ST. LUKE'S CE PRIMARY SCHOOL
CLASSROOM EXTENSION
Queens Park Road
HEYWOOD
OL10 4XB



DESIGN & ACCESS STATEMENT

HIGHWAYS, PROPERTY & STRATEGIC HOUSING

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1.00BACKGROUND / USE

1.01 Introduction

The proposed development is for the addition of a single storey, seven classroom extension to the right of the existing school building to bring the school's admission number up to 60 pupils per year (2FE).
On completion a new multi-use games' hardstanding playground area will be created at the rear right of the new extension, lined out for netball.

1.02 Existing School Buildings Provision Overview

The school is a single storey building. Historically, the first phase of the new St Luke's School was opened in 1970. Two classrooms accommodating the two oldest junior classes were then built. Then in 1981 the final phase of the new building was opened by HRH Princess Alexandra.

St Luke's CE Primary School is situated in Heywood and is a one form entry primary school. The school has taken additional classes in 2015, 2016 and 2017.

St Luke's now has ten classrooms (one converted in September 2015 and two added in 2016) opening on to shared space/resource areas, which includes a three infant classroom unit with extensive outdoor play areas, a multi-purpose hall (which provides for assemblies, dining, PE and games,) an open library, kitchen, administration and staff offices, toilets, store rooms and circulation spaces.

Nett Capacity

The 2017/18 Net Capacity is equal to the capacity based on the planned admission of 300.

Gross Site Area: 15,463m²
Net Site Area including float: 13,831m²

Gross External Area: 1,632m²
Gross Internal Area (net & non net): 1,527m²
Net Internal Area: 1,203m²

Age range 4 to 11 years
PAN 30 pupils (with additional 30 2015, 16 & 17)

The school is a single storey building. Historically, the first phase of the new St Luke's School was opened in 1970. Two classrooms accommodating the two oldest junior classes were then built. Then in 1981 the final phase of the new building was opened by HRH Princess Alexandra.

1.03 The Site

The surrounding area is residential with a mixture of terraced & semi-detached houses / bungalows to the north south & west of the school. There is a large open public space at the rear of the school that runs down to Miller's Brook. Immediately at the rear of the site is a small copse of windblown saplings in a boggy area of land.

The net site area is the usable (external) site area available to pupils for play. It is divided into the following categories: soft outdoor PE, hard outdoor PE, soft informal & social area, hard informal & social area and habitat. St. Luke's CE Primary School has the following external spaces available:

Net Site Areas

1.	Soft Outdoor PE	5,505m²
2.	Hard Outdoor PE	482m²
3.	Soft Informal & Social Area	1,729m²
4.	Hard Informal & Social Area	1,886m²
5.	Habitat	2,738m²
Total		12,340m²

For combined hard outdoor PE and hard informal & social areas it is recommended that a 2FE primary school has 1,650m² and if these proposals are implemented then the combined hard play areas would increase to around 2,600m². The school however, does put a premium on hard play areas.

The non-net site areas, the areas that are not available for play, i.e. the buildings, car parks, circulation paths, bin stores, etc. is: 3,123m²

