5 / LANDSCAPE PROPOSALS

Entrance Plaza
A spacious and open area to the main frontage of the proposed school provides the feel of an open civic space. This allows the opportunity for ease of movement of staff and students.

An uncluttered and clearly legible parking area to the front provides a safe and easily managed space that mitigates against the potential for conflict with vehicles and pedestrians.

Service Lay-by
The service lay-by is located adjacent the front elevation of the building providing an easily managed and accessible area for deliveries and waste management.

Cycle Parking
The cycle parking is located in close proximiatety to the western and eastern student entrances for ease of cycle parking.

External Social Space
The hard informal social space has been designed to maximise the amount of external space for the number of pupils at the school. The building faces onto a large attractive hard courtyard space interspersed with wedges of soft landscape to create a variety of contemplative and group spaces.

Adjacent to the dining hall, the external dining space has been located within an attractive courtyard space.

To the west are three adjoining games courts. These will provide opportunities for games during break times and maximise the opportunities for the school to fulfil their PE curriculum need.

Where possible the existing vegetation across the site has been retained to maintain the feel of an established campus in an established setting and also maintain a visual screen from residential neighbours.

Sports provision

The site incorprates extensive opportunities for sports pitches. These are located to the west of the development footprint and form an uninterupted open space for the school to deliver their outdoor PE curriculum.

1. Entrance Plaza
2. Car Park
3. Delivery and Maintenace
4. Pedestrian boulevard
5. New site entrance
6. External hardplan
7. 3 Court Muga

Lanacre site

5 / LANDSCAPE PROPOSALS

5.5 / Site Access and Circulation

Student Access

Pedestrian access is achieved adjacent to the school's main entrance from Hospital Bridge Road. The pedestrian accesss is north of the vehiculr entrance and is segrgated from the vehicular access gates. The pedestrian access route follows a direct path to the main entrance via pedestrian priority raised crossings.

In addition, a pedestrian link from Heathfield Recreation Ground is proposed to reduce the reliance on the main entrance, enhance accessibility to bus stops on Hansworth Road and provide an uninterupted safe pedestrian route from the west.

The design introduces a large pedestrian boulevard that directs pupils and **visitors down the southern elevation of the building in the site and therefore filters access in to the various access points to the building and also the wider landscape context.**

All visitors will access the school via the main building entrance which is open to the road.

Vehicular Access

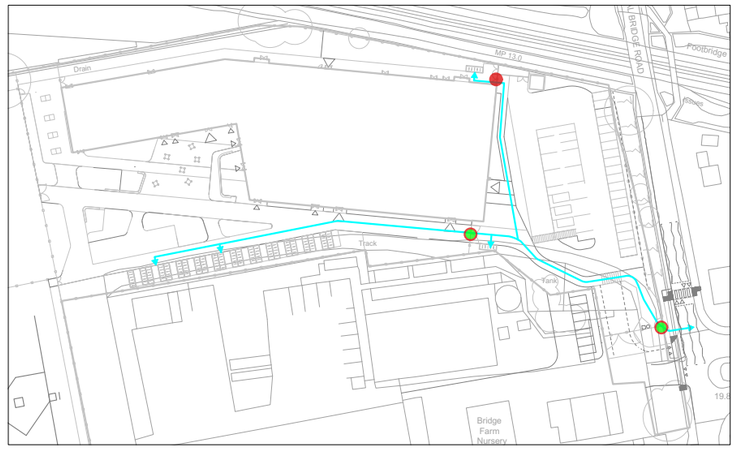
Vehicle access will be achieved via a large double leaf vehicular gate from Hospital Bridge Road. All cars and standard motor vehicles entering the site are provided with a secure car park including 45 No. standard bays including 3 No. accessible bays. The primary car park is accessed from the eastern boundary.

Service Vehicle Access

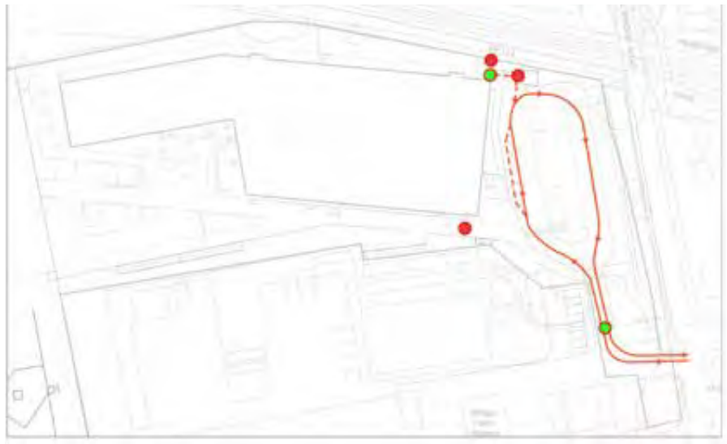
All kitchen deliveries and maitenance vehicle access will be granted throught the main entrance. The car park has been tracked for refuse and fire appliance vehicles.

