

Westgate 4-16 All Through School Planning Amendments

February 2013 - Rev 4

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1.00 CAR PARKING

1.00 Zoning

- The proposed car parking facilities have been laid out across the Westgate site to best serve the various parts of the school, nursery and Badminton Centre. No car park will have an exclusivity between these uses but some will have a predominant use. For example the primary will tend to use the car park off Links Road and the nursery will tend to use the car park off Cheriton Road. In summary and read in conjunction with drawing P09788 - A.020 Proposed Site Plan;
- Car park A
This is the existing car park adjacent to the Badminton Centre. It has been kept where it is so it can accommodate the three existing accessible car parking spaces that serve the Centre. The rest of the car and motorcycle parking is as existing.
- Car Park B
The existing car park B has been displaced in order to create the central landscape space in the centre of the Westgate campus. Some spaces have been moved to the new car park B off Links Road and others have been moved elsewhere on site. The new car park B accommodates extra car parking spaces for the new primary accommodation. This car park has therefore been located adjacent to this new facility. It is accessed off Links Road to avoid cars crossing the school site.
- Car Park C
This car park is in its existing location off Green Lane to facilitate access to the main entrance of the primary accommodation. It is reduced and modified to allow space for the primary school play area.
- Car Park D
This car park is in its existing location adjacent to the secondary reception entrance. It has been modified and extended to accommodate the spaces displaced from Car Park C
- Car Park E
This car park serves the nursery but not exclusively. There are other car parking spaces included to deliver the overall recommended number of parking spaces on the Westgate site.

1.02 Potential Revenue from Car Parks

- There is currently no proposal to introduce charging for use of the car parks.

1.03 Car Park off Cheriton Road adjacent to Nursery

- During the day on weekdays this gated car park will be used and controlled by school and nursery staff.
- On evenings and weekends and school holidays the car park will be controlled by the school for out of hours use. Arrangements will be agreed with the nursery or the Badminton Centre should they need to use them during these periods.
- Outside these times the intention is the car park will be locked.
- Signage will define the restrictive use of the car park and give direction for those associated with deliveries or maintenance. This arrangement will be supported by an intercom connected to the general office in the nursery and the reception at the front of the secondary for use by people or deliveries that arrive unexpectedly. There will be sufficient space in front of the gates to allow a reasonably sized vehicle to wait off the carriageway should they require assistance getting into the car park.

- Between this car park and the rest of the school there will be a secure fence and gates. During the school day these inner gates will be locked and controlled by nursery and school staff.
- The route through the car park will allow access to the existing school hard play area beyond for use as an overflow car park if needed on special occasions.
- In general the Westgate School is intending to arrange for school deliveries to be brought to a holding place central to the campus off Green Lane so the potential traffic impact on Cheriton Road should be reduced. That said the option to deliver some items to this part of the site will remain.
- The lighting within the car park will be designed to minimise light pollution. The lighting columns will be reduced to a height of 4m (to match the height of columns used on site already). It is intended that the car park will only be lit at the required times. Light columns installed near the site boundary will face towards the car park and be fitted with shields to mitigate any backward spill of light. These measures should minimise perceived 'light pollution'.
- The car park will be sensitively landscaped and surrounded with hedges and planting on all four sides.

1.04 Car Park off Links Road adjacent to Primary

- During the day on weekdays this gated car park will be used and controlled by school staff.
- On evenings, weekends and school holidays the car park will be controlled by the school or the Badminton Centre for out of hours use.
- Outside these times used the intention is the car park will be locked.
- Signage will define the restrictive use of the car park and give direction for those associated with deliveries or maintenance. This arrangement will be supported by an intercom connected to the general office in the primary and the reception at the front of the secondary for use by people or deliveries that arrive unexpectedly. There will be sufficient space in front of the gates to allow a reasonably sized vehicle to wait off the carriageway should they require assistance getting into the car park.
- Between this car park and the rest of the school there will be a secure fence and gates. During the school day these inner gates will be locked and controlled only by school staff. This arrangement will mitigate against any drop-off or pick-up on Links Road by parents.
- In general the Westgate School is intending to arrange for school deliveries to be brought to a holding place central to the campus off Green Lane so the potential traffic impact on Links Road should be reduced. That said the option to deliver some items to this part of the site will remain.
- Refuse collection from the primary will be via a refuse vehicle stopping on Links Road and rubbish being collected from bins brought to the car park entrance. This is similar to the arrangements for the existing boarding house and nursery.
- The lighting within the car park will be designed to minimise light pollution. The lighting columns will be reduced to a height of 4m (to match the height of columns used on site already). It is intended that the car park will only be lit at the required times. Light columns installed near the site boundary will face towards the car park and be fitted with shields to mitigate any backward spill of light. These measures will minimise perceived 'light pollution'.
- A significant part of the car park's area will be built on the footprint of the existing service yard and cottage that border Links Road. This will minimise encroachment into the green space. The car park will be sensitively landscaped and surrounded with hedges and planting on all four sides.

