PLANNING STATEMENT

EXTENSION TO EXISTING PRIMARY SCHOOL
DIAMOND LEARNING COMMUNITY, WELLENGBOROUGH

LEND LEASE CONSULTING (EMEA) LIMITED

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PLANNING STATEMENT

CONTENTS

1.0 INTRODUCTION

2.0 SITE CONTEXT

3.0 NEED

4.0 PLANNING POLICY

   4.1 National Planning Policy
   4.2 Local Planning Policy

5.0 SUITABILITY OF THE SITE AND IMPACT

   5.1 Accessibility
   5.2 Traffic Impact
   5.3 Residential Impact
   5.4 Impact on Local Amenities
   5.5 Noise Impact
   5.6 Ground Conditions
   5.7 Flood Risk
   5.8 Utilities
   5.9 Lighting

6.0 CONSULTATIONS

7.0 CONCLUSION
EXTENSION TO EXISTING PRIMARY SCHOOL - DIAMOND LEARNING COMMUNITY, WELLINGBOROUGH LEND LEASE CONSULTING (EMEA) LIMITED

PLANNING STATEMENT

Site Address: Diamond Learning Community, Oakway, Wellingborough, Northamptonshire. NN8 4SD

Grid Reference: Easting 312755 Northing 692611

Contact Details:

Applicant: Lend Lease Consulting Limited, on behalf of Northamptonshire County Council, John Dryden House, 8-10 The Lakes, Bedford Road, Northampton. NN4 7DD

Contact: Richard Peck tel. 0300 126 1000

Agent: GSSArchitecture, 35 Headlands, Kettering, Northants. NN15 7ES

Contact: Paul Harkin (Project Architect, GSSArchitecture) tel. (01536) 513165
PLANNING STATEMENT

1.0 INTRODUCTION

This statement has been prepared by GSSArchitecture on behalf of Lend Lease Consulting (EMEA) Limited in support of a Planning application for an extension at Diamond Learning Community, Wellingborough to better accommodate the existing pupil numbers. This statement sets out the context and need for the proposed development. It reviews the Planning Policy documents that are relevant to the application, along with notes on how the proposed design responds to each point.

This statement examines the proposed development in terms of adherence to national and local Planning Policy. Reference is made to the National Planning Policy Framework (NPPF), the North Northamptonshire Core Spatial Strategy (adopted June 2008) and The Three Towns Plan - Preferred Options (September 2006). There is also reference to the East Northamptonshire Local Plan (adopted 1996) saved policy RU6.

The town of Wellingborough has a long history, believed to date back to the 6th century, and it is mentioned in the Domesday Book in 1086. Originally a market town, it expanded steadily during the Victorian era and into the 20th century based on the Northamptonshire shoe manufacturing industry. In the 1960s and 70s it was expanded further, with many people moving to the town from London. Its population is currently increasing again, as central government has denoted it as a ‘growth town’.

A separate Design and Access Statement has been prepared to describe the design and impact of the proposed development.

The application is supported by a number of documents, including this Planning Statement, as follows:

1.0 Application form and certificates.
2.0 Application plans and drawings by GSSArchitecture.
3.0 Design and Access Statement prepared by GSSArchitecture.
2.0 SITE CONTEXT

The site is located 1.2 miles north of Wellingborough town centre. It covers an area of approximately 3.5 hectares and is currently accessed from either Oakway or Cherry Avenue. Please refer to Location Plan S002 and Site Plan SK39.

The site is bordered by housing to the north west and south west as well as to the north east. This housing is a mixture of bungalows, chalet bungalows and semi-detached houses. The site boundaries are formed by metal security fencing to all sides.
The site slopes from south west to north east. There are no notable landscape features on the site.

The school site will be accessed via Oakway, with egress via Cherry Avenue. Please refer to Site Plan SK39 for further details.

**Design for the New School Extension**

The new extension has been designed to form a linking building between the two existing classroom blocks. This is to include a new sports hall for the school to allow for whole school assemblies, new visible entrance and changing rooms for the school. Whilst a small amount of playground will be lost with the proposal, there is sufficient room within the site to allow for the existing playground to be extended into the soft play area, therefore meeting the needs of NNCSS Policy 13a ‘Incorporate flexible designs for buildings and their settings, including access to amenity space, enabling them to be adapted to future needs and to take into account the needs of all users;’.

The proposed extension is designed to break up the elevation with the curved roof to the double height Hall hiding the assortment of flat roofs to the existing building. The fascia for the arced roof wraps around the curved-on-plan canopy by the main entrance to provide a point of visual interest in a bid to draw first-time visitors intuitively towards the main entrance without necessarily relying on signage.

This new entrance will improve the security of the site and also allow for community use of the building to be more easily managed and, in addition, the new sports hall and changing will also provide better accommodation for both the students and the community. As a result this meets the needs of NNCSS Policy 13c. ‘Maintain and improve the provision of accessible local services and community services whilst focusing uses that attract a lot of visitors within the town centres;’.

To improve the vehicular movements of the site it is proposed to make access to the site only possible from Oakway with egress from the site to be along Cherry Avenue. This is to prevent both roads becoming congested at peak times of the day.
4.0 PLANNING POLICY

This section provides an assessment of the policies considered relevant to the application, along with a description of how the proposal meets those policies (sections of policy have been quoted where necessary):

4.1 National Planning Policy

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework published by the Government in March 2012 sets out the Government’s planning policies for England and is weighted towards a presumption in favour of sustainable development. Under the first heading of the same name, para 14 page 4, it states ‘local planning authorities should positively seek opportunities to meet the development needs of their area’. The NPPF supersedes the remaining PPS and PPG documents and is the government’s key policy document. The NPPF is, however, an overarching document and does not provide specific policies.

