

Grappenhall Heys Community Primary School Expansion

Response to the consultation - 12th January 2021 to 23rd February 2021

Table of Contents

1. Introduction	1
2. Background	1
3. Consultation Process	2
4. Consultation Response	2
5. WBC Response to comments made in the consultation.....	3
6. Conclusion – Warrington Borough Council Decision	7
Appendix 1: Full Consultation response	7
Appendix 2: Comments from responders to the consultation.....	10
Appendix 3: School Travel Plan 2021	42
Appendix 4: WBC Place Planning Responsibilities	58

1. Introduction

- 1.1.** Warrington Borough Council (WBC) is the strategic commissioner of school places in the borough and as such holds the legal duty to ensure there are sufficient and suitable school places for all children of compulsory school age. A consultation was carried out between 12 January 2021 and 23 February 2021 on the proposed plans to expand Grappenhall Heys Community Primary School (GHCPs), in order to meet the projected demand from local housing developments for additional school places.
- 1.2.** This is the formal consultation response to submissions made during the consultation period.

2. Background

- 2.1.** South Warrington has experienced a lot of growth over the last twenty years, which included the building of GHCPs in 2001. The school was built on the basis that at some point it would need to expand in order to continue to meet the needs of the local community. The present housing development in the local area has now reached the point whereby the school will no longer be able to meet the needs of any families who will move into the area and the council is at risk of not being able to meet its statutory legal duty to provide school places for its residents.

- 2.2.** According to the School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2013, enlargement of school premises that are more than 30 pupils and the increase is either 25% or 200 pupils (whichever is the lesser), as well as a permanent building, the council must carry out a consultation. This report provides a summary of the consultation process, the results from the consultation, as well as the council's formal feedback and final decision.
- 2.3.** This consultation report is not part of the planning permission consultation process.

3. Consultation Process

- 3.1.** The consultation period ran from 12 January to the 23 February 2021 (meeting the 4 week minimum requirement). While the consultation guidance is not prescriptive it must however be a fair and open process, which can be accessed by a full range of people. There was also the additional burden of carrying out a consultation during COVID-19 which meant the reliance on digital information and collection of feedback. Paper copies were however made available for those that requested it.
- 3.2.** The full statutory notice and details of the planned extension was put onto the council's website with information and links included on GHCPs website.
- 3.3.** The consultation was communicated as follows:
- Council website and GHCPs website
 - Over 3000 residents within a 2 mile radius of GHCPs were sent a letter advising them on expansion and the opportunity to respond to the consultation
 - All parents of children attending GHCPs were sent a letter
 - All governors were informed
 - Statutory notice posters were put up outside of the school gates
 - Posters were put up in the school
 - A press release was sent to the local press and it was published on the Warrington Worldwide website
 - Letters were sent to the Diocese
 - All schools in Warrington were notified through a direct letter and/or the council's schools newsletter
 - Community groups were emailed about the consultation

4. Consultation Response

(See Appendix 1 for the full consultation response)

- 4.1.** 129 people formally responded to the consultation to expand GHCPs, with 53% of response being from residents local to the school, 36% had children attending the school, 26% live in Warrington, 12% had pre-school aged children, 7% staff at the school, 5% governors, the rest of the responses were from local employers or local groups.
- 4.2.** Out of the 129 responses, 40% agreed with the expansion, 13% neither agreed or disagreed, and 47% disagreed.
- 4.3.** 119 respondents provided comments (see Appendix 2 for all comments):
- 73 commented about the **parking and traffic**
 - 71 commented on the need for **additional places and/or timing of the increase in places**
 - 30 commented about **disruption to the education of existing pupils**
 - 13 commented about **expanding other schools or a new build**

- 11 commented about the **level of detail provided in the consultation**
- 9 commented on **the site**
- 6 commented on **other local facilities**

5. The council response to comments made in the consultation

(see [Appendix 2 for all comments made by responders in the consultation](#))

5.1. Parking and traffic

5.1.1. Grappenhall Heys Community Primary School was originally built to serve a planned extensive residential development in South Warrington. The school was built as a 1 form entry school with a view to expanding the school at some point in the future when demand required it. The size of the school site was determined by the need to expand beyond the initial one form of entry. The wider area development plans were subsequently delayed due to a change in government policy which resulted in the suspension of residential development. Consequently the catchment area of the school widened, which has generated a heavy reliance on car-based journeys to school. The housing development plans have now recommenced and the need for additional places local to the development is required.

5.1.2. The council, through its Local Transport Plan 4 (LTP4), is committed to reducing car trips and School Travel Plans are routinely required from applicants as a condition of planning consent to enable and encourage more sustainable travel choices and a reduction in car journeys. They form a strategy designed to support all modes of travel to and from school, but specifically enable and promote walking, cycling and scooting as alternatives to driving. [See Appendix 3](#) for the full site audit and travel management action plan to improve parking and reduce the use of cars to drop off and collect children, which includes plans to:

- Reduce driving and parking congestion outside the school and immediate surroundings
- Increase sustainable travel awareness and promote health lifestyles
- Enable and encourage more families to walk, cycle or scoot safely to school

5.1.3. There is also additional confirmed developer funding to support the travel infrastructure surrounding and/or related to access to the school, which includes:

- A signalised pedestrian crossing facility on Witherwin Avenue to the east of Astor Drive, linking residential areas and Grappenhall Heys Community Primary School.

- Enhanced bus services providing half hourly service at peak times and an hourly off peak service for a 5 year period.
- The provision of two bus stops on Witherwin Avenue to the west of Astor Drive.
- The provision of new signs to direct visitors of Grappenhall Heys Walled Garden to available parking.
- Additional road safety and speed control signage on Lumb Brook Road between Appleton Thorn Village and the A56 Grappenhall Road.
- Three permanent vehicle activated signs to reinforce the existing 30 mph speed limit.

5.1.4. The travel patterns surrounding the school will be reviewed by the school on an annual basis. This will be supported by the councils School Travel Adviser, and action put in place to ensure continued reduction of car usage for dropping off and collection of children from school.

5.2. The need for additional places and/or timing of the increase in places

- 5.2.1. Unlike other planning areas in Warrington, there does not appear to be a strong connection between the number of births in the South Warrington planning area and the number of reception class places offered. Evidence suggests that, regardless of the number of births in this area, these schools attract families from outside of the place planning area.
- 5.2.2. In order to allow for general mid-year movement and parental choice, a 5% surplus is the recommended level of unfilled places in an area at any one time. Therefore at present without the impact of the developments, there is no immediate pressure on places and there is an acceptable level (5%) of unfilled places across the South Warrington planning area.
- 5.2.3. From April 2021, 770 homes will be built and is expected to have an impact on the availability of school places in the Appleton and Grappenhall wards.
- 5.2.4. Projected pupil numbers suggest that if additional capacity is not created in this area in 2022, there will be insufficient places available to meet demand whilst maintaining a reasonable level of available places (5%) to allow for parental choice.
- 5.2.5. That said, there is a fine balance between the timing of creating additional capacity in an area and meeting the demand from pupil yield as a direct result of the new developments. There is a real risk that other schools in the immediate area could be destabilised in the short term if more places are created earlier than required as we are already aware that families are prepared to travel out of their local area to access places in South Warrington schools.
- 5.2.6. [Appendix 4](#) provides a more detailed response relating to:
- Illustration of the local authority meeting its place planning requirements

- Deferring the expansion at GHCPs
- The potential impact on other primary schools in the South Warrington Planning Area

5.2.7. The council is unable to risk the possibility of having insufficient places available. The risk of this happening is mitigated by creating additional places in 2022. Therefore, the council is proposing that an assessment is carried out in January 2022, based on the most up to date admissions data, and will plan the increase in places at GHCPs only if there is a risk of not having enough places available in the local area. This will inform the timing of increasing available places at GHCPs from that point on.

5.3. Disruption to the education of existing pupils

5.3.1 Where possible works will be scheduled during periods of school closure, such as the summer holidays and Easter holidays.

5.3.1. To manage the disruption to the school, the expansion will be carried out in a phased approach, with one section of the school being worked on at a time. Once a section is completed, classrooms will be relocated into the new areas, then works can be focused in the areas left empty.

5.3.2. Any works that have to be carried out during term time, will be scheduled to avoid disruption as much as possible, such as deliveries made before and after the school day, restricting noise to specific time in agreement with the school.

5.3.3. The school will be supported by the council throughout the build and the council will be managing all issues raised as they happen. This is to ensure that the school's senior leadership team can continue to focus on running the school and on the already disrupted education as a result of COVID19. The council support includes:

- The contract administrator / project manager will be undertaking monthly progress meetings with design team (and later, including the appointed contractor) including the school representative.
- The school can at any time contact the contract administrator / project manager directly to assist or resolve any issue or queries they have thought-out the project.
- Weekly site visit will also be undertaken by members of the design team applicable to works being undertaken at the time.
- A Principal Designer will also be appointed in regards specifically to site health and safety and following the correct procedures from the CDM Regulations and the main contractor will provide a 'Construction Phase (Health and Safety) Plan' which requires agreement and approval before work commences to ensure that appropriate controls and management arrangements are in place.

5.4. Expanding other schools or a new build

- 5.4.1. As detailed in [Appendix 4](#), the place planning process based on the existing development plans identified GHCPs as being central to the developments, with the capacity to increase and manage the potential increase in demand for school places.
- 5.4.2. As a result of point 5.4.1., GHCPs is named as the school to benefit from developers' funding. This has been signed off as a requirement of carrying out the developments (this process is called an S106).
- 5.4.3. The longer term plans include the potential need for a new primary school in the South of Warrington. This is dependent on further housing developments being approved and the appropriate land being committed.

5.5. Level of detail provided in the consultation

- 5.5.1. The consultation statutory notice complies with the requirements as stated in the '[Prescribed Alterations to Maintained Schools](#)', noting that this is a consultation to expand a school and not a submission for planning approval.
- 5.5.2. The information provided was at the level available at the time of the consultation. The council is able to take account of the responses to inform the project planning detail as appropriate.

5.6. The site

- 5.6.1. A single storey building was preferred by the school, to ensure inclusion for all as there wouldn't be a lift. Also there will be direct access to the outside from all classrooms, which was considered beneficial to teaching by the school.
- 5.6.2. There will be split times using the dining hall and also the outside play areas.
- 5.6.3. The school field can get very wet which makes it unusable. The existing land drainage will be investigated as part of the project.

5.7. Other local facilities

- 5.7.1. As part of the existing approved development plans, in addition to GHCPs there is funding in place to support the following local facilities:

- Healthcare facilities in Appleton
- Leisure facilities at Broomfields Leisure Centre
- Sports pitch facilities at New Lane, Appleton Thorn
- Secondary school facilities at Bridgewater High School
- As previously mentioned in section 5.1.3., with regards to transport contributions

6. Conclusion – Warrington Borough Council Decision

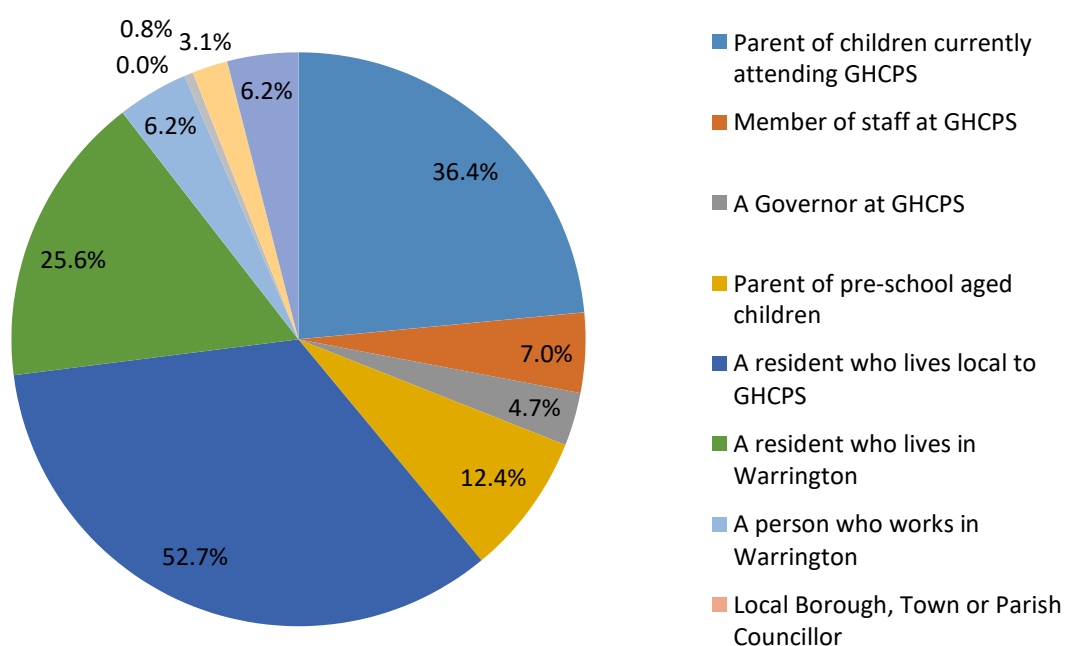
- 6.1.** The council has carefully reviewed the responses to the consultation to expand GHCPs and provided a response to the comments made.
- 6.2.** While taking full account of the objections, we have concluded that these are outweighed by the benefits of the plans. The proposal to expand GHCPs has, therefore, been approved.
- 6.3.** The prescribed persons have 4 weeks to appeal to the schools adjudicator as set out in the ['Prescribed Alterations to Maintained Schools'](#).

Appendix 1: Full Consultation response

Number of people within the community that responded to the consultation

Parent of children currently attending GHCPs	36.4%	47
Member of staff at GHCPs	7.0%	9
A Governor at GHCPs	4.7%	6
Parent of pre-school aged children	12.4%	16
A resident who lives local to GHCPs	52.7%	68
A resident who lives in Warrington	25.6%	33
A person who works in Warrington	6.2%	8
Local Borough, Town or Parish Councillor	0.0%	0
Local Business owner/Manager	0.8%	1
A group or organisation	3.1%	4
Other (please specify):	6.2%	8

In what capacity will you be responding to this consultation?



Total Response

Opinion	Total	Percentage	Percentage
Strongly Agree	19	15%	40%
Agree	33	26%	
Neither agree or disagree	17	13%	13%

Disagree	27	21%	47%
Strongly Disagree	33	26%	

Parent of children attending GHCPs

Opinion	Total	Percentage
Agree/Strongly Agree	11	23%
Neither Agree or Disagree	8	17%
Disagree/ Strongly Disagree	28	60%

Parent of pre-school aged children

Opinion	Total	Percentage
Agree/Strongly Agree	9	56%
Neither Agree or Disagree	3	19%
Disagree/ Strongly Disagree	4	25%

Staff or Governor at GHCPs

Opinion	Total	Percentage
Agree/Strongly Agree	12	86%
Neither Agree or Disagree	1	7%
Disagree/ Strongly Disagree	1	7%

A resident who lives local to GHCPs

Opinion	Total	Percentage
Agree/Strongly Agree	28	41%
Neither Agree or Disagree	7	10%
Disagree/ Strongly Disagree	33	49%

A resident who lives in Warrington

Opinion	Total	Percentage
Agree/Strongly Agree	14	42%
Neither Agree or Disagree	6	18%
Disagree/ Strongly Disagree	13	39%

All the others

Opinion	Total	Percentage
Agree/Strongly Agree	8	62%
Neither Agree or Disagree	4	31%
Disagree/ Strongly Disagree	1	8%

Appendix 2: Comments from responders to the consultation (comments below are stated as written in the consultation survey response – personal identifiers have been removed)

Opinion	Comments
Strongly disagree	The facilities surrounding the school are already at capacity - you can barely park as it is to safely drop your children - doubling the cars will mean double the disruption and fears about safety! Further the disruption to the children already there is counter-intuitive to their education.
Strongly agree	I definitely agreed with this as GH school is such a excellent school and I really want the space for my boy who will attend reception this September 2021. It is really stressful if he should not get a place as we wish. Thank you
Strongly agree	-
Strongly agree	With the additional housing that being built, there's a strong need for additional school places. I have some concerns as to the disruption to the running of the school whilst construction is ongoing and i would suggest this is done outside of school hours whenever possible. I would also stress that the additional school places must trigger the marked pedestrian crossing across Witherwin avenue and would want the council to factor this into the proposal.
Agree	I agree that with the expansion of new houses school places will need to be provided for. However the access to the school is already limited and parking is accessible by driving past the majority of residential housing first, which is not ideal. Parking is also already busy around the school at the moment and it is not even doubled in size.
Disagree	As my hushab
Strongly disagree	-
Disagree	As with the new house proposals within the Grappenhall Heys area, we disagree with the expansion of the GHPS. As it stands an additional 55 houses are being built next to the Walled gardens, with a view to a further build of 114 or so on the opposite field. This brings with it an additional 320 plus cars without plans to build any additional infrastructure to support these new builds. Where GHPS is situated, it is a one way in and one way out area. As it stands currently, the situation when driving to drop and collect children now is very precarious. I have witnessed near accidents with cars and children and accidents car to car. Every month on our school mail letter, residents living in the area have complained to the school regarding inconsiderate and quite frankly dangerous drivers. Adding an extra 210 school places will only add to the gridlock of cars all converging at the same time in the mornings and the majority in the afternoon. I am deeply concerned that without an additional route to the school will only lead to a serious incident(s). My other concerns is: 1. the residents who live directly next to the school in terms of the extra footfall passing/parking/causing obstructions to driveways etc. I hope my comments are listened to.

