

**PROPOSED RECONFIGURATION OF GATLEY PRIMARY SCHOOL BUILDING**

**Gatley Primary School, Hawthorn Road, Gatley, Stockport**

# **Transport Assessment**

Prepared on behalf of:



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## **1.0 INTRODUCTION**

### **1.1 Background**

- 1.1.1 AXIS have been appointed by Gatley Primary School (hereafter referred to as 'the applicant') to provide highways and transport advice in relation to a planning application for the proposed extension and reconfiguration of the school.
- 1.1.2 Gatley Primary School is located to the south of Hawthorn Road in Gatley, Stockport and has an existing Gross Internal Floor Area (GIFA) of 2,475m<sup>2</sup>. The development proposals include an extension and internal reconfiguration of the school to accommodate 5 additional classrooms.
- 1.1.3 As a result of the proposals, the school building would increase by 281m<sup>2</sup>, resulting in a total proposed GIFA of 2,756m<sup>2</sup>.
- 1.1.4 The proposed extension would facilitate the school's expansion from a two-form to a three-form entry. The school's application for this increase in capacity was approved by the Secretary of State for Education in 2016.
- 1.1.5 The purpose of this Transport Assessment (TA) is to inform Stockport Metropolitan Borough Council (SMBC), which is the Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transportation matters associated with the additional capacity of the school.

### **1.2 Pre-Application Discussions**

- 1.2.1 Prior to producing this TA, AXIS consulted the LHA at SMBC via email on 11<sup>th</sup> March 2020 to agree the scope of the transport-related matters associated with the proposed development.
- 1.2.2 A response was received on 13<sup>th</sup> March 2020 and the full email correspondence with the LHA at SMBC is contained in **Appendix A** to the rear of this report.
- 1.2.3 This TA has therefore been prepared in accordance with the pre-application scoping advice received from SMBC LHA and the National Planning Practice Guidance (NPPG).

## **1.3 Report Structure**

1.3.1 Following this introductory section, the structure of this report is as follows:

- Chapter 2 sets out the policy that is relevant to the proposals;
- Chapter 3 describes the existing conditions on and around the site, including a description of the current use, the access arrangements, the local highway network and an analysis of the safety record on the local highway network;
- Section 4 provides a high-level review of the accessibility of the site by non-car modes of transport;
- Section 5 describes the proposals in detail, including the access and parking arrangements;
- Section 6 assesses the impact of the proposals in terms of the local traffic effects on the local highway network, including an assessment of vehicle queuing and local car parking capacity; and
- Section 7 summarises the report and concludes that the proposals adhere to national and local policies and that there are therefore no transportation or highway-related reasons to refuse planning permission.

1.3.2 This TA can also be read in conjunction with the School Travel Plan that has been produced and is an accompanying document to the planning application.

## **2.0 NATIONAL AND LOCAL POLICY CONTEXT**

### **2.1 Background**

2.1.1 This chapter of the TA reviews the relevant transportation planning policy documents in the context of the proposed development site, with reference to the following documents:

- National Planning Policy Framework (2019);
- SMBC Core Strategy Development Plan Document (DPD, 2011); and
- Stockport Unitary Development Plan Review (2006).

### **2.2 National Planning Policy Framework (2019)**

2.2.1 The National Planning Policy Framework (NPPF) was initially published by the Ministry of Housing, Communities and Local Government in 2012 and was most recently revised in February 2019.

2.2.2 At the heart of the NPPF is a presumption in favour of sustainable development. In this context, it is fundamental that for new development sustainable transport is promoted. Section 9 of the NPPF sets out policies for promoting sustainable transport and the relevant policies for the proposed development are set out below.

2.2.3 Paragraph 102 of the NPPF states:

*“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

*a) the potential impacts of development on transport networks can be addressed;*

*b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

*c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

*d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

*e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

2.2.4 At paragraph 103 the NPPF states:

*“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

2.2.5 The NPPF sets out a key test for the acceptability of planning applications in terms of transport and highway at paragraphs 108 and 109. Paragraph 108 of the NPPF states that it should be ensured that:

*“a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users; and*

*c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

2.2.6 At paragraph 109 of the NPPF it is stated that:

*“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*



## **2.3 SMBC Core Strategy Development Plan Document (DPD, 2011)**

2.3.1 The Stockport Core Strategy (March 2011) is part of the Local Development Framework (LDF) and sets out an overall strategy and vision for land use in Stockport for a period up to 2026.

2.3.2 Section 3.3.7 of the Core Strategy sets out a number of transport-related strategic policies which seek to address the following issues:

- Reducing the impact of transport on the environment;
- Reducing the need to travel, especially by car;
- Promoting modal shift;
- Transport infrastructure requirements of development;
- Managing congestion;
- Improving road safety;
- Accessibility; and
- Using the transport network more efficiently.

2.3.3 The following subsections of this report set out the transport-related policies which are relevant to this planning application.

### Core Policy CS9: Transport and Development

*“The Council will require that development is in locations which are accessible by walking, cycling and public transport.*

*The Council will support development which reduces the need to travel by car.*

*Development will be required to consider the needs of the most vulnerable road users first, using the following road user hierarchy:*

- *Pedestrians*
- *Cyclists*
- *Public transport*
- *Goods traffic*
- *Powered two wheelers*
- *Private car traffic*
- *Long-distance freight and private car traffic.”*

Core Policy CS10: An Effective and Sustainable Transport Network

***“Transport and Inequality***

*The Council and its partners will manage development and seek to implement strategies which ensure that no section of the community suffers unnecessary inequality as a result of their transport needs not being sustainably met. Local services, employment opportunities, education, community and cultural facilities will be provided in a way that is accessible to all by walking, cycling and public transport.”*

Development Management Policy T-1: Transport and Development

***“What we’re going to do or require:***

*To facilitate a reduction in the need to travel, development will be focused in the Town Centre in particular and also other existing centres, as these locations are the most accessible and already contain a wide provision of services and amenities.*

*New development, notably that generating significant numbers of trips, will be required to be sustainably accessible by public transport, walking and cycling.*

*Planning applications for new development that may have significant or specific transport implications will be expected to be accompanied by a Transport Assessment or Transport Statement and Travel Plan/Travel Plan Statement, the form of which will be dependent on the scale and nature of the development and its transport implications.*

*New developments will be required to maintain and enhance the connectivity, accessibility, convenience, safety and aesthetic attractiveness of the walking and cycling networks and other public rights of way for all users, and where appropriate, create new routes to fill gaps in the existing network. Any replacement of existing facilities should be of equal legal status to that being replaced.*

*The layout of new developments and their links to the surrounding walking network should take account of design features which discourage crime and antisocial behaviour.*

*Minimum standards for cycle parking in new developments are set out in the Council's adopted parking standards. Developers will also be required to provide other associated infrastructure in developments to support cycling, which could include showers, changing and drying facilities, and lockers.*

*Minimum parking standards for disabled parking and for powered two-wheelers are set out in the Council's adopted parking standards.”*

#### Development Management Policy T-2: Parking in Developments

***“What we’re going to do or require:***

*Developments shall provide car-parking in accordance with maximum parking standards for each type of land use as set out in the existing adopted parking standards.*

*The same maximum parking standards will apply across the whole Borough, with the exception of Stockport Town Centre Strategic Location, where different standards will be applied, in view of the specific land use pattern and transport needs of the Town Centre.*

*In the event of any changes required as a result of new national, regional or sub-regional guidance and evidence, revised parking standards will be set out in a separate SPD.*

*Developers will need to demonstrate that developments will avoid resulting in inappropriate on-street parking that has a detrimental impact upon the safety of the highway, and that they also avoid impacting negatively upon the availability of public car-parking.”*

#### Development Management Policy T-3: Safety and Capacity on the Highway Network

*“Development which will have an adverse impact on the safety and/or capacity of the highway network will only be permitted if mitigation measures are provided to sufficiently address such issues.*

*Developments shall be of a safe and practical design, with safe and well designed access arrangements, internal layouts, parking and servicing facilities.”*

- 2.3.4 The proposed reconfiguration of Gatley Primary School will be undertaken in accordance with the policies set out above.

## **2.4 Stockport Unitary Development Plan Review (2006)**

- 2.4.1 Following the adoption of the Core Strategy DPD (April 2011), this document sets out which Unitary Development Plan (UDP) policies are still relevant.
- 2.4.2 It should be noted that a high proportion of policies relating to 'strategic and sustainable transport' and 'transport and development' have been superseded by the 2011 Core Strategy.
- 2.4.3 However, one policy which is of relevance to this planning application is Policy CDH1.2 which is set out as follows.

### CDH1.2 Non-Residential Development in Predominantly Residential Areas

*"Non residential development will be permitted in Predominantly Residential Areas where it can be accommodated without detriment to the residential amenity of adjacent dwellings or the residential area as a whole. In particular account will be taken of:*

- *noise, smell and nuisance;*
- *traffic generation and safety and accessibility by sustainable transport modes;*
- *parking;*
- *hours of operation;*
- *proximity to dwellings;*
- *the scale of the proposal; and*
- *whether or not the character of the area will be changed.*

*Most large-scale, non-residential development will be inappropriate in Predominantly Residential Areas."*

## **2.5 Compliance with Policy**

- 2.5.1 Subsequent sections of this TA report evaluate whether the school is accessible by sustainable transport modes and is therefore in accordance with the local and national policies detailed above. Additionally, the report establishes whether the proposals comply with the NPPF test which prevents refusal on highway grounds unless there would be an unacceptable impact on highway safety or if the residual cumulative impacts on the road networks would be 'severe'.

### 3.0 EXISTING CONDITIONS

#### 3.1 Introduction

3.1.1 This section of the TA describes the existing conditions around the school, focussing on the site's location, the site access arrangements, the local highway network, the road safety record and the results of detailed traffic, parking and pupil travel surveys.

#### 3.2 Site Location

3.2.1 Gatley Primary School is located to the south of Hawthorn Road in Gatley, Stockport.

3.2.2 The site is bound by Hawthorn Road to the north, a public footpath (which connects Hawthorn Road with Beech Avenue and Foxland Road under the railway line) to the east, playing fields to the south and residential development and allotments to the west.

3.2.3 The site location is shown on **Plan 3.1**.

Plan 3.1 – Site Location



### **3.3 Existing Access Arrangements**

#### Vehicular Access

- 3.3.1 There are currently two vehicular accesses to the site. The first access is located to the northeast of the site off Hawthorn Road and provides access to the staff car park.
- 3.3.2 The second access is located to the northwest of the site off Hawthorn Road and provides access to the westernmost car park.

#### Pedestrian Access

- 3.3.3 A designated pedestrian access is situated in the middle of the two vehicular access points along Hawthorn Road. To protect children from vehicular traffic along Hawthorn Road, there is a pedestrian guardrail for about 10m at the edge of the footway between the pedestrian entrance and the highway.
- 3.3.4 A second pedestrian entrance is located to the southeast of the application site. This provides a connection between the school and the existing public footpath which connects Hawthorn Road with Beech Avenue and Foxland Road (see **Plan 3.1**).

### **3.4 Existing On-Site Parking Arrangements**

#### Car Parking

- 3.4.1 The school currently provides a total of 29 car parking spaces. There are 20 spaces at the eastern car park, designated for use by staff, and 9 spaces at the western car park. The western car park is made available to parents as a drop-off and pick-up location for the nursery.
- 3.4.2 As set out in **Section 3.3**, both car parks can be accessed via the school's main vehicular access points off Hawthorn Road.

#### Cycle Parking

- 3.4.3 The school currently provides 19 cycle parking spaces.
- 3.4.4 There is also an internal quadrangle which is generally used to store bikes when there are cycling events held at the school. This cycle storage provides enough space for an additional 60 bikes and is made available to staff and pupils if the 19 cycle parking spaces identified above are full.

- 3.4.5 On a typical day, there are approximately 13 scooters and 2 bikes utilising the cycle parking provision. The typical demand for cycle parking is therefore just 19% of the overall cycle parking capacity (79 spaces).

### **3.5 Local Highway Network**

- 3.5.1 Access to the wider highway network is limited to Church Road via Acres Road or Elm Street / Cedar Road or to the A560 Gatley Road via Oakwood Avenue / Beech Avenue.
- 3.5.2 All roads within the vicinity of the school serve residential properties, many of which have driveways and footway crossovers and are subject to a 20mph speed limit. Church Road, located to the north of the application site, serves a number of shops, bars, cafes and offices.
- 3.5.3 The current operation of the local highway network with regards to existing parking demand and junction queuing is set out in **Section 3.9** of this report.