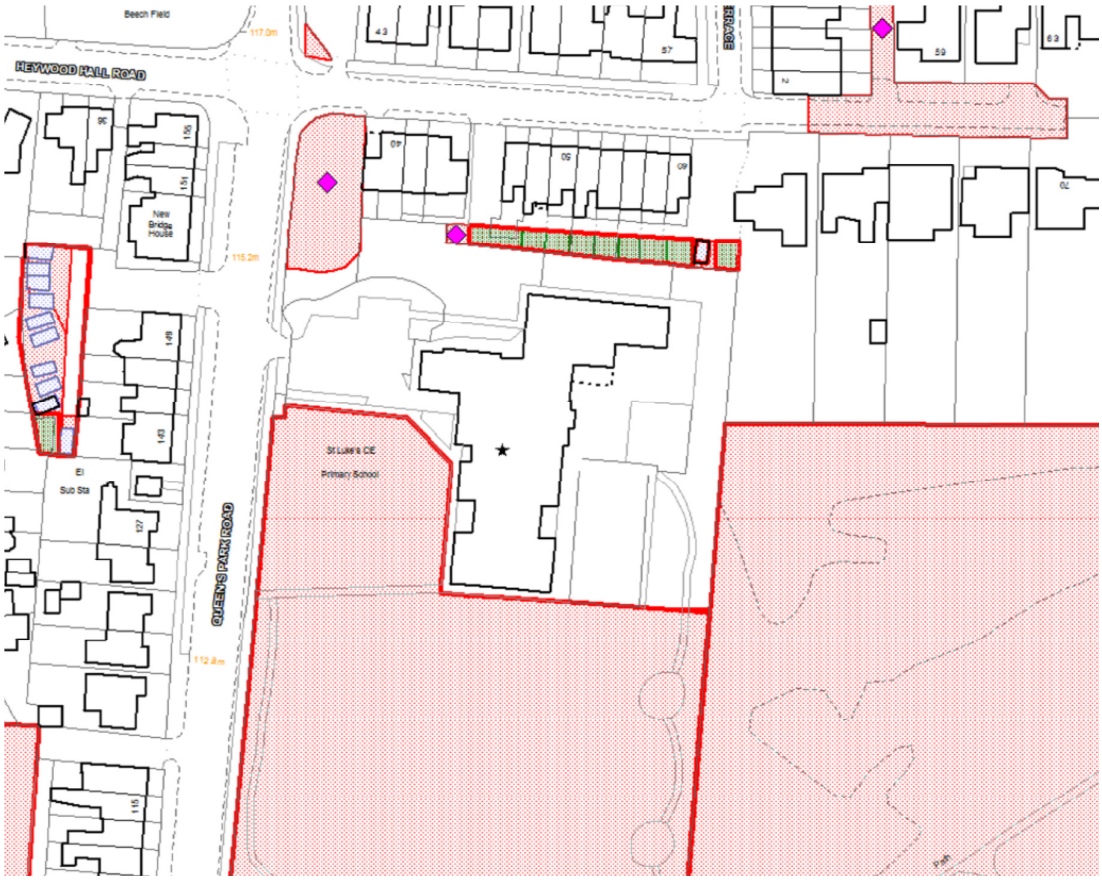
The total site area is: 15,463m²

1.04 Land Ownership

The school is owned by the Church of England Diocese, which includes the school building, hard play areas and adjacent small grassed area on the left hand side of the school (next to Queens Park Road). There are restrictive covenants to and John Street, but none directly related to the school area.

Rochdale Borough Council owns the large playing field to the right of the school and the area directly in front of the right of the school and a small plot at the front left of the site at the junction of Queen's Park Road and Heywood Hall Road. All these areas are within the curtilage of St. Luke's and are for school use.

In addition to this the Council owns a large area to the rear of the school site.

