

KING'S HOUSE SCHOOL

TRANSPORT STATEMENT

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VELOCITY
Transport Planning

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1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 Velocity Transport Planning has been appointed by LUC to prepare a Transport Statement (TS) in relation to the proposed redevelopment at King's House School which includes, demolition of several school buildings, construction of a new music, arts and teaching block and some internal refurbishment work. The school is located at 66-68 Kings Rd, Richmond TW10 6ES within the London Borough of Richmond Upon Thames (LBRuT).

1.2 SITE LOCATION

1.2.1 As shown in **Figure 1-1**, the site is located between Spring Grove Road and Marchmont Road, with Denbigh Gardens to the rear. The Kings Road junction with Audley Road is situated opposite the site.

Figure 1-1: Site Location and Local Context



1.3 EXISTING SITE USE

- 1.3.1 King's House School is an independent preparatory school which comprises a Nursery Department, Junior Department and Senior Department along with a separate sports ground in Chiswick.
- 1.3.2 The existing Kings House School is split across three sites providing education and sports facilities for boys aged 3-13 with Co-ed Nursery (situated at The Old School House in Princes Road), a Junior Department (situated at 61-63 Kings Road) and a Senior Department which is the base for pupils in Years 4 to 8 (ages 8-13) situated at the application site. There is also a separate sports ground in Chiswick.
- 1.3.3 The total number of pupils on roll at King's House School as of January 2020 is 436 with 83 full time equivalent members of staff. There are 222 pupils within the Senior Department (i.e. the application site).

1.1 PLANNING HISTORY

- 1.3.4 The School has an extensive planning history, much of which relates to tree works. The planning history since 1990 includes:
- Planning permission was granted in September 1990 (Ref: 90/1340/FUL) for the erection of a three-storey extension.
 - Planning permission was granted in August 1996 (Ref: 96/0975/FUL) for the removal of prefabricated classroom, removal of end of gymnasium building and erection of classroom building and stair and new hall. Amendments to this permission were subsequently submitted and approved in October 1998 (Ref: 98/2000).
 - Planning permission was granted in May 2003 (Ref: 03/1064/FUL) for the extension to south wing to create a new IT room and improved access for people with disabilities.
 - Planning permission was granted in October 2005 (Ref: 05/2446/FUL) for a roof extension and installation of windows on second floor.
 - A certificate of lawful development was issued in February 2007 (Ref: 06/3500/ES191) for use of first floor and second floors of 66 Kings House for residential use incidental to use as a school.
 - An application for the variation of condition NS02U (relating to pupil numbers) of planning permission 98/2000/FUL dated 28/10/1998, was granted in May 2011 (07/2790/FUL) to amend the maximum number of pupils on the roll of the senior school as extended to at no time exceed 230.
 - Planning permission was granted in October 2014 (Ref: 14/2009/FUL) for a two-storey extension to dining room and classroom with new office.
 - Planning permission was granted in March 2017 (Ref: 16/2129/FUL) for an extension to the theatre to create a multi-purpose hall, replacement of existing gymnasium by six classrooms, extension to form three new rooms and store. Permission was also granted for an art room in 68 Kings Road which has been built out.

1.4 PROPOSED DEVELOPMENT

- 1.4.1 The proposed development at the Senior Department seeks planning consent for the following:



- Demolition of a few existing school buildings, which have been added since the original Victorian and Edwardian houses.
- The erection of a two and three storey new build teaching block, which links to and extends the existing sports hall. This new teaching facility consists of music and drama classrooms, music practice rooms and six general teaching classrooms. There are also associated areas for staff, storage and services which support the running of the building.
- Internal refurbishment work to the existing main school buildings to improve circulation and logistical issues, such as enlarging the existing dining hall and library. This involves some external modifications to the rear of the buildings (east elevation).

1.4.2 The improvements seek to resolve some of the existing issues associated with logistics and circulation that the School faces on a daily basis. The proposals will improve the quality of the facilities and buildings, improve accessibility across the site, aid the smooth running of the School and improve the educational offering.

1.4.3 Neither pupil, nor staff numbers will be increasing as a result of the proposals. The Senior Department is used by a range of community groups, free of charge, as part of the school's community relations programme. Community hire is limited during term time. Examples of extended hour School related use include parent's evenings, productions, Friends of KHS events, governor's meetings and school fairs. As part of the proposed scheme, the School will continue to use their facilities for community use to the same extent as existing, thus there will be no uplift in demand associated with community use.

1.5 CONSULTATION

1.5.1 The design team and King's House School have been proactive in engaging the neighbouring residents and keeping them informed with the design development. The following provides a timeline of pre-application and consultation activity that has taken place:

- Planning Committee - June 2020
- Pre-App 4 Submission - 12th August 2020
- Pre App 4 Meeting with Kreena Patel - 27th August 2020
- Pre-App 5 Submission - 1st October 2020
- Meeting with representatives of Kings Road Residents Association, to review alternative proposals for the site - 8th October 2020
- Pre-App 5 Meeting with Kreena Patel - 15th October 2020
- Residents' Consultation - January 2021
- Pre-App 6 Submission - 5th January 2021
- Pre-App 6 Meeting with Kreena Patel - 12th January 2021



1.6 SCOPE OF WORK

- 1.6.1 This Transport Statement has been produced to support the planning application for the proposed development of the King's House School. While from a planning application validation point of view there is no requirement to provide such a document, this document recognises and is sensitive to historic concern raised by local residents with respect the impact of proposed development at the site on the local highway, parking, congestion and road safety and looks to provide residents with sufficient confidence that these impacts will not ensue.
- 1.6.2 This Transport Statement provides details of the existing traffic operations associated with the site, the development proposals, and provide sufficient evidence/comfort that there will indeed be no impact to local residents in respect of on-going school operations post development.

1.7 DOCUMENT STRUCTURE

- 1.7.1 The remainder of this TS is structured as follows:
- **Section 2** reviews relevant national and local transport planning policy;
 - **Section 3** summarises the local pedestrian and cycle accessibility and describes the local highway network within the vicinity of the site and wider area surrounding the site;
 - **Section 4** provides a description of the existing school and existing mode share;
 - **Section 5** provides a description of the proposed development and impacts; and
 - **Section 6** outlines recommended proposals to manage existing on-street parking.
 - **Section 7** provides conclusions.



2 POLICY CONTEXT

2.1 NATIONAL PLANNING POLICY FRAMEWORK (2019)

2.1.1 The National Planning Policy Framework (NPPF) was adopted in July 2019 and sets out the Government's planning policies for England and how these should be applied and provides a framework within which locally-prepared plans for housing and other development can be produced. At its heart the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).

2.1.2 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.

2.1.3 Chapter 9 of the revised NPPF sets out the requirements for promoting sustainable transport advising that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

2.1.4 The NPPF does not set parking standards but notes in Paragraph 105 that parking policies should take into account:

- a) *the accessibility of the development;*
- b) *the type, mix and use of development;*
- c) *the availability of and opportunities for public transport;*
- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.1.5 In Paragraph 108 the NPPF sets out that when assessing applications for development, it should be ensured that:

- a) *appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.1.6 Paragraph 109 of the NPPF states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" and in this context that planning applications should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second so far as possible to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*



- c) *create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.1.7 Paragraph 111 of the NPPF requires all developments that will generate significant amounts of movement to provide a travel plan and be supported by a transport assessment so that the likely impacts of the proposal can be assessed. While the proposals will not generate any additional traffic, the school does nonetheless currently already have a Travel Plan in place and is demonstrating a commitment to encouraging non-car modes of transport to/from site.

2.2 PUBLICATION LONDON PLAN 2020

2.2.1 The London Plan was initially published in July 2011 with Minor Alterations to the London Plan published in March 2016. The London Plan is part of the statutory development plan and aims to ensure that London's transport is easy, safe, and convenient for everyone, and actively encourages more walking and cycling.

2.2.2 A new Draft London Plan was published for consultation in December 2017. The draft plan has been updated in response to the consultation process. In December 2019, the Mayor published an 'Intend to publish' version of the London Plan which addresses some of the recommendations made by the Inspector.

2.2.3 In March 2020, the Secretary of State for Housing, Communities and Local Government, wrote to the Mayor of London outlining a series of recommended changes to the Intend to Publish version of the London Plan which was adopted in December 2020 as The Publication London Plan.

2.3 THE LONDON BOROUGH OF RICHMOND UPON THAMES LOCAL PLAN (2018)

2.3.1 The relevant transport policies set in the Local Plan are as follows:

Policy LP 44 - Sustainable Travel Choices states:

2.3.2 The Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment. The Council will:

"A. Location of development

Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context.

B. Walking and cycling

Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.



C. Public transport

Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided. Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.

D. The road network

Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements.

In assessing planning applications, the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.”

2.3.3 Policy LP45 - Parking Standards and Servicing states:

2.3.4 The Council will require new development to make provision for the accommodation of vehicles to provide for the needs of the development while minimising the impact of car-based travel including on the operation of the road network and local environment and ensuring making the best use of land. It will achieve this by:

Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points. Opportunities to minimise car parking through its shared use will be encouraged.

2.3.5 Car parking standards state that developments at schools (D1) should provide:

“1 space per 2 staff. Arrangements must also be made for visitor and disabled parking spaces as per London Plan. Facilities for the setting down of coaches off street required.”

2.3.6 The local plan advises that cycle parking standards to coincide with The London Plan.

2.3.7 The above vehicle and cycle parking standards need only apply where staff and pupil numbers are increasing, however, in the case of King’s House School, as it is not proposed to do so there is no requirement to increase the on-site parking provision.

2.3.8 The Senior Department is used by a range of community groups, free of charge, as part of the school’s community relations programme. As part of the proposed scheme, the School will continue to use their facilities for community use to the same extent as existing, thus there will be no uplift in demand associated with community use. Therefore, there is no requirement to change on-site vehicle and cycle parking provision for community use/visitors.



3 BASELINE TRANSPORT ACCESSIBILITY

3.1.1 This section reviews the local highway network and road conditions in the area surrounding the site, provides a description of the school accessibility by walking, cycling, and public transport; and includes an analysis of personal injury accident (PIA) data.

3.2 WALKING

3.2.1 The National Travel Survey notes that walking is the most frequent travel mode used for short distance trips (within 1 mile / 1.6km). Infrastructure that supports efficient travel on foot is therefore, of great importance to promote sustainable and active travel as a viable alternative to short car trips.

3.2.2 The area in the vicinity of the site has a comprehensive network of footways. The footways are of adequate width on both sides of Kings Road and provides pedestrian connectivity to the surrounding area. Dropped kerbs are provided throughout the network.

3.2.3 There are clear and convenient pedestrian routes to local bus stops. The nearest bus stop is approximately 200m (three-minute walk) south of the School and can be accessed via Kings Road. A bus stop located along Sheen Road, approximately 350m (five-minute walk) north of the school provides more frequent bus services and can be accessed via Kings Road and Sheen Road. A zebra crossing is provided along Sheen Road.

3.2.4 Richmond Station is approximately 1.1km north-west of the site and can be reached within a 14-minute walk. Richmond Station provides services to National Rail and Underground services connecting to numerous locations across London and further out.

