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Job Ref: 4668

PLANNING SUPPORT STATEMENT

Proposed Classroom Extension

at

Croyland Primary School

Croyland Road
Wellingborough
Northants
NN8 2AX

November 2010

Reference: MC/4668/27310/MC Rev A

PLANNING SUPPORT STATEMENT

Croyland Primary School is currently looking to extend their extend their facilities, which will involve providing 2 new Classrooms and ancillary support rooms.

The proposal is as shown on the submitted drawings.

4668/10	Scheme as Proposed
4668/11	Plan, Ramp Details and Section as Proposed
4668/12	Site and Location Plans

ADDRESS

Croyland Primary School
Croyland Road
Wellingborough
Northamptonshire
NN8 2 AX

Croyland Primary School has approximately 320 pupils on its register aged between 5-11 years.

In 2003 the Infant School and Junior Schools merged, converting the existing Junior School into a Primary School and handing over the Infant School to Croyland Nursery School which subsequently converted into a Nursery / Children's Centre.

A major refurbishment project was undertaken in 2003 to merge the 2 schools.

As a consequence of the refurbishment and input of the staff and governors the School now has a waiting list for pupils.

The original refurbishment did not allow 2 full Classrooms per age group. The extension proposes to rectify that imbalance by providing 2 new Classrooms plus internal and external Storage Rooms. In addition to the above a Disabled / Staff Toilet is provided. The proposed building will improve the learning environment for the pupils.

Full consultations have been sought with the Headteacher during the design process.

The adjacent boundary to the school playing field will require a retaining wall with railings.

The existing site / buildings are not Listed or within a Conservation Area.

A consequence of the development is the existing ramped access to the field (which does not comply with current disabled regulations) is to be replaced with a new fully compliant ramp positioned to the north of the proposed extension.

The proposal will give the potential to increase children numbers by 30, with a potential increase in staff numbers by 1.

Current staff parking provision would be able to accommodate an additional staff member without the need for the creation of additional parking spaces. All pupils are dropped off outside of the school grounds and as a result no additional parking would be required if additional pupils joined the school.



North Northamptonshire Core Spatial Strategy:

Policy 13: General Sustainable Development Principles;

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;*

The proposed classroom extensions will allow the school to provide 2 full Classrooms per age group from ages 5-11. Access to the current playing field is also improved by creating a compliant disabled access ramp.

Raise standards

- j) *Be designed to promote healthier lifestyles and for people to be active outside their homes and places of work;*

Better access to the playing field will increase its use and make the facility open to all pupils.

Protect assets

- l) *Not result in an unacceptable impact on the amenities of neighbouring properties or the wider area, by reason of noise, vibration, smell, light or other pollution, loss of light or overlooking;*

The proposed extension is located approximately 38m from the nearest site boundary and located between two projecting bays of the existing building. As such it will have no impact on adjoining properties.



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DESIGN AND ACCESS STATEMENT

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Site Context

The School is situated in a residential conservation area consisting largely of single and two storey houses with pitched roofs.

The School buildings are single storey in height with a large water tank structure on the main front elevation.

Use

The proposal is an extension to the current site use as a Primary School. As a result of the project the School will be able to provide 2 full Classrooms per age group from 5-11 years.

Layout

An initial briefing meeting was held with the school and Northamptonshire County Council to discuss the requirements and location of the extension. Three locations were identified and a layout produced for each scheme. Further meetings with all parties were held and the submitted scheme agreed upon.

The proposal also provides internal and external storage and a Disabled Toilet.

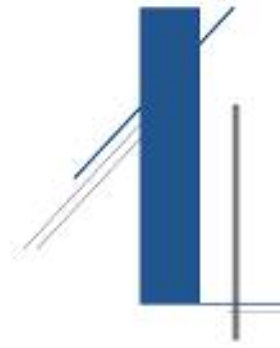
The existing ramped approach to the School playing field is to be replaced with a new fully compliant ramp.

Amount

The proposed extension totals 190m².

Scale

The scale of the extension proposal has been designed so that it sits comfortably within context of the site and the adjacent school buildings. The overall size / height have been considered to offer the level of additional accommodation required by the school whilst fitting aesthetically within the surrounds.





Appearance

The appearance of the proposed building has been designed to compliment the existing school buildings.

Red multi brick will be used to construct the extension; this will match the previous extensions to the original school building.

White polyester powder coated aluminium, double glazed windows and doors to match existing.

Redland Cambrian slate roof coverings with velux rooflights to the vaulted ceilings within the main Classrooms. Concrete copings to form parapets at the gable ends to match the existing buildings.

