

BMDC
Corporate Services
Built Environment
Architectural Services Project Reference: 59724/A01

Proposed new Silsden Primary School @ Middlesway Meadows – Hawber Cote Lane, Silsden.

For

Education Client Services (ECS)



Design and Access Statement

Prepared by:

B Birring RIBA
Estates & Property
3rd Floor
Britannia House
Broadway
Bradford BD1 1HX

1.00 Introduction

Currently the teaching of pupils from nursery age through to the end of primary education in Silsden has been delivered through an infants – Hothfield Junior and Aire View Infant School. Both schools have had incremental expansions over the years to meet increased pupil number requirements. Currently both sites are running at close to full capacity.

Demographic uplift in population growth and expansion has meant that the Authority is unable to make provision for the additional delivery of education for increased pupil numbers at the two existing sites as they are land locked and unable to be developed further.

The Education Authority has taken the decision to provide a new facility which will bring the current fragmented delivery together in the form of a new 4FE (form entry) primary school that can accommodate for the existing and projected pupil intakes and deliver a more seamless, cohesive education for the pupils of Silsden.

2.00 Site Context

The site which is in complete ownership of BMDC is located at a peripheral location on the edge of Silsden town urban area. Its current usage is open pasture farmland. In terms of the principle designation, the site lies within an area allocated as safeguarded land in the Development plan, covered by policies K/HR5.35 & K/HR5.38. Whilst the principal use of land within the allocation is expected to be housing, a supporting use such as a school would, it is deemed, be appropriate, complementing the principal use.

We are aware that parties have sought pre-application advice with regards to a large housing development adjacent to and surrounding the wider area of safeguarded land to the north east of our site. In light of this, a comprehensive approach has been applied as far as is practicable in taking cognisance of the major proposed development of housing in order to integrate the new school into its context.

In order to promote a joint working relationship with the developers and purposefully develop a holistic design approach numerous meetings have been held over the past year. Unfortunately our projected time line for delivery of the school (opening September 2019) is at odds with those of the developer who appears not to have progressed as far with his programme. Nevertheless we have tried to integrate measures so that the design/layout may be adopted/linked in the future to account for new infrastructure road networks that come into serve the new housing development.

2.1

The current surrounding land use to the site is generally residential properties the ones in the immediacy are generally bungalows some dormer built of art stone and rendered areas with concrete pantile roofs. The most recent development of Banklands Lane comprises of linked 3 storey properties faced in split faced/stone and slate roofs to the NW/W and southerly directions to the south east corner of the site is located Drabble house Farm. The Farm house is typically 19th century vernacular coursed Yorkshire millstone with stone /slate roof. The out buildings are generally large agricultural sheds faced in corrugated industrial metal sheeting. Land to the north, east and south east is green belt designated as safeguarded land in the development plan and is the subject of a major housing development potentially a 1000 new homes we are led to understand.

The topography of the surrounding area is generally sloping from north to south. The site comprises of two agricultural fields is currently open pasture grazing land covered by short

to medium length grass and bisected by an east to west dry stone wall which originally formed the northern boundary of the lower field. A right of way exists along the length of this boundary.

The immediate topography of the site is generally sloping from the north down to the south with an approximate 20m fall across its length. A further sloping gradient from NE to SW of approximately 8-10m fall exists across the site. Approximately 50% of the western boundary to the upper part of the site is bounded by residential properties, together with 60% of the southern boundary.

The northern and western boundary is generally delineated with trees and part hedgerows. The remainder of the site is enclosed with low dry stone walling. There are a number of protected trees within and close to the site boundary and these will need to be considered carefully in any site layout. Access to the site is currently available from the north west via Hawber Cote Lane and from the south/west via Middleway. The site has a number of public footpaths either crossing or adjacent to the site and these will require very careful consideration in how they are dealt with.

There exists at the northern most extremity of the site a small barn structure built of stone with slate roof over used previously for storage purposes. This is currently in a dilapidated state and considered unsafe.

