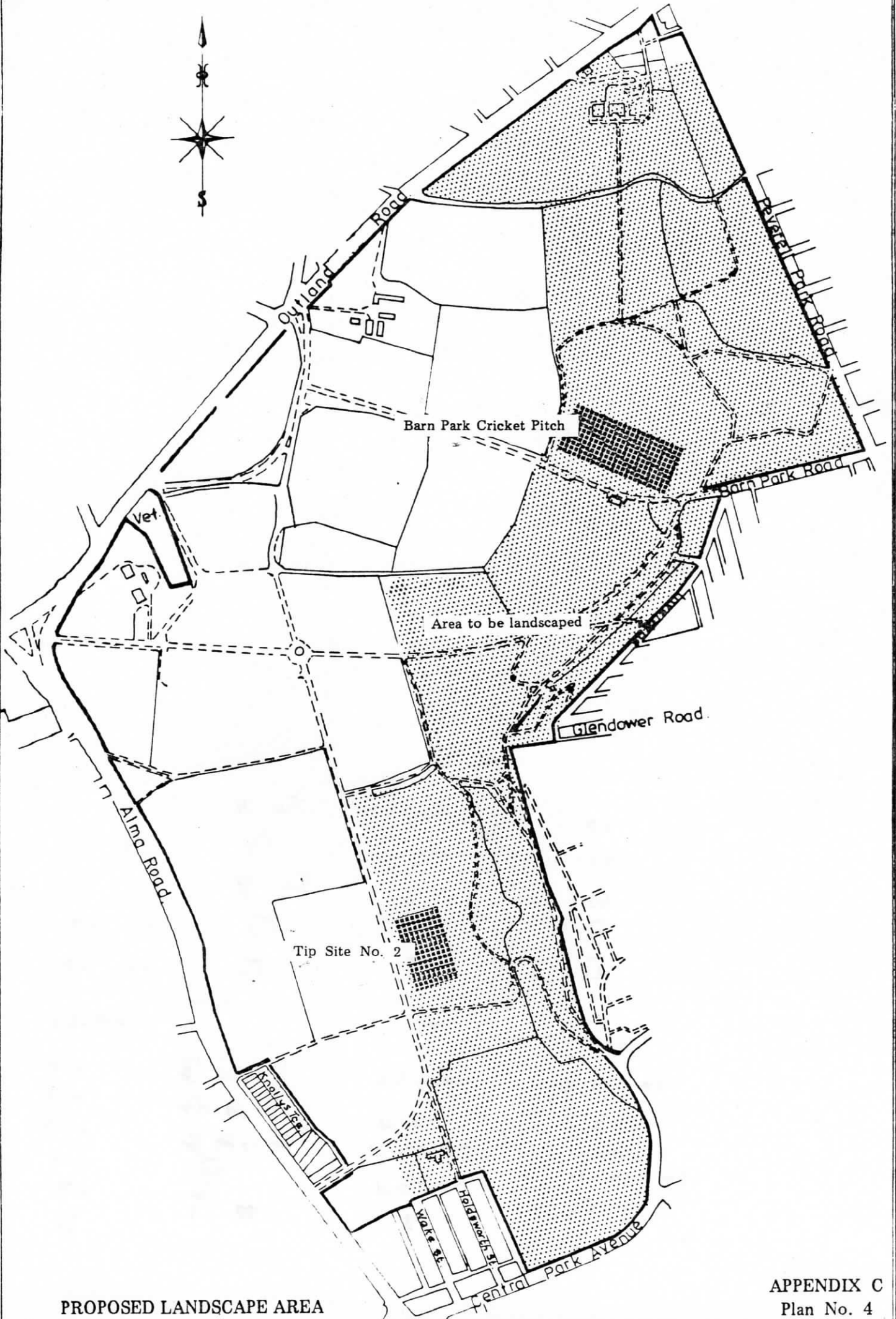
NEW DEVELOPMENT

APPENDIX C  
Plan No. 1



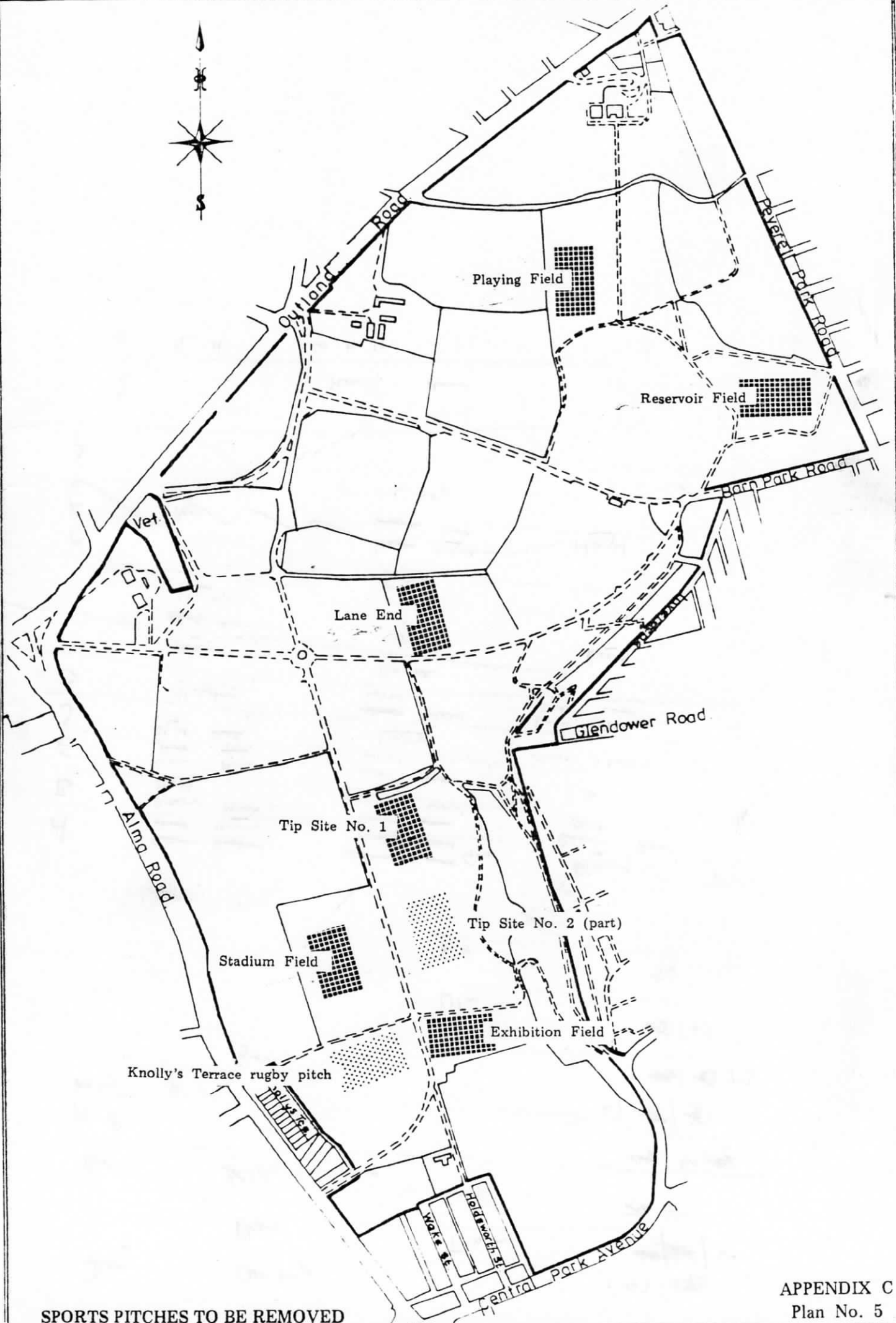






