PLANNING SUPPORT STATEMENT

6 New Classrooms with Ancillary Facilities and Studio Extension

at

St. Andrew’s CEVA Primary School
Ecton Brook Road, Ecton Brook, Northampton. NN3 5EN

for

Northamptonshire County Council (c/o Lend Lease)

prepared by

Peter Haddon and Partners Architects

December 2012

REVISION P1: Updated following discussion with Peter Moor of NCC. 04.01.2013
Planning Policy Framework

The purpose of this section is to outline the local, regional and national planning policy context for the planning application site. A summary of the relevant policy and guidance is provided below.

Regional and Local Plan Policy

National and Localised Policy and guidance is provided in the West Northamptonshire Joint Core Strategy. We have taken reference from those we believe are relevant to the proposed development and the design of the building extensions and site works take this into account, which is outlined in greater detail further on in this document.

The proposed scheme and development, albeit in a small but significant way, meets some of the key criteria that have been highlighted within the Core Spatial Strategy. The vision for West Northamptonshire within the strategy expresses a number of objectives, which this scheme targets:

- Objective 1 – Climate change. The proposed development will be constructed to meet and exceed the current requirements for the thermal elements, reducing the levels of energy used by the building. In addition we are installing an area of 40m² of photovoltaic panels to assist with the energy consumption reduction. The building has been designed to take advantage of natural ventilation, negating the need for additional energy consuming plant.
- Objective 2 – Infrastructure and Development. The added provision of the studio being available for the public to use will enhance the local services within this area of Ecton Brook. The school already provide facilities for community uses such as polling stations and alike, but this will give greater scope for future activities.
- Objective 3 – Connections. The travel plan supplied by the school for this application highlights the measures that the school will adopt to increase the provision of ‘walking buses’ to and from the school. These will be actively encouraged to reduce the impact of parent drop off/parking outside the school at peak times of the day amongst other initiatives.
- Objective 4 – Protecting and Building Urban Communities. The development of the school will benefit the local area and inhabitants, giving the social cohesion aimed for.
- Objective 10 – Educational Attainment. We believe that the proposed extension will provide a vibrant learning space where the pupils will thrive, increasing the opportunities for education in this area.
- Objective 15 – High Quality Design. The design incorporates a blend of modern durable materials which complement the existing school building. The methods of construction adopted are contemporary and meet the requirements set out in the current building guidelines and approved documents. The scheme has been developed over a number of months with client and specialist consultant liaison to give the school the most appropriate addition.

In addition the West Northamptonshire Joint Core Strategy has a number of policies for which this application is relevant and will attempt to meet:

- Policy S10 – Sustainable development principles: The two stages of the building, construction and use, promote sustainable design. The materials selected for the structure will minimise waste and embodied energy. For example, we have reduced the areas of masonry walls internally as much as possible reducing the levels of
cementitious construction, opting for lightweight partitions between the internal spaces. Another example is the use of vertical cedar cladding on the exterior which will add a new material to the façade, which is sustainably resourced and fixed to a light weight framing system. These materials, and others such as the Trespa cladding or modern roof tiles, can be managed efficiently reducing the levels of wastage during the build process. The Mechanical and Electrical consultants have attempted to develop a build strategy which will make use of the existing school systems where possible, reducing the need for additional plant, cabling or pipework where it can be avoided. Once the building is occupied we believe that it will be low energy user. As with all of our proposals we have designed the levels of thermal efficiency within the building envelope above the required standards, achieving a standard of at least 25% above the stated levels within the Building regulations. It is proposed to install 40m² of photovoltaic panels to provide a level of solar energy to assist the schools electricity consumption. These are to be located on the East facing roof of the new Studio, giving a positive image of the school to passers-by. In response to anticipated Building Control requirements, with the M & E consultants, we have proposed to upgrade the existing school heating and lighting systems through a scheme of consequential improvements to a value of 10% of the overall build cost – upgrading the efficiency of the existing school greatly. The new areas of toilets will be fitted out with water efficient furniture to maximise water efficiency. However, it was decided that a water collection and re-use system would not be viable for this size of development. The new classrooms have been designed to provide natural ventilation through the use of low level windows and high level windows or vents.

- Policy C2 – New Developments: Due to the increased size of the school through this proposal, increasing the pupil numbers from 210 to 420, there have been a number of efforts and schemes developed to reduce the impact on local residents. These are also stated within the Travel plan which accompanies this application, to summarise; An additional pedestrian access route into the school site will be opened off of Three Mile Walk to the West of the school. This will enable parents to bring their children in from different areas of Ecton Brook and reduce the numbers trying to park along Ecton Brook Road. We have increased the existing car park considerably to enable all teaching staff and other staff to park within the confines of the school to reduce inconvenience to the local residents. It is also proposed to increase the numbers of walking buses, which is to be organised by the school, to encourage pupils to walk to school rather than be driven. We have proposed, along with comments from the Highways Authority, to install ‘H’ bars in front of the driveways within Mill Bank to assist the residents during school peak times. Bike-ability has always been promoted by the school and will be maintained with this development.

- Policy RC2 – Community Needs: There are no existing facilities that will be lost to the community from this development, however there will be an addition. The new Studio extension has been designed to give the school a much needed additional recreation space. The layout of the new plan also enables the school to segregate this area to make it available for public use for events such as polling stations.

We have also looked at the policies within the Northampton Local Plan for guidance on the design;

- Policy E20 – New development (Design): The existing school has a relatively modern aesthetic which we have used as a basis for the design of the proposed extension. The two storey classroom block provides the next phase of the school in terms of expansion and materiality. We have added the use of vertical cedar cladding and
Trespa panels to the East elevation in order to provide interest and formulation of the 3D massing, moving away from what would be a drab façade if the simple existing palette of materials were used. By establishing the classrooms to the Western side of the extension, looking on to the playground, we have reduced the impact of overlooking on to the neighbouring properties, with non-occupied spaces to the East. The scale of the extension does increase to a two storey structure, but this is required to reduce the impact on the school play areas allowing us to provide the required new spaces within a minimum footprint. This has been designed with subtlety against the existing elevations with the gradual increase of roof height achieved through the position of the new Studio. We have utilised a flat roof area and mono-pitched roof to give a reduced height and mass against the car park side, which will be viewed from Ecton Brook Road.