Pupil Access

Visitor Access &Overspill Parking

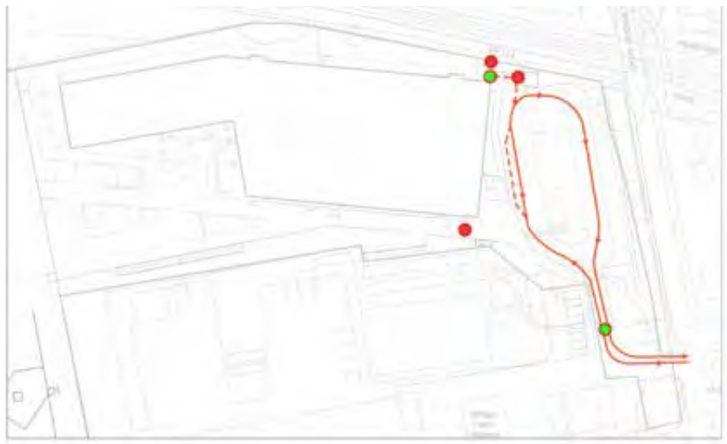


Cycle Access



Deliveries Access

Fire Tender Access



Deliveries Access

Gate Open

Gate Closed

5 / LANDSCAPE PROPOSALS

5.6 / Boundary Treatment

Site Perimeter

2.4m high steel weldmesh fence will be used for the perimeter of the site, with the exception of the north boundary adjoining the rear garden of residential properties to Redfern Avenue where a 2.4m close boarded timber fence will be erected.

Car Park

The car park will be enclosed by a 1.8m high weldmesh fence

Service Facilities

A 1.8m high close board timber fence is proposed to secure the bin store from pedestrian view and access.

- Weldmesh Perimeter Fence: 2.4m Height
- Weldmesh Fence: 1.8m Height
- Weldmesh Perimeter Sports Fence: 3m Height
- Timber Close Board Fence: 2.4m Height

- G1 — Single Leaf Pedestrian Gate, Manual Operation
- G2 — Double Leaf Pedestrian Gate, Manual Operation
- G3 — Double Leaf Vehicle Gate, With Intercom to Kitchen

5.7 / Hard Landscape Materials

Monolith Group Seating

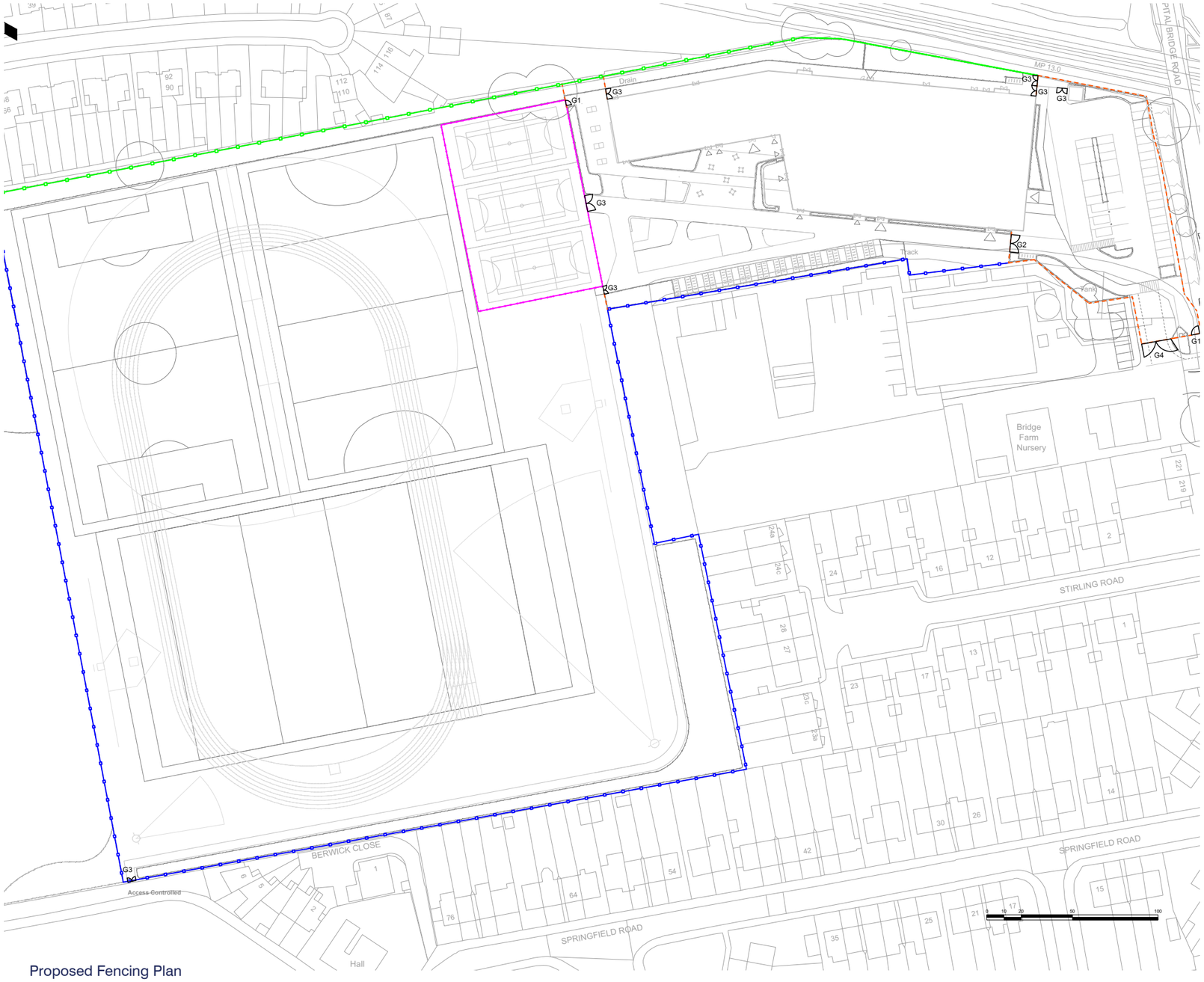
To provide seating arrangements for students and staff to reflect and socialise.