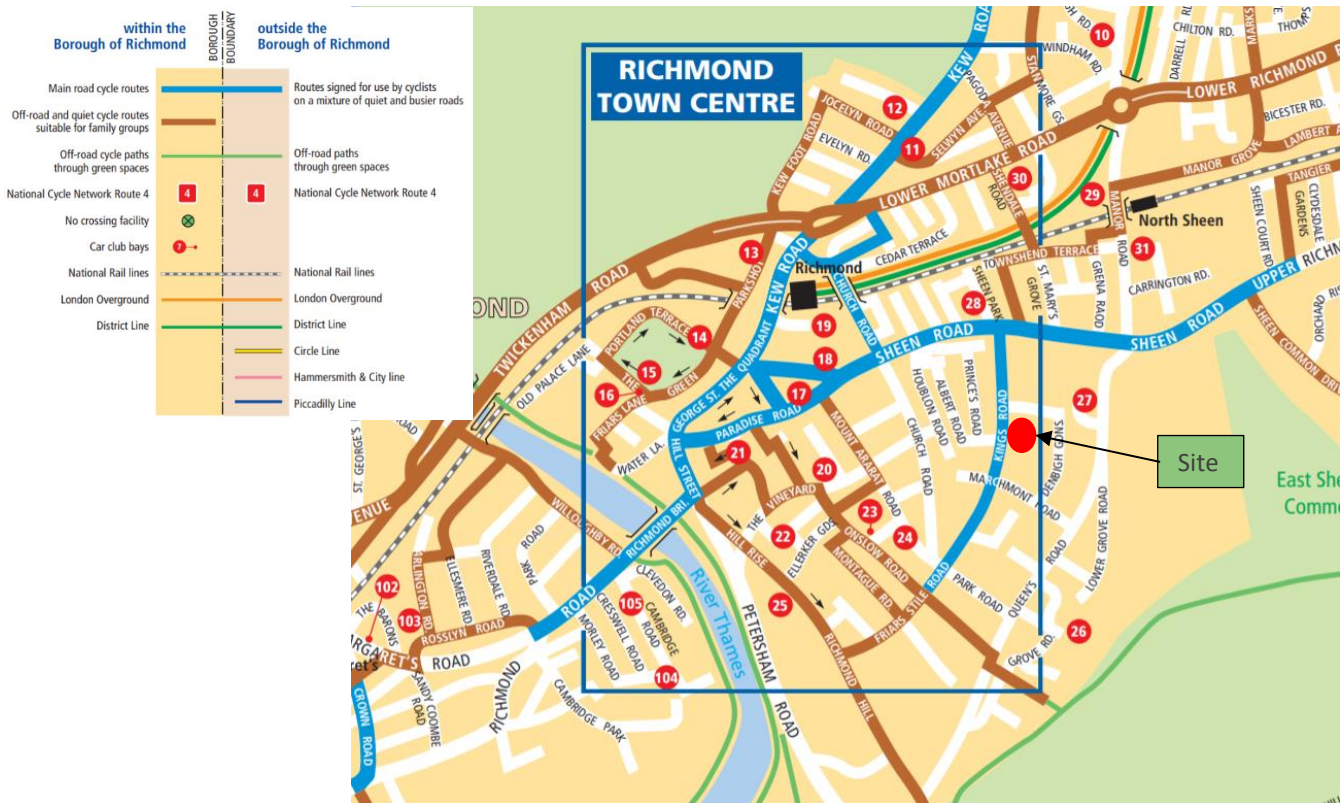
3.3 CYCLING

3.3.1 Richmond Upon Thames Cycle Map shows several cycle routes in the area surrounding the site. Kings Road is considered a quiet street suitable for cyclists. To the north of Kings Road, along Sheen Road, a local cycle route is provided offering advisory cycle lanes on the eastern side of Sheen Road and road marking on the western side. Several off-road and quiet cycle routes are provided, suitable for families.

3.3.2 A map of cycle routes in proximity to site is presented in **Figure 3-1**.



Figure 3-1: Map of cycle routes in proximity to site



3.3.3 Richmond Station can be reached within a five-minute cycle and offers good cycle facilities along the journey such as advance cycle lanes at junctions, advisory and marked cycle routes.

3.4 PUBLIC TRANSPORT ACCESSIBILITY

BUS ROUTES

3.4.1 The nearest bus stop to the site is located on Kings Road within a maximum of 200m distance of the site (three-minute walk). The bus stop provides a flag, timetable, and a public bin, while the northbound bus stop also provides a bench. The bus stops on Kings Road are served by route no. 371.

3.4.2 The next nearest bus stops are located 350m to the north of the site, on Sheen Road, the bus stops served by routes no. 33, 337, 493, 969 and N33. The destinations and associated frequencies of these routes are summarised in **Table 3-1**.

Table 3-1: Summary of bus frequency for accessible services in proximity to site

ROUTE	DESTINATION	AM PEAK (08:00 – 09:00)	PM PEAK (15:00 – 16:00)
371	Manor Road / Sainsbury's – Richmond Station – Kings Road - Kingston Hall Road	7	6
33	Lonsdale Road – Barnes Station - Sheen Road / Kings Road – Richmond Bus Station – Fulwell Station	7	7
337	Clapham Junction Station – East Putney Station – Putney Station – Sheen Road / Kings Road – Richmond Bus Station	5	5



ROUTE	DESTINATION	AM PEAK (08:00 – 09:00)	PM PEAK (15:00 – 16:00)
493	University of London – Tooting Broadway Station – Wimbledon Station – Wimbledon Hill Road – Southfields Station – Sheen Road / Kings Road – Richmond Bus Station	5	4
969 (Tuesday and Friday only)	Roehampton Vale – Barnes Station – Barnes Bridge Station – Sheen Road / Kings Road - Church Road – Richmond Bus Station – St Margaret’s Station – Selkirk Road	1 bus (13:53)	1 bus (13:53)
N33 (Night Bus)	Hammersmith Bus Station – Putney Pier – Barnes Station – Sheen Road / Kings Road – Fulwell Station	Night bus (first bus 01:30)	Night bus (last bus 05:31)
Total peak hour services		24	22

3.4.3 **Table 3-1** shows that there are four routes serving the area which operate with high frequencies. A minimum of 24 and 22 peak bus services are available in the morning and afternoon school peak periods, respectively.

NATIONAL RAIL

3.4.4 Richmond Station is the closest rail station, located approximately 1.1km to the north-west of the site, approximately a 14-minute walk. The station and all trains serving it are operated by South Western Railway providing onward connectivity to destinations such as London Waterloo, Wimbledon, Chiswick, and Reading. Typical weekday services from Richmond Station run approximately eight services London Waterloo per hour.

3.4.5 North Sheen Station serves the same destinations as Richmond Station and is located 1.1km to the north-east of the site, approximately a 14-minute walk.

3.4.6 Richmond Station can be accessed by bus route no. 371 from Kings Road bus stop directly.

LONDON UNDERGROUND AND OVERGROUND

3.4.7 Richmond Station is served by the District Line. The line connects with Upminster and provides five AM peak hour journeys and six PM peak hour (15:00 - 16:00) journeys.

3.4.8 Richmond Station is a terminus station for London Overground and provides access to suburban London services including key destinations, such as Willesden Junction, West Hampstead, Highbury & Islington, Dalston Junction and Stratford. There are typically five services in AM and PM peak hour, respectively.

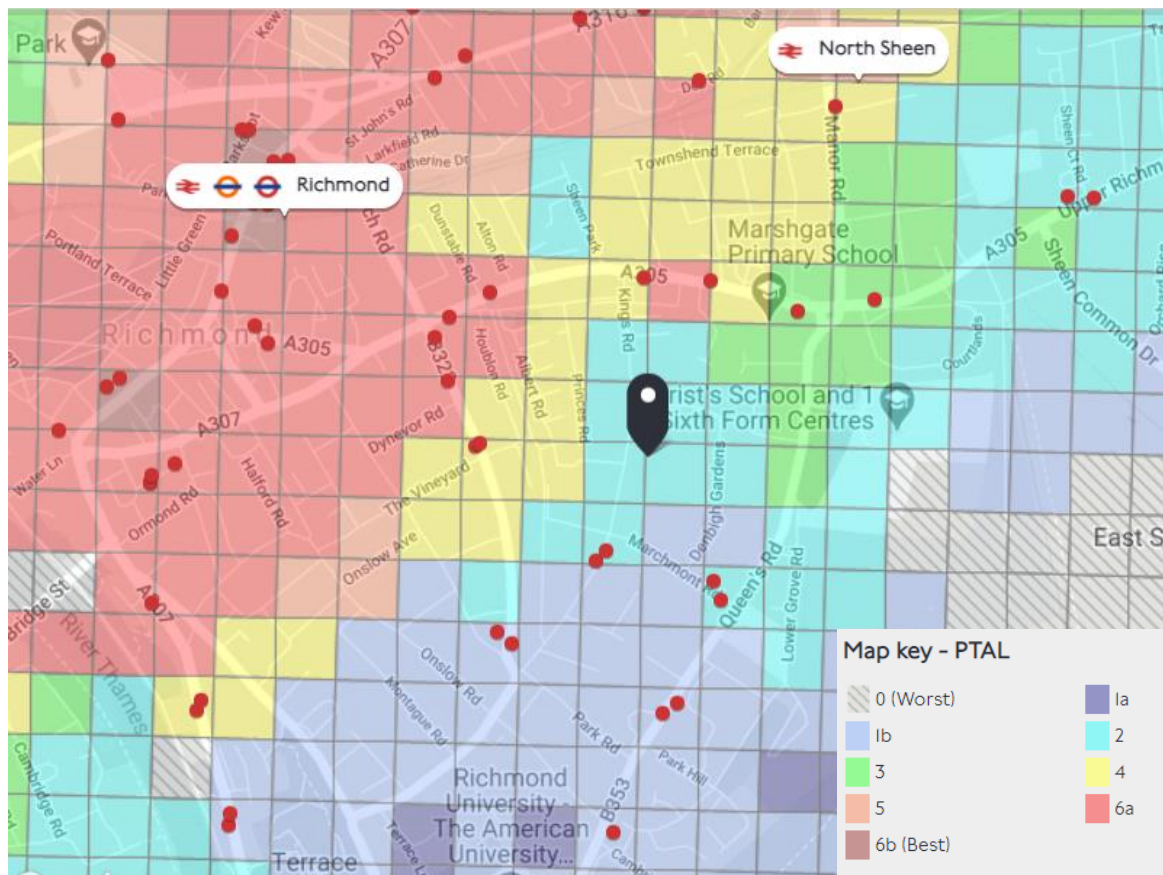
PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

3.4.9 PTAL is used to assess the connectivity of a site to the public transport network in consideration of the time to access a service and the frequency of services. It considers rail stations within a 12-minute walk (960m) of the site, bus stops within an eight-minute walk (640m) and the assessment is undertaken using the AM peak hour. An Access Index score is calculated that is used to define a PTAL score.

3.4.10 TfL’s online WebCAT tool shows the site Access Index (AI) of the site is 6.01 indicating a PTAL of 2 (poor).



Figure 3-2: PTAL Map



- 3.4.11 Although the site scored a low PTAL score (2), the site is within a 10-minute walk to areas scoring PTAL 6a (very good). The site is also well connected to local transport services such as bus, rail, Underground and Overground, of which can be reached by the no.371 bus service situated on Kings Road, 200m south of the site.

3.5 LOCAL ROAD NETWORK

KINGS ROAD

- 3.5.1 Kings Road is a single carriageway road which accommodates traffic in both directions and connects to Sheen Road (A305) to the north and Mount Ararat Road / Friars Stile Road (B332) to the south. The road is subject to a 20mph speed limit and is used for public buses. Double and single yellow line restrictions are present and 'Keep Clear' zigzag markings are marked in front of the school. Near the site, Kings Road is a residential road with permit permitted (CPZ G) on-street parking. Private off-road parking is offered to residents at Charmouth Court.

AUDLEY ROAD

- 3.5.2 Audley Road is a single carriageway road which accommodates traffic in both directions, which transitions into a one-way road at the junction with Princes Road, leading on to Kings Road. The road operates with a 20mph speed limit, operates under CPZ G and offers voucher parking permitting a 4-hour maximum stay, and has double and single yellow line restrictions. Audley Road links with Kings Road to the east and Albert road to the west.