- Policy E40 – Crime and Vandalism: Schools are often vulnerable to crime and vandalism as they remain unoccupied for much of the year. We aim to reduce this by maintaining the strong boundary fencing that exists on the site. In addition, we will be installing a number of cameras on the new building to tie in with the existing surveillance system. The expanded car park will be provided with additional lamppost lighting (designed to negate light pollution on the neighbouring properties) to assist staff and visitors. We have established a number of entrance doors on the new extension which will have access control functions managed by the central school office to control who is able to enter the building. We will also ensure that new doors and windows are designed to the standards set out by ‘Secured by Design’. The external and internal materials proposed will be durable and robust to ensure they are adequate for use in a school and community building.

National Policy Guidance

The Communities and Local Government National Planning Policy Framework and supporting guidance document sets out criteria for effective and appropriate developments which can be supported by the Local Planning Authority. We highlight some key aspects of the proposed scheme relative to the objectives and aims of the Framework noted above, in support of the proposed application.

- We believe the proposal is to a high standard of architectural design, maximising the benefits of natural light and ventilation whilst respecting the scale, form and materials of the existing buildings.
- The proposed materials have been selected by drawing on those forming the existing school and modern materials appropriate to deliver the proposed two storey building.
- The extension of the Studio in particular, improves the provision for possible extended community use, maintaining the role of the school as a focus of the local area. This has been designed to enable it to become a stand-alone unit, securely segregated from the rest of the school for evening and weekend events.
- The extensions are a result of a specific requirement from increasing pupil numbers (as explained in more detail in a later section) and therefore is critical to maintaining adequate school provision in the surrounding area. The type of school results in additional interest from further afield, increasing the need for more places as all parts of the Northampton Area are seeing significant increases in child numbers. The challenge to meet the required additional sizes, whilst reducing the impact on the existing school play facilities has been met with the proposed two storey extension.
• We have engaged with the local community by way of a public consultation and feedback process to ensure that the project moves forward to satisfy the needs of all, as far as practicable, and the submitted design takes account of all this previous development and refinement (refer to later section for further explanation).

• The location of the extensions have been carefully considered to minimise the impact on any loss of external playground space (refer to later section for further explanation). A fundamental aim is to maintain the area of soft play grass for the school, however, it is proposed to place a new Multi-Use Games Area (MUGA) on an area of playing field in order to give the school further space for external play in all conditions.

• The new Classroom Block is to be located at the front of the school adjacent to the existing car park. This area has been selected as it will have the least impact on play areas, has a good level of buildability and will minimise impact on neighbouring properties.

• We believe the design/location of the building extensions will not result in an unacceptable impact on the amenities of neighbouring properties or the wider area, by reasons of noise, vibration, smell, light or other pollution, loss of light or overlooking.

• We have also included for increased security throughout the site in terms of new controlled access points, secure windows and doors, low level external lighting to the exterior and to design the building in such a way as to reduce the numbers of recesses. This is in response to the need to design out anti-social behaviour, crime and reduce the fear of crime by applying the principles of the ‘Secured by Design’ scheme.
Design Background

St. Andrew’s CEVA Primary School is situated centrally within the Ecton Brook area of Northampton, on the eastern edge of the Town. The school was originally built when this area of Northampton was developed, bringing a large number of new residents to Northampton.

The Primary school is formed of a series of single storey elements with various monopitch roofs interconnecting around two open courtyards. Buff brick walls with brown tiled roofs dropping down to low level eaves over large panels of light blue framed windows establish an aesthetic for the school buildings, typical of those constructed in the 1970’s.

During the 1970’s and 1980’s Great Billing and Little Billing were developed around the existing villages; Bellinge (or Middle Ward) and Ecton Brook were created as new communities. The Ecton Brook area is characterised a large number of residential streets with mixtures of small to large houses and flats on typically laid out clusters around central spine roads. There is excellent access to this area and the school in particular due to the close proximity to the A45.

The site of the Primary School is not within a Conservation area and the current buildings are not Listed.
Much of the site is taken up by the existing school buildings and hard standing play areas. The Soft play area predominantly consists of a grassed playing field to the North of the site, with an area to the East of staff/visitor car parking accessed directly from Ecton Brook Road.

**Environment Agency**
The site is not located within an area of potential flood risk, as illustrated on the attached map extract taken from the Environment Agency website.

Further to this we submitted the proposals to the Environment Agency for their comments. They replied to state that the proposed development site is less than 1 hectare in size and can be classed as ‘operational development of less than 1 hectare’ located in Flood Zone 1 (low probability of river and sea flooding as defined in Table 1 of Technical Guidance to the National Planning Policy Framework (NPPF)). Therefore, in this situation a Flood Risk Assessment has not been requested by the Environment Agency.
Statement of Planning Need (provided by Northamptonshire County Council)

St Andrews CEVA Primary School, Northampton (NN3 5EN)
Supplementary Planning Statement

Demography context

The rising pupil numbers in the primary phase has been well documented both nationally and in Northamptonshire. The school census data of October 2012 indicates a 10% rise since 2010 in the numbers of Reception children starting school in the county. The admissions team has processed over 9,150 applications for children entering Reception, an increase of nearly 500 since the previous year. This has been influenced by the rising birth rate, large numbers of immigration and some new housing development. The pressure on primary school places in Northampton itself has been particularly marked, and the Council had to make last minute places available via mobile classrooms at five schools in the town in the summer of 2012.

It is recognised by central government that this trend is not just a temporary bulge and permanent capacity needs to be added into the school system to meet basic need. The Autumn announcement of 5 December indicated that additional capital funding would be made available to local authorities in 2013-14 for new schools.

In Northamptonshire, the County Council has been implementing a programme of school extensions that aims to add twenty forms of entry (4,200 places) at Northampton schools by 2014. Some of these have been completed, others are underway and some are still at the statutory consultation stage. The Government agenda of choice and diversity for parents is particularly hard to deliver when there is no surplus capacity in the system, and offering some extra places at voluntary aided schools is needed as part of the overall provision.

St Andrews CEVA Primary

This school is a voluntary aided, Church of England, Primary School in the eastern district of Northampton. The nearest alternative Church of England school would be Weston Favell Primary, although this has already filled up to its new admission number of 60. The table below indicates the current pupil numbers at St Andrews:

<table>
<thead>
<tr>
<th>Reception</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
<th>Year 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>42</td>
<td>31</td>
<td>30</td>
<td>29</td>
<td>30</td>
<td>29</td>
<td>26</td>
</tr>
</tbody>
</table>

The school was asked to increase its published admission number from 30 to 45 as a temporary measure for September 2012 and 2013. Following statutory consultation processes, the proposal for a permanent expansion of numbers will be decided by the Cabinet on 15 January 2013, with any extension being subject to planning permission. The proposal is to expand the school to two forms of entry with a published admission number of 60 from September 2014. The school is currently over capacity in Year 1 with 31 pupils, and has filled 12 of the extra 15 Reception places at short notice.