Landscaping

The proposed infill extension will require the removal of some large bushes and minor small trees. Any damaged areas of grass to be re-turfed. New path and hard landscaped areas are proposed to allow access around the new extension.

Access

No alteration will be made to the main traffic and pedestrian access routes.

Existing parking provision will remain unchanged. The existing parking provision will be able to accommodate an additional staff member if required.

All pupils are dropped off outside of the school grounds and access the site by foot. This will remain unchanged. Currently all pupil / parent access is controlled by a barrier access scheme shared with the Nursery / Children Centre on the entrance approach driveway. This will remain unchanged.

The current school Travel Plan will remain unchanged as the proposal will have no affect.

The extension is positioned over the existing non-compliant disabled access to the school playing field. Therefore an alternative DDA compliant access route is proposed as indicated north west of the extension to replace the access route.

Security

The new external door sets and windows installed in the building will be made secure to standards, independently certified, set out in BSI PAS 24 2007 'Doors for enhanced Security' and BS 7950 1997 'Windows for enhanced security'.

Glazing will be two sheets of toughened laminated or laminated glass to a minimum thickness of 6.0mm or glass successfully tested to BS EN 356:2000 *Glass in Building. Security glazing* – resistance to manual attack to category P2A (or P3A from Jan 2011).

All external locks will be certified to BS 3621: 2007, BS 8621:2007 or BS 10621:2007 depending on schools requirement for the level of security offered from the internal face of the door.

The security alarm for the extension will be linked to the existing school intruder alarm system.

Construction

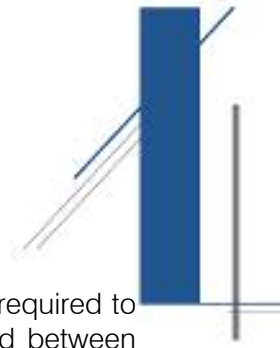
The Contractors site compound will be located to the rear of the existing Children's Centre. This will give the Contractor free access to the site at all times of the day away from the Primary and Nursery Schools car parks.

Access to the site works area will be along the side of the school playing field thus not disturbing the main School site.

Disruption will be kept to a minimum and no deliveries will be accepted to site during designated school start/finish period and other break times. Weekend construction is not envisaged at this time to limit the impact on the local area. Normal working hours will be implemented.

All Contractors traffic movements will be guided by a banksman. The Contractor will be required to control noise, dust, mud on roads, access etc. All to be finally determined and agreed between School, CDM Co-ordinator and Principal Contractor.

Safe access routes will be designated for building occupants in order that the daily running of the School operates without disruption.

