BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Project Name:	2022/92581: Change of Use from Residential Care Home to a School				
Client:	Polaris Community				
Subject:	Car Park and Servicing Management Plan				
BGH Reference:	23-258-001.02				
Date:	6th September 2023				
Prepared by:	Daniel McLean	**Checked by:**	Geoff Bowman	**Overview by:**	Martin Crabtree

Introduction

1. This Car Park and Servicing Management Plan (CPSMP) has been prepared by Bryan G Hall (BGH) in relation to a planning application submitted by Polaris Community for the change of use from a 37 bed residential care home to a school at Number 1 Bryan Wood, Edgerton, Huddersfield.

2. A Change of Use planning application was submitted to Kirklees Council (KC) on 14th July 2022. In the KC Highways response dated May 2023, attached at **Appendix BGH1**, KC Highways requested a CPSMP, this document has therefore been produced.

3. The site will be operated by Polaris, one of the UK's largest and leading communities of children's service providers. Polaris recognise the importance of specialist education and support for children who have Special Educational Needs (SEN) and need a tailored approach to learning. The type of school which is proposed does not align to a local primary school and will generate less traffic and less walking trips than a traditional primary school.

4. There has previously been some confusion regarding the proposed number of children and staff at the school. The school will have a limit for 40 pupils and will have 23 regular staff members, with a maximum of 5-7 pupils per class.

5. School opening times will be between 9:15am to 4:00pm Monday to Thursday and from 9:15am to 2.45pm on Fridays. These opening times have deliberately been staggered to avoid a clash with the adjacent Mount School which is located to the north-east of the development. This will ensure there will be no additional trips on the local highway network at the same time as The Mount School.

6. There will be 23 regular staff consisting of:

    - Head teacher (Split between Schools) 0.5 No
    - Deputy Head 1 No
    - Special Educational Needs Coordinator (Shared between 2 sites) 0.5 No
    - Admin 1 No

- Teachers 8 No
- Teaching Assistant 8 No
- Speech and Language Therapy 0.5 No
- Tutors – teaching support staff – regular visitors - 2 No

Total 23 No staff

Cleaning Staff (Out of hours) 2 No

Caretaker (Shared between 2 sites, Out of hours) 0.5 No

Access

7. Given the SEN nature of the school, each child will generally arrive by car or minibus and will be received by a staff member. No pupils will travel to the school without being supervised.

8. All pupils will wait in their private car or minibus every morning until a staff member escorts them to school buildings. The arrival and departure of children will take place over a period of 20 minutes as not all children will arrive and depart at exactly the same time.

9. It is proposed to utilise all three of the existing accesses as part of the development proposals. The western access will be entry only and the access located to the north-west of the site will be exit only. A third access located at the north of the site will be used for the staff car park and the minibus parking area.

10. Taxis and cars associated with the drop-off and pick-up of children will pass through the site via a one-way system entering the site at the entry only western access and exiting the site at the exit only north-western access.

11. The location of the minibus bay is such that it avoids any conflict with the bin store.

12. Staff and the minibus will access the staff car park and minibus drop-off area using the northern access.

13. It is proposed to provide 7 drop-off and pick-up bays on the western portion of the site. In addition to this there will be a minibus drop-off bay and 23 staff car parking bays. The latest version of the site plan is attached at **Appendix BGH2**.

Personal Injury Collision (PIC's)

14. CrashMap shows that there have been no PIC's on Bryan Road or Binham Road in the last five years. It is therefore reasonable to assume that even with the proposed scheme in place, the local highway network will continue to operate safely.

Traffic Generation

15. Whilst not relevant to the CPSMP, it is relevant to compare the proposed use of the building with its previous use as a care home to demonstrate that the impact on the local highway network will be similar and not significantly worse than previously. Whilst the trip generation of the care home land use is modest, it will still have trips generated by visitors, deliveries, medical professionals and the like. The proposed development will generate a similar number of trips.

16. As set out during the planning application, in the morning and afternoon drop-off and pick-up period, there will be 15 vehicles entering and exiting the site. In order to form a robust assessment, for the purposes of this plan it is assumed that there will only be one minibus in both the drop-off and pick-up periods. This therefore means there will be 14 cars/taxis and 1 minibus accessing the site in the morning and afternoon peaks.

17. The minibus will be accommodated within the separate minibus drop-off area. This leaves 14 cars/taxis requiring to drop-off and pick-up using the 7 bays provided. It is considered that this is more than sufficient as not all vehicles will arrive at exactly the same time and therefore some vehicles will have already left before others arrive. This is because the estimated dwell time is only 5 minutes per vehicle, this estimate is based on Polaris' experience in operating other SEN schools. It is unnecessary to provide any more parking bays and to do so would impact other areas of the site which are essential for the pupils well-being throughout the school day. It is therefore concluded that sufficient drop-off and pick-up bays are provided to ensure that no vehicles will be waiting stationary or queueing within the public highway.

18. Staff vehicles will not use the drop-off and pick-up area of the site as they will only be able to access the site using the north-eastern access to gain access to the staff car park.