Concrete Block Paving

To emphasise identity and character to the school's main building pedestrian front entrance.

Pedestrian Asphalt

Hard wearing surface suitable for daily school provision used in hard play, hard quad and pedestrian areas other than front entrance.



Proposed Fencing Plan

5 / LANDSCAPE PROPOSALS

5.8 / Planting

Amenity Planting
Provisions for amenity garden bed planting has been proposed across the site to enhance the established garden character of the site. The planting design aims to balance unity and diversity, whilst reducing levels of hard surfacing to the immediate context. In doing so, the planting strategy further delineates spaces for refuge, and seeks to encourage alternative outdoor environments for quiet and social play.

Existing Vegetation
The design aims to protect and enhance the existing landscape character of the site by establishing visual and spatial links to existing canopy vegetation across the site.

Proposed Specimen Trees
The use of proposed specimen trees has been specifically arranged to provide visual amenity to the overall project.

5.9 / Ecology

Mammal, reptiles & bird mitigation
The site has been surveyed as generally of low potential for Bats and mammals. Care should be taken when removing vegetation to ensure it is outside of bird nest season.

The proposals will look to improve the semi-improved grassland to the west, south and northen boundary. This will therefore improve the habitats available for repitles.

Suitable enhancments such as bat boxes, bird boxes and suitable habitats for invertibrates will be developed further through further eclogical surveys.

Botanical mitigation

The proposals aim to enhance the connectivity to the Sites of Importance for Nature Conservation (SINC) adjacent to the site through the improvement of boundary vegetation to the west and northern boundaries. This will therefore maintain and enhance the existing ecological corridor.

The species used in the grass mixes and planting mixes will enchance and increase biodiversity within the site subject to agreement with the Local Ecological Officer.