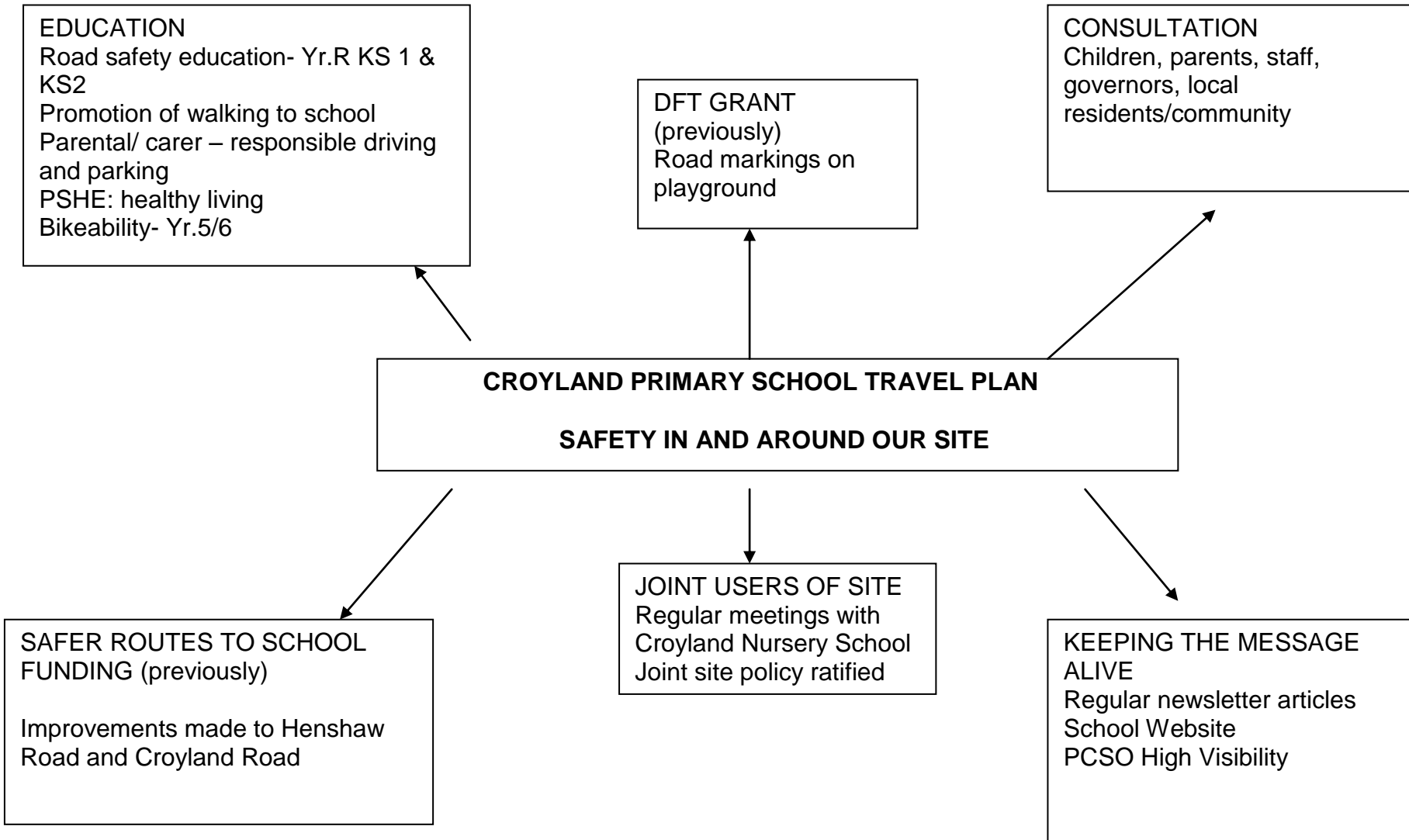


Croyland Primary School Travel Plan

Co-ordinators: T. J. Hill & S. Coleman

Dated May 2011

Reference: CSP/011/ Revision B



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

Croyland Primary School
Croyland Road
Wellingborough
Northants.

Croyland Primary School, and Croyland Nursery School and Children's Centre share the same site which is located near to Wellingborough town centre. The school is accessed from Croyland Road, either from the main Northampton Road or Doddington Road.

