

Section 106 Design & Access Statement

The Heights Primary School, Caversham

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Introduction

Kier Construction have managed the design of the Section 106 works which relate to the planning approval for The Heights Primary School new school provision. The design team have been appointed by Kier Construction to develop the detailed design which will form part of the Condition 10 discharge.

The purpose of the Section 106 Works is to not only provide safe and functionable vehicle and pedestrian access to the new school but also to improve the access and parking arrangement for the Mapledurham Playing Fields.

The Site Description

The location of the Section 106 works is outside the permitted school development site and is the area of land between the school site and the nearby Upper Woodcote Road. The new School access will utilise the existing Mapledurham Playing Fields access across this land. The current unadopted access way is tarmacked and leads into the partly tarmacked car park area for the users of the playing fields and pavilion.

The ground is relatively flat but there is a gentle slope from north to south. On either side of single-track access road is a wide grass verge with low bushes. There is no defined footway other than the access road itself. The car park does not have formally arranged parking spaces and there is no artificial lighting. Immediately to the south of the car park is the single storey Mapledurham Playing Fields pavilion. The grassed area of the playing fields extends to the south and new school site is immediately to the west and south west of the car park occupying an existing area of grass and a tree belt.

Scope of Work

The area of Section 106 works is defined in approved drawing FS0820-TFC-V2-00-DR-L-1002 rev 02 and this is the area referred to in Condition 10 of the current planning approval notice (reference 182200).

The design information also relates to the additional area that links the Section 106 area and the school site entrance and an area around the existing gravelled community car park overflow on the east side of the main car park. The described area is identified in drawing FS0829-NOV-V1-ZZ-DR-A- 01000 Rev P8.

The detailed design information addresses the condition requirements, and these include:

- A. Permeable block paving, including percolation rates/details and any other drainage details.
- B. Boundary treatments and the foundation details.
- C. Proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc. indicating lines, manholes, etc.
- D. Planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species (wildlife-friendly species for habitat creation), plant sizes and proposed numbers/planting densities where appropriate.
- E. Any other ancillary works, e.g. litter bins and street furniture.
- F. Any land regrading works, as necessary.
- G. Access road details, including plans and sections (The Access Road).
- H. Provision of parking spaces via marking/lining.
- I. Details of external lighting with connection to the Council's Mayflower lighting controls.
- J. Details of public (covered/secure) cycle and motorcycle parking facilities.

The Section 106 works design development has been progressed by the engaged consultants in order to cover the following elements:

Highways Works (Section 278)

Peter Brett Associates are responsible for the Section 278 works that include alterations to the adopted road to form the junction between Upper Woodcote Road and the new access road.

Curtin's are responsible for the detailed layout and civil engineering of the Section 106 works and have coordinated their design with the Section 278 works.

S278 Works will be submitted to RBC as a separate package.

The Arrangement

Curtin's have detailed the arrangement of the Section 106 works. The arrangement includes the spatial layout for vehicular access and parking taking account of vehicle tracking. The layout takes account of accommodating the access and parking for the playing fields in conjunction with access to the new school site.

The design includes surface treatments, kerbing, levels and drainage. Footpaths for safe pedestrian access are included.

Civil Engineering

Levels have been designed to replicate the existing ground profile as far as practicably possible to avoid unnecessary excavations. The access road and car park has been designed in accordance with the DMRB, the access road is designed with a minimal fall towards the car park as not to exacerbate possible issues at the driveway entrance.

No dig construction with permeable surfacing has been provided in root protection areas to ensure the passage of water and air to the roots below is not affected by vehicular movements.

Drainage has been designed as a sustainable permeable pavement infiltrating into the natural ground. Surface water that falls on the surface will penetrate through permeable pavers associated build up via permeable subbase which will infiltrate into the existing subgrade. The infiltration design has been based on infiltration rates completed during the investigation period. Maintenance will be as per manufactures recommendations with the following table outlining basic requirements for the maintenance and care of the permeable pavement.

Landscaping

Terra Firma has detailed the landscape proposals and it is the desire of the MPF Trust to ensure that the treatment of the soft landscape around the car park reflects the current situation, with an emphasis on ease of maintenance. To this end the areas of soft landscape to the perimeter of the reconfigured layout will be grassed.

Works outside the scope of this scheme to upgrade the access to the playing fields from the car park are the subject of work by others but are indicatively shown on the landscape drawing to provide a broader picture of the context to the car park reconfiguration.

Cycle parking for 8no. cycles is provided adjacent to the tennis courts.

There are several existing trees and hedges to the perimeter of the car park and the verges of the access road.

These will be protected in accordance with the recommendations for BS5837:2012 'Trees in relation to design, demolition and construction – recommendations' and any works within the RPAs shall be hand dug to avoid root damage.

Services

Elementa Consulting have set out the artificial lighting for the area.

The proposal includes lighting columns with single and double mounts installed along the access road from Upper Woodcote Road and within the car park.

The light columns are Valmont Stainton 'raise and lower' 5m and 6m high columns and indicated on the drawings; hinged at the middle to enable easy access to the lamp head for maintenance.

The LED lamps are mounted at the top of the post and are Holophane S-line series 2. These light columns match the proposed columns being installed in the Mapledurham Playing Fields central footpath.

The lamps will be connected to the Council's lighting network for automatic control of lighting times, to monitor usage, energy performance and maintenance of the lights. The lights will be timed to switch off at 10pm each night.

The average lux levels for the design are 13.5lux with a uniformity of 0.25.

Refer to Isolux contour plan for specific lux levels. (*FS0280-ELE-106-00-SH-EX-63701_Isolux plot for 106 works_Comment_P04*)

Access

Equal access is achieved with the design. Disabled parking is provided in the car park. A safe and level pedestrian access is provided between the Upper Woodcote Road footpath, the Mapledurham Playing Fields and pavilion and the new school. Dropped kerbs, tactile paving, bollard protection to pathways and marked crossings are provided.

Construction Sequence

The construction will be managed in phases to ensure that public access and parking is maintained for the users of the pavilion and the playing fields for the duration of the works.