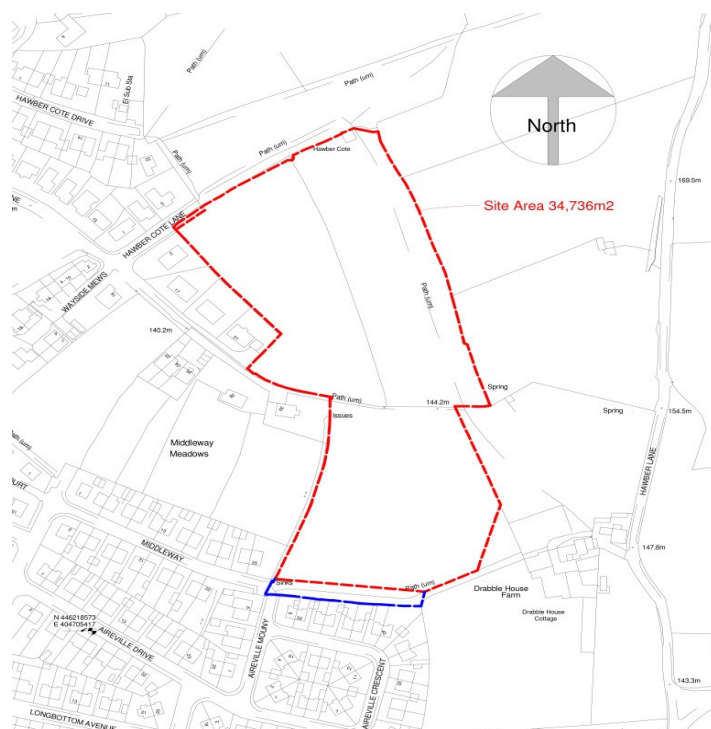
The site has major utilities (electricity) infrastructure running either over or underground across the site.

Numerous water courses are prevalent over and around the site. These will have to be suitably addressed as part of the drainage strategy for the site.

3.00 Planning History

A pre-planning application was submitted on the 19th May 2017 and the proposal was reported to the majors meeting on the 31st May 2017.

Reference No:
17/03160/PMJ



The Planning Application site

4.00 Proposed Development

The proposal is for the building of a new 3 FE enhanced facility and 1FE future expansion primary school including nursery provision with all associated playing fields. This would result in a 4 FE primary school for 840 pupils plus a 40 place nursery provision, 880 pupils in total.

4.1 Layout and Scale

The design and layout of the project has been carefully developed following numerous meetings and consultations with client and key stakeholders namely governors, teachers and parents of pupils together with members of the local community. This has been undertaken over a period of time to ensure that as many people as possible within the community could have an input into what will be a significant development for Silsden.

Following a comprehensive analysis of both site and its peripheral environs, a number of potential layouts were explored and presented for comment. The resultant preferred solution is the one that is indicated on the submitted drawings for approval.

Due to the large capacity of the school it was decided that a 2 storey solution would be appropriate as this would significantly reduce the impact of the footprint on the site.

Many pedagogical theories abound with regards to the best way pupils are taught. The design for the school is the result of close collaboration with representatives from Education, parents, the community combined with intensive, wide ranging research for school precedents.

The idea was to create a school where a non-hierarchical, democratic teaching ethos could be delivered, in different configurations i.e smaller communities whilst still being part of a whole. This idea following intensive site analysis has led to a 2 storey linear solution based around a central learning street. This central spine is aligned with the main entry point for both vehicles and pedestrians to the site. Its location was carefully considered and is a result of factoring orientation, for solar gain maximising natural daylight, aspects and prospects, minimising site works and existing site factors ie. Access points, special features. The general disposition of spaces follows the concept of served and serviced zones, and reinforces the linear progression of year group learning from nursery to reception and further progression through the year groups, culminating in year 6. The larger volumes are located to the north for ease of servicing. All the younger children have classrooms facing south opening directly onto the outside into a covered outdoor space.

Classrooms are generally organised along a light filled, double sided shared learning street/atrium whose high roof will allow for natural ventilation via the stack effect.

4.2 Urban Design

The design of the school has been carefully considered with regards to how it will sit within the wider context of the newly large proposed development to the north and east of the site. Due consideration has been given to future new access/egress routes such that new additional vehicular and pedestrian access points may be developed in the future to link and integrate the future housing expansion. The building is sited part way down the sloping site using the existing protected trees running north to south centrally at the top of the site to act as a foil for both the car parking and building. This enables the car parking not to dominate and visually directs the eyeline towards the school entrance. The 2 storey scale is generally in keeping with the domestic scale of its surroundings.