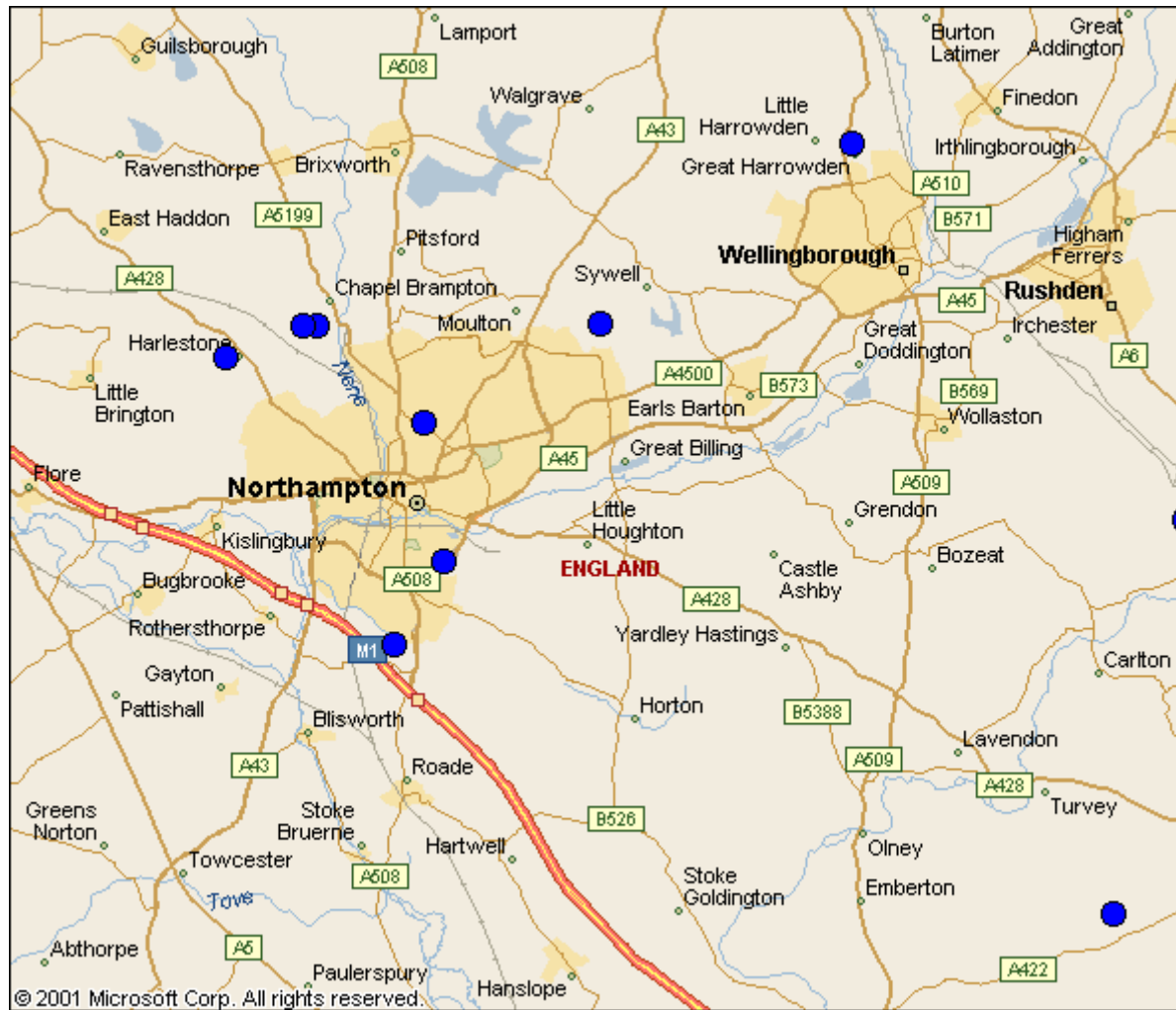
Croyland Primary School was built in 1950 with additions and a refurbishment in 2000. There are over 320 pupils in the school ranging from 4-11 years old occupying 13 classes. We have 70 staff, although there are approximately 50 staff on site at any one time throughout the school day. Many of the support staff live locally and walk to school or share lifts. Ten pupils come to school via taxi (most of these pupils attend one of the two Designated Special Provisions); of these ten pupils, five come in the same taxi. The school operates a daily breakfast club (starting at 7.45 a.m.) and after school care until 6.00pm. The school also offers a Holiday Club from 7.45am to 6.00pm. We share our site with Croyland Nursery School and Sure Start Centre. The shared access points of Croyland Road, Henshaw Road and Harvey Road are fire evacuation points therefore must be maintained. There is adequate secure cycle storage for pupils, staff etc – 12 cycle racks but only 50% used.

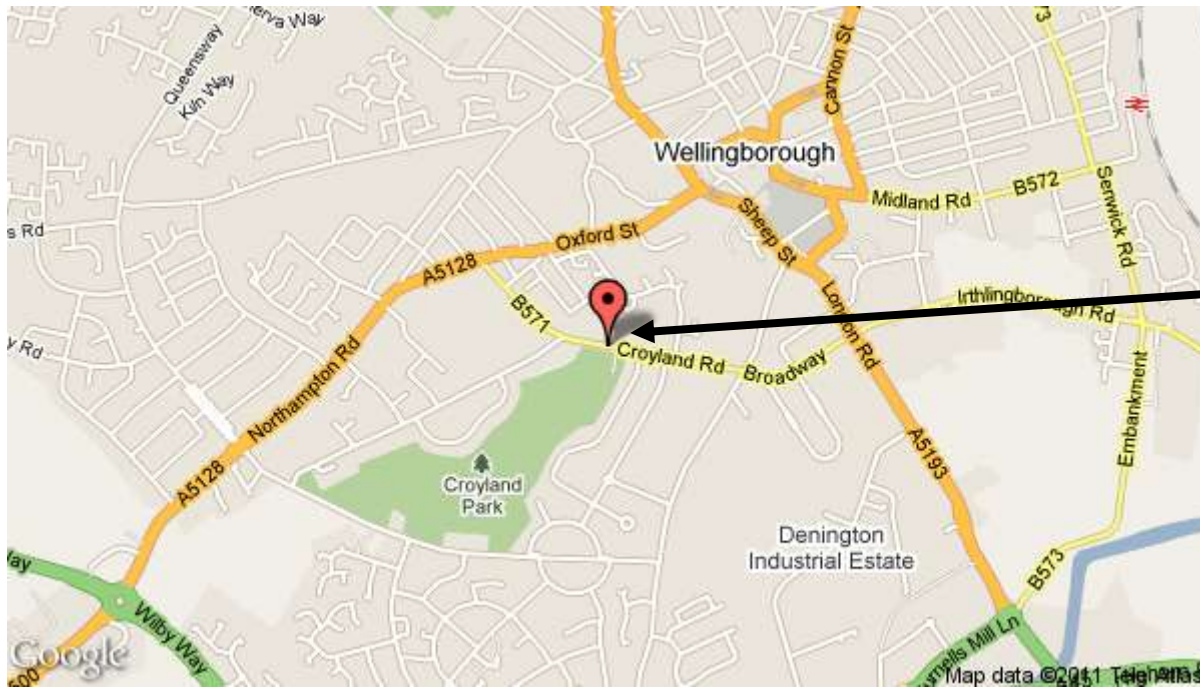
The majority of pupils live close to the school although others have a longer journey. 62% of pupils live between 0.1 and 1 Km from school. When surveyed in February 2011, over 45% of children travel to school by car.