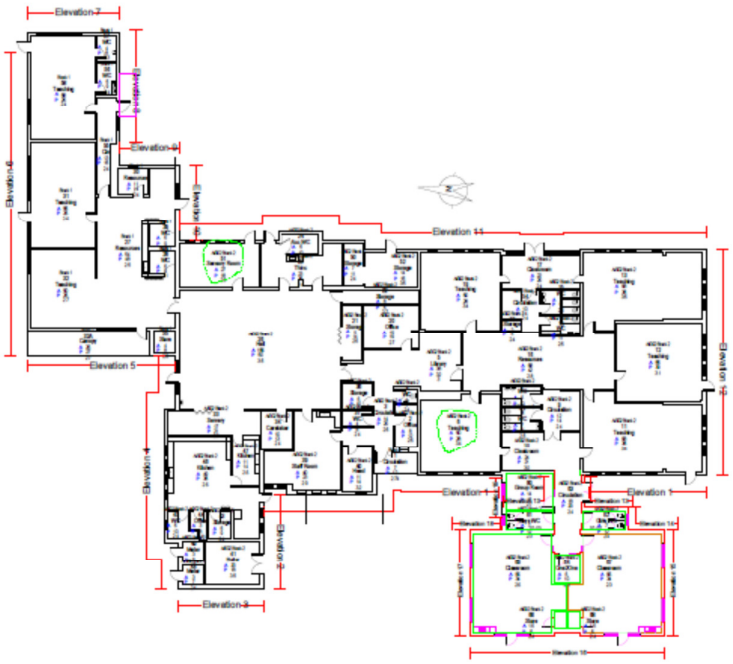


1.05 Existing Site Plan with Uses



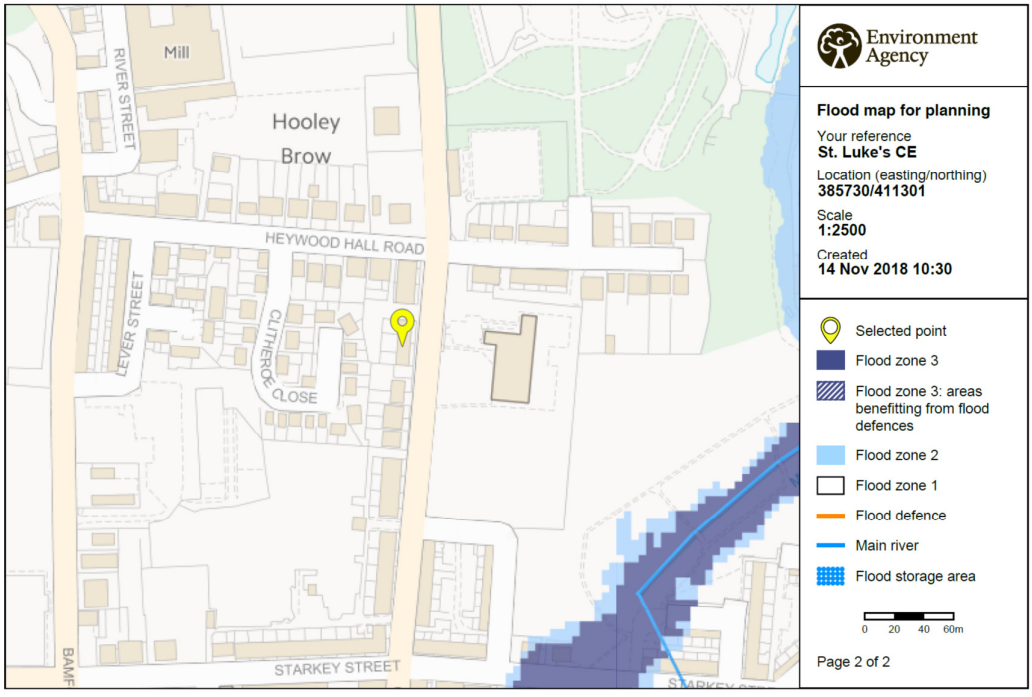
The proposed classroom extension site is to the south of the existing school building and currently used as a soft outdoor PE play area, however this area is extremely wet and boggy and cannot be used by the school.

1.06 Existing Building Plan with Uses



1.07 Flood Mapping

The Environment Agency's Flood Map below shows that the site is not in flood zones 2 or 3.



2.00 Proposed development

The proposed classroom extension site is to the south (right) of the existing school building on an area nominally designated as a soft outdoor PE play area. This area is however poorly drained and for all, but the very driest of summers is unsuitable for sports use by the school.

The proposed extension is 37m from the west boundary along Queens Park Road and 58m from the residential properties on the other side of Queens Park Road. The proposed extension is 57m from the south boundary along Shadwell Street West and 65m from the gables of the residential properties on Shadwell Street West. The proposed extension and the school generally is partially screened by trees around the edge of the school site just inside the existing green 2.4m high wire mesh fence.

The classroom extension includes 7 classrooms, a site manager's room and three one to one intervention rooms all on the same level as the existing school. Where the new extension adjoins the existing school building, two existing classrooms will be altered to provide a connecting corridor, Boys & Girls toilets and a new library.





The extension will be connected to the existing foul and surface water drainage, gas, electricity, water, telephone, IT, fire and security alarm installations. An additional boiler will be installed in the existing plant room to provide heating and hot water to the new extension. Additional electricity distribution boards will be installed in the new extension for the lighting and small power.

The proposals include minor alterations an existing classroom to create a studio space and alterations to increase the size of the staff room to meet the BB103 Guidance for a two from entry primary school.

These existing trees around the boundary of the site ae to be retained.

2.01 The proposals

The form and materials of the new extension have been considered for the context of its surroundings. The current building is a single storey loadbearing brick cavity structure, built off concrete strip foundations, beneath mainly pitched sloping built-up felt roofs. The new extension will be a reiteration of this using the same materials and finishes and fenestration as the existing building and the extension at the front of the school that was completed in 2015.

Existing Materials of 2015 Extension

Walls

Facing Brickwork - Kirton Brown Rustic Brick
Soldier Courses: Blue Grey Engineering Brick
Rendered Panels - K Render: Pale Grey RAL 7035

Windows and Doors

Powder coated double glazed aluminium frame: Slate Grey RAL 7015

Roof
FireSmart Built-up Felt Roofing Membrane: Blue/Grey Mineral Cap Sheet
Powder coated soffits and fascias: Slate Grey RAL 7015

Proposed Materials
Walls - Facing brickwork to match the recent extension in colour and texture:
Facing Brickwork - Kirton Brown Rustic Brick
Soldier Courses: Blue Grey Engineering Brick
Rendered Panels - K Render: Pale Grey RAL 7035

