



DESIGN AND ACCESS STATEMENT

To accompany planning application for:

Double Mobile Classroom Unit

at

**Highfield Primary School
Charville Lane West, Hillingdon
Middlesex UB10 0BD**

March 2011

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1.0 INTRODUCTION

1.1 This statement has been produced to accompany the full planning application submitted to London Borough of Hillingdon for the provision of a double classroom unit at Highfield Primary School, This statement incorporates the design and access statement for the site, as well as the transport statement. It explains use of the site and access arrangements. It also covers the following design issues

- Use
- Amount
- Layout
- Scale
- Landscaping
- Appearance

1.3 This document has been prepared in accordance with the Department for Communities and Local Government March 2010 Guidance on Information and validation and published advice from CABE.

2.0 ASSESSMENT

PHYSICAL CHARACTERISTICS

2.1 Site Location

Highfield Primary School is located at Charville Lane West in the central part of the borough. The school site is relatively flat with a fairly level playing field.

The proposed site of the double classroom unit is to the eastern of the school's main buildings on the edge of the playing fields as shown on drawing number **26117/A/005**

2.2 Surrounding Land Uses

The school is surrounded on northern and south western sides by residential properties of two storeys. The south western properties have their rear gardens adjoining the school grounds.

2.3 Movement

The school is within walking distance of the school's catchment area and the existing car park is located next to the school front entrance. The approach to the school's main entrance reception area from the car park and pedestrian access is fairly level.

No alteration works are proposed to the vehicular or pedestrian access routes as the existing road is of adequate width for use by refuse and emergency vehicles.

3.0 DESIGN

3.1 Use

Highfield Primary School delivers 2 Forms of Entry primary school education with a school roll of 237 pupils.

The proposal is to seek planning permission for the addition and erection of a double mobile classroom unit with associated storage and toilet facilities as shown on drawing number **26117/A/006**

Additional classroom spaces are required to accommodate the growing number of pupils at the school. The school has decided to incorporate the mobile classrooms as a temporary measure to cope with rising pupil numbers and it is envisaged that the double classroom unit will be in place at the school for a period of up to 8 years

3.2 Amount

The double classroom unit's schedule of accommodation is as follows:-

Classrooms	133.06 sq. metres
Stores	6.41 sq. metres
Toilets	8.15 sq. metres
Entrance Lobby /cloakroom	11.24 sq. metres

Total Gross Internal Floor Area 158.86 sq. metres

Car parking

15 no. existing spaces

None proposed

Total number of spaces will be unchanged

3.3 Layout

The floor layout is as shown on drawing number **26117/A/006**. The layout complies with current Building Bulletin 99 education standards and Building Regulations.

3.4 Scale

The existing school is single storey system built with flat roofs and the proposed double classroom unit is of a similar scale to the existing buildings.

3.5 Landscaping

The proposed unit is sited on the existing playing field and there is 1 no. existing sapling to be relocated or replaced as part of the scheme. No additional landscaped works are proposed. The winter football pitch will be relocated to the south east to ensure there is sufficient run-off (minimum 3m) between the new building and the playing surface.

3.6 Appearance

The proposed double classroom unit will match and complement the existing school visually and is of similar height with a flat roof. The external fabric of the unit has no adverse impact on the overall school environment.

4.0 ACCESS

The proposed unit is sited on the existing playing field. The unit is raised off the ground to facilitate access to its classrooms it will have ramp and stair leading from the playground to the timber decks in front of each door which are all in compliance with Part M of the Building Regulations and DDA Standards. The internal door widths circulation spaces and toilets are in accord with DDA requirements

5.0 SECURED BY DESIGN

The double mobile classroom unit had been orientated to offer surveillance to as many elevations as possible. The facades are designed to minimise opportunity for hiding and climbing up windows or onto roofs. The roofs are installed using manufacturer's approved fixing system in order to minimise criminal intrusion and damage through vandalism.

6.0 TRANSPORT STATEMENT

The Transport Statement reviewed transportation issues of the school and its immediate environment affected by the proposed addition of the double mobile classroom unit. **See Appendix C**

7.0 STATUS OF THIS DESIGN & ACCESS STATEMENT

- 7.1. The London Borough of Hillingdon will assume responsibility for the safekeeping of this Statement and its implementation of the approved works. As this is a live document , it should be reviewed and updated during the stages of the implementation of the approved works and ensure that the facilities provided are fit for purpose and all Statute, Regulations and good practice recommendations are adhered to.