3.5.3 Audley Road is opposite the School, to the west.

SPRING GROVE ROAD

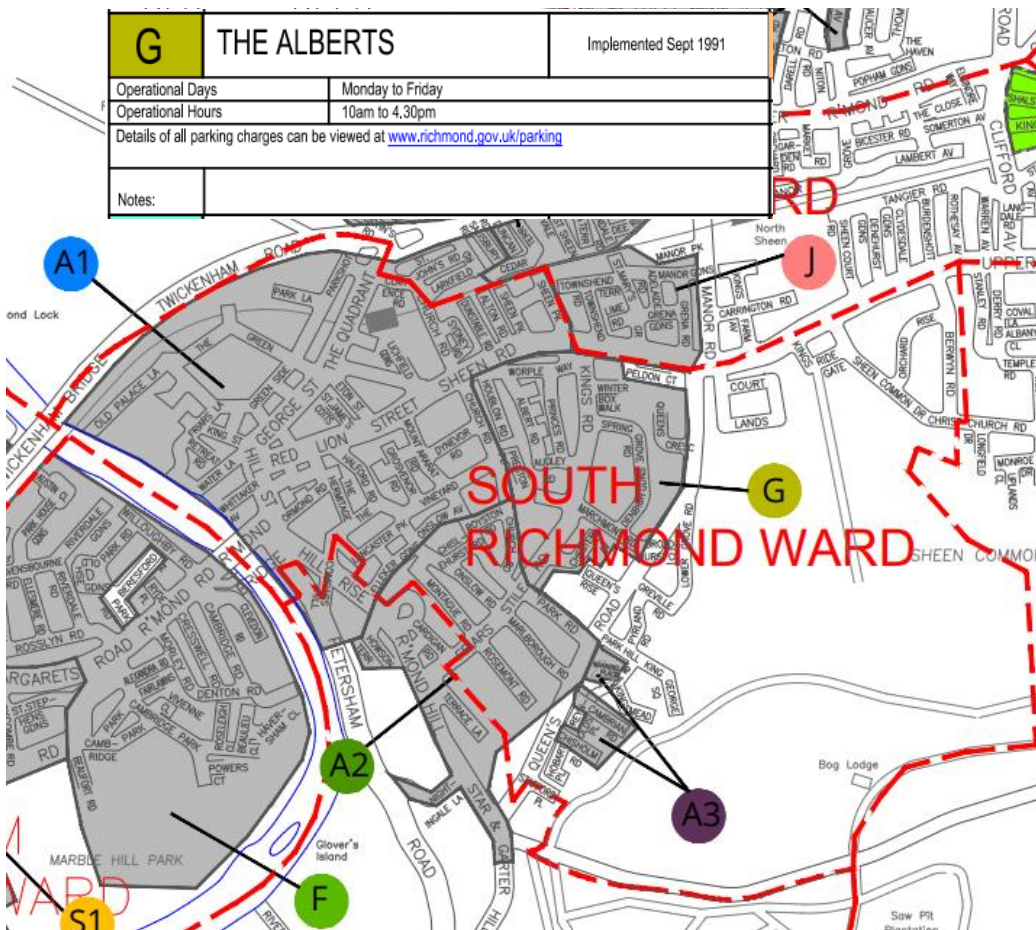
3.5.4 Spring Grove Road is a single carriageway road which accommodates traffic in both directions and connects with Kings Road to the west and Denbigh Gardens to the east. The road operates with a 20mph speed limit, operates under CPZ G and offers voucher parking permitting 4-hour maximum stay, and has single yellow line restrictions. Private off-road parking is offered to residents at Charmouth Court.

3.5.5 Spring Grove Road is located to the north of the School.

CONTROLLED PARKING ZONES

3.5.6 There are two CPZs in the vicinity of the school. CPZ G operates along Kings Road and permits permit parking between 10:00 - 16:30, Monday to Friday. Sheen Road operates with CPZ J, which permits parking to permit holders between 10:00 – 14:00, Monday - Friday.

Figure 3-3: CPZ Map



3.6 PIA ANALYSIS

3.6.1 Personal Injury Accident (PIA) data has been obtained from the Department for Transport (DfT) from 2017-2019 (the latest three-year period available).



3.6.2 The accident study area and accident locations are presented in **Figure 3-4**. A total of 15 accidents were recorded within the study area, comprising 12 'slight' accidents and three 'serious' accidents. No 'fatal' accidents were recorded.

3.6.3 A summary of accidents by severity is shown within **Table 3-2**.

Figure 3-4: Accident locations in proximity to site



Table 3-2: Summary of accidents (severity)

CASUALTY SEVERITY	2017	2018	2019	TOTAL
Fatal	0	0	0	0
Serious	1	1	1	3
Slight	3	4	5	12
Total	4	5	6	15

3.6.4 A summary of casualties by severity is shown within **Table 3-2**, indicating that 15 accidents resulted in 19 casualties, including one pedestrian and eight cyclists. Among the seriously injured were two cyclist and one motorcyclist. Approximately half of all casualties were vehicle occupants amounting to 15 casualties.



Table 3-3: Casualty by user

MODE BY TRAVEL	SERIOUS	SLIGHT	TOTAL
Car /taxi	1	2	3
Cyclist	2	6	8
Motorcycle	0	3	3
Pedestrian	0	1	1
LGVs	0	1	1
Total	3	16	19

SERIOUS ACCIDENTS

3.6.5 There were three serious accidents recorded in the study area described as follows:

- One 'serious' collision was recorded at the junction of Marchmont Road and Queen's Road (B353) in 2017 when a pedal cyclist was seriously injured on the carriageway. The collision occurred due to the driver of the car pulling out of the junction and failing to look properly, resulting in the car and cyclist colliding.
- Another 'serious' collision occurred along Townshend Road in 2018, where a motorcyclist suffered serious injuries. The accidents occurred along the highway network as a car pulled out of the on-street parking space, failing to see the motorcyclist, and collided.
- One cyclist sustained 'serious' injuries at the zebra crossing along Sheen Road (A305), approximately 30m west of the junction with Kings Road, in 2019. A car failed to see a cyclist where it collided with the backend of the bicycle.

3.6.6 The accident record was investigated further to determine whether any accidents involved a child of primary or secondary school age during the school peak periods of 08:00 - 09:00 and 15:00 - 16:00. The analysis showed that there were no school age children involved in any of the accidents in the most-recent three-year period. While accidents can occur at any point, it is noteworthy that regardless of historic instances of inappropriate parking on King's House Road and Princess Road, no accidents have been reported on these roads in the last three years.

3.7 SUMMARY

3.7.1 The area in the vicinity of the site has comprehensive network of footways. The footways are of adequate width on both sides of Kings Road to accommodate walking to site by staff, pupils and visitors, and provide pedestrian connectivity to the surrounding area. Kings Road is considered a quiet street suitable for cyclists. To the north of Kings Road, along Sheen Road, a local cycle route is provided offering advisory cycle lanes on the eastern side of Sheen Road and road marked on the western side.

3.7.2 There are four bus routes serving the area which operate with high frequencies. A minimum of 24 and 22 peak bus services are available in the morning and afternoon peak periods, respectively.

3.7.3 National Rail, London Underground (District Line) and Overground services are provided from Richmond station, which is reachable within a 14-minute walk from the site.

3.7.4 Although the site scored a low PTAL score (2), the site is within a 10-minute walk to areas scoring PTAL 6a (very good). The site is also well connected to local transport services such as bus, rail, Underground and Overground, of which can be reached by the no.371 bus service situated on Kings Road, 200m south of the site.



- 3.7.5 The analysis showed that there were that 15 accidents resulted in 19 casualties, including one pedestrian and eight cyclists. No school age children were reported to be involved in any of the accidents in the most-recent three-year period, and no accidents were reported on King's Road or Princess Road where the existing Nursery, Junior Department and Senior Department are located.



4 EXISTING SCHOOL

4.1.1 This section of the report describes the current operation of King's House School, and acknowledges site visit observations reported by TPA in response to the previous application and which took place pre-pandemic.

4.2 SITE DESCRIPTION

4.2.1 King's House School is bound by residential properties on all sides, including a residential block of flats known as Charmouth Court to the north of the site, No. 64 Kings Road and No. 64A Kings Road along the southern boundary, and residential properties to the east along Denbigh Gardens.

4.2.2 King's House School is split across several sites locally in Richmond with a separate sports ground in Chiswick.

4.2.3 The Senior Department is located near the plateau of Richmond Hill on Kings Road in Richmond just a one-minute walk up the hill from the Junior Department. **Figure 4-1** shows the site layout.

Figure 4-1: Site Layout



4.3 STAFF AND STUDENT NUMBERS

4.3.1 King's House School is an independent preparatory school which comprises a Nursery Department, Junior Department and Senior Department along with a separate sports ground in Chiswick.

4.3.2 The existing school provides education and sports facilities for boys aged 3-13 with Co-ed Nursery. The Senior Department is the base for pupils in Years 4 to 8 (ages 8-13) ie the application site.



4.3.3 The number of pupils on roll as of December 2020 across the three sites is 436, with 83 full time equivalent members of staff. There are a total of 222 pupils within the senior department.

4.3.4 The current occupancy of the school (split into the senior department year groups) is presented in **Table 4-1**.

Table 4-1: Senior Department Pupils numbers

	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	TOTAL
Year size	48	50	50	40	34	222

4.4 SCHOOL TIMETABLE

4.4.1 The School opens for staff members at 7am with the breakfast club being available to pupils between 7:30am - 8am. During the most recent term the number of pupils that attended the breakfast club are as follows: nursery, 6; junior department, 27; and 24 senior department.

4.4.2 The School gates open for pupils at the Senior Department at 8am followed by registration at 08:30, assembly at 08:40, with lessons beginning at 09:00. The junior department of the school has staggered opening times where the doors open at 08:20, with registration / lessons starting at 08:40.

4.4.3 The school offers homework and after school clubs that run from 03:30 - 18:00 depending on the department. Senior Department pupils can join Junior Department pupils for an after-school activity once homework club has finished, typically around 5:15pm. The homework and after school clubs had 67 attendees from the Senior Department and 73 pupils from the Junior Department in the last term.

4.4.4 The key school operational hours can be seen in **Table 4-2**.

Table 4-2: School operational hours

TIMETABLE	TIME PERIOD
School Opens	07:00
Breakfast Club	07:30 - 08:00
School Starts	08:00
School Finish	JD - Reception/Year 1 - 3.00pm. Y2 & 3 - 3.30pm. SD - Y4 - 3.30pm, other years 4.00pm
Afterschool Club	15:00 – 16:45 (JD)/15:30-17:15 (SD)
School Closes	18:00

4.5 COMMUNITY USE

4.5.1 The Senior Department (SD) is used as the primary community use building of the three school sites. The SD hosts a variety activity including:

- ASA Football
- Mei Quan Tai Chi
- National Childbirth Trust (NCT) – Various classes
- Stagecoach
- The Judo Factory
- Weight Loss/Fitness Classes



- Weekly Birthday Parties

4.5.2 The Junior Department (JD) is mainly hired for holiday programmes and weekend community meetings when the SD space is not available. The Nursery Building is not hired out at all due to its set up for younger children.

4.5.3 Term time Community uses generally start between 18:00 - 19:30 and finish between 21:00 - 22:00.

COMMUNITY GROUPS

4.5.4 The SD is used by the following community groups, free of charge, as part of the school's community relations programme.

- The Alberts Community Association
- Charmouth Court Residents Association
- The Friends of Richmond Park
- The Holly Lodge Centre - The Holly Lodge Centre is a unique small charity in the heart of Richmond Park, specialising in activities for people with special educational needs.
- Shooting Star Chase - Children's hospice charity caring for babies, children and young people with life-limiting conditions.
- David Adams Leukaemia Appeal

4.5.5 Community hire is limited during term time due to the lack of good quality space which can be guaranteed, rather than required on an ad-hoc basis to support the school. Examples of extended school related use include: parent's evenings, productions, Friends of KHS events, governor's meetings and school fairs.

4.6 ACCESS ARRANGEMENTS

4.6.1 Access for vehicles and pedestrians into the School is from Kings Road and on-site staff and visitor parking is provided to the front of the buildings. Access for pupils is via a side gate located to the north of the site. Staff can access the site via the main entrance to No. 68 Kings Road and separate access is provided for visitors and deliveries at entrances in between No. 68 and No. 66 Kings Road.

4.6.2 The main vehicle and pedestrian access is shown in **Figure 4-2**. Currently, this access acts as the main vehicular and pedestrian entry and staff parking.



Figure 4-2: Vehicle and pedestrian main access



4.7 PARKING PROVISION

- 4.7.1 The school has 26 general car parking spaces across the senior and junior sites, six unmarked spaces, one minibus and two motorcycle spaces at each of the school sites. The three cross-overs provided at the Senior Department lead to a total of 16 car parking spaces. The site car park is managed by the estate manager where a rota system has been applied for the use of the car park. The site car park is mainly used for staff members but occasionally accommodates visitor parking.
- 4.7.2 If there is no on-site parking available, visitors use either marked parking bays on Kings Road or park on Queen's Road.
- 4.7.3 The school has 20 cycle parking spaces located at the Senior Department site. Showers are provided at both the senior and junior departments offering staff members one shower at each site.

4.8 DELIVERY AND SERVICING

- 4.8.1 Deliveries are undertaken in the staff car park or outside the school depending on the size of the vehicle. The delivery vehicles range mostly are LG rigid vehicle or light vans with the occasional HG rigid vehicle. The school does not accommodate a loading bay within the school grounds. There are typically 2 – 3 deliveries daily usually containing food, cleaning supplies and stationary equipment.
- 4.8.2 Refuse collection takes place generally in the early morning before school starts or midday (12pm – 1pm) from Kings Road with two collections a week.