#### Hawthorn Road

- 3.5.4 Hawthorn Road borders the site directly to the north and is a single lane two-way carriageway which runs in a general east-west alignment.
- 3.5.5 Within the vicinity of the site, Hawthorn Road is circa 6m wide with 2m footways on both sides of the carriageway and is subject to a 20mph speed limit.
- 3.5.6 A site visit was undertaken by AXIS on 17<sup>th</sup> March 2020 between 8:30am and 9:20am. A number of parking restrictions and Traffic Regulation Orders (TROs) were noted along Hawthorn Road within the vicinity of the application site, as illustrated on **Plan 3.2**.



**Plan 3.2 – Parking Restrictions and TROs along Hawthorn Road**



- 3.5.7 During the site visit, a possible amendment / additional TRO was identified, as shown in blue on **Plan 3.2**, to extend the existing single yellow line on the northern side of Hawthorn Road to the Hawthorn Road / Cedar Road / Burnside Road crossroad junction.
- 3.5.8 This TRO extension has been identified given that the single yellow line stops abruptly adjacent to Plot 20A as shown on **Plan 3.3**.

**Plan 3.3 – Existing TRO on the Northern Side of Hawthorn Road**



- 3.5.9 It is considered that the potential to remove on-street parking along this section of Hawthorn Road during school drop-off and pick-up times would be of benefit to the safety of schoolchildren and would also benefit the amenity of the residents of the properties fronting this section. If the LHA considers that this measure would be worthwhile, the applicant would be willing to fund the progression of the TRO amendment which seeks to secure the waiting restriction extension.

### **3.6 Highway Safety**

- 3.6.1 The online Crashmap resource ([www.crashmap.co.uk](http://www.crashmap.co.uk)) has been used to determine whether there are any existing highway safety issues on the local highway network.



- 3.6.2 In accordance with the pre-application scoping advice received from the LHA at SMBC, the most recently available 3-year period (2016-2018 inclusive) has been used as the evidence base for this review, as shown on **Plan 3.4**.

**Plan 3.4 – CrashMap Extract (2016-2018 Inclusive)**



- 3.6.3 **Plan 3.4** indicates that, within the most recently available 3-year period (2016-2018 inclusive), the following accidents have been recorded on the wider highway network, all of which have been classified as 'slight' in severity:-
- 1 accident along Oakwood Avenue;
  - 1 accident at the Oakwood Avenue / Church Road priority junction;
  - 1 accident at the Oakwood Avenue / Gatley Road priority junction; and
  - 1 accident along Church Road, adjacent to Sadagar Balti.
- 3.6.4 The evidence presented above indicates that no accidents have been recorded adjacent to the application site along Hawthorn Road and a total of 4 'slight' accidents have been recorded on the wider highway network. Volumetrically, this equates to approximately 1 accident per year, on average.

- 3.6.5 It should be noted that the majority of accidents have been recorded at junctions where conflicting movements are to be expected. As such, the frequency of accidents within the vicinity of the site does not therefore suggest that there is an existing safety issue that could be exacerbated by the modest number of trips that would be generated by the school extension.

### **3.7 Existing Site**

- 3.7.1 The site currently accommodates the existing Gatley Primary School building, car parks, playground and playing field.
- 3.7.2 In 2016, the Secretary of State for Education approved the school's application to increase the capacity of the school from a two-form to a three-form entry. Following this approval, Gatley Primary School admitted an additional 30 reception pupils in September 2019.
- 3.7.3 There are a total of 450 pupils aged 4-11 currently enrolled at the school. This includes 3 reception classes (30 pupils per class) and 2 classes per year between Year 1 and 6 inclusive (360 pupils).
- 3.7.4 The school also accommodates a further 40 nursery children. These are part-time nursery places with 20 children attending in the morning between 8:45am and 11:45am and 20 children attending in the afternoon session which runs between 12:30pm to 3:30pm.
- 3.7.5 In total, there are 56 staff members employed on site of which 35 work full-time and the remaining 21 work part-time.
- 3.7.6 Registration at the school is at 9:00am, however the school operates a staggered start / finish time in order to enable a steady flow of pupils.
- 3.7.7 In the morning, the school doors open at the following times:-
- For Year 6 children, doors open at 8:40am; and
  - For Reception to Year 5 (inclusive), doors open at 8:45am.
- 3.7.8 In the afternoon, the end of school day is staggered as follows:-
- For Year 6 children, the end of school day is at 3:10pm;
  - For Reception to Year 2 (inclusive), the end of school day is at 3:25pm; and
  - For Years 3-5 (inclusive), the end of school day is at 3:30pm.

3.7.9 Furthermore, Gatley Primary School provides a range of extended day childcare provision in the form of pre-school and after-school extracurricular activity clubs, and on-site and off-site childcare provision which are run as separate organisations.

3.7.10 The extended day childcare provision currently provided at the school is set out as follows.

On-Site Breakfast Club and After School Club

3.7.11 The school operates a breakfast club and an afterschool club, both of which are open from Monday – Friday (inclusive). The breakfast club opens from 7:30am-9:00am and the afterschool club opens from 3:30pm to 5:45pm.

3.7.12 Currently, 26 children attend the Breakfast Club per day and 32 children attend the afterschool provision per day, on average.

Off-Site Breakfast and After School Club

3.7.13 In addition to the above, the local community centre, which is located circa 300m from the school, also operates a breakfast and afterschool club.

3.7.14 Both the breakfast and afterschool clubs at the community centre are open Monday – Friday (inclusive). The breakfast club opens from 7:30am to 9:00am and the afterschool club opens from 3:10pm to 6:00pm.

3.7.15 There are currently 30 children who attend the before school care and 32 children who attend the afterschool care per day, on average.

3.7.16 All children who attend are walked to and from school by adults who work at the community centre.

Extracurricular Activities

3.7.17 A number of before and after school extracurricular activities are also held at Gatley Primary School between Monday and Friday (inclusive).

3.7.18 **Table 3.1** sets out the extra-curricular activity clubs that are held at the school, alongside the attendance figures.

**Table 3.1 – Extra-Curricular Activities**

Day	Time	Activity	Attendance
Monday	8:15-9:00am	Boomwhacking	24 children
	3:30-4:30pm	Football	12 children
	3:30-4:30pm	Makaton	12 children
	3:30-4:30pm	Lego	20 children
Tuesday	8:00-9:00am	Sensory Sports	9 children
	3:30-4:30pm	Drama	11 children
	3:30-4:30pm	Netball	22 children
Wednesday	8:00-9:00am	Table tennis	25 children
	3:30-4:30pm	Choir	65 children
	3:30-4:30pm	Computer club	24 children
Thursday	8:00-9:00am	Dodgeball	28 children
	3:30-4:30pm	Mini sports	25 children
	3:30-4:30pm	Shadow boxing	12 children
Friday	8:00-9:00am	Dodgeball	14 children
	3:30-4:30pm	softball	24 children
	3:30-4:30pm	football	22 children
<b>Average Attendance per day</b>		<b>Before School</b>	<b>20</b>
		<b>After School</b>	<b>50</b>

3.7.19 **Table 3.1** demonstrates that on an average day, 20 pupils attend the before school extra-curricular clubs and 50 pupils attend the after-school clubs.

3.7.20 With regards to the information outlined above, a summary of the average daily attendance of the extended childcare provision and extra-curricular activities is set out in **Table 3.2**.

**Table 3.2 – Average Daily Attendance of Extended Day Childcare Provision and Clubs**

Club	Start / Finish Time	Average Daily Attendance	Proportion of total pupils (%)
Extra-Curricular Club (Before School)	Start between 08:00 and 08:15	20	4.4%
Extra-Curricular Club (After School)	Finish at 16:30	50	11%
School Breakfast Club	Starts at 07:30	26	58%
Afterschool Childcare Provision	Finished at 17:45	32	71%
Off-Site Breakfast Club	Starts at 07:30	30	6.6%
Off-Site Afterschool Club	Finishes at 18:00	32	71%
<b>Total</b>	<b>Before School</b>	<b>76</b>	<b>17%</b>
	<b>After School</b>	<b>112</b>	<b>25%</b>

- 3.7.21 With regards to the above, the staggered school start/finish time, in addition to the operation of extended school day provision therefore results in a less concentrated pattern of pick-up and drop-off movements at the school than might otherwise be the case.
- 3.7.22 It should be noted that all clubs and activities that currently operate at the school would continue following the proposed development with additional capacity for the increase in school pupils. This will be discussed further in the following chapters of this report.

### **3.8 School Travel Surveys**

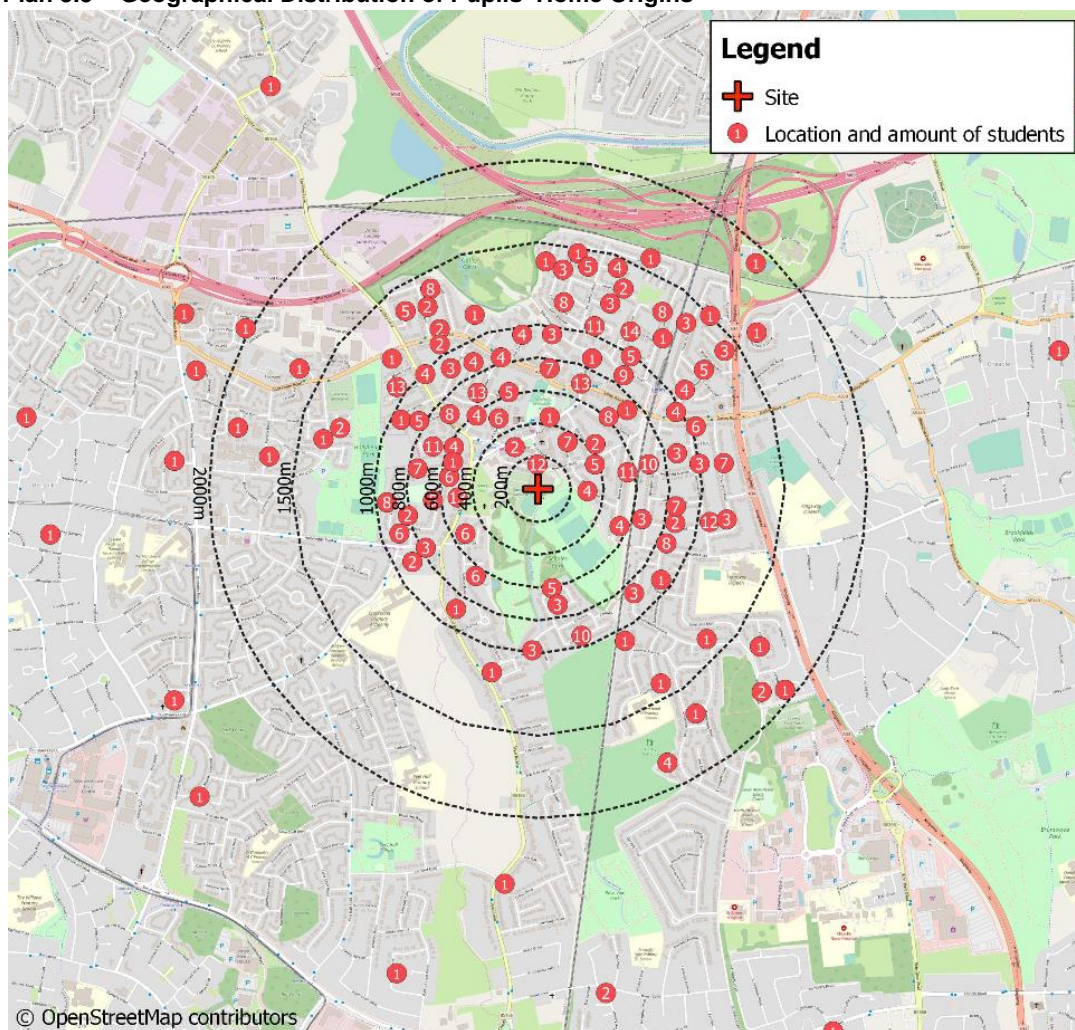
- 3.8.1 Gatley Primary School undertakes periodic travel surveys to establish the home postcodes and mode of transport that pupils and staff use to travel to and from school.

#### Existing Spatial Distribution of Staff and Pupils of Gatley Primary School

- 3.8.2 The home postcodes of staff and pupils have been plotted on mapping to display the geographical spread of pupils and staff in relation to the school up to a distance of 2000m away. **Plan 3.5** illustrates the distribution of pupils and **Plan 3.6** illustrates the distribution of staff.



**Plan 3.5 – Geographical Distribution of Pupils' Home Origins**



3.8.3 **Table 3.3** summarises the number of existing pupils who live within and beyond the radii illustrated on **Plan 3.5**.