The NPPF encourages the creation of vibrant sustainable local communities by providing a high quality built environment with accessible local services that reflect the community’s needs. The new extension at Diamond Learning Community would improve local infrastructure and community focus within this area of Wellingborough. The school would be within close proximity to many houses, which would satisfy the NPPF’s aim to encourage people to walk to school.

The NPPF states under ‘Promoting Sustainable Transport’, Para 38, page 10: “For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties”. It goes on to state, para 37, page 10: “Planning policies should aim for a balance of land uses within their area so that people
can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

The school is positioned such that the majority of existing students are able to walk/cycle to the site.

The NPPF states under, para 56, page 14 'The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning ....'. The proposed design follows guidance on the layout of school buildings and up-to-date techniques on education. The design itself is discussed in greater detail in the Design and Access Statement which accompanies this application.

Under Section 8, para 72, it states 'The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.' The proposed development of the School is driven by the need to provide accommodation for the pupils who are currently at the School but who are located in accommodation that falls short in terms of national guidelines on floor area, thus fulfilling the requirements of this policy.
PLANNING STATEMENT

4.2 Local Planning Policy

North Northamptonshire Core Spatial Strategy (NNCSS) (adopted June 2008, but currently under review)

North Northamptonshire Core Spatial Strategy (NNCSS) (adopted June 2008, but currently under review)

East Northamptonshire Council, Corby Council, Kettering Council and Wellingborough Council, along with Northamptonshire County Council, have worked together to create an overall town planning strategy for the area. Whilst concerned mostly with new major development, it has some text which is relevant to this application.

One of the key spatial themes stated in the NNCSS paragraph 3.6 A, page 23 is:

'Establishing a strong network of settlements that make North Northamptonshire more self-sufficient in terms of access to jobs, shops, leisure, arts and culture, affordable homes and services such as education and training. The general approach will be to meet needs as locally as possible'.

Policy 1 on page 25, ‘Strengthening the Network of Settlements’ further emphasises this point that development will be directed at the urban core, this core being made up of the three growth towns, of which one is Wellingborough. This application allows for the continued use of the existing school and maintains self-sufficiency in terms of educational places available in Wellingborough.

Policy 6 on page 41 ‘Infrastructure Delivery and Developer Contributions’ is relevant to this application as primary and secondary schools are defined as local infrastructure in table 2, page 37 and are required to support new housing development. Policy 6 states 'New development will be supported by the timely delivery of infrastructure, services and facilities necessary to provide balanced, more self-sufficient communities'. There is already a need for the extension of this primary school and with Wellingborough due to see further development (85,000 split over the three growth towns) there may be a further pressure on school spaces.
Policy 13 on page 62 ‘General Sustainable Development Principles’ notes the following recommendations, which are, in summary:

*Development should . . . meet needs:*

a) Incorporate flexible designs for buildings and their settings, including access to amenity space, enabling them to be adapted to future needs and to take into account the needs of all users . . .

c) Maintain and improve the provision of accessible local services and community services . . .

f) Not lead to the loss of community facilities . . . or that the facility is being . . . improved to meet the needs of the new and existing community.

The new-build part of the proposals incorporates a dedicated community room, which is adjacent to the new hall. The two spaces are interconnected via a sliding/folding screen, enabling the two spaces to be used as one if required.

The school already benefits from a swimming pool; the new-build portion is configured to give access to this facility from the public-facing side of the building, but independently of the rest of the school when it is not otherwise being used, such as during the evenings or weekends.

The same principle applies to the proposed changing rooms on the south-east face of the proposed building; these are located to enable access without passing through dedicated teaching areas.

All parts of the new development are configured to allow access via gently-sloping floors (as opposed to steps or ramps), both to/from the exterior and within the building itself.

The building is a steel-framed structure, with non-loadbearing masonry walls, therefore walls could be reconfigured at a later date if necessary without affecting the structural stability of the building.
The new hall has been designed such that it would be suitable for community use at times when it would not be used by the school; it has a ceiling height that means it is suitable for playing badminton and a padded vinyl floor finish that is suitable for community activities such as aerobics or dance classes.

Policy 14, page 67, ‘Energy Efficiency and Sustainable Construction’ states under paragraph b.I, that ‘development proposals should demonstrate that ... The development incorporates techniques of sustainable construction and energy efficiency’. The proposed school building will be built to current Building Regulations, which require the building to meet current targets for sustainable construction and servicing.

5.0 SUITABILITY OF THE SITE AND IMPACT

The principle of developing the site is supported by planning policy at all levels. This is evidenced by its identification in local planning documents as highlighted above. The following sections demonstrate in more detail the site’s suitability as a primary school.

5.1 Accessibility

The site is well located next to existing housing areas bordered by the A510, A5193 and Gold Street. The school is within easy walking and cycling distance to the surrounding community. Regular bus services are located close by, and for parents who must drive to the site there will be improved access with the controlled entrance and exit to the site.
5.2 Traffic Impact

The pupils at the school predominantly live within the local vicinity and thus mainly walk or cycle into school. To improve the traffic situation in the immediate locality the proposal has allowed for one additional parking space and also adopts a one way traffic system through the site to ease the traffic flow. Provisions have been made within the design for a cycle store to encourage users to cycle and thus raises the standards set by NNCSS policy 13k ‘Allow for travel to home, shops, work and school on foot and by cycle and public transport’.

5.3 Residential Impact

The site is surrounded by residential housing, except on the south eastern boundary where the playing field to Sir Christopher Hatton Academy is situated. The proposal is located between the existing classroom blocks. We therefore do not consider that there will be any impact on the residents which surround the site.