Neither agree or disagree	<p>Traffic for pick up & drop-off is already a problematic issue.</p> <p>Ideally there would be a one way road that also does not effect the residential area surrounding the school taken into consideration. There has been feedback on a fair few occasions when residents cars have been damaged. And doubling the traffic should be taken into account and addressed as cause for concern. I have no doubt that increasing the school size will not have a negative impact to the way it is run. The headteacher & staff are amazing and will continue to be irrespective of the increased capacity of the school.</p>
Disagree	Why not build a new school nearer to the new developments. All this proposal will do is increase traffic and congestion.
Strongly agree	-
Strongly disagree	<p>I do not feel the correct level of detail has been shared, and the plan fails to address some key points. To summarise:</p> <ol style="list-style-type: none"> 1, There is no detail included in the proposal about the process to identify GHCP and why other schools have been discounted. 2. Drop off and pick up are already very difficult. Especially in Winter. No worthwhile reference has been made as to the provision for drop off / pick up. Local residents already complain about this so I would have thought this would be fundamental to the plans. if it has been considered no detail has been shared. Also, in winter when roads are icy it is a nightmare. Again, what is to be done about this? 3. I am very concerned about the disruption to learning. The Children have gone through what can only be described as a nightmare year with COVID. These works will cause disruption, as much as you try and mitigate this. I think it is unfair that the children have another year of their lives at GHCP disrupted. (There was disruption when the roof was recently repaired so I would need to see much more detail if I am to be convinced works of this size wouldn't cause disruption). <p>I also feel provision for school places should have been considered before all the housing developments were approved. However, yet again, it seems local services have taken a back seat to housing developments.</p> <p>I am also disappointed at the lack of detail within the consultation documents and I don't feel I could take any other position that 'strongly Disagree' given this lack of detail and explanation.</p> <p>I have always suspected the school would be expanded, and was okay with this. However, the lack of detail presented and the timing of this following the pandemic has caused me to take a strong view against these developments.</p>
Neither agree or disagree	Why is there so much effort and cost for this expansion when 3-4 years ago Broomfields Junior School had moved from 4 form entry to 3 form entry? Wouldn't it be cheaper to put back to 4 form entry back at Broomfields?
Agree	-
Strongly disagree	<p>The roads surrounding the 2 schools Grappenhall heys and Cobbs are absolutely gridlocked in the morning. The residents around the school are already complaining about parking at the school this would double. There is not enough space for cars to park. Also the school is currently very far away from the ambulance hub, should a major incident take place with that many children they would struggle to respond within the required 8 minutes with enough vehicles. No close defib machine. Also has an increase to school nursing and vaccinations etc been considered? I would have to think about moving my child to a smaller school if building work and class sizes were to increase due to his needs.</p>
Strongly disagree	There is just not enough space around the school area for the amount of traffic this would cause nor the capacity for parking

Neither agree or disagree	<p>As an employee of the school and a local resident my major concern is the increase in traffic directly opposite our house during school drop off and pick up times and whether there is adequate parking for said traffic. There needs to be more provided than currently exists and it would be great if parents of the children in school would be more mindful of the local residents. There is a major problem with people parking on pavements and at the junction at the top of the road which is extremely dangerous as people cut the corner. This is all while the car park at the bottom of the road is largely empty!</p> <p>I know that school cannot take responsibility for the way people drive but maybe the roads could be marked out better with some double yellow lines?!</p>
Neither agree or disagree	<p>While I am aware of the plans, and the building changes are as planned previously, my concerns are around the fact there is no mention of any changes to the infrastructure/ car parking for the additional intake. The school traffic is unacceptable for residents as a one intake form, if not increased the parking capacity will definitely not be enough. Access needs to be from Witherin Rd and not through the housing estate. THIS DEVELOPMENT SHOULD NOT GO AHEAD UNLESS IN PARRALEL WITH CHANGES TO THE INFRASTRUCTURE.</p>
Disagree	<p>Unfortunately, the residences facing the school do not have driveway facilities and so residents have no alternative but to park on the road. Both the school and the police are aware of the issues that residents have regularly felt the need to report over the years, with regard to inconsiderate and dangerous parking. The plans show an additional 21 spaces, which will only accommodate the increase in staff numbers. As a resident, I wish to know how many extra parking spaces will be provided for parents. It cannot be assumed that the extra 210 places will be taken by children whom may walk to school. We have noticed an increase in traffic as the school now attracts many pupils from further afield.</p>
Disagree	<p>Whilst I fully appreciate and somewhat support the reasons behind the requirements for expansion I am filling this form in with regard to wanting to bring to the fore a requirement for the planning to consider access to the school and the resulting increase in traffic to the surrounding roads. As a Bretland drive resident it is next to impossible, to navigate out of my road and past the parked cars for the kids drop off and collection so this is already a major issue not to mention, on occasion, traffic doing a 'loop' around the houses having dropped their children off does cause congestion on the road as well as quite surprisingly speeding up the road!</p> <p>If there is any way the school are able to address how parents access the school, which will naturally result in a significant increase in traffic, that in my humble opinion would be a prerequisite for this development to be accepted and well received.</p>
Strongly disagree	<p>This was not the original site proposed for this school. During the morning and afternoon drop off and collection times the roads in the vicinity are overwhelmed with parked cars and heavy traffic. Many pupils arriving on foot need to cross Witherwin Avenue during these peak traffic times. A better option would be a separate site in the area and the school split across the sites as with Bridgewater High. This is a consequence of the rushed and ill advised decision to change the original planned location for the school.</p>
Agree	-
Agree	<p>We chose the school for its community feel and great leadership. If this can be extended for more children, I think that is great! I'm confident Mrs Jackson (headteacher) will ensure the current children continue to have a wonderful education while expansion takes place. My only concern, is if building works disrupt the education of the children in what has already been a chaotic period due to the pandemic as their education, catching up and ensuring their wellbeing really must be the priority.</p>

Strongly disagree	<p>The plans for this are unbelievably disruptive to the children. Surely a separate building on the site would have been a better option. These plans cause the maximum disruption. The children and school have already suffered having their lives turned upside down (covid) with little support from the council.</p> <p>After the last building work on the roof in which many parents complained about the lack of safety (nails, tools found on the playground that children access) I am appalled at the lack of consideration in these plans.</p> <p>Why not have a separate building? Infant and junior</p>
Neither agree or disagree	-
Agree	<p>My main observation with the plans is that there seems to be no intention to change/improve the vehicular access to the school and existing public car park. This is already an issue at the school before it has doubled in size and does need remedying as part of these proposals. The current small car park will not be adequate for a doubling in size and, even under the current occupancy, parents aren't prepared to drive all the way into the estate to access and therefore park wherever they can. This is dangerous for children & parents crossing the roads and also a significant issue for residents.</p>
Strongly agree	<p>Fundamentally agree with the proposal to meet the increasing community needs, however this should not be done in isolation, there is a much more urgent need to build a replacement leisure centre for Broomfields, that will meet the existing community in Appleton and surrounding areas as well as satisfy the growing communities in Appleton, Grappenhall and Stretton.</p> <p>Perhaps it could be sited at the same site as Grappenhall Community School.</p>
Strongly agree	<p>It is essential to offer additional school places to accommodate new residents to the area who will be incoming due to the development of the Homes England sites locally. In fact, given construction has already started on the Astor Drive site, it is a shame that this development of the school has not started sooner.</p> <p>My main reservation and concern regarding the development would be provision of parking for parents bringing their children to school - there is currently insufficient parking to accommodate the number of cars which use Stansfield Drive at school drop off & pick up times as it is. My daughter attended GHCPs and during her time there, there have been many near accidents due to the volume of traffic and inappropriate parking adjacent to the school. My daughter was once very nearly knocked down by a car of a school parent who mounted the pavement to park. It is not clear from the plans how this serious issue is to be managed. This needs some real consideration to avoid complete chaos and logjams in the area</p>
Disagree	<p>Why not use the existing school in Grappenhall which has been shut for a number of years and move St Wilfreds into the same premises. This will give adequate parking for staff and parents dropping off their children, extensive grounds for play areas and any possible extension in a few years when housing is developed towards the motorways. Use of the existing premises will remove a blot on the village and should prove cheaper than building a new extension to the Grappenhall Heys Community School.</p>
Strongly disagree	<p>You make it sound as if the increase in number of children requiring school places is a natural growth and not as a result of councils planning policy to let massive housing developments go ahead. Majority of the new places will go to children living in these new developments who have moved from outside the area.</p>

Agree	<p>I am looking forward to the build.</p> <p>I am slightly concerned about the end of the field being very water logged as this is already an issue so we can't use it all year. This will now become an area of the field that we have to use and I am worried that it will be too wet for PE.</p> <p>Also wondering how children are going to enter school to access the classrooms. Currently, we go across all the playgrounds and I know that we'd like to avoid this to prevent all the children from crossing EYFS.</p>
Neither agree or disagree	<p>i understand and support the aim and long term gain of the proposal but i have gigantic reservations about the time frame in which it is suggested the project will be completed. With such a staggered outlook on when numbers will increase across each year group, it is hard to appreciate the need to rush such a big project through in one academic year. A phased approach across a number of years would have reduced the inevitable disruption to the current children in the school. It feels like an overwhelming amount of building activity in a short period of time. I wont be on board and will fear the worst for the disruption to my children's education without a clear understanding of how such a massive project can be managed effectively to justify it being completed in such a short period of time. The design of the extension lends itself to a staggered approach to the build. After losing a year of their education experience to the pandemic, I am now massively concerned my children will lose a year of their education experience to a building project</p>
Agree	<p>There has been a significant change/acceleration in the proposed timescales with little indication of how this can be achieved with significant disruption to the school and most importantly its pupils. The current proposal indicates completion of new intake by September 2022 which is contrary to previous information I have received as a governor. A detailed plan is necessary on how this is expected to be achieved with a full risk analysis and disruption mitigation</p>

Disagree	<p>Whilst I completely understand the need to create more capacity in terms of school places to cater for the proposed increased in house building in the area and the fact that the school has the capacity to expand on the site.</p> <p>The plans do not address the ongoing issue of access to the school via Stansfield Drive.</p> <p>Unfortunately the initial design of Grappenhall Heys estate did not factor in that many parents accessing the school would drive to school and get as close as possible to the school. If you consult any number of residents who live near the school, they will confirm the congestion this causes. We have heard of near misses, inappropriate and dangerous parking on a regular basis and have requested that the local police be involved.</p> <p>Whilst I appreciate that the roads around the school do not form part of the planning consultation they are a very big factor in making any expansion successful. We should also address the need to reduce air pollution in and around the school and the safety of children and adults who do walk/cycle to school.</p> <p>The crossing on Witherwin Avenue will need a pedestrian crossing installed.</p> <p>The proposals must include an expansion to the car park at the bottom of Stansfield Drive and access to this car park via Witherwin Ave as the only way for parents of the school to access the site, parents should then park at the bottom and walk their into school via the path along Stansfield Drive.</p> <p>There would also need to be a restriction on vehicles entering Stansfield Drive via Keepers Road for residents or deliveries or school staff and those with disabled badges. If this does not happen, then I am afraid we will have even worse congestion during pick up and drop off, than we do now. As it has been shown time and again and although parents may live locally, they often drive to work and will drive their child to school, the behavior will not change unless radical steps are taken, in reducing access to Stansfield Drive.</p> <p>I would highlight that the playground at the bottom on Stansfield Drive would need to take place in order to expand the car park and facilitate an access road in to the car park.</p> <p>The levels of car use will only increase with the rise in numbers and this will lead to a rise in potential incidents and air pollution - which I am sure that you are aware is of major concern to the health of young people.</p> <p>I need see on the plans where the new pedestrian access path will be made, again this needs to be clearly shown, which it is not at present.</p>
Strongly disagree	<p>I am very concerned at the disruption this expansion will cause to the current pupils after what has been a very difficult year. To create more change and in what should be a calming return to school is really troubling. The timing of this is absolutely dreadful and I don't think enough thought has gone into student welfare. I am deeply worried.</p> <p>The concern is also around the proposal to double the number of people in the building while only expanding the environment 25%. That doesn't seem adequate.</p> <p>I also am concerned about the impact on drop off and pick up times and the safety of our children with so many extra cars in a very built up residential area. It is already so crowded.</p>
Agree	More house developments will require a school to take the children
Agree	It is important that the school expands in order to serve the local community.

Neither agree or disagree	<p>I have expected this for a few years so it is not a shock.</p> <p>I do think it will impact our teaching but it is what it is.</p> <p>In the long term I think our school will grow stronger for it.</p>
Strongly disagree	I live opposite the school and currently it's a nightmare for parking and cars coming going dropping off and picking up children. The road and parking structure is not sufficient as it is. Combined with the lack of parking for the popular walled garden it's simply not safe to be adding to the overloaded infrastructure as it is.
Agree	My main concern would be the management of traffic and parking spaces around the school, especially Bretland Drive, Stansfield Drive and Keepers Road as the situation can be quite chaotic around drop off and pick up times on ordinary days.
Agree	Agree that places need to be found, but needs to be managed in a way to minimise disruption to the school. Main concerns are whether there is sufficient size of hall/ provision of toilets (which is already on the low side), and the major impact of increased traffic expected at school. A more direct road route, and expansion of the car park could help minimise inconvenience to residents, plus there is a desperate need already for a proper pedestrian crossing by the walled garden. We generally cycle to school, but find the crossing there particularly hazardous - it needs improving to encourage others to leave cars at home if numbers are to increase (noting that some of the traffic comes from those within walking distance).
Disagree	<p>I understand the reasons behind it and would like more detail on whether the current space per pupil remains the same.</p> <p>Are there plans to expand the availability of parking for parents - drop off is currently manageable although there are often issues for local residents. How is the impact of the expansion on access by road and parking going to be managed?</p>
Neither agree or disagree	Can you please advise what capacity is being added to other schools in the area. My older children attended Broomfields and Cobbs when it was a 4 form entry which was then reduced to 3 form entry. As these schools are already set up for 4 forms will the capacity here also be increased at, I would anticipate, is a lower cost?
Strongly agree	Schools around this area is all oversubscribed. To be able to take more pupils, GHCP need to expand and this will help lots of family satisfied with the results. My boy who is now in nursery class in GHCP and he loves this school so much. I am really hope that he will be able to join the GHCP in Sept 2021.
Strongly agree	Each year we have disappointed families who do not get into our school and the increased capacity will give parents more choice for the schools they want their children to attend. We have a growing number of families with younger children in the area meaning more school places in all primary age groups are necessary. The school has a very capable and effective leadership team and governors who working alongside staff will ensure the children and families will be supported through the whole process. I am very proud to have worked at Grappenhall Heys School for seventeen years and am aware of the challenges that the school expansion brings but am looking forward to the many positives for our school and our local community.

