

Planning Design and Access Statement

Proposed Small-Scale Alternative Education Provision

89 Shilton Road, Barwell, Leicestershire, LE9 8BP

1. Introduction

This Design and Access Statement has been prepared in support of the proposal to establish a small-scale alternative education provision at **89 Shilton Road, Barwell, Leicestershire, LE9 8BP**.

The proposed use would provide education for a **maximum of 20 pupils at any one time**, within a carefully managed and supportive environment.

The purpose of the provision is to offer an appropriate educational setting for children and young people for whom a smaller, more structured and individualised educational environment may be more suitable than a conventional mainstream school.

The proposal has deliberately been designed to operate on a small scale. Teaching would generally take place in small groups, pupil numbers would be controlled, and arrivals and departures would be carefully managed.

A particular consideration in developing the proposal has been the relationship between the site and the surrounding residential area. The applicant has therefore sought to ensure that pupil transport, parking and vehicle movements can be accommodated within the property wherever reasonably practicable.

The applicant is seeking to work proactively with **Hinckley & Bosworth Borough Council** and **Leicestershire County Council Highways** to establish an appropriate operational arrangement which provides the required educational facility while protecting highway safety and neighbouring residential amenity.

2. Site and Surroundings

89 Shilton Road is an existing substantial residential property situated within the established built-up area of Barwell.

The property occupies a relatively generous plot and benefits from a significant area of existing hardstanding and off-highway space to the front of the property.

This existing frontage provides an opportunity to accommodate parking, pupil drop-off and collection, vehicle circulation and manoeuvring within the site.

The proposal therefore does not rely upon the creation of a large new parking area or extensive physical alteration to the property. Instead, the existing characteristics of the site provide the basis for a managed educational use.

The surrounding area is predominantly residential in character. The proposed operation has consequently been designed to remain small in scale and to avoid the intensity of vehicle movements associated with a conventional mainstream school.

3. Proposed Development

The proposal is to use the property as a **small-scale alternative education provision for a maximum of 20 pupils**.

The maximum capacity of 20 pupils represents the proposed upper limit of the provision and is not intended to suggest that 20 pupils would arrive simultaneously or that the site would operate in the same manner as a mainstream school.

The educational model would involve:

- small-group teaching;
- a structured and supportive learning environment;
- controlled pupil numbers;
- supervised arrivals and departures;
- managed pupil transport;
- on-site parking for staff and visitors; and
- supervised use of outdoor areas.

The proposed use would primarily operate during weekday daytime educational hours.

The final operational details, including staffing levels and precise hours of operation, can be agreed and confirmed as part of the planning process.

4. Design Approach

The design approach has been informed by the existing property, the residential character of the surrounding area and the operational requirements of a small alternative education provision.

The proposal does not seek to create a large institutional development.

Instead, the existing building and site would be used in a manner that retains the relatively small-scale character of the property.

The main principles guiding the proposal are:

1. **Small scale** – a maximum of 20 pupils.
2. **Controlled operation** – pupil movements and transport would be actively managed.
3. **Use of existing facilities** – making appropriate use of the existing building and frontage.
4. **On-site vehicle management** – providing parking and drop-off arrangements within the site.
5. **Residential amenity** – limiting unnecessary noise, disturbance and vehicle activity.
6. **Safe access** – providing clear arrangements for vehicles and pedestrians.
7. **Supervision** – pupils would be received and supervised by staff.
8. **Flexible educational environment** – allowing teaching to take place in small groups.

5. Access and Highway Considerations

Highway safety and the management of pupil transport are important considerations for the proposed use.

The property benefits from a substantial existing frontage and off-highway area which can be used to accommodate vehicles associated with the proposed use.

The applicant's intention is to organise the site so that routine pupil drop-off and collection can take place within the property wherever practicable.

This would reduce the likelihood of vehicles stopping or waiting on Shilton Road.

The final layout could incorporate separate or clearly defined areas for:

- staff parking;
- visitor and accessible parking;
- pupil drop-off and collection; and
- vehicle circulation and manoeuvring.