We do not anticipate the proposals having any noticeable effect on the amenities of the area. Local shops and bus routes, etc., already benefit from the presence of the school, however, this proposal is to cater for those already housed within the area and is not intended to attract new residents.

The proposed scheme includes fittings that have low or zero upward light pollution to ensure that we satisfy requirements of the ILP Guidance Notes for the Reduction of Obtrusive Light and, at the same time, provide recommended lighting levels for general vehicle movement area and parking bays including those for disabled users. High efficiency reflectors provide good lighting levels in the area lit directly on our site and minimize backlight in neighbouring areas.
PLANNING STATEMENT

To enforce the NNCSS policy 13i concerning ‘loss of light’ and to fulfil requirement 4 of the County Council local list we have prepared a daylight/sunlight assessment. Refer to (SK)70 for daylight/sunlight assessment. The drawing indicates the proposed extension will impose minimal overshadowing to the adjacent buildings.

5.4 Impact on Local Amenities

The site is located on the edge of a residential area where further development is proposed. The school will be self-contained and self-servicing. It is considered that for this reason any impact on existing local amenities will be minimal. Furthermore, the school itself is an amenity and, when combined with the additional residential properties, it is hoped they will increase the desirability of the area and encourage/support local shops and businesses.

5.5 Noise Impact

The proposed development will have a negligible impact on the levels of noise already created by the site. The existing boundaries, which are lined with trees, currently help to minimise noise levels leaving the site. An increase in noise generated by vehicular traffic is not anticipated and this, therefore accords with protecting existing assets under NNCSS policy 13i ‘not result in an unacceptable impact on the amenities of the neighbouring properties or the wider area by reason of noise, vibration, smell, light or other pollution, loss of light or overlooking’.

5.6 Ground Conditions

The ground/soil conditions around the site are thought to be suitable for surface water soakaway drains. Due to the nature of the proposed development there will be a negligible increase in the amount of surface water run-off from the site as a whole.

5.7 Flood Risk

The site is also not within a recognised flood zone.
PLANNING STATEMENT

5.8 Utilities

The existing primary school has mains connections to serve the school’s current requirements. The proposed development would connect into these existing services, subject to more detailed consultation with the utilities providers.

5.9 Lighting

Proposals for external lighting form part of the application. A fully detailed external lighting scheme will be developed for the site in due course.

6.0 CONSULTATIONS

Below is a summary of the consultations undertaken by GSSArchitecture prior to submitting the Planning application:

- The Football Foundation have been sent plans of the changing rooms and the guidance supplied by The Football Foundation has been incorporated into the design

Public Consultation

A formal public consultation session took place within the existing Diamond Learning Community building on 10th February 2014. Northamptonshire County Council had publicised the event in advance via mail postings to local residents and notification on the internet. It was attended by approximately 20 people, who were all owners/occupiers of nearby dwellings.

They were all generally supportive of the development, and the consensus appeared to be that the architectural proposals would be a welcome addition to the school site as a whole. Facilities such as the community room and the new hall, which is intended to be made available (via a booking service) to the local community out of school hours, were well-received. Some people noted the common issue of traffic/parking around the site as existing, due to parents/guardians driving to the school to drop-off and collect pupils, and this gave an opportunity for the applicant and their agents to note measures such as the School Travel Plan, which is intended to encourage non-car travel to the school in a bid to lessen the traffic/parking issue.
PLANNING STATEMENT

Consultation with Northamptonshire County Council Planning Department

GSSArchitecture sent all Planning drawings to Northamptonshire County Council Planning Department for comment prior to the submission of the formal application. To date no written comments have been received but, via a telephone conversation with GSSArchitecture, Northamptonshire County Council noted that the Department have no major objections to the proposals.

7.0 CONCLUSION

We trust that this statement is sufficient to allow Northamptonshire County Council to approve our application for the extension to Diamond Learning Community in Wellingborough. We have demonstrated that this application falls within all existing planning policy and will help better accommodate the existing pupil numbers at the School.

Approved and Authorised By:

PP ……………………………………

PAUL E. HARKIN

Gotch, Saunders & Surridge LLP, Chartered Architects, Lead Consultant & Quantity Surveyors, 35 Headlands, Kettering, Northants. NN15 7ES

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R01c
10th April 2014
DESIGN AND ACCESS STATEMENT
EXTENSION TO EXISTING PRIMARY SCHOOL
DIAMOND LEARNING COMMUNITY, WELLINGBOROUGH
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GOTCH SAUNDERS & SURRIDGE LLP
Chartered Architects, Lead Consultant
& Quantity Surveyors
35 Headlands
Kettering
Northants NN15 7ES
Tel: (01536) 513165
Fax: (01536) 410226
E-mail: gss@gotch.co.uk

also at:
Eden Office Park
73 Macrae Road
Bristol BS20 0DD
Tel: (01275) 378310
Fax: (01275) 373291
E-mail: gss@gotch.co.uk

The Tower Studio
Fourth Avenue
Hornbeam Park
Harrogate HG2 8QT
Tel: (01423) 815121
Email: gss@gotch.co.uk

www.gssarchitecture.com

10th April 2014
EXTENSION TO EXISTING PRIMARY SCHOOL - DIAMOND LEARNING COMMUNITY, WELLINGBOROUGH LEND LEASE CONSULTING (EMEA) LIMITED

DESIGN AND ACCESS STATEMENT

CONTENTS

INTRODUCTION

USE OF THE SITE

AMOUNT

LAYOUT

PUBLIC CONSULTATION

ACCESS
Site Address: Diamond Learning Community, Oakway, Wellingborough, Northamptonshire. NN8 4SD

Grid Reference: Easting 312755 Northing 692611

Contact Details:

Applicant: Lend Lease Consulting Limited, on behalf of Northamptonshire County Council, John Dryden House, 8-10 The Lakes, Bedford Road, Northampton. NN4 7DD

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EXTENSION TO EXISTING PRIMARY SCHOOL - DIAMOND LEARNING COMMUNITY, WELLINGBOROUGH
LEND LEASE CONSULTING (EMEA) LIMITED

DESIGN AND ACCESS STATEMENT

INTRODUCTION
Diamond Learning Community is an existing local authority-run school, located approximately 1.2 miles north of Wellingborough town centre in a predominantly residential neighbourhood. It shares a site with Diamond Pre-School Nursery. As a primary school it caters for pupils aged 4-11 in 7 year groups, with Reception, Year 1 and Year 2 comprising Key Stage 1 and Years 3-6 as Key Stage 2.