Agree	<p>Access to the area for parents picking off and dropping off needs to be restricted. We have many issues currently between residents and parents over parking and this does lead to tensions between our neighbors and parents. Even though there will be many people moving into the area and joining the school, many will have to commute to work or the shops and it is very likely that they will visit the school by car, rather than walking. Access to Stansfields Drive will need to be restricted and a way to siphon off cars into a lower car park from Witherwin Ave would greatly assist, parents would then need to walk their children up to school from the car park.</p> <p>The plans look good and in keeping with the existing building, The outdoor play areas don't seem to be adequate for the extra number of children? The area to the right of the proposed junior extension only seems to extend to half of the length of the building. It would be prudent to make this whole area solid rather than grass all the way up to the end of the junior extension.</p> <p>I would add that the field at the back cannot be used at all during periods of rain due to drainage issues, in order to utilise the space for play, it would be much better if it could have proper drainage installed or sections of it are made into an all weather surface with access paths included from the playground. This would mean that the children could access the space much more frequently and for more of the year, rather than just during a few dry weeks towards the end of the year.</p>
Neither agree or disagree	<p>What is the point of disagreeing on the expansion of a school when the houses are already in place and irreversible? It would have been ideal if the house weren't built in the first place but £££ talks. Green belt destroyed and pockets filled with a predicted decline in population from 2040 onwards and a generation that can't afford to buy homes. Almost as clever a strategy as Brexit....</p>
Strongly agree	<p>I have a daughter and I am concerned about the availability of school places for her, with all the new houses being built.</p>
Agree	<p>I agree school needs to be expanded to cater for the housing growth in Grappenhall Heys, but what about Appleton Cross as this is already more advanced. How will pupils get from there to the school? At the moment there are only 2 routes either via Appleton Thorn or Dudlows Green. This will add many vehicles to the roads at start and end times causing more congestion and issues in Appleton Thorn with children already attending Appleton Thorn Primary, trying to cross an already busy road with no zebra crossing. This school is not being expanded so will not be able to take the extra numbers from Appleton Cross</p>
Agree	<p>I understand the need to increase school provision but GHCPs is physically located some distance from all new housing requiring all children to be driven to school. Lumbrook Rd is narrow with 1 pavement only wide enough for 1 buggy not holding another child. Crossing to the other pavement is on a blind bend. Cars go very fast & when a lorry meets a car their wing mirrors go well over the pavement. Many cars going round the bends are partially on the other side of the road. If anyone is walking in the opposite direction they have to walk on the road. It is very hazardous now for pedestrians. Increasing numbers will increase road traffic on roads not built for that volume of traffic & walking is too far & not safe from the developments. There is a danger that as a cut through the road through The Dingle will be used which has no pavements & is already a rat run for speeding cars. Infrastructure needs to be developed & car parking thought through. At peak times cars already park all the way down the road outside School which is hazardous for those trying to cross. There will be significant pressure on St Matthew's & Appleton Thorn Schools both of which are closer to the developments.</p>

Strongly agree	Good design for the school - no mention of the effect on the local community during school drop off and pick up hours. The expansion is needed, and good for the area, but the neighbouring houses need to be considered - parent parking always causes issues...blocked driveways, pavement parking, dropping off on zig-zags, etc. I am sure that this is being considered.
Disagree	The road system is not able to take the volume of traffic that would increase at key times of the day Lumb brook bridge lights at 8.30am - 9.15am and 2.45pm -3.30pm are pretty bad now this will cause complete blockage with increased traffic Volume of traffic up Witherwin Avenue massive increase why not have a school access off the road going up Appleton Thorn meaning the traffic is not going through a residential area
Strongly agree	I support the plans.
Strongly agree	With the planned housing developments across Grappenhall Heys there is a significant need for sufficient school places to be available in the local area. Grappenhall Heys has the capacity to expand and provide the required places and with the reputation and performance of the school, it is a fantastic opportunity for the school to undergo such a development. Consideration needs to be given to access to the school for drop off and pick up. The area around Stansfield Drive is generally congested in the morning and afternoon and so I would urge this to be considered for the benefit of the local residents but also for the safety of the children attending school.
Agree	I am pleased to see that the extension is a one storey unit as I was concerned that if two storeys were considered it would offer unacceptable restrictions on accessibility and efficient use of the building. I am concerned about the traffic assess situation which, I feel, could be remedied to a large extent by making access to an enlarged existing public carpark from Witherwin itself, approximately at the entrance to the Walled Garden. This would provide off road parking to that amenity during day and be available for parents at the beginning and end of the school day. As that road becomes busier, as it will, I am sure this would be an expedient solution. Not to act now on the school traffic issue will only lead to more problems and expense in the future. I would like to think that, for once, WBC could be 'ahead of the curve.' Any road reconstruction once the new housing has been occupied will be far more disruptive.
Agree	We have great concerns that, unless the development caters for the increased traffic during the term times, we shall be creating yet another hazardous on road parking zone. The current favoured pick - up and drop-off zone for Broomfields School narrows Witherwin Road such that near misses with oncoming traffic and children opening car doors into traffic either to climb in or exit the vehicle, is unnerving to say the least.
Agree	It seems sensible for the school to expand as it is an outstanding school and there is land adjacent to the school that can be used for development. However, I am concerned about the secondary school provision. I understand Bridgewater High School is planned for expansion. I think this school is already too big and they struggle to manage issues in the school. I think a better option would be a new secondary school with sixth form provision.
Agree	The school is obviously been extending due to the excessive building of new homes in the area. The parking for the school (Parents) needs to be addressed & traffic needs to come in from another direction not all through Keepers Road. There is provision for an entrance at the bottom of Bretland Drive off Witherwin Avenue, This should be used to alleviate such congestion & dangerous situations or one off Lumb Brook Road.
Agree	The school has always been expected to increase in size, however the access needs to be improved before any expansions have been approved. All traffic can not come down Keepers Road, this is a dangerous area at drop off & pick up times, car park for parents needs to be addressed & an alternative route into the estate to the school needs to be looked at.

Strongly disagree	I live right opposite Grappenhall Hey primary school, it's dreadful trying to park outside my house, this problem will only get worse. The road system round the area wouldn't be able to cope with the amount of traffic for drop off and pick up times.
Disagree	<p>I appreciate the need for extra places. However, according to the plans, no consideration has been given for parent/cater parking facilities on site. Stansfield Drive is already unable to cope with the current increase in traffic and parking. No matter how close families live, many choose to drive rather than walk. I have contacted school regularly regarding damage to private property, as a direct result of inconsiderate school parking. Residents of Stansfield Drive were not provided with sufficient parking. Many houses, including mine, have no driveways, and instead, are allocated parking spaces in a garage. Garages are used for storage and so the only parking alternative is on the road. Further traffic, and the need to park near the school, could result in further animosity, amongst residents, and danger to school children.</p> <p>PLEASE CONSIDER PARKING WITH THE HIGHEST IMPORTANCE WHEN PROPOSING THE SCHOOL EXPANSION.</p>
Agree	My concern is with regard to road access and parking for the parents who drop off and pick up children by car. Currently the roads are congested near the school with cars. Very often the car park on the estate near the playground is full. If no further provision is made for car parking then the immediate area near the school will be a health and safety nightmare with cars parked illegally due to lack of space for cars. Even parents who live within walking distance may drive their children to school on their way to work so please don't think this only concerns children who live too far away to walk.
Strongly disagree	<p>Due to the Covid-19 pandemic, school age children have now missed almost a full year of learning at school. The children who already attend at Grappenhall Heys Primary school will undoubtedly have their education further heavily disrupted by the on-going building work they will face on a day to day basis whilst the works are carried out. The disruption which the children endured when the roof was being replaced not so long ago was almost unbearable at times, with loud banging constantly throughout the day. Some lessons had to be moved to other parts of the building, such as the dinner hall as the noise was so intense. I expect the disruption will be a lot worse should these plans go ahead. The timing of these plans is all wrong. I expect that more school places need to be offered to accommodate the new houses coming to the area, but the children have suffered so much during this pandemic, they need a period of time where they can settle back into education and make some good academic gains to recover the losses incurred during the past year. To go ahead with these plans at this time would be nothing short of reckless.</p> <p>In addition, there appear to be no plans to accommodate the large volume of traffic around the school which the expansion will undoubtedly create. The traffic around the school is already at capacity, with regular incidents, near misses, reckless parking and the local police being asked to patrol the area to keep the children safe. This issue appears to have been totally overlooked.</p> <p>The traffic at the Lumb Brook Bridge is already heavily backed up every day. The road is simply unable to cope with the volume of traffic as it stands, let alone if a further 210 children are to attend at GH.</p>
Strongly agree	It is unusual to have a 1 form entry school these days and suspect the school was put on a large footprint of land to enable expansion. This school has always attracted a high number of admissions (with many parents having their 1st choice of school refused) and this is before any further housing development in the area. It therefore makes sense to develop the school to meet demand for places. Otherwise parents will choose another school (Broomfields/Cobbs) where access is not too easy.

Disagree	<p>I understand that GH school has the capacity to expand and that this is needed for the future. However, in 2019 the children were frequently disrupted by a very noisy roof repair which took a very long time. No sooner had that finished, the pandemic struck, which has ruled out a lot of 2020. The children are still not in school in 2021. So to suggest starting more disruption, as soon as they (hopefully) start to get settled again and attempt to make up a lot of lost ground, is not fair in my view.</p> <p>The children of GH have had to put up with a lot of disruption for two years now. Please allow more time for things to settle instead of creating more chaos for students and teachers.</p>
Strongly disagree	<p>The children have already missed so much school due to coronavirus and we feel the noise and disruption will cause more valuable education to be lost.</p> <p>We appreciate the school will need expanding due to the proposal of many new houses being built in the area but there will be no thought for the educational aspect and disruption to the children.</p>
Strongly disagree	<p>Although I recognise that the school expansion will be required at some point, I am very against the timing of this build. The children have had too much disruption to their education over the last year and I feel it is very important to allow them some time to settle back into education once lockdown is lifted. The build will be hugely disruptive for the children currently attending the school and I would urge you to consider this impact.</p>
Disagree	<p>The attached proposal in the current form presents serious potential of schooling disruptions. I do not agree with the expansion to be carried out in the term time. Kids have lost so much of a precious time due to the pandemic going on and having to attend school when all the noise and work is carried out does not prove to be thoughtful of the well being of kids.</p> <p>Therefore I think the work should be carried out only in the half term time and if it does take longer than originally predicted so be it. The well being and education of kids attending the school is more important than the build being finished on time. School is to be expanded to accommodate for the increased number of houses being built in the area. Builds are postponed due to covid therefore the need of the school won't have to be fulfilled with the immediate effect. Therefore carrying on work only during the half term time would be reasonable and won't impact negatively on kids.</p>
Strongly disagree	
Strongly agree	<p>I live close to the Broomfield Primary School site on Bridge Lane and at times we residents have experienced high levels of problems with thoughtless parking by parents of the children. Therefore to help with these issues I feel it essential that any expansion to primary provision in this general area must be undertaken at Grappenhall Heys and not other local schools where the local infrastructure is already over loaded.</p>
Strongly disagree	<p>No plans of infrastructure improvements so much more traffic on roads are doctors already are full and the problems we have now with traffic in Stockton Heath is a joke we need houses we note that why all ways south Warrington the reason the council say so is down to getting more poll tax from south side and what we get back nothing can't get potholes done the bridge painted even the bin leave bins to doors down from where you live</p>
Disagree	<p>The expansion of the school is going to be so disruptive to our children's learning when they have missed so much school and learning time last academic year and this current academic year. The school's roof was replaced last year and this was disruptive and caused a lot of debris around the school. Such a large expansion will disrupt their school life even more for the next 18 months and I'm worried for the children's learning and school life during this time.</p>

Strongly disagree

I have read the information that has been provided and there are various reasons why I disagree with the proposed expansion. Not only as a parent but also as a professional working across various primary (and secondary schools) I note several differences between one form entry and two (or three) form entry schools and hence why I chose a one form entry school for my child. I am therefore in disagreement with this expansion and moreover, having building works going on during the scholastic year or even more (coz timelines are always extended) is rather uncaring towards the current pupils and staff.

In view of Covid conditions and the new world we are living in shouldn't the local authority seek efforts to reduce over crowding and reduce population density? Why then has the developer of the new housing not been told to invest in another small one form entry school instead of putting this pressure on another school?

I won't mention the inconvenience that will be placed for us as parents and current residents..this is probably a minor issue to the developers. My concern is that the LA and Warrington Borough Council will be requiring the attention of the head teacher and the senior management team on this project and the focus will be taken away from the education of our children. Evidently the people taking decisions do not have their kids attending the school and are looking at the finances rather than the well-being of the residents and pupils and parents involved. Also as a mental health professional, it is obvious that you are not considering the busy and noisy environment you are going to inflict on pupils and teachers, just for the developer to take the easy way out. I really do not think that the priorities are right.

I have looked at the plans of the housing development (hideous looking houses by the way) and there is no reference to additional amenities - GP surgery, veterinary, small supermarket...new school?? Always the same story - build new developments and don't consider the amenities that are required alongside this - just put pressure on those that already exist.

So, essentially I do not agree with the school's expansion - both in terms of logistics and in terms of pupil and teacher well-being. The information about the expansion is also rather vague. Normally a school starts with expanding nursery and reception only first and the other years remain one form entry. And the two form entry works it's way up...so that expansion of school population is gradual. However, this is not clear in the information which makes the proposal of doubling the school population from September 2022 a crazy prospect in these Covid times. The way it is written is very short sighted and it expects the head teacher to just create spaces in class according to need.

I'm not sure my points will actually resonate with the reader... one hopes.

Thank you.

Disagree	<p>The school recently had the roof redone during which classes were moved, playtime was disrupted and there were noise issues. Given the speed and extent of building work anticipated, I have to consider the disruption to my child's learning which I feel could be considerable.</p> <p>In addition we have already had a year of upheaval with Covid-19. My child has spent most of it at home so when he does return to school it is more important than ever that the environment is stable and consistent for him. If the school were to begin its expansion it is not just the physical upheaval of creating new classroom space, but importantly the emotional upheaval that will inevitably come with the idea of change, at a time when there has been significant amount of change already in his young life.</p> <p>Finally I have a huge amount of concern about the traffic and parking implications at the school should the expansion take place. In the event of an expansion, serious consideration would need to be given to the parking arrangements which are already stretched. The current car park is well used and fills up quickly, and all legitimate/safe road parking spaces are taken, leading to people parking irresponsibly on verges and close to junctions. There have been several near misses involving pedestrians and vehicles and we have had many visits from community police for this reason.</p> <p>Grappenhall Heys Walled Garden is very popular with dog walkers and they road park on the stretch of road leading up to the school so there is often no space there either. I have seen several speeding motorists on this stretch of road and if people are asked to park further away there would be even more of a need for a zebra crossing at the mid-point where the path leads past the park towards the school. Encouraging people to walk or cycle to the school is fine for those living in Grappenhall or Grappenhall Heys but for those living in Appleton or the other side of Lumb Brook Bridge (the majority of parents at the school) it is unrealistic to expect them to cover that distance, most of it with no cycle path, at peak traffic flow times, on foot or cycle with a young child, and often with younger siblings in tow.</p> <p>With regard to the increased traffic which the expansion would undoubtedly bring, I would draw attention to the recent emergency gas works (11 Dec) which involved closing Lumb Brook Road. It caused widespread congestion along London Road and at the junction of Lyon's Lane with London Road. On one occasion that week it took me over 45 minutes to get home, usually a journey of under 10 minutes. I think this gives an indication of the pressure any additional traffic, in either direction (Lumb Brook Road or Lyon's Lane) would bring at peak school drop off/pick up times. The school is surrounded by Bridgewater High School, Broomfields Primary and Cobbs Infant School all of which have already overstretched traffic and parking considerations. There is also a proposed expansion of Bridgewater High School and the additional traffic this will bring will in turn impact the already severely congested junction at Lyon's Lane/London Road. Similarly there is always a bottleneck and queueing traffic at the bottom of Lumb Brook Road by the bridge which will only be worsened by a school expansion/traffic numbers increasing. The proposed Urban Splash housing development will also bring further traffic in and out of the area at peak times. The inconvenience of extra time added to journeys is nothing compared to the incapacity of the pavements and pedestrian crossings in the area to cope with increased numbers of pedestrians and the additional risk of queueing traffic.</p> <p>I understand and welcome the council's decision to welcome new families to the area however the existing infrastructure needs to be radically rethought before it can take place in a safe and sensible way.</p>
Strongly disagree	The traffic solution to access the school is insufficient.
Neither agree or disagree	I hope the developers take account of our current situation and take account of any future requirement for social distancing. It may be considered to be a 1:100 year event, but it will happen again and probably soon. Schools should be open plan and suitable.

Disagree	<p>Whilst I can appreciate the need to accommodate the expected increase in the number of primary aged pupils there are some specific issues which should be taken into account:</p> <p>The site is serviced by one road into Grappenhall Heys, due to people parking to pick up/drop off and also visit the walled gardens this is often single lane. This issue is made worse by the speed people drive along this stretch, any extension of the school would need to tackle this: provide additional parking, a crossing from the playground area to on the opposite side of the road and also some element of traffic calming.</p> <p>Due to the catchment area of the school and demographic car parking is already stretched - the provided parking is fully utilised with parents forced to spill out onto the surrounding roads. Even at the current school size this is barely manageable and often dangerous - there have been a number of incidents of near misses between vehicles and also with pedestrians. Serious consideration would need to be given to how this could be resolved: clearer marking off where parking is permitted and review of the areas where there is no drop curb on the junction of Stansfield drive. It is difficult to see how additional parking can be provided in the area unless some of the development land was reserved for this purpose?</p> <p>From the plans it appears as if there is a loss of hard standing play area and also the current garden area when due to the increase in size this should surely be added to?</p> <p>Recently the school roof was replaced, this caused significant disturbance to the children, how will this be managed when building such a significant extension? The footprint of the school is limited and there is no option to remove the classes from the immediate vicinity of the building works.</p> <p>Appreciate the need to ensure the future education of children in the area however there is also an obligation to protect those already attending the school.</p>
Strongly disagree	<p>Is this a joke? It is bad enough in the mornings trying to get out past the hundreds of cars dropping off children and now you want to double it, are you on drugs? This is completely mad the school extension should have been behind the "Wall Garden" where they are building hundreds of homes further adding to the congestion, but then thinking about it, some fat f*** developer wouldn't be making his millions!! I suppose it's great if you don't live across the road and have to attempt to get to work on time.</p>
Agree	-
Disagree	<p>I am not opposed to expansion but am not happy about the timing of this. The children have missed out on so much education due to the pandemic and trying to expand to this extent in such a small timeframe will undoubtedly affect their education. When the roof was replaced, the project overrun massively, my son came home with a headache many days due to the noise and they had to leave their classrooms to accommodate building works. The next 1-2 years needs focus on their education and stable environment. There has been no information as to how the current children's needs will be met during such an ambitious build. Unless all building work is done in the school holidays, I am very much against the expansion at this time.</p>

