

Design Access Statement

Purpose of the Statement

This statement has been prepared to support a planning application for the construction of a bus/coach boarding facility at Guilsborough School, Guilsborough, Northants.

The purpose of this statement is to explain; “the design principles and concepts that have been applied to the proposed development and how issues related to access to the development have been dealt with” (para 80 DCLG Circular 01/2006)

This statement should be read in conjunction with the planning application and its accompanying documents.

Need

Guilsborough School, being a rural school currently transport some 90 percent of students by bus/coach. The existing bus parking/loading area is located at the front of the school. The area is not ideal requiring buses to reverse onto the public highway. Some improvements to the existing bus parking area have been carried out in the past but the existing area is too small to provide for the safe manoeuvring of buses and students. A new bus/coach loading facility, designed for the task, is now required.

The area required for the new facility would need to be owned by the school, large enough to accommodate the turning, waiting and manoeuvring of buses and provide sufficient area for students to wait for the buses. The area would need to be connected to the school by wide pedestrian routes, ideally traffic free. The area would need an access connection onto the public highway network.

Use

It is proposed to construct a coach parking and turning facility to the rear of the school away from the public highway and car drop off area. The chosen location will enable students alighting from the buses to access the school using internal walkways. The facility will be constructed on an area of grass land to the east of the school. The facility will replace a substandard area used at the front of the school and create a safer means for the pupils of the school to access the bus/coach services.

The bus/coach facility at the rear will allow existing parents that drop off/pick up pupils from the school to use the previous coach parking area reducing the need for vehicles to park/wait on West Haddon Road.

The area could be used during the day outside of the school start and finish times as a hard open area during breaks or for lessons.

Amount

21No. Coach parking spaces will be provided. This will accommodate existing service provision with an allowance for future demand.

Layout

The coach parking area has been design so that coaches can access and egress the site in forward gear. The proposed layout uses an existing highway access point into the school.

The coach parking bays have been designed so that the coaches can be front loaded, hence, passengers will not have to leave the pavement to board the coaches. A wide pavement is provided at the back of the site to enable a large volume of pedestrians to move along the area to the bus waiting points.

Students leaving the buses will use walkways to access the school buildings. There will be one roadway crossing point. The roadway gives access to a staff parking area, this roadway cannot be engineered out. A raised pedestrian cushion will be provided at the roadway crossing giving priority to pedestrians.

Scale

The proposed coach parking facility is predominantly at ground level except for a small bus shelter and relocated polytunnel. The site is to be bound by a 2.4m/1.8m boundary fence. Lighting columns are to be provided to improve safety during the darker months.

Landscaping

The majority of the site will be hard surfaced. The Eastern, Southern and Western boundaries will predominantly feature low level planting. The southern corner of the site will have low level planting areas and a relocated polytunnel for pupil use.

Access

The site will be accessed from West Haddon Road using an existing locally widened internal access road. Coaches accessing the development will continue to operate using their existing established travel routes.