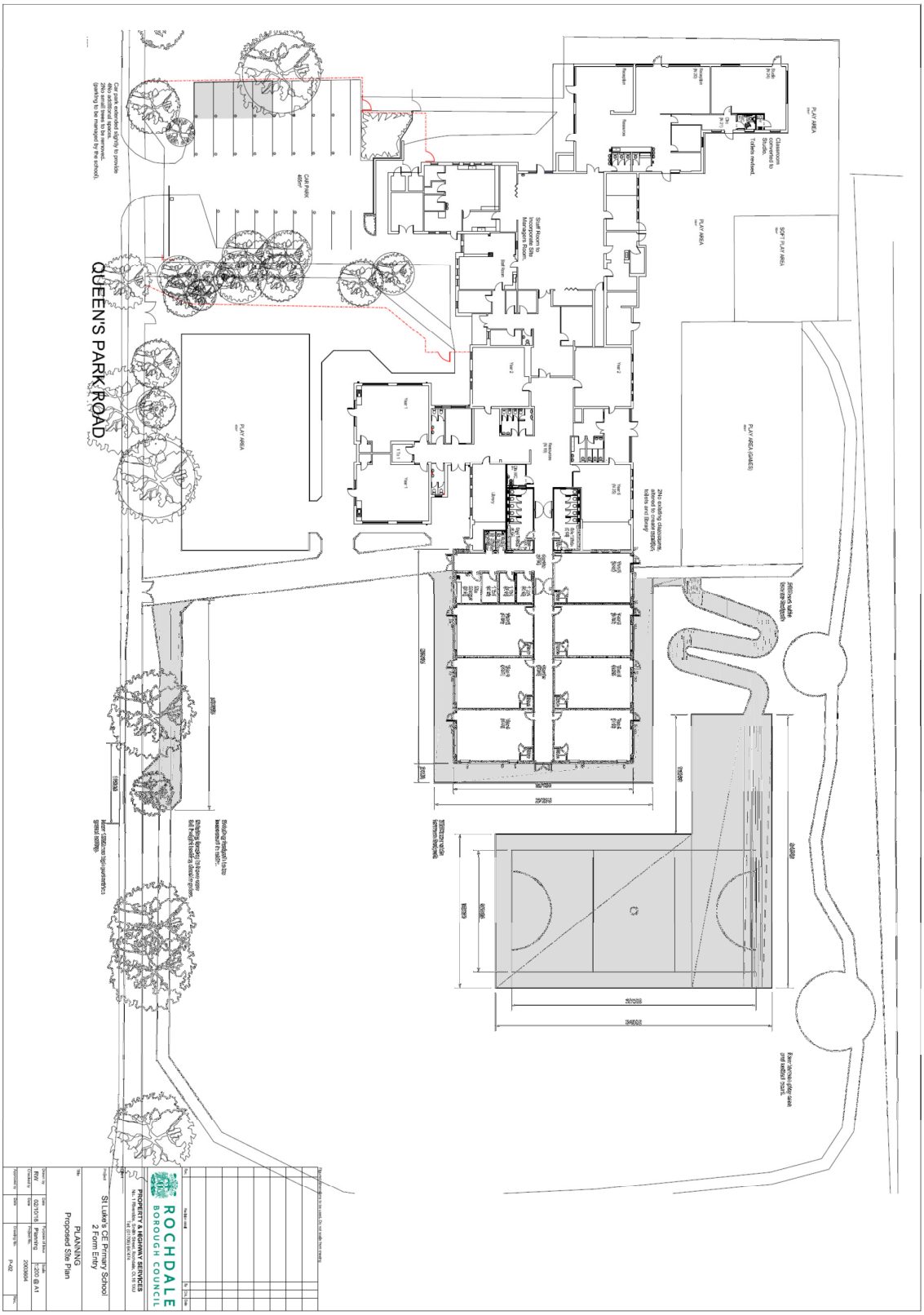
Windows and Doors - To match the recent extension in colour and texture:
Powder coated double glazed aluminium frame: Slate Grey RAL 7015

Roof - To match the recent extension in colour and texture:
FireSmart Built-up Felt Roofing Membrane: Blue/Grey Mineral Cap Sheet
Powder coated soffits and fascias: Slate Grey RAL 7015

