

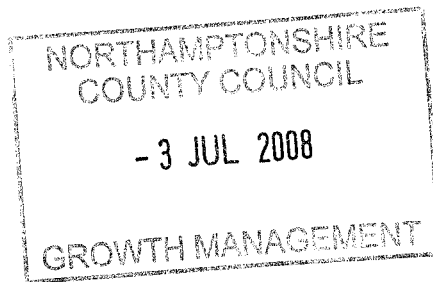
Campion SCHOOL



24.03.08

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PLANNING SUPPORT STATEMENT FOR WIDENING THE SECOND EXIT AND FOR EXTRA CAR PARKING TO THE REAR OF SCHOOL AND ADJACENT TO EXISTING CAR PARKS AT:

**CAMPION SCHOOL
KISLINGBURY ROAD
BUGBROOKE
NORTHAMPTON
NN7 3QG**

Increases in staff working on site as a result of educational workforce reform, increases in sixth form student numbers living outside our catchment area with no public support transport, and the need to provide 18 coach parking bays at the end of the school day on one of our car parks have all exerted pressure on our existing parking provision and car movement on site. Added to which the new All Weather Pitch at Campion School that was completed in 2004 and has proved very popular with Community use which requires easy access and additional car parking facilities.

At present there is only one lane dedicated to exiting vehicles at the start and end of the school day and there are only 148 available car parking spaces for 211 members of staff and 1498 students of which 298 are sixth formers (over the age of 17). In addition there are numerous visitors arriving by car on site each day. These figures are taken from our curriculum analysis form submitted to the local authority in 2007. The details are presented below.

Although staff and sixth form students both practise car sharing and many living within 1.5 miles walk to work to reduce congestion on site there are still too few marked bays to accommodate safe parking. Emergency access to our playing fields is often restricted with Health and Safety implications.

When school functions are arranged many vehicles have to park on the main Bugbrooke to Kislingbury road near the entrance.

The County, Parish and South Northants Councils appreciate that there have previously been issues over congestion at the front of school and parking in nearby village streets. Complaints have been received from County Councillors, residents, and the emergency services, about the car parking. This had been addressed lately but without further provision with additional pressure on our existing site the situation is highly likely to re occur.

A recent Ofsted school inspection highlighted the Health and Safety issues that the lack of parking causes in our rurally sited school without service bus route support when all the home school contract coaches experience difficulty entering the site due to parked vehicles spilling over into the dedicated bus area.

The Present Staffing Situation on site

Number of teaching staff		120
Number of teaching staff	FTE	99
(of which number of teaching staff / full time		86)
(of which number of teaching staff / part time		34)
Number of non teaching staff		91
Number of non teaching staff	FTE	66
(of which number of other daily staff / full time		30)
(of which number of other daily staff / part time		61)
Number of students		1498
Of which number under 17		1200
Of which number over 17 / sixth form students		298
Existing car parking marked bays/including visitors		142
Existing disabled car parking bays		6

1) Implication of development on neighbouring properties.

There are no anticipated implications of the development other than that there will be far fewer student cars parked in the nearby village streets during the daytime.

There are no anticipated noise or air pollution impacts as the car park is situated over 150 metres from the western boundary which is adjacent to the local housing and already shielded by a recent planting scheme that was approved by planning in 2005. Access to the car park will be via the main Kislingbury Road entrance and existing car parks. Local village streets will not be used for access to the proposed car park. The widened exit will open onto the Kislingbury Road.

2) Historic background to planning application.

The original planning application for an All Weather Pitch and Swimming Pool that was submitted and approved in 1993 indicated an area for 70 additional car parking spaces. This car parking area was not constructed initially and only partially addressed in 2004/5. This application addresses that omission in the 1993 and 2003 planning application. There has been no previous planning application for the widening of the entrance.

3) Adjustments to the existing site including buildings, trees, and hedges.

