



Planning Statement inc. Design & Access Statement

**Extending & Re-configuring of Car Park, New Entrance &
Exit Gates and associated Drainage Works**

**St. John the Baptist Church of England Primary School,
Hawthorn Bank, Spalding,
PE11 1JQ**



1. Introduction

1.1 The Application

This Design & Access Statement has been prepared in support of a full planning application for the extending and re-configuring of the car park, replacement entrance and exit gates and associated drainage works at St. John the Baptist Church of England Primary School, Hawthorn Bank, Spalding. currently the area associated with this application is the school's main car park with a small area of soft landscaping with one large copper beech tree that will remain under the proposed works.

The need for the proposed works has arisen due to recent heavy rain resulting in the flooding of the car park on numerous occasions. A full drain survey confirmed that a number of the surface water drains were either blocked or damaged beyond repair, so a full scheme of repair works was required. At the same time the school has struggled for some time with the existing car park as the numbers of staff and visitors has increased over time. It was decided that both issues should be dealt with in tandem so as to minimise disruption as much as possible which has therefore resulted in the proposal forming this application.

This application is to be made by JC Architectural Consultant on behalf of their client who intend to develop the site in order for the car park to function in a more effective manor for themselves and other users.

1.2 Drawing List

This application is accompanied by the following drawings, all of which have been prepared by JC Architectural Consultant.

0171-20-01 Car Park Layout Specification

1.3 Planning History

The site itself has no previous planning applications, however, the school has an extensive history of planning applications as it has expanded over time. Naturally this is in line with other planning applications in Spalding as more people move to the area and demand on the school has increased.

2. Site and Surrounding Context

2.1 The Site Location

The school car park site is located on Hawthorn Bank in Spalding, a large market town in the heart of South Holland. Hawthorn Bank runs to the south west of the town centre between Little London and Winsover Road, in the centre of the town. The area is predominantly residential but the dominant building in the area is St. John the Baptist Church, to which the school is associated.



The school site, as seen from above.

As mentioned previously, the site is currently the school car park which is accessed from Hawthorn Bank, it is used by the school but also often used on Sundays by members of the church. Overall the site is approximately 990m² in size and is flat across its area, as is to be expected in this location.

3. Proposal

3.1 Proposed Development

The proposal will see the number of car parking spaces increase from 25 to 31, a much needed increase due to the demand on the school. The key improvement will be the introduction of an in and out gate system which will both be barriered in order for the school to monitor traffic movements, critically the new gating system will be monitored from the school office and can be held open at peak times and left closed at others to improve security of the site. A new fenced footpath will be incorporated around the perimeter of the car park so that children can safely access the school as well as a fenced fire escape route so that pedestrians and vehicles can remain separate at all times.

A portion of the grassed area to the front of the existing car park will have to be removed in order to make way for the additional car parking spaces, however, it is deemed an acceptable loss in order for the school to function at its best. The loss has been kept to a minimum and a planting scheme will be incorporated in order to maintain wildlife habitats and keep a sense of an open green space. Critically the large copper beech tree to the corner of the site will remain as this is a key visual aspect of the site which would have a detrimental effect on the overall aesthetic of the area as a whole.

3.2 Site Layout

As previously mentioned, the car park will take the form of an in and out and will operate a one-way system so that there is no issue of congestion etc. The 'in' gate will be in the place of the school's main entrance, however this will be reconfigured so as to suit the new car park layout and a new gate will be installed. The 'out' gate will be to the north of the car park in

place of a second existing gate and it will be fitted with red and white striped rising arm barrier with an apron below.



View of the existing car park.

4. Use

As previously mentioned, the use of the site is currently the school car park. This car park is shown on the accompanying plan highlighted in red and the remainder of the school site is highlighted in blue.

5. Amount & Scale

5.1 Existing

As previously mentioned, the existing car park has 25 parking spaces and the area of the site is approximately 990m².

5.2 Proposed

The proposal will see the number of parking spaces increase to 31 but the site area will remain at 990m², this is because the new layout makes use of an area of existing soft landscaping which will be decreased in size in order to allow for the additional spaces.

6. Landscaping & Surfacing

6.1 Soft Landscaping

The existing soft landscaped areas will be decreased to make way for the additional car parking spaces, however this decrease has been kept to a minimum in order to keep the feel of a soft break between the hard surfaced areas of the road and the car park. The grassed area to the south of the car park will remain, with the new pedestrian footpath running through it, as will the large Copper Beech tree.

Low level planting will be carried out throughout the areas of soft landscaping that are to remain, this will help with the feel of separation between the school and the road beyond and also continue the feeling of an open green space, much as the site benefits from currently. Planting will include small trees such as hawthorn and other small scale shrubs etc suitable for this type of location.

6.2 Surfacing

The new car park will be finished with a macadam surface across its entire area. There will be a number of Aco drainage channels throughout the area, in the locations shown on the accompanying plan, and the line markings will be a white thermoplastic paint. All new pedestrian areas will also have a macadam finish and the existing footpaths etc will remain as a rectangular paving slab as they are currently in a suitable condition to remain.

7. Appearance & Materials

All materials used for surface finishes are proposed to be both in keeping with materials used in the local area and also serve their purpose as best they can. For full details of materials proposed refer to the accompanying plan. The new drainage strategy will help to deal with the vast amounts of surface water that would naturally accumulate on a large area of hard standing and has previously resulted in vast flooding to the site.

8. Highways Implications

There is considered to be no implications to the highway, the new entrance gate configuration will result in one car being able to fully pull off the highway whilst waiting for the gate to open so as to not block the passing traffic on Hawthorn Bank.

9. Land Contamination

It is understood that there is no contamination within the site.

10. Flood Risk

The site lies within flood zone 3, as does most of Spalding, however it is seen that the vast improvements to the drainage system will in fact reduce

the flooding issues associated with the site. Anglian Water approval is being sought to connect the new surface water drainage system in to the combined mains sewer in the highway, which will also aid in moving the water away from the site and reducing the risk.

10. Construction

The safety of staff, pupils and parents throughout the duration of the works, therefore it has been decided that the works will take place during the school summer holiday, this gives sufficient time to get everything in place prior to that time in order for works to begin straight away. This will result in no knock on effect to the school and its pupils as they will be effected in no way throughout the duration.