4.9 STUDENT AND STAFF TRAVEL BEHAVIOUR

- 4.9.1 The mode share of pupils and staff associated with the school has been extracted from the recently published STARS Travel Plan which has Silver Accreditation status. **Table 4-3** presents the mode share for pupils and staff of the King's House Senior Department during the academic year of 2019 / 2020, also shown in **APPENDIX B**.



Table 4-3: 2019 / 2020 Academic Year Pupil and Staff Mode Share

MODE	PUPILS		STAFF	
	Number (%)	Percentage (%)	Number (%)	Percentage (%)
Walk	55	27%	20	23%
Scooter	7	3%	0	0%
Cycle	1	1%	6	7%
Car / Motorcycle	68	33%	23	26%
Car Share	6	3%	6	7%
Park and Stride	19	9%	4	5%
Bus	14	7%	13	15%
Rail / Overground	6	3%	8	9%
Underground	5	3%	7	8%
School Bus / Taxi	23	11%	0	0%
TOTAL	204	100%	87	100%

- 4.9.2 **Table 4-3** shows that 45% of pupils and 38% of staff travel by car / motorcycle, car share or park and stride, whilst sustainable methods of travel amount to 55% for pupils and 62% for staff members. In terms of pupil travel, this represents a 2.1% increase in travel by car/motorcycle/car share compared to that reported in the 2015 travel survey.
- 4.9.3 Experience of working with schools throughout the Covid-19 pandemic has shown a significant increase in both car travel and single occupancy vehicle travel at Schools (particularly a shift away from travel by public transport). Without evidence to the contrary (ie an up to date travel survey during neutral conditions), this would suggest there may well have been a reduction in single occupancy car travel since the previous survey.
- 4.9.4 The mode share data indicates that 27% of pupils walk to school, and 11% travel via school bus / taxi. The data also indicates that 13% travel to the school by public transport, 3% of pupils scooter and 1% cycle.
- 4.9.5 It should be noted that a proportion of pupils attend breakfast club, after-school clubs and activities, and as a such proportion of car trips will be undertaken prior or after the school peak periods, thus spreading the overall demand across these periods.
- 4.9.6 The results of the staff mode share survey indicates that 38% of staff travel to work by car (including car share) 23% of staff members walk to school and 7% cycle. The data also shows that 32% of staff members travel via public transport. This represents a 22% reduction in the actual travel by car from that reported in 2015, and just 2% higher than that targeted in 2015. Regardless of the Covid-19 Pandemic this suggests progress has been made with respect to encouraging staff travel by non-car modes, particularly walking and bus.
- 4.9.7 To understand the school catchment area and distances that pupils and staff travel, postcode data analysis was undertaken. The results are summarised in **Table 4-4**.

Table 4-4: Pupils and staff postcode data

HOME TO SCHOOL DISTANCE	STUDENT		STAFF	
	%	Number	%	Number
Within 1 km	36%	153	16%	16
Within 2 km	55%	232	27%	27
Total		424		101

(*accounts for rounding)



- 4.9.8 The results show that a majority (55%) of pupils live within 2km of the site, thus have the potential to walk and cycle to the school. Compared to the mode share data which shows that 28% of pupils currently walk and cycle, this indicates that there is propensity for the school to encourage further uptake of walking and cycling amongst pupils.
- 4.9.9 The results showed that 27% of staff members live within 2km of the site and could walk and cycle to the school, while the mode share data shows that 30% staff currently walk and cycle. This indicates that some staff members travel more than 2km by walking or cycling, and that the current travel habits are in keeping with the proximity to which staff commute from home to work.
- 4.9.10 **Figure 4-3** and **Figure 4-4** shows the pupil and staff postcode plots respectively.

Figure 4-3: Postcode Plot - All KHS Pupils

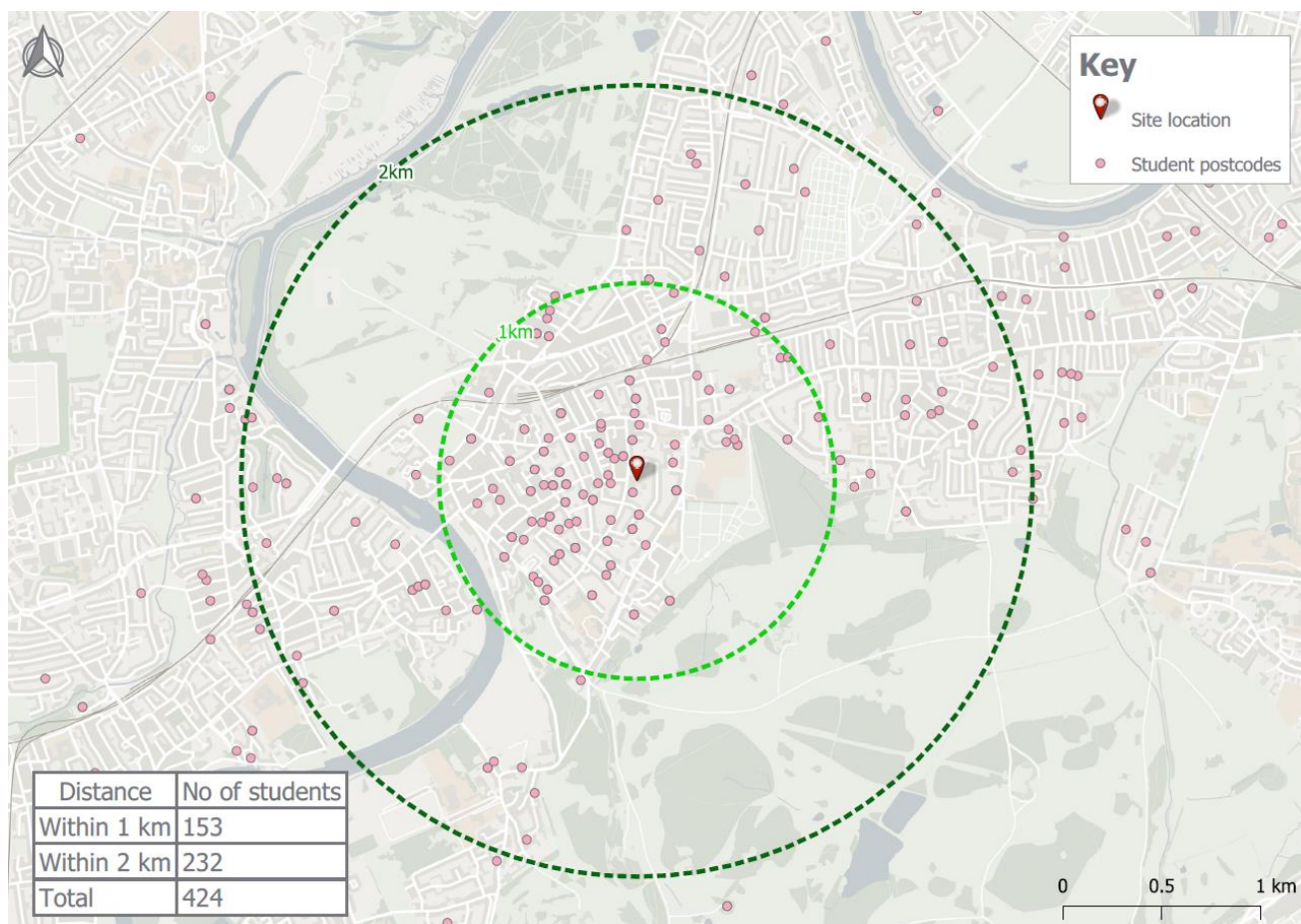
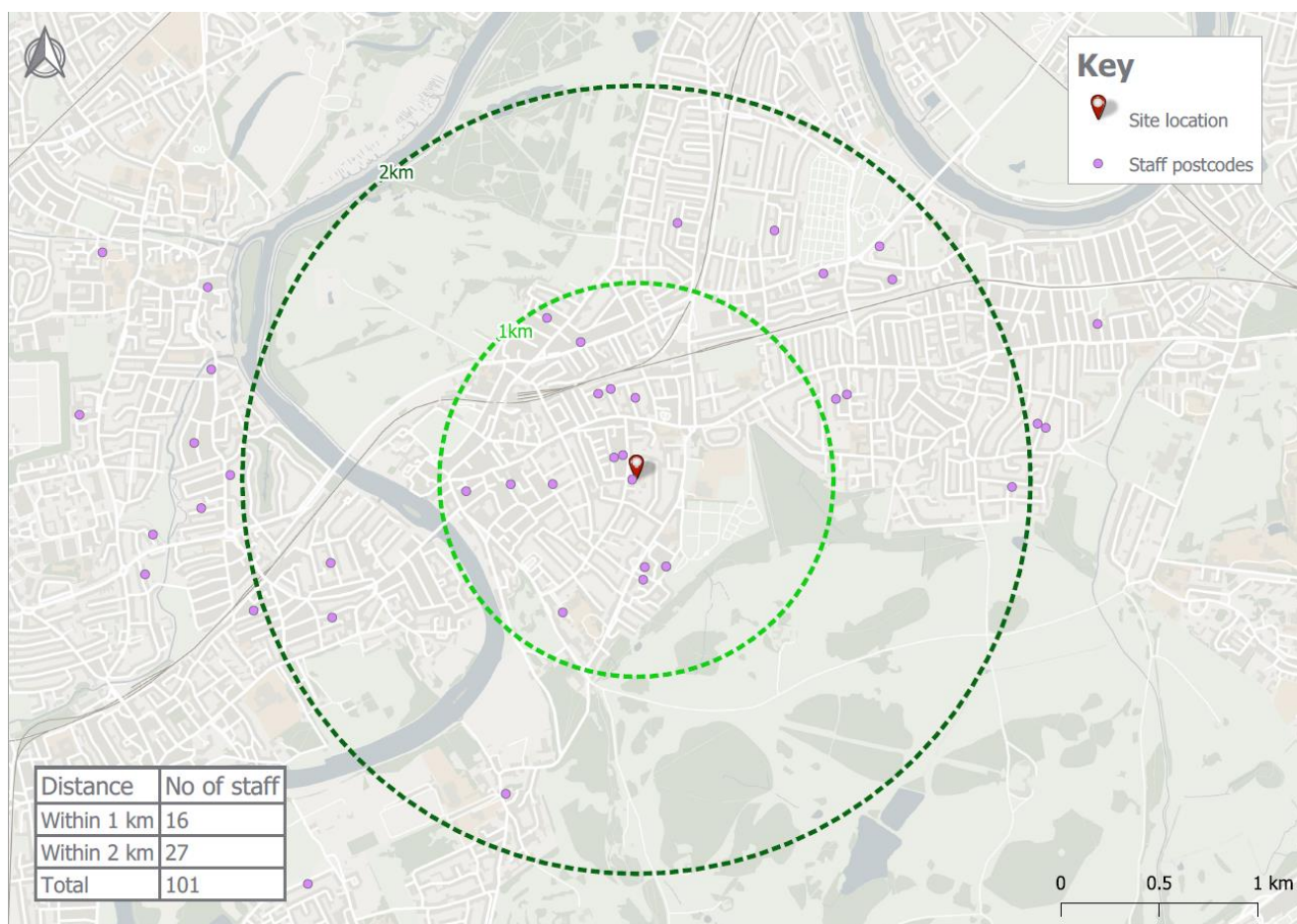


Figure 4-4: Postcode Plot - All KHS Staff



4.10 SUMMARY

- 4.10.1 King's House School is bound by residential properties on all sides, including a residential block of flats known as Charmouth Court to the north of the site, No. 64 Kings Road and No. 64A Kings Road along the southern boundary, and residential properties to the east along Denbigh Gardens.
- 4.10.2 The total number of pupils on roll as of December 2020 is 436 with 83 full time equivalent members of staff. There are 222 pupils within the Senior Department.
- 4.10.3 The school offers its facilities for community use out of school hours.
- 4.10.4 The school has 26 general car parking spaces across the senior and junior sites, 16 of which are located at the Senior Department. The school has 20 cycle parking spaces located at the Senior Department site.
- 4.10.5 Based on the 2019/2020 travel Plan, 45% of pupils and 38% of staff travel to the school by car / motorcycle, car share or park and stride, whilst sustainable methods of travel amount for 55% for pupils and 62% for staff members. In terms of pupils, this is a slight increase on the previously reported mode share by car/motorcycle (inc car share), though overall it potentially represents a decrease where current pupil mode share is likely to be heavily skewed by a response in travel behaviour to the Covid-19 pandemic. In terms of staff, this is a slight decrease in the previously reported car mode share.