There is a joint policy between the nursery and the primary school outlining car access to the site to accommodate parents dropping children at the breakfast club and collecting from after school clubs.

Our school holds the Healthy Schools Award (Updated October 2010) and Eco Schools Award (updated June 2010)

Mapping





Croylard Primary and Nursery Schools

Local Transport Links

There are a number of local bus services that run near to the school, with pick up/ drop off on the Northampton Road and Doddington Road, including:

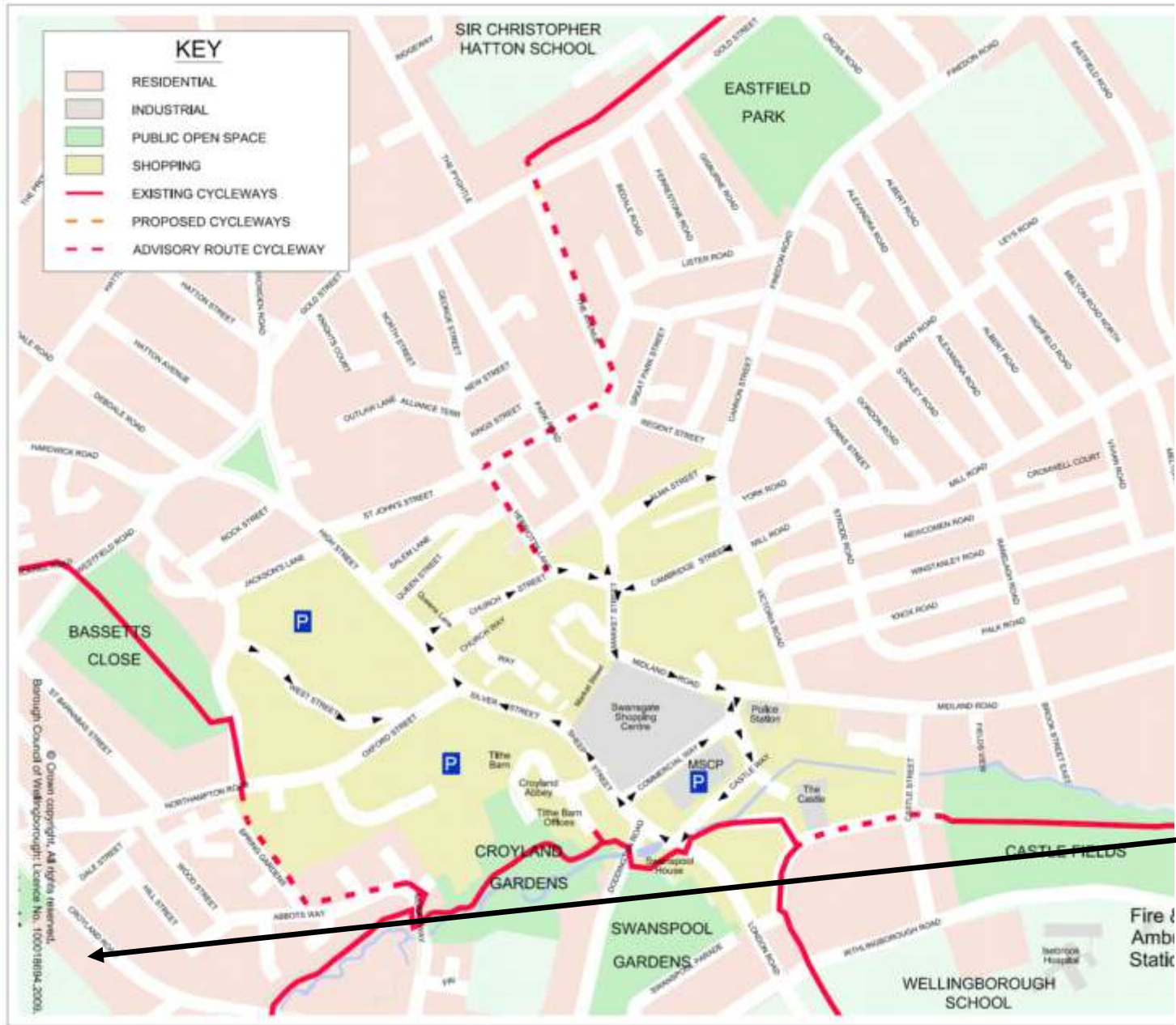
- W1: Town Centre to Queensway
- W4 Wellingborough Circular
- No. 24 Wellingborough to Kettering (United Counties)

The local Wellingborough train station is approximately a 25 minute walk from school. The Wellingborough train is part of East Midlands Trains and does not link with Northampton.