19. Deliveries will occur outside of the drop-off and pick-up times and hence there will be no conflict with pupils.

20. It is important to consider the context of the operation of this proposed school. The operation of the school is very different to that of a traditional primary school. The number of pupils will be much less than traditional primary schools as there is a limit of 40 pupils.

21. It is incorrect to assume that the proposed development is a 'traditional' school or that it should be treat in the same way as a typical school for the planning process. Indeed, it has

been demonstrated that the school can operate with no off-site parking which is not the case for a typical or traditional primary school.

Conclusion

22. This Car Park and Servicing Management Plan has been prepared by Bryan G Hall (BGH) in relation to a planning application submitted by Polaris Community for the change of use from a 37 bed residential care home to a school at No1 Bryan Wood, Edgerton, Huddersfield.

23. It is considered that this Car Park Management Plan has addressed all remaining Highways concerns. It has demonstrated that the proposed development provides sufficient drop-off and pick-up areas to be self-contained without impacting on other areas of the site.

End.

Appendices

Appendix BGH1 – Kirklees Council Highways Response

Appendix BGH2 – Proposed Site Plan

APPENDIX BGH 1

Consultation Response from Ryan Kinder KC, Highways Development Management
2022/92581 Bryan Wood Residential Home, 1, Bryan Road, Edgerton, Huddersfield, HD2 2AL
Change of use from residential care home (Class C2) to a school (Class F1(a)) (within a Conservation Area)
Date Responded: 04/05/2023. Responding Officer: D. Stainsby Responding Ref: K5-2NE/5

The Applicant has now clarified the numbers of staff and pupils and it is proposed that the school will accommodate up to 40 pupils and 25 Full time staff.

PICK UP AND DROP OFF

To establish the expected number of trips generated by the school, the Applicant has used one of their other sites as the basis for assessing the number of vehicles.

- This school currently has 42 pupils on roll who mostly travel to and from school in taxis.
- A total of 9 taxis/ minibuses are required each day, whilst 6 pupils are dropped off/picked up by their parents/guardians.
- In total 15 vehicles dropping off in a morning and 15 vehicles picking up in the afternoon

As a result, using the above figures it is expected that 15 vehicles will be used for this site. However, only 4 dropping off/picking up bays are proposed.

The Applicant anticipates that the start and finish times for pupils may differ, occurring naturally, so not all vehicles are on the site at the same time. However, all pupils will wait in their transport every morning until a staff member can get to each vehicle and escort them into school buildings.

This has the potential to be a time-consuming process, particularly having to do it with only 4 available drop off/pick up spaces for 15 vehicles, whilst also waiting for staff to be available to collect the Pupils.

It is considered that a comprehensive Car Park & Servicing Management Plan should be implemented.

This would need to set out the numbers of, and anticipated timings of, deliveries/taxi visits/minibuses and explain the procedures to allow access at these times to ensure that vehicles are not coming in to conflict with the students and that the vehicles are not waiting stationary or queuing within the highway.

CAR PARKING

The car parking layout is acceptable, except for the proposed parking area for the school minibus.

25 car parking spaces have been provided for staff, including 2 disabled parking spaces and 3 electric vehicle charging point which is now acceptable.

Although no visitor parking has been identified on the plan, the applicant has stated that visitors can use the pick up drop off bays when not in use.

However, with regard to the area identified for the school minibus and waste storage, I would consider that this location is too small to accommodate both.

The mini bus parking area and bin storage area appears to be too small to accommodate both.

A minibus parking area needs to be marked out on the drawing together with a bin store of suitable dimensions.

Details for waste storage requirements can be found in the document “Waste Storage and Collection Guidance for New Developments” which is available from waste.planning@kirklees.gov.uk.
Or at *https://www.kirklees.gov.uk/beta/planning-applications/guidance-and-advice-notes.aspx).*

OFF SITE HIGHWAY WORKS:

The Applicant originally proposed a package of off-site highway works to mitigate the proposed increase in traffic to and from the site.

Whilst it is accepted that all of these off-site highway works are no longer necessary due to the reduction in pupil and staff numbers, it is considered that the need for the following off-site highway works to enable safe egress from the site are still required.

- provide a new footway and crossing facility with dropped kerbs and tactile paving along a section of Binham Road that will link the site with the footway facility on the westside of Bryan Road. This footway is to extend past the exit from the drop off pick up area and link up with internal footway facilities that extend to the building entrances.
- Localised widening of the Binham Road/Bryan Road junction.
- Waiting restrictions around the junction of Bryan Road with Binham Road.

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

CONSTRUCTION.

A construction Plan would need to be agreed between the Developer and Kirklees Council to manage access and parking during the site redevelopment period.

APPENDIX BGH 2



Ward Architecture Limited
Re-plan, Re-design, Re-generate

PRELIMINARY LAYOUT

Do not scale. All setting out dimensions to be site confirmed prior to works commencing and any discrepancies confirmed to architect. This drawing is to be read in conjunction with all other architectural and structural engineers drawings. Any queries please email info@wardarchitectureltd.co.uk

BRYAN WOOD
HUDDERSFIELD
for POLARIS CHILDREN'S SERVICES / DRBC CONSTRUCTION

PROPOSED CAR PARK LAYOUT 1:500@A4

Date: 11/05/22

Job Number: **WAL-22-27-02E**

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