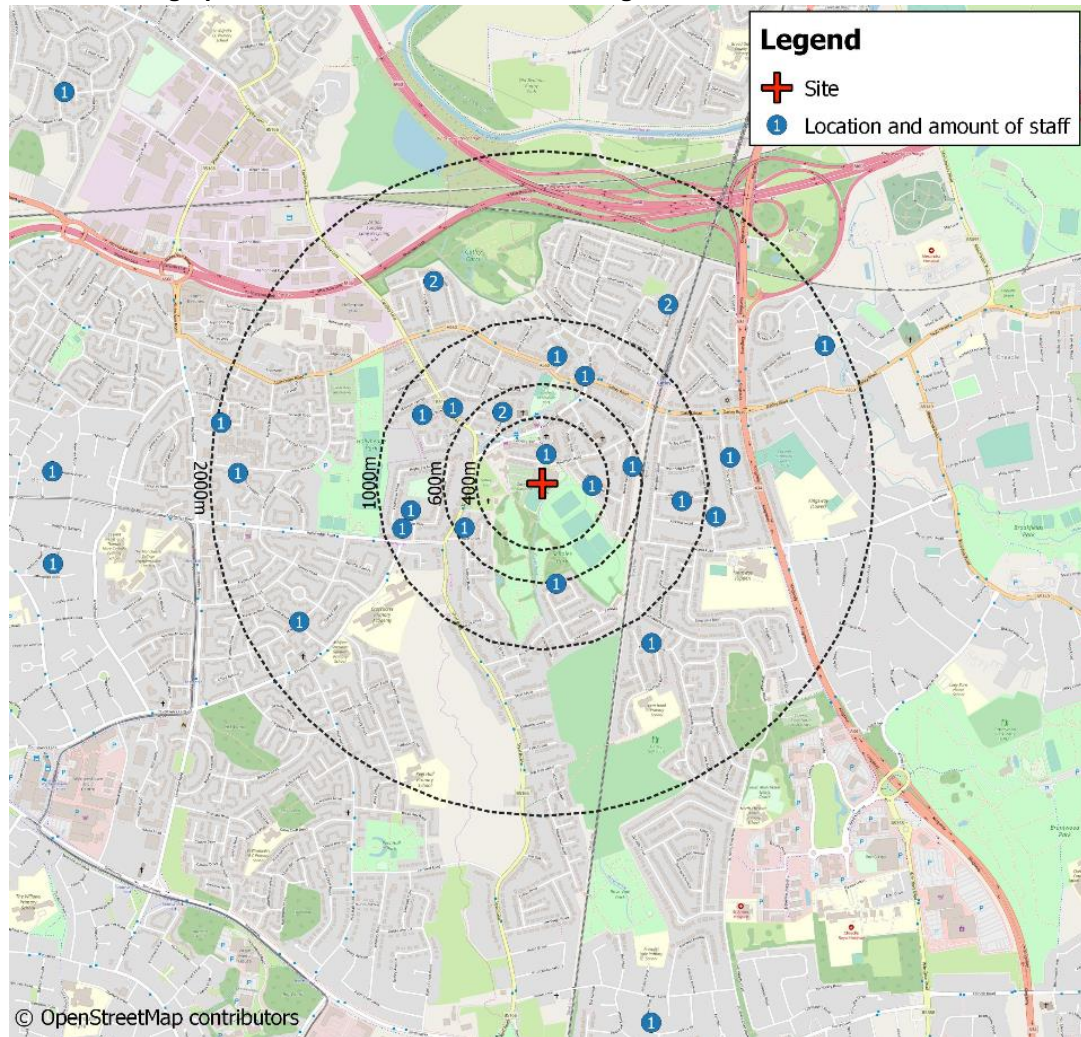
**Table 3.3 – Distances that Pupils Live from the School**

Distance to / from the school (m)	Number of Pupils	Cumulative Total
Less than 200	12	12
200-400	18	30
400-600	60	90
600-800	106	196
800-1000	103	299
1000-1500	344	447
1500-2000	16	463
Greater than 2000	27	490



- 3.8.4 The evidence above demonstrates that 91% (447 pupils) of the total number of pupils currently enrolled at the school (490 pupils) live within a 1.5km radius of the application site. Assuming an average walk speed of 1.4m/second, this equates to an approximate 25-minute walk.
- 3.8.5 Out of these 447 pupils, 67% (299 pupils) live within a 1km catchment of the school which equates to just an approximate 17-minute walk.
- 3.8.6 **Plan 3.6** below illustrates the distribution of staff home locations.

**Plan 3.6 – Geographical Distribution of Staff Home Origins**



- 3.8.7 **Table 3.4** summarises the number of existing employees who live within and beyond the radii illustrated on **Plan 3.6**.

**Table 3.4 – Distances that Staff Live from the School**

Distance to / from the school (m)	Number of Staff	Cumulative Total
Less than 400	2	2
400-600	4	6
600-1000	8	14
1000-2000	11	25
Greater than 2000	31	56

- 3.8.8 The evidence presented on **Plan 3.5** and in **Table 3.3** demonstrate that out of the 56 staff members, 25 (45%) live within a 2km catchment of the school which equates to a 24-minute walk.

#### Pupil Travel Surveys

- 3.8.9 In order to establish the existing modal split of pupils accessing the school, a hands-up style survey was undertaken with the existing school pupils by the applicant which comprised of the following two questions:
- 1) How do you *usually* travel to school?
  - 2) How do you *usually* travel from school?
- 3.8.10 AXIS have been informed by the applicant that the surveys were undertaken at the end of the school day on 18<sup>th</sup> March 2020 and so some pupils had already gone home, and some children had to leave while the survey was being undertaken.
- 3.8.11 Notwithstanding the above, AXIS received 291 responses to question 1) above, and 344 responses to question 2). This represents a minimum 65% response rate out of the total 450 normal school-age pupils currently enrolled at the school and this is therefore considered to provide a representative indication of the travel habits of the whole school.
- 3.8.12 The results of the pupil travel survey are set out in **Table 3.5** alongside the number of pupils this equates to when extrapolated to the total number pupils currently enrolled at Gatley Primary School (450).

**Table 3.5 – Existing Pupil Modal Split Extrapolated to Entire School Pupil Numbers**

Mode	Travelling to school		Travelling from school	
	Modal Split (%)	Number of pupils	Modal Split (%)	Number of pupils
Walk	42%	189	60.5%	272
Cycle / Scooter	6.5%	29	6.4%	29
Car (or Van or Taxi)	38.5%	173	28.5%	128
Bus	0.3%	2	0%	0
Train	0%	0	0%	0
Chaperone Service (from Scholes Field Car Park)	6.2%	28	2%	9
Chaperone Service (from Gatley Hill Car Park)	3.8%	17	1.7%	8
Park & Stride (from Scholes Field Car Park)	1.7%	8	0.6%	3
Park & Stride (from Gatley Hill Car Park)	1%	5	0.3%	1
<b>TOTAL</b>	<b>100%</b>	<b>450</b>	<b>100%</b>	<b>450</b>

3.8.13 **Table 3.5** shows that a high proportion of pupils walk or cycle to (48.5%) and from (67%) school and a total of 12.7% and 4.6% of pupils travel to and from school using the off-site parking arrangements respectively.

3.8.14 Details of the chaperone service and ‘Park and Stride’ schemes are set out in **Section 4.2** of this report.

3.8.15 Less than half of pupils travel to (38.5%) and from (28.5%) school by private car.

3.8.16 Out of the 450 pupils enrolled at the school, 244 pupils (54%) have at least one sibling who also attends Gatley Primary School. It is considered highly likely that those pupils with siblings at the school will travel together and therefore it has been assumed that out of those pupils who travel to/from school by car, 54% will travel with at least one other pupil in the same vehicle.

3.8.17 Therefore, the average car occupancy of pupil car trips equates to 1.54 pupils per vehicle. This is considered to be robust, given that some pupils will have more than one sibling.

#### Staff Travel Surveys

3.8.18 Additionally, all staff members completed a handwritten travel survey to establish how they typically travel to and from school. The staff travel surveys were also distributed and completed in March 2020.

3.8.19 The results of the staff and pupil travel survey are summarised in **Table 3.6**.

**Table 3.6 – Existing Staff Modal Split**

Mode	Travelling to school		Travelling from school	
	Modal Split (%)	Number of employees	Modal Split (%)	Number of employees
Walk	37.5%	21	37.5%	21
Cycle	0%	0	0%	0
Car (or Van or Taxi)	58.3%	33	58.3%	33
Bus	0%	0	0%	0
Train	4.2%	2	4.2%	2
<b>TOTAL</b>	<b>100%</b>	<b>56</b>	<b>100%</b>	<b>56</b>

3.8.20 The results of the staff travel survey demonstrate that out of those staff members who travel to / from the school by car (33 employees), 7.1% (2 employees) travel with at least one other member of staff.

3.8.21 Therefore, the resultant car occupancy rate of staff car trips is 1.06 employees per car.

### 3.9 Junction Queue Surveys

3.9.1 In accordance with the pre-application advice from the LHA at SMBC, AXIS commissioned queue length surveys to be undertaken at the following junctions on the local highway network, which are also illustrated on **Plan 3.7** in relation to the site location:

- 1) Birch Road/Church Road priority controlled T-junction;
- 2) Elm Road/ Church Road priority-controlled T-junction; and
- 3) Gatley Road/ Cambridge Road/ Oakwood Avenue priority-controlled crossroads.



Plan 3.7 – Junction Queue Length Survey Study Area



- 3.9.2 The queue length surveys were undertaken on Tuesday 17<sup>th</sup> March 2020 at 5-minute intervals between 08:15am-09:30am and 3:00pm-4:15pm.
- 3.9.3 The results of the queue length surveys are contained in **Appendix B** and are summarised in **Table 3.7** and **Table 3.8**.

Table 3.7 – Queue Length Surveys – Summary of Results – AM Peak Period

	Total Vehicles (excluding Pedal and Motor Cyclists)			
	Site 1	Site 2	Site 3	
			Lane 1	Lane 2
08:15-08:20	1	2	3	4
08:20-08:25	2	2	7	6
08:25-08:30	2	4	8	4
08:30-08:35	3	3	6	5
08:35-08:40	2	2	6	6
08:40-08:45	4	3	12	5
08:45-08:50	1	1	7	4
08:50-08:55	4	4	8	3
08:55-09:00	2	2	8	3
09:00-09:05	2	4	6	5
09:05-09:10	5	2	3	5
09:10-09:15	3	3	6	2
09:15-09:20	0	2	4	5
09:20-09:25	1	2	6	3
09:25-09:30	1	2	3	3
<b>Average Queue</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>4</b>
<b>Max. Queue</b>	<b>5</b>	<b>4</b>	<b>12</b>	<b>6</b>

**Table 3.8 – Queue Length Surveys – Summary of Results – PM Peak Period**

	Total Vehicles (excluding Pedal and Motor Cyclists)			
	Site 1	Site 2	Site 3	
			Lane 1	Lane 2
15:00-15:05	2	2	4	4
15:05-15:10	3	3	3	5
15:10-15:15	2	4	6	5
15:15-15:20	4	4	8	5
15:20-15:25	4	5	7	3
15:25-15:30	3	4	4	5
15:30-15:35	5	5	8	1
15:35-15:40	5	4	5	5
15:40-15:45	6	2	6	4
15:45-15:50	2	4	6	6
15:50-15:55	2	6	6	4
15:55-16:00	2	2	8	4
16:00-16:05	2	2	7	5
16:05-16:10	4	2	5	2
16:10-16:15	1	2	4	4
<b>Average Queue</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>4</b>
<b>Max. Queue</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>6</b>

- 3.9.4 The data presented above shows that, the key junctions on the local highway network operate sufficiently, with average queues of between 3 and 6 vehicles during the busiest periods, on average.
- 3.9.5 During the AM period (08:15-09:30), the results demonstrate that a maximum queue of 12 vehicles were recorded between 08:40 and 08:45 along the northern arm of the Gatley Road/ Cambridge Road/ Oakwood Avenue priority-controlled crossroads.
- 3.9.6 Notwithstanding the above, this queue was only temporary in nature, given that the number of queuing vehicles decreased by 5 vehicles in the following 5-minute interval (7 queueing vehicles between 08:45 and 08:50).
- 3.9.7 In the PM period (15:00-16:15), a maximum queue of 8 vehicles was recorded at the same lane/junction. Again, this queue is only temporary in nature, with queues at this arm varying from 3 to 8 vehicles throughout the whole PM assessment period.
- 3.9.8 It should also be noted that, given the nature of the Gatley Road/ Cambridge Road/ Oakwood Avenue priority-controlled crossroads, and the requirement for traffic to give-way to up to 3 streams of traffic, a slightly higher proportion of queuing is therefore to be expected at this junction in comparison to the other junctions that were assessed.
- 3.9.9 As such, the data does not therefore indicate any significant pre-existing highway capacity issues that could be exacerbated by the proposed development.