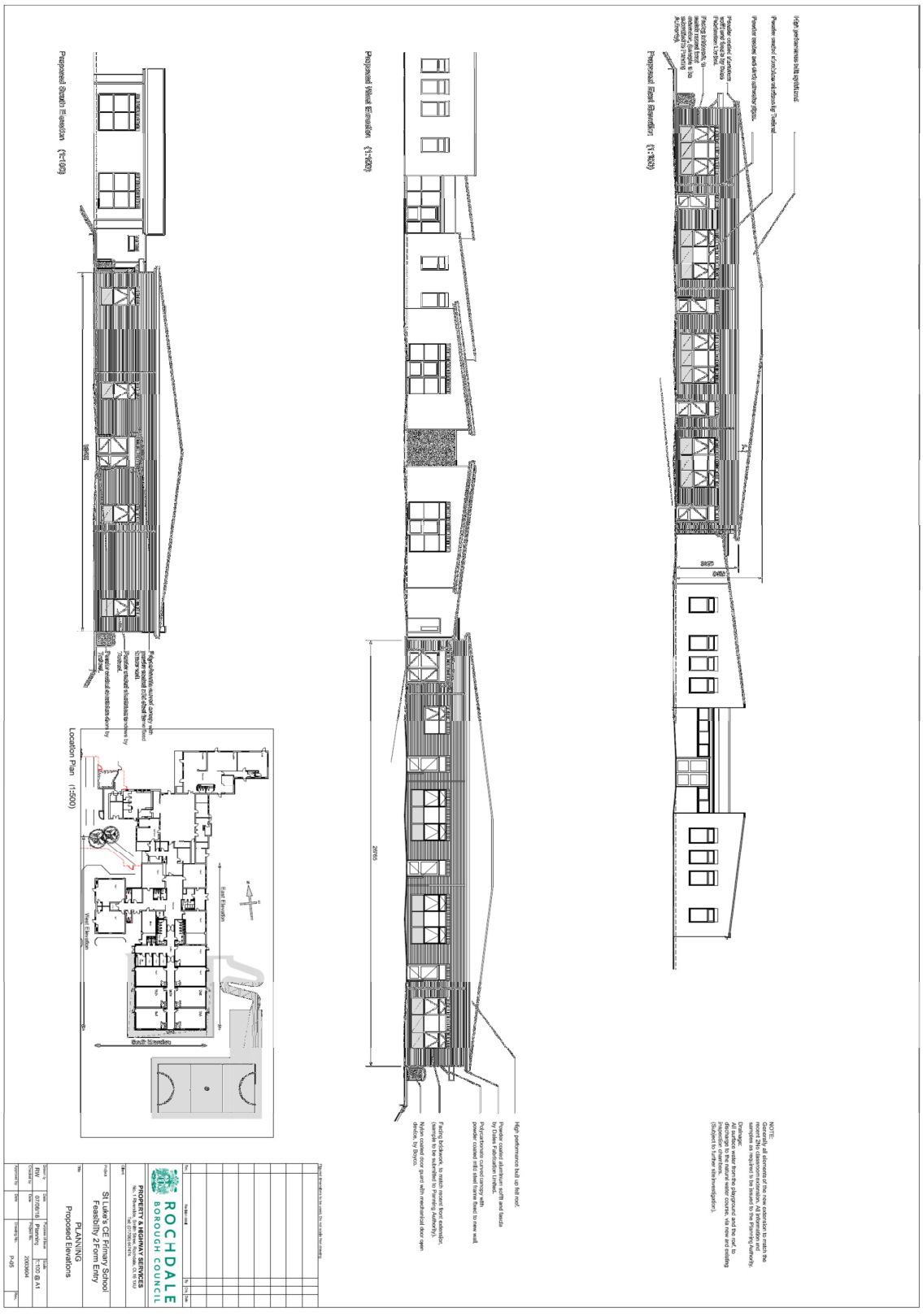
2.02 Existing Building Elevations



2.03 Proposed Plan of Extension


QUEEN'S PARK ROAD
PLAY AREA
PLAY AREA (GAMES)
SOFT PLAY AREA
CAR PARK
Staff Room to be Headteacher's Room
Classroom converted to Studio, Toilets revised.
2No existing classrooms altered to create assembly, halls and library
Additional space beneath
Existing tarmac to be removed and replaced with grass seeding.
Existing bollard to be removed from path.
Existing fencing to be removed and replaced with new railings
Existing wall to be removed
Existing wall to be removed
Existing wall to be removed

2.04 Proposed Building Elevations



2.05 AREAS

GROSS SITE AREA –	15,463m²
EXISTING SCHOOL GROSS EXT. FLOOR AREA	1,632m²
EXISTING SCHOOL GROSS INT. FLOOR AREA	1,527m²
PROPOSED EXTENSION GROSS INT. FLOOR AREA	566m²
PROPOSED TOTAL BUILDING GROSS INT. FLOOR AREA	**2,093m²**
PROPOSED NEW MUGA PLAY AREA	714.0m²

3.00 Access

The main vehicle, pedestrian & cycle accesses to the school site are from Queens Park Road and will remain unaltered. To comply with the school's security strategy all gates into the school site are kept locked during the school day and unlocked only at specific times for access and egress at the beginning and end of the school day.