Agree	<p>Hi,</p> <p>Please find below my comments on the proposed expansion.</p> <p>It would be preferable for the building works to take place during the school holidays or before / after school hours to reduce the impact on the children. It was noisy when the roof was replaced last year and, after a year of Covid-19 disruption, it would be helpful to minimise further disruption for the children onsite.</p> <p>There was no information in the proposal about whether the 2 form entry would commence for all years from September 2022 or if this would be phased. This raises many questions from a parent's perspective such as whether there would be split years if certain years are not initially full (e.g. one Y2 class, one Y1 class and one Y1/Y2 class) or would there be 2 x Y1 classes and 2x Y2 classes.</p> <p>There is one significant area that the school and Warrington Borough Council needs to successfully manage - parking for parents and carers near the school and traffic management around the school.</p> <p>At the moment, there is one small car park close to the school which parents and carers can use. Many parents also park on the streets close to the school. To get to the car park, people have to drive past the school and it is often narrow due to the parked cars on the side of the streets. The location of and access to the car park puts people off using it.</p> <p>Alongside the expansion of Grappenhall Heys Primary School, the immediate area also has 2 new housing developments being built which will see approximately 400 new homes within about 1/4 to 1/2 a mile of the school. These are the Rowland Homes development behind the Grappenhall Heys Walled Garden and the Urban Splash development of which encompasses the fields at the top of Stansfield Drive, immediately next to the school and at the top of Witherwin avenue. Urban Splash has only recently submitted their Reserved Matters planning application.</p> <p>The Urban Splash development is adjacent to the school and the density of the housing proposed means that there will be a large increase in traffic along Keepers Road and Stansfield Drive. There are no road markings on Keepers Road (e.g. give way markings on the road) and there are no single or double yellow lines so people regularly park in inappropriate places close to the school and forget to give way appropriately.</p> <p>The Grappenhall Heys Primary School community and the local community need Warrington Borough Council to do some "joined up" thinking and take action on the parking situation as the expansion of the school and the new housing developments will have a large impact. Suggestions would be as follows:</p> <ul style="list-style-type: none"> - Give way markings on the roads near the school - double or single yellow lines on the roads near the school - a zebra crossing across Stansfield Drive to provide a safe place to cross - build a new access road to the car park which can be accessed from Witherwin Avenue directly - change the flow of traffic around Bretland Drive / Stansfield Drive to make it one way only (this would encourage use of the car park & avoid chaos as cars try to pass one another on a narrow stretch)
Disagree	-

Neither agree or disagree	School places are needed that is apparent, due to the number of new housing being built. I have no problem in principle. However, as a resident on the same road as the school, I have grave concerns about the access. At present, when the school is working to full compacity the morning and afternoons are congested to say the least. Haphazard parking is a major problem. Regularly six or seven vehicles park on the two pavements at the top of Keepers road with all four wheels on the said pavement. This restricts the view of people crossing roads on foot. Also the congestion at Lumbrook Avenue is already a major problem. A plan needs to be in place to access the school in safe way. If this does not happen, we will sadly have a major accident.
Strongly disagree	<p>I have got following concerns</p> <ol style="list-style-type: none"> 1. My daughters quality of education will be affected. Since last year their studies have been affected. Traffic around school will be affected. The Consultation plan doesn't provide very good support to local traffic. 2. Local traffic is already bad. My house is in GH site and to go on any side, to go to london road, north Warrington, to meet onto motorway, we are already waiting in queues. Your Consultation plan doesn't plan on adding more roads to ease this traffic. The plan of expansion of Bridgewater school will also affect the local traffic. 3. The pollution, noise will take away this green belt.
Neither agree or disagree	<p>It is evident that with the extent of housing development currently taking place in South Warrington, additional school places at GHCPs will be required. However, doubling the size of the school should be accompanied by improvement of the local road infrastructure, which has to date been unreasonably excluded from WBC's development plans for this area.</p> <p>As former parents of a child at GHCPs, we can speak first hand of the chaotic and dangerous situation outside the school at drop and pick up times and increased traffic on local roads to the school.</p> <p>The Howshoots link (Witherwin Avenue to Broad Lane), The Wrights Green Distributor (Dipping Brook & Blackcap new sites to Grappenhall Heys via Wrights Green) and improvements to the junction at Lumb Brook Bridge should all be incorporated into plans to improve the increased traffic loads in this area. In addition, the drop zone/additional parking outside the school should be given careful consideration.</p>
Neither agree or disagree	<p>Broomfields Junior School – response to the consultation of the expansion of Grappenhall Heys Primary school opening in September 2022</p> <p>After reading the detail within the consultation documents, the Headteacher and Governors of Broomfields Junior School are opposed to the timing of this expansion to Grappenhall Heys Primary School due to the following reasons:</p> <ul style="list-style-type: none"> - The reason for expanding Grappenhall Heys is to cater for the additional school place needs that will come from the local housing development(s) in the area. We completely understand this, but feel that September 2022 is too early for the school to double its capacity to the local community due to the slow progress of the builds in the area. - The live birth rate has been and continues to decrease in South Warrington, therefore Cobbs Infant and Nursery School has not been at capacity for a number of years and Broomfields has not been full for the last two academic years. The local authority has informed us that the demand for Reception places is also decreasing not just across the whole of Warrington, but in South Warrington too. - For Broomfields, we have experienced a continual drop in pupil numbers over the past two years and this continues steadily up until September 2023 when, with the current projections, we will be 26 pupils away from capacity – nearly a whole class. I also know from discussions with planning

	<p>at the local authority, that Cobbs Infant School will be undersubscribed again in the Reception intake this September 2021. These places are going to take a considerable time to fill and that needs to happen as successfully as possible before any further places are made available at Grappenhall Heys.</p> <ul style="list-style-type: none"> - It states in the consultation document that ‘there is no expectation that any school in the South will be detrimentally effected, as demand for places will increase in the next two years’. Grappenhall Heys Primary, doubling in size for September 2022 will certainly have a detrimental impact on our pupil numbers in two ways: firstly, due to the fact that Grappenhall Heys will have spaces due to the slow progress of the building work, some parents may decide to move their child to that school as the facilities will be far newer and more up to date than ours, and secondly, the opportunity for Broomfields to increase its pupil numbers from the other new builds in the area, such as Appleton Cross and Grappenhall Heys will be threatened, as the brand new school may be far more appealing to parents who are looking for a school place. In fact, when Grappenhall Heys originally opened in 2001, Broomfields lost a number of pupils to the new school. - Surely, the reason why the school is being expanded is for the pupils in the near vicinity of the school – for the families that will be moving into the brand new builds. If the expansion happens too early, it will be filled with pupils from a much wider area, not those who are yet to move into that area which goes against the reason as to why Grappenhall Heys was chosen for expansion. This will result in a negative impact on the environment with more car journeys needing to be made as families need to travel further to get to school. - Analysis that we have completed since last April demonstrates that there is a slight rise in our pupil numbers, but this is not due to the new builds in the area. Many of our existing families have re-located into the new housing, especially at the more advanced build at Pewterspear. - Covid has unfortunately had a huge part to play in the delay of the housing developments in South Warrington. Construction stopped completely from last March to July and then regulations are in place to ensure social distancing when building and decorating the houses which again, causes understandable delays. Again, planning at the Local Authority told us earlier in the week that all of the developments are behind schedule. - Being under capacity is already having a detrimental impact on our budget which directly impacts on the education of our pupils. For the last two years, we have had to set a deficit budget. Increasing our pupil numbers is paramount in allowing us to provide the best offer we possibly can for all of our pupils. - A significant number of our children have special educational needs and, as a school, we have to be providing a high quality offer which enables them to flourish through offering these pupils the support, resources and interventions they deserve. If our budget continues to reduce, these children will lose out on key experiences and interventions they should have and deserve. - Stockton Heath Primary was re-built now just over twelve years ago and was expanded from a one form entry to a two form entry primary school. At a similar time, The Cobbs Infant School and Broomfields Junior School were made to go from a four form to a three form entry school due to the decreasing pupil population in South Warrington. This has resulted in Cobbs’ numbers being relatively low and now this is impacting on Broomfields. We are extremely concerned that exactly the same issue will occur if Grappenhall’s expansion is to open too early. <p>We would like assurance that whilst the physical build may happen, increasing the pan will only happen when those places are actually needed through further consultation with the local primaries, infant and junior school.</p>
Disagree	<p>It will become a far too big primary school . It will therefore become half as big as a high school. I suggest that the children can be divided with in the local primary school surrounded the area. Such as Appleton thorn , cobbs , st Wilfred and GHCPs.</p>

Agree	<p>My major concerns are the timeframe involved and the potential disruption and impact on the ability of children to learn and the Staff to continue their work.</p> <p>On the basis that the housing isn't due for completion for four years what assessment has been made of the gradual increased capacity required by the school?</p> <p>Inevitably not all the expected pupil increase will happen at once!</p> <p>Regarding timelines - why when the housing developments are only going to be completed over four years is it necessary to contract the new build into an eighteen month period? Could the work be staged over the four years to minimise disruption?</p> <p>Also why is the work scheduled to start in September this year instead of a more appropriate time for example during school holidays? The disruption caused by Covid issues has significantly affected the children's education and adding to this burden seems unfair.</p> <p>The recent work to replace the roof at the school caused significant disruption especially because of the noise. What precautions and monitoring will be agreed in advance to ensure this problem is managed every day?</p> <p>The fact that heavy traffic movement along with construction machinery being present is a major concern for all the obvious health and safety issues. What precautions will be in place regarding traffic movements both off-school premises and on-school premises?</p> <p>What school representation will be present at the monitoring meetings?</p> <p>What will happen if there are delays for any reason, who makes the final decision regarding the appropriate forward plan.</p> <p>Obviously all parties will have their own vested interest, who will be representing pupils and staff?</p> <p>The school recently put a massive amount of work into building, resourcing, a fantastic Library facility. This needs now to be expanded to accomodate the increased numbers. Who will pay for this?</p> <p>Will the LEA commit, guarantee and finance all the existing staff numbers and then allow them to be increased in line with the requirements specified by the Headteacher?</p> <p>What will happen if Council / Developers budgets are exceeded and work is affected?</p> <p>What Child Protection Safeguards will be put in place by the Contractors to ensure that the children and staff are protected and safe?</p>
Disagree	<p>Whilst I appreciate the need for extra school places and the importance of GHCPs to the local area, I am deeply concerned by the lack of consideration or any apparent accommodation of the increased traffic such an extension will generate. Pick up and drop off facilities are already inadequate for the existing school. Parents show scant regard for local residents and complete disregard for speeding limits. I would support this initiative only if a proposal is developed to limit the traffic it generates and prevent those within walking distance of driving to the school. Future building plans off Curzon Drive and Lichfield Avenue will completely overwhelm Witherwin. Parked cars in the area of the Walled Garden already create a hazard when combined with the school run. Broomfields illustrates this point perfectly; the land of park anywhere you fancy parents and dare anyone else wish to use the road'.</p>
Agree	<p>Parking is my main concern, currently the area is already overcrowded with parents in cars at drop off and pick up times. They park in the car parks and at the roadside often blocking access to the area and making the area unfair for those walking with small children. I'm sure the people who live in the houses opposite must become very angry when they cannot safely access their properties. If the extension goes ahead a large amount of parking must be provided . It is wrong to assume that children will walk to school, whilst a small number do the majority are dropped off by car.</p>

Strongly agree	<p>The idea is good, we walk to school every day from Grappenhall rd and up Lumb Brook rd. The foot path on Lumb Brook Rd is very poor with sinkholes and the speed limit up Lumb Brook Rd should be lowered from 40 to 30 miles an hour. The two new crossing points between the millennium park are dangerous because visibility is obscured and the traffic is moving too quickly. I think more people would walk to school if these issues were addressed.</p> <p>If driving to school it is impossible to turn right from Grappenhall rd into Lumb Brook Rd in the morning and there needs to be a right arrow installed at that intersection. It would also encourage people to cycle to school if there was a safer way up Lumb Brook Rd.</p>
Strongly agree	<p>We walk to school daily and find Lumb Brook Rd dangerous as the traffic moves too quickly and the foot path is narrow, overgrown and full of pot holes.</p> <p>The Children have bikes but we do not bike as there is no safe way to get to school on a bike.</p>
Strongly disagree	<p>I write on behalf of Chester Diocesan Board of Education in relation to the proposed change to pupil admission numbers at Grappenhall Heys Primary School. I share the concerns raised by the governors of St. Wilfrid's C.E. Primary School as part of the public consultation period running from 12 January 2021 – 9 February 2021.</p> <p>Projected figures indicate that the decline in birth rates in the area will continue and sufficient capacity will exist in local schools, leading to a greater number of surplus reception places. Without any additional expansion, this surplus is predicted to increase to 40 by 2022, across the 8 schools close to Grappenhall Heys Primary School. This provides parents with the opportunity to choose from a large number of schools without the need to increase pupil admission numbers.</p> <p>Based on the projected data, the proposed expansion of Grappenhall Heys Primary School would further increase the number of surplus places. Due to the close proximity of the two schools, a decrease in the take up of reception class places will have a substantial impact on St. Wilfrid's C. E. Primary School both financially and operationally.</p> <p>I formally support the position of the governing body of St Wilfrid's C. E. Primary School in their objection to an increase in pupil admission numbers in the local area and their views in relation to the negative impact this will have on future admission numbers at the school.</p>
Agree	<p>With the continuous development of housing in Warrington South, mainly green belt areas there is a genuine need for the extension to the school, but with it will be the problems of transport, and dependant upon where the children are sourced from could create mayhem in certain areas.</p> <p>The Lumbrook Bridge traffic system is poor, the local authority will deny this, I have brought it to their attention in the past, this problem needs to be addressed properly.</p> <p>The Howshotts part of the new towns proposals is totally ignored by the local authority, as are other links to it namely Lumbrook road junction with new Lane . This would resolve. Some of the speeding traffic through Wrights Green, which are monitored very irregularly</p> <p>By Cheshire County Police</p>

Agree	<p>I agree that extra mainstream provision needs to be made in South Warrington and that there is no additional space at St Matthews C of E Primary School or Appleton Thorn to effectively double the size of the school.</p> <p>This proposal takes no account of additional provision which would be required for children with special needs in the Borough, which would lead to additional pressures at existing special schools in Warrington or consideration of and access to additional funds from section 106 monies, for the education of children with special needs.</p>
Strongly agree	<p>Strongly agree to expansion of the school as it is a necessity in the local area with increased housing development.</p> <p>Concerned about the traffic congestion around Lumb Brook Road Bridge at school times. It currently backs up Bridge Lane and Lumb Brook Road from the traffic lights in one direction and backs on to the busy main roads of Chester Road and Grappenhall Road on the other side of the bridge. This is caused by traffic dropping off and collecting from Grappenhall Heys School, St Monica RC School, Cobbs Infant School & Nursery, Broomfields Junior School, Bridgewater High School.</p> <p>I have lived in the area all my life so have seen the traffic increase over the years o the point where it is total chaos at school times. If anything happens such as a car breaks down, roadworks or the traffic lights fail, the area comes to a standstill.</p> <p>One suggestion would be to reopen Stockton Lane to allow some of the traffic to leave the estate in the direction of Grappenhall.</p> <p>My other point of concern was when reading the list of schools that would not be impacted by this development Bradshaw Primary School in Grappenhall was not listed. With three Grandchildren involved with this very good primary school it raised concerns.I hope this is not indicative of any negative actions concerning Bradshaw School.</p>
Disagree	<p>The majority of the new housing isn't in Grappenhall, but in Appleton, Stretton and Appleton Thorn areas. The expansion of the Grappenhall Heys school would see traffic from the other areas to Grappenhall and it would be better to expand one of the other two schools nearer where the properties being built actually are so children can walk to school.</p>
Strongly agree	<p>Given the amount of housing developments in the local area it is certainly required</p>
Strongly disagree	<p>Residents of Stansfield drive and Bretland close are subjected to anti social behaviour twice a day from many parents in the form of dangerous driving and illegal parking. Some drivers consistently park on yellow road markings, kick their children out of the car into moving traffic, then perform three point turns at the main entrance to the school. Please place on record my warning that it is only a matter of time before a child is killed or seriously injured. Most of the 210 additional children will be brought to school and picked up in a car (usually a high sided monster with poor visibility). The proposals make no allowance for the additional traffic that will be generated. Most of the officers and councillors who read this survey will have children and grandchildren of their own. You will probably wriggle out of any legal responsibility but do you want a dead child on your conscience?</p>

Neither agree or disagree	<p>I think the expansion of the school does make sense given the number of houses being built etc, but I do have concerns about the timing and some of the detail of the plans.</p> <p>I am extremely concerned about the impact that the expansion works will have on the children attending the school. The works are planned to take place from November 21 to September 22 and so that is nearly the full school year. The children have already suffered so much disruption for the last year because of the pandemic and I consider that the 21/22 academic year is going to be critical in helping the children catch up from all of the face to face contact that they have missed for the last year. The last thing they need is another disruptive school year. I am sure that all would be done to minimize the disruption, but, no matter what those steps are, there will clearly be disruption, which I do not consider the children should be subjected to (likely) immediately after the pandemic. I consider that the expansion should be delayed to allow the children to settle back into school after the pandemic and to catch up on the time they have lost.</p> <p>The plans are not very detailed and so it is not clear exactly what is being proposed, but I also have concerns about:</p> <ol style="list-style-type: none"> 1. The plans to extend the building should ensure that there is still a good proportion of outside space for the increased number of children. The outside space and learning capability in that space is a key part of the school and the expansion should also take into account that key space. 2. The car parking for adults dropping children is already a problem at times and so I am very concerned that there could be double the amount of cars in an already car congested area (with a large number of cars already parking on the street). The safety of the children is of paramount importance and how cars and drops offs are managed needs careful consideration and planning. 3. The plans refer to a small hall. I am not sure what the plans are with regard to the hall. But if there are going to be double the amount of children, the expansion should ensure that the children are not negatively impacted on at lunch time, i.e given less time to eat etc, because there are more children to fit in. The plans should cater for these additional children and provide sufficient facilities to cater f
Neither agree or disagree	<p>When we were picking up primary school for our little one who started in 2020 we were made aware of the plans to expand the school. Hearing about this we were worried about the impact this could have on the children in the school due to disturbance and noise in general. We were reassured by the school staff that this would only be done during half term to not cause any issues for the children.</p> <p>With how things have been during the pandemic I think it has become paramount to ensure that the children are not going to be impacted by this work. It would be extremely inappropriate considering everything they have been through to expose them to building works disturbance and noise. If the building plans need to be rescheduled to fit in during half terms so be it, many plans are delayed currently or cancelled due to COVID. Example is the Rowland Homes development in Grappenhall Heys that has been so far delayed by 6 months. This only indicates to me that it is less necessary to rush with the school expansion plans as the new houses won't be here on time as originally planned and likely their completion will only be delayed more due to what is going on with pandemic and lockdowns.</p> <p>Finally, to make it clear we will strongly oppose by all means necessary any attempts to perform the works outside of half terms if that will mean my child becoming impacted by this.</p>
Strongly disagree	The school itself expanding I don't mind, the housing that comes with it belongs in a city centre and not a suburban neighbourhood