The detailed arrangement would be confirmed through the planning process and could be supported by a scaled parking and manoeuvring plan and, if required, vehicle swept-path analysis.

6. Pupil Arrival and Departure Arrangements

The proposal recognises that the movement of pupils to and from the site will be an important consideration.

The applicant therefore proposes a **staggered arrival and collection system** rather than requiring all pupils to arrive at the same time.

For example, an indicative morning arrangement could involve arrival windows such as:

- 8:40–8:50;
- 8:50–9:00;
- 9:00–9:10; and
- 9:10–9:20.

The precise timetable would be established in accordance with the individual transport requirements of pupils and the final operational arrangements.

A similar managed system would apply to afternoon collection.

The purpose of the staggered system is to prevent a concentration of vehicles at the property at any one time and to allow pupils to enter and leave the premises in a calm and controlled manner.

This approach also has an educational benefit, as a quiet and structured transition into and out of the educational environment is considered particularly appropriate for pupils attending alternative provision.

7. Taxi and Pupil Transport

It is anticipated that some pupils may travel to and from the provision by arranged taxi or private-hire transport.

Transport providers would be given clear instructions regarding arrival and collection arrangements.

The intended arrangements would include:

- allocated arrival and collection periods;
- vehicles entering the property wherever practicable;
- pupils being received directly by staff;
- vehicles remaining on site only for the period necessary to complete the handover;
- use of the site's existing manoeuvring area;
- avoiding unnecessary waiting or queuing on Shilton Road; and
- staff supervision of pupil arrivals and departures.

The applicant would be willing to prepare a formal **Transport Management Plan** should this be considered necessary by the Local Planning Authority or Local Highway Authority.

8. Parking and Vehicle Manoeuvring

The property has significant existing off-highway space.

The intention is not simply to maximise the number of parked vehicles but to provide a balanced arrangement which allows parking, drop-off, collection and vehicle manoeuvring to occur safely.

The final site arrangement would seek to provide adequate space for:

- staff vehicles;
- visitors;
- accessible parking;
- pupil transport;
- drop-off and collection; and
- vehicle circulation.

Where reasonably practicable, the layout would allow vehicles to manoeuvre within the site without needing to reverse onto Shilton Road.

A detailed plan demonstrating the proposed parking and vehicle movement arrangements can be submitted as part of the planning application.

9. Pedestrian Safety

Pedestrian safety would be incorporated into the operational management of the site.

Pupils arriving by taxi or other arranged transport would be received by staff and would not be expected to move independently through the vehicle manoeuvring area.

The final arrangement would seek to provide a clear route between the vehicle drop-off area and the educational accommodation.

Where appropriate, pedestrian and vehicle areas could be distinguished through changes in surfacing, markings, barriers or other suitable measures.

10. Residential Amenity

The property is located within an established residential area and the applicant recognises the importance of protecting the living conditions of neighbouring residents.

The proposed provision would be deliberately limited to a maximum of 20 pupils and would operate primarily during weekday daytime hours.

It would not be intended to function as a large school, community centre or general-purpose events venue.

The number of pupils, staff and visitors would be controlled, while vehicle movements would be managed through staggered arrival and collection times.

Outdoor areas would be supervised and their use would be managed to minimise unnecessary noise and disturbance.

The applicant is willing to accept reasonable and proportionate planning conditions relating to matters such as operating hours, pupil numbers, outdoor activities and transport management where these are considered necessary.

11. Outdoor Space

The existing property provides external space capable of supporting supervised outdoor educational activities.

Outdoor space would provide opportunities for recreation, informal learning and activities associated with the educational provision.

Use of the external areas would be supervised by staff and would primarily take place during normal educational hours.

The management of outdoor areas would take account of the site's residential surroundings, with the objective of avoiding unreasonable noise or disturbance to neighbouring properties.

12. Scale and Character

Although the proposal is for an educational use, its scale and operating characteristics are significantly different from those of a conventional mainstream school.