Bus Services to Surrounding Areas:

- The NORTHAMPTON - Wellingborough - Rushden – RAUNDS: X46 and 46C Services
- CMK - Northampton - Wellingborough - Kettering - Corby – PETERBOROUGH: X4 Service

Wellingborough Town is well served with cycle routes. See the Cycle Map below for the town centre:



Croyland Primary School

Why have a School Travel Plan?

- To reduce the number of car journeys to school and therefore reduce pollution;
- To promote a healthier lifestyle by encouraging walking to school (link to Healthy School Initiative);
- To make the route to school as safe as possible.

Current Planned Site Development

Due to a growth increase in the population of Wellingborough, the school has increased from 13 classes (12 mainstream + 1 DSP) to 15 classes (14 mainstream classes); a two-form entry school with single-aged classes. This increase started in September 2010 when 60 pupils were admitted into the Foundation Stage classes (usually 45). This has had an impact on the use of the Harvey Road gate; only Year R pupils tend to use this entrance.

It is planned that a further two classrooms will be built by September 2011 to accommodate the current Year R pupils. These two classrooms will be for Key Stage 1 pupils. The classrooms will be located opposite the current Year 1/2 classrooms. We have appointed an additional teacher for September 2011, then a further teacher will be appointed in September 2012.

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 Henshaw Road
- Speeding traffic in Harvey Road
- Parents blocking residential driveways in Harvey Road and Henshaw Road
- Consideration of residents in Harvey Road / Henshaw Road / Croyland Road
- The number of children travelling to school by car
- The failure of some drivers to stop at the zebra crossing on Croyland Road
- Congestion around school entrances and adjoining street

Travel to School (April 2011)

Distance from School	Number of Pupils	Percentage
0-1km	201	62%
1-2 km	99	31%
2-3 km	10	3%
3-4 km	0	0%
4-5 km	2	1%
5 km or more	12	4%

Survey Results: Pupil

Mode	Present Mode		Preferred Mode	
	Numbers	%	Numbers	%
Walk	105	43%	57	23%
Cycle	5	2%	102	41%
Bus	3	1%	15	6%
Other	0	0%	18	7%
Car	133	54%	54	22%

Survey Results: Parents

325 questionnaires were distributed to parents; 21 questionnaires were returned.

Mode	Preferred Mode	
	Numbers	%
Walk	16	76%
Cycle	0	0%
Park and Walk	1	5%
Car	4	19%

Using Census Data (January 2011) of whole school population, current modes of travel to school are as follows:

61% walk to school
2% use public transport
37% travel to school by car

33% of parents said they would consider car sharing. Currently 14% of parents car share.

General Comments about Transport/Travel Issues from the Parents' Perspective

- Cycle training for pupils (school already offer this but take-up is poor)
- Too many cars parked by Our Lady's Junior School
- Cars do not stop at the zebra crossing
- Crossing near nursery – view obscured by a bush
- Warden in park to enforce rules about dogs being kept on leads
- Crossing patrol needed on zebra crossing (Croyland Road)
- Cars driving too fast

- A greater police presence
- Parents parking on white zig zag lines near entrance to Croyland Primary School
- Add traffic lights to Croyland Road – Pedestrian Crossing

Survey Results: Staff & Governors

Approximately 70 staff and governors were surveyed. 31 questionnaires were returned.

Mode	Present Mode		Preferred Mode	
	Numbers	%	Numbers	%
Walk	2	6%	8	26%
Cycle	1	3%	3	10%
Other	0	0%	1	3%
Car Share	2	6%	3	10%
Car	26	84%	16	52%

62% of staff and governors said they would consider car sharing.