The admissions arrangements for St Andrews include criteria that reflect the school’s church ethos, and the school takes pupils from a wider geographical area than those living closest to the school. Children of parents / guardians worshipping at or resident in the Ecclesiastical
Parishes of Billing and Emmanuel (both in the Eastern District) have a higher priority than others from the wider borough.

The proposal to expand this school brings the additional benefits of making a small, one form of entry primary school more sustainable longer term both financially and educationally. The nearest community school, Ecton Brook Primary has already been extended to two forms of entry, as has Standens Barn Primary School.
Design Considerations

The primary brief for the scheme is to expand the school from 1FE to 2FE which results in the requirement to provide 7no additional classrooms, stores, toilets and Studio/small hall. After review of the existing building and potential areas on the site for expansion, a scheme has been developed to achieve this increased capacity.

The existing Staff room will be converted into a second Reception year classroom with the adjacent toilets re-modelled to suit this age group with direct access from the main room. The adjacent open courtyard area will be provided with a covered canopy to create a sheltered external area, again with direct access from the new Reception classroom.

To accommodate the spaces required, the proposal is to construct a new 2-storey extension adjacent to the car park which will provide 6no. new classrooms with integral storage rooms, small group ‘break-out’ teaching areas, new pupil toilets, cleaners cupboard, plant room and the Studio/small hall. The extension will also incorporate a new Staff room with adjacent staff toilets to replace the existing facility that will be displaced by the second Reception classroom. Within the new extension a Multi-use space will be provided to allow the school to enhance their existing teaching provision for Food/Science/Design & Technology.

To facilitate the proposed extension and also to maximise the opportunity for car parking on-site, we have re-configured/expanded the existing car park to create some additional spaces, increasing from 23 to 45. This will provide adequate parking for the existing and new staff requirements, and will create space for the part time/temporary staff who regularly visit the school. The existing covered cycle parking bays will be removed to allow for the new extension and replaced with new covered, cycle parking.

We have adopted a two storey design to provide the additional spaces to minimise the footprint of the building as much as feasible. We have ensured that access for all is maintained through the provision of a platform lift within this area. The location of the studio, to the southern end of the new building, not only enables the build project to remain compact, but helps to blend the mass of the two storey element with the single storey existing as the roof levels rise gradually as you look at the front elevation.

The architectural design of the extension draws reference from the existing buildings by using similar roof pitch and facing brickwork. However, we have proposed elements of low-maintenance timber boarding, modern low-pitch roof tiles and coloured ‘trespa’ exterior cladding panels to create a strong visual impact on the car park elevation. The elevational treatment to the playground side is simpler, using horizontal bands of ‘ribbon’ windows and a majority of brickwork to soften the transition back to the existing school building.

A large proportion of the classroom block, toward the car park, has been proposed with a flat roof. This will reduce the massing and visual impact of the extension whilst also allowing the top floor classrooms to have a series of high level opening windows for ventilation. This part is formed of alternative materials which give a modulated front with ‘towers’ of material to articulate the 3D form.

The two storey nature proposed, with the use of modern building methods has created the opportunity to use modern high performance materials that gives a level of flexibility for this
creative façade design. As this front element has been planned to house the non-occupied parts of the school (toilets, stairwells etc.) to reduce the risk of overlooking, we feel that we have used colour and texture to effectively give life to an otherwise blank elevation.

We have reviewed alternative design arrangements to eliminate the internal steps adjacent to the playground) by forming ramp/steps externally. This will provide a level access point directly from the playground to the rear of the school which was desired by staff.

Above; The front façade facing the reconfigured car park and Ecton Brook Road.

Above; The new rear façade is simpler to blend more closely with the existing school materials and aesthetic.
Above; The East Elevation has been formed with modern materials and a stepped massing to give a gradual rise from single to two storey.

The building construction will be designed to exceed the requirements of the Building Regulations in terms of thermal performance and incorporate such environmentally sustainable elements as low energy light fittings and dual flush low water use toilets/taps. In order to achieve the requirements for CO2 emissions for Building Control we will be installing a series of photovoltaic panels on the Studio extension roof (please refer to submitted elevations for reference).
Statement of Community Involvement and Consultations

A Public Consultation was held at the school on 06\textsuperscript{th} November 2012. This was well attended and the proposed building extension was received favourably in terms of architectural design and visual appearance.

The overarching concern raised by local residents related to car parking on the surrounding streets. Examples were given of cars being parked across private driveways resulting in residents being unable to access/exit their own property. It was also highlighted by residents that the school gates were opened at 8.45am, resulting in a number of cars that arrived early (waiting with parents/pupils in the car) until such time as they could gain entry to the school grounds.

Following from this, we have been in contact with NCC Highways and subsequently met with them on site from 8.00am onwards on 27\textsuperscript{th} November to review the traffic/parking situation first hand (the weather was cold with some rain).

This process identified that cars started to arrive from about 8.30am with parked cars starting to form a queue along Ecton Brook Road at about 8.40am. Children started getting out of cars soon after 8.40am, with some further cars starting to park in the Mill Bank cul-de-sac (at this time there were still 10no. empty spaces in the pub car park). No parent cars were parked along the adjacent Overmead Road. It was noted that a considerable amount of children/parents were walking to school, despite the inclement weather.

At 8.45am the main pedestrian gate was opened and children rapidly went through and into the school building.

During the hour that we were present on site, 5no. buses were observed, all stopping on the southbound side of Ecton Broom Road. No buses were seen running in the opposite direction during this period.

