

Planning Application – Design, Access & Supporting Statement

Property Name: Maple Ridge Special School.

Property Address: Maple Ridge Special School, Maple Crescent, Basingstoke. RG21 5SX

The Works: Redesign layout of existing car park to incorporate pupil drop off/pick up point.

Existing Site and Building

Maple Ridge is a Community Special school situated in the Oakridge area of Basingstoke. The site is situated in a suburban, residential area of Oakridge which is approximately 1 mile from the town centre.

Vehicle access to the school is via a single road at the end of the residential cul-de-sac; the car park is immediately to the left of the vehicle entrance gates of the site.

Maple Ridge is a special school providing for 70 pupils with statemented special needs. Although the school caters for Moderate Learning Difficulty, many of the pupils have more complex learning difficulties. Approximately 75% have Autistic Spectrum Disorder.

The school provides for primary pupils aged from 4 years up to 11 years. Pupils are usually placed in one of seven teaching groups according to their age. The average class size is 12 pupils, with one teacher and at least two classroom assistants.

Brief

The children mostly come from within a 4 mile radius but some come from as far as Farnborough to the East, Tadley to the South and Kingsclere to the West.

As the children have special needs, only 8 out of the 70 children are brought and collected by parents,(11%), the other 62 children, (89%), use school transport, (buses or taxis). There are 6 taxis and 12 buses.

The purpose of the scheme is to incorporate safer traffic management of the buses and taxis for the Arrival and Collection of the children in the existing car park layout.

Design Principles

It is proposed to re-design the layout of the existing car park to utilise a one way system for the school buses and taxi to operate. The layout will enable the buses/taxis to stop at a designated pedestrian area where the children can safely leave or board the vehicles. A safe Access and Drop off point for the children will also be incorporated on the pedestrian area of the scheme.

The Proposed design is based on a temporary arrangement that the school set up and currently have in place, which has proved successful.

Design Solutions

The work will involve resurfacing the existing tarmac car park, constructing a raised pavement with safety barriers and installing a new lighting scheme. The proposals will also require the existing soft landscape immediately to the left of the entrance gate to be excavated and re-laying in tarmac as well as incorporating new below ground drainage, which will be linked to a new soakaway. Extending the tarmac surface will involve felling a small Maple tree from the soft landscape to be excavated.

Proposed design is shown in Drawing P10240/201.

Existing car park lighting consists of 3x 5 metre lamp posts fitted with Open Area type luminaires meaning light is emitted in all directions.

Proposed lighting design: will consist of 5x 5metre lamp posts fitted with Wirefield Astra 100-watt HQI lantern tops in locations shown on drawing P10240/201. Lighting system will be controlled with Photo Electric Cells. Below is image of the luminaire:



The Wirefield Astra is chosen for it's Directional Down luminaire. This means the light will be focused onto the car park with reduced intrusion on surrounding properties.

The scheme will provide 22No 2.4m x 4.8m car parking bays. There are currently 40 staff altogether; 10 teachers, 7 admin, site and lunch time staff, 3 out reach workers and 20 support staff.

Access and Inclusion Principles

The design does not incorporate drop kerbs at the collection/drop off points in the new pavement as it is intended children will step down from the vehicles onto the pavement. However the finished surface from the new pavement to the two existing footpaths will be ramped to eliminate any stepped levels and create level access.

There is also an existing accessible parking bay with drop kerb located near the School's main Reception.

The proposals will improve children's access to the school by offering a safer management plan for vehicle and pedestrian movement.

Buildings & Plant/Servicing

New road gullies will be installed (along the pedestrian drop off/collection pavement) and connected into a new soakaway located within the car park, as shown on Drawing P10240/201.

New car park lighting will also be provided as per Electrical Specification above.

Highways

No change is proposed to the highway. Access to the car park will remain via the existing access road main entrance gate.

Environmental Protection

Works will be undertaken during normal working hours over the school summer holiday period due to the nature of the building users. If any enabling works are to be undertaken during school term time adequate segregation will be required between the contractors operatives, pupils, staff and visitors to the site.

Landscape Design

The scheme will involve extending the tarmac area to enable the one way system to operate. It is proposed the existing kerb line will be extended to form the parameter of the additional tarmac surface as shown on Drawing P10240/201.

In order to extend the tarmac surface, 1No small Maple tree situated within the soft landscape will need to be felled. As a result of removing the tree, it is proposed to plant one new Maple tree in the new location shown on drawing P10240/201.

The scheme also requires forming a raised kerb at one end of the parking bays to define the turning circle and separate the bays. Line marking will be used to define a kerb line at the other end of the new parking bays. Line marking will also be used to define the direction of flow of vehicles entering the main car park area and one way system.

Ecology/Biodiversity

There are three mature trees with TPO's located in residential properties adjacent to the site; the root system extends towards the proposed new tarmac area, as shown on Drawing P10240/201. A series of trial holes has been dug along the proposed kerb line to establish whether the root system is present within our proposed excavations.

It was found that no key roots were present in our proposed excavated depth and the works would not have a detrimental effect on the trees – please see Steve Merriman's report/email.

Therefore the proposed works will incorporate a porous tarmac surface over the extended area to ensure water can still percolate through to the roots below the excavation as per Steve Merriman's recommendations.

Sustainability

It is proposed surface water drainage will be connected into new soakaway.

Archaeology

The works are of no archaeological interest because they involve only very minor and shallow groundworks