

Appendix One: Addington School site options

Three options for expanded provision on site have been identified for further development:

1a Provision of classrooms and parking on the Site of Urban Landscape Value (SULV), avoiding the existing sports and parking areas.

1b Provisions of classrooms on the existing sports and parking area, relocating these into the Site of Urban Landscape Value.

1c Provision of classrooms on the existing sports and parking area, with new parking provided in a decked car park.

Option 2 (new provision off-site) is set out below the on-site options.

A further option (provision of classrooms on top of the existing building, or new building over multiple floors) has been discounted largely because of the impact on the current pupil body (who are particularly vulnerable).

An overview of the risks and costs associated with each option are set out below.

Option 1a: least cost	
Provision of classrooms on the Site of Urban Landscape Value, avoiding the existing sports and parking areas.	
£3.5M	
+ve	-ve
<ul style="list-style-type: none"> • Least disruptive to children attending the school of the presented options. • Potential to open 2019/20. 	<ul style="list-style-type: none"> • Building would occur outside of the existing Addington School site and on the most sensitive part of the SULV. • High likelihood of significant objection from residents. • High likelihood of an objection from Sport England. • Planning Committee highly unlikely to support the proposal due to impact on the SULV and loss of openness. • Lowest construction costs of the presented options.

Option 1b: contains works on the school site

Provisions of classrooms on the existing sports and parking area, relocating these into the Site of Urban Landscape Value.

£4.4M	
+ve	-ve
<ul style="list-style-type: none"> • Building contained within the existing Addington School site. • Building on the SULV would be contained within the least sensitive part of the SULV. • Potential to open 2019/20 (albeit 2020/21 is a better fit with the overall programme) 	<ul style="list-style-type: none"> • The replacement ball courts and car parking would be on the SULV, albeit contained within the existing Addington School site. • Planning Committee may on balance be satisfied that the benefits of extending the school outweigh the limited harm to the SULV. • Higher construction costs than Option 1a (but lower than Options 1c and 3).

Option 1c: maximum cost, but minimum impact on Site of Urban Landscape Value (SULV).

Provision of classrooms on the existing sports and parking area, with new parking provided in a decked car park.

£6.7M (ground plus one floor car park / ball courts on school site in SULV area)

£8.5M (ground plus two floors car park / ball courts on school site **not** in SULV area)

+ve	-ve
<ul style="list-style-type: none"> • Planning Committee likely to support moving the sports pitches on to the Site of Urban Landscape Value. • Improved parking provision provides betterment to address current shortfalls. 	<ul style="list-style-type: none"> • Longer construction period. • Construction likely to be less disruptive to children attending the school. • Higher construction costs. • Earliest opening 2020/21.

Option 3

Provision of classrooms offsite – as a satellite campus or stand alone new school(s).

£10M+

+ve	-ve
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<ul style="list-style-type: none"> • No planning issues regarding the existing Addington School site. • No construction disturbance to children attending the existing Addington School site. 	<ul style="list-style-type: none"> • Addington School are known not to favour this approach due to practical difficulties to teaching and management • . • Need to find a suitable site and get planning permission. • Unknown opening time. • Higher construction costs compared to other presented options. •
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Whilst Options 1a to 1c might enable expanded provision for the start of the 2020/21 school year. The more expensive options (particularly with a 3 storey (ground plus two floors) car park) would require a longer lead in time and therefore point towards either a protracted temporary use of SULV land for car parking or a 2021/22 delivery.

Option 1a requires the **building and car park** to be on a Site of Urban Landscape Value, which is unlikely to be supported by Planning Committee, with the projection of the open space known to be a sensitive local issue in addition to building being contrary to planning policy.

Options 1b and 1c are also contrary to planning policy, but because the building is not on the SULV and the development is wholly within the school site (1b) or on land further away from the SULV (1c) may be received more favourably. Only the Option 1c variant (ground plus 2 floors car park) ensures no development at all on the designated SULV.

The cost of off-site provision is speculative, because no brief has yet been written. The cost of a steel multi-storey car park would be avoided, but the building would need to be self-contained (and therefore would duplicate facilities that are in the main building), and the site fully landscaped and secure (with outdoor recreation and PE spaces, car parking, access roads, and perimeter security).