1.05 Parking for the Badminton Centre

- These proposals were advertised and on display for the public at Westgate school with officers in attendance for discussion on 26th November 2012. The Badminton Centre was notified of this pre-planning consultation. On that same day a meeting

was held with the Westgate head teacher, Diane Troke and Dennis Blayze of the Hampshire Badminton Association to discuss the proposals.

- In accordance with the Joint Management Agreement (the Agreement), the Badminton Centre and Westgate School work together to use the shared facility of the sports hall and associated facilities.
- Access to and control of the sports hall and associated facilities by the Badminton Centre is after school hours in the evenings, weekends and school holidays whilst the school has access to and control of the sports hall and associated facilities during the day on weekdays. The handover during the week is formally at 6pm but this sometimes varies by negotiation on a case by case basis.
- The Agreement records that the sports hall is normally available for use by the Badminton Association at the following hours:
 - Weekdays 7.30am to 8.30am and 6pm to 10pm*
 - Weekends 7.30am to 10pm*
 - School Holidays 7.30am to 10pm Monday to Friday*
- In the Agreement there is no explicit statement regarding parking for the Badminton Centre users although this is generally available by agreement with the school.
- In order to meet the needs of the proposed new primary accommodation car parking on the Westgate site will be significantly increased. These extra spaces will be available for use by the Badminton Centre on the same basis as above.
- Currently car parks A&B (noted on the existing site plan) generally have sufficient capacity for normal badminton use i.e. training sessions etc but on tournament or special event days parking tends to extend into car park C. Car park D is also available for use but the numbers using the Badminton Centre don't generally require it. In order to create a new unifying central landscaped space for the Westgate campus it is proposed that the spaces in car park B are relocated to the new controlled car park off Links Road. This will increase the walking distance to these spaces by about 70-80m but the Centre will have access to significantly more spaces in this location. Some spaces in car park C have been relocated to car park D which will increase the walking distance to those spaces by about 20-30m but the overall number of spaces in car parks C and D remains the same.
- 3 no. accessible parking bays will be maintained close to the Badminton Centre entrance.
- New pedestrian paths will be constructed from car park B, C and D to the Badminton Centre. These will be lit with bollard lighting for use after dark.
- Although the proposals alter the layout of the car parks used by the Badminton Centre and increase some walking distances for users this does not adversely affect access to the Badminton Centre.
- It is submitted that the needs of users of the Badminton Centre have been more than adequately considered. Indeed the proposals provide extra car parking facilities, better lit wider and more extensive pathways and aim to integrate the joint use by the Badminton Centre and Westgate School of the sports hall and car parking more fully for mutual benefit.

2.00 CHANGES BETWEEN PRE-PLANNING CONSULTATION AND APPLICATION

2.01 Green Lane

- The current planning application does not propose to close or restrict access along Green Lane at any time. The application does not propose a gate of any type or at any point across Green Road.
- That said, the school have asked HCC to investigate, as a separate initiative, the possibility of restricting access along this lane during school hours. This will be undertaken as a separate project involving consultation with the local community, statutory bodies and key stakeholders.

2.02 Location of Nursery

- At the pre-planning consultation the nursery was shown located off Green Lane and a large car park was shown located to the south of the site off Cheriton Road.
- In response to comments from neighbours at both ends of Cheriton Road the nursery has been relocated to the southern edge with a smaller car park adjacent. A car park is retained off Green Lane in roughly the same position as now.
- This arrangement provides passive supervision of the southern car park off Cheriton Road by users of the nursery. It also avoids a building in close proximity to neighbouring properties on Green Lane.