- 4.10.6 A review of postcode data in terms of proximity of pupils and staff from the application site suggests there is propensity to encourage a further increase in the number of pupils walking and cycling to school and that the level of staff travel to school by car is about right for the proximity with which they live from their place of work.
- 4.10.7 Deliveries are currently undertaken in the staff car park or outside the school depending on the size of the vehicle.



5 PROPOSED DEVELOPMENT

5.1.1 This section describes the proposed development at King’s House School.

5.2 PROPOSED DEVELOPMENT

5.2.1 The proposed development seeks planning consent for the following:

- Demolition of a few existing school buildings, which have been added since the original Victorian and Edwardian houses.
- The erection of a two and three storey new build teaching block, which links to and extends the existing sports hall. This new teaching facility consists of music and drama classrooms, music practice rooms and six general teaching classrooms. There are also associated areas for staff, storage and services which support the running of the building.
- Internal refurbishment work to the existing main school buildings to improve circulation and logistical issues, such as enlarging the existing dining hall and library. This involves some external modifications to the rear of the buildings (east elevation).

5.2.2 **Figure 5-1** shows the proposed development layout, also shown in **APPENDIX A** and **Figure 5-2** shows a view of proposed site.

Figure 5-1: Proposed development layout



Figure 5-2: View of Proposed Site Layout

**KEY: USE DIAGRAM**

- 1 The existing play area/PE. area is reconfigured to allow better access to the east playground.
- 2 An enlarged dining Hall connects through to the quad and allows for less dining sittings.
- 3 Dedicated drama and music practice spaces.
- 4 The existing hall is extended and refurbished to allow for greater flexibility.
- 5 New teaching classrooms with improved efficiencies and quality of support spaces have direct access to the external teaching spaces.
- 6 A new, acoustically sealed music ensemble room for small performances.
- 7 The existing low quality buildings are demolished, improving circulation and navigation for visitors.

5.2.3 The differences between the existing and proposed provisions has been summarised in **Table 5-1**.

Table 5-1: Existing and proposed development comparison - provisions

	EXISTING NUMBER	PROPOSED NUMBER	COMMENTS
Classrooms	17	18	-
Specialist Classrooms	5	6	Combined library and Computer Room. New drama room provided
Large Spaces	3	2	Combined Gymnasium and Hall into larger space
Learning Recourse Areas	6	8	New groups and learning resource spaces proposed where teaching classrooms are under provisioned
Staff and Admin	13	15	Additional offices created
Storage	25	27	-

5.2.4 **Table 5-2** shows the proposed floor area of the proposed development including a comparison with the existing school building.



Table 5-2: Proposed floor areas (GIA)

Proposed new build GIA	765 sqm
Proposed new build GIA + General Hall	955 sqm
Overall School GIA before development	2,336 sqm
Overall School GIA including proposed new build	2,665 sqm

5.3 PROPOSED OPERATION

5.3.1 The school will maintain the same operational timetable as per the existing school which will be as follows:

- ⊙ Breakfast club starts between 07:30 - 08:00.
- ⊙ Senior department school opens at 08:00 and junior department opens at 08:20

5.3.2 The school finishes as follows:

- ⊙ Junior department - Reception/Year 1, 15:00
- ⊙ Year 2 & 3 - 15:30
- ⊙ SD - Year 4 - 15:30
- ⊙ Other years - 16:00.

5.3.3 Homework and afterschool clubs run from 15:30.

5.4 STAFF AND STUDENT NUMBERS AND STAFF TRAVEL BEHAVIOUR

5.4.1 There will be no additional staff members and pupils, therefore numbers and travel behaviours will remain unchanged.

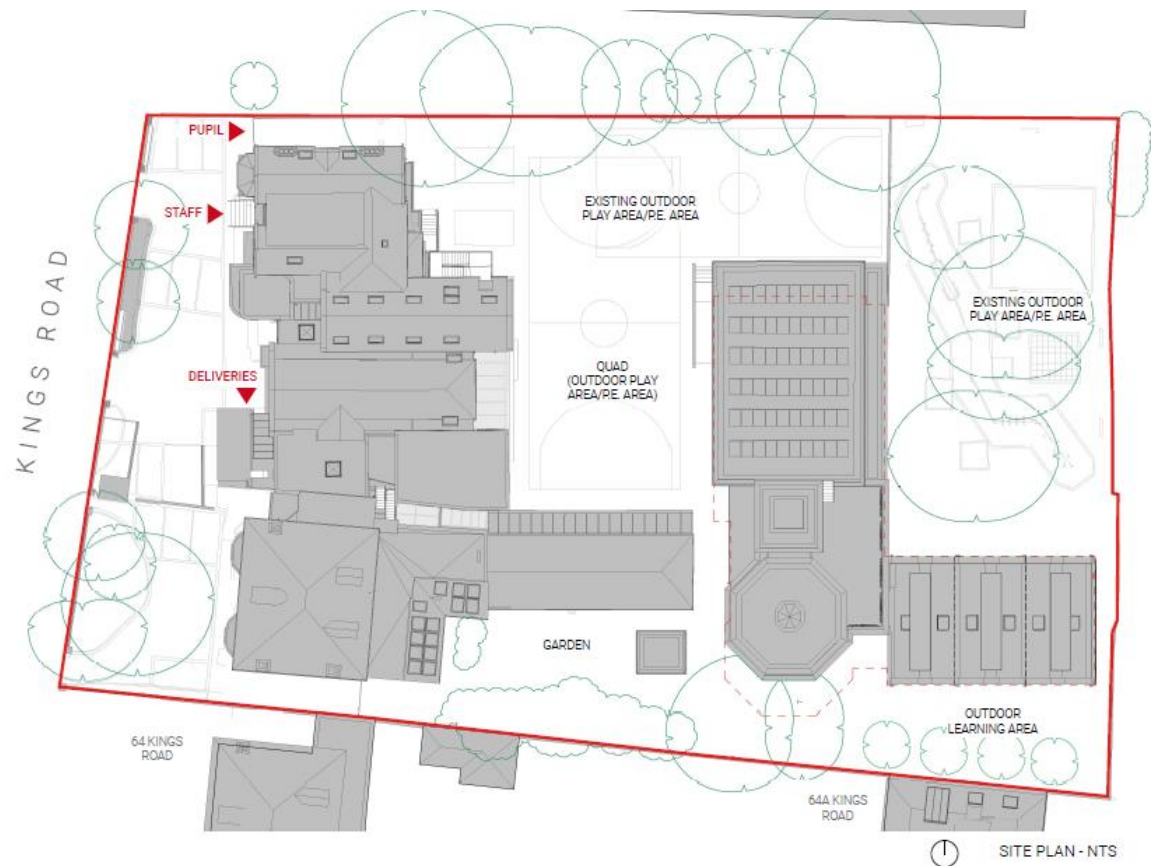
5.5 SITE ACCESS

5.5.1 No changes are proposed to how pupils, staff and visitors enter the school. Similarly, vehicular access will remain as per existing.

5.5.2 **Figure 5-3** is reflective of where level access is achieved across the site at ground level. All facilities provided in the new build block are fully accessible as per existing arrangements.



Figure 5-3: Retained access arrangements



5.6 COMMUNITY USE

- 5.6.1 There will be no additional community use and therefore will not generate any additional vehicular trips or person trips.

5.7 PARKING PROVISION

- 5.7.1 No changes are proposed to the design or layout of the existing parking provision at the school.

5.8 DELIVERY AND SERVICING

- 5.8.1 Delivery and servicing will take place per existing methods where deliveries are conducted on-site where possible. It is acknowledged from the example shown in the former TPA report that servicing has taken place on-street, however, on-street servicing is restricted as far as possible and so as not to coincide with the school peak periods.

5.9 STUDENT AND STAFF TRAVEL BEHAVIOUR

- 5.9.1 There will be no additional staff members and pupils, therefore the number of pupils and staff will remain largely unchanged, and/or return to pre-Covid level in due course. It is of course acknowledged that as more measures are implemented via the Schools existing Travel Plan commitment, it is hoped that pupil and staff car mode share will continue to reduce.



5.10 DEVELOPMENT IMPACT AND SUMMARY

- 5.10.1 There will be negligible impact of the proposed redevelopment of King's House School on highways grounds, this is due to the fact there will be no increase in pupil or staff numbers, no proposed changes to community use capacity and retention of existing access and onsite parking provision.

5.11 DRAFT METHOD OF CONSTRUCTION STATEMENT

- 5.11.1 Furthermore, a Draft Method of Construction Statement is submitted with planning and it is expected that a Full Construction Traffic Management Plan (CTMP) will be required by condition. The Full CTMP will need to be prepared in line with TfL's Construction Logistics best practice guidance to ensure the impacts of construction traffic are minimised during the temporary build period upon the local highway and to surrounding residents/businesses.



6 CONCLUSION

- 6.1.1 Velocity Transport Planning has been appointed by LUC to prepare a Transport Statement (TS) in relation to the proposed redevelopment at King's House School which includes demolition of several school buildings, construction of a new music, arts and teaching block and some internal refurbishment work. The school is located at 66-68 Kings Rd, Richmond TW10 6ES within the London Borough of Richmond Upon Thames.
- 6.1.2 King's House School is an independent preparatory school which comprises a Nursery Department, Junior Department and Senior Department along with a separate sports ground in Chiswick. The existing school provides education and sports facilities for boys aged 3-13 with Co-ed Nursery.
- 6.1.3 The existing Kings House School is split across three sites providing education and sports facilities for boys aged 3-13 with Co-ed Nursery (situated at The Old School House in Princes Road), a Junior Department (situated at 61-63 Kings Road) and a Senior Department which is the base for pupils in Years 4 to 8 (ages 8-13) situated at the application site. There is also a separate sports ground in Chiswick.
- 6.1.4 The total number of pupils on roll at King's House School as of January 2020 is 436 with 83 full time equivalent members of staff. There are 222 pupils within the Senior Department (ie the application site). The area in the vicinity of the site has a comprehensive network of footways. The footways are of adequate width on both sides of Kings Road to accommodate walking to site by staff, pupils and visitors, and provide pedestrian connectivity to the surrounding area. Kings Road is considered a quiet street suitable for cyclists. To the north of Kings Road, along Sheen Road, a local cycle route is provided offering advisory cycle lanes on the eastern side of Sheen Road and road marking on the western side.
- 6.1.5 There are four bus routes serving the area which operate with high frequencies. A minimum of 24 and 22 peak hour bus services are available in the morning and afternoon peak periods, respectively. National Rail, London Underground (District Line) and Overground services are provided from Richmond station, which is reachable within a 14-minute walk from the site.
- 6.1.6 Although the site scored a low PTAL score (2), the site is within a 10-minute walk to areas scoring a PTAL 6a (very good). The site is also well connected to local transport services such as bus, rail, Underground and Overground, which can be reached by the no.371 bus service situated on Kings Road, 200m south of the site.
- 6.1.7 The analysis shows that there were that 15 accidents that resulted in 19 casualties, including one pedestrian and eight cyclists. No school age children were reported to be involved in any of the accidents in the most-recent three-year period, and no accidents were reported on King's Road or Princess Road where the existing Nursery, Junior Department and Senior Department are located.
- 6.1.8 There will be no impact from the proposed redevelopment of King's House School on highways grounds, this is due to the fact there will be no increase in pupil or staff numbers, no proposed changes to community use capacity and the existing access points and onsite parking provision will be retained.
- 6.1.9 It is considered that there are no highways grounds that would justify a reason for refusal for development at King's House School.