Example Monolithic Concrete Seating


Example Feature Paving to Main Building Entrance


Example Feature Paving to Main Building Entrance

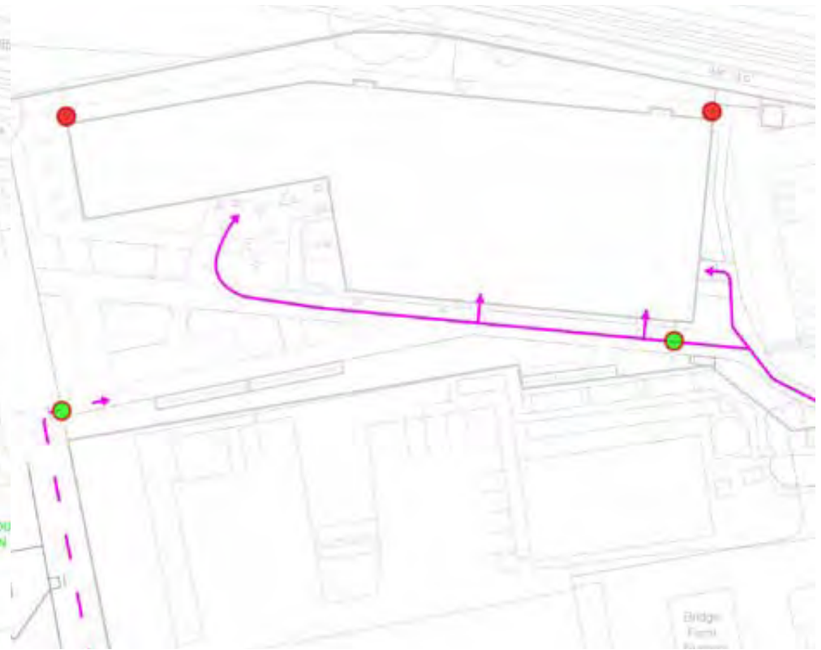

Example Amenity Planting


Example Specimen Trees

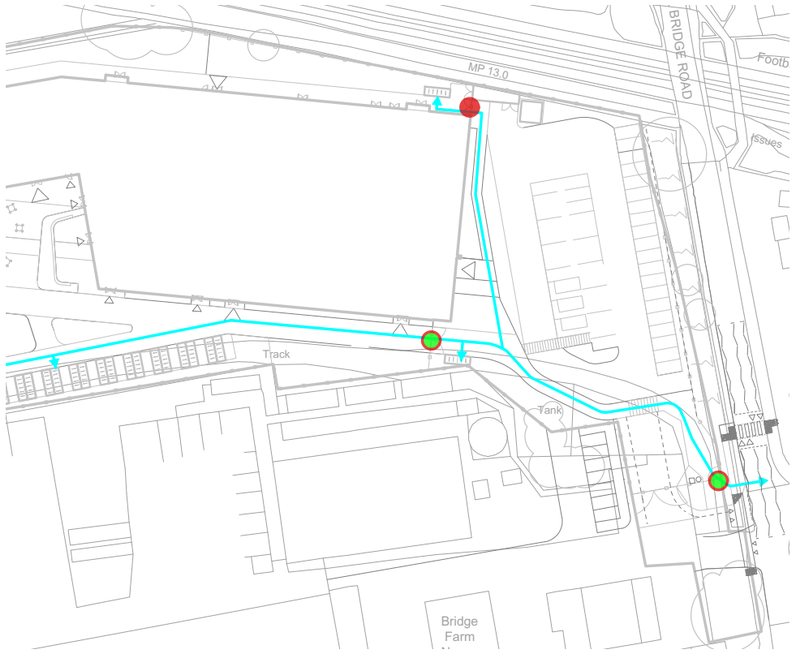

Avenue Planting

6 / ACCESS

Vehicular Access Strategy



Pedestrian Access Strategy



Cycle Access Strategy

6.1 / Transport and Travel

Travel Plan

A copy of the school's proposed Travel Plan is submitted as part of this application. This document has been developed by the school in collaboration with their Senior Management Team and Governing bodies.

The school recognises that implementing a robust and sustainable Travel Plan is fundamental to ensuring that Turing House School will have a positive relationship with its neighbouring community.

The proposals will aim to encourage safe, sustainable travel for staff, pupils and visitors via use of cycles, walking and public transport. This will have a positive impact on road safety and the environment and will also encourage pupils to make active travel part of their daily lives.

Transport Assessment

A traffic and transport study has been carried out in and around the site. A full Transport Assessment with Parking and Access Assessment accompanies this application.

6.2 / Site Access and Vehicle Circulation

Vehicle Access & Parking

The site masterplan has been developed to ensure that conflict between vehicles and pedestrians is reduced to a minimum. Access to the site is via a recessed vehicle gate situated inboard from Hospital Bridge Road, managed to be open during school hours and otherwise locked, ensuring that traffic onto site is managed. This gate has been recessed into the site from its existing position on the boundary to ensure that vehicles do not cause an obstruction for pedestrians passing the site on pavement and to allow for separate access to Sempervirens Nursery. Once inside the site, a parking area has been provided adjacent to the Teaching Block for staff and visitor parking and community use outside of school hours.

Promotion of breakfast and afterschool clubs will result in staggered arrival and departure times of students. Staff arrival/departure times will occur at different times to students resulting in separation of car movements by staff and pedestrian/cycle movements by students.

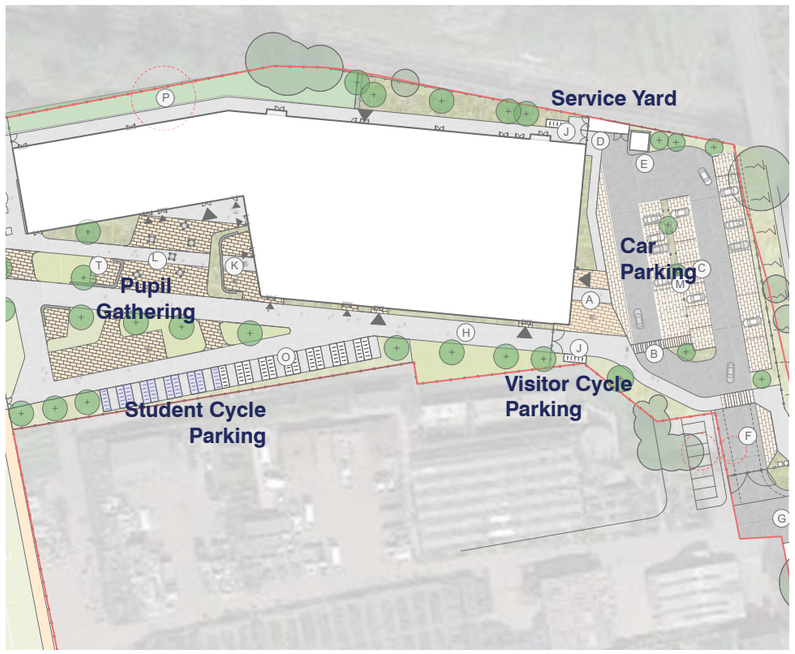
At the present temporary site - 23.5% of students walk to the school and live within 1.6km radius of the temporary site. For the permanent site - 35.5% of students live within 1.6km radius and 85% within 3km. The current school intake is therefore concentrated towards the permanent site and more students could walk or cycle to school in the future.

