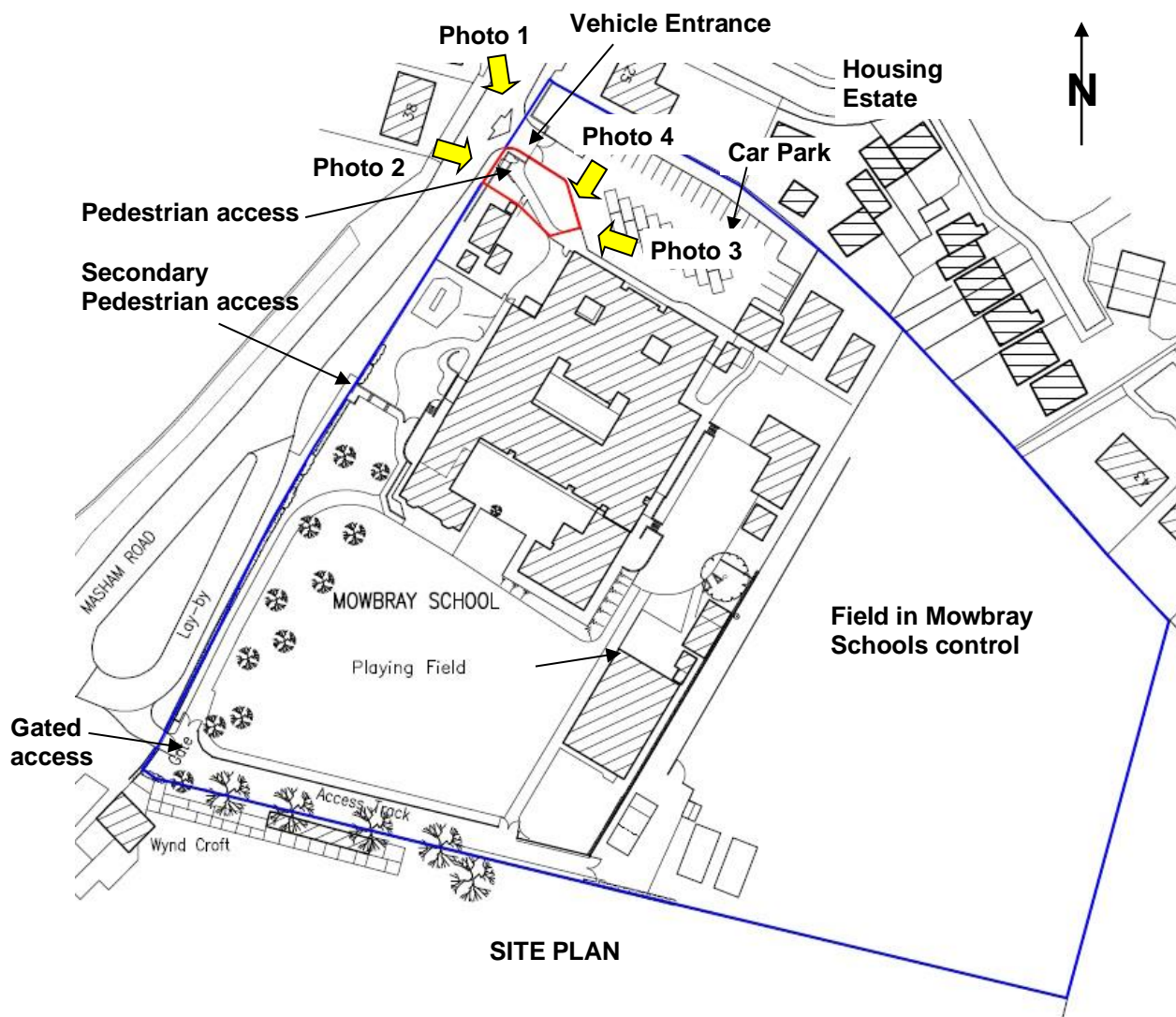


DESIGN AND ACCESS STATEMENT FOR, PROPOSED ALTERATIONS TO FORM RAMP TO MOWBRAY SCHOOL MAIN ENTRANCE AT MASHAM ROAD, BEDALE, NORTH YORKSHIRE. DL8 2SD

Location and Context.