Existing pedestrian routes within the site have external lights attached to the building at doors and along access routes.

It is proposed to create another gate in the Queens Park Road boundary fence for pupils and parent dropping off in the morning and picking up in the afternoon. This will reduce the congestion at the current single gate and divide the pupils and parents going south towards Heywood town centre from those crossing the road or going north towards Queens Park car park.

The proposed new extension is designed to have level access with the existing school ground floor to avoid the need for steps, stairs or a lift. This will reduce problems managing fire evacuation of disabled persons, maintenance and repair of lifts and avoiding the need of DDA refuge areas.

The new entrance and exit doors to the extension will be level access. All the new entrance doors will have a door entry system with fail-safe emergency exit function in the case of a valid fire alarm activation.

There are three disabled person's WCs provided within the new proposed school layout meeting DDA requirements. Door and corridor widths have been designed to allow disabled circulation around the extension.

4.0 Transport Statement

Background

St Luke's CE Primary School is situated on Queens Park Road, on a major road route that allows residents of NW Rochdale to gain access to the M60 at Heywood. A second parallel road, Bamford Road also runs near to school, approximately 400m away.

The school currently has 300 children, from 4 years to 11 years of age. When the classroom extension is completed the number of classrooms will rise to 10 and the capacity of the school will increase to 420 children.

All Key Stage 1 and Year 3 pupils (ages 4 to 7 year olds) are accompanied by adults into the school grounds, regardless of means of travel to school, and are collected by adults at the end of the school day. Children in Years 4 to 6 (8 to 11 years old) can make independent journeys to and from school.

Opening, Closing and Peak Transport Periods

The site opens at 7:00am and is closed at 6:00pm.

The existing morning peak period is: 8:25am – 9:10am
The existing afternoon peak period is: 3:25pm – 3:50pm

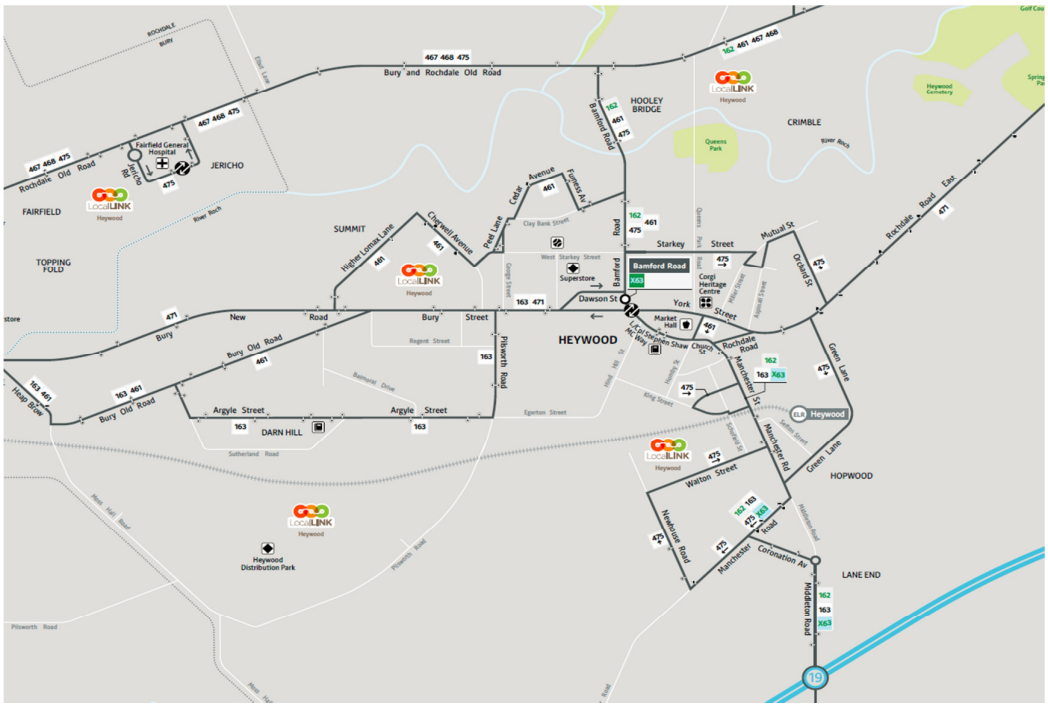
The peak periods will not change post development, but there is likely to be an increase in traffic of between 30 to 40%.