APPENDIX A: Site Photographs



Site location adjacent to main school building



Sapling to be relocated



Site Location from playing field

APPENDIX B: Proposed Scheme Drawings

APPENDIX C: Transport Statement

Highfield Primary School

Introduction

This Transport Statement assesses the proposals to install a temporary structure containing two classrooms on land inside the Highfield Primary School boundary and its impacts on the travel arrangements of the school site. This report forms the transportation chapter of the Design and Access Statement. The purpose of this chapter is to inform Highways Officers at the London Borough of Hillingdon (LBH) of all of the associated traffic and transportation matters associated with the development.

Site Location

Highfield Primary School is located off Charville Lane West which is located to the west of the London Borough of Hillingdon.

The school is situated within the large residential district of Hillingdon. Uxbridge Road (A4020) is located to the south of the site and provides links to Uxbridge which is located approximately 1.5 miles to the northwest of the school.

The site is bound by Charville Street West to the north, Pole Hill Road to the east and Mint Close to the south and west.

The entrance to the school is close to the two secondary schools of Swakeleys and Abbotsfield which are located to the north of the primary school. Charville Lane West forms part of the two secondary schools southern boundary.

Site Description

The school currently has 2 forms of entry with approximately 200 pupils and 35 staff. The school educates children from reception class through to Year 6 with pupils between the ages of 4 and 11 years old. There is also a part time

nursery in the school with 90 places available for children over the age of 2 years old.

The school is formed of one primary building with associated playgrounds and playing fields located to the east of the site.

The primary school is located within a residential area and as such many of the roads directly surrounding the site are cul-de-sacs and serve the properties in vicinity of the school.

Surrounding Highway Network

Charville Lane West

The primary school is accessed directly from Charville Lane West. The road is two-way, approximately 400m long and follows an east to west alignment. It terminates adjacent to the school in the east and connects to Parkfield Avenue approximately 200m to the west of the school. There are footways along both carriageway edges and street lighting in place. There are also a number of additional residential streets that are accessed from Charville Lane West including The Dingle, Baxter Close, Denziloe Avenue and Mayfield Close serving much of the surrounding residential area and providing links through to Long Lane and areas to the north of the site. There are no parking restrictions along Charville Lane West apart from directly outside of the school. These take the form of single yellow lines and standard yellow “keep-clear” school zigzag markings on the southern side of the carriageway.

Parkfield Avenue

Parkfield Avenue is a key two-way route from Uxbridge Road (A4020) to Charville Lane West and the school. It is approximately 400 metres long and is fronted by residential properties. There are footways and street lighting located along each carriageway edge for its entire length. To the north it becomes Charville Road West while in the south it forms a three arm priority junction with a section of Uxbridge Road. There are no parking restrictions along Parkfield Avenue.

Denziloe Avenue

Denziloe Avenue also connects Charville Road West and Uxbridge Road (A4020). In the north it connects to Charville Road West via a three arm priority junction approximately 300m to the west of the school. To the south it also connects to Uxbridge Road via a three arm priority junction. The road is subject to a 30mph speed limit with no parking restrictions along its length. There are footways and street lighting along its length.

Uxbridge Road

Uxbridge Road is a key route running through West London and links many residential districts. It can be accessed from Denziloe Avenue and Parkfield Avenue to the south of the school. It comprises of two lanes in each direction with a further section separated to serve residential properties along Uxbridge Road to the south of Parkfield Avenue. There are bus stops located along Uxbridge Road as well as signalised pelican crossing facilities adjacent to its junction with Denziloe Avenue. No traffic movements are permitted from traveling westbound on Uxbridge Road into Denziloe Avenue.

Pedestrian Accessibility

The main pedestrian access for visitors is located off Charville Lane West. There are two additional footpaths located adjacent to the school entrance.

One footpath provides access into the grounds of the two high schools located to the north of the site. The other provides a link to Pole Hill Road and Charville Lane to the east of the school.

The surrounding network of residential streets means there is a well-connected network of lit footways and footpaths in the vicinity of the school providing safe access for pedestrians.

Cycle Accessibility

There are no specific cycle access points to the school. In addition, there are no designated cycle routes in the vicinity of the site so existing cyclists share the highway with other road users.

Public Transport Accessibility

The closest bus stops accessible from the site are located on Uxbridge Road approximately 600m from the school. Stops are located on either side of Uxbridge Road with the signalised pelican crossing being located adjacent to the two stops.

The stops are utilised by five bus services providing access to a number of surrounding destinations such as Uxbridge Tube Station and White City Bus Station.

Public Transport Accessibility Level (PTAL) is an assessment commonly undertaken in the Greater London area. This assessment grades how “good” public transport accessibility is for a chosen area on a scale of 1 to 6, whereby 1 indicates extremely poor access and 6 indicates excellent access. The PTAL assessment grade taken from outside of the school entrance is 1b. This indicates that access to public transport in the area is very poor. However, good highway and footpath links provide access to public transport some distance away.

