DESIGN & ACCESS STATEMENT FOR PROPOSED ADDITIONAL CAR PARKING, ASSOCIATED LIGHTING AND LANDSCAPING AT ISEBROOK SCHOOL, KETTERING.

DESIGN:

AMOUNT:
The proposed additional car parking area at Isebrook School would consist of approximately 600m² of new tarmac area (including proposed access road off existing turning head) and would provide an additional 23 car parking spaces.

USE:
Due to the special needs of the pupils at Isebrook School staffing levels are considerably higher than in other educational establishments. Isebrook School currently has 85 pupils on its register, with 64 members of staff to teach / care for these pupils.

The existing car park only has 28 demarked car parking bays, including 2 disabled parking bays. On a typical school day in this car park, there can be up to 41 cars parked at any one time, by means of double parking etc. with any remaining visitors / staff having to park on the adjacent roads.

Also due to the special nature of the school all of the pupils arrive and depart via either car or minibus under supervised conditions. This all leads to a very congested car park area at least twice a day which can often cause disruption to traffic in the area.

While not solving all the parking problems on site it is hoped that the proposed additional car parking provision of 23 bays will help alleviate the congestion issues related to the existing car park considerably and allow the current disabled parking provision to be increased from 2 to 6 parking bays within the existing car park.

The addition of the proposed parking bays will also help the school to provide community activities out of normal school hours as currently occur. At present the existing school playground has to be employed as an overspill car park to allow an additional 25 cars to park. This has resulted in damage to the existing playground as it was never designed to take vehicular loads. The existing playground is to be repaired / resurfaced in the near future and it is hoped that the specifically designed additional parking provision will help increase the longevity of the new surface by removing sources of potential damage from it.

LAYOUT:
It is proposed to locate the additional car parking on land adjacent to the Premises Managers bungalow which can neither be sensibly used for school building extension or playing field area. Due to the sloping nature of the site, and location of certain groups of existing trees, the proposed layout has been designed to maximise the number of useable car parking bays possible. Access is via a stretch of proposed road leading from an existing turning head off the current parking area.

Due to the slope of the site and the combination of existing and proposed landscaping the proposed layout benefits from being substantially screened from adjacent properties.

SCALE:
The scale of the proposed development is determined by the useable site area available. It should be noted that the total on site parking provision as proposed is still less than half that recommended for a special needs school of this size. Using Local Authority Supplementary Planning Guidance approximately 116 parking spaces would be required. The proposed scheme totals 51 parking bays on site which includes 6 disabled parking bays.
LANDSCAPING:
The Arboricultural report (as produced by RGS Tree Services) describes the existing trees on site and explains the reasons why it is proposed to remove two of the four existing groups. In order to compensate for the removal of these eight trees and to reinstate a privacy screen between the school and the adjacent land it is proposed to introduce approximately thirty one new Western Red Cedar trees along the boundary. Once these trees have become established so as to form a hedge along the boundary it is proposed to keep their overall height to a maximum of three and a half meters in order to prevent excessive root growth and subsequent damage to the proposed car parking.

A permacrib timber retaining wall is proposed along the edge of parking bays fourteen thro’ twenty three which could allow planting to be grown through it if the school desired. Even in its treated timber state however the wall will be blend harmoniously into its surroundings and become a feature of the development.

Tarmac is proposed to be used as the surface for the proposed car park which will match that of the existing school car park.

APPEARANCE:
With reference to the above, the scheme consists of landscaping features which have been designed to blend into their environment with materials to match existing. It is hoped that the timber retaining wall will add visual interest to the proposed car park, perhaps with additional planting being grown through it if desired by the school.

Two number, four meter high lighting columns are proposed to allow the additional car parking to be used in the evenings and winter mornings. The existing and proposed trees to the school boundary and the height of the proposed lighting will ensure that there is no significant light pollution to the adjacent properties.

ACCESS:
VEHICULAR & TRANSPORT LINKS:
Access to the school grounds is off Eastleigh Road. There will be no alterations to the entrance / exit within the scope of these works. Access to the new car parking is to be via a stretch of new road extended off the existing turning head in the existing car park.

The proposed additional parking will free up the existing car parking area, making access and egress easier during dropping off and collection times while also alleviating some of the necessity for parking on the road by the creation of additional parking bays.

No pedestrian routes to and around the site will be affected by these works.

INCLUSIVE ACCESS:
Due to the sloping nature of the site it is impracticable to provide disabled parking within the proposed area of additional parking. It is the intention however to use the new parking area to reduce the level of usage of the existing car park so allowing a reworking of the existing parking layout to create an additional four disabled parking bays (six number total) adjacent to the schools main entrance (level threshold).