APPENDIX A

PROPOSED SITE LAYOUT PLANS



REV	REVISION DETAILS	DATE	DRAWN BY
P 1	FIRST ISSUE	14.12.18	DMA
P 2	DESIGN DEVELOPMENT	15.01.19	DMA
P 3	UPDATED LAYOUTS	05.04.19	DMA
P 4	FOR INFORMATION	19.05.19	DMA
P 5	UPDATED PROPOSED LAYOUT	19.07.19	DMA
P 6	UPDATED LAYOUTS	19.08.19	DMA
P 7	UPDATED LAYOUTS	12.08.19	DMA
P 8	12 ISSUE FOLLOWING VE EXERCISE	27.09.19	DMA
P 9	ADDITIONAL DEMOLITION TO NO.63	30.09.19	DMA
P 10	ISSUE FOR PLANNING	17.12.20	DMA
P 11	STAGE 3 ISSUE POST PLANNING	14.02.20	DMA
P 12	UPDATED LAYOUTS FOR COORDINATION	24.08.20	DMA
P 13	UPDATED DRAWINGS TO LUC	08.01.21	DMA
P 14	REVISED PLANS TO LUC	21.01.21	DMA



- EXISTING INTERNAL WINDOW TO BE REMOVED. WINDOW OPENING TO BE FILLED
- DOOR IN THIS LOCATION REMOVED AND DOOR OPENING FILLED
- DOOR INTO DINING HALL RELOCATED TO THIS POSITION, WITH NEW ARCHITRAVE TO MATCH EXISTING
- NEW TIMBER WALL PANEL LININGS TO MATCH EXISTING CEILING
- NEW FLOOR FINISH TO MATCH EXISTING
- NEW GLAZED WALL INCLUDING DOUBLE DOORS
- EXISTING WALL DEMOLISHED TO CREATE OPENING AND MEZZANINE FLOOR REMOVED
- NEW RADIATORS TO MATCH EXISTING WITH TIMBER PANELLED RADIATOR COVERS
- EXTERNAL PLAY "QUAD" SPACE
- NEW GLAZED OPENINGS TO BE CREATED AND SECTION OF WALL TO BE REBUILT
- EXISTING CABLES TO BE REPLACED. POTENTIAL TO BE INCORPORATED INTO NEW CANOPY. HIGH LEVEL WINDOW RETAINED

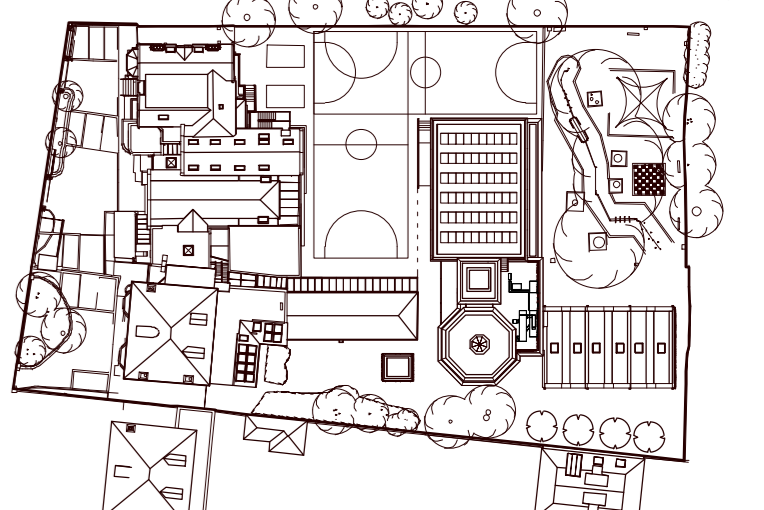
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- 1 GENERAL HALL
 - 2 DRAMA STUDIO
 - 3 GENERAL TEACHING
 - 4 STORAGE
 - 5 CIRCULATION
 - 6 STAFF / ACCESSIBLE WC
 - 7 CHANGING ROOM
 - 8 PUPIL WC
 - 9 PLANT AREA
 - 10 ADMINISTRATION
 - 11 DINING HALL
 - 12 KITCHEN

- KEY:**
- EXISTING WALLS
 - PROPOSED WALLS

- DEPARTMENT COLOURS**
- GENERAL TEACHING
 - LARGE SPACES
 - STAFF AND ADMINISTRATION
 - STORAGE
 - NON-NET

KEY RESIDUAL RISK

KEY PLAN



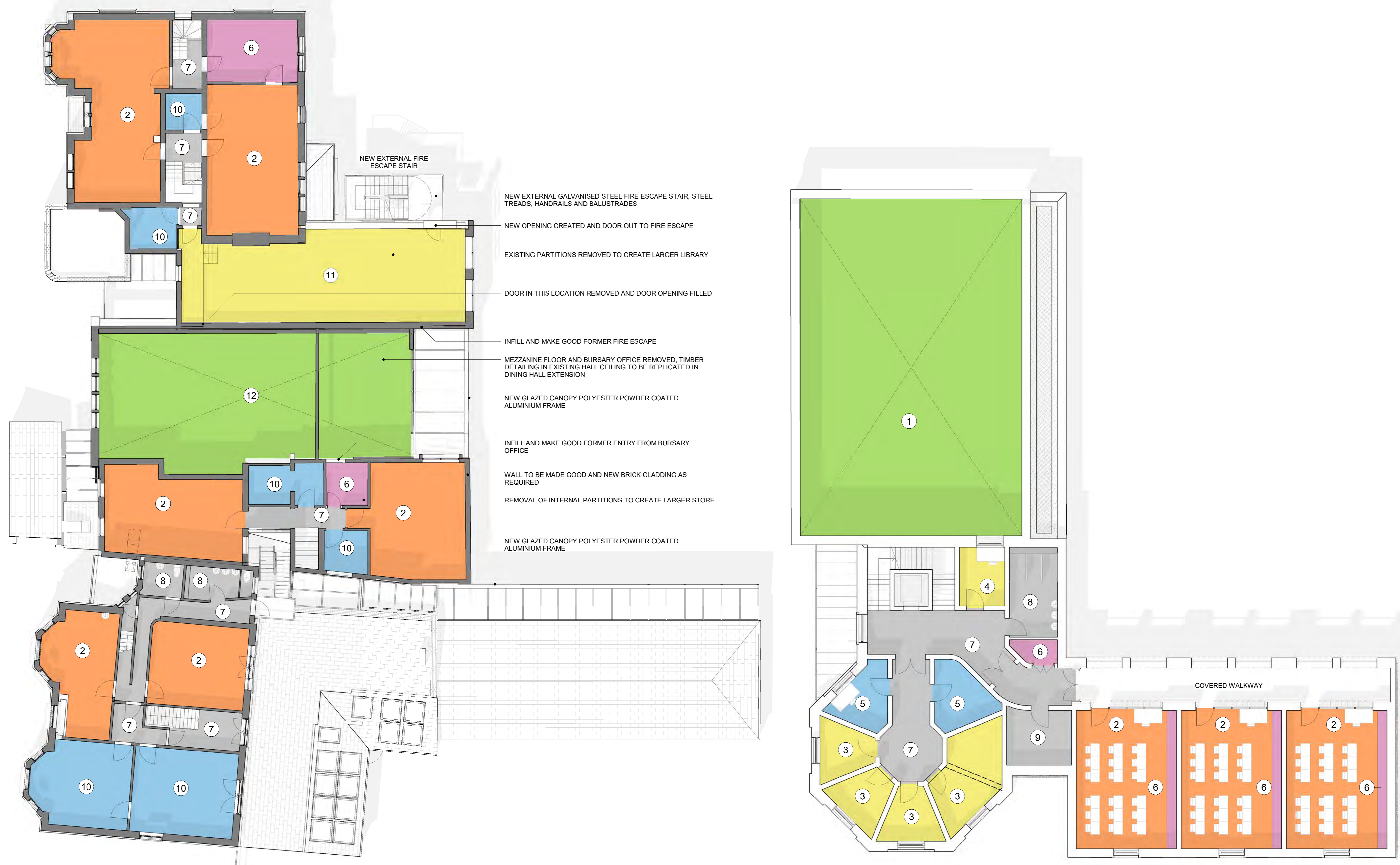
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 TITLE: PROPOSED - GROUND FLOOR PLAN

PROJECT	PURPOSE OF ISSUE	STATUS	REVISION			
KINGS HOUSE	FOR INFORMATION	SZ	P14			
SCHOOL, 64 KINGS ROAD, BIRMINGHAM	SCALE	DRAWN	CHECKED/ APPROVED			
515	1:100 @A0	KWS	DMA			
PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	DOC NO
KHS	DMA	XX	GF	DR	A	03202

NO.	REVISION DETAILS	DATE	DRAWN BY
P 1	FIRST ISSUE	14.12.18	DMA
P 2	UPDATED LAYOUTS	05.04.19	DMA
P 3	FOR INFORMATION	19.06.19	DMA
P 4	UPDATED PROPOSED LAYOUT	19.07.19	DMA
P 5	UPDATED LAYOUTS	19.08.19	DMA
P 6	UPDATED LAYOUTS	19.08.19	DMA
P 7	1/2 ISSUE FOLLOWING VE EXERCISE	27.09.19	DMA
P 8	ADDITIONAL REACTION TO VE/US	28.09.19	DMA
P 9	1/2 ISSUE FOR PLANNING	17.01.20	DMA
P 10	STAGE 1 ISSUE FOR PLANNING	14.02.20	DMA
P 11	UPDATED LAYOUTS FOR COORDINATION	24.06.20	DMA
P 12	UPDATED DRAWINGS TO LUC	06.01.21	DMA
P 13	REVISED PLANS TO LUC	21.01.21	DMA

CHARMOUTH COURT

KING'S ROAD



- NEW EXTERNAL GALVANISED STEEL FIRE ESCAPE STAIR, STEEL TREADS, HANDRAILS AND BALUSTRADES
- NEW OPENING CREATED AND DOOR OUT TO FIRE ESCAPE
- EXISTING PARTITIONS REMOVED TO CREATE LARGER LIBRARY
- DOOR IN THIS LOCATION REMOVED AND DOOR OPENING FILLED
- INFILL AND MAKE GOOD FORMER FIRE ESCAPE
- MEZZANINE FLOOR AND BURSARY OFFICE REMOVED, TIMBER DETAILING IN EXISTING HALL CEILING TO BE REPLICATED IN DINING HALL EXTENSION
- NEW GLAZED CANOPY POLYESTER POWDER COATED ALUMINIUM FRAME
- INFILL AND MAKE GOOD FORMER ENTRY FROM BURSARY OFFICE
- WALL TO BE MADE GOOD AND NEW BRICK CLADDING AS REQUIRED
- REMOVAL OF INTERNAL PARTITIONS TO CREATE LARGER STORE
- NEW GLAZED CANOPY POLYESTER POWDER COATED ALUMINIUM FRAME

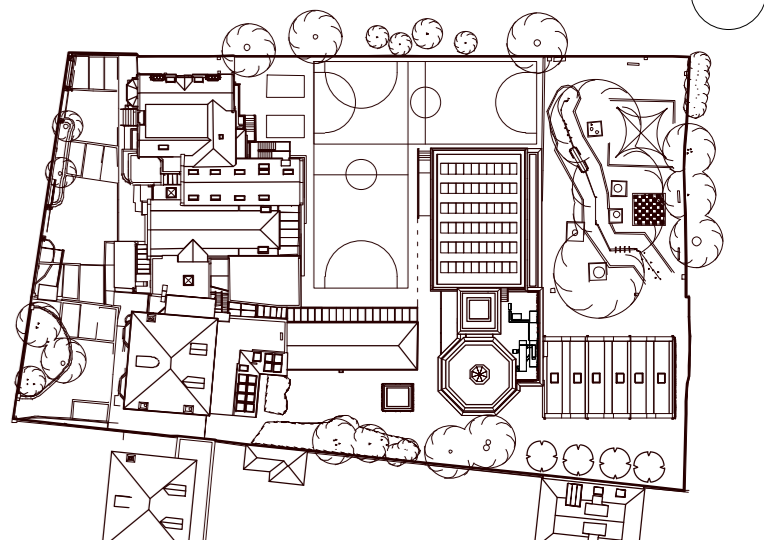
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 - 2 GENERAL TEACHING
 - 3 MUSIC ROOMS
 - 4 AV RECORDING
 - 5 MUSIC OFFICE
 - 6 STORAGE
 - 7 CIRCULATION
 - 8 PUPIL H.C.
 - 9 PLANT AREA
 - 10 ADMINISTRATION
 - 11 LIBRARY / GENERAL TEACHING
 - 12 DINING HALL