Mowbray School is a Community Special School with approximately 300 mixed gender pupils in the three to sixteen age groups. It is located on the outskirts of Bedale Market Town on the south-east side of the Masham Road. To North of the school site is a housing estate and to the South is a farm. Alongside the school site's east boundary is a field in Mowbray School's control which is used as the School Farm.



The main vehicle and pedestrian access positions are at the north-west corner of the school site as shown the plan above. There is a second pedestrian access midway along the north-west site boundary. At the south-west corner of the site there is a second vehicle access position. This is used by Mowbray School staff, emergency and maintenance vehicles. Both the pedestrian access positions have steps and are unsuitable for wheelchair users.

Mowbray School's main vehicle and pedestrian access positions are alongside each other as shown on Photo 1 below. Photo 2 shows steps to the pedestrian access alongside the public footway. Photo 3 shows the sloping car park access alongside the sloping pedestrian access inside the site. This is due to the paving level at the school entrance being approximately 2.3m below the Masham Road footway level.



Photo 1 – Main Access to Mowbray School



Photo 2 – Pedestrian access



Photo 3 – Main access



Photo 4 –Main entrance to school

The present access arrangement for wheelchair users is to arrive in a vehicle which parks or stops in the school car park from where there is level access to the school entrance, see submitted drawing 122/902 and Photo 4. The car park has disabled user parking bays but still becomes very congested at school pick up and drop off times. This causes vehicles to park in the lay-by to south-west of the school which is shown on the Site Plan. From there, wheelchair users are taken along the Masham Road footway and enter the school using the vehicle access. This situation needs to be improved by providing a wheelchair access which is separate from the vehicle access.

Development Proposals and Design.

The proposed changes to the pedestrian access are shown on submitted drawings 122/902 & 122/903. It is proposed that the existing stepped pedestrian access be replaced with a sequence of ramps and landings designed to Building Regulations Part M standard. The design will require alterations to the existing facing brick walls and constructing additional brick walls to enclose the new ramps and landings. The altered, and new, walls will be in bricks to

match the existing bricks and will have brick on edge cappings. New metal balustrading will be added to the walls to provide guarding and improve boundary security. Handrails will be fixed on both sides of the ramps and landings. A lockable metal gate is provided at the entrance position to deter unauthorised access when the school is closed. The gate will be kept locked back in the open position when the school is open. The new ramp sections will be paved with barred paving slabs and the landings in non-slip paving slabs.

TREES

There are four trees in the general vicinity of the proposed ramp. One of these is close enough to be affected by the proposed work. This is noted as T.1 on the block plan drawing 122/902, and is prominent in the centre of Photo 1 above. It is a Sycamore (*Acer Pseudoplatanus*) with a trunk diameter of 0.5m. It is approximately 12m in height with a canopy radius of 5m. The tree is approximately 30 years old and appears in good condition. This tree will grow considerably bigger over time which is not ideal in this location. In Autumn the tree sheds leaves and seeds over the existing path and steps which have to be frequently cleared for safety reasons. From the school's point of view, the tree needs to be maintained and its spread over the new ramp needs to be reduced. It is proposed that the tree be pollarded. Introducing a pollard to the tree at this stage is not ideal but it is a way to retain the tree in a manageable form. The work to the tree will be carried out by a tree specialist.

JUSTIFICATION.

The proposed new ramp will allow wheelchair users to enter the school from the Masham Road footway without using the vehicle entrance.

SECURITY.

The school has a range of security measures in place and points of entry are strictly controlled. There is a monitored intruder alarm system and also CCTV cameras. The car park entrance and the other existing entrances have gates.

SUSTAINABILITY

The proposed alterations incorporate the existing frontage brick walls into the new design.

CONTRACTORS ACCESS AND SITE AREA

The ramp work will need to be carried out when the school is closed for summer break. The contractor will set up an enclosed compound in a section of the car park. The arrangements will retain access for school and maintenance staff to the car park during this time. The working area will be enclosed with Heras fencing. The disturbance around T.1 will be carefully planned to minimise damage to the tree. Elsewhere, no construction activities, parking of vehicles or storage of materials are to be carried out close to existing trees.

Statement Prepared by,

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