A ‘Statement of Need’ document has been prepared by the applicant, Northamptonshire County Council, a copy of which accompanies this application. This document sets out in detail the rationale behind providing the additional accommodation at the school.

As will be seen from the site plan (drawing S002) the school’s own site is relatively large and will easily allow for this new linking building. Whilst a small amount of playground (‘hardplay’) will be lost with the expansion of the school, there is comfortably enough space for the existing hardplay to be extended into the sports/P.E (‘softplay’) area without detrimental effect. This extension is to house a new hall to allow for whole school assemblies and new changing facilities as well as a new prominent entrance and link between the existing classroom blocks. The project also entails various sections of external works, most of which are of a relatively small scale.

In terms of the location of the proposed development within the site as a whole, other alternatives were considered but were ruled out. The location of the development was chosen to physically link the two existing buildings, together with its minimal impact on the existing playground. The proposed configuration resolves the difficulty currently experienced by first time visitors - the entrance/reception is presently situated towards the rear of the school and can be sometimes hard to find. The proposal addresses this issue by creating a new main entrance area on the frontage and thus creates a natural flow into the school. The location is also ideal throughout the construction phase as it allows direct access from the existing road within the site for deliveries and would cause minimal disruption during an operational school day.

USE OF THE SITE
The town of Wellingborough has a long history, believed to date back to the 6th century, and it is mentioned in the Domesday Book in 1086. Originally a market town, it expanded steadily during the Victorian era and into the 20th century based on the Northamptonshire shoe manufacturing industry.
In the 1960s and 1970s it was expanded further, with many people moving to the town from London. Its population is currently increasing again as central government has denoted it as a ‘growth town’.

Diamond Learning Community was originally laid out as separate infant and junior schools with independent vehicular access points off parallel roads, namely Oakway and Cherry Avenue. The existing buildings were mostly built in the 1960s and 1970s, in a neighbourhood predominantly comprising semi-detached, bungalow and chalet bungalow housing. These range from single to double storey, with tiled pitched roofs and either red/clay brick or white/cream/grey colour render-finish walls and vertical tile cladding.
The site is bordered on northern, eastern and western sides by housing, with two existing pathways and vehicle access leading into the site from its northern boundary. To the south is the playing field belonging to the adjoining Sir Christopher Hatton Academy, a secondary school.

The buildings within the confines of the site are mostly single storey, with the exception of the western block, which is two storey. As noted above, the earlier DLC buildings mostly consist of a type of school building that was built throughout Northamptonshire in the 1970s, typically consisting of blocks with four rooms arranged around a central open area. They mostly have brown and beige brick walls, with metal doors and window frames, many of which are finished in white. Almost all of the original buildings have flat felt-finish roofs. The only exceptions are a single storey extension to the north east corner of the site with a mono-pitched tiled roof.
The overall site (with all three facilities) is roughly square in plan and is approximately 3.5 hectares in area. Between the two blocks the ground drops approximately 0.8 metres in level in an easterly direction. This will be overcome within the new extension with gently ramping corridors.

Currently vehicle access is from both Oakway and Cherry Avenue, however, as part of this project it is proposed to introduce a one-way system through the site with access from Oakway and egress via Cherry Avenue. Once vehicles have gained access to the site via the controlled vehicle barrier point from Oakway, they are free to use any of the parking spaces within the site, apart from those marked for disabled or taxi use only. An analysis of the parking arrangements is in the Amount section below.
EXTENSION TO EXISTING PRIMARY SCHOOL -
DIAMOND LEARNING COMMUNITY,
WELLINGBOROUGH
LEND LEASE CONSULTING (EMEA) LIMITED

DESIGN AND ACCESS STATEMENT

AMOUNT

Site Area

The plot occupied by Diamond Learning Community is approximately 3.5 hectares in area. It is proposed that the new extension is located entirely within the DLC plot.

Floor Area

The existing floor area of the school is approximately 2,997.6 m²; the area of the proposed extension is 665 m², giving a new proposed total gross internal area of 3,662.6 m².

Car Parking

At present the whole Diamond Learning Community site (incorporating the Primary School and Children's Centre) has 61 car parking spaces, including three disabled parking bays.

The document 'Parking - Supplementary Planning Guidance' from March 2003, adopted by Northamptonshire County Council and applicable to Wellingborough, guidance note D1 (C) (1), stipulates a maximum provision of 1 space/1 full-time staff member and 1 space/2 part-time staff members.

For both the School and the Children's Centre there are currently 48 full-time staff and 10 part-time. Therefore, the maximum parking space provision should be: 48 + 5 = 53 parking spaces.

With 61 spaces there is, in theory, an over-provision, with 8 ‘spare’ spaces. However, as the site commonly has visitors, these spaces are routinely used.