### 3.10 Parking Beat Survey

- 3.10.1 As agreed within the pre-application scoping discussions with the LHA at SMBC, parking beat surveys were undertaken on Tuesday 17<sup>th</sup> March 2020 between 08:15am-09:30am and 3:00pm-4:15pm.
- 3.10.2 The parking capacity and demand was recorded at 15-minute intervals within the study area illustrated in yellow on **Plan 3.8** which comprises a 300m walk catchment of Gatley Primary School.

**Plan 3.8 – Parking Beat Survey Study Area (300m walk catchment from the site)**



- 3.10.3 It should also be noted that the pupil attendance at Gatley Primary School on Tuesday 17<sup>th</sup> March was 94.6% which is just 0.4% below the national average. School attendance numbers were not therefore materially different from any other normal day at the school.
- 3.10.4 The results of the parking beat survey are contained in **Appendix C** and are summarised in **Table 3.9** and **Table 3.10** for the AM and PM peak periods respectively.



**Table 3.9 – Parking Beat Survey – Summary of Results (08:15-09:30)**

Area	Parking Capacity	Amount Utilised (% utilised)				
		08:15-08:30	08:30-08:45	08:45-09:00	09:00-09:15	09:15-09:30
Gatley Green (North)	14	11 (79)	10 (71)	10 (71)	11 (79)	12 (86)
Gatley Green (South)	0	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
Birch Road (East)	2	2 (100)	2 (100)	2 (100)	2 (100)	2 (100)
Birch Road (West)	2	2 (100)	2 (100)	2 (100)	2 (100)	2 (100)
Acres Road (East)	7	6 (86)	7 (100)	7 (100)	6 (86)	5 (71)
Acres Road (West)	7	6 (86)	7 (100)	6 (86)	6 (86)	5 (71)
Birch Road (North)	6	5 (83)	5 (83)	5 (83)	5 (83)	4 (67)
Birch Road (South)	4	3 (75)	4 (100)	*5 (125)	*5 (125)	2 (50)
Hawthorn Road (North)	24	12 (50)	14 (58)	17 (71)	13 (54)	11 (46)
Hawthorn Road (South)	26	13 (50)	14 (54)	14 (54)	14 (54)	11 (42)
Cedar Road (East)	11	6 (55)	8 (73)	8 (73)	7 (64)	5 (45)
Cedar Road (West)	12	6 (50)	8 (67)	8 (67)	5 (42)	4 (33)
Burnside Road (East)	15	8 (53)	8 (53)	9 (60)	9 (60)	8 (53)
Burnside Road (West)	15	8 (53)	9 (60)	9 (60)	9 (60)	7 (47)
Elm Road (East)	15	8 (53)	8 (53)	6 (40)	6 (40)	6 (40)
Elm Road (West)	11	5 (45)	4 (36)	4 (36)	4 (36)	3 (27)
<b>Total number of spaces utilised</b>	<b>171</b>	<b>101</b>	<b>110</b>	<b>112</b>	<b>104</b>	<b>87</b>
<b>Average utilisation rate (%)</b>	<b>-</b>	<b>68%</b>	<b>74%</b>	<b>75%</b>	<b>71%</b>	<b>59%</b>

\*Parking capacity is counted based on the standard space required for a car to park. In some instances, during the survey, cars were parked 'bumper to bumper', therefore exceeding the actual practical parking capacity of the road. It is in such instances that parking demand exceeds capacity.

**Table 3.10 – Parking Beat Survey – Summary of Results (15:00-16:15)**

Area	Parking Capacity	Amount Utilised (% utilised)				
		15:00-15:15	15:15-15:30	15:30-15:45	15:45-16:00	16:00-16:15
Gatley Green (North)	14	10 (71)	10 (71)	10 (71)	10 (71)	10 (71)
Gatley Green (South)	0	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
Birch Road (East)	2	1 (50)	2 (100)	2 (100)	1 (50)	2 (100)
Birch Road (West)	2	2 (100)	2 (100)	2 (100)	2 (100)	2 (100)
Acres Road (East)	7	5 (71)	5 (71)	7 (100)	6 (86)	5 (71)
Acres Road (West)	7	3 (43)	6 (86)	6 (86)	6 (86)	6 (86)
Birch Road (North)	6	3 (50)	4 (67)	4 (67)	5 (83)	3 (50)
Birch Road (South)	4	2 (50)	3 (75)	4 (100)	4 (100)	3 (75)
Hawthorn Road (North)	24	14 (58)	16 (67)	14 (58)	13 (54)	14 (58)
Hawthorn Road (South)	26	15 (58)	17 (65)	15 (58)	13 (50)	13 (50)
Cedar Road (East)	11	5 (45)	7 (64)	7 (64)	6 (55)	4 (36)
Cedar Road (West)	12	3 (25)	4 (33)	5 (42)	5 (42)	3 (25)
Burnside Road (East)	15	10 (67)	9 (60)	9 (60)	8 (53)	9 (60)
Burnside Road (West)	15	9 (60)	9 (60)	9 (60)	9 (60)	8 (53)
Elm Road (East)	15	7 (47)	7 (47)	7 (47)	8 (53)	7 (47)
Elm Road (West)	11	5 (45)	6 (55)	7 (64)	7 (64)	4 (36)
<b>Total number of spaces utilised</b>	<b>171</b>	<b>94</b>	<b>107</b>	<b>108</b>	<b>103</b>	<b>93</b>
<b>Average utilisation rate (%)</b>	<b>-</b>	<b>56%</b>	<b>68%</b>	<b>72%</b>	<b>67%</b>	<b>61%</b>



- 3.10.5 The results set out in **Table 3.9** demonstrate that during the AM peak period, there was a minimum spare capacity for 59 cars to park on the local highway network out of a total of 171 spaces. This was recorded between 08:45am and 09:00am (inclusive), during the typical busiest drop-off period immediately before the school doors open for all pupils (see **Section 3.7**).
- 3.10.6 In the PM peak period, the minimum spare parking capacity was 63 spaces which was recorded between 15:30-15:45 (inclusive). This is commensurate with the typical busiest pick-up period given that the majority of school children finish between 3:25pm and 3:30pm (see **Section 3.7**).
- 3.10.7 The results of the parking beat survey therefore demonstrate that there is sufficient spare capacity for parents who drive their children to school to park within walking distance of the school.

### **3.11 Summary**

- 3.11.1 The results of the parking beat survey and junction queue surveys will be discussed in the context of the proposed school extension in **Section 6.3** of this report in order to assess the likely traffic impact of the scheme.

## 4.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRAVEL

### 4.1 Introduction

4.1.1 Paragraph 103 of the National Planning Policy Framework (NPPF) states that:

*“...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health...”*

4.1.2 Gatley Primary School is considered to benefit from a number of locational characteristics which assist in encouraging trips to/from the development to be made by a range of sustainable, alternative travel options to the private car.

4.1.3 To demonstrate the site’s compliance with the above, this section of the report examines the accessibility of the site through consideration of the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle; and
- Accessibility by public transport.

### 4.2 Accessibility on Foot

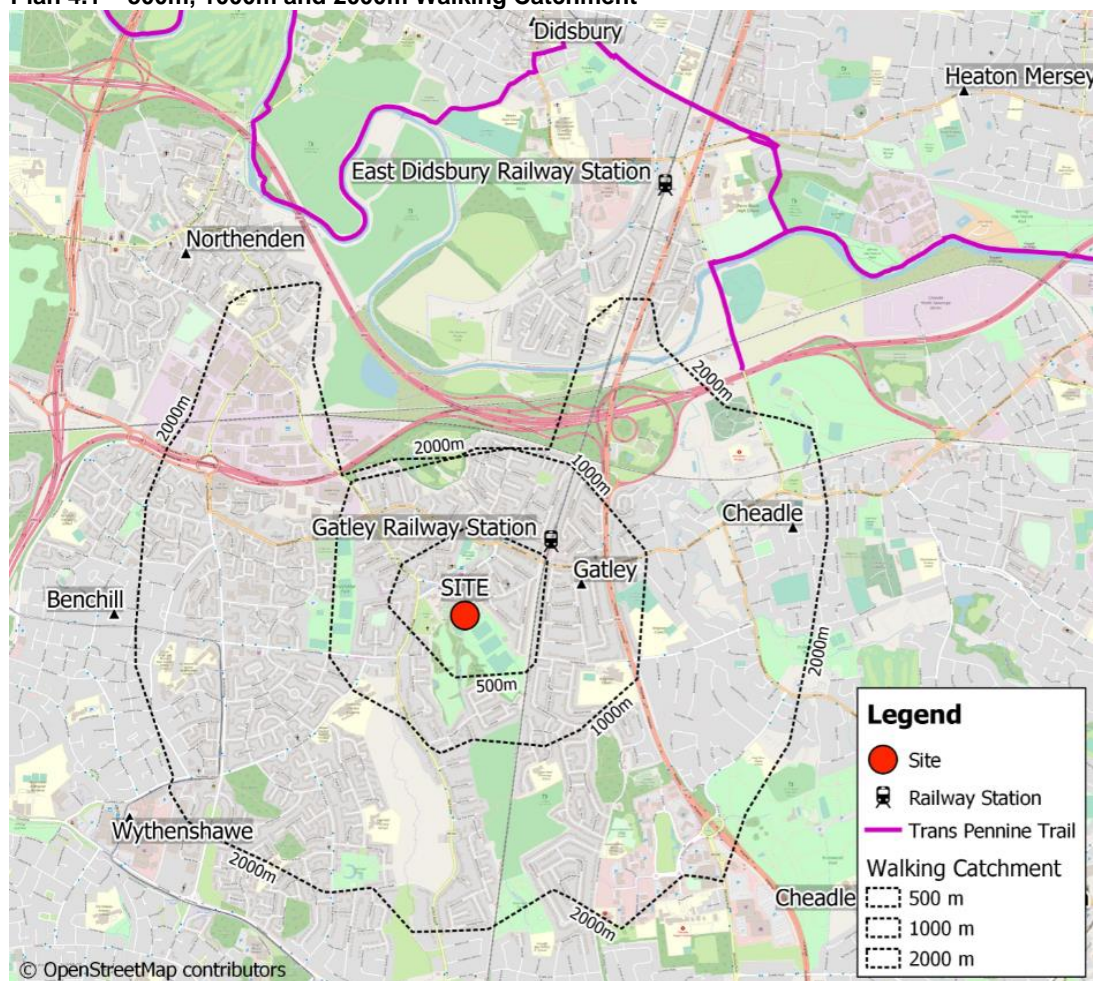
4.2.1 The Chartered Institution of Highways and Transportation (CIHT, formerly the IHT) in their document “Providing for Journeys on Foot” identifies that although acceptable walking distances will vary between individuals and circumstances (i.e. Age of pupils), for commuting / school / sightseeing trips, the following walking distances are considered to be acceptable:-

**Table 4.1 – CIHT Acceptable Walking Distances for School / Commuting / Sightseeing Trips**

	Walk Distance (m)
Desirable	500m
Acceptable	1,000
Preferred Maximum	2,000

- 4.2.2 As shown on **Plan 3.5**, 91% of pupils live within a 1.5km radii from the school, of which 67% of pupils live within a 1km catchment of the school. As such, the majority of pupils live within the preferred maximum walking distance, many of whom also live within an acceptable walking distance, in accordance with the CIHT guidance (**Table 4.1**).
- 4.2.3 **Plan 4.1** also illustrates the relevant walking catchments from the centre of the site accordingly to provide an indication of those areas which can be reached within the CIHT acceptable walking distances from the school, for prospective staff.

