
Note

To: Kristina King - Planning and Development
From: David Murphy - Highways Development Planning
Our Reference: 6/3/3/MIN
Copies to:
Date: 2 August 2012

Subject: RME003 The Connaught School, Tongham Road, Aldershot

I refer to the above application for the construction of an all weather sports pitch for football which was passed to me for comment.

Traffic impact

The application is supported by a Design and Access Statement which includes information on the likely traffic generation of the proposal.

Supporting information indicates that the pitch may attract 10-14 players equating to 7-8 vehicles per session. However at peak capacity the pitch may be utilised as 3 mini pitches, presumably for 5-a-side accommodating 21-24 vehicles (30-42 players). This would equate to 41-48 vehicle movements per fully booked session (hour) and would appear a robust assessment of a worst case scenario.

As the proposal will predominantly be in use outside of the peak periods, it is unlikely to cause a significant impact on capacity on the local road network.

Parking

The school currently has parking provision for 70 spaces. An additional hard court area is capable of accommodating approximately 60 cars of which 50 spaces are used during the peak periods. The existing netball courts (referred to as the 'budgie cage') are indicated to be available for general overflow parking. The hard court area is intended to be the main provision for the sports pitch parking with provision of 30 spaces also being made available from the main car-park.

Whilst it is estimated that up to 24 vehicles will require parking during sessions, at change over times the supporting information indicates that parking for up to 48 vehicles may be required. The site is capable of accommodating the level of parking expected in a worst case scenario through formal parking provision or if required using the informal/overflow areas to avoid parking on the highway.

Construction

It is estimated that construction traffic will consist of:

- 250 x 20 tonne HGV deliveries
- 12 x low loaders
- 10 x articulated deliveries

This is expected over a 12 week construction period, although it is not clear if the figures are related to deliveries/export or total movements.

A small number of movements associated with construction workers/contractors is assumed to take place.

With regards to HGV traffic, assuming the figures provided relate to deliveries, the proposal would result in approximately 8 movements per day plus construction staff based on a 6 day week. The level of movements is not considered significant within any one day, however the delivery of materials will need to be suitably managed during school hours.

Due to the length of the construction period the works will overlap during the school term. Whilst the area for storing of construction material and site office is indicated, there is no wider information on the provision for delivery vehicles and contractor parking. Whilst I am confident that suitable provision can be made on site, these aspects should be agreed prior to commencement on site and secured by condition. The route from the school access to the application site runs through the centre of the school site and measures should be put in place during school hours to avoid conflict between construction and pupil activity.

Concerns were raised requesting that traffic be directed to turn left out of the site to avoid travelling on Willow Way. The route travelled when turning right out of the site offers no benefit and is a more circuitous journey. However, there is potential for drivers unfamiliar with the area attempting to use Willow Way as a through route which is not possible due bollards restricting use for emergencies only. There is limited opportunity for larger vehicles to manoeuvre and widths are restricted. Signage as suggested would aid in avoiding unsuitable traffic attempting to access the wider network via Willow Way and may be secured as part of a Construction Management Plan.

Accident history

Accident data has been obtained for the past 5 years and has not identified any accidents in the vicinity of the site access. 3 slight injuries were recorded on the route to the west towards Lower Farnham Road which are attributable to driver error. There are therefore no accident trends which the application proposals are likely to exacerbate.

Recommendation

I therefore have no objections subject to the following conditions:

There shall be no commencement on site until such time as a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority.

Reason: *In the interests of highway safety*

I trust the above is clear however should you have any further queries, please contact David Murphy on (01962) 846826.