Furthermore, at present there are only three disabled parking bays. The guidance document notes 10% of the total spaces should be assigned for disabled use. Thus, there should be 10% of 61 spaces = 6 disabled spaces.
EXTENSION TO EXISTING PRIMARY SCHOOL - DIAMOND LEARNING COMMUNITY, WELLINGBOROUGH
LEND LEASE CONSULTING (EMEA) LIMITED

DESIGN AND ACCESS STATEMENT

The proposals show 70 spaces in total, comprising 63 standard parking spaces, 6 disabled spaces and 1 minibus space. We would propose that this allocation is in compliance with the guidelines, based on the actual pattern of use that the site is subject to, both at present and following the proposed development.

The School has a policy of not permitting access by cars driven by parents/carers who are dropping off/collecting pupils to avoid having cars using the road within the site at the same time as pupils arriving/departing on foot/by cycle. Whilst this does cause some congestion on the roads leading to/from the site, the level of potential congestion is considerably reduced due to the high proportion of pupils who tend to walk to/from the site (please refer to document ‘Travel Survey’). A high proportion of the pupils live within walking distance of the site and there are relatively good pedestrian access routes.

It is also proposed that, with the provision of new, dedicated cycle storage facilities, a greater proportion of pupils will be inclined to cycle to the school if/when practical.

Cycle Parking

Following the guidelines given in the aforementioned ‘Parking - Supplementary Planning Guidance’ document, a primary school should have 5 cycle parking spaces/classroom. Based on the proposals the School will have 21 classrooms, so 5 spaces x 21 classrooms = 105 cycle spaces. However, it is thought that this would be a large over-provision. This is primarily due to the young age of most of the pupils, meaning relatively few of them cycle to school.

Therefore, it is proposed that a lower number of 12 spaces would be more appropriate. If, through use, it emerged that this number was too low, the layout of the site would allow for further spaces to be added at a later date.

Waste Audit and Waste Management Facilities

Recycling and refuse will be housed in a secure collection point located just off Cherry Avenue. On collection day the bin lorry can be parked off site on Cherry Avenue while the refuse collectors can gain access to the collection point through a metal gate situated next to the bin collection point (refer to SK-039 for proposed bin store collection point).
ARCHITECTURAL FORMS

The architectural proposals are centred on the provision of a new building to house the main school hall, along with assorted ancillary rooms for offices, circulation and stores/toilets, etc.

This new building is intended to act as a 'centre-piece' for the School’s accommodation. Its position in the gap between the two existing clusters of buildings, one the former infant school, the other the junior, gives the benefit of it acting as a direct physical link between the two, currently separate, masses, thus acting as a unifying element, a reflection of the two schools’ recent amalgamation into a more interconnected organisation.

Initially, when a simple rectangular form was considered for the infill, there was a concern that the northern façade would become a long, monotonous block. The proposed extension is designed to break up the elevation with the curved roof to the double height hall hiding the assortment of flat roofs to the existing building. The fascia for the arced roof wraps around the curved-on-plan canopy by the main entrance to provide a point of visual interest in a bid to draw first time visitors intuitively towards the main entrance without necessarily relying on signage. This addresses one of the problems with the school at present: the main entrance is located at the entrance to the Children’s Centre and is thus quite difficult for first time visitors to find.

To reinforce the theme of ‘legibility’, some external walls are in an arc form on plan, increasing the visibility of elements such as the main entrance door as one approaches along the site circulation road and pedestrian pathways.

ELEVATIONS - EXTERNAL FINISHES

It is intended that ‘upgraded’ material external wall finishes (e.g., multi-coloured resin boards) will be featured in the main entrance area to further signify that this is the destination for first time visitors.
It is proposed to keep the remainder of the façade treatments relatively simple, possibly by the use of render for the majority of the new buildings. The use of render for the facades will allow the opportunity to create some brightly coloured elements, to lighten the appearance of an otherwise fairly low key building comprised of simple, repeated forms.

The proposed extension is mainly finished in light coloured render with a section of timber boarding centralised on the apex of the curved roof. In addition to this it is proposed to use some accent coloured resin boards; these will be placed in small sections on prominent parts of the façade, again, breaking up the plainness of the existing buildings. The shades of the resin boards will be taken from the school logo, with a mix of blues, yellow and white. Similarly, areas of the existing facades will have small sections of stained timber panelling added near windows.

The windows and doors of the proposed extension are to match in with the existing building windows and doors, which are metal framed and finished in white and grey.

The overall height of the proposed extension is two storey over the hall and single storey to the remainder of the extension, which is to tie in with the existing flat roof level behind.
LANDSCAPING

There are a large number of existing mature trees within the school site, most of which are located close to the site boundary. As far as is known, none of the trees have Tree Protection Orders (TPOs) associated with them.

The vast majority are due to remain as part of the proposals; those that are proposed for removal are as shown on the ‘Existing Site Plan’ (drawing S-003).

PUBLIC CONSULTATION

A formal public consultation session took place within the existing Diamond Learning Community building on 10th February 2014. Northamptonshire County Council had publicised the event in advance via mail postings to local residents and notification on the internet. It was attended by approximately 20 people, who were all owners/occupiers of nearby dwellings.

They were all generally supportive of the development, and the consensus appeared to be that the architectural proposals would be a welcome addition to the school site as a whole. Facilities such as the community room and the new hall, which is intended to be made available (via a booking service) to the local community out of school hours, were well-received. Some people noted the common issue of traffic/parking around the site as existing, due to parents/guardians driving to the school to drop-off and collect pupils, and this gave an opportunity for the applicant and their agents to note measures such as the School Travel Plan, which is intended to encourage non-car travel to the school in a bid to lessen the traffic/parking issue.