Access and parking for students that have disabilities is conveniently located close to the main school and sports centre entrance to comply with the Equality Act (2010) requirements, Part M, and BS 8300 2001 'Design of Buildings and their approaches to meet the needs of disabled people'. A total of three disabled parking spaces have been provided within a 50 metre distance of the main entrances.

Analysis of the existing and proposed transport methods for staff coming to site has been undertaken, in conjunction with the LBRuT parking standards to establish a reasonable provision for the school. The proposals for parking are as follows:

- No car parking will be provided for use by students, but 45 parking bays will be provided for staff including three accessible bays.
- No drop off and pick up will be permitted on site, except under special circumstances.

6 / ACCESS



Site Masterplan Diagram

Proposed crossing measures

Emergency Services Access

Access has been provided to allow for emergency vehicles to access the frontage of the buildings and circulate around the proposed car park directly in front of the building. Fire-fighting vehicle access is provided around the school to at least 15% of the total perimeter, as defined in Table 19 of BS9999. Multiple access points (minimum 750mm wide) are provided within this area. The access route has been designed to allow access for a fire appliance and is the required width, turning circle diameter and construction buildup.

Services and Deliveries

Servicing of the school will be undertaken via the same vehicular entrance as the car parking, reducing the number of access points for the school to manage. Refuse is stored within a securely locked enclosure to prevent unauthorised access. This designated area is located adjacent to the north service strip, allowing for easy access from kitchens and FM accommodation.

Service vehicles have been considered and tracked around the proposed car park to ensure the suitability of the design.

6.3 / Pedestrian and Cycle Access

Pedestrian access to the site will be via two access points, located to respond to likely pupil approach directions:

- The main pedestrian access is from Hospital Bridge Road. Proposed mitigation measures to the area outside the school access have been designed to ensure pupil safety. Dedicated cycle lanes, new pedestrian priority crossing, 20mph speed limit and access management strategies are all proposed.

- A secondary pedestrian access is from Heathfield Recreation Ground to the South. This opens pupil access to bus routes from Powder Mill Lane and provides dispersal of pedestrian volume across the two entrances. The south access will be managed and supervised by the school to ensure safety.

Staff and visitors will enter the building through the main entrance whilst pupils will pass around the South of the Teaching Block, through the secure site boundary fence and into the rear playground which forms the student gathering area. The playground / gathering areas allow for the congregation of students arriving in the morning and when leaving in the evening without spilling out onto Hospital Bridge Road when there is potentially increased traffic movement.

The proposed pedestrian and cycle access points have been designed to minimise conflicts and cross-over of pedestrian and cyclist with vehicles. Opposite the site, zebra crossing and raised table pedestrian priority measures are proposed. Within the site a clearly demarcated zebra crossing is proposed at the only crossover between vehicles and pedestrians to ensure that priority is given to pedestrian traffic. The route from the raised table to the gathering area will be clearly identified via the use of surface materials and is designed as a wide pedestrian boulevard, preventing bottlenecks.

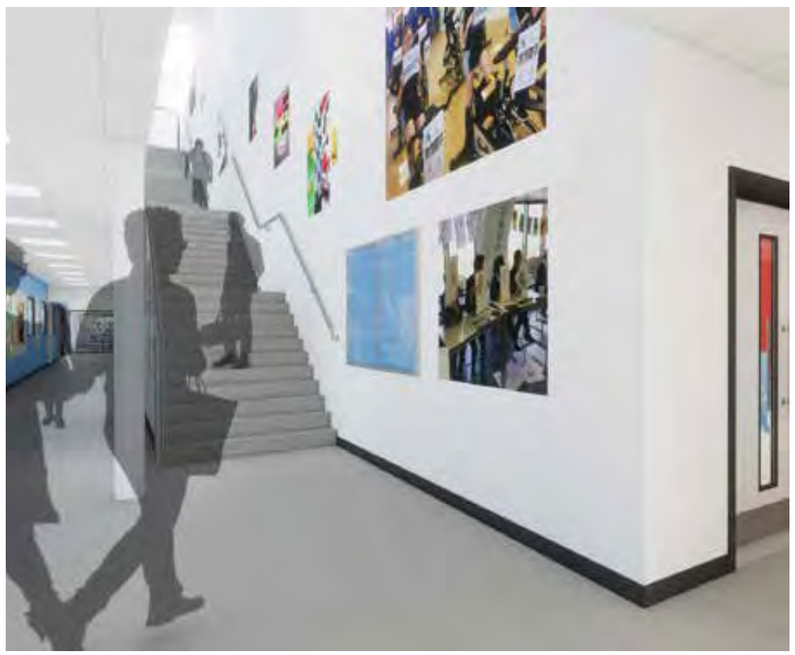
Cyclists will also enter the site on foot from Hospital Bridge Road along a new designated cycle access. Secure cycle parking is provided to the south of the main Teaching Block. This area will be surveilled from the school teaching rooms and general office. This area benefits from being within the school secure line, reducing the potential for tampering with cycles.