The massing of the building has been reduced by fragmenting accommodation elements into clusters and using shallow mono pitched roofs sloping from north to south following the natural gradient of the site. The material palette compliments the surrounding vicinity with the use of smooth, rustic stone work, rendered zones, timber and dark modulated standing seam ppc roofing.

The design is a considered response to the local vernacular be it a modern interpretation without being pastiche.

5.0 Highways – Access Strategy

Access and egress options to the site are currently limited to Hawber Cote Lane (NW corner of site) and Middleway (SW corner of site). Pre planning advice has highlighted the following; Hawber Cote Lane is an adopted highway and has frontage onto the development site, however, access from Bolton Road would either be via Dale View or Banklands, both have sub-standard junction arrangements with Bolton Road and improvement options here are limited. Further work is likely to be required before the intensification in use of these junctions can be supported. Middleway, which can be accessed by Clog Bridge/Howden Road from Bolton Road is adopted and could potentially provide access to the site. However, Middleway doesn't have a frontage onto the red line boundary currently and unless this was amended, access could not be gained from here. The junction of Clog Bridge/Bolton Road is already congested and therefore would have to be assessed as part of a full Transport Assessment Plan, in accordance with a scoping agreed with Highways.

5.01 Strategy

An options appraisal was carried out to ascertain the preferred solution with regards to vehicular access and egress to and from the site. Five options were considered:

- namely
- i) In and out from Hawber Cote Lane only
 - ii) In and out from Middleway only
 - iii) In and out from both Hawber Cote Lane and Middleway
 - iv) One way system – In from Hawber Cote Lane and out from Middleway
 - v) One way system – In from Middleway and out from Hawber Cote Lane

The pro's and con's of all options were considered and discussion took place with the Highways department to elicit their views. A public consultation exercise was also undertaken and the public's view gleaned to understand their concerns and preferred option for the site.

The resultant preferred option was number (iv) be it with a slight variation. In and partial out (for delivery and service vehicles only) from Hawber Cote Lane – and a general one way system with main vehicular exit from Middleway.

In order to assess the full impact of vehicular (aimsum) and pedestrian (Legion) movements in and around the vicinity of the site a comprehensive traffic impact assessment plan (TIA) has been undertaken to model movements all in accordance with a scoping agreed with Highways. The findings will be assessed and mitigation measures will be implemented in agreement with Highways to address these as necessary.

Other considerations namely parking and drop-off's have been duly addressed. There is provision for 100 staff parking, 15 visitor parking and 5 disabled spaces located in close vicinity to the school building.

The new road on the site will have a number of drop-off zones in place in order to allow parents to drop-off children closer to their year bases. This will also help to alleviate potential backing up issues during peak arrival and pick up times.

6.0 Landscape – Environment

There exists a number of protected trees within and close to the site boundary. A comprehensive arboricultural survey has been undertaken to support the submission. Our overarching wish is to preserve as many of the existing trees/landscape features. We have designed the layout and integrated the building on the site by paying due cognisance to the existing trees together with addressing many other conflicting issues. Unfortunately there are a number of trees which will need to be removed in order to enable the development namely trees identified as numbers T12, T13 (this is in order to provide a suitable vehicular access) .Further to this T22 will need to be removed in order to accommodate the building (also category B). If acceptable we would prefer to remove T20 & T21 in order to improve the levels in this area (these are both category C)

In order to mitigate for this loss, we proposed to plant additional tree species, landscaping features which will be an enhancement to the environment.

6.1 Public Rights of Way

A number of rights of ways exist across the site currently. Two branches of public footpaths No 44 (Silsden) cross the site and public footpath No 46 (Silsden) is adjacent to it.

School sites are vulnerable and security is taken very seriously. Safe guarding issues are paramount. In light of these issues, having looked at the current positions of the rights of way, we would wish to close the section of footpath running east-west directly dissecting the site. A legal diversion order to this effect will be enacted following further dialogue with the rights of way officer as to run in parallel with planning application.

7.0 Countryside

We have conducted ecological surveys – Habitat and botanical, results of which accompany this submission. Integrated landscaping details have been carefully considered to provide for biodiversity enhancement. These form part of the landscape design proposals for the site.