The proposed maximum capacity is **20 pupils**.

Teaching would predominantly take place in small groups and pupil movements would be controlled.

The site benefits from substantial private external space and existing off-highway parking and manoeuvring capacity.

The proposal is therefore intended to provide a **small-scale, low-intensity educational environment** which makes appropriate use of the existing property.

13. Accessibility

The proposal would provide an accessible educational environment for pupils attending the provision.

The final arrangements would seek to ensure that pupils can safely move between transport, the building and relevant outdoor areas.

Where necessary, accessible parking and appropriate routes into the building would be incorporated into the final arrangement.

The applicant will consider the individual needs of pupils attending the provision and will seek to ensure that reasonable accessibility requirements can be accommodated within the site.

14. Environmental and Sustainability Considerations

The proposal makes use of an existing building rather than requiring the construction of a new educational facility.

This represents an efficient use of an existing developed site and avoids the environmental impacts associated with constructing a new building elsewhere.

Where physical alterations are proposed, these would be designed to be appropriate to the existing property and surrounding area.

The applicant will seek to minimise unnecessary external alterations and make effective use of the existing building and infrastructure.

15. Transport Management Plan

If required by the Local Planning Authority or Highway Authority, a detailed Transport Management Plan could be prepared.

This could include:

- maximum pupil capacity;
- staff numbers;
- staff parking arrangements;
- visitor parking;
- pupil transport arrangements;
- designated arrival and collection periods;
- taxi/private-hire arrangements;
- vehicle waiting arrangements;
- on-site turning and manoeuvring;
- pedestrian routes;
- staff supervision;
- instructions to transport providers and parents/carers; and

- measures to discourage routine waiting or queuing on Shilton Road.

The applicant would also be willing to review the operation of the provision once established and make reasonable adjustments where necessary.

16. Planning Benefits

The proposal would provide a number of benefits.

The principal benefit would be the provision of additional local educational capacity for children and young people who may benefit from an alternative to conventional mainstream education.

The small-scale nature of the provision would allow pupils to receive more individualised support within a structured environment.

The proposal would also make productive use of an existing property and its existing external space.

From a transport perspective, the site's substantial frontage provides an opportunity to manage pupil transport within the property and reduce reliance on roadside stopping and waiting.

17. Summary

The proposed development would provide a small-scale alternative education provision for a maximum of **20 pupils at 89 Shilton Road, Barwell**.

The proposal has been designed around the characteristics of the existing property and seeks to provide a carefully managed educational environment which is compatible with the surrounding residential area.

Key features of the proposal include:

- a maximum of 20 pupils;
- small-group educational provision;
- weekday daytime operation;
- controlled and supervised pupil arrivals and departures;
- staggered transport arrangements;
- substantial existing off-highway space;
- on-site parking and vehicle manoeuvring;
- supervised outdoor activities; and
- measures to minimise impacts upon neighbouring residents and Shilton Road.

The applicant recognises that the proposed educational use must be appropriately managed and is willing to work with the Local Planning Authority and Highway Authority to agree suitable operational and planning controls.

The proposal therefore seeks to provide a valuable local educational facility while making appropriate use of the existing property and minimising potential impacts upon highway safety and residential amenity.

18. Conclusion

The proposal represents a small-scale and carefully managed alternative education use within an existing property.

The site's substantial frontage and off-highway capacity provide an important opportunity to accommodate parking, pupil transport, drop-off and collection within the site.

The proposed staggered arrival and departure system would further reduce the likelihood of concentrated vehicle activity and would support a calm and structured educational environment.

The applicant considers that, subject to appropriate planning and operational controls, the proposal can operate successfully without causing unacceptable impacts upon highway safety, residential amenity or the character of the surrounding area.

The applicant respectfully requests that the Local Planning Authority considers the proposal favourably and provides advice regarding the appropriate planning use, detailed submission requirements and any further measures considered necessary to support the proposed development.