ACCESS

While the majority of the school is on the ground floor level, there is a small proportion of the school which is two storey. This proposal does not look to increase the floor area to the first floor. Currently there is no lift access within the existing building and this application does not look to change this. The School have a management strategy where there is no accommodation at the first floor which is not duplicated on the ground floor.
EXTENSION TO EXISTING PRIMARY SCHOOL -
DIAMOND LEARNING COMMUNITY,
WELLINGBOROUGH
LEND LEASE CONSULTING (EMEA) LIMITED

DESIGN AND ACCESS STATEMENT

Where the change in level between the two blocks occurs this will be achieved internally with the use of gently sloping ramps within the corridors, all of which will comply with Part M of the Building Regulations.

Widths and configurations of corridors, lobbies and door openings have all been set up accordingly to comply with Building Regulations Part M. This methodology will also apply to the exterior approach and general use and circulation throughout the site, wherever proposed works will take place.

Approved and Authorised By:

PAUL E. HARKIN

Gotch, Saunders & Surridge LLP,
Chartered Architects, Lead Consultant & Quantity Surveyors,
35 Headlands,
Kettering,
Northants.
NN15 7ES

PEH/dmv/Sch.189c
R02d
11th April 2014
EXTENSION TO EXISTING PRIMARY SCHOOL
DIAMOND LEARNING COMMUNITY, WELLINGBOROUGH
NORTHAMPTONSHIRE COUNTY COUNCIL

STATEMENT OF NEED

This wording of this document was prepared by Northamptonshire County Council.

INTRODUCTION

Diamond Learning Community is the new name of the primary school, pre-school and children’s centre in Oakway that serves children aged 4-11. The School was formed from an amalgamation of Oakway Infant and Oakway Junior schools, which was formally implemented from 1st September 2012. The two schools shared a site with separate buildings, but now operate as a single school and use the accommodation across all age groups.

In September 2012 the School increased its Published Admission Number (PAN) to 90, admitting three forms of entry for the first time. For Reception, Years 1 and 2, the existing facilities could accommodate three forms of entry in their own year groups.

In September 2015 these pupils will be entering Year 3, where there is insufficient accommodation for the 7-11 age ranges to progress through the School within their own year groups.

A PAN of 90 requires schools to organise as three classes in each year group, requiring 21 classrooms in total from Reception up to Year 6.

The former Junior School building is also of serial build construction, built in the 1960/1970s comprising single and double storey brickwork, flat felt roofs with timber or Metsec joists and aluminium single glazed window and glazing systems. The scope of works for the extension will also include the necessary repairs to the structure and modernise these elements.
STATEMENT OF NEED

SCOPE OF WORKS

The £2.7m extension of the facilities aims to:

- Undertake the necessary structural repairs to the former junior school.
- Provide 21 suitably sized classrooms in year group clusters of 3 classrooms.
- Provide a link between the two school buildings to support the ethos of an all-through primary school, including a new entrance to provide a focus.
- Build a new 200 m² school hall and changing rooms that will support the school curriculum, the delivery of hot school meals and be of considerable community benefit.
- Address other suitability and condition issues, including improved circulation and staff facilities.

The School has been working with the Football Association to achieve grant funding towards the changing facilities so that additional community benefit can be derived from the new school hall out of hours. The School is a focus for the Oakway community and already offers a swimming pool and extensive playing fields for community use.

It is intended that construction would take place from late summer 2014 with completion scheduled for late summer/early autumn 2015. The School will also become an Academy in the same time period, but this does not affect the Council's plans for the proposed capital works.

Approved and Authorised By:

PAUL E. HARKIN

Gotch, Saunders & Surridge LLP,
Chartered Architects, Lead Consultant
& Quantity Surveyors,
35 Headlands,
Kettering,
Northants.
NN15 7ES
Diamond Learning Community

Travel Plan

Co-ordinators: R. Bradbury & J. Reece
**Wellingborough**

Wellingborough is a market town and borough in Northamptonshire, situated 11 miles from the Northampton. The town is situated on the north side of the River Nene. Originally named "Wendelingburgh", the town was founded in the early 6th century Saxon period by a Saxon leader called Waendel and is mentioned in the Domesday Book under the name of "Wendelburie". The town was granted a royal market charter in 1201, by King John of England. As of the 2001 census, it has a population of 72,519. The town is twinned with Niort in France, and with Wittlich in Germany.

**Background of the School**

Diamond Learning Community  
Off Oakway  
Wellingborough  
NN8 4SD

DLC is situated in a residential area of Wellingborough. Parts of the immediate area are among the five per cent most deprived in the country. The levels of unemployment and households claiming benefits are higher than the local and national averages. In the 40% of households with an under five do not have an adult who is currently employed (2009 data).

Diamond Learning Community is a larger than average 555 place Primary School with an established Children's Centre and 60 place Privately run Pre-School. The Governors of Oakway Infant and Junior Schools proactively engaged the Local Authority to amalgamate the schools with effect from 1st September 2012 following the retirement of the Junior School Head Teacher.

DLC is on a larger than average site with extensive and varied grounds which are used throughout the curriculum. The school benefits from an indoor swimming pool which is used for Year R to Year Six as well as being an income source by letting to a local Swimming School.

A PAN of 90 requires schools to organise as three classes in each year group, requiring 21 classrooms in total from Reception up to Year 6.
Local Transport Links

There are local bus services that run near to the school, with pick up/ drop off on the Hemmingwell Road, including:

W2: Town Centre to Hemmingwell
W4 Wellingborough Circular

The local Wellingborough train station is approximately a 20 minute walk from school. The Wellingborough train is part of East Midlands Trains and links with Corby, Kettering and Bedford.

Wellingborough is well served with cycle routes, although the numbers of children choosing to cycle is relatively few.