4.01 Public Transport

Buses

There are no buses that pass directly by St. Luke's CE Primary School. There are nine bus routes that either pass through Heywood town centre or along Bury and Rochdale Old Road at the north end of Queens Park Road, travelling to various locations including Rochdale, Middleton, Bury and beyond to Bolton and Manchester.

X63 Heywood – Middleton - Manchester
162 Norden – Bamford – Heywood – Middleton – Blackley – Collyhurst - Man
163 Bury – Darn Hill - Heywood – Middleton – Blackley – Collyhurst - Manchester
442 Rochdale – Bury Road – Bamford - Norden
461 Bury – Summit –Heywood –Bamford - Norden
467 Rochdale - Daniel Fold - Bamford - Bury
468 Rochdale – Greave – Bamford – Jericho – Bury - Tottington
471 Rochdale – Sudden – Heywood - Bury – Breightmet - Bolton
475 Heywood – Hopwood – Fairfield - Bury



Trains

Heywood is poorly served by the local railway infrastructure. The nearest train station is 3.1 miles away in Castleton and Rochdale train station is 3.5 miles away. The tram is available at Bury Interchange which is 4.0 miles away or Rochdale Tram Station which is 3.3 miles away.

4.02 Parking Provision

The Greater Manchester Parking Standards and Unitary Development Plan recommend a maximum of 1.5 parking spaces per classroom. St Lukes currently has 16 parking spaces available, so exceeds this maximum standard. However, with 44 staff (including teachers and auxiliary) the staff are already having to double park and have requested that additional parking is considered if the school is extended.

The casualty reduction team have advised that on street parking is a real issue at this location, especially due to its frontage being on a strategic route. They have asked if the school car park could be extended to improve the situation.

The available space to extend the car park is restricted as the area to the left of the car has been designated as a memorial garden. To the right of the car park is a line of semi mature trees, fencing and a new playground that is at a lower level than the main car park. There are however, two small areas adjacent to the existing car park that could allow extension of the car park and create a few extra car parking spaces.

The proposals include for increasing the number of on-site car parking spaces to 23 parking spaces, an increase of 9. This is again in excess of the Greater

Manchester Parking Standards that indicates a maximum of 21 car parking spaces for a 14 classroom primary school.

Greater Manchester Parking Standards – D1 Schools Extract

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
D1- Non-residential institutions					
Schools	1.5 spaces per classroom	Up to 200 Bays – 3 bays or 6% of the total capacity whichever is the greater Over 200 Bays – 4 bays plus 4% of total capacity	1 per 10 full time equivalent staff + 1 per 10 pupils	1 per 40 full time equivalent staff – minimum of 2 spaces	**Car Parking** – The provision of adequate drop off facilities for parents would also need to be considered as an operational requirement of any development **Car Parking** – Standard equates to 1 per full time member of staff with limited provision for visitors. **Car Parking** – Applications supported by Travel Plans. Separate consideration would be required for any parking related to residential facilities.

4.03 Network of Adopted Footways / Cycle Ways

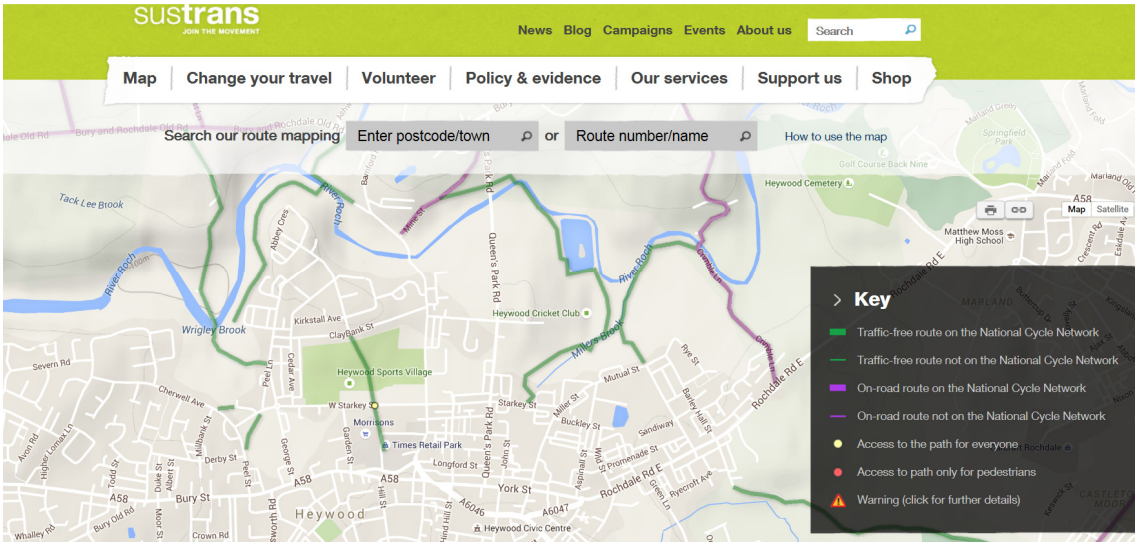
The majority of roads around the school are adopted and have paved footpaths alongside them that have smooth and even surfaces, suitable for use by the elderly, wheelchair users and visitors with prams / buggies.