**Plan 4.1 – 500m, 1000m and 2000m Walking Catchment**

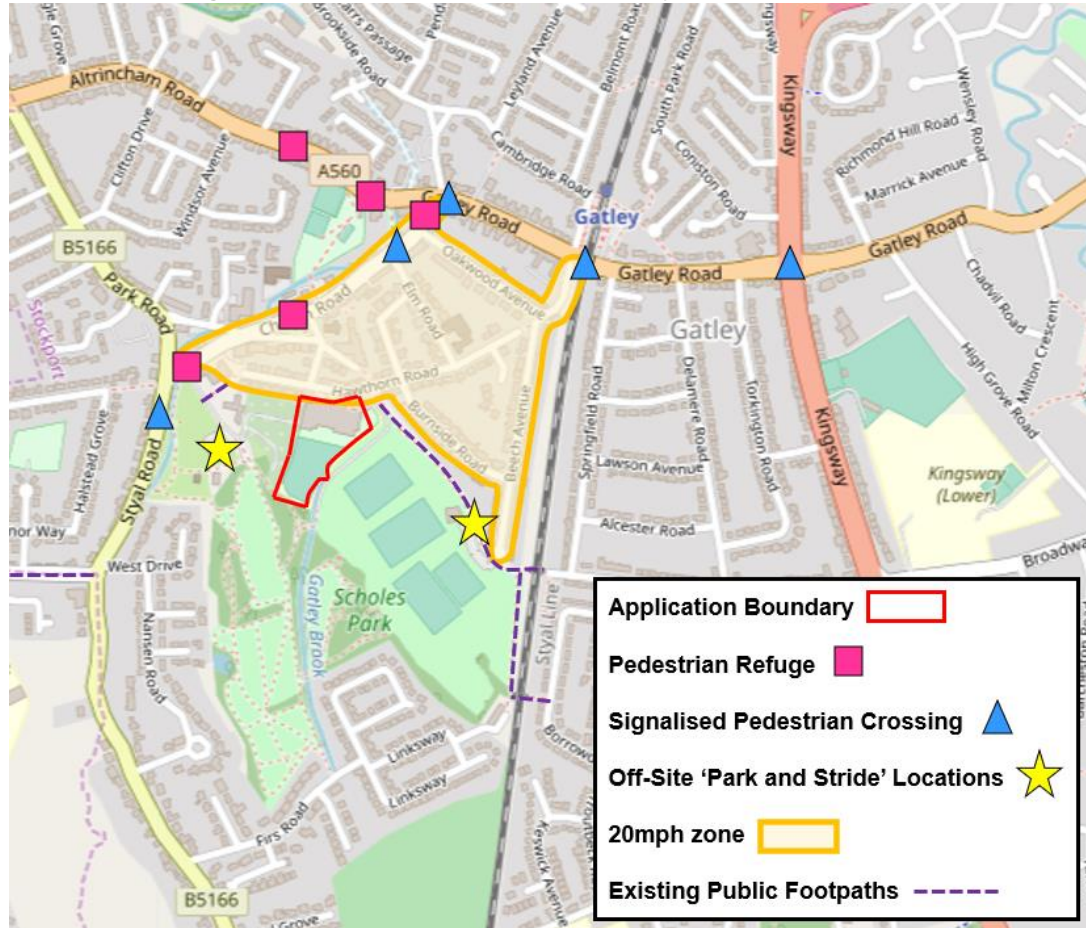


- 4.2.4 **Plan 4.1** shows that a large area of Gatley, including Gatley Railway Station, are located within a 1km catchment of the school and the 2km catchment incorporates the eastern section of Benchill and parts of Cheadle.

- 4.2.5 It is considered that opportunities to access the site on foot from the key local residential areas are enhanced through the provision of high-quality pedestrian infrastructure and pedestrian-friendly TROs on the local highway network, which include, although not exclusively, the following:
- 1) 20mph speed limit along Hawthorn Road and beyond;
  - 2) Provision of footways and street lighting on all local roads;
  - 3) Church Road, which is located to the north of the application site, provides a range of pedestrian crossing infrastructure in the form of pedestrian refuges;
  - 4) Signalised pedestrian crossings on Church Road to the north east of Elm Street, on Styal Road, south of Church Road, on Gatley Road east of Church Road and another on Gatley Road between Oakfield Avenue and Springfield Road; and
  - 5) A public footpath is abuts the site to the east which provides a connection between the site and the residential land uses located to the east of the application site.
- 4.2.6 In addition, the school also operates some travel initiatives in order to encourage safer, healthier and more sustainable travel choices to and from the school.
- 4.2.7 Gatley Primary School currently operates a chaperone service scheme which has been in operation since September 2019. This enables parents to drop off their children at a designated off-site car park where the children will then be walked to school as part of a chaperone service. Alternatively, parents can walk their children to school, and this is referred to as the 'park and stride' scheme.
- 4.2.8 From September 2019, Gatley Primary School secured the use of the pavilion car park with SMBC as a base location for the operation of the chaperone service and 'park and stride' schemes.
- 4.2.9 The pavilion car park is located to the southeast of the application site and has the capacity to accommodate some 64 cars in addition to 4 accessible bays.
- 4.2.10 There are currently 71 children registered for the chaperone service from the pavilion car park and approximately 16 children use this service on a daily basis, on average.
- 4.2.11 On Wednesday 18<sup>th</sup> March, a second base location became operational from the car park at Gatley Hill House Community Centre which is located to the southwest of the application site. There are currently 11 parents/pupils using this off-site car park.

4.2.12 **Plan 4.2** shows the key existing pedestrian infrastructure within the vicinity of the application site.

**Plan 4.2 – Existing Pedestrian Infrastructure in the Vicinity of the Site**



4.2.13 Based on the evidence presented above, the site is considered to be highly accessible on foot for both existing and prospective staff and pupils. This is also supported by the high proportion of existing pupils and 37.5% of staff travelling to the school on foot (see **Section 3.8**).

### 4.3 Accessibility by Cycle

4.3.1 The results of the travel surveys (see **Section 3.8**) demonstrate that the majority of staff and pupils access the school on foot or by car. There is however an opportunity for the site to be accessed by bike.

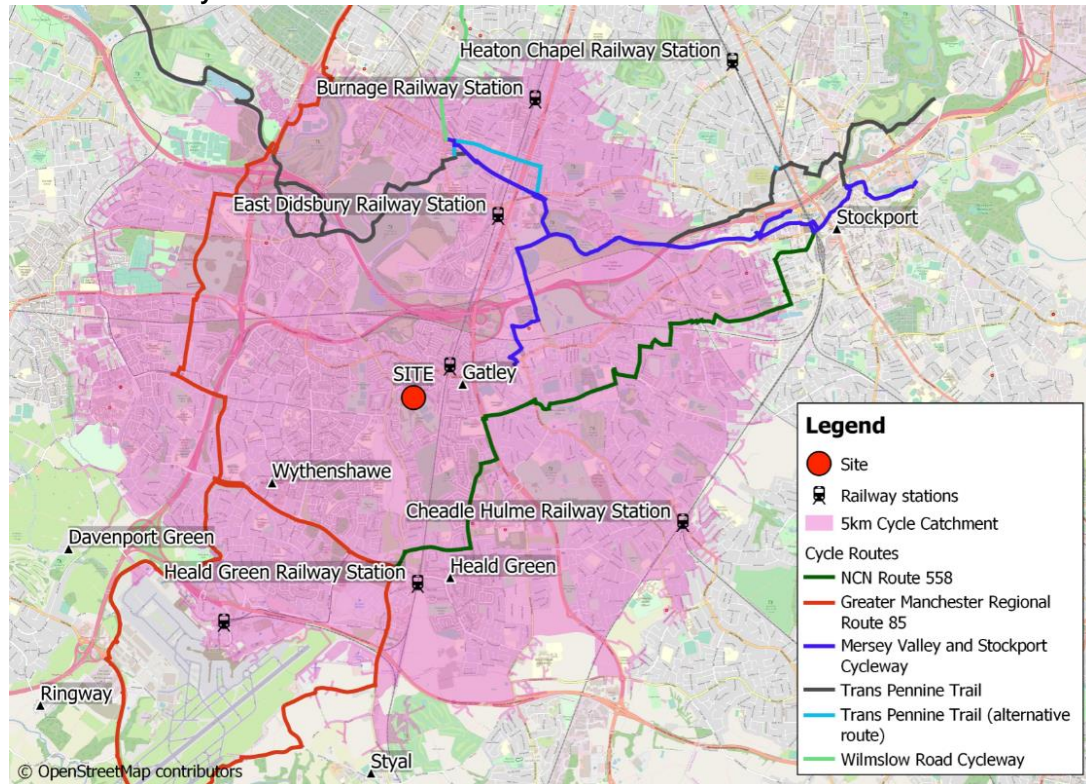
4.3.2 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.



4.3.3 This is considered to be applicable for staff trips, however the distances over which primary age pupils would cycle to school are likely to be similar to the walking distances set out in **Table 4.1**.

4.3.4 **Plan 4.3** illustrates the 5km cycle catchment from the centre of the site to demonstrate the accessibility of the site by cycle for staff.

**Plan 4.3 – 5km Cycle Catchment**



4.3.5 Review of **Plan 4.3** demonstrates that the site is located within a 5km cycle distance of all of Gatley in addition to Heald Green, Cheadle Hulme and East Didsbury, amongst others.

4.3.6 The plan also demonstrates that there are a number of national and regional cycle paths within the vicinity of the site including, for example, National Cycle Route 558. This route is located approximately 2.2km to the east of the school and provides a mixture of on-road and off-road routes to destinations such as Cheadle Hulme, Stockport and Heald Green.

4.3.7 In addition, 4 railway stations are also located within the 5km cycle catchment, therefore providing the opportunity for staff to access the site via a multi-modal journey by rail and cycle.

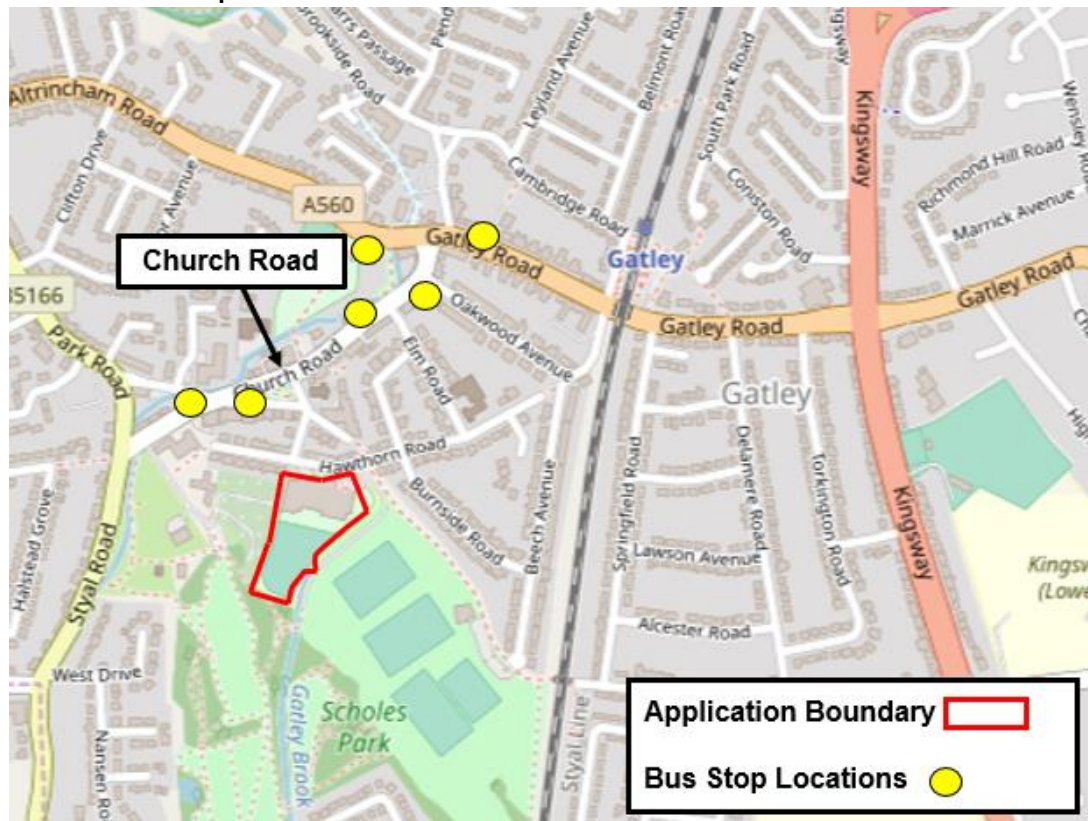
- 4.3.8 It is recognised that cyclists generally require wide streets with slow traffic speeds and shallow gradients. The school is well located to encourage trips to be made by bike by both staff and pupils given that the surrounding area is relatively flat. Also, the school is located within a 20mph zone and the majority of the wider highway network is subject to a speed limit of 30mph.
- 4.3.9 The local highway network therefore provides conditions which are conducive to cycling and this therefore provides a realistic alternative to the private car for journeys made to / from the site.
- 4.3.10 The school Travel Plan also outlines a number of measures that the school proposes in order to further encourage staff and pupils to travel to/from the school by bike. For example, the provision of additional cycle parking spaces and free fluorescent clothing.