Site hours of Operation

Weekdays – Term-time

07:30-08:50 Breakfast Club
08:50-15:15 School
15:15-18:00 After School Club
16:00-20:00 Swimming

Weekdays – All year round
08:00-18:00 Children’s Centre
Tuesdays
18:30-20:00 Karate Club
Thursdays
19:00-21:00 Parent Craft Classes

Weekend – Term Time
Saturday
09:00-12:30 Swimming
09:30-12:30 Dance Club

Weekend – Football Season
Sunday
09:30-12:00 Football Clubs
Why have a School Travel Plan?

- To ensure best use is made of the site, from a transport perspective.
- To ensure where parents and staff can avoid driving to school, that they do so.
- To promote a healthier lifestyle by encouraging walking to school.
- To provide as many options as possible to access the site on foot, therefore cutting the desire to drive to school.
- To encourage drivers to park away from the main entrances to both cut risks of damage/injury and congestion.

Current Planned Site Development

In September 2012 the school increased its Published Admission Number (PAN) to 90, admitting three forms of entry for the first time. For Reception, Years 1 and 2, the existing facilities could accommodate 3 forms of entry in their own year groups.

In September 2015, these pupils will be entering Year 3 where there is insufficient accommodation for the 7 - 11 age ranges to progress through the school within their own year groups.

In April 2014, Northamptonshire County Council approved funding for a £2.65m refurbishment of DLC, along with a new sports hall and main reception, to cater for the expansion mentioned above.

DLC continues to seek to develop the site for community purposes, with like development of Saturday junior football and Sunday community swimming particularly.

Generic Travel and Transport Issues

- Potential Vehicle-Pupil accidents on site as vehicles drive onto the school site as pupils walk into school.
- Volume of traffic on Cherry Avenue.
- Turning vehicles in Cherry Avenue.
- Parents blocking residential driveways in Oakway and Cherry Avenue.
- Insufficient staff parking on site.

Travel to School

Based on an analysis of home addresses of pupils, below is a breakdown of distance from school.

<table>
<thead>
<tr>
<th>Distance from School</th>
<th>Number of Pupils</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1km</td>
<td>444</td>
<td>84.4%</td>
</tr>
<tr>
<td>1-2 km</td>
<td>44</td>
<td>8.4%</td>
</tr>
<tr>
<td>2-3 km</td>
<td>25</td>
<td>4.8%</td>
</tr>
<tr>
<td>3-4 km</td>
<td>1</td>
<td>0.2%</td>
</tr>
<tr>
<td>4-5 km</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>5 km or more</td>
<td>2</td>
<td>0.4%</td>
</tr>
</tbody>
</table>
The map below shows the distribution of children across Wellingborough by home address.
Recorded Modes of Travel: Pupil

DLC holds and annual asks parents to update modes of travel in its pupil MIS system. Current information held is as below.

<table>
<thead>
<tr>
<th>Mode</th>
<th>Mode of Travel</th>
<th>Numbers</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td></td>
<td>386</td>
<td>73%</td>
</tr>
<tr>
<td>Cycle</td>
<td></td>
<td>1</td>
<td>0.3%</td>
</tr>
<tr>
<td>Bus</td>
<td></td>
<td>1</td>
<td>0.3%</td>
</tr>
<tr>
<td>Car Share</td>
<td></td>
<td>2</td>
<td>0.4%</td>
</tr>
<tr>
<td>Car</td>
<td></td>
<td>101</td>
<td>19%</td>
</tr>
<tr>
<td>Taxi</td>
<td></td>
<td>4</td>
<td>1%</td>
</tr>
<tr>
<td>Not recorded</td>
<td></td>
<td>31</td>
<td>6%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>526</td>
<td>100%</td>
</tr>
</tbody>
</table>

Pedestrian Access Routes

The map below shows the main access routes used by children and parents to access the site. Main routes are shown in red, under-used access routes in blue (potentially due to poor-sign-posting/ upkeep of pathways). The congestion-zone is show in orange.
Due to both the high proportion of children living within 1km of the site and the relatively good pedestrian access to the site, DLC already benefits from a very high proportion of children/parents walking into and away from school.

**Review of Staff**

DLC Has 107 staff, below is the breakdown of main modes of travel into work (some staff use more than one method of travel and this changes seasonally).

<table>
<thead>
<tr>
<th>Mode</th>
<th>Mode of Transport</th>
<th>Numbers</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td></td>
<td>32</td>
<td>29.9%</td>
</tr>
<tr>
<td>Cycle</td>
<td></td>
<td>1</td>
<td>0.9%</td>
</tr>
<tr>
<td>Public Transport</td>
<td></td>
<td>2</td>
<td>1.9%</td>
</tr>
<tr>
<td>Car Share</td>
<td></td>
<td>11</td>
<td>10.3%</td>
</tr>
<tr>
<td>Car</td>
<td></td>
<td>58</td>
<td>54.2%</td>
</tr>
<tr>
<td>Drop Off</td>
<td></td>
<td>3</td>
<td>2.8%</td>
</tr>
</tbody>
</table>

**Visitors in School Hours**

An assessment of our Visitor Management System for the period 1/4/13 to 31/3/14 provided the following information:

- Over the period 7257 visitors registered on site (excluding parents dropping off or collecting children and some confidential Children’s Centre groups).
- Over a 48-week working year of 5 days per week, that is an average of 30 visitors per day.
- 1234 recorded themselves as parents, with a further 3259 not recording themselves as being part of a separate organisation (indicating parental type visits). On the basis of children’s modes of transport, it is assumed that of these 4493 visits, 19% were made in a car or 6 cars per day.
- The remaining 2764 are assumed to be of similar travel distance to staff (54%), making an estimated further 6 cars on site per day.
Community use of the site