Following further discussions with NCC Highways (both on-site and after subsequent follow-up work in the office), they suggest the following recommendations in respect of the new extension proposed:

- The school is to prepare a Travel Plan to identify measures to encourage walking and assist in managing the car parking situation (i.e. to reiterate that driveways must not be blocked, etc). It is essential that these measures are deliverable and realistic.
- The possibility of using the northbound bus bay as a drop-off zone has been investigated by Highways. However, this bus route is used at other times of the day and given its location on the road with the proximity of the crossing point, this idea has been discounted.
- To further assist in limiting illegal parking of cars across driveways to Mill Bank, NCC Highways suggested that white line ‘H’ bars should be installed. The option of providing double yellow lines or permit parking was discussed but discounted by Highways (due to limitations for enforcement and annual cost to residents).
- The provision of additional pedestrian access points to the school grounds were reviewed. There was no perceived benefit to be gained by introducing any additional access points (already 3no.) but the school to review how these are managed/opened at key times of the day.
• Highways requested that the existing crossing point at the vehicular entrance to the site should have 3 rows of tactile paving installed within the tarmac footpath.
• Highways were satisfied that every effort had been made to increase the size of the school car park, by extending the tarmac to the full extents of the fence line.
• Consideration should be given the opening the school gates at an earlier time to allow pupils to be dropped-off and enter the school grounds, thus creating additional space for subsequent cars. NCC Highways did not identify any specific objection or cause for concern (after witnessing the traffic/parking situation for themselves) and subject to adopting the recommendations listed above, they did not believe that they would object to the proposal.

Sport England
Similarly, we have consulted with Sport England who have responded by letter dated 26th November 2012, confirming that they are generally satisfied with the proposals. However, they have questioned the additional areas of tarmac playing area, as this reduces the existing grass playing field. Further to discussions with the school, who were concerned at the level of soft play areas for the expanding school, we have included provision for a Multi-Use games area (MUGA) or all-weather surface within fenced enclosure. The location for this has been selected as to reduce the impact on the existing grassed area. This facility will provide a flexible and all weather means of playing sports that the school will require, which we believe would offset the small grass area lost.
DESIGN & ACCESS STATEMENT

6 New Classrooms with Ancillary Facilities and Studio Extension

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DESIGN BASIS

pHp Philosophy Statement:

Peter Haddon and Partners Architects are committed to a policy of equality, inclusion and accessibility achievable through good design. The basic right for access to and use of buildings for all is recognised as the most fundamental basis upon which the design should be established. The design process offers an opportunity to maximise individuals’ abilities to enjoy a safe and, wherever possible, independent participation. It is recognised that all individuals have a range of abilities which vary greatly and some of which may be impaired requiring consideration upon the Designer’s part to ensure that as wide a range of abilities as possible are accommodated. The design process is unique for each development as the distinctive requirements for a Client/End User will be specific to that project. For this reason we view the Client/End User as a part of the Design Team to ensure that the ‘inclusive design for all’ philosophy is adopted from the inception stage.

As Designers, we endeavour to work to the latest legislation and good practice guidance available at the time, also taking into account advice and comments received as a result of consultations with Access Consultants and Local Groups. It is the aim of the practice to adopt the guidance from these sources so far as is reasonably practical for the type and nature of the building, the restrictions of the site and the intended occupiers.

In accordance with advice published by the Commission for Architecture and the Built Environment (CABE) in connection with Design and Access Statements, the process has been fully informed by a consideration of issues, including:

- Use: what buildings and spaces will be used for;
- Amount: how much would be built on the site;
- Layout: how the buildings and spaces will be arranged on the site and the relationship between them and the buildings and spaces around the site;
- Scale: how big the buildings and spaces would be;
- Landscaping: how open spaces will be treated to enhance and protect the character of a place;
- Appearance: what the buildings and spaces will look like;
- Vehicular and Transport Links;
- Inclusive Access: how everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

USE / AMOUNT

This proposal is to construct a new two storey building to include 6 new classrooms, a food/science/DT room with associated facilities. Connected to the two storey element will be a new Studio space and enlarged Staffroom. These works coincide with internal alterations that will provide a new Reception Classroom in place of the existing staffroom.

The new classroom block will enable and facilitate the growth of the school from a 1 Form Entry school to a 2 Form Entry school. Once constructed, the school will grow in pupil size year on year and fill into the new building, with a paired year classroom approach taken – as indicated on the plans.

It is proposed by the school that the Food/science/DT room be used for the Breakfast club during the term times. The nearby toilet facilities will enable this area to be closed off from the rest of the school prior to the normal opening time.

The new studio space will provide the school with a much needed additional recreation area and will be used for dance/drama/play lessons for a variety of group sizes. In addition, this space can be used for
other external/community uses to suit demand. The design enables the studio to be segregated from the rest of the school along with the staff toilets to establish this as a standalone unit.

The existing staffroom is currently positioned adjacent to the existing Reception class. In order to create a new Reception classroom and to bring about the paired year system, the staffroom will be converted in to a new Reception classroom, with the small adjacent courtyard becoming a covered play area. Alterations to the existing toilets and wet areas will create a space ideal for this new use, close to the existing entrance used for this age group. The new staffroom is to be located on the ground floor of the new building with adequate space and facilities for the increased staff numbers.

Externally we are proposing a new Multi-Use Games Area (MUGA) that will provide a flexible and desirable play area for all seasons.

The locations of the new extensions have been carefully considered so as to mitigate any loss to the area of soft playground and to minimise the reduction in hard playground for the school.

**LAYOUT**

We have carefully considered the location of the new extensions on the site, respecting the existing levels, retaining functional external areas and the arrangement of existing buildings. In particular, the design takes account the significant level of new classrooms and other required facilities in relation to the current available land within the existing site boundary and how best to reduce the impact and loss. The proposed location of the classroom block utilises and area of the existing site which, although is predominantly tarmac, is made up of areas of the site which are redundant/low grade in terms of pupil use. By keeping the building tight to the carpark we have provided the required new areas with a minimal impact on the play area, with the proposed MUGA compensating for some of the loss.

The classroom block layout has been ordered to create a series of classrooms overlooking the rear of the school playground, with the toilets, stairwells and other non-occupied spaces to the front facing the carpark. The spaces are separated by the central connecting corridor. This layout has been designed to reduce overlooking from the school to neighbouring properties, and also provides the opportunity to have the reduced massing of the building as discussed in the design support statement.

As part of the design process, several options were explored to create the additional classrooms and Hall facilities that were required by the school. These included siting the new buildings all along the Northern extent of the buildings – but this would reduce the hard play area significantly. As the scheme developed, it became clear that placing the classrooms in the two storey arrangement was the most beneficial approach for all concerned, especially the pupils.

We believe that the layout serves to improve facilities for both the school and the wider community. The additional facilities for the school will enable them to increase their intake of students to the required levels and maintain their prominent position within the community of Ecton Brook.