#### **4.4 Accessibility by Public Transport**

##### Bus Accessibility

- 4.4.1 Guidance from the CIHT document “*Guidelines for Planning for Public Transport in Development*” recommends that the walk distance for a new development should ideally be 300m, or a maximum of 400m. The bus stops nearest to the site are situated circa 230m from the application site and are therefore well within the CIHT’s lower 300m walk distance threshold, as shown on **Plan 4.4**.

**Plan 4.4 – Bus Stop Locations**



4.4.2 The bus stops are therefore within reasonable walk distance and are accessible to / from the site by high quality pedestrian infrastructure which surrounds the application site including footways, street lighting and pedestrian crossing points (see **Section 4.2**).

4.4.3 **Table 4.2** details the public services that operate at the bus stops along Church Road, including their frequencies.

**Table 4.2 – Bus Services and Frequencies along Church Road**

Service Number	Route	Frequency of Bus Service		
		Monday - Friday	Saturday	Sundays
11	Stockport – Altrincham	Every 15 minutes	Every 15 minutes	Every 30 minutes

4.4.4 **Table 4.2** shows that one public bus service operates from the closest bus stop to the site and provides a total of 4 services per hour to a range of destinations including Stockport and Altrincham via Cheadle, Gatley, Wythenshawe, Newall Green and Timperley.



#### Accessibility by Rail

- 4.4.5 Gatley Railway Station is located approximately 550m from Gatley Primary School and is therefore within reasonable walking distance.
- 4.4.6 The station provides services to Manchester Airport and Crewe every hour and to Manchester Piccadilly approximately every half an hour. The station also provides services to/from Liverpool Lime Street.

#### **4.5 Accessibility Summary**

- 4.5.1 Based on the evidence above, the site is well located to encourage trips to be made by alternative modes of travel to the private car and is therefore compliant with Paragraph 103 of the NPPF.
- 4.5.2 A Travel Plan has also been prepared alongside this TA which outlines a range of operational and proposed measures aimed at improving the safety and reducing the dependence on car travel by current and prospective pupils and staff for journeys made to and from the school.

## 5.0 DEVELOPMENT PROPOSALS

### 5.1 Overview

- 5.1.1 The development proposals comprise the extension and internal reconfiguration of the school to accommodate 5 additional classrooms.
- 5.1.2 As a result of the proposals, the school building would increase by 281m<sup>2</sup>, resulting in a total proposed GIFA of 2,756m<sup>2</sup>.
- 5.1.3 The proposed development would facilitate the school expansion from a two-form to a three-form entry. This would equate to an increase in pupils from the current number of pupils (450) to 630. This equates to an increase in 180 pupils aged between 4 and 11 (additional class of 30 pupils per year from Year 1 to Year 6 inclusive).
- 5.1.4 It should be noted that there will be no change in the number of nursery children as a result of the proposed development, and no changes to the way in which the nursery currently operates.
- 5.1.5 The proposal will result in an increase in staff numbers as follows:-

**Table 5.1 – Proposed Changes in Staff Numbers**

	Full-time	Part-time	Total
Existing	35	21	56
Proposed	46	21	67
Increase	11	0	11

- 5.1.6 The increase in capacity of the school to three-form entry will be gradual, as set out in **Table 5.2**, and will be managed over a six-year period (2020 – 2025 inclusive) and the school would remain operational throughout the process of implementing the works.

**Table 5.2 – Phased Extension of School Places**

	Reception	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Cumulative Increase
September 2019	+30							(existing)
September 2020	+30	+30						+30
September 2021	+30	+30	+30					+60
September 2022	+30	+30	+30	+30				+90
September 2023	+30	+30	+30	+30	+30			+120
September 2024	+30	+30	+30	+30	+30	+30		+150
September 2025	+30	+30	+30	+30	+30	+30	+30	+180

- 5.1.7 The proposed site layout plan is contained in **Appendix D** to the rear of this report.
- 5.1.8 The existing vehicular access arrangements will not change as a result of the proposed development.

## **5.2 Proposed Parking Arrangements**

- 5.2.1 The existing car parking provision will not change as part of the proposed development (29 car parking spaces).
- 5.2.2 In accordance with the modal split and car occupancy data set out in **Section 3.8**, the total car parking demand associated with staff trips (existing and proposed) would be 37 spaces. This has been calculated by applying the staff car modal split of 58.3% to the total number of staff (67) and applying the calculated car occupancy rate of 1.06.
- 5.2.3 The car parking demand therefore exceeds the on-site parking capacity by just 8 spaces. However, excess staff parking demand is accommodated by the existing off-site parking locations at the Pavilion and Gatley Hill Community Centre. Together, both car parks provide in the region of 90 car parking spaces.
- 5.2.4 As such, parking demand as a result of the proposed development would not cause detriment to the safety or operation of the local highway network with regards to overspill parking.

## **5.3 Cycle Parking**

- 5.3.1 To reduce the reliance on the private car to travel to and from school, the proposals include an additional covered cycle parking stand which would accommodate 19 cycle parking spaces.
- 5.3.2 As a result of the proposals, the school will therefore provide 38 cycle parking spaces in addition to the internal quadrangle which accommodates 60 spaces. This level of provision is therefore in accordance with SMBC's cycle parking standards which requires a minimum of 2 spaces per classroom. Set in the context of the proposed development (21 classrooms), this equates to a minimum requirement of 42 cycle parking spaces.
- 5.3.3 As part of the school Travel Plan review, cycle parking will be monitored regularly, and provision will be increased where necessary.

## **5.4 Proposed Servicing Arrangements**

- 5.4.1 Vehicle servicing of the site is proposed to continue as existing, with refuse collection vehicles and kitchen deliveries using the vehicular access points located off Hawthorn Road.

## 6.0 TRAFFIC IMPACT

### 6.1 Introduction

6.1.1 This section describes the methodology that has been used to assess the traffic impacts of the proposed school extension and draws conclusions on the traffic impact of the development.

### 6.2 Assessment Methodology

6.2.1 In order to assess the traffic impact of the school extension, it has been assumed that the travel patterns of future pupils and staff will be in accordance with the travel patterns of existing pupils and staff.

6.2.2 **Section 3.8** of this report sets out the results from the pupil and staff travel surveys which reveals that 38.5% and 28.5% of pupils travel to and from school by car respectively and 58.3% of staff travel to and from school by car.

6.2.3 A summary of the increase in car trips to /from the school, commensurate with the additional staff and pupil numbers, are set out in **Table 6.1**.

**Table 6.1 – Increase in Pupil and Staff Car Trips**

	Increase in pupils / staff	Modal Split % (car)		Average Car occupancy	Increase in Car Trips	
		To School	From School		To School	From School
<b>Pupils</b>	+180	38.5%	28.5%	1.54	+45	+33
<b>Staff</b>	+11	58.3%	58.3%	1.06	+6	+6

6.2.4 **Table 6.1** shows that car trips relating to pupil drop off and pick up would increase by 45 and 33 one-way trips (90 and 66 two-way car trips) respectively, and staff trips would increase by some 6 one-way or 12 two-way trips per day.

#### Extended Day Childcare Provision and Extra-Curricular Clubs

6.2.5 As set out in **Table 3.2**, 17% (76) of the current pupils at Gatley Primary School attend clubs before school and 25% attend after-school clubs per day, on average.

6.2.6 When the same percentages are applied to the forecast increase in pupil car trips (see **Table 6.1**), approximately 8 car trips associated with school drop-offs and pick-ups respectively will occur outside the periods immediately prior to the commencement of and following the end of the school day.

- 6.2.7 Therefore, this results in an additional 37 one-way car trips during the main drop-off period and 25 one-way car trips immediately afterschool.
- 6.2.8 As set out in **Section 3.7**, Gatley Primary School also operates staggered start and finish times for pupils in different years to enable a steady flow of pupils. Therefore, the number of car trips indicated above will not be concentrated into one short time period both before and after school. Rather, these trips will be distributed over longer periods of time.
- 6.2.9 With regards to staff, an additional 12 two-way car trips are forecast as a result of the proposed expansion.
- 6.2.10 All staff arrive at the school well in advance of the commencement of the school day (08:40am) and depart earlier (part-time staff) or much later than the finish of the school day (3:30pm). As such, pupil and staff car trips will not coincide.

### **6.3 Traffic Impact Assessment**

#### On-Street Parking Capacity

- 6.3.1 In accordance with the evidence set out in **Section 3.9** of this report, the additional demand for on-street parking resulting from the proposed additional pupil pick-ups and drop-offs will be sufficiently accommodated on the local highway network.
- 6.3.2 The local highway network within a 300m walk catchment of the site provides a minimum spare capacity of 59 spaces in the AM peak period and 63 spaces in the PM peak period.
- 6.3.3 Set in the context of the proposed uplift in vehicle movements associated with parents picking up (37 one-way trips) and dropping off (25 one-way trips) their children at school, there is therefore sufficient car parking spaces for parents to park within walking distance of the school with spare capacity to cater for any occasional spikes in activity that may occur from time to time.
- 6.3.4 The proposed development would not therefore cause detriment to the safety or operation of the local highway network with regards to overspill parking.



### Operation of the Local Highway Network

- 6.3.5 As set out in **Section 3.8** of this report, the local highway network currently operates satisfactorily, with minimal queuing experienced on the three key junctions which provide access to / from the school.
- 6.3.6 The proposals are forecast to give rise to an additional 37 one-way, or 74 two-way pupil car trips during the main drop-off period and 25 one-way or 50 two-way pupil car trips in the main pick-up period.
- 6.3.7 In accordance with the staggered start/finish times that the school operates, **Table 6.2** and **Table 6.3** set out the forecast profile of the additional pupil car trips associated with drop-off and pick-up movements respectively. This is proportionate to the number of additional pupils in each year.
- 6.3.8 In the morning, it is anticipated that parents will arrive approximately 5 minutes before the school doors open for their child (dependent on school year) and will leave in the following 5-minute interval.
- 6.3.9 Likewise, in the afternoon, parents are anticipated to arrive 5 minutes before their child's finish time, which depends on their school year, and will leave in the following 5-minute interval.

**Table 6.2 – Pupil Car Trips – Drop-Off Vehicle Profile**

	Arrive	Depart	Two-Way
08:35-08:40	6		6
*08:40-08:45	31	6	37
**08:45-08:50		31	31
<b>TOTAL</b>	<b>37</b>	<b>37</b>	<b>74</b>

\*School doors open for Year 6 pupils (30 additional pupils or 16.6% of the proposed uplift in pupils).

\*\*School doors open for Reception-Year 5 pupils inclusive (150 additional pupils or proposed uplift in pupils).

**Table 6.3 – Pupil Car Trips – Pick-Up Vehicle Profile**

	Arrive	Depart	Two-Way
15:05-15:10	4		4
*15:10-15:15			
15:15-15:20		4	4
15:20-15:25	9		9
**15:25-15:30	13		13
***15:30-15:35		9	9
15:35-15:40		13	13
<b>TOTAL</b>	<b>25</b>	<b>25</b>	<b>50</b>

\*School finishes for Year 6 pupils (30 additional pupils or 16.6% of the proposed uplift in pupils).

\*\*School finishes for Reception-Year 2 pupils inclusive (60 additional pupils / 33.3% of the proposed uplift in pupils).

\*\*\*School finishes for Year 3-Year 5 pupils inclusive (90 pupils / 50% of the proposed uplift in pupils)

- 6.3.10 With regards to the above, the additional car trips associated with the proposed development would be spread across a 15-minute period in the morning (08:35am-08:50am) and across a 35-minute period in the afternoon.

- 6.3.11 Volumetrically, this equates to approximately 5 two-way movements per minute in the morning drop-off period and approximately 1 two-way movement per minute in the afternoon pick-up period.
- 6.3.12 When such traffic is distributed across the three key-junctions adjacent to the application site, this level of trip generation would be de minimis in nature and would be sufficiently accommodated on the local highway network without causing detriment to the capacity of these junctions.
- 6.3.13 Based on the above, the proposed development passes the test set out in paragraph 109 of the NPPF of traffic impacts not being 'severe'.