The closest tube stations to the site are located in Uxbridge Town Centre and Hillingdon, both over 1.25 miles from the school.

Current Traffic Conditions and Behaviour

Traffic conditions were observed on 22/03/2011. Congestion was observed in the vicinity of the school. This congestion is both caused and exacerbated by on-street parking surrounding the school entrance. Parking takes place directly outside of the school where Charville Lane West terminates, as well

as areas other on-street locations along Charville Lane West to the east of the site.

It has been noted that part of Charville Lane West and The Dingles located close to the school is used as a rat-run adding to the volume of traffic on the network during peak times. Furthermore a number of vehicles parking outside of the school were collecting pupils from the adjacent secondary schools.

Development Proposals

To provide additional capacity in order to accommodate a recent increase in the number of primary school pupils and children soon to attend primary school, it is proposed to install a temporary modular unit which contains a partition along its centre, essentially dividing the structure in two. These two rooms will form classrooms to accommodate up to 60 pupils (30 in each classroom) and 5 teaching staff. It should be noted that these classrooms will not provide a new “form” class; they are merely to facilitate an immediate increase in demand for classroom space. There will therefore not be a cumulative increase of 60 pupils per year, only a “one-off” increase of 60 pupils and 5 staff.

Traffic Impact

A methodology has been derived in order to determine the potential traffic impact associated with the development. The methodology involves applying the modal split for cars, as identified in the school’s Travel Plan, to the total number of pupils and staff. A car occupancy assumption will then be applied as some trips will be transporting more than one pupil. This gives us the total number of new car trips for the AM and PM peak periods, once the temporary classrooms are in use.

If we first consider the number of pupils, 60 multiplied by a car modal split of 40%, it would create 24 individual pupil trips. We then divide this number of trips by the assumed car occupancy figure of 1.5, giving us our total new car trip figure of 16.

We then apply the same methodology to calculate the number of new staff car trips. 5 staff multiplied by a modal split of 62% and divided by the car occupancy figure of 1.1 gives us 3 new staff car trips.

When considering the highway impact of the pupil numbers, it is important to consider the different potential behaviour of the drop-off/pick-up. It is assumed that there is a 50/50 split between the number of parents/guardians choosing to park up and walk their children to the gate and the number quickly dropping off their children or parking away from the vicinity of the site. If we apply this 50/50 split, there will be 8 new car parking trips associated with the temporary classrooms. It is estimated that 3 new staff car parking trips will also be generated by the development. However it should be noted that staff will arrive before and leave after pupils, therefore the associated trips will be on the network outside of pupil peak arrival/departure times. Some pupil trips will be staggered in the AM peak as the school operates a “breakfast club”, open from 08:00. Similarly, some PM trips will be staggered due to after school activities which tend to finish between 16:30 and 17:00.

It is believed that 8 new pupil car parking trips and 3 new staff car parking trips will have little impact on the local highway network. In line with scoping discussions with the Highways Officer at LBH, this forecast number of new parking trips in the vicinity of the school will not require any further detailed impact assessment.

It should also be noted that these numbers could reduce as part of the on-going Travel Plan process co-ordinated within the school, which raises awareness of sustainable travel by reducing single occupancy car usage and promoting measures such as walking, cycling and public transport. This promotion of the benefits of sustainable travel should see a reduction in single occupancy car use. Regular Travel Plan surveys should also indicate the level of cycle parking demand, allowing for the accurate provision of additional cycle parking facilities.

Summary and Conclusion

This section of the Design and Access Statement has addressed a number of traffic and transportation issues associated with the proposed development at Highfield Primary School through an assessment of the following:

- Current traffic conditions in the vicinity of the site;
- Current site accessibility;
- An outline of the development proposals;
- A methodology to estimate the number of new vehicle trips on highway network; and
- An estimate of the highway impact of the proposed development.

The approach to the assessment of the above including the likely traffic impacts at the school, was agreed with the Highways Officer at LBH and included the need to estimate the potential increases in on-street parking and vehicular activity associated with the school. The Highways Officer stated that if the conclusion to this exercise indicates only relatively small numbers of additional vehicles being attracted to the school, then this is not likely to materially affect the current situation and therefore any report would not require the support of a more detailed, qualitative, survey of the current car activity.

In accordance with this agreed methodology, it has been demonstrated that the proposed introduction of the temporary classrooms at Highfield Primary School is not likely to generate a significant number of additional vehicular trips to the school. Therefore it can be concluded that any current issues regarding vehicular activity in the vicinity of the school are not likely to be exacerbated by the development proposals.