Additional cycle parking will be provided for visitors and staff outside of the secure line, with visitor parking located adjacent to the main entrance for ease of access to the school reception. These stands are proposed to be uncovered suitable for transient use. Cycle parking in line with the required standards has been proposed.

6 / ACCESS

Building Internal Access Diagram

Main Entrance illustrative View



Typical Stairs illustrative View

6.4 / Inclusive Access

The school has been designed to be inclusive and accessible by all. All floors and thresholds are level and lift access serves all of the proposed buildings. The design proposals have been developed with reference to the Approved Document M (2015 amendments), the DfES Building Bulletin 91 'Access for Disabled People to School Buildings', Building Bulletin 102 'Designing for disabled children and children with special educational needs' and BS8300: 2009 'Design of Buildings and their Approaches to meet the Needs of Disabled People – Code of Practice.'

All spaces will be designed to comply with BB93 and good practice acoustic design. It is also envisaged that induction loops would be installed to assist those with hearing aids at strategic points.

Colour contrast will be used to define areas and highlight differences where appropriate. An inclusive design needs to consider all disabilities, and the design will cater for the visually impaired, those with poor manual dexterity, physical disabilities, and good practice design guidelines will be followed at all times.

Parking: Parking for visitors and staff incorporates designated accessible parking spaces within easy reach of main entrance, hall and Sports Block. Parking areas are properly lit, have appropriate markings and are reasonably level for ease of access.

Approach: The routes into each building are clear and will be signed, lit and demarcated appropriately via landscape treatments. There are no abrupt changes in level.

Entrances: The entrances are clearly defined. Powered entrance doors to the main entrance will be provided. The entrance is staffed by a receptionist. Induction loops will be incorporated.

Staircases: Staircases in the proposed buildings are wide and designed to ambulant standards with handrails of appropriate type and position, closed risers and contrasting nosings.

Lifts: The proposed central lift will be accessible to all students, staff and visitors who need to use it, for whatever reason. Access to the lift will be by way of key operated, biometric or swipe card controlled access. The lift will not be used for everyday circulation, but only for mobility impaired persons.

In the event of the lift being out-of-service, there are sufficient variety of spaces accessible on ground floor to enable the school to continue to deliver the curriculum to less mobile students by modifying room assignments on a short-term basis. There are also sufficient alternative accessible staff offices on ground floor to mitigate any issue.

Learning Spaces: The learning spaces will be designed to accessible standards, be appropriately lit, incorporate height-adjustable furniture and have acoustic attenuation to meet or exceed BB93. Mobile induction loops will be provided for use in classrooms and shared activity spaces as required. Fixed induction loops are to be provided in the reception and main hall / assembly spaces.

Emergency Evacuation: The building is designed with appropriate emergency refuges within stair cores to allow for managed and assisted evacuation. All refuge areas will feature an alert and intercom link. The school will develop a Personal Emergency Evacuation Plan (PEEP) for any student or member of staff with mobility, sensory and/or cognitive impairments, and the procedures should be practised during fire drills.

6 / ACCESS

Sports Hall Illustrative View

Community Access Strategy

6.5 / Community Use

It is intended that the new school will promote and facilitate educational and social benefits to the community by providing access to their new facilities. The Trust recognises the opportunity the school will provide for wider community use, and will offer a range of extended school facilities, including access to the Sports Hall, Activity Studios and Sports Pitches. Other spaces, such as Assembly Hall and dining spaces, will be made available for community use out of normal school hours.

The Main Hall is located immediately adjacent to the main entrance and is accessible for many different types of community use such as public meetings and performances and for larger scale school or community events, such as conferences, exhibitions, festivals etc. The school has been designed to enable parts of the school to be secured during community uses.

The sports facilities and sports hall have been designed to be accessed by the community if required, with their own entrance, reception area and access to changing rooms without having to open up the rest of the school.

7 / ENVIRONMENTAL DESIGN

7.1 / Environmental Design Summary

Couch Perry Wilkes have produced a separate energy statement to support the planning application for the proposed Turing House School development in Twickenham, South-West London. The energy statement and approach to the design follows the London Plan Energy hierarchy of 'Be Lean', 'Be Clean', and 'Be Green' as described herewith.