Staff Comments

- Unsafe parking on Henshaw Road
- Markings unclear on Henshaw Road
- Have a Parent & Child Cycle Training Club
- Walk and Easy Breakfast – meet in park at 8.20am, children walk with member of staff and have breakfast for 50p

- Walking Bus for Children
- Speed calming measures in Croyland Road: cars mount the path because they can't wait for traffic to give way
- Too many cars near the entrance to Croyland Road
- Parking to be enforced within school grounds – stop parents using staff parking
- Reduce the number of cars entering the school gates
- More places to keep bikes and cycle path
- Traffic lights and lollipop lady
- Speeding traffic on Croyland Road
- Speed of vehicles on Henshaw Road and dangerous parking
- Pelican crossing

Main Findings from Travel Questionnaires – April 2011

In April 2011, a survey of each class showed that 54% of children travel to and from school by car.

Year 5 / 6 children were surveyed individually. The main findings were as follows:

- Issues with walking through Croyland Park and feeling unsafe
- Wider paths for walking
- Worried about cycling to school in case they have their bike stolen
- Better cycle paths are needed in Croyland area
- Pupils' bikes have already been stolen
- More zebra crossings
- The child wants to walk to school, but parent makes them go in the car
- Pupils do not have bikes and parents can't afford one
- Cars not stopping on the zebra crossing
- Get rid of pot holes
- Some pupils do not have bicycle locks
- Concerns about dogs being kept under control
- Would like CCTV cameras to help children walking to school to feel safe

In April 2011, local residents were given the opportunity to respond to a questionnaire. Their main issues were:

- Parents parking inconsiderately, often across residents' driveways

- Verbal abuse from some parents when residents requested that parents moved their vehicles
- Harvey Road being congested with cars double-parked, blocking emergency access
- Speeding vehicles in Harvey Road
- No 20 mph zone in Harvey Road

Objective:

Reduce use of car as pupils' mode of travel to school

Target:

To increase the number of pupils who walk to school from 43% to 48% by May 2012

To increase the number of pupils regularly cycling to school from 5 to 10 by May 2012

Actions		Timescale	Success Criteria / Monitoring and Evaluation	Resp.	Funding
No.	Description	Month-Year			Resources
1	Participate in Walk to School events during course of the year	May 2011 & Oct 2011	Increased take up of Walk to School events, and then continued walking to school	Eco Team	n/a
2	Advise pupils of head protection and include in Cycling Permit which is authorised by School Office	May 2011 July 2011	All pupils wear good quality head protection to school when cycling	School Office	Consider subsidising head protection £150
3	Set up class/school reward scheme to encourage pupils to walk to school	June 2011	At least 5% more pupils walk to school	CTs	n/a
4	Work with PCSO to deal with speeding traffic and inconsiderate parking concerns	Ongoing	Reduced number of tickets issued for parking offences in	Police	n/a
5	Promote Park and Stride (from old swimming pool car park) through website and newsletter	Autumn 2011	At least 12 pupils take up the Park and Stride scheme	Safe Travel to School Team (STtST)	Cost of member of staff for 30 mins each day X5 per week to organise; parent volunteers
6	Change barrier code on weekly basis for a two-month period to discourage parents from entering site / charge parents for access to site	Summer 2011	A 30% reduction in the number of parents' vehicles entering the site before/after school	Site Manager	n/a
7	Deploy staff on a daily basis to do gate duty on Harvey, Henshaw and Croyland Road – remind parents about safe parking	Spring 2011	Parents demonstrate more considerate parking on street	Headteacher	n/a (staff time)
8	Offer a cycling course for parents and children (together)	Autumn 2011	A 50% increase in the number of pupils travelling to school by bike	STtST	Cost of staffing
9	Pupils are rewarded with cycle locks for supporting a healthy journey to school initiative	Spring 2012	A 50% increase in the number of pupils travelling to school by bike	STtST	Cost of locks; approximately £200
10	Promote bus service via school newsletter and display on Parents' Noticeboard; also promote use of Street Doctor	Summer 2011	Parents make greater use of public transport	STtST	n/a

Objective: Increase pupils' awareness of travel issues and road safety

Target: Pupils in Years 2, 4 and 6 to have at least three hours of road safety education each year by July 2012

Actions		Timescale	Success Criteria / Monitoring and Evaluation	Resp.	Funding
No.	Description	Month-Year			Resources
1	Pupils to have road safety awareness sessions (three sessions per year) in Years 2, 4 and 6	Commencing summer 2011	Pupils are able to explain how to travel safely to school	Class teacher	n/a
2	Pupils carry our further survey as part of maths about parents' reasons for entering the school site	Summer 2011	Pupils are able to gather data and understand the reasons for traffic on site	STtST and Site Manager	n/a
3	Raise awareness of the offers of Bikeability classes for pupils in KS2 through an assembly	Summer 2011 and Spring 2012	25% increase in the number of pupils who take up Bikeability	Subject Leader for PE	n/a
4	Pupils in Key Stage 2 undertake a themed unit of work on safe and healthy travel as part of their curriculum studies	Spring 2012	Pupils appreciate the transport issues and can suggest alternatives and solutions	STtST	n/a