## **7.0 SUMMARY AND CONCLUSIONS**

### **7.1 Summary**

- 7.1.1 AXIS have been appointed by Gatley Primary School to provide highways and transport advice in relation to a planning application for the proposed extension and reconfiguration of the school.
- 7.1.2 Gatley Primary School (the site) is located to the south of Hawthorn Road in Gatley, Stockport. The site is bound by Hawthorn Road to the north, a public footpath to the east, playing fields to the south and residential development to the west.
- 7.1.3 Prior to preparing this TA, AXIS consulted the LHA at SMBC on 11<sup>th</sup> March 2020 to agree the scope of the transport-related work associated with the development proposals. This TA has therefore been prepared in accordance with the advice received from the LHA.
- 7.1.4 The site currently accommodates Gatley Primary School. In 2016, the Secretary of State for Education approved the school's application to increase the capacity of the school from a two-form to a three-form entry. Following this approval, Gatley Primary School admitted an additional 30 reception pupils in September 2019.
- 7.1.5 There are now 450 pupils aged 4-11 enrolled at the school which comprises 3 reception classes and 2 classes per year between Year 1 and Year 6 inclusive (30 pupils per class).
- 7.1.6 Personal Injury Accident (PIA) data has been analysed using the online Crashmap resource which indicates that there is no evidence of an existing highway safety issue within the vicinity of the site.
- 7.1.7 In accordance with the pre-application scoping advice, AXIS also commissioned junction queue length surveys and parking beat surveys to be undertaken on the local highway network to the application site. Both surveys were undertaken on Tuesday 17<sup>th</sup> March.
- 7.1.8 The parking beat survey demonstrates that there is sufficient spare capacity on the local highway network for parents to park, and the junction queue length surveys show that there are no significant pre-existing junction capacity issues that could be exacerbated by the proposed school extension.

- 7.1.9 The vast majority of pupils live within a 1.5km radius of the school and the school is well located to facilitate trips to be made to the school on foot, by cycle and by public transport. This is supported by the latest school travel surveys which indicate that a high proportion of staff and pupils use alternative modes of travel to the private car when travelling to / from the school.
- 7.1.10 The development proposals include an extension and internal reconfiguration of the school to accommodate 5 additional classrooms. As a result of the proposals, the school building would increase by 281m<sup>2</sup>, resulting in a total proposed GIFA of 2,756m<sup>2</sup>.
- 7.1.11 The development proposals would facilitate the school expansion from a two-form to a three-form entry. This would equate to an additional 180 pupils aged 4-11 which would increase gradually over a six-year period. There would also be an additional 11 staff employed on the site as a result of the proposed development.
- 7.1.12 Pupil car trips are forecast to increase by approximately 37 one-way trips and 25 one-way trips during typical morning drop-off and afternoon pick-up periods respectively. This uplift in trips can be sufficiently accommodated on the adjacent roads to Gatley Primary School, with additional spare capacity for occasional spikes in activity which may occur from time to time.
- 7.1.13 Furthermore, the additional trips associated with the proposed development would not cause detriment to the operation on the local highway network with regards to the capacity of the surrounding junctions.

## **7.2 Conclusion**

- 7.2.1 Based on the evidence presented within this TA, the proposed development is considered to pass the test set out in Paragraph 109 of the NPPF which states that developments should only be prevented or refused if the traffic impacts on the road network would be 'severe'.
- 7.2.2 Therefore, it is considered that there should be no reasons to withhold planning permission from a transport perspective.

## **APPENDIX A – PRE-APPLICATION SCOPING DISCUSSIONS**

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 13 March 2020 15:05  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: External: TA Scope Gatley Primary School

Hi [REDACTED]

I make the following comments on the scoping note:

- Queue surveys should cover periods 0815-0930 and 1500-1615, to reflect the extended school day. An observational report on queue lengths and any difficulties and operational concerns will suffice although I reserve the right to require capacity assessments should findings suggest such is necessary.
- Parking beat surveys should cover the same time periods, 0815-0930 and 1500-1615. As for the extent of the surveys I am minded of a statement in the recent travel plan for the school that the current catchment of the school serves up to the furthest distance of 0.6 miles which could give rise to higher modal splits for car travel and consequent kerbside parking demand being evident much further afield than the 300m you are suggesting for review purposes. I am accepting of a review of 300m but must reserve the right to extend further afield if a high demand for kerbside parking is evident from the surveys.
- In addition to the roads you have identified for review I request you add Hawthorn Road easterly end, Poplar Close and Elm Road (between junctions with Hawthorn Road and Elm Road).
- I also request a review of Traffic Regulation Orders around the School and commentary on any amendments/additions that would be beneficial.
- Finally, an analysis of the accident history of the study area for a minimum last three years.

I trust this helps and is advised without prejudice to any other matters that may arise during further consideration of the proposal. I am aware of a Travel Plan in circulation which I have yet to review and you should probably have regard to this in preparing the TA.

Thanks

[REDACTED]

[REDACTED]  
[REDACTED]

Growth - Development Management  
Stockport Metropolitan Borough Council  
Stopford House  
Piccadilly  
Stockport  
SKI 3XE

Tel: [REDACTED]  
Mobile: [REDACTED]  
Fax: [REDACTED]

[REDACTED]



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**From:** [REDACTED]  
**Sent:** 11 March 2020 15:39  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** External: TA Scope Gatley Primary School

Hi [REDACTED]

Good to talk earlier and thank you for your time.

As discussed, we have been commissioned to produce a Transport Assessment for the proposed expansion of Gatley Primary School. Below, I have set out a suggested scope based on our discussion.

- Review of national and local policies
- Description of current operation of school, including:
  - access strategy
  - number of pupils and staff
  - opening times
  - attendance of breakfast and after school clubs
  - results of 'hands up survey' to ascertain current modal split of pupil travel
  - modal split of staff travel
  - descriptions of any measures in place to encourage travel by sustainable modes (e.g. walking bus, drive and stride)
- Description of local highway network and results of queue surveys, to be undertaken at the following junctions:
  - Birch Road/Church Road priority controlled T-junction
  - Elm Road/ Church Road priority controlled T-junction
  - Gatley Road/ Cambridge Road/ Oakwood Avenue priority controlled crossroads.
- Queue surveys to be cognisant of current school opening times which have recently changed
- Results of parking beat survey to be undertaken on roads shown on the attached plan and comprising the following:
  - Acres Road
  - Birch Road
  - Burnside Road
  - Cedar Road
  - Gatley Green
  - Hawthorn Road.
- Parking beat survey also to take account of current school opening times and breakfast / after school club times.
- Brief description of school's accessibility to sustainable transport.
- Description of proposals including:
  - Number of additional classrooms and pupils and teaching staff
  - Changes to parking provision
  - Changes in the school catchment that the proposals will facilitate
- Calculation of pupil and staff trip generation (multi-modal) and forecasts of travel times.
- An assessment of likely parking demands for pupil pick up / drop off, with respect to on-street parking capacity.

If you could review the above scope and provide me with any comments then that would be much appreciated.

Thanks again for your help with this.

Regards,



Camellia House, 76 Water Lane, Wilmslow, Cheshire, SK9 5BB



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## **APPENDIX B – QUEUE LENGTH SURVEY RESULTS**



CLIENT: AXIS

PROJECT NUMBER: 200312

PROJECT MANAGER:

DATE: 17.03.20

PROJECT DESCRIPTION: GATLEY PRIMARY SCHOOL - QUEUE LENGTH DATA - SITE 1

(LANE 1 IS NEARSIDE TO KERB)

Time		No. Vehicles							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
08:15	- 08:20	1	0	0	0	0	0	0	1
08:20	- 08:25	2	0	0	0	0	0	0	2
08:25	- 08:30	2	0	0	0	0	0	0	2
08:30	- 08:35	2	1	0	0	0	0	0	3
08:35	- 08:40	2	0	0	0	0	1	0	2.5
08:40	- 08:45	4	0	0	0	0	1	0	4.5
08:45	- 08:50	1	0	0	0	0	0	1	1.2
08:50	- 08:55	2	1	1	0	0	0	0	4.5
08:55	- 09:00	1	0	1	0	0	1	0	3
09:00	- 09:05	1	0	1	0	0	0	0	2.5
09:05	- 09:10	3	1	1	0	0	0	1	5.7
09:10	- 09:15	2	1	0	0	0	0	0	3
09:15	- 09:20	0	0	0	0	0	0	0	0
09:20	- 09:25	1	0	0	0	0	1	0	1.5
09:25	- 09:30	1	0	0	0	0	0	0	1
PERIOD TOTAL		25	4	4	0	0	4	2	37.4
PERIOD AVG		1.67	0.27	0.27	0	0	0.27	0.13	2.49
15:00	- 15:05	1	1	0	0	0	0	0	2
15:05	- 15:10	2	1	0	0	0	0	0	3
15:10	- 15:15	1	1	0	0	0	0	0	2
15:15	- 15:20	2	2	0	0	0	0	0	4
15:20	- 15:25	2	1	1	0	0	0	0	4.5
15:25	- 15:30	2	1	0	0	0	1	0	3.5
15:30	- 15:35	3	1	1	0	0	0	0	5.5
15:35	- 15:40	3	2	0	0	0	0	0	5
15:40	- 15:45	4	1	1	0	0	0	0	6.5
15:45	- 15:50	1	1	0	0	0	1	0	2.5
15:50	- 15:55	2	0	0	0	0	0	0	2
15:55	- 16:00	2	0	0	0	0	0	0	2
16:00	- 16:05	2	0	0	0	0	1	0	2.5
16:05	- 16:10	2	1	1	0	0	0	0	4.5
16:10	- 16:15	1	0	0	0	0	0	0	1
PERIOD TOTAL		30	13	4	0	0	3	0	50.5
PERIOD AVG		2	0.87	0.27	0	0	0.2	0	3.37
DAILY TOTAL		55	17	8	0	0	7	2	87.9
DAILY AVG		1.83	0.57	0.27	0	0	0.23	0.07	2.93



CLIENT: AXIS

PROJECT NUMBER: 200312

PROJECT MANAGER:

DATE: 17.03.20

PROJECT DESCRIPTION: GATLEY PRIMARY SCHOOL - QUEUE LENGTH DATA - SITE 2

(LANE 1 IS NEARSIDE TO KERB)

Time		No. Vehicles							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
08:15	- 08:20	2	0	0	0	0	0	0	2
08:20	- 08:25	1	1	0	0	0	0	0	2
08:25	- 08:30	2	1	0	0	1	0	0	5
08:30	- 08:35	3	0	0	0	0	0	0	3
08:35	- 08:40	2	0	0	0	0	1	0	2.5
08:40	- 08:45	2	0	0	0	1	1	0	4.5
08:45	- 08:50	1	0	0	0	0	0	0	1
08:50	- 08:55	2	1	1	0	0	0	0	4.5
08:55	- 09:00	2	0	0	0	0	0	0	2
09:00	- 09:05	4	0	0	0	0	0	0	4
09:05	- 09:10	2	0	0	0	0	0	0	2
09:10	- 09:15	2	1	0	0	0	0	0	3
09:15	- 09:20	2	0	0	0	0	0	0	2
09:20	- 09:25	2	0	0		0	0	1	2.2
09:25	- 09:30	1	1	0	0	0	0	1	2.2
PERIOD TOTAL		30	5	1	0	2	2	2	41.9
PERIOD AVG		2	0.33	0.07	0	0.13	0.13	0.13	2.79
15:00	- 15:05	2	0	0	0	0	0	1	2.2
15:05	- 15:10	2	1	0	0	0	0	0	3
15:10	- 15:15	3	1	0	0	0	0	0	4
15:15	- 15:20	3	0	1	0	0	0	0	4.5
15:20	- 15:25	3	0	1	0	1	0	0	6.5
15:25	- 15:30	4	0	0	0	0	1	0	4.5
15:30	- 15:35	5	0	0	0	0	0	0	5
15:35	- 15:40	4	0	0	0	0	0	0	4
15:40	- 15:45	2	0	0	0	0	0	0	2
15:45	- 15:50	3	1	0	0	0	0	0	4
15:50	- 15:55	6	0	0	0	0	0	0	6
15:55	- 16:00	2	0	0	0	0	0	0	2
16:00	- 16:05	2	0	0	0	0	0	0	2
16:05	- 16:10	2	0	0	0	0	0	0	2
16:10	- 16:15	2	0	0	0	0	0	0	2
PERIOD TOTAL		45	3	2	0	1	1	1	53.7
PERIOD AVG		3	0.2	0.13	0	0.07	0.07	0.07	3.58
DAILY TOTAL		75	8	3	0	3	3	3	95.6
DAILY AVG		2.5	0.27	0.1	0	0.1	0.1	0.1	3.19



CLIENT: AXIS

PROJECT NUMBER: 200312

PROJECT MANAGER:

DATE: 17.03.20

PROJECT DESCRIPTION: GATLEY PRIMARY SCHOOL - QUEUE LENGTH DATA - SITE 3

(LANE 1 IS NEARSIDE TO KERB)