- KEY:**
- EXISTING WALLS
 - PROPOSED WALLS

- DEPARTMENT COLOURS**
- GENERAL TEACHING
 - LARGE SPACES
 - STAFF AND ADMINISTRATION
 - STORAGE
 - NON-NET

KEY RESIDUAL RISK

KEY PLAN



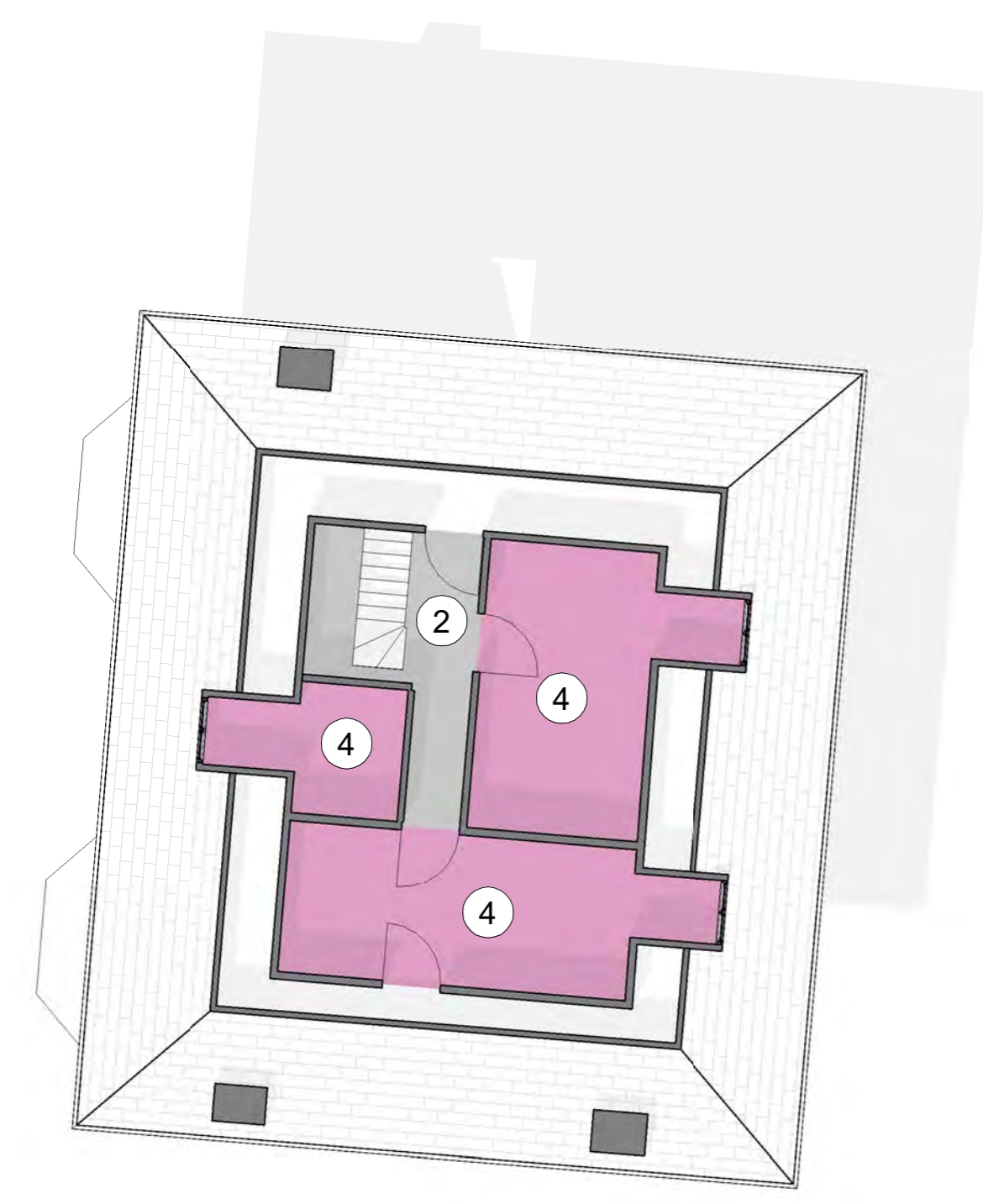
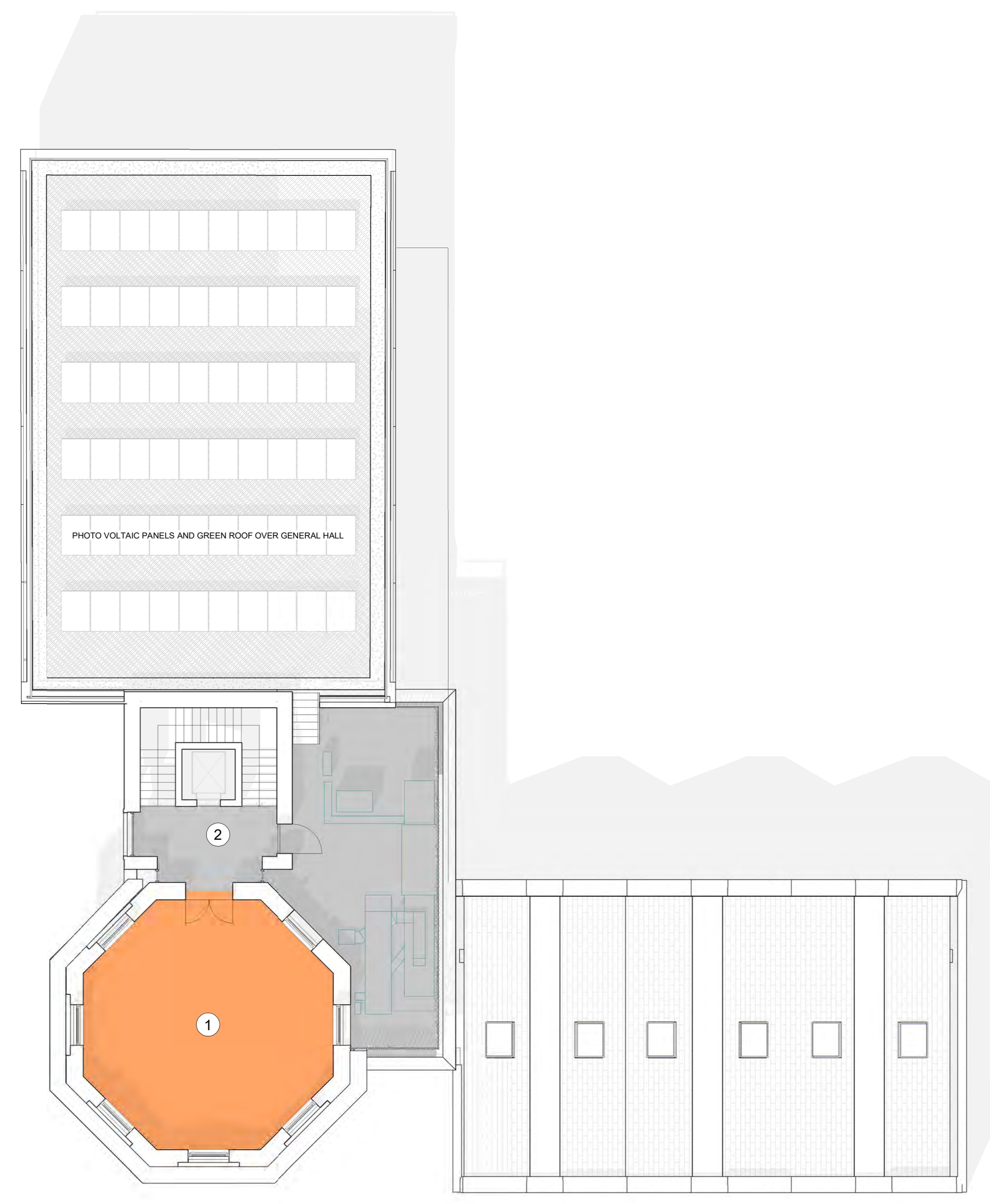
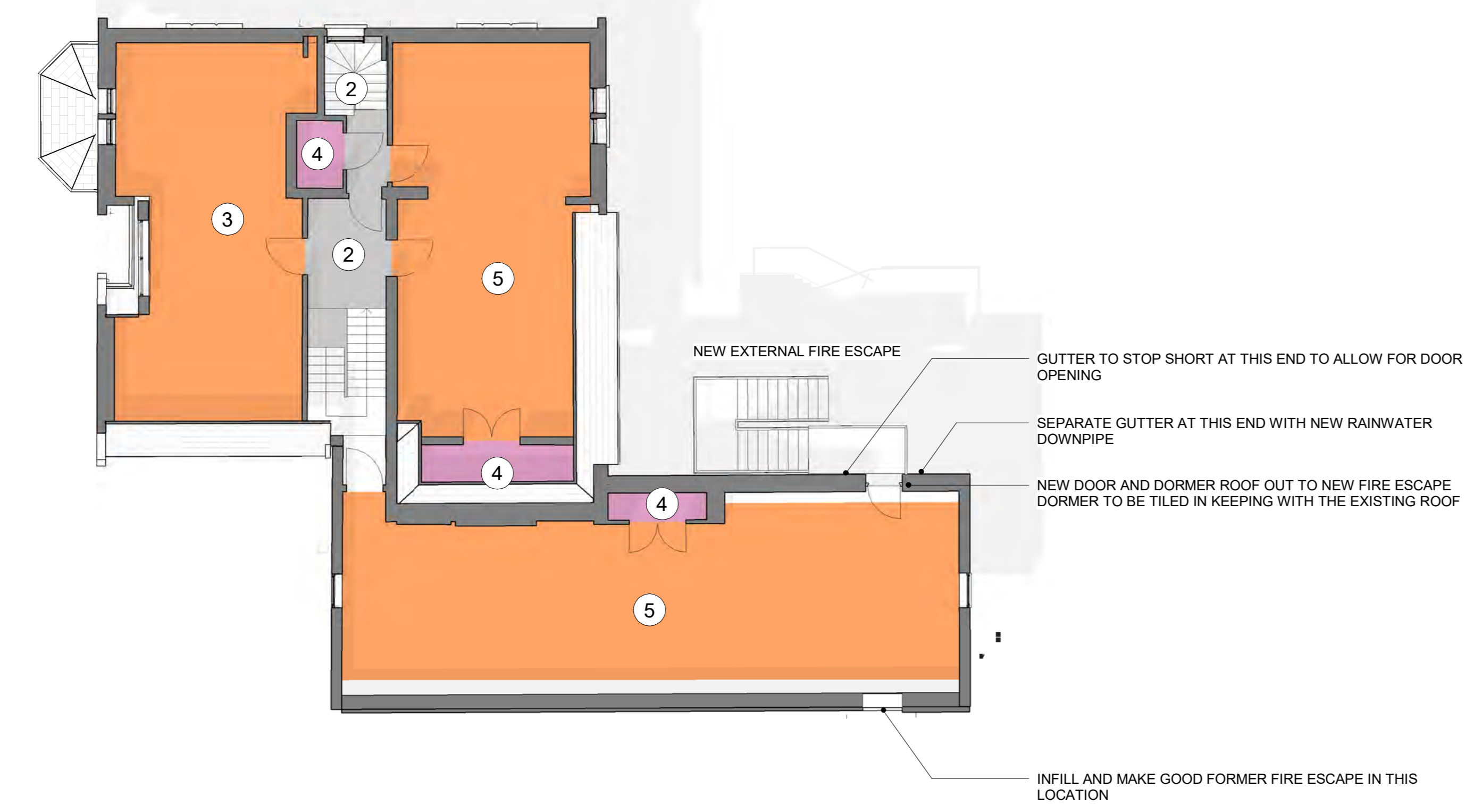
ORIGINATOR: DMA
TITLE: PROPOSED - FIRST FLOOR PLAN

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KING'S HOUSE	FOR INFORMATION	SZ	P13			
SCHOOL, 68 KING'S ROAD, BIRMINGHAM	SCALE	DRAWN	CHECKED APPROVED			
FW10-483	515	KWS	DMA			
PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	DOC NO
KHS	DMA	XX	01	DR	A	03203

REV	REVISION DETAILS	DATE	DRAWN BY
P 1	FIRST ISSUE	14.12.18	DMA
P 2	UPDATED LAYOUTS	05.04.19	DMA
P 3	UPDATED MULTIPURPOSE HALL	19.06.19	DMA
P 4	UPDATED PROPOSED LAYOUT	19.07.19	DMA
P 5	UPDATED LAYOUTS	19.08.19	DMA
P 6	UPDATED LAYOUTS	19.08.19	DMA
P 7	S2 ISSUE FOLLOWING VE EXERCISE	27.09.19	DMA
P 8	ISSUE FOR PLANNING	17.01.20	DMA
P 9	STAGE 3 ISSUE POST PLANNING	14.02.20	DMA
P 10	UPDATED LAYOUTS FOR COORDINATION	24.08.20	DMA
P 11	UPDATED DRAWINGS TO LUC	08.01.21	DMA
P 12	REVISED PLANS TO LUC	21.01.25	DMA