3.0 PARENT PICK-UP AND DROP-OFF NUMBERS

3.01 Staggered start and finish for nursery, secondary and primary

- It has been agreed with the school they will stagger start and end times for pupils in the primary and secondary phases at the school as set out in the JMP study. Further discussions with all local schools will take place to minimise local disruption.

3.02 Extra Bus Service

- Should a sufficient number of pupils be keen to utilise the service Westgate School are keen to introduce a bus service for pupils travelling from the less accessible areas within the proposed catchment – such as Abbotts Barton.

3.03 Catchment Area

- The School Travel plan has been updated to reflect the decision for a shared catchment between Western, St Bede and the new Westgate Primary. The decision maintains The Westgate School in a central position and will therefore support and encourage walking and cycling to school

4.00 OFF-SITE TRAFFIC AND PEDESTRIAN SAFETY IMPROVEMENTS

4.01 Funding for Western/Westgate Area Improvements

- Since making the original application additional funding has been secured for traffic and pedestrian access improvements around Western and Westgate schools. The scope incorporates the measures that have been identified by the schools and other groups and these will be tested and prioritised over the coming months separate to this application. A comprehensive list of potential improvements and enhancements is included in Appendix 15 of the School Travel Plan.

4.02 Chilbolton Avenue Drop off and Pick up

- A drop-off and collection facility on Chilbolton Avenue is proposed.
- It is anticipated that this arrangement will assist in reducing the number of vehicular and pedestrian movements in roads immediately adjacent to the school in particular Cheriton Road.

4.03 New Build-out/ Pinch Point on Cheriton Road

- One new build out on Cheriton Road is associated with the current application. This has been referred to within the Transport Assessment and has been added to the overall proposed site plan. It is anticipated this feature will help slow the traffic down and provide safer crossing points for Cheriton Road.

4.04 Crossing Patrol

- A fixed term School Crossing Patrol will be put in place in Cheriton Road. The provision will be annually monitored and reviewed against the travel plan.

4.05 Cheriton Road Pavement Widening

- The foot path in the area adjacent to the proposed pedestrian entrance to the school on Cheriton Road is to be resurfaced and increased in width.
- The footpath adjacent to the entrances to the nursery will be widened locally adjacent to the trees

4.06 Change of Priority on Cheriton Road near The Fulflood Arms

- This feature has been proposed in addition to the potential enhancements cited in Appendix 15 of the School Travel Plan.
- This may help reduce traffic speed and provide better visibility for pedestrians. It is proposed that this is scoped within the wider feasibility for localised enhancements.

4.07 Removal of Vehicular Access to Cheriton Road at Westgate Main Entrance

- Access to the car park at the main entrance to the Westgate school will only be from Green Lane in future.
- Removal of this vehicular access will provide more parking spaces on Cheriton Road

5.00 ECOLOGY

5.01 Bats

- A Bat Mitigation Method Statement is submitted in support of this application. This acknowledges that the scheme has been designed to ensure that the normal use of the roosts remains throughout construction and operation of school.
- The lighting plan has also been updated to ensure that there will be no increase of lux levels in the important foraging areas, nor around the entrance to the reported roost.
- The overall timetable for construction demonstrates that the alterations and refurbishment of the retained portion of Rotherly house can be accommodated with the required time constraints stipulated by HCC's ecologist.
- The proposal includes a thermally stabilised roost space within a retained section of the existing roof of Rotherly House, the erection of 4 no. bat boxes and post-construction monitoring.

5.01 Hedgerows

- Where possible existing hedgerows are maintained and those that are removed will be replaced.
- Beech hedges are proposed around the new car park areas to the north and south of the site. These hedges will increase the biodiversity and habitat on site.

5.02 Trees

- A detailed arboricultural report has been submitted in support of the application.
- No category 'A' trees will be removed.
- Root protection zones have been added to the proposed plan to ensure that the retained trees are suitably protected during construction.

6.00 DRAINAGE CAPACITY

- The existing house at Rotherly has a total of 13 toilets of the 2 gallon (9ltr) type, 13 corresponding sinks, 3 showers and a bath.
- The new proposals show 22 toilets of the modern 6ltr flush type plus 16 hand basins, 1 shower to the nursery and no bath facilities.
- Using the unit discharge method of calculation the expected discharge from both the proposed primary and nursery is 2.82 l/s. Whereas the discharge rate for the existing facilities is 3.82 l/s. There will therefore be a reduction in foul discharge and an improvement to the community of 1.0 l/s.