There is a manned school crossing point with barriers across Queens Park Road at the morning and afternoon peak periods. The school crossing patrol operates from 8:25am to 9:10am in the morning and in the afternoon from 3:25pm to 3:50pm.

There are cycle routes in the vicinity of St. Luke's Primary School that whilst not linking directly to the school site, do link to Starkey Street which joins Queens Park Road. The cycle routes locally are shown on the plan below.

There are 16 nr. cycle spaces on racking adjacent to the main school entrance. Currently, no staff or pupils travel to school on a bicycle.

The local traffic free on and off road cycle routes are shown on the map below.



4.04 Current Travel Patterns & Objectives

A travel plan for the school was prepared in 2007 and included in this planning application. The school intend to update the travel plan in the near future. The school's latest assessment of the travel arrangements for the pupils and staff is that 70% travel daily by car and 30% walk.

The school's transport and travel objectives are:

- To contribute to the pupil's health & personal development by encouraging walking and cycling to school.
- To reduce traffic danger, pollution and congestion outside school.
- To ensure that parents, school neighbours and children know about the aims and objectives of the travel plan.
- To empower children to be able to walk or cycle to school.
- To increase the number of pupils who cycle or walk to school.
- To include aspects in the school's curriculum to explain the benefits of travelling to school without using the car.

5.00 Policy Background

Rochdale Council adopted its Core Strategy on the 19th October 2016. The following policies and saved UDP policies are relevant to the proposed new market and market hall development.

The new extension will adhere to and/or contribute to the following policies:

Core Strategy

SO1 - To deliver a more prosperous economy

For Rochdale to achieve a more sustainable borough with a better quality of life for residents there will be support in the provision of educational facilities to improve skills. Through better access to health facilities and services, education, community and cultural facilities and open space will provide improvements in the general health and quality of people's lives.

P2 - Protecting and enhancing character, landscape and heritage

Enhancing and protecting the borough's unique character can lead to improvements in quality of life and can also help to boost the visitor economy and inward investment. We will protect and enhance the borough's character, the distinctiveness of its town centres, housing areas and countryside, and the qualities of its landscapes, utilising the considerable potential of these assets in development and regeneration schemes.

P3 - Improving design of new development

Good design will improve the image and attractiveness of the borough as a place to live, work and visit, and can also improve health, safety and the environment and

reduce long-term costs. We will require all new developments, including associated landscaping, regardless of location in the borough, to adhere to high standards of design.

C7 - Delivering education facilities

Providing good quality primary and secondary educational facilities.

SO3 - To improve design, image and quality of place

1. Raising design quality and promoting sustainable developments.

SO4 - To promote a greener environment

Ensuring in particular that development is energy efficient and contributes to carbon reduction;

DM1 - General development requirements

All development proposals, including changes of use of land and buildings, extensions and alterations, will be expected to demonstrate that they:

a. Are of high quality design and take the opportunity to enhance the quality of the area;

b. Are compatible with surrounding land uses, both in terms of its impact upon those uses and the impact of the surrounding land uses upon the amenities of future residents / users;

c. Do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy;

d. Do not impact on amenity due to noise, air, dust, light and odour pollution, traffic generation or inadequate access;

e. Provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location;

f. Do not have an adverse impact on health, through its impact or the effect of existing problems e.g. land contamination, or poor air quality;

g. Provide, or demonstrate the availability of, the service and community infrastructure necessary to meet local needs e.g. local shops, community, leisure and sport facilities and provision of open space;