**SCALE**

Due to the new block being two storeys it is inevitable that the mass of the new buildings will be elevated above the existing single storey school. In order to reduce this impact as much as practicable we have adopted a number of measures; firstly we have designed a mono-pitch roof to the classroom elements which ties in with the existing school aesthetic and keeps the ridge height to a minimum. This also allows for the classrooms on the first floor to have high level windows to the eastern face to promote natural ventilation.

Secondly, by forming the non-occupied areas along the eastern edge of the building with a flat roof over we have reduced the mass of this element. The façade arrangement becomes less imposing to the
frontage as seen from Ecton Brook Road. In addition, the formation and location of the Studio creates a smoother transition from the single storey to two storey as the roof heights step more gradually.

The footprint along the eastern edge is stepped, providing a 3D form that has a hierarchy of forms and materials. The provision of an interesting and creative elevation, reinforces the positive forward thinking presence for the school.

The scale and height of the buildings satisfy the requirements for each space within and the building elements are designed using plan widths/roof pitches appropriate with the scale and form of the existing building on the site.

**LANDSCAPE**

There are numerous mature trees on the site which are respected by the design proposal; and the new build proposals will not affect any existing tree on or adjacent to the site.

A small area of the existing grassed frontage to the site is to be lost as a result of the extension, but this is deemed necessary to accommodate the new buildings and carparking arrangements.

**VEHICULAR AND TRANSPORT LINKS**

The existing car park is accessed from Ecton Brook Road and will undergo redevelopment to expand the spaces from 23 to 45 overall. This will provide adequate parking for the additional full time and part time staff but also provide adequate parking for temporary visitors.

**INCLUSIVE ACCESS**

All building extensions are located and designed to achieve mostly level approach from existing adjoining pathways with maximum 1:20 gradients to localised areas. Although there is a slight rise in land levels from the south the north we have been able to provide level access at the northern most end of the new classroom block with a new ramp and retaining wall element.

External lighting will be provided at 10-50 lux to all approach paths.

The entrances will be fully DDA compliant with level threshold. The entrance area flooring will be carpet style barrier matting which is inherently slip resistant.

The internal corridors and passageways are generally 1.8m wide. All internal floors are level. Collision hazards are avoided and passing places provided by utilising corridors of these widths.

We will be installing a fully DDA compliant platform lift with the new two storey block.

Colour contrast of at least 20 points Light Reflectance Value (LRV) will be provided between walls and floors, floors and ceilings. Colour contrast of at least 20 points Light Reflectance Value (LRV) is to be provided between door/door frames and surrounding walls, door face and leading edge of non self closing doors and between ironmongery and doors.

Ironmongery door handles will be selected to meet the requirements of BS8300 to be operable with one hand using closed fist. All doors are designed to provide minimum clear opening widths, measured to the face of any protruding Ironmongery, to comply with Building Regulations AD part M table 2. Doors on access routes are fitted with vision panels towards the leading edge to provide minimum zone of vision between 500mm and 1500mm from floor level.
St Andrew’s CE (Aided) Primary School, Ecton Brook

External Samples schedule

• Facing brickwork to main walls: Ibstock Stuart Buff ref: 2738, half lap stretcher bond, bucket handle pointing.

• Facing brickwork to retaining wall/ramp and at low level below timber/trespa cladding: Ibstock Staffordshire slate blue smooth 2232, half lap stretcher bond, bucket handle pointing.

• Vertical timber cladding: Vincent Timber, Western Red Cedar, 18mm thick, VT8 profile.

• Trespa Cladding to main areas: Trespa Meteon single skin panels, Colour Royal Blue ref: A22.1.6/ST

• External windows and doors: Comar 5Pi Eco aluminium double glazed windows, 6.8mm clear laminated outer pane, 16mm argon filled cavity, 6mm clear toughened lowE Pilkington inner pane. Frame colour ppc RAL 7016 dark grey (no sample provided).

• Infill panel above high level windows: Trespa Meteon single skin panels, Colour Anthracite Grey ref: A25.8.1/GL

• Fascia/soffit to Studio and high roof above classrooms: Alumasc aluminium Skyline fascia/soffit plank system; Colour ppc RAL 7016 dark grey (no sample provided but extract from manufacturers literature)

• Pitched roofs tiles: Monier Redland, Mockbond Richmond 10, Colour Slate Grey 30

• External balustrade/handrail to ramp: Delta balustrades, 50mm diameter handrail and posts with RMIG perforated mesh infill panels ref: 1503-001 (LC5 x 15.7U7.5 x 18.2), Colour to all items ppc RAL 7016 dark grey (no sample provided but image of mesh pattern)

• Coping to external retaining wall to ramp: Twice weathered, pre-cast concrete coping stone, 380mm wide x 70mm high x 600mm lengths (no sample provided).
Pattern number LC5x15.7U7.5x18.2

Old RM pattern number: 1503-001

Description: 5x15.7mm Rectangular holes 7.5x18.2mm Rectangular pitch

Hole

Hole type: LC (rectangular -square)

Hole size in mm - 5
1st direction:
Hole size in mm - 15.7
2nd direction:
Open area in %: 57.51

Pitch

Pitch type: U (rectangular)

Pitch size in mm 7.5
- 1st direction
Pitch size in mm 18.2
- 2nd direction

Please note that the pattern printed (if any shown in the PDF) may not be to scale since this is dependent on your printer setup etc.

To print pattern as close as possible 1:1 print scaling must be "None" when printing.
The graphics do not illustrate whether the holes are placed lengthwise or across the sheet.
The Skyline Soffit Plank is a secret fix modular planking system designed to work on overhanging soffits and canopies or as part of a Skyline fascia scheme.

**Skyline Soffit Plank Features:**

- Available in variable widths from 150 to 600mm
- Individual plank lengths up to 4 metres
- Simple and quick to install
- Range of colours and finishes
- No visible fixings
- Deeper plank for longer spans
- Virtually maintenance free
- Lightweight, durable and corrosion resistant
- Lifespan of 40 years in rural and suburban conditions and up to 25 years in industrial and marine conditions
- Material thickness and fixing mechanism give excellent rigidity
- Aluminium is 100% recyclable
- Choice of standard, BBA approved polyester powder coated colours
St. Andrew’s CEVA Primary School Travel Plan
(Starting September 2013)

DfE No. 9283304

Ecton Brook Road
Ecton Brook
Northampton
NN3 5EN
St. Andrew’s CEVA Primary School

Outline Brief

It is proposed that St. Andrew’s CEVA Primary will expand from one form (210 pupils) to two form entry (420 pupils) from September 2014. The School has already taken 15 extra pupils above the PAN of 30 (September 2012) and will take 15 extra pupils in September 2013. The extra classes/facilities would be accommodated on the current site by building an extension out onto the playground.