CHARMOUTH COURT

KING'S ROAD



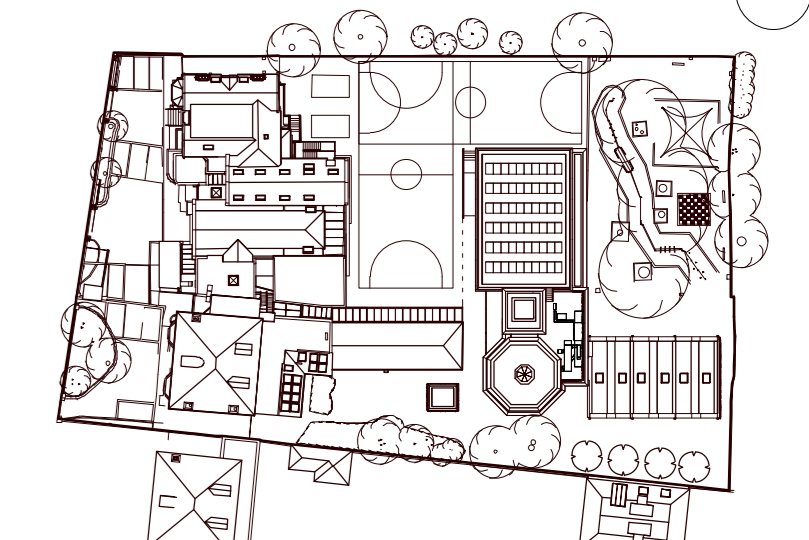
- ROOM TYPE KEY:**
- 1 MUSIC PERFORMANCE SPACE
 - 2 CIRCULATION
 - 3 PLANT AREA
 - 4 STORAGE
 - 5 GENERAL TEACHING

- KEY:**
- EXISTING WALLS
 - PROPOSED WALLS

- DEPARTMENT COLOURS**
- GENERAL TEACHING
 - LARGE SPACES
 - STAFF AND ADMINISTRATION
 - STORAGE
 - NON-NET

KEY RESIDUAL RISK

KEY PLAN



ORIGINATOR: DMA
TITLE: PROPOSED - SECOND FLOOR PLAN

PROJECT	PURPOSE OF REVISION	STATUS	REVISION
KING'S HOUSE	FOR INFORMATION	S2	P12
SCHOOL 68 KING'S ROAD REMAINS			
FW10-483	SCALE: 1:100 @A0	DRAWN	CHECKED/ APPROVED
	515	LW	KwS DMA
PROJECT ORIGINATOR	VOLUME	LEVEL	TYPE
KHS DMA	XX	02	DR
			ROLE
			DOC NO
			03204

REV	REVISION DETAILS	DATE	DRAWN BY
P 1	FIRST ISSUE	14.12.18	DMA
P 2	UPDATED LAYOUTS	05.04.19	DMA
P 3	FOR INFORMATION	19.06.19	DMA
P 4	3D ISSUE FOLLOWING VE EXERCISE	27.09.19	DMA
P 5	ISSUE FOR PLANNING	17.01.20	DMA
P 6	STAGE 3 ISSUE POST PLANNING	14.02.20	DMA
P 7	UPDATED DRAWINGS TO LUC	08.07.21	DMA
P 8	REVISED PLANS TO LUC	21.01.25	DMA



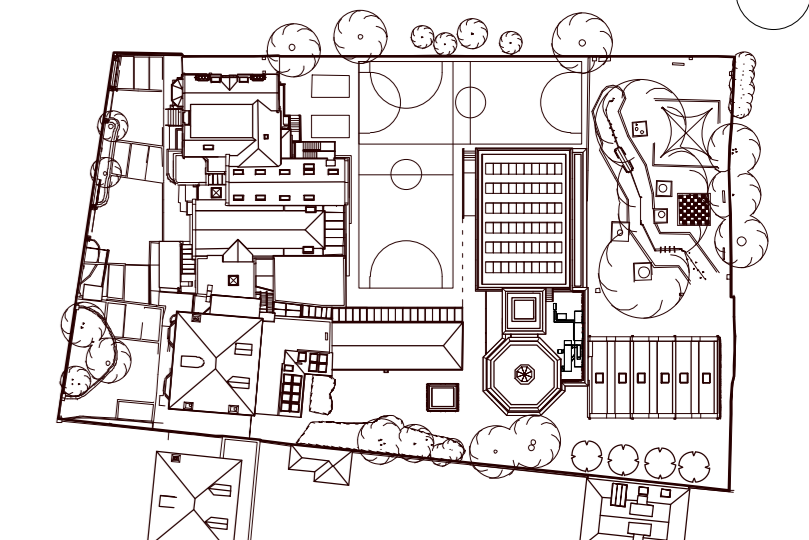
- ROOM TYPE KEY:**
- 1 GENERAL TEACHING
 - 2 ADMINISTRATION
 - 3 STORAGE
 - 4 CIRCULATION
 - 5 PLANT / STORAGE
 - 6 MALE CHANGING / WC
 - 7 FEMALE CHANGING / WC
 - 8 SHOWER ROOM

- KEY:**
- EXISTING WALLS
 - PROPOSED WALLS

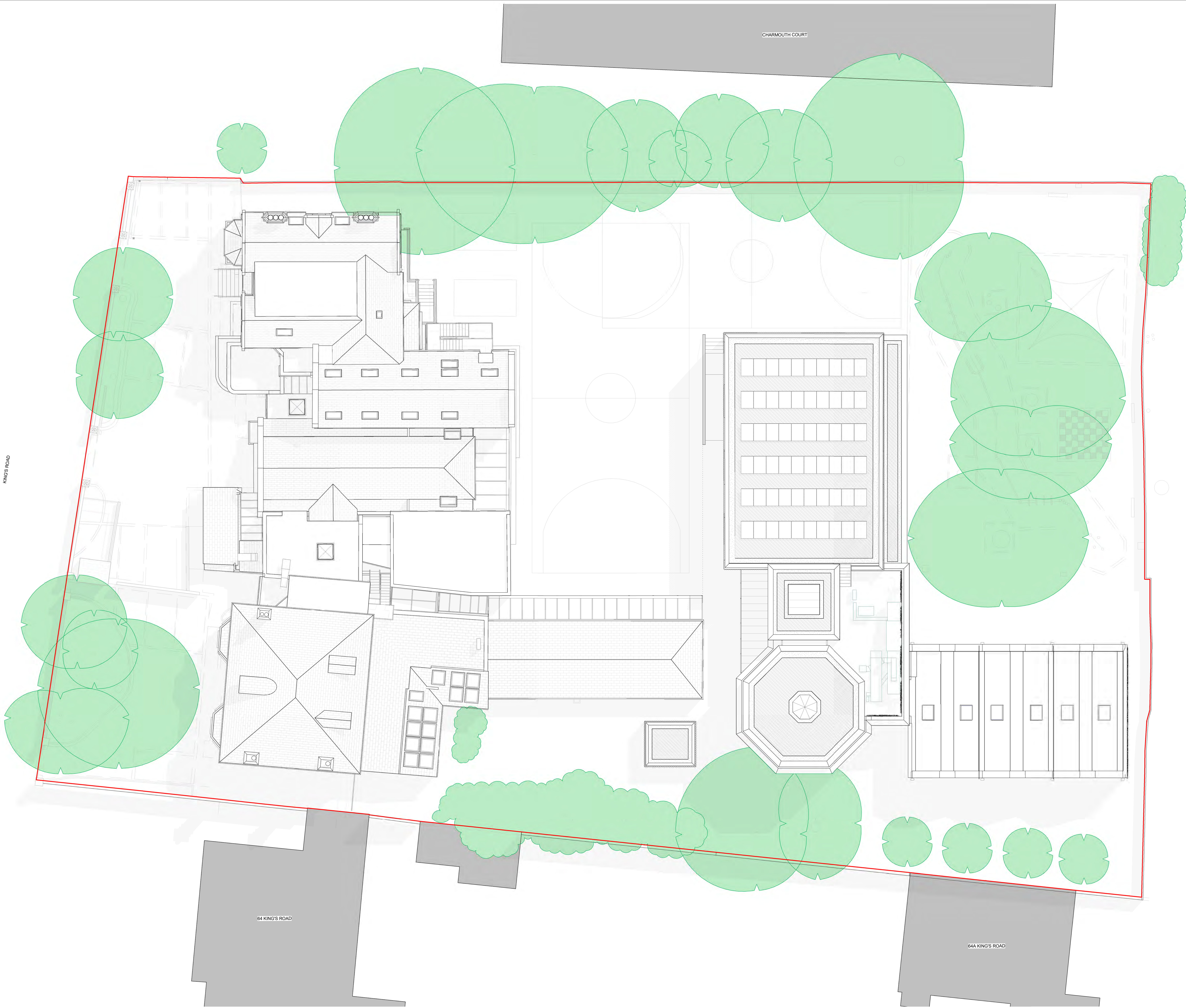
- DEPARTMENT COLOURS**
- GENERAL TEACHING
 - LARGE SPACES
 - STAFF AND ADMINISTRATION
 - STORAGE
 - NON-NET

KEY RESIDUAL RISK

KEY PLAN



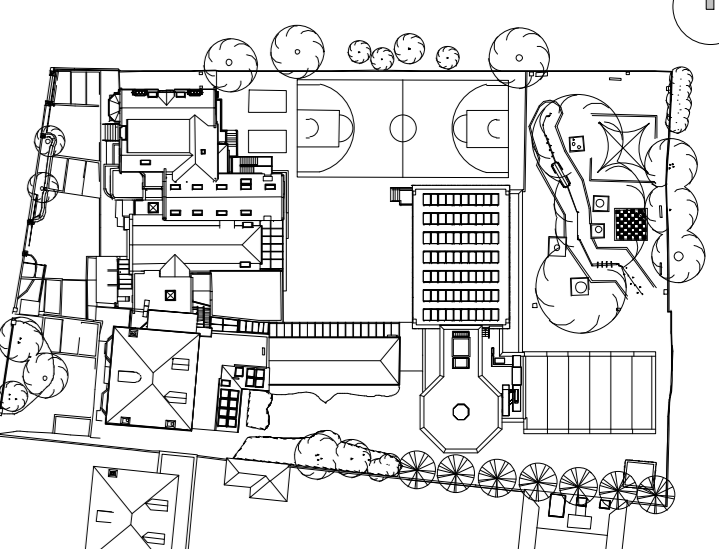
ORIGINATOR DMA	TITLE PROPOSED - LOWER GROUND FLOOR PLAN	STATUS FOR INFORMATION	REVISION PE
PROJECT KHS HOUSE	PURPOSE OF ISSUE FOR INFORMATION	SCALE 1:100 @A0	CHECKED APPROVED KwS DMA
JOB NO 515	SCALE 1:100 @A0	TYPE MF	ROLE DMA
PROJECT KHS	ORIGINATOR DMA	VOLUME XX	LEVEL B1
		TYPE DR	DOC NO A 03201



NO	REVISION DETAILS	DATE	DRAWN BY
P 1	UPDATED LAYOUTS	12.06.19	DMA
P 2	ISSUE FOR PLANNING	17.07.20	DMA
P 3	STAGE 3 ISSUE POST PLANNING	14.02.20	DMA
P 4	UPDATED LAYOUTS FOR COORDINATION	24.08.20	DMA
P 5	UPDATED DRAWINGS TO LUC	08.01.21	DMA

KEY RESIDUAL RISK

KEY PLAN



ORIGINATOR	TITLE				
DMA	PROPOSED - ROOF PLAN				
PROJECT	PURPOSE OF ISSUE	STATUS	REVISION		
KINGS HOUSE	FOR INFORMATION	S2	1/5		
SCHOOL, 68 KINGS ROAD, BIRMINGHAM B70 4BS					
JOB NO	SCALE	DRAWN	CHECKED	APPROVED	
515	1:100 BAO	LW	KWS	DMA	
PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE
KHS	DMA	XX	RF	DR	A
					DOC NO
					03205