Strongly disagree

I strongly disagree that the school should be expanded as WBC have nothing in their plans to address the traffic and parking issues that will be caused by doubling in size the intake. I live 352 meters from the school on Boddington Drive. Currently, you have parenst doing U turns on the T junction and mounting the pavements to park up. I have lost count the number of times I and neighbours, some with children , have almost been knocked down at drop-off and pickup. Parents are too lazy to use the car park at the bottom of Stansfield. It is also too small to accommodate all the cars. We have reported the very dangerous car parking to the Police, the Parish Council and WBC and no-one will take action. Wbc say it is because it is an unadopted road. The Parish Council said WBC will look at it. The Ploce say as long as you can pass on pavement they acnnot do anything! So you plan to dopuble the intake. Of course, we realise that many will come by car because very few childern walk to school. Also, the admission criteria priorities sibilings over catchmenst so it will takes years before the school is popluated primarliy will local children from GH. There is just one entrance and exit road to the school - Keepers Road. Where do you expect parents of 400+ kids to park? With the additional 400 houses planned in the next year or so, there will be even more cars entering and exiting the estate. Assuming that we fill the 2.4 car parking spaces per property, thats a very conservative estimate of an additional 960 cars. Of course, many households have more than 2.4 cars. As childern seem to be leaving the enst later now, it's not unusual for a house of 4 to each have a car! GH is a transient estate with most residenst travelling to work by car so there will be a massive increase in traffic in GH jsut from the new houses WBC have no plans to improve the rpad infrastructure around here. It is not unusual to queue for 15 minutes in the morning to get through Lumbtrook Bridge as you also get the school traffice from the Cobbs school . Has anyone done any traffic surveys to monitor exactly the traffic problems? It is important that this is doen when the schools are fully open and not during lockdown. in 2017 when the outline planning permission was granted for teh new housing, we were told that the school would be expanded to support the additional housing. We were also told that an additional car park would be created behind Jodrell Drive. We now know these plans have been scrapped and this land is now to be developed by Urban Splash for housing. There really has been no thought to how the additional traffic will be accommodated and thsi is typical short sightedness by the Council. In 2017, it was a condition of the planning passed for GH and for the Barratt's Pewtespear development that improvement works be carried out at the Cat and Lion junction in Stretton, given it's inadequacy to accommodate the ever-growing number of vehicles now using it. To date, this work still hasnt been completed. The traffic in the loacl area just continues to get worse and the Council do not have any plans to address it. In addition, WBC need to put double yellow lines around the estate, particalary on Keepers road, Stansfiled and Boddington Drive. This should discourage the current appalling inconsiderate parking. These are narrow roads which need to allow cars to be able to flow freely. There is simply no room for parking. Alternativley WBC should introduce Residents parking only. I have contacted the school several times about parking and the HT tells me there regulalry receive many complaints each week, resulting in her having to contact the Police. I'm sure peoples times can be better filled. If WBC fail to address these very serious issues, I think it is only a matter of time before there will unfortunatley be a serious accident and without doubt a lot of very irrate residents . Please do the responsible thing a address this before you expand the school. The sensible thing to do would be to put in an access road off either Witherwin or Lumbrook which doenst involve pulling traffic through the estate. Anything else is just tinkering at the edges of the problem. I would also like to see bollards in teh immediate future on the junction of Keeper Road T junction to stop people U turning and parking on the pavement. Finally, how about doing a traffic survey - both at the school and surrounding areas -out of lockdown! Thank you

Strongly disagree	<p>The plan to expand GHPS from Sept 2021 is based on an assumed increase in demand for school places by Sept 2022. The majority of local schools in this area already have capacity for additional children. Any increased capacity in a newly built / refurbished GHPS will, as it has in the past, draw parents away from the areas around these other schools and leave a funding problem and a reduction in the standard of education on offer. According to WBC the live birth rate in Warrington continues to fall. This is therefore a real opportunity to ensure that all local schools benefit from additional pupils and increasing pupil numbers over time. If over time additional capacity can only be achieved by increasing classroom places through building then, with proper planning and a sharing of the section 106 money available, all local schools could and should benefit. This would also ensure that traffic and associated environmental issues are also properly managed. The area immediately around GHPS already suffers from increased traffic and will only lead to more problems as people travel in to the area. By managing demand for places across all local schools you will also ensure the best possible management of traffic. When GHPS was built we know consideration was given to future expansion of capacity, however, it appears no consideration was given to the disproportionate and unmanageable increase of traffic and the adverse effect upon the environment that already exists. This plan as detailed feels very much like a problem has been identified, money has been made available via section 106, provision was made many years ago at GHPS for expansion, so it all seems to fit together. However, that gives no imaginative thought to what could be achieved or the severe consequences that local children will have to live with for many years to come if this goes ahead! I urge you, while you have the opportunity, to explore other options, spend the money wisely, ensure top quality education at all local schools and care for the environment. To say there is no detriment to other local schools is simply incorrect and as a local resident doesn't bring me any comfort that this is anything but a rushed, ill thought out plan that could be so much better!</p>
Disagree	<p>Parking during school periods is already very poor. I live opposite the car park on Stansfield Drive, and that is always full during parent drop off and pick up times. Many parents resort to parking on curbs and in poor parking places and traffic is often held up by the bottleneck of the bend just past the school on Stansfield Drive. Not only is this to the detriment of people who live locally but would potentially constitute a health and safety risk to children and parents walking into school, as well as local residents. Double the class sizes at the school would potentially see a significant increase in local traffic, and given the layout of the Grappenhall Heys estate (which in my opinion was not built to handle such an increase and does not have the supporting road infrastructure) I think this would have a significant impact upon the estate.</p>
Strongly disagree	<p>My objection is to the safety of children and local residents who will be impacted with even more traffic arriving a school to drop off and pick up. There is inadequate drop off / pick up facilities in the area and will get worse with further housing being built within the vicinity. WBC must install a new system / facility prior to expansion. PLanning department has already commented on access issues.</p>

Agree	<p>the concerns I have are for the infrastructure around school with added traffic with a school double the size - leading to the safety of the children, especially those who would be making their own way to school.</p> <p>As a school governor I am worried about the construction and the effects it will have on existing staff and children.</p> <p>As the area is growing I appreciate the need for school places but hope that the expansion will be carried out in a sympathetic way for all stakeholders.</p>
Neither agree or disagree	<p>I have no comments on the change to the school buildings. However as a local resident and former parent of children attending GHCPs I have serious concerns concerning safe access to the school. Even at its current size the roads around the school are congested at drop off and pick up times with cars parked to cause obstruction, on verges and marked areas for no parking and this results in unsafe conditions to other drivers and pedestrians. Emergency vehicles would be unable to access the area. There is no safe area for pedestrians walking to the school from Astor/Tresham/Bourchier etc. To cross over the road. The school expansion will make this situation worse. Add to this that parents for Broomfields already park along Witherwin Ave at school times, and the area risks becoming even more congested and dangerous for those attending school and others alike. Serious consideration needs to be given to access to the carpark below the school and alternative playground area (this should not be got rid of as there are no other playgrounds within the area.</p>
Agree	<p>We appreciate the school was always destined to expand but it is the timing and the impact on local residents of increased traffic when developments 1a, 1b and 2 are all going to be active at the same time. There is already a bottleneck within the Keepers Road / Stansfield Drive estate and on Lumb Brook Road. The drop off / pick up and parking situation must be addressed as a critical element of this expansion. I am also concerned that there is no safe route to school as Witherwin Avenue is frequently obscured by the visitors to the Walled Garden parking and also that there is no safe crossing point for children. There is no safe cycle route into Stockton Heath all of which will lead to car usage and the associated congestion it will create. So yes to school expansion BUT NOT without sorting the health and safety issues it will create through car congestion, site traffic and lack of parking!</p>
Agree	<p>Fully appreciate the need to expand the school but the location already has a traffic problem especially at drop off / collection times. This congestion extends to the Lumb Brook Road viaduct where it joins with the Cobbs School traffic. There is no safe crossing of Witherwin for children and as this expansion will be happening alongside a lot of other developments the risk to pedestrians is increased many fold. The lack of parking for the Walled Garden means Witherwin is often restricted and visibility reduced by cars parked right along its length. These have been long standing issues and ones that the original plans for Grappenhall Heys addressed. They need to be sorted as part of this expansion else I feel we will be creating a massive Health and Safety issue on Witherwin and within the Keepers Road / Stansfield Avenue development.</p>
Strongly disagree	<p>Roads and parking are completely inadequate for 420 cars. There is no public transport. The location is too dangerous for cycles. Most children do not live within walking distance. Parking spaces are(rightly) reserved for staff. Parents will park with their engines running on the road at the entrance to the school as they do at present. This will add to the already unacceptable level of pollution. The volume of traffic will be a danger to children attending the school. It is only a matter of time before a child is seriously injured. It is unreasonable to expect teachers and police to enforce road safety on a day to day basis. When all the children are back in school, WBC should conduct a site visit at 8.45 am, then imagine the chaos an additional 210 cars would create. Those individuals responsible for these proposals should be held accountable for their failure to protect the children at GHCPs.</p>

Strongly disagree	<p>It is unclear why GHCPs is "best placed to meet the needs of the area by increasing its current capacity" - no rationale as to how this has been adjudged has been provided to date. Our key concern is that the road network around the school and places to park safely are currently over capacity, with PSCO presence not an unfamiliar sight to ensure safe traffic management. Access for the families of the 210 children currently attending GHCPs is simply not adequate. How will potential traffic from the families bringing the additional 210 children to school be accommodated? Although we accept it is likely assumed that the school will provide places for children in current, new and proposed housing in Grappenhall Heys, and therefore is for children whose families live in walking distance, the reality is likely to be that a great many extra families will drive/will need to drive their children to school. The further reality is that school place allocation does not always happen that neatly; with many children coming from further afield and needing to be driven. This throws up serious questions in regards to potential issues around road safety, and possibly air quality too given volume of traffic. If Grappenhall has been identified as an area of population growth, why not reinvigorate the former Grappenhall Hall School? It is a massive building with huge potential, and the village has numerous access points. Or stipulate that a new school is built within one of the new housing developments within Grappenhall Heys if the need for places for local children is considered to be so great, and developers are looking to contribute funds to realising this infrastructure? We would have serious safety concerns if the proposed development went ahead without due consideration of traffic/access.</p>
Disagree	<p>In brief, there are a number of issues that we believe require further thought, and which ought to lead to revision of the current plan:</p> <ul style="list-style-type: none"> - Expansion of the school is required (and this fact is not in question) however, expanding the footprint of the school building does not seem to be the best answer. Why isn't the current school - with its existing footprint - being made two-storey? This would provide the required additional teaching space WITHOUT reducing outdoor space. We note that some 'additional playground' is noted on the proposal drawings, but when combined with the loss of playground proposed for the building expansion, appears to lead to a net REDUCTION in playground/outdoor area, that will be needed by an INCREASED number of pupils. Not least from the point of view of the health and mental well-being of the pupils, such a reduction in outdoor space cannot be a good thing! - Parking is currently difficult and without significant further capacity will become dreadful both for users and nearby residents and likely gridlocked. It is a fallacy to assume that those living locally will walk to school - we live locally and often use the car, whether because of bad weather, running late, or because the drop-off (or pick-up) at/from school is simply part of another journey requiring the car. To proceed on the assumption that all who live nearby will walk to school would be a very foolish assumption. - Access. The school is 'tucked away' within the immediate housing estate of Grappenhall Heys and currently only accessible via Witherwin Avenue, Keeper's Road and Stansfield Drive in succession. These roads are already congested due to parked cars and the volume of traffic at school drop-off and pick-up times; the congestion will only become worse with more cars (see above point for the inevitability of that) that will require access to the school. Creative traffic management will be required to alleviate the congestion. One suggestion would be to make a one-way system for access to and exit from the area, e.g. keep access to the school via Witherwin Avenue, into Keeper's Road and then down to the public car park via Stansfield Drive, and exit via a newly created exit road from the public car park directly onto Witherwin Avenue (opposite the Walled Gardens). Of course, the public car park would also need additional capacity... Consideration should also be given to marking both sides of Witherwin Avenue (and also Astor Drive on the opposite side of the main roundabout) with double-yellow lines to make access easier. This would also help ease congestion at the weekend when many cars park on both these roads for visiting the Walled Gardens, and would encourage use of the public car park.

- Safety for those walking and cycling. Particularly for crossing Witherwin Avenue, a crossing is required for access from the Walled Garden across to the path behind the public playground (where the exit road from the car park could go) for the safety of those who do walk/cycle to school. Witherwin Avenue is already BUSY and, bluntly, without considerable thought be given to ensure the safety of those cycling/walking to and from the school, is the location of an accident just waiting to happen. With more pupils and more cars generally in the area, please carefully plan to keep safety as the top priority.

Agree	<p>The governing body are in full support of the long-term vision of this project. The points raised at this consultation phase are in regard to the project management during the build phase and the implications of the transition period during the subsequent phases of increasing pupil numbers. The school is currently working under a recovery curriculum agenda post pandemic and managing the significant financial impact of the school closure on income generation. The timing of the project therefore needs incredibly sensitive management during the build given the post pandemic impact on the school community and must ensure a smooth transition during the growth phases of the school.</p> <p>CLARIFICATION OF CAPITAL PROJECT FUND COVERAGE: As a capital project covering fixtures and fittings, beyond furniture and redecorating old parts of the building, does this extend to increased resources such as laptops, books, outdoor equipment?</p> <p>CONSIDERATIONS DURING THE BUILDING PHASE:</p> <p>Will heavy site traffic and building works be subject to a curfew?</p> <p>Will noise monitors be fitted and will maximum readings be monitored and challenged to protect the inner workings of the school classroom experiences as much as possible?</p> <p>What tarmac and field space will be left during the build in term time once a site access path is in place for the duration of the project? What will be the minimum space during each phase of the project for each school key stage to manage outdoor play?</p> <p>There were issues during the reroofing regarding discarded materials on the playgrounds even with a site manager present each day, how will this project prevent this re-occurring?</p> <p>What happens for those in the building if a significant part of the build planned to occur during holiday time such as a knock through, increasing kitchen size etc gets delayed? Does it get postponed to the next holiday?</p> <p>If weather complications, what happens for those in the building if a classroom is flooded or there are delays during a knock through phase in holidays for example – key stage toilets are positioned at the adjoining wall.</p> <p>Considering the considerable difference in actual versus plan of the re-roofing project how will this project be better managed to ensure timescales are actually achieved with the minimum disruption to pupils’ education and staff trying to deliver this.</p> <p>LONG TERM RESOURCING IMPLICATIONS DURING THE TRANSITION PERIOD: If the school has small class sizes for a transition period potentially for a few years following the finished build, how are financial implications including increased staffing with low per pupil funding and the running costs of extra building space left empty offset?</p> <p>ENVIRONMENT CONSIDERATIONS: What aspects of the project are ensuring the eco friendliness of the design.</p> <p>Where there are risks, there are opportunities for a school community to come together by understanding the finite detail of the project. It is critical to the governing body to ensure proposals and changes are communicated effectively to reassure all those involved.</p> <p>Thank you</p>
-------	---