The aim is to provide

- Six extra classrooms (over two stories)
- An additional Year R unit by refurbishing the current staff room
- A DT/Food Technology room with Community facilities
- A Dance/Drama Studio
- A new staffroom
- An extended playground to fill in areas of field
- A fenced area of all-weather surface
- Additional car parking

As well as fulfilling the functional and technical requirements of a primary school, the brief called for an aspiration design that the building should provide an environment both uplifting and conducive to quality learning, and to be a prominent landmark and focus for the community.

Key Principles and Emerging Concept

Options were considered in regards to the most appropriate location for an extension to the existing building.

The proposed location offers strategic ideas for the new development:

- A clear line of security between the public zone and the secure learning zone
- Creation of an new pupil entrance whilst identifying clearly the pedestrian and vehicular access to the site.
- Opportunities to infill a part of the site which presented supervision issues at breaktimes and add value to an area in providing extra classes and learning spaces.
- Extend current playground to make up for playground lost with the extension
- Retain the sport field area intact, ensuring appropriate space is maintained for landscaping, retain all major stand alone trees, avoid any overlooking onto resident’s gardens
- Possible use of all-weather surface on a portion of field for all year round usage.
- Expand current car park.

The Aims of the Plan Are To:

- Work in partnership with the local community and school stakeholders to resolve issues regarding the use of cars and road safety
- Enhance partnership working by involving local stakeholders in the preparation of the plan
- Enable parents/guardians to make more informed choices about their child’s journey to school
- Promote a sense of responsibility for the environmental effects of traffic
- Reduce traffic problems outside the school gates
- Help to improve accessibility to the school in a safer, healthier and more sustainable way
- Remove the barriers to walking to school
- Develop safer routes to school
- Reduce the impact of the school journey on the local community especially for local residents
- Provide opportunities for learning
- Provide an opportunity for children to contribute directly towards shaping their local environment
- Improve road and personal safety skills and increase travel awareness.

DESCRIPTION OF ST. ANDREW’S

- St Andrew’s CEVA Primary School is a Church of England primary school which serves the Eastern District of Northampton.
- Approximately 45% of the children come from Ecton Brook and the close surrounding area.
- St. Andrew’s CEVA Primary School takes children from Rectory Farm, Bellinge, Great Billing, Little Billing, Standens Barn, Blackthorn, Cherry Lodge, Southfields and Lings areas.
- St Andrew’s CEVA Primary School is in a residential area with houses bordering one side on Ecton Brook Road.
- St Andrew’s CEVA Primary School is located on a corner plot Overmead Road and Ecton Brook Road.
- St Andrew’s CEVA Primary School takes up 1680m2 (Gross internal Area) and the proposed extension combined will be 2610m2 (Gross Internal Area).
- Next to the school is a disused pub, shops which include a post office, a medical centre and small car park
- Ecton Brook Road and Overmead Road are both two-way roads with speed humps which are also on key bus routes for the Ecton Brook area.
- St Andrew’s CEVA Primary School currently has 219 children on roll aged from 4 to 11 years.
- Ecton Brook Primary School is located approximately 300 metres away from St Andrew’s CEVA Primary School. This has impact at start and finish times as these are similar and parents from each school are vying for parking spaces.
- Almost all children from Year R—4 are brought to school by parents/carers and collected by parents/carers.
- About 16% of pupils in Key Stage 2 come to school by themselves and cycle/walk home without an adult.
- Start times are extended to enable parents to ease the traffic issues as many parents choose to drive. We open our doors at the start of the day to the children at 8:45am and start time is 9:00am
- At the end of the day Year R finishes at 3:15 and the other years finish at 3:20.
- Some children attend our Breakfast Club from 8:00am. Parents can use the school car park up to 8:30 to drop off children for Breakfast Club.
- St. Andrew’s CEVA Primary School has a range of Extra Curricular After School Clubs each evening which finish between 4:15 and 4:45pm. We allow parents to park in our car park following these clubs and they have to come to school main entrance area to collect their children.
- There is an extended After School Club at the Sure Start Centre at Ecton Brook Primary School and a Walking Bus takes children who attend this. The Walking Bus is funded by The After School Club at Ecton Brook.
- There are no children currently on roll that require special needs transport arrangements.
- We have one child on roll requiring disability access via a vehicle.
- The school has two Junior Road Safety Officers who have worked with the PCSO to improve safety outside school. This included working with the PCSO using a speed trap and booking people who are parked illegally.
- Bikeability training to Level 1 has been provided by the school for the last five years to encourage more children to cycle. Bike sheds are provided at school for safekeeping of approximately 10 bikes.
- Road safety forms part of PSHE Curriculum.
- Every Newsletter (one every half term) reminds parent/carers about how to the local residents when parking and driving at the beginning and end of the school day as well as where they should/shouldn’t be parking.
- Walk to school campaigns are done every year through the school council and PSHE Leader.
- Road Safety forms a part of our PSHE Curriculum. (See Appendix 7).
St Andrew's CEVA Primary School:
Bus service route Number 53 to Brackmills (three times a day 14:22, 16:49, 17:34)

Ecton Brook Primary School:
Bus Service Route: Number 16 to Weston Favell Centre (every 8 mins)