The site is used as follows, inside and outside of school operating hours, by third-party organisations:

<table>
<thead>
<tr>
<th>Day</th>
<th>Time</th>
<th>Group</th>
<th>Frequency</th>
<th>No. of users</th>
<th>Est. no. of parking spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday</td>
<td>18:00-19:00</td>
<td>Football Training</td>
<td>Weekly</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td>Monday</td>
<td>16:00-20:00</td>
<td>Club Swimming</td>
<td>Weekly</td>
<td>30</td>
<td>20</td>
</tr>
<tr>
<td>Tuesday</td>
<td>18:00-19:00</td>
<td>Football Training</td>
<td>Weekly</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td>Tuesday</td>
<td>16:00-20:00</td>
<td>Club Swimming</td>
<td>Weekly</td>
<td>30</td>
<td>20</td>
</tr>
<tr>
<td>Tuesday</td>
<td>18:30-20:00</td>
<td>Karate</td>
<td>Weekly</td>
<td>30</td>
<td>10</td>
</tr>
<tr>
<td>Wednesday</td>
<td>16:00-20:00</td>
<td>Club Swimming</td>
<td>Weekly</td>
<td>30</td>
<td>20</td>
</tr>
<tr>
<td>Thursday</td>
<td>19:00-21:00</td>
<td>Parent Craft</td>
<td>Weekly</td>
<td>30</td>
<td>15</td>
</tr>
<tr>
<td>Thursday</td>
<td>13:00-16:00</td>
<td>Nursery Swim</td>
<td>Weekly</td>
<td>30</td>
<td>2 (mini buses)</td>
</tr>
<tr>
<td>Friday</td>
<td>16:00-19:00</td>
<td>Club 2 Swimming</td>
<td>Weekly</td>
<td>30</td>
<td>20</td>
</tr>
<tr>
<td>Saturday</td>
<td>09:00-12:30</td>
<td>Club Swimming</td>
<td>Weekly</td>
<td>30</td>
<td>20</td>
</tr>
<tr>
<td>Saturday</td>
<td>09:30-12:30</td>
<td>Dance Club</td>
<td>Weekly</td>
<td>30</td>
<td>20</td>
</tr>
<tr>
<td>Sunday</td>
<td>09:30-12:00</td>
<td>U10,11,12 Football</td>
<td>Weekly</td>
<td>90</td>
<td>50</td>
</tr>
</tbody>
</table>

In addition, there are typically a number of ad-hoc events hosted on site. It is regularly used by the Hindu Community for weddings, baby showers etc. Football tournaments are expected to be held from Summer 2014 onwards. Governor’s meetings happen 4 times per term, typically between 18:00-21:00 hours.

Staff Views

In February 2014, staff were given the opportunity to respond to travel concerns as part of the public consultation, views expressed included the following:

- A one-way system on site would be helpful.
- There are insufficient parking spaces on site for staff.
- Some staff could walk to work, rather than drive.
- A number of staff already car-share.
- Often parents park inappropriately on-site, risking the safety of the children.
- There will never be enough capacity to cope with all of the parents seeking to drive to school.

Residents Views

In February 2014, local residents were also given the opportunity to respond to travel concerns as part of the public consultation, views expressed included the following:

- Parents parking inconsiderately, often across residents’ driveways
- Verbal abuse from some parents when residents requested that parents moved their vehicles
- Both Oakway & Cherry Avenue are being congested with cars double-parked, blocking emergency access
- Speeding vehicles through the site.
- A one-way system thorough the site may be helpful.
- Staff often park on the roads surrounding the s
Travel Action plan

Current good practice to maintain

Based on the information above, the existing success of the site in managing transport is noted below:

1. A very high proportion of children already walk to school.
2. The school already works with the community to discourage poor parking outside school during peak times, with residents putting out cones to discourage poor parking habits.
3. The school regularly works with the Police, specifically the local Safer Communities Team to regularly monitor and report incidents, being prepared to follow up on activities which contravene the law.
4. A number of staff choose to car share, rather than travel alone.

Future Objectives

Whilst there is some good practice, DLC believes that more action can be taken to improve the environment both within the site and for the local community. These are summarised in the key objectives detailed below:

1. Maintain the percentage of children walking to school through:
   a. The planned expansion of pupil numbers.
   b. Changes to site access due to planned extension works.
2. Reduce the number of cars associated to DLC activities which currently park off-site by:
   a. Providing sufficient spaces in percentage terms which cope with the increase in staff numbers associated to pupil number increases.
   b. Encourage greater use of alternatives to staff one-person travel and short distance travel by car.
3. Ensure that all children attending DLC receive road-safety training in respect of:
   a. Being safe as a pedestrian
   b. Being safe as a cyclist/ rider, for those who intend to cycle/ scooter into school.

Specific targets in respect of these objectives are detailed in the DLC Travel Action Plan
Monitor and Review

The DLC Travel Plan will be reviewed in September 2014 and annually thereafter by the Resources Committee.

The review of the DLC Travel Plan will consider pupil travel needs arising from new developments in education and transport provision and the travel plan will be revised as necessary to take account of these.

Signed ________________ Head Teacher

Signed ________________ Chair of Governors
The following table shows the current pattern of pupil travel to and from the school, as of March 2014.

Please note that there are 530 pupils at the school at the time of the survey, but responses were only available from the 495 pupils as listed below.

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>Number of pupils</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>386</td>
</tr>
<tr>
<td>Car sharing</td>
<td>2</td>
</tr>
<tr>
<td>Taxi</td>
<td>4</td>
</tr>
<tr>
<td>Car/van</td>
<td>102</td>
</tr>
<tr>
<td>Bus</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>495</strong></td>
</tr>
</tbody>
</table>