Disagree	<p>Whilst in principle I understand the need for the proposed expansion of the school, there are some key aspects that I believe have not been considered adequately that are critical to the successful implementation both to the school and the local residents.</p> <p>The current access roads to the school are inadequate for an increase in traffic - there are already many issues on a daily basis which are encountered, such as dangerous parking by parents on the surrounding roads and pavements which jeopardise the children's safety. In addition, local residents are constantly having to deal with situations where parents are parking on/over their driveways and when challenged, the behaviours of those parents is inappropriate and often times aggressive. This is due to the parking available being totally inadequate already which will only be exacerbated with any increase in school intake numbers.</p> <p>There seems to be an assumption in the expansion proposals that the majority of the increased intake will walk to school rather than travel by car. I believe this assumption is wildly optimistic and is contrary to what happens now on a daily basis with the vast majority of children already coming to school by car.</p> <p>In order for the expansion to successfully work I believe the transport and car parking provisions need to be urgently reviewed as the current proposals are wildly inadequate and based on assumptions that are not based in reality. Without these considerations, I strongly believe we will see the children's safety being further compromised and the relationships between the school and local residents detrimentally impacted.</p>
Agree	<p>If by having additional school places available near to the new housing developments so that traffic and air pollution in the area is kept to a minimum, it did a good thing.</p>
Strongly disagree	<p>The school expansion plans are very disruptive. We have had roof works for few months , the kids had to keep moving from class to class could use the communal halls.. then COVID restrictions came in and the kids had a very disruptive year. If the work starts again on the school it's going to be very disruptive for the kids again. They deserve a safe quiet environment . With all the works planned to extend the existing. Building it's going to an absolute nightmare! They have had a a rough year and I wouldn't want anymore chaos . They roads are very narrow and it's get very busy around school pickup and drop off! They can't cope with double the number of cars! Very few parents walk and it's ridiculous busy anyways. The cars are parked up everywhere and car park is full too. We live on the lane next to the school and often find cars speeding around ! It's not got the infrastructure in place to support double the numbers! A separate small school would be a better option. Or this could be made into an infant school like cobb's and then the move to a different school. The area will get very very polluted if there will be double the number of cars passing !</p>
Disagree	<p>I have grave concerns regarding the timeline within the expansion proposal and the detrimental effect that this will have on Appleton Thorn Primary where I am head. Our numbers are lower than expected for the intake 2021 and birth rates remain low for the next few years, the school and pupils will suffer severely through loss of income if these places are opened ahead of the New Housing Development completions. I would ask that the project, when completed, only opens to increased places once demand increases in the local area.</p> <p>I have sent an additional letter into the consultation inbox.</p>

Strongly disagree	<p>It is widely known that the expansion of GHCPs has been on the longer term plan for the area since it was first built. It's expansion to accommodate the increase in children associated with the recent housing developments in GH and Appleton Cross is logical. There are not many people in the area that would argue this logic.</p> <p>HOWEVER, there is currently a serious Health & Safety issue associated with traffic movement and congestion in the immediate vicinity of the school, specifically around the start and end of the school day (i.e. the dropping off and picking up of children by parents/etc). Before any expansion commences, this highways issue needs to be addressed.</p> <p>This is a known H&S issue which has been reported to the local police and to WBC on numerous occasions in the last several years. Indeed, the issue was raised and minuted at a recent WBC DMC meeting (see page 85 of the DMC minutes from the March 2020): "Consideration of the impact to the existing School (GHCPs) layout which already has traffic issues and requires a redesign of access away from Keepers Road".</p> <p>Having reviewed the plans on the warrington.gov.uk website, I can see no reference to any changes to road access and improvements to the current drop off arrangements. This is irresponsible, given that this is a known H&S issue. Doubling the school size will almost certainly lead to the current situation becoming significantly worse.</p> <p>The expansion of the school should not be considered until a suitable safe highways/access solution is found.</p>
Disagree	<p>Whereas i understand the need for growth in school, as a resident on stansfield drive i simply cannot see how the current road infrastructure will support the additional traffic. With school at its current capacity, i (and my fellow residents) have been subjected to verbal abuse, threatening behaviour and I am unable to use my own drive without fear of incident due to the sheer volume of existing school traffic. should the council press ahead with these plans, PLEASE reroute the traffic away from the current entrance!! failure to do so will undoubtedly lead to an unbearable level of congestion and a very real danger of a serious accident/incident!</p>
Strongly disagree	<p>The current expansion of house building in Grappenhall is unwarranted and affecting the character of the area. Swathes of green belt, countryside and space for local residents are being eaten up by developers. If we agree to the expansion of the school it opens the door to much more development, all in the name of growth, but what will these people do? Warrington is currently an empty town, empty shops, agreements for betting and gambling premises, no theatre, obstruction of real development in the town and where planning is passed, it's unsuitable for the area, eg huge flats in the town centre. I'd like to see growth for our town but not the current killing off of our areas that make it unique. More school places mean a demand for houses and that means more cars and pollution, crowded areas that look like estates. We don't want this for Grappenhall (and other areas such as Sankey that is being eaten up by greedy people). We don't want a city.</p>
Strongly disagree	<p>WBC need to sort out the current parking and traffic issues on the school run before they expand the school. The current parking and traffic situation is ridiculous and very very dangerous. Parents are doing dangerous U turns on the T junction of Keepers road to park up on the pavement. This is so very dangerous as pedestrians are walking on these pavements to get to school at this time. Several times I have witnessed near misses. There is one way in and one way out - Keepers Road. The new development of 400 houses will mean Keepers Road , Bodding Drive, Bodding Road and Jodrell will become the new access roads for the Urban Splash developments. How will residents be able to get through these roads when they are blocked with parents parking. I have photos to show the current gridlock and will forward you. WBC need to put in a spur road off Lumbrook Road or Witherwin which does not pull traffic through this one entrance/exit housing estate. I cannot attach photos here so will send them in to your email School Consultation Please refer to these as part of your survey. The extra 400 houses will mean additional traffic of probably over</p>

	<p>another 1000 cars. An additional 210 pupils will mean more traffic. Please do not think these pupils will live locally and walk to school as we all know not many people walk to school, particularly round here. I would like you also to conduct a traffic survey at drop off and pickup at the school when schools return to normal opening and look for yourselves at the chaos...Thankyou</p>
Agree	<p>The Cobbs Infant and Nursery School – response to the consultation of the expansion of Grappenhall Heys Primary school opening in September 2022</p> <p>From the consultation document the Headteacher and Governors of Cobbs infant and nursery school are opposed to the timing of this expansion to Grappenhall Heys Primary School due to the following reasons:</p> <ul style="list-style-type: none"> - The reason for expanding Grappenhall Heys is to cater for the additional school place needs that will come from the local housing development(s) in the area. We completely understand this, but feel that September 2022 is too early for the school to double its capacity to the local community due to the slow progress of the builds in the area. - The live birth rate has been and continues to decrease in South Warrington, therefore, The Cobbs Infant and Nursery School has not been at capacity for a number of years and our partner Junior school has not been full for the last two academic years. The local authority has informed us that the demand for Reception places is also decreasing not just across South Warrington but the whole of Warrington too. - We have experienced a continual drop in pupil numbers over the past three years and this continues this year in both school and nursery. We are currently 16 children below capacity in reception and expecting to be 28 below next year. - These places in the past may have been filled by overflow from other areas in fact we take children from Latchford and beyond but all schools are now predicting lower first preferences so there is unlikely to be the need from other areas. If further places are made available at Grappenhall Heys this will impact hugely. - It states in the consultation document that ‘there is no expectation that any school in the South will be detrimentally effected, as demand for places will increase in the next two years’. This is not currently the case so Grappenhall Heys Primary, doubling in size for September 2022 will certainly have a detrimental impact on our pupil numbers in two ways: firstly, due to the fact that Grappenhall Heys will have spaces due to the slow progress of the building work, some parents may decide to move their child to that school as the facilities will be far newer and secondly, the opportunity for The Cobbs Infant and Nursery to increase its pupil numbers from the other new builds in the area, such as Appleton Cross will be threatened. - When Grappenhall Heys originally opened in 2001, The Cobbs lost a number of pupils to the new school. - The main reason for the expansion is for pupils in the near vicinity of the school – ie for the families that will be moving into the brand new builds. If the expansion happens too early, it will be filled with pupils from a much wider area, not those who are yet to move into that area. This may result in a negative impact on the environment with more car journeys needing to be made as families need to travel further to get to school.- Covid has unfortunately had a huge part to play in the delay of the housing developments in South Warrington. Construction stopped completely from last March to July and now regulations are in place to ensure social distancing when building and decorating the houses which again, causes understandable delays. Again, planning at the Local Authority told us earlier in the week that all of the developments are behind schedule. - Being under capacity will have a detrimental impact on our budget which directly impacts on the education of our pupils. Due to the pandemic and

	<p>the low numbers we find ourselves setting a deficit budget for the first time this will only get worse with lower numbers.</p> <p>We would like assurance that whilst the physical build may happen, increasing the pan will only happen when those places are actually needed through further consultation with the local primaries, infant and junior school.</p>
Disagree	<p>I am concerned that if the PAN is increased at GHCPs in advance of the building in the area being completed, the school will take children from neighbouring schools who will be attracted by the new build. Local schools such as ourselves and Cobbs are already operating with places unfilled and deficit budgets. The consultation document states that, 'there is no expectation that any school in the South will be detrimentally effected, as demand for places will increase in the next two years.' I am concerned that this will not be the case: the original opening of GHCPs caused a drop in numbers at St. Monica's and other local schools and a repetition of this will significantly harm the standard of education we are able to offer our children with the impact it will have on a budget already under pressure. The judgement that it will be two years until the demand increases is now looking optimistic as the LA has confirmed that the developments are behind schedule. Therefore I am asking that whilst the physical build may go ahead at GHCPs, the PAN will only be increased when those places are actually needed and following further consultation with the local primaries.</p>
Disagree	<p>I have concerns about the impact of the proposed development on the children currently at the school. It is particularly of concern because the education of the current children has already been so detrimentally affected by the corona virus pandemic. They can not afford to have their education disrupted any further. Any kind of building work will have an impact on the current children. The roof has recently been replaced and that caused major disruption to the children's education with noise and needing to be taught in rooms that aren't actually classrooms while the work was undertaken.</p> <p>I also have concerns about road access and parking for the school if pupil numbers were to double. The majority of parents, even those who live very locally, drive their children to school. The traffic situation at drop off and pick up is at best chaotic and at worst extremely dangerous. The small car park on Stansfield Drive is always full at these times with current student numbers and no provision seems to have been made for expansion of this in the plans. The car park of the actual school is reserved for teachers and for safety reasons, I feel this should remain the case, having cars moving around so close to school at drop off and pick up would be dangerous. I am concerned that the small, narrow local roads will not cope with the increased cars if the school doubles in size, unless allowance is made for this in some way. Also, with respect to the roads, roads local to the school are treacherous when it is icy as they are not gritted routinely.</p> <p>I am also aware that Cobbs/Broomfields primary school previously took an extra form intake to what it does now. Entry numbers were only reduced there a few years ago. If the area needs for school places are there not already facilities to accommodate this at Cobbs/Broomfields if they have previously had higher pupil numbers?</p>
Neither agree or disagree	<p>It's hard for me to weigh up the limited information. The key strength of the school is in the community, really led by Mrs Jackson who is an excellent Head. Expanding the school will clearly impact on the small community feeling, but provided there is good funding and staff continuity then I am hopeful that it can be at worst neutral. Any concerns I do have are around the increase in traffic in the area and also how the building works are managed in order to minimise disruption to the children currently in the school.</p>
Strongly disagree	<p>Decline in birth rates. Expansion will affect St Wilfrid's more than other schools.</p>

Strongly agree	I support the expansion, it benefits the community and will require fewer car journeys and improve community spirit
Agree	-

Appendix 3: School Travel Plan 2021

1. Introduction

- 1.1. Grappenhall Heys Community Primary School is a one form entry primary school opened approximately 20 years ago. It is located on Stansfield Drive in Grappenhall Heys which is in the south east of Warrington. The school was originally built to serve a planned extensive residential development, however that was subsequently paused due to a change in government policy. Development has now recommenced in the area and as a result a planning application has been submitted to expand and increase the footprint of the school to allow two form entry.
- 1.2. As a result of the suspension of residential development, the catchment area of the school widened, which has generated a heavy reliance on car-based journeys to school. The Council, through its Local Transport Plan 4 (LTP4), is committed to reducing car trips, and School Travel Plans are routinely required from applicants as a condition of planning consent to enable and encourage more sustainable travel choices and a reduction in car journeys. They form a strategy designed to support all modes of travel to and from school, but specifically enable and promote walking, cycling and scooting as alternatives to driving.

2. Site Audit

Current situation

- 2.1. The school is located in a semi-rural area approximately 3.5 miles south east of Warrington town centre in an area of new housing development.

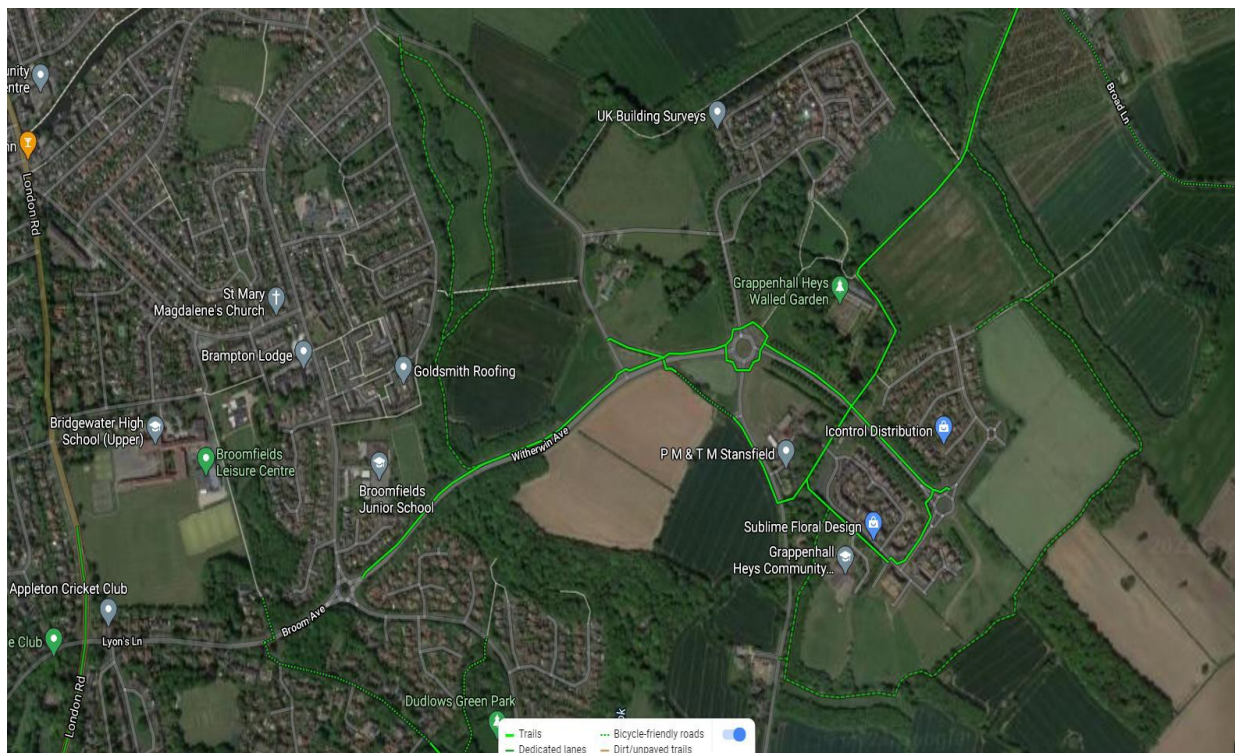
- 2.2. More locally, the school is located on Stansfield Drive, a cul-de-sac off Witherwin Avenue and Lumbrook Road. As this is a cul-de-sac, problems are exacerbated especially as families attempt to arrive and leave Stansfield Drive at the same time or when coaches are returning from school visits.
- 2.3. When the school first opened there was not a housing development near to the school, although one was planned. Subsequently, parents and carers became used to having the car park, two lay-bys and the street in which to park.
- 2.4. This situation has now changed and parking spaces have to be shared with residents. Although there is car parking and garaging to the rear of the properties, most residents have two cars and choose to park on the road at the front of their properties. This leads to haphazard, inconsiderate and potentially dangerous parking by both parents/carers and residents.
- 2.5. To avoid the congestion on Stansfield Drive many parents choose to park on Witherwin Avenue. They park very close to the dropped, unmarked crossing point obscuring the view for both pedestrians and oncoming traffic, and as this is a wide straight road which encourages motorists to speed there have been several near-miss incidents here.
- 2.6. There are school-keep-clear zig-zags to help pedestrians see on-coming traffic and give them a safer place to cross, and the pavements in the area are shared use for pedestrians and cyclists and there are two pedestrian entrances.
- 2.7. It has staff parking in lay-bys along its entrance road, two parking lay-bys on Stansfield Drive outside the entrance road and a car park 100metres past the entrance.



2.8. Grappenhall Heys is very poorly served by public transport with only one bus service serving the area twice per day. This is the school bus service to Lymm High school which public are also able to use.

2.9. Staff parking is located within the grounds, with currently car parking spaces for staff, cycle parking and scooter parking spaces.

2.10. An aerial view shows the school surrounded by fields with small pockets of new development and a network of footpaths and cycleways linking it to the wider area. Further housing development is planned in close proximity in the next few years and plans will be scrutinised to ensure high quality walking and cycling links are built to allow safe access to the school.



