

UPDATE REPORT

BY THE DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 27th June 2018
ITEM NO. 18

Ward: Tilehurst

App No.: 180171/REG3

Address: Moorlands Primary School, Church End Lane, Reading

Proposal: School expansion from a two form of entry (420 pupils) to a three form of entry (630 pupils) to include two, two-storey double modular units (with new cladding), one single storey modular building (with new cladding) and two single storey extensions, demolition of single temporary classroom, retention of 2 double modular units, external landscaping works and increase in car parking numbers including off- site parking on adjacent Recreation Ground.

Date received: 28th January 2018

Major Applications: 13 week target decision date: 30th May 2018. An extension to the expiry date has been agreed until 31st August 2018.

RECOMMENDATIONS

Grant - as per the main agenda but change the date for the legal agreement to be completed by to the 31st August 2018 (and not 29th June 2018 in main report) and to include the following conditions:

1. Vehicle parking space in accordance with approved plans
2. Vehicle access in accordance with approved plans
3. Bicycle parking - plans to be approved
4. Travel Plan Annual Review

1.0 Development Control Transport

1.1 Raised no objection following the submission of additional junction assessments and subject to the conditions above.

2.0 Traffic generation and parking

2.1 Further to the comments provided by Transport in the main report the applicant has now undertaken additional surveys and assessments. Development Control Transport officers have reviewed the additional information and updated their previous comments as follows:

Trip Rates

Further to previous discussions the applicant has reviewed the trip rate information and has utilized the overall travel percentage by car currently experienced at the School to form the trip rate. This results in a lower

number of children arriving by car than previously presented but better represents the actual trip rates.

The result of the updated information can be found below and as stated below represents a reduction in car trips when compared to the previous assessment.

Comparison of numbers - original vs addendum			
Mode	Original TS	Addendum	Difference
Walk	55	95	40
Car	93	79	-14
Bus	34	16	-18
Cycle or Scoot	5	8	3
Park and Stride	23	13	-10

It should be remembered that there are currently 14 children on roll over the School's actual current capacity as part of bulge classes. These children will have completed their final year and left the school by the time the new classrooms open in September 2019. Of these 14 children, using the existing modal split, it is expected that 38% (5) children travel by car alone, and a further 6% (1) travel by park and stride - a total of 6 children. Therefore 6 of the car trips from the new intake, will essentially replace 6 of the existing trips associated with the school, and will not therefore be additional over the current situation. Removing these 6 car trips from the new modal split (as above) results in a net increase of 86 (a reduction from 92) cars over the existing situation; 74 by "car alone" and 12 by "park and stride." This is fully detailed in the table below:

Bulge year amendment			
Children in bulge classes	14		
Mode	Modal split	Reduction	Amended Total
Car	38%	-5	74
Park & Stride	6%	-1	12
	Total:	-6	86

A total of 22 new staff in 14 full time equivalent posts will be associated with the school expansion, again with growth in numbers over time. Table 5 below (Taken from TS) identifies the projected number of new staff at 2025 per mode based on a recent staff survey.

Table 5: Staff Trip Generation

Trip generation by mode for staff (2017)	Walk	Cycle	Car Alone	Car Share	Bus	Other	Total
Current staff modal split %	12.8	0.0	79.4	2.6	2.6	2.6	100%
Projected new staff per mode	2.82	0.00	17.47	0.57	0.57	0.57	22

The vehicles associated with new staff would result in new one-way trips in the morning and afternoon, as the staff would park on site. Therefore, it can be expected that there would be up to 18 one-way vehicular trips on the highways in the morning and afternoon/evening associated with new staff.

Sibling data

Following a further review by the applicant it has been established that there was an error within the original transport statement and this has now been rectified. It has been identified that approx. 28% of the total children at the School currently have siblings at the school. As of the 210 new pupils, with the bulge class children removed, 74 children are expected to arrive by car alone, and 12 by park and stride, a total of 86 children.

28% of 86 new children (24) arriving by "car" could therefore be expected to car share, the remaining 62 can be assumed to arrive by "car alone", this is a slight alteration to the mode share but has been deemed acceptable. 24 car sharing children would arrive in a maximum of 12 cars and 62 "car alone" equating to a total of 74 cars associated with new pupils. This figure of 74 additional cars associated with pupils has been used in the junction assessments and is deemed acceptable.

Breakfast / after school clubs

Numbers associated with before and after school clubs are not known and are likely to vary on a daily basis, and therefore a reduction has not been presented or included in the calculations. The methodology used presents the most robust case possible, as actual impact can realistically be expected to be lower.

Based on all of the above, it is now expected that up to 74 cars would be associated with new pupils. The Transport Statement also states that up to 18 of the new staff are expected to drive to school. To assess the trip distribution, turning counts at both the Norcot Road junction at the northern end of Church End Lane; and the The Meadway junction, at the southern end were undertaken on 17th May 2018 from 7am to 7pm.

These distributions have been extrapolated to include 74 x 2 way trips (148 total trips) associated with pupils in both the school AM and PM peak, and 18 x 1 way trips in each peak by staff, as they are expected to remain on site during the day. This trip rate analysis is deemed acceptable.

Junction Assessments

As a result of the increased trips being generated the junctions of Church End Lane / Norcot Road and Church End Lane / The Meadway have been assessed as follows:

Church End Lane / Norcot Road priority junction

The assessment undertaken has identified that the development will increase the queues and delay marginally but the junction will remain within its capacity and therefore it is deemed that no mitigation is required.

Church End Lane / The Meadway signalized junction

The assessment undertaken has identified that the development will increase the queues and delay marginally but the junction will remain within its capacity and therefore it is deemed that no mitigation is required.

Travel Plan

The new intake of pupils will be phased over a number of years which will enable the School Travel Plan to have time to support children and their parents to change towards more sustainable modes. The measures included within the Travel Plan are deemed acceptable and the timescales sufficiently spread leading up to the opening of the expansion so as to not be too daunting a task to implement. One option not included within the Travel Plan is to review the use of cycle / scooter parking and to provide additional parking should it be required, however this can be implemented as and when required during the annual review.

- 2.2 The Council's standards require 3 cycle spaces for staff and 16 for pupils. It has been stated that the School already has an underutilised covered cycle shelter directly in front of the School reception and for this reason the expansion does not propose to add staff cycle parking. Evidence has been provided to justify that no extra staff cycle parking is required and is accepted.
- 2.3 As such, it is considered by the Council's Transport section that the proposal would be acceptable in regard to transport, access and parking and when assessed against DM12 of the Sites and Detailed Policies Document and policy CS22 of the Reading Borough Council Core Strategy. The recommendation remains to grant planning permission subject to a S106 agreement and recommended conditions.

Case Officer: Claire Ringwood.