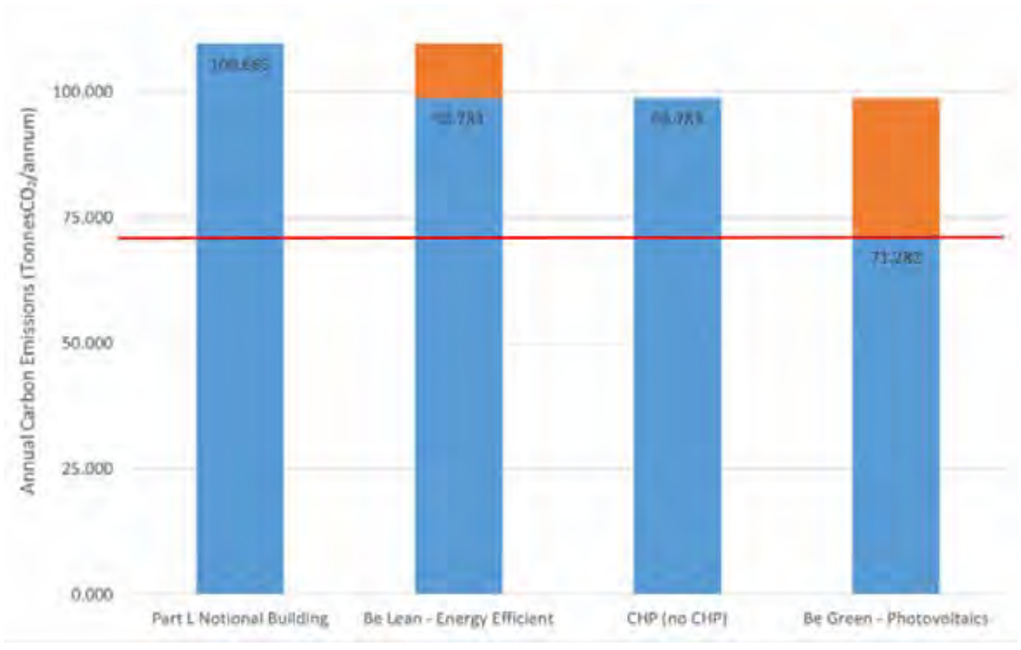
The project has been designed to meet exemplar design standards for education buildings based upon the Education and Skills Funding Authority (ESFA) briefing document, known as the Output Specification (OS). The OS enhances the design in a number of areas including the internal environment beyond educational buildings designed to meet the traditional Building Bulletins. In a number of cases, these benefits are not captured by the Part L compliance calculations (BRUKL).

The energy statement demonstrates where the enhanced design further reduces the operational Carbon Dioxide (CO_2) emissions not reflected within the Part L BRUKL calculation. In addition to the passive design techniques adopted, the building has been designed with a 'Fabric First' approach whereby the construction budget is invested in the building fabric and energy efficiency measures, rather than relying on renewable energy technologies.

The project has been designed in line with the London Plan Energy Hierarchy with a focus on a fabric-first energy strategy. The fabric first energy strategy has ensured that the construction budget has been invested in reducing the energy consumption for the building, rather than focussing on expensive renewable energy technologies. This ensures that the building is inherently energy efficient and is robust to increases in energy costs in the future. The project has also been designed to meet the ESFA's new OS that provides a significantly better internal environment than previous education projects that complied with the Building Bulletins.

It is widely accepted and proven through Government studies that the internal environment has a large influence on the performance of its occupants. Subsequently the design

Proposed Environmental Strategy for Typical Classroom



Resultant Carbon Reduction to meet GLA target of 35% below Part L 2013

7 / ENVIRONMENTAL DESIGN

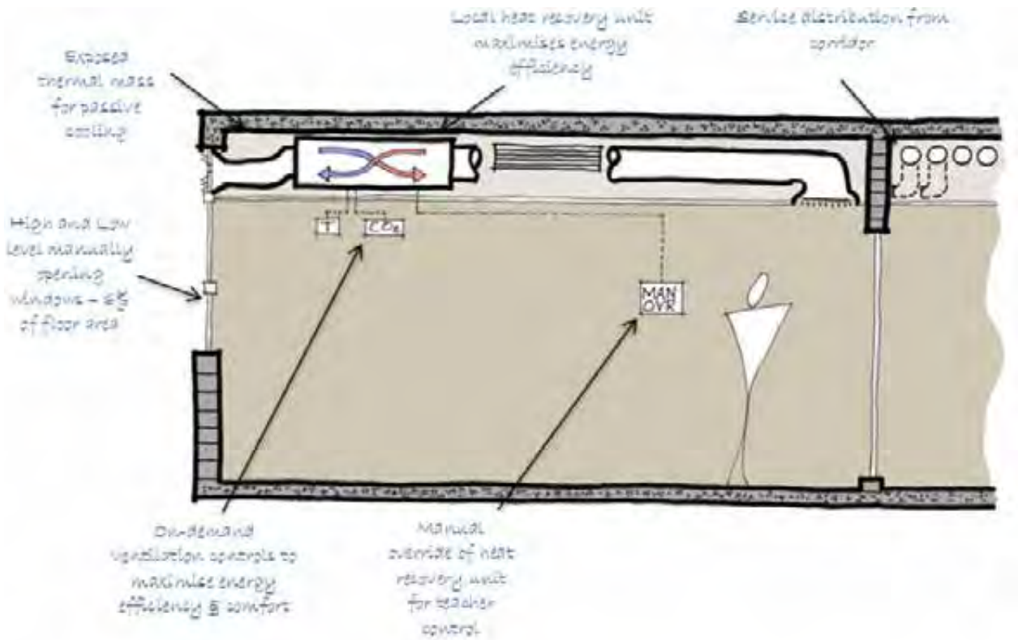
solution increases occupant comfort and provides a facility that will enable the staff and pupils of Turing House School to perform above the standards expected from a building that complies with the traditional Building Bulletins. The fabric first design philosophy adopted helps to achieve a reduction of CO2 emissions by 9.92 % as measured by the initial Part L assessment. This, together with the proposed PV provides a 35% reduction, with PVs providing a further 25.08 % reduction beyond the “Be Lean” measures. Around 25% CO2 reduction is achieved from the inclusion of onsite renewable technologies in the form of photovoltaic panels