Objective: Reduce the number of single-occupied vehicles travelling to and from the site

Target: There will be an increase of 5% more staff car sharing and a 10% increase in parents car sharing, therefore reducing congestion at the school gates

Actions		Timescale	Success Criteria / Monitoring and Evaluation	Resp.	Funding
No.	Description	Month-Year			Resources
1	Create a car share register database of staff; promote through staff bulletin and notices in staff room	Sept 2011	Database created of car sharing	STtST	n/a
2	Plot staff addresses on map and look at where staff could link for car sharing; offer incentive to staff who car share	Sept 2011	An increased number of staff share lifts to school	STtST	n/a
3	Involve pupils in car share poster competition and display around school and in newsletter; create a radio advert and play before/after school	Oct 2011	Poster is designed and displayed around school; radio advert is played and more parents share lifts	STtST	n/a
4	Raise awareness of car sharing through school newsletter	Oct 2011	Parents are made more aware	Secretary	n/a

Other Key Actions

- Contact residents of Harvey, Henshaw and Croyland Road, and thank them for their feedback
- Establish a Safe Travel to School Team (STtST) through the ECO Team that coordinate future events
- Promote Cycling to School through Staff Bulletin
- Discuss Car Share Scheme at Staff meeting – gather ideas for ways forward
- Carry out further consultation about a ‘Park and Stride’ scheme based from the old swimming pool car park off Croyland Road
- Raise issues about children’s fears through the Croyland Partnership meetings – seek support from PCSO

Consultation

Body	When	How
Children	April 2011	<ul style="list-style-type: none">• survey
Parent	April 2011	<ul style="list-style-type: none">• survey
Staff	April 2011	<ul style="list-style-type: none">• Survey• Draft travel plan published and circulated to school staff
Governor	April 2011	<ul style="list-style-type: none">• survey
School council	May 2011	<ul style="list-style-type: none">• Agenda item and discussion
Northamptonshire County Council's School Travel Plan Officer	February 2011 May 2011	

Monitor and Review

The next survey will be conducted April 2012 and annually thereafter by the Premises Committee.

The School Travel Plan will be reviewed in May 2012 and annually thereafter by the Premises Committee.

The review of the school 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

Croyland Site Policy

The governors and site managers of Croyland Primary and Nursery Schools wish to see the site used to the fullest possible extent in order to provide a high quality facility for the community. They recognise that greater usage of the site by an increasing number of community groups, leads to an increased pressure on space and safety. Governors and Site Managers wish to give clear guidance on issues of safety, to minimise risk to all site users, particularly at times of peak movement around the site.

Aims of the policy:

- To ensure the safety of all users of the site
- To encourage all site users to take responsibility for community safety
- To promote positive adult role models for our children
- To encourage children to develop independence in coming into school
- To promote children's responsibility for their own, and others' safety

Provisions of the Policy

1. The restricted times are between 8:30 am and 9:15 am in the morning and between 3:00 pm and 4:00 pm in the afternoon.
2. All staff are asked to arrive or leave the site outside the restricted hours.
3. During the restricted hours, no parents' cars should come onto the site, unless they are disability badge holders. Disability badges must be displayed.
4. The speed limit for vehicles using the site at any time is 5 miles per hour. Drivers ignoring the speed limit signs will be asked to leave the site, as they endanger other site users.
5. Deliveries to the site should be made between 9:30 am and 3:00 pm whenever possible.
6. Parking is restricted to the designated marked spaces. Vehicles must not be parked on roadways marked by yellow lines as they may obstruct emergency vehicles such as ambulances or fire tenders.
7. Parents are reminded that there is ample parking on Croyland and Henshaw Roads and Hill Street or Wood Street. Parents can also park in the old swimming pool car park and walk to school.
8. The pedestrian gates on Croyland Road remain open throughout the day. The pedestrian gate on Henshaw Road will open between the hours of 8:00am and 9:15 am and 3:00pm to 5:00pm. Beyond these times the gate will remain locked to ensure the safety of the children on site. The pedestrian gate on Harvey Road is opened between the hours of 8.30am and 9.15am, and 3.00pm to 3.45pm.
9. This policy is to be ratified by governors and site managers of all organisations on the site and will be displayed.

Policy first ratified at site users meeting on 19/1/05. The policy was reviewed at the Premises Committee meeting in April 2011.