
Note

To: Kristina King - Planning and Development
From: David Murphy - Highways Development Planning
Our Reference: 6/3/13/MIN(3620)
Copies to:
Date: 11 December 2012

Subject: **WRE 057 West of Waterlooville – New Two-Form Entry Primary School**

I refer to the above application for a new primary school to accommodate a maximum of 420 pupils within the permitted West of Waterlooville Major Development Area (MDA). At present the MDA is currently commencing construction however the major infrastructure is yet to be provided. As such, the application site is Greenfield land.

Trip generation

The estimated trip generation of the site contained within the Transport Assessment (TA) has been based upon school surveys of neighbouring areas and has apportioned the modal split of junior and infants travel patterns accordingly. This analysis indicates that the school is likely to generate approximately 152 car trips (304 movements) during the school peaks at full occupation. This calculation of trip generation is based upon suitable data sources and considered robust and appropriate. Whilst the majority of trips will take place at the beginning and end of the school day, it is noted that the pattern for pick up and drop off will vary slightly due to aspects such as breakfast club and after school activities.

In total the school is expected to employ 41 Full Time Equivalent staff with 20 of which being full time and 42 being part time. The assessment assumes that 85% of the full time staff will travel by car equating to 17 staff members generating 34 car movements across the day.

It is anticipated that 50% of part time staff will use the car for work equating to 42 car trips across the day. It is expected that approximately 50% (21) part time staff will be present at any one time during the school day.

Parking

The level of parking required within Hampshire's *Parking Strategy and Standards 2002* is set at 1.5 spaces per classroom equating to 21 spaces. The TA proposes a total of 28 spaces (two of which will be disabled spaces) assuming that 17 full time staff will use the car and a maximum of 11 part time staff will require a space at any one time. Whilst this level is above the maximum adopted standard, it is

acknowledged that the level of parking proposed is based upon the expected car trip generation of the site and is intended to accommodate this demand. The car park is to be made available for staff and visitors only and will not be available for parents at the beginning or end of the school day.

The picking up and dropping off of pupils is primarily intended to take place at the adjacent neighbourhood centre and on the road serving the school to the east. The plans submitted within the TA which supports the planning application do not replicate discussions which have taken place previously. Further discussions with the applicant and the MDA developer (who will be building the roads around the site) have confirmed that the road serving the school will incorporate traffic calming, pedestrian crossing points and approximately 45m of drop off lay-bys capable of accommodating 7-9 cars at a time and suitable crossing points between the lay-bys and the school. The school is located in the heart of the proposed MDA and a network of further streets will, over time be available for wider drop off. In addition, it is intended that the car park associated with the adjacent neighbourhood centre will be utilised as part of linked trips to these facilities. The MDA developer has agreed to provide this car park in a temporary form providing at least 18 spaces as part of the school development (i.e. in advance of the neighbourhood centre coming forward). The full neighbourhood would be likely to include further car parking which would also be available for short term school drop off / pick up.

The above facilities are incorporated as part of the wider infrastructure to be constructed within the MDA and are outside of the red line plan for this current application. Approval and subsequent delivery of road infrastructure around the school is secured as part of the wider MDA permission in a completed Section 106 Agreement and the future planning and highway adoption process will guarantee their provision. Grainger who are the MDA developer are committed to providing such infrastructure and are working closely with the applicant.

A total of 52 cycle spaces are intended as part of the Travel Plan equating to 38 for pupils and 14 for staff. This will be monitored as part of the Travel Plan and demand accommodated accordingly.

Traffic impact

The application proposal is intended to have a catchment area within the MDA and the majority of trips are therefore expected to be internal within this area. A number of trips are also likely to be part of linked trips to the adjacent Neighbourhood centre and/or employment trips. The traffic impact of the proposal has already been assessed as part of the wider MDA application and mitigated accordingly.

The MDA site has been the subject of lengthy assessment, modelling and a multi model transport strategy has been secured and is being delivered. As such the design of the internal and external transport infrastructure and road layout will take account of expected traffic demands and capacity requirements. As mentioned, the infrastructure layout and phasing will be the subject of approval and technical design checks to ensure provision is suitable.

A Framework School Travel Plan has been provided as part of the application and will promote the use of sustainable modes of travel such as a 'walking bus',

pedestrian and cycle training and facilities parking monitoring and the potential for travel discounts. It is intended that these measures will reduce the expected number of trips to be made by car outlined within the TA.

Servicing

A separate entrance is proposed on the southern side of the site to accommodate the servicing requirements. Swept path analysis have been provided. Whilst this demonstrates that a large refuse vehicle can enter and exit the main carriageway in forward gear, it is noted that all space within the carriageway is utilised. It is further noted that the site plan indicates a fence and gating running south from the school building. As proposed, this would restrict the movement required for the refuse vehicle to reverse and exit the site. This is considered a detailed matter which may be resolved by condition, however all available space indicated for servicing must be provided to accommodate these manoeuvres.

Recommendation

I therefore have no objections to the application subject to the following conditions:

- A Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in writing before development commences. This should include; lorry routes, parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interests of highway safety

- Prior to commencement of any construction works a Full Travel Plan is to be produced in writing and agreed by the Local Planning Authority. The agreed Travel Plan is to be implemented thereafter.

Reason: In the interests of highway safety and promoting sustainable travel.

- No part of the development shall be occupied until such time as the eastern access road and temporary neighbourhood car park have been provided to the satisfaction of the Local Planning Authority

Reason: In the interest of highway safety

I trust that the above is clear but I would ask you not to hesitate to contact David Murphy on 01962 846826 should you wish to discuss anything further.