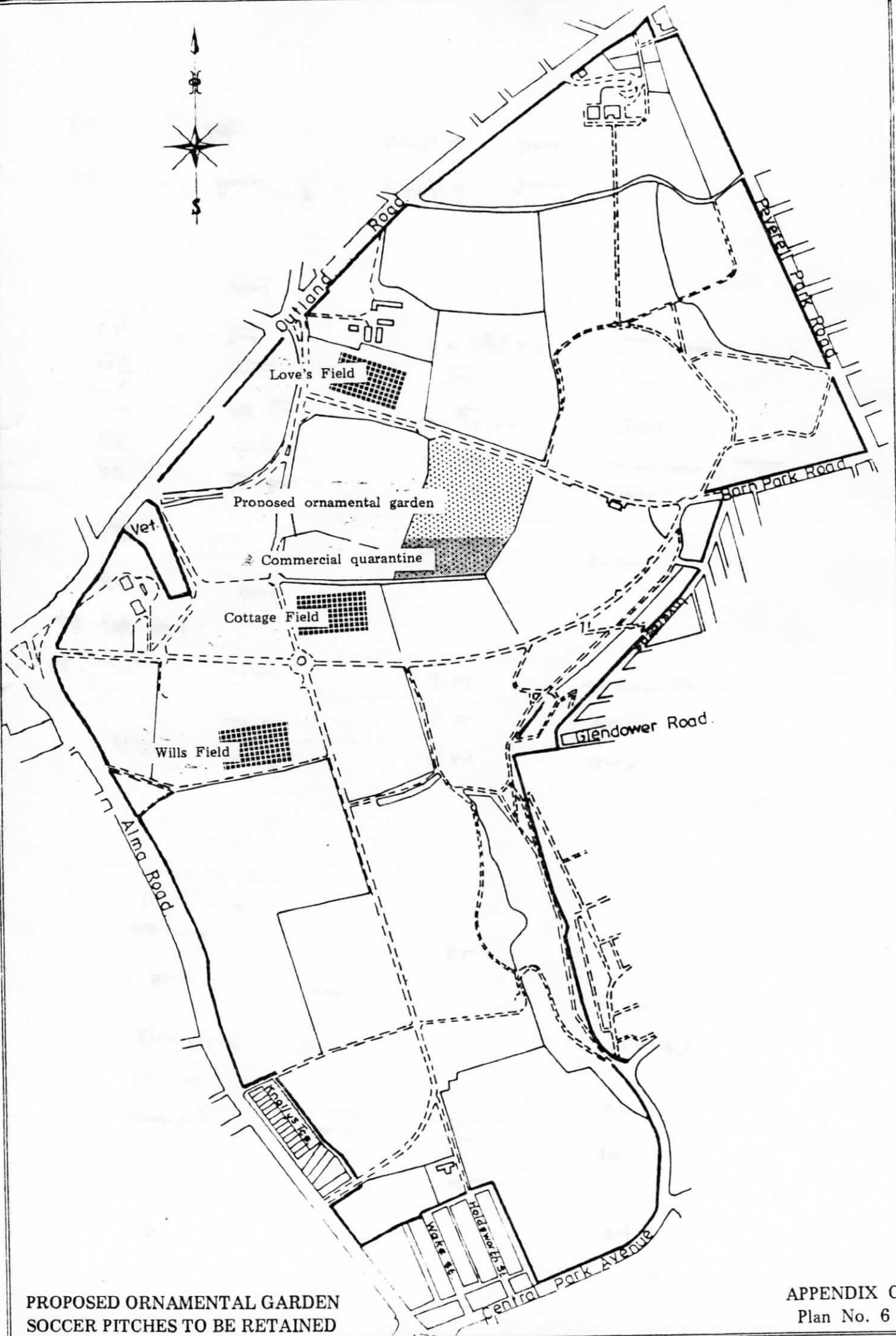
PROPOSED LANDSCAPE AREA

APPENDIX C  
Plan No. 4



SPORTS PITCHES TO BE REMOVED

APPENDIX C  
Plan No. 5



PROPOSED ORNAMENTAL GARDEN  
SOCCER PITCHES TO BE RETAINED