7.1 Lighting Design Strategy

Proposals for lighting around the site have been considered and accompany this submission.

8.0 Drainage Strategy

A SUD's strategy will be implemented as far as is practicable. Rainwater harvesting for use as a grey water system for the school is being considered. Together with potential ways to deal with retention and run off site.

9.0 Utilities

Electricity – 3No overhead cables (2No high powered 33 KV and 1No 11KV) currently cross the site. Following discussions with Northern Powergrid an agreement has been reached to remove 2No and re-direct underground in a position that doesn't hinder the development. The third o/h cable that is present will remain in its current location straddling the western

site boundary. A further high powered 33 KV underground cable is present running east-west directly dissecting the site reference drawing – AR00404A117AOB.

A new electricity sub-station will be necessary to feed the school and will be located close the northern edge of the car park.

Gas – Currently no gas supply exists and a new supply will be sought for the site. Main meters will be located close to the northern edge of the car park.

Water – Currently no water supply exists and a new supply will be sought for the site.

10.0 Flood Risk Assessment

The site is not shown on the environment agency mapping as being within a flood zone therefore it is deemed not required as site is in zone 1.

11.0 Accessibility

The development of the site has been carefully considered to balance out the steep gradients that currently exist. Pedestrian access to all areas will be fully DDA and part M compliant with level access to all entrance areas of the building. Vehicular access/egress to and from site will be designed to be compliant with all highways standards and good practice.

12.00 Planning Application

Bradford Local Requirements

- **Biodiversity Survey and Report**

Reference: Brookes Ecological Reports. Ecological Appraisal.

- **Environmental Statement**

Reference: Phase 1 / 2 Reports prepared by Structural Engineering Consultants and
Habitat Regulation Assessment prepared by Brookes Ecological.

- **Flood Risk Assessment**

Not Applicable

The site is not shown on the Environment Agency Mapping as being in a flood zone.

- **Foul sewage and Drainage Impact Assessment**

Reference: Structural Engineers Drainage Assessment Strategy & Outline Proposals.

- **Land Contamination Statement**

Reference: Structural Engineers Site Investigation Report.

- **Landscaping Details**

Reference: Landscaping Strategy Drawing.

- **Statement of Community involvement**

Public Consultation meetings have been held at existing school premises. Opinions have been sought from wide ranging members of the community, including Councillors, Governors and other interested parties. Flyers produced and posted locally asking community to come and have their say. Also a dedicated emailing site was setup for the purposes of community feedback.

- **Transport Impact Assessment**

Reference: TIA Plan prepared by Fore Consulting Engineers.

- **Tree Survey/Arboricultural Statement**

Reference: Brookes Ecological Tree Survey/Report



VIEW LOOKING ACROSS FROM HAWBER COTE LANE TO BANK OF PROTECTED TREES. NORTH OF SITE



UNMADE PATH AT END OF HAWBER COTE LANE



DRYSTONE WALL ADEJECENT TO FOOTPATH 44



FOOTPATH 44, BISECTING SITE EAST TO WEST



VIEW LOOKING IS SW DIRECTION TO DRABBLE HOUSE FARM



VIEW LOOKING NE ACROSS TO PROTECTED BANK OF TREES



SMALL BARN STRUCTURE AT NORTHERN TIP OF SITE, GATED ACROSS TO FOOTPATH



VIEW TOWARDS SITE ENTRANCE FROM END OF MIDDLEWAY FOOTPATH 46 TOWARDS DRABBLE HOUSE FARM



VIEW OF HAWBER COTE LANE TOWARDS SITE ENTRANCE



VIEW TO SITE FROM BANKLANDS LANE



VIEW OF JUNCTION AT HAWBER COTE LANE TOWARDS SITE ENTRANCE



VIEW LOOKING TO DRABBLE HOUSE FARM FROM HAWBER LANE



VIEW FROM JUNCTION AT BANKLANDS LANE LOOKING TOWARDS SITE ENTRANCE



VIEW LOOKING TO GATED SITE ENTRANCE FROM MIDDLEWAY



VIEW OF SITE ENTRANCE AT HAWBER COTE LANE



VIEW TOWARDS SITE FROM MIDDLEWAY