There is no existing district heating network in the vicinity of the site, however provision has been made to allow for future connection to a district heating network. A single site wide heating system has been incorporated to serve the proposed building. This has the additional benefit of creating a single point of connection for the site should a district heating network become available in the area. It also enables the school to incorporate an alternative heat generation fuel source in the future that will benefit the site.

The project avoids the need for active cooling systems favouring passive design solutions as described within section 2 of this report and Appendix B that meet the overheating requirements of TM52. By avoiding active cooling systems the projects anticipated CO2 emissions are reduced by a further 9.92% than would be emitted from traditional educational buildings with active cooling. The domestic hot water consumption for the project is reduced in a number of ways including water efficient showers and flow restrictors on wash hand basin taps; this reduction in hot water demand further reduces the projects CO2 emissions by 9.63%.

Including the further carbon saving measures, the proposed design features reduce the overall CO2 emissions by approximately 54.55% when compared with the notional building from the Part L calculation, totalling a saving in excess of 59.8 TonnesCO2/annum. Please refer to the separate energy statement report for summarised tables and graphs showing the full extent of carbon savings for the building.

Excerpt from Daylight Analysis Report



Proposed Environmental Strategy for Typical Classroom

8 / ILLUSTRATIVE VISUAL IMPACT STUDY

Existing View from Berwick Close

Existing View from Hospital Bridge Road

Existing View from Redfern Avenue

Proposed View from Berwick Close

Proposed View from Hospital Bridge Road

Proposed View from Redfern Avenue

The views on this page are intended to give an artist's impression of the appearance of the building from three key directions. A more detailed visual appraisal is included as a separate appendix.

From the South, along Berwick Close, the building has a minimal impact as it is located to the northeast corner and is softened by green walls to the corner of the sports hall and the retention of open grass playing fields. The open, green existing site character from this viewpoint is retained post construction

From the Northeast, along Hospital Bridge Road, the building is viewed through a screen of existing trees and is approximately 2.5 metres below the level of the road at this point. A green wall is located on the north corner of this building. These measures and site conditions reduce the perceived mass of the school on this corner and soften its appearance, allowing the building to sit in keeping with the residential context.

From the North, along Redfern Avenue, the building is visible through gaps in the existing properties. The sports block, which comes closest to these houses, is a storey lower than the main teaching block, which reduces the impact of the building to these properties. As there are no windows into the sports block on the north facade, there is no possibility of direct overlooking between this building and the adjacent residential properties.

09 / CONCLUSION

9.1 / Conclusion

The proposals described in this Design & Access Statement will provide a sensitive development that secures a permanent, consolidated home for Turing House School. The design has been specifically developed to minimise harm on the Metropolitan Open Land site, providing a high quality school and community resource for the local area. The measures that have been proposed to mitigate the development's impact include:

- Locating the building in the far northeast corner of the site, in the enclosed portion of MOL adjacent to Hospital Bridge Road, railway and Sempervirens Nursery
- Provision of high quality materials - extensive brickwork and metal cladding, colour chosen to suit context vernacular and natural colours.
- Provision of green walls to soften prominent corners: facing the MOL on the corner of the sports hall and facing Hospital Bridge Road/railway in the northeast.
- Allocation of part of the site as public open space, providing a valuable community resource for the local area. The school's education, hall and sports facilities may also be provided as a community asset.

Measures to mitigate the increased pedestrian and vehicular traffic to the school have also been implemented within the design and school's Travel Plan to minimise the impact of the development on surrounding highways and access safe access to the school site:

- Extensive provision of cycle parking to achieve the maximum number of spaces feasible for the site.
- Additional pedestrian/cycle access from Heathfield Recreation Ground to the south. This access opens up the potential for pupils to use additional bus routes from Powder Mill Lane/ Hanworth Road and to access local cycle routes.
- Highways improvements to the existing access along Hospital Bridge Road including crossings, pedestrian priorities and separated vehicular and pedestrian access points.

As such, the proposals represent a high quality contemporary design, which will support and enhance the character of the area, preserve neighbouring amenity and introduce a much needed new community facility to serve the local catchment.

10 / PROJECT TEAM

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