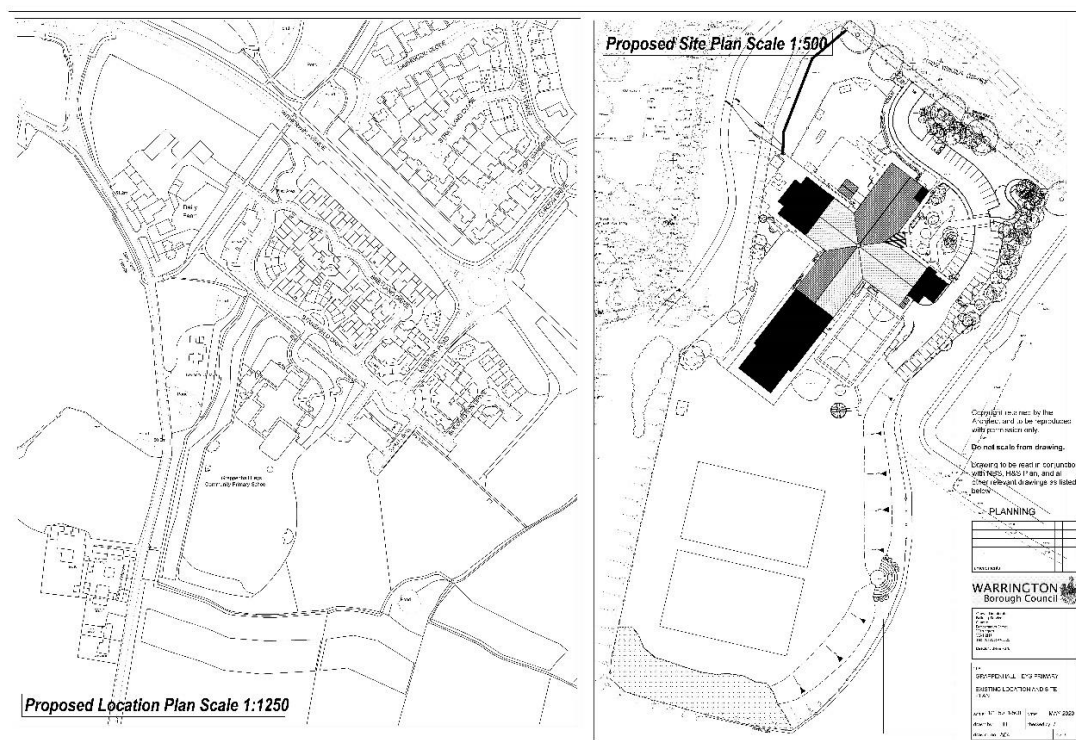
Proposals for Expansion

2.11. As mentioned in the introduction, a programme of house building has resumed in the area with a potential increase of 1024 homes across south Warrington. This school has been identified as being best placed to cater for the resultant population growth and demand by increasing its current capacity.

2.12. Funded from accrued development S106 contributions, an investment of £3million will be made to expand the school from a one-form entry to a two-form entry (210 additional primary school places) and will ensure sufficient school places to meet the projected demand from September 2022.

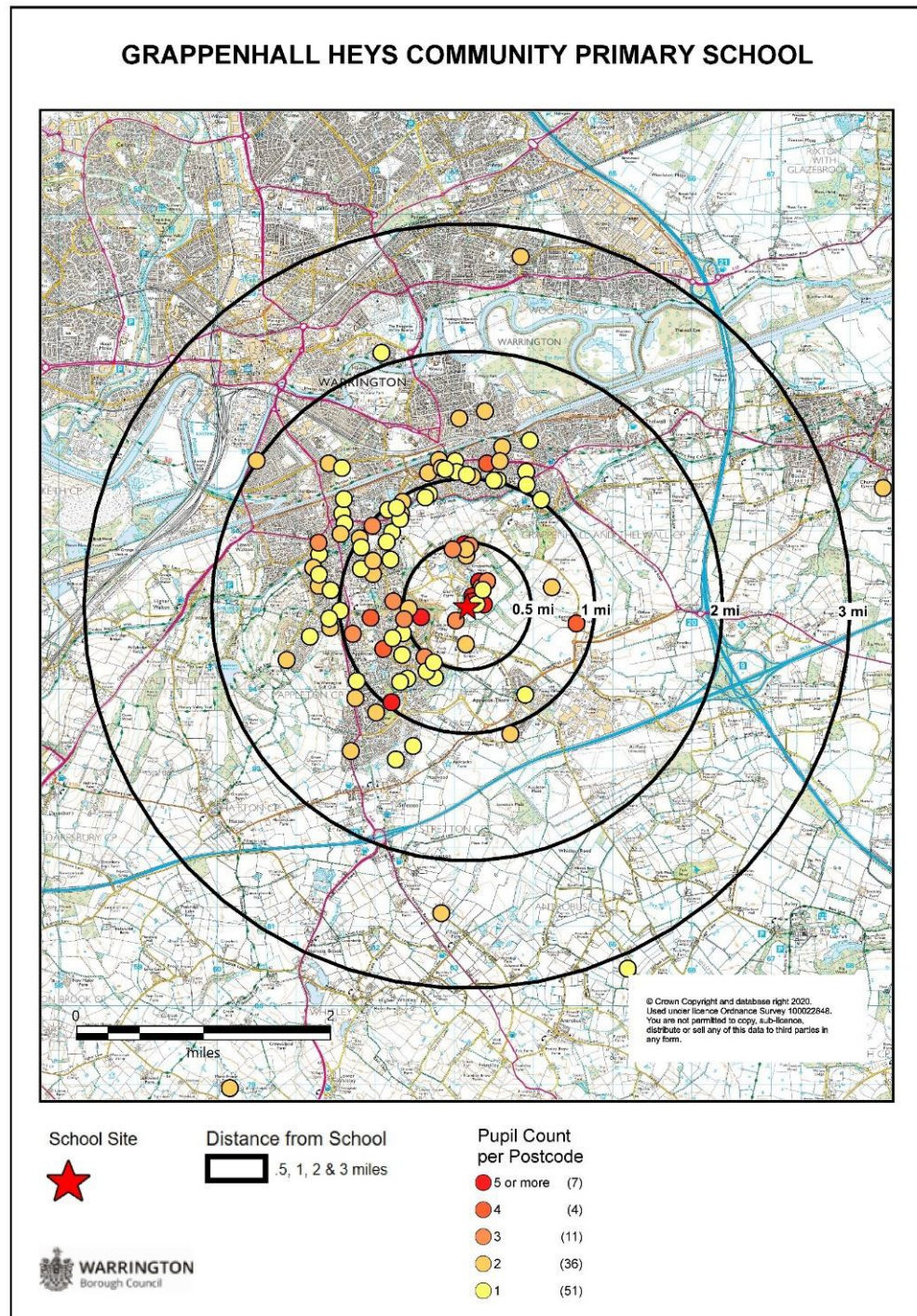
2.13. This will provide the school with:

- refurbished / reconfigured nursery reception area
- new infant and junior classrooms
- new secure entrance / reception
- increased staff accommodation
- small hall
- playground and increased car parking capacity
- a new pedestrian access into the site off Stansfield Drive



3. Travel Patterns

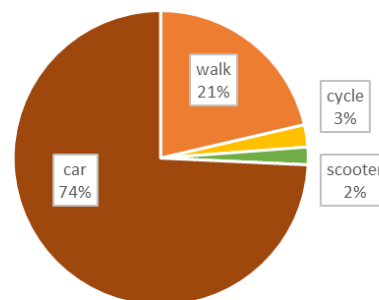
- 3.1. Postcode plotting has given an oversight of from where and how far pupils are travelling to school.
- 3.2. The majority live within a two-mile radius of the school which is an ideal distance for accompanied cycling, but the 'target audience' for the promotion of walking and scooting are those living within the one-mile radius.



3.3. As part of the development of the Travel Plan, all pupils throughout the school were asked to identify how they travelled to school via a hands-up survey in November 2020. The results have been analysed and are shown below.

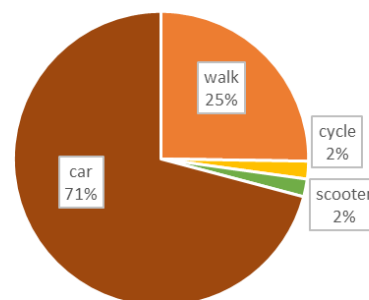
how did you get to school this morning					
	walk	cycle	scooter	car	
nursery	9	0	0	8	17
reception	12	0	0	16	28
yr 1	6	2	1	21	30
yr 2	3	1	1	24	29
yr 3	4	0	0	21	25
yr 4	1	0	2	25	28
yr 5	6	2	0	20	28
yr 6	3	0	0	18	21
TOTAL	44	5	4	153	206
%	21%	2%	2%	74%	100%

How did you get to school this morning?



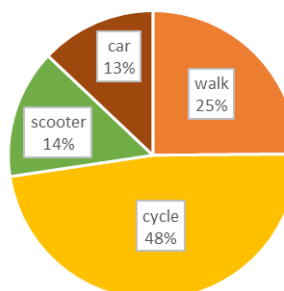
how are you getting home after school					
	walk	cycle	scooter	car	
nursery	9	0	0	8	17
reception	12	0	0	16	28
yr 1	6	2	1	21	30
yr 2	4	0	1	24	29
yr 3	4	0	0	21	25
yr 4	5	1	2	20	28
yr 5	8	1	0	19	28
yr 6	4	0	0	17	21
TOTAL	52	4	4	146	206
%	25%	2%	2%	71%	100%

How are you getting home after school?



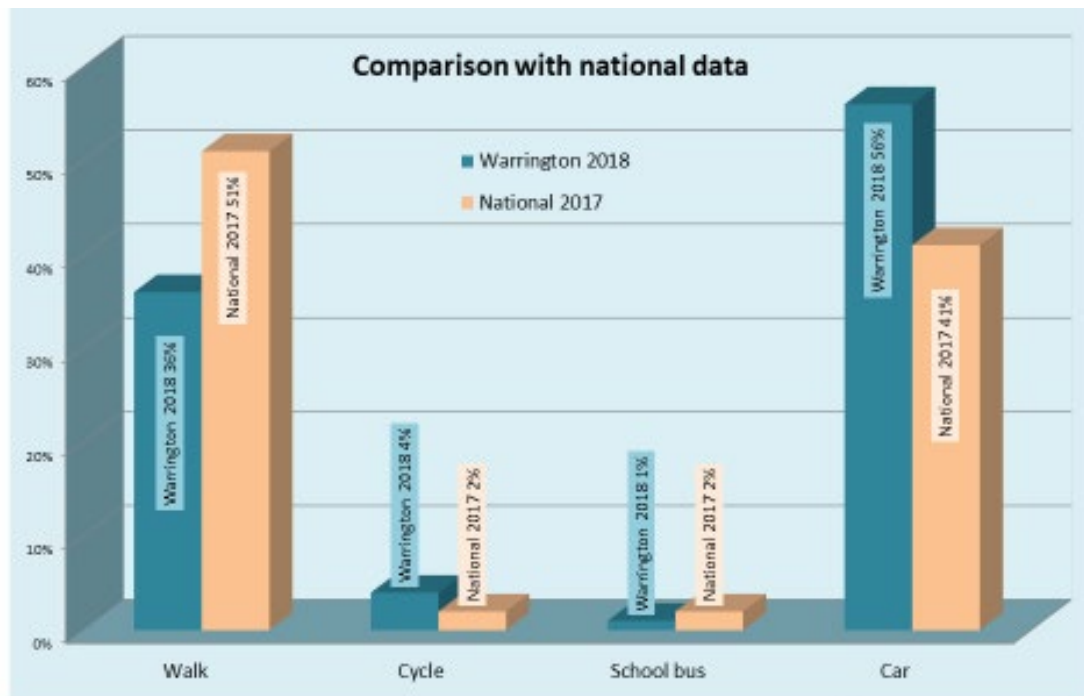
how would you prefer to travel to/from school					
	walk	cycle	scooter	car	
nursery	4	1	8	4	17
reception	9	14	2	0	25
yr 1	2	16	8	5	31
yr 2	7	17	1	1	26
yr 3	6	13	6	0	25
yr 4	5	16	1	6	28
yr 5	12	9	1	6	28
yr 6	5	10	2	4	21
TOTAL	50	96	29	26	201
%	25%	48%	14%	13%	100%

How would you prefer to travel to/from school?



Analysis

3.4. A similar hands-up survey was undertaken at all primary schools in Warrington in 2018 and the results compared with national data (see below). That showed that Warrington as a whole was more dependent on the car to transport children to school than elsewhere in the UK, however the results above identify an even greater dependence in the Grappenhall Heys catchment area.



3.5. Looking at the responses to the third question – how would you prefer to get to and from school - it is not surprising to discover that a substantial majority of children would prefer not to travel by car but to cycle, walk or scoot instead.

3.6. This demonstrates clearly that the decision on how to travel to school is made by the adults in the family, and a parents' survey is planned for spring 2021 after the return to school from the third pandemic lockdown.

3.7. There are various reasons for being driven to and from school, including:

- expediency of working parents
- siblings attending different schools
- the rural nature or geography of the area
- high level of car ownership
- lack of safe walking and cycling routes

- disability

3.8. For completeness, although children were attending school as normal in November 2020, the effects of the Covid-19 pandemic may have had a bearing on the way they were being transported to school.

3.9. Since September 2020 schools have been staggering start and finish times and separating children into 'year bubbles' to ensure social distancing, which may be affecting the normal family routine. However with many adults working from home or on furlough it could be argued that walking or cycling to school would currently be easier than during normal times.

4. Objectives of the School Travel Plan

4.1. The principal objectives of this School Travel Plan are to encourage more children to walk, cycle or scoot as a method of travel to school rather than being driven by parents, and to make the journey safer by all modes of travel. A change in travel away from the car would ease local congestion, boost pupils' health and independence, and to help instil responsible travel habits.

4.2. It also seeks to:

- enable and encourage more families to walk, cycle or scoot safely to school
- increase sustainable travel awareness and promote healthy lifestyles
- reduce driving and parking congestion outside the school and immediate surroundings

5. Targets

5.1. A hands up survey conducted in 2018 recorded 82% of pupils travelling by car and 17% of pupils walking, cycling and scooting to school. However the most recent survey from November 2020 showed 74% travelling by car and 25% in the more active modes.

5.2. Consideration has to be given when setting targets that the most recent survey was completed during the COVID epidemic and as such the school had changed its normal opening and closing times and is operating staggered start times. In addition more parents are currently working from home and as such the demands of the school drop off on route and on the way home from work have reduced. This has brought about a positive change in the number of children who are making the journey to and from school actively

5.3. To help meet the above objectives, we have set some preliminary basic targets which will be added to over time once a Steering Group has been set up to help guide the actions. Based on the recent mode of travel to school surveys targets are:

- To reduce the percentage of pupils travelling by car from 74% to 65%

- To increase the percentage of pupils walking, cycling and scooting to school from 25% to 35%.

6. A Package of Measures to Achieve the Objectives

Physical Measures

- 6.1. As the new housing developments progress, the catchment area will include homes which are in closer proximity to the school. This will enable walking, cycling and scooting to be the favoured mode of travel, as reflected in the recent hands up survey where 87% of children said this would be their preference.
- 6.2. As part of their Development Control function, Warrington council will be working with the developers to ensure that all future housing developments in the area provide safe and accessible walking and cycling routes to the school.
- 6.3. As traffic in the area increases with more housing development, an improved crossing facility on Witherwin Avenue, connecting the footpaths from Dashwood Close and Stansfield Drive will also be investigated.
- 6.4. As part of the school development, to support and encourage active travel it is planned to increase the provision of safe and secure cycle and scooter storage within the school grounds.

Child Educational Measures

- 6.5. There are a variety of curriculum based lesson plans, activities and information available to increase sustainable travel awareness and promote healthy lifestyles. In addition, Warrington Council's Smarter Travel Choices and Road Safety teams have a range of assemblies and classroom lessons that they can deliver throughout the year groups.
- 6.6. The use of scooters can be a way of speeding up the walk to school for families that have time pressures. **Scooter training** can be delivered by the Council and is designed to teach children how ride safely and develop road safety awareness so that they can enjoy the freedom and fun that riding a scooter provides.
- 6.7. **Bikeability cycle training** is the modern day version of the old cycling proficiency scheme, and offered to every school in Warrington. It ranges from learn to ride training through to basic on-road cycling to help children with confidence and competence to ride on quiet roads and prepares them for transition to high school. It can also include adult cycle training and family led rides. Further information can be found on the Bikeability website.

Driver education measures

6.8. Many of the risks associated with walking, scooting and cycling to school emanate from a car dominated environment. In order to create a safer and less congestion environment outside school requires education and awareness of drivers. There are a number of ways in which this can be done such as:

- Encouraging drivers to sign a parking pledge and make it part of the home/school agreement.
- Promoting safe and considerate driving at parent evenings and new parent meetings
- Social media campaigns directed at drivers
- Engaging with the local community and sharing information with local residents about campaigns that the school are taking part in.
- Producing 5-minute walking zone maps which can be promoted on the school website.
- Junior PCSO scheme which involves pupils working with the local policing team to promote a variety of seasonal safety topics and campaigns throughout the year.

Promotional campaigns to share the message

6.9. **Living Streets**, the charity for everyday walking, administer the national Walk to School campaigns, a week in May and a whole month in October, to encourage and incentivise walking to school. They also promote two year-round walk to school challenges:

- Park and stride, a scheme where drivers are encouraged to park away from school and walk the last part of the journey with their children and
- WOW (Walk Once a Week), a reward scheme where children record how they travel to school on a tracker and if they walk cycle or scoot to school once a week for a month they receive a badge. Grappenhall Heys are one of ten schools in Warrington who are currently taking part in WOW.

