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## Note

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<i>To:</i>	County Planning Officer FAO Kristina King
<i>From:</i>	The Director of Economy, Transport and Environment – Graham Wright
<i>Our Reference:</i>	GW/6/3/11/min
<i>Copies to:</i>	
<i>Date:</i>	9 March 2012
<i>Subject:</i>	Planning Application - GPE015 - Woodcot Primary School, Tukes Avenue, Gosport

I refer to the above planning application that has been passed to me for comment.

The proposal by the Quayside Education Centre is to bring to a single site, facilities for the education of children who are emotionally vulnerable or who have behavioural difficulties, currently located on separate sites. This utilises land at Woodcot primary school, that is surplus to current requirements. It is acknowledged that for the type of pupils likely to attend the centre, independent access is likely to be limited and most will arrive by private car or taxi. However, the central location in the catchment may increase the possibility of pupils being able to access the centre by means other than a private car or taxi. The proposal includes two spaces within the site for the setting down and picking up of children attending the centre. It is understood that the arrival and departure times of children attending the centre are staggered and this will help manage the use of these spaces.

The access proposal is to convert the existing vehicle access from Tukes Avenue to Woodcot School into a vehicle exit only and create a new vehicle site entrance from Tukes Avenue, a short distance to the north. This has the advantage of reducing the need for the manoeuvring and reversing of vehicles within the site. This vehicle access arrangement will serve both facilities. In addition, new pedestrian access points are proposed. For Woodcot School a new access is proposed to the south of the existing vehicle entrance. This provides a shorter, car free, internal access route to the existing school main entrance. Pedestrian access to the Quayside Education Centre is proposed via a new access point located a short distance to the north of the proposed new vehicle site entrance. Again, this provides a short, direct and car free route to the proposed Quayside building main entrance.

In both cases the proposed pedestrian access arrangements avoid the need for pedestrians and vehicles to intermingle on site and also minimise the need for pedestrians accessing either site to cross the vehicle access points. Access to bus services is provided at stops located on Tukes Avenue, a short distance to the south of the site. The stops are provided with shelters and bus boarders to improve conditions for passengers.

The visibility splay provided at the existing access junction will remain unchanged and is adequate to meet the needs of the increased site traffic likely to result from the proposed development. The existing trees in the highway verge do not form an obstruction to visibility for drivers exiting the site. Tukes Avenue itself is adequate to accommodate the likely level of vehicle traffic to arise from the proposal.

The provision of 40 car parking spaces meets the car parking requirements for the site based upon a 50/50 split between the school and the centre. Currently, the Centre uses 19 spaces (based upon the two centres of operation, the school utilises 12 spaces, the behavioural unit 4 to 5 spaces and the nursery 2 to 3 spaces. It should be anticipated that the location of the Quayside centre, on a single site in the middle of the catchment, could reduce the existing need for staff to travel by car to work or between sites. Furthermore, the sharing of car parking between the school and the centre increases the opportunity for the flexible use of spaces. On this basis the car parking arrangements are acceptable. Cycle parking is proposed that is convenient to the main entrances for both sites and the quality and level of provision is appropriate.

The proposals regarding access during the construction phase are noted and it is recommended that a construction traffic management plan is required setting out how the applicant and contractor will control vehicle movement to avoid or minimise conflict with pupils and others accessing Woodcot School, together with local residents and users of Tukes Avenue.

The provision of a workplace travel plan is supported to encourage access to the Centre by sustainable modes of travel and reduce traffic impact and car parking need. The travel plan should be a requirement of any planning permission.

### **Recommendation**

Subject to the provision and approval of a Travel Plan for the Education centre and a Construction Traffic Management Plan for the site and the following conditions I raise no highway objection to this proposed development:

- Details of measures to be taken to prevent [spoil] [mud] from vehicles leaving the site during the construction works being deposited on the public highway shall be submitted to and approved by the Local

Planning Authority in writing and fully implemented before the development commences. Such measures shall be retained for the duration of the construction period.

*Reason:*

*In the interests of highway safety.*

- Details of provision to be made for the parking and turning on site of operatives' and construction vehicles during the contract period shall be submitted to and approved by the Local Planning Authority in writing and fully implemented before development commences. Such measures shall be retained for the duration of the construction period.

*Reason: In the interests of highway safety.*

- No lorries shall enter or leave the application site except between the hours of [xx am] and [xx am] and between [xx pm] and [xx pm] hours Mondays to Fridays during the school term.

*Reason: In the interests of safety for pedestrians entering and leaving the school site.*