Ecton Brook
TRAFFIC PROBLEMS

- Over a number of years there have been increasing numbers of families travelling to school by car. Some parents travel by car as they live more than a mile away from school.
- At the start of the school day parents drop off near the gates and the flow of traffic is fairly steady as it is staggered with children able to arrive from 8:45am until 8:55am. The traffic congestion on Ecton Brook Road causes significant problems at home time as most children are collected at 3:20pm.
- There are insufficient parking spaces and parents park around the roundabout and outside the school gates. Some parents park down Ecton Brook road by the Medical Centre and beyond. Ecton Brook Primary School parents also use this stretch of road to park too, so there is competition for spaces with people from the Medical Centre and Ecton Brook Primary school. There is a small car park for the shops and Medical Centre and a few parents are able to use this for parking.
- Many local residents have complained about parents’ cars blocking their driveways and causing obstructions. They also complain about them double parking along Millbank, so that it is virtually impossible for cars to get through.
- The School has asked parents to be considerate towards local residents and walk to school if they can, but this problem persists.
- Although the school car park is very congested, all school staff park in this during the school day.
- We have deliveries during the school day. Vans and lorries drive onto the school site and this is not generally an issue as it rarely coincides with drop off times.
- There is an underpass which goes under the road just outside the school. Very few parents use this as they say it smells, has a lot of rubbish in it and it is quicker to cross the road than to use the underpass.
- There is a bus bay directly in front of the school, which parents use to park in and drop-off. Despite repeated attempts to stop parking here, parents still continue to do so. The bus bay is used infrequently by buses (three times a day and not during school times).
- Our Travel Plan will need to be reviewed if and when building work commences as planning permission has not yet been granted.
- During the school day journeys made to curriculum events and trips are undertaken on hired coaches. Coaches park in the bus bay directly in front of the school.
- For local trips and visits to the town, swimming pool, church etc. we walk the children, whilst doing so we educate them on road safety and make them aware of potential hazards.
- At present there are 38 full and part-time staff who work at the school. Currently 6 of them walk to school and 2 cycle.

OUR MAJOR ISSUES ARE:

1. Traffic and Safety (Comments raised as a result of parent surveys taken November 2012) See Appendices1 and 2
   - Congestion on Ecton Brook Road at the start and end of the school day
   - Cars parked on the roundabout and corners of roads obscuring visibility
   - Double parking along both sides of the road at Millbank
   - Illegal parking in front of peoples driveways on Millbank
   - Car doors being opened without consideration for pedestrians using the adjacent pavements
   - Speeding traffic down Ecton Brook Road and Overmead Road (in a 20mph zone)
   - Cars mounting the pavement and parking on pavements so they cannot be used to walk on.

2. Other Difficulties
   - Collecting & dropping off at both St Andrew’s CEVA Primary School and Ecton Brook Primary School at similar times.
**SURVEY RESULTS**

See Appendix 1 for Parent Survey analysis. See Appendix 2 for examples of surveys used. See Appendix 3 for Pupil Survey analysis. See Appendix 4 for Staff Survey analysis. See Appendix 5 and 6 for Local Residents’ comments.

**Revised Travel Plan**

A travel plan will be created by the school. Highway authorities have been consulted with regards parking restrictions along one side of the road the entrance to Millbank (such a single yellow line with no parking between 8:00am and 4:00pm). The key principle is to minimize the use of the car on the roads directly outside the school and through the school site. A car sharing scheme will be encouraged and walking will be promoted by using a walking bus scheme to pick up from areas with high numbers of pupils. Cycling will continue to be promoted through the Bikeability Scheme and provision of larger onsite cycle storage.

**Pedestrian Routes**
- A new additional pedestrian access to the School will be opened and used from the Three Mile Walk footpath to the west of the site onto the playground (near to the new pupil entrance), as this will make the journey to the school a more pleasurable experience and give priority over vehicular movement for the safety of pedestrians.
- The pedestrian gate by the main entrance for vehicles will be opened. Tactile crossing points by the main entrance will be installed as suggested by The Highways Agency. The current footpath by the school drive will be maintained. This will increase the current provision of one pedestrian entrance to the school to three.
- Walking buses can be set up from key points such as Bellinge shops, the bus stop at the top end of Overmead Road (by Great Billing Way) and the bus stop at the top end (A4500 end) of Ecton Brook Road depending on the take-up the school already knows that there is an established drop-off for parents of older children. The school will continue to monitor which drop-off points are the most popular and therefore likely to be used as a walking bus route.
- As a general principle, vehicular and pedestrian routes will not cross each other. The other existing pedestrian access will be maintained.

**Vehicular Routes and Increased Car Parking**
- The current school car park will be extended. The school will manage access through a secured gate.
- The school will continue to remind parents through Newsletters and on its website about parking restrictions around the school and close surrounding areas, where to park and about safe driving/speed restrictions.
- A comments box is sited on the wall very near the main pedestrian entrance and can be used by community/residents/parents to express views and the school will review each issue individually. The school will let local residents know that the box is there by sending out flyers to residents of Millbank.

**Parking Provision**
- There are currently 9 full time staff and 29 part time staff. The current parking provision is for 20 cars, 2 disabled spaces and 2 bays for Kingswood Catering. The existing car park is fully used by staff. The catering company – Kingswood also need to have access to the kitchen with their catering vans as they cook for school as well as St. Andrew’s. They use two parking bays near to the kitchen within the staff car park.
- The proposal is to provide 45 parking bays which will allow sufficient parking for additional staff members, visitors and service providers.

**Cycle Provision**
- A new cycle provision for 20 bikes will be provided near the school building entrance with room for future expansion. This will replace the current bike shed as this will need to be removed to build the extension.
- No cycle lane or secured bicycle access are currently needed to access the school.
Safety and Crime
- The boundary fence on the west side is treated with anti-climb paint treatments. This fence will not be affected by the extension. Current external lighting on the playground and CCTV will need to be repositioned. The current internal playground fence will need to be removed for the extension and then replaced. Access control and security have been taken into consideration within the proposed design.
- The existing boundary will be retained. A new secure fence will be provided to replace the current playground fence within the boundary. Secure gates will be provided for access into the playground and the school.

Public Consultation
- A consultation exercise was undertaken with Northamptonshire County Council at the school with pupils, staff, parents and local residents and was held at the school on 6th November 2012. The consultation was attended by 34 individuals.
  Parents: 6
  Local Residents: 18
  Parish Councilors: 3
  Staff: 7
- 14 responses received from local residents, parents, teachers and pupils. (See Appendices 1, 2, 3, 4).
- The overall response expressed concern about the parking and traffic congestion and these comments will be taken into account in the planning submission proposals.

Outline of Public Consultation Responses:
- The new building will be beneficial for pupils and staff and not much of the playground and field has been sacrificed for the extension to improve the existing school.
- Concerns about driveways in Millbank being blocked.
- Concerns about emergency vehicle access to Millbank when parents double park and park on either side of the road at the top of Millbank.
- Concerns about parking on pavements which means that the pavement cannot be used to walk on.
- Proposal that a single yellow line could be put on one or both sides at the top of Millbank with restricted weekday parking (between 8:00 and 16:00).
- Proposal that the school has an additional access point from Three Mile Walk.
### St Andrew’s CEVA Primary School Travel Plan proposals

**Objective 1:** To reduce the congestion in the proximity of the school gates at the beginning and end of the school day.