6.10. **Sustrans**, the charity that promotes walking and cycling, hold a week long Bike to School event every autumn as well as national bike week in June, promoting the positive impact that an active lifestyle can have on health and wellbeing. Their website has a range of free resources, competitions and activities.

6.11. **Brake** is a national charity that coordinates Road Safety week which is held annually in November and their website has a wide range of resources and information.

6.12. **Think!** is the government's national road safety theme which is used to support a series of road safety campaigns through the year such as be bright be

seen and cycle safety. The website also holds a wide variety of resources and information which is aimed not only at children, but also their parents.

- 6.13. **Clean air day** is an annual event held on 17th June to improve public understanding of how air pollution affects our health, and build awareness of what can be done to tackle it.

7. Action Plan

Objective 1: Reduce driving and parking congestion outside the school and immediate surroundings			
Action	Method	Ownership	Timescale
Investigate a one-way system	Assess safety and community issues in encouraging drivers to route around Bretland Drive	Headteacher School Travel Adviser	During 2021
Home School Agreement	Request for safe parking and active travel to school/park and stride	Headteacher School Travel Adviser	In place for new intake 2021
Anti-idling campaign	Raise awareness by school newsletter and social media. Include as part of curriculum	Headteacher School Travel Adviser	April 2021
Junior safety officers and junior PCSOs scheme	Deliver a scheme whereby pupils work with police to encourage safe driving practices by drivers.	Headteacher School Travel Adviser	Autumn term 2021
Promote clean air day	Class lessons and school newsletter	Headteacher School Travel Adviser	June 2021

Objective 2: Increase sustainable travel awareness and promote healthy lifestyles			
Action	Method	Ownership	Timescale
Ensure that annual hands up survey is carried out	Class hands up survey	Headteacher	September 2021
Take part in Living Streets WOW scheme	Promote to parents by school newsletter and social media.	Headteacher Living Streets School Travel Adviser	March 2021
Participate in the National Walk to School Week and Month	Publicise event during assembly and in the school newsletter. Incentives provided to encourage participation.	Headteacher School Travel Adviser	17-21 May 2021 October 2021
Addition of travel/transport related items and successes to the school newsletter.	School Newsletter and social media	Headteacher	Ongoing

Objective 3: Enable and encourage more families to walk, cycle or scoot safely to school

Action	Method	Ownership	Timescale
Scooter training	Delivery of training to KS1	School Travel Adviser	Summer term 2021
Bikeability cycle training in school by Bikeright	Contact Bikeright to arrange courses – Balance, Levels 1 and 2	Headteacher.	Summer term 2021
Deliver family cycle rides after Level 2 delivery	Promote in newsletter and social media	Headteacher School Travel Adviser	Summer 2021
Promote road safety week theme Road Safety Heroes	Work with the Road Safety team	Headteacher Road Safety team	16-21 November 2021

8. Management and Marketing

- 8.1. The implementation and management of the Travel Plan will be the responsibility of the Headteacher and Warrington Borough Council's School Travel Adviser. However in order to achieve the desired outcomes, support and commitment by all members of the school's staff and governors is essential.
- 8.2. In addition a Steering Group will be set up comprising of representatives from the school teaching staff, governors, parents, local residents, local councillors, the police community support officer and the school travel adviser. To gain insight into the thoughts and views of the pupils, regular meetings will be held with the school council where ideas and proposals can be discussed.
- 8.3. The Travel Plan will be recognised as being an essential part of the school's Development Plan and as such annual monitoring and reviewing should take place, the outcomes of which used to map out actions for the forthcoming year
- 8.4. Key to the success of the Travel Plan is the marketing and promotion of the initiatives to raise awareness and encourage participation in the measures. To promote the travel plan a number of methods of communication will be used:

New parent meetings and parent evenings

- 8.5. These are an ideal opportunity to promote the travel initiatives, raise awareness of the travel options available, outline the work that the school is doing and highlight issues which are impacting on the aspirations of parents and children who would prefer to walk, cycle or scoot to school, such as inconsiderate driving and parking.

Home school agreement

- 8.6. The home school agreement is an opportunity to outline what is deemed to be safe and considerate parking and driving behaviour in the school vicinity and encourage where possible commitment to active journeys to school.

School communication

- 8.7. Promoting and celebrating the school's participation and achievements in local and national campaigns by means of newsletters and social media.

School website

- 8.8. The school website should also provide information and links to support sustainable travel such as the Warrington cycle map, five minute walking zones, suggested park and stride locations and bus timetables.

Engagement with pupils

- Lesson plans and curriculum activities linked to sustainable travel
- Participation in campaigns such as walk to school week
- Inviting a variety of guest speakers to assemblies and to work with individual classes
- Involvement of the school council in the monitoring of measures

9. Monitoring and Review

- 9.1. The Headteacher or a designated member of staff together with the School Travel Adviser will monitor the implementation and success of the School Travel Plan by ensuring that measures are promoted and relevant data is captured. This will be done by ensuring surveys are carried out in line with timescales. Upon relevant data collection, modal-shift targets will be agreed and the action plan revised.

Pupil Travel Survey

- 9.2. A pupil travel survey will be undertaken every September from which data will be retrieved and targets set. The survey will aim to
- Identify current travel choices
 - Establish the popular alternative modes of travel to school. Given the choice how would pupils prefer to travel to school but currently don't/cannot.
- 9.3. The results of each pupil survey will provide information on the established travel choices of pupils and parents and will provide a basis for the setting of targets in the school travel plan. Targets will be agreed between the Head Teacher and the School Travel Adviser which are relevant, measurable and achievable and monitored on an ongoing basis.

Staff Travel Survey

- 9.4. A staff travel survey will also be carried out on an annual basis every September in order to monitor the staff mode of travel.

Parent Questionnaire

- 9.5. Parents' views and ideas on the transport choices and opportunities available is important for the school travel plan. These should also be collected on an annual basis.

10. Commitment

- 10.1. The school travel plan will be reviewed and revised to take into account the increase of school numbers from a one form to two form intake, planned new housing developments and subsequent changes to the pupil catchment area

Appendix 4: WBC Place Planning Responsibilities

1. Illustration of the local authority meeting its place planning requirements

- 1.2 Local authorities are responsible for ensuring there is a sufficient number of school places available in its area to meet demand. Effective pupil place planning is a fundamental element of the local authority's role as strategic commissioner of good school places.
- 1.3 In order to forecast demand on Reception class places, a number of factors are taken into account such as the number of live births, inward and outward migration and popularity of schools measured by the number of parental preference requests received for entry to each School.
- 1.4 For the planning of school places across the primary sector, the Borough of Warrington is split into 11 planning areas.
- 1.5 The South Warrington planning area has nine primary phase education establishments (Schools) distributed across three Wards. These Schools are:
Appleton Thorn Primary; Broomfields Junior; The Cobbs Infants; Grappenhall Heys Primary; Grappenhall St Wilfrid's CE Primary; St Monica's Catholic Primary; St Thomas' CE Primary; Stockton Heath Primary; and Stretton St Matthew's CE Primary.
- 1.6 The three Wards within this planning area are Appleton, Grappenhall and Stockton Heath.

Table 1 provides the number of live births registered in the three Wards located in the South Warrington planning area.

Table 1

Reception Class Entry Year - Sept	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Year of Birth - Sept-Aug	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
Appleton Ward	90	97	77	85	72	66	91	113	81	92	98	91	69	70
Grappenhall Ward	72	72	77	64	60	49	61	76	88	84	78	61	73	61
Stockton Heath Ward	82	89	91	92	78	93	84	72	70	66	63	65	53	66
Total	244	258	245	241	210	208	236	261	239	242	239	217	195	197

- 1.7 Since 2011, births in South Warrington have been relatively steady. Births recorded in 2011/12 were at their lowest however they increased again in 2013/14 to the highest number recorded over the last nine years at 261, then they steadily began to decline again. The lowest births recorded to date were in 2018 with 195 however we anticipate that, assuming the previous trend continues, births will begin to increase again over the coming years.
- 1.8 The births for the upcoming reception intake in 2021 is similar to those admitted to reception in 2014 overall however there is a shift in the number of births in each Ward. For example, when the births for Reception Class Entry 2014 (2009/10) is compared with those for 2021, births in Stockton Heath have significantly reduced from 92 to 63 however, first preference requests indicate that this has not affected the popularity of schools located in this area. The provisional number of first preferences expressed by parents on their application forms for entry to a school in the Stockton Heath Ward is 95 and there are just 90 places available in this Ward indicating that births have not affected the popularity of these schools in this area.
- 1.9 When comparing the same in the Appleton Ward, births have increased slightly up from 85 to 98. However first preference requests for 2021 indicate a fall in numbers with 106 provisional first preferences expressed against 150 places that are available in this Ward.
- 1.10 The Grappenhall Ward has also seen an increase in births up from 64 for the 2014 intake to 78 for 2021. Although first preference requests appear to have fallen, the general trend over the years at the schools has remained quite stable. Appleton Thorn Primary, for example, is likely to be undersubscribed again in 2021 but this School always attracts families from out of area. This is evidenced in Table 2 in the 'last distance' column. Only 7% of pupils on roll at Appleton Thorn Primary reside in the Grappenhall Ward.

Table 2 shows how places were allocated across all primary schools in the South Warrington over the last five years.

Table 2

Ward	Primary Education Establishment	PAN for Reception Class Entry	Number of Places Offered					Last Distance of the last applicant to be offered a place (measured in miles)				
			2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Appleton	Broomfields Junior School	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Appleton	Cobbs	90	85	80	88	83	80	10	2.383	1.908	2.751	1.81
Appleton	Stretton St Matthew's CE Primary School	30	30	27	30	30	30	1.724	4.458	2.294	1.785	1.737
Appleton	St Monica's Catholic Primary School	30	29	26	25	25	19	1.815	1.384	4.949	3.274	1.677
Grappenhall	Grappenhall Heys Community Primary School	30	30	30	30	30	30	1.44	1.249	0.795	0.927	0.988
Grappenhall	Grappenhall St Wilfrid's CE Primary School	60	58	60	57	60	57	1.809	0.894	1.613	0.728	1.927
Grappenhall	Appleton Thorn Primary School	30	26	24	30	30	22	5.02	6.304	2.323	4.515	4.015
Stockton Heath	St Thomas' CE Primary School	30	30	29	30	30	30	0.905	0.801	0.63	5.695	1.127
Stockton Heath	Stockton Heath Primary School	60	60	52	50	60	56	0.644	3.391	6.527	1.182	1.697
Total		360	348	328	340	348	324	av 2.9	av 2.6	av 2.6	av 2.6	av 1.8

- 1.11 The year with the highest number of births was 2013 and these children started reception class in September 2018. In total, 340 children were offered a reception class place in one of the schools in the South Warrington planning area. When this is compared with reception class entry in 2016, the lowest birth year, 348 places were offered.
- 1.12 In light of this, there does not appear to be a strong connection between the number of births in this planning area and the number of reception class places offered. The evidence suggests that, regardless of the births in this area, these schools are popular and will attract families from outside of the planning area.

2. Deferring the expansion at GHCPs

- 2.1 Between 2018 and 2023, there are 1050 homes being built out in the South Warrington planning area. Geographically, Grappenhall Heys Primary is located in the centre of the developments. The primary pupil yield from these developments is expected to be 315 (ie an additional 45 pupils per year group).
- 2.2 Table 3 provides the numbers on roll at schools across the South Warrington planning area according to the October 2020 census. This shows that there are currently 128 places available across the planning area which equates to an average of 18 unfilled places per year group.
- 2.3 In order to allow for general mid-year movement and parental choice, a 5% surplus is the recommended level of unfilled places in an area. Therefore at present without the impact of the developments, there is no immediate pressure on places and there is an acceptable level of unfilled places across the South Warrington planning area.
- 2.4 Initially, we had been informed that circa 513 homes were due to be built by one developer between 2020 and 2024. These numbers were built into the forecasting model which informs the 'Projected Numbers Summary Sheets' that are shared with all schools annually.
- 2.4 According to new information provided by developers, 770 homes will be built out by two developers and begin to be sold from May 2021. The pupil yield anticipated from this number of homes is 231 so an additional 33 primary aged pupils per year group is projected.
- 2.5 However, assuming there is little change across year groups over the next two years, with an average of 18 unfilled places per year group, the indication is that there will not be enough places available to meet the additional yield from the developments.

Table 3

Ward	Primary Education Establishment	Number of pupils on roll as at October 2020 census								Total PAN	No. of unfilled places	Percentage of unfilled places
		Reception Class	Y1	Y2	Y3	Y4	Y5	Y6	Total			
Appleton	Broomfields Junior	0	0	0	81	82	93	90	346	360	14	4
Appleton	The Cobbs Infants	74	89	87	0	0	0	0	250	270	20	7
Appleton	Stretton St Matthew's CE Primary	30	30	30	28	30	30	33	211	210	0	0
Appleton	St Monica's Catholic Primary	20	25	23	25	30	31	31	185	210	25	12

Grappenhall	Grappenhall Heys Community Primary	30	30	30	28	29	29	26	202	210	8	4
Grappenhall	Grappenhall St Wilfrid's CE Primary	55	60	54	60	60	60	59	408	420	12	3
Grappenhall	Appleton Thorn Primary	24	30	31	26	28	31	27	197	210	13	6
Stockton Heath	St Thomas' CE Primary	30	29	30	29	30	28	30	206	210	4	2
Stockton Heath	Stockton Heath Primary	57	57	49	50	59	59	57	388	420	32	8
Total		320	350	334	327	348	361	353	2393	2520	128	Average is 5%

2.6 As set out previously, there is evidence to suggest that, unlike some other local planning areas, the number of live births within the South Warrington planning area does not have a direct link with numbers on roll at the schools located there.

2.7 In addition, an assessment of pupil addresses has been completed for all those on roll at one of the primary schools in the South Warrington planning area.

Table 4 sets out a summary for each school and the percentage of pupils on roll who reside in one of the Wards located within the planning area and the percentage residing elsewhere.

Table 4

Ward where School is located	Primary Education Establishment	% of pupils on roll residing in SW Planning area wards				
		Appleton	Grappenhall	Stockton Heath	Other Areas	% Total
Appleton	Broomfields Junior	44	3	19	34	100
Appleton	The Cobbs Infants	46	5	13	36	100
Appleton	Stretton St Matthew's CE Primary	41	2	5	52	100
Appleton	St Monica's Catholic Primary	28	6	21	45	100
Grappenhall	Grappenhall Heys Community Primary	36	30	9	25	100
Grappenhall	Grappenhall St Wilfrid's CE Primary	3	61	11	25	100
Grappenhall	Appleton Thorn Primary	48	7	8	37	100
Stockton Heath	St Thomas' CE Primary	9	6	45	40	100
Stockton Heath	Stockton Heath Primary	10	1	29	60	100

- 2.8 Based on the contents of Table 4, it is fair to say that, based on current numbers on roll at the schools, a high percentage of pupils living outside of the Appleton, Grappenhall and Stockton Heath Wards travel into South Warrington to attend each of the schools located there. This suggests that there are not currently enough pupils to fill the places already on offer. Therefore, any additional pupil yield located in close vicinity to these schools, will be offered places and any pupils currently travelling from outside of the area may be displaced by those living closer so should be pushed back to schools closer to where they live.
- 2.9 If this is not the case and pupil yield does not displace those travelling from out of area, then as these schools are so popular that families are willing to travel from outside of the area, school rolls at all of the schools in close proximity to the developments should not be affected.

3. The potential impact on other primary schools in the South Warrington Planning Area

- 3.1 Table 5 provides details of pupil forecasts, taking account of the impact of the 770 homes on school places in the Grappenhall and Appleton Wards. Based on the detail set out in Table 4, schools in the Stockton Heath Ward have been discounted from this exercise as the developments in question are likely to have minimal impact on these Schools.
- 3.2 Overall, by September 2022, pupil forecasting suggests that there will be insufficient places available in the Appleton and Grappenhall Wards with just 2% of places unfilled.
- 3.3 That said, the forecast model is based on the assumption that popularity of schools remains the same and that families with school aged children are likely to purchase the homes in these developments. In addition, there is reliance on homes being built out within the specified timescales. With so many assumptions, it is a case that a true picture will only begin to become clear when the number of applications for reception class entry in 2022 are counted in January 2022.

Table 5

Forecasts summary showing impact of 770 homes being built out from April 2021							
SCHOOL	WARD	Sum of PANs for all year groups	2020/21	2021/22	2022/23	2023/24	2024/25
Appleton Thorn	Grappenhall	210	197	216	224	237	246
Grappenhall Heys	Grappenhall	210	202	224	236	252	261
Grappenhall St Wilfrid's	Grappenhall	420	408	424	429	444	447
Cobbs	Appleton	270	250	251	249	237	214
Broomfields	Appleton	360	346	343	339	331	338
St Monica's	Appleton	210	185	178	170	157	149
Stretton St Matthews	Appleton	210	211	210	212	206	202
Grand Total		1890	1799	1847	1859	1865	1857
Number of Unfilled Places Across Appleton and Grappenhall Wards without Grappenhall Heys Expansion			91	43	31	25	33
% of Unfilled Places Across Appleton and Grappenhall Wards without Grappenhall Heys Expansion			5%	2%	2%	1%	2%
% of Unfilled Places Across Appleton and Grappenhall Wards with Grappenhall Heys Expansion			NA	NA	11%	11%	12%