No adjustments to the surrounding site are necessary for the future development. There are no buildings, or hedges on the development site other than one metre to the west of the proposed widened vehicle entrance. It will only be necessary to remove some 150mm of topsoil from the car park area to accommodate the sub base of the car park. Some of this will be used to level our existing field. The northern boundary of the car park extension will be at least 8 metres from the recently planted existing trees and it has been designed to cause no problem to future root growth.

4) Access to the Car Park.

The access to the new car parking area will be via the existing main school entrance, the 5 mph. speed restricted tarmac surfaced road and the existing southern car park. Exiting the car park will be via the new widened exit.

Detailed Parking arrangements.

The proposed detailed parking bays are shown on the enclosed 1:200 scaled Plan. The development allows for an extra **16 marked parking bays including 1 disabled bay.**

Detailed widening of the existing exit

The proposed widening will be from 4.5 metres to a revised width of 5.75 metres. A vision splay will form part of the new exit at the point where it joins the main road. A separate pedestrian entrance will be to the west and it will be divided from the vehicular exit by an appropriate barrier.

David Gilbert

12/06/2008

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EXTRACT FROM
CAMPION'S TRAVEL PLAN

Campion STP
CCK March 2006

4. Objectives

Consideration of the original need for a school travel plan coupled with highly supportive evidence from the consultation processes has focused the school's intentions to achieve the following objectives.

NORTHAMPTONSHIRE
COUNTY COUNCIL
- 3 JUL 2008
GROWTH MANAGEMENT

Reduce the number of cars

There seems to be little opportunity or scope to reduce the volume of "car" traffic in use for transporting students to and from school. Indeed projected figures for the future suggest an increase due to the growing intake of students from outside the catchment area and the increasing popularity of Campion as a school.

However we do intend to continue to encourage students to share lifts, walk or bike if possible, and to make use of our own contracted bus services. Only this year (from Sept. 2006) we assessed the increased intake from the Duston area and found it necessary to offer a service from there to reduce the number of cars. This service, of course, was offered in addition to the two Hunsbury buses. The uptake of students using the Duston service has been encouraging and totals approximately 20 students per day on average.



Improve the exit near the tennis court



PROPOSAL

The opening of this exit, since Sept. 2005, has proven to be an extremely positive move in making the drop off of students a safer process. It was a necessary change in the previous system which was fast becoming unmanageable and dangerous for students. The OFSTED inspection, of the year before, had made a specific point of mentioning the risks involved in their report. We now have the problem of regular congestion at the exit. A loop of traffic wishing to enter at one place and exit at the other, just 30 metres down the road, frequently creates a log jam of almost immovable vehicles. An alleviation of this problem would be to widen the exit to a two-lane one which would allow exit cars to move off in either direction.

The widening of the exit could integrate a new walkway entrance for students which could also be separated from departing traffic via the installation of new barriers. This would also reduce the risk of students negotiating their way, along the pavement, through these cars. Visibility for departing traffic would also be greatly improved.

Campion STP
CCK March 2006

Widen the entrance to the drop-off area

At present the school has a relatively small but very inconvenient and interruptive "island" projection which acts as a bottleneck narrowing of the entrance to the drop-off area. This often contributes to a queue of traffic trying to enter the main gates and consequently requires careful monitoring, by duty staff, in order to ensure the safety of students crossing between cars. The aim would be to significantly reduce the projection to allow a free flow of traffic and a more manageable controlled crossing for incoming pedestrians. It may even require, and could include, some "barriered" redirection of the walkway through.

* Increase parking spaces, off road, outside the school perimeter *

This is certainly a consideration that the school will pursue. There is a significant element of danger for students leaving the premises and getting into waiting cars on the side of a busy road. Increasing the lay-by size would be of enormous benefit but will, ultimately, require the cooperation and, doubtless, financial assistance of the local council. The school will contact the relevant organizations, in this respect, and investigate the possibility of such assistance.

Any helpful advice, here, would also be very much appreciated.