**Target 1:** To increase numbers of children walking from 30% to 50% by September 2014

<table>
<thead>
<tr>
<th>Actions</th>
<th>Resp.</th>
<th>Timescale</th>
<th>Success Criteria</th>
<th>Monitoring Evaluation</th>
<th>Timescale</th>
<th>Resp.</th>
<th>Funding provider</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. To encourage parents and children to use underpass by gaining permission from Borough Council for children from St Andrew’s to put graffiti art on walls of underpass alongside local graffiti artist</td>
<td>Art Leaders LDT</td>
<td>May 2013</td>
<td>Children want to use underpass as it is a nicer environment and can see their art.</td>
<td>HT/FSW</td>
<td>Autumn 2013</td>
<td>HT</td>
<td>School</td>
</tr>
<tr>
<td>2. To encourage children to use a variety of entrances to ease traffic to school by opening pedestrian gate next to vehicular access gate, and open gate from Three Mile Walk.</td>
<td>Class Teachers LDT</td>
<td>September 2014</td>
<td>Children using variety of entrances and more are walking as a result of improved access from different directions.</td>
<td>FSW/ LM/ LDT</td>
<td>Summer 2014</td>
<td>LDT</td>
<td>N/A</td>
</tr>
<tr>
<td>3. At least two walking buses organised to pick up children from bus stop points from Bellinge Shops and top of Ecton Brook Road.</td>
<td>SBM H, S &amp; P Ctee</td>
<td>Summer 2013</td>
<td>Parents volunteer to organise walking buses.</td>
<td>SBM/HT</td>
<td></td>
<td>SBM</td>
<td>SBM</td>
</tr>
<tr>
<td>4. To liaise with local shop to sponsor high visibility tabards for walking buses.</td>
<td>HT &amp; H, S &amp; P Ctee, Admin staff</td>
<td>February 2013</td>
<td>Increase number of pupils walking to school.</td>
<td>Quick class &amp; parents questionnaires</td>
<td>Each term update register</td>
<td>HT &amp; H, S &amp; P Ctee, Admin staff</td>
<td>Local Businesses sponsorship</td>
</tr>
<tr>
<td>5. To reward children who have a the most ‘walks to school’ in a half –term, eg. With a swimming voucher Class certificates in Good Works Assembly for best walking class of the week.</td>
<td>HT &amp; Class teachers</td>
<td>April 2013</td>
<td>Increase numbers of pupils walking to school.</td>
<td>Parents Governor to monitor reward scheme</td>
<td>Every half-term</td>
<td>SM</td>
<td>Local Businesses donate ‘prizes’.</td>
</tr>
<tr>
<td>6. To expand current car park to accommodate all staff and visitor parking</td>
<td>SBM H, S &amp; P Ctee,</td>
<td>Sept 2014</td>
<td>No staff or visitors parking on road outside school.</td>
<td>SBM/HT</td>
<td>May to Oct annually</td>
<td>HT &amp; SM</td>
<td>LA</td>
</tr>
<tr>
<td>Actions</td>
<td>Resp</td>
<td>Timescale</td>
<td>Success Criteria</td>
<td>Monitoring &amp; Evaluation</td>
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<td>Funding</td>
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<tr>
<td>1 To engage JRSO’s (Junior Road Safety Officers) in monitoring the parking of traffic at the beginning and end of the day. Warning letters issued to those who park unsafely/illegally.</td>
<td>LM, JRSo’s</td>
<td>April 2013</td>
<td>Parking is safer and does not upset local residents or compromise safety of pupils.</td>
<td>Assessment of pupils</td>
<td>Annually</td>
<td>HT PSHE Leader</td>
<td>N/A</td>
</tr>
<tr>
<td>2 To continue Bikeability Cycle Training for all children in Years 5 &amp; 6</td>
<td>HT</td>
<td>June 2013</td>
<td>For at least 15 pupils in Year 6 to have completed Level 1 Bikeability training</td>
<td>Record in school of children achieving award.</td>
<td>Annually by</td>
<td>HT PSHE Leader</td>
<td>LA where possible</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>For at least 15 pupils in Year 5 to have completed Year 5 cycle training</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 To continue to educate children about Road Safety during local visits.</td>
<td>All staff</td>
<td>May 2013</td>
<td>For all children to be able to cross the road safely and be able to identify hazards. For DSP children to be able to identify safe and unsafe places to cross.</td>
<td>Assessment of pupils</td>
<td>On-going</td>
<td>CTs</td>
<td>N/A</td>
</tr>
<tr>
<td>4 To engage in National events may/Oct Walk to School week</td>
<td>HT &amp; all staff</td>
<td>May/Oct annually</td>
<td>More children than last year walking to school Promote ‘Safe Kids Walking’ website.</td>
<td>Compare maths bar charts from each class with last years Pupils aware of issues associated with walking to school.</td>
<td>May to Oct annually</td>
<td>HT &amp; SM</td>
<td>N/A</td>
</tr>
</tbody>
</table>
CONSULTATION

- Consultation meeting held at school on 6\textsuperscript{th} November 2012
- Pupil Survey November 2012
- Staff Survey November 2012
- Parents through questionnaires and consultation evening in November 2012
- Governors through Health & Safety Committee starting November 2012
- Ongoing Newsletters to parents (at least termly)
- Visitor Survey December 2012
- Local Residents comments (from consultation meeting 6\textsuperscript{th} November 2012)
- Meetings with LA November 2012

MONITORING AND REVIEW

The next survey will be carried out November 2013. This will be under the direction of the Head teacher.

The school travel plan will be reviewed annually in December starting 2013 under the direction of the Head teacher.

The school travel plan will consider pupil travel needs arising from new developments in education and transport provision as well as the building or environmental developments locally. It will be revised as necessary to take account of these.

- Through Health, Safety & Premises Committee who have responsibility for Health and Safety – Annual agenda item with feedback from Head teacher
- Curriculum development monitored by PSHE Governor through review meetings with Leader
- Curriculum plans and teaching by PSHE Leader and Headteacher
- Resources by Governors on Curriculum Committee
- Through Headteacher's termly report to Governors

Review and Update
- Undertaken at least annually in line with school improvement planning process
- Following evaluation of impact/identification of further needs or in response to relevant changes

Signed by:

Head Teacher ............................... St. Andrew's CEVA Primary School

Chair of Governors ............................ St. Andrew's CEVA Primary School