Time		No. Vehicles							PCU TOTAL	No. Vehicles							PCU TOTAL
		LANE 1								LANE 2							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
08:15	- 08:20	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
08:20	- 08:25	4	1	2	0	0	0	1	8.2	4	1	0	0	1	1	0	7.5
08:25	- 08:30	5	1	1	0	1	1	1	10.2	3	1	0	0	0	0	0	4
08:30	- 08:35	5	1	0	0	0	0	1	6.2	5	0	0	0	0	0	0	5
08:35	- 08:40	6	0	0	0	0	1	0	6.5	4	0	1	0	1	0	0	7.5
08:40	- 08:45	7	2	2	0	1	0	0	14	3	2	0	0	0	0	0	5
08:45	- 08:50	4	2	1	0	0	0	0	7.5	3	1	0	0	0	0	0	4
08:50	- 08:55	5	2	1	0	0	0	0	8.5	2	0	1	0	0	0	0	3.5
08:55	- 09:00	6	1	0	1	0	0	0	9.5	3	0	0	0	0	1	0	3.5
09:00	- 09:05	5	1	0	0	0	1	1	6.7	4	1	0	0	0	1	0	5.5
09:05	- 09:10	3	0	0	0	0	0	0	3	3	1	1	0	0	1	0	6
09:10	- 09:15	3	1	1	0	1	1	0	8	2	0	0	0	0	0	0	2
09:15	- 09:20	2	1	1	0	0	0	0	4.5	3	2	0	0	0	0	0	5
09:20	- 09:25	4	1	0	1	0	0	0	7.5	3	0	0	0	0	0	0	3
09:25	- 09:30	2	1	0	0	0	0	0	3	3	0	0	0	0	1	0	3.5
PERIOD TOTAL		64	15	9	2	3	4	4	106	48	10	3	0	2	5	0	69
PERIOD AVG		4.27	1	0.6	0.13	0.2	0.27	0.27	7.09	3.2	0.67	0.2	0	0.13	0.33	0	4.6
15:00	- 15:05	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	4
15:05	- 15:10	3	0	0	0	0	0	0	3	4	1	0	0	0	1	0	5.5
15:10	- 15:15	4	0	0	1	1	1	1	9.2	3	1	1	0	0	0	0	5.5
15:15	- 15:20	5	2	0	1	0	0	0	9.5	2	2	1	0	0	0	0	5.5
15:20	- 15:25	4	1	1	1	0	0	0	9	2	1	0	0	0	0	0	3
15:25	- 15:30	3	1	0	0	0	0	0	4	4	0	0	1	0	1	0	7
15:30	- 15:35	6	2	0	0	0	0	0	8	1	0	0	0	0	0	0	1
15:35	- 15:40	3	1	1	0	0	0	0	5.5	3	1	0	1	0	0	0	6.5
15:40	- 15:45	5	1	0	0	0	1	0	6.5	4	0	0	0	0	1	0	4.5
15:45	- 15:50	5	1	0	0	0	1	0	6.5	5	1	0	0	0	0	0	6
15:50	- 15:55	6	0	0	0	0	1	0	6.5	4	0	0	0	0	0	0	4
15:55	- 16:00	7	1	0	0	0	0	0	8	2	1	0	1	0	0	0	5.5
16:00	- 16:05	5	0	1	0	1	1	0	9	3	2	0	0	0	0	1	5.2
16:05	- 16:10	5	0	0	0	0	0	0	5	2	0	0	0	0	1	0	2.5
16:10	- 16:15	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
PERIOD TOTAL		68	11	3	3	2	5	1	97.7	46	11	2	3	0	4	1	69.7
PERIOD AVG		4.53	0.73	0.2	0.2	0.13	0.33	0.07	6.51	3.07	0.73	0.13	0.2	0	0.27	0.07	4.65
DAILY TOTAL		132	26	12	5	5	9	5	204	94	21	5	3	2	9	1	139
DAILY AVG		4.4	0.87	0.4	0.17	0.17	0.3	0.17	6.8	3.13	0.7	0.17	0.1	0.07	0.3	0.03	4.62



## **APPENDIX C – PARKING BEAT SURVEY RESULTS**



CLIENT: AXIS

PROJECT NUMBER: 200312

PROJECT MANAGER: JOSH DALY

DATE: 17.03.2020

PROJECT DESCRIPTION: GATLEY PRIMARY SCHOOL - PARKING BEAT DATA - 08:15-08:30

Road Name/Time of Beat	Roadside	Total Spaces	Unrestricted Kerbside		Disabled Bays		Dropped Kerbside	Single Yellow	Double Yellow	Keep Clear	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used						
GATLEY GREEN	North	14	13	10	1	1					11	79%
08:15 - 08:30	South	0	0	0	0	0					0	N/A
BIRCH ROAD (E/W)	East	2	2	2	0	0					2	100%
08:15 - 08:30	West	2	2	2	0	0					2	100%
ACRES ROAD	East	7	7	6	0	0					6	86%
08:15 - 08:30	West	7	7	6	0	0					6	86%
BIRCH ROAD (N/S)	North	6	6	5	0	0					5	83%
08:15 - 08:30	South	4	4	3	0	0					3	75%
HAWTHORN ROAD	North	24	24	12	0	0					12	50%
08:15 - 08:30	South	26	26	13	0	0					13	50%
CEDAR ROAD	East	11	11	6	0	0					6	55%
08:15 - 08:30	West	12	12	6	0	0					6	50%
BURNSIDE ROAD	East	15	15	8	0	0					8	53%
08:15 - 08:30	West	15	15	8	0	0				1	9	53%
ELM ROAD	East	15	11	8	0	0		1			9	53%
08:15 - 08:30	West	11	11	5	0	0					5	45%



CLIENT: AXIS

PROJECT NUMBER: 200312

PROJECT MANAGER: JOSH DALY

DATE: 17.03.2020

PROJECT DESCRIPTION: GATLEY PRIMARY SCHOOL - PARKING BEAT DATA - 08:30-08:45

Road Name/Time of Beat	Roadside	Total Spaces	Unrestricted Kerbside		Disabled Bays		Dropped Kerbside	Single Yellow	Double Yellow	Keep Clear	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used						
GATLEY GREEN	North	14	13	9	1	1					10	71%
08:30 - 08:45	South	0	0	0	0	0					0	N/A
BIRCH ROAD (E/W)	East	2	2	2	0	0					2	100%
08:30 - 08:45	West	2	2	2	0	0					2	100%
ACRES ROAD	East	7	7	7	0	0			1		8	100%
08:30 - 08:45	West	7	7	7	0	0			1		8	100%
BIRCH ROAD (N/S)	North	6	6	5	0	0					5	83%
08:30 - 08:45	South	4	4	4	0	0					4	100%
HAWTHORN ROAD	North	24	24	14	0	0		2			16	58%
08:30 - 08:45	South	26	26	14	0	0		1			15	54%
CEDAR ROAD	East	11	11	8	0	0					8	73%
08:30 - 08:45	West	12	12	8	0	0					8	67%
BURNSIDE ROAD	East	15	15	8	0	0				1	9	53%
08:30 - 08:45	West	15	15	9	0	0				1	10	60%
ELM ROAD	East	15	11	8	0	0		1			9	53%
08:30 - 08:45	West	11	11	4	0	0					4	36%



CLIENT: AXIS

PROJECT NUMBER: 200312

PROJECT MANAGER: JOSH DALY

DATE: 17.03.2020

PROJECT DESCRIPTION: GATLEY PRIMARY SCHOOL - PARKING BEAT DATA - 08:45-09:00

Road Name/Time of Beat	Roadside	Total Spaces	Unrestricted Kerbside		Disabled Bays		Dropped Kerbside	Single Yellow	Double Yellow	Keep Clear	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used						
GATLEY GREEN	North	14	13	9	1	1					10	71%
08:45 - 09:00	South	0	0	0	0	0					0	N/A
BIRCH ROAD (E/W)	East	2	2	2	0	0					2	100%
08:45 - 09:00	West	2	2	2	0	0					2	100%
ACRES ROAD	East	7	7	7	0	0					7	100%
08:45 - 09:00	West	7	7	6	0	0					6	86%
BIRCH ROAD (N/S)	North	6	6	5	0	0					5	83%
08:45 - 09:00	South	4	4	5	0	0					5	125%
HAWTHORN ROAD	North	24	24	17	0	0		1			18	71%
08:45 - 09:00	South	26	26	14	0	0		1			15	54%
CEDAR ROAD	East	11	11	8	0	0					8	73%
08:45 - 09:00	West	12	12	8	0	0					8	67%
BURNSIDE ROAD	East	15	15	9	0	0				2	11	60%
08:45 - 09:00	West	15	15	9	0	0				1	10	60%
ELM ROAD	East	15	11	6	0	0		1			7	40%
08:45 - 09:00	West	11	11	4	0	0					4	36%



CLIENT: AXIS

PROJECT NUMBER: 200312

PROJECT MANAGER: JOSH DALY

DATE: 17.03.2020

PROJECT DESCRIPTION: GATLEY PRIMARY SCHOOL - PARKING BEAT DATA - 09:00-09:15

Road Name/Time of Beat	Roadside	Total Spaces	Unrestricted Kerbside		Disabled Bays		Dropped Kerbside	Single Yellow	Double Yellow	Keep Clear	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used						
GATLEY GREEN	North	14	13	10	1	1					11	79%
09:00 - 09:15	South	0	0	0	0	0					0	N/A
BIRCH ROAD (E/W)	East	2	2	2	0	0					2	100%
09:00 - 09:15	West	2	2	2	0	0					2	100%
ACRES ROAD	East	7	7	6	0	0					6	86%
09:00 - 09:15	West	7	7	6	0	0					6	86%
BIRCH ROAD (N/S)	North	6	6	5	0	0					5	83%
09:00 - 09:15	South	4	4	5	0	0					5	125%
HAWTHORN ROAD	North	24	24	13	0	0					13	54%
09:00 - 09:15	South	26	26	14	0	0	1	1			16	54%
CEDAR ROAD	East	11	11	7	0	0					7	64%
09:00 - 09:15	West	12	12	5	0	0					5	42%
BURNSIDE ROAD	East	15	15	9	0	0					9	60%
09:00 - 09:15	West	15	15	9	0	0					9	60%
ELM ROAD	East	15	11	6	0	0					6	40%
09:00 - 09:15	West	11	11	4	0	0					4	36%



CLIENT: AXIS

PROJECT NUMBER: 200312

PROJECT MANAGER: JOSH DALY

DATE: 17.03.2020

PROJECT DESCRIPTION: GATLEY PRIMARY SCHOOL - PARKING BEAT DATA - 09:15-09:30

Road Name/Time of Beat	Roadside	Total Spaces	Unrestricted Kerbside		Disabled Bays		Dropped Kerbside	Single Yellow	Double Yellow	Keep Clear	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used						
GATLEY GREEN	North	14	13	11	1	1					12	86%
09:15 - 09:30	South	0	0	0	0	0					0	N/A
BIRCH ROAD (E/W)	East	2	2	2	0	0					2	100%
09:15 - 09:30	West	2	2	2	0	0					2	100%
ACRES ROAD	East	7	7	5	0	0					5	71%
09:15 - 09:30	West	7	7	5	0	0					5	71%
BIRCH ROAD (N/S)	North	6	6	4	0	0					4	67%
09:15 - 09:30	South	4	4	2	0	0					2	50%
HAWTHORN ROAD	North	24	24	11	0	0					11	46%
09:15 - 09:30	South	26	26	11	0	0					11	42%
CEDAR ROAD	East	11	11	5	0	0					5	45%
09:15 - 09:30	West	12	12	4	0	0					4	33%
BURNSIDE ROAD	East	15	15	8	0	0					8	53%
09:15 - 09:30	West	15	15	7	0	0					7	47%
ELM ROAD	East	15	11	6	0	0					6	40%
09:15 - 09:30	West	11	11	3	0	0					3	27%





CLIENT: AXIS

PROJECT NUMBER: 200312

PROJECT MANAGER: JOSH DALY

DATE: 17.03.2020

PROJECT DESCRIPTION: GATLEY PRIMARY SCHOOL - PARKING BEAT DATA - 15:00-15:15

Road Name/Time of Beat	Roadside	Total Spaces	Unrestricted Kerbside		Disabled Bays		Dropped Kerbside	Single Yellow	Double Yellow	Keep Clear	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used						
GATLEY GREEN	North	14	13	9	1	1					10	71%
15:00 - 15:15	South	0	0	0	0	0					0	N/A
BIRCH ROAD (E/W)	East	2	2	1	0	0					1	50%
15:00 - 15:15	West	2	2	2	0	0					2	100%
ACRES ROAD	East	7	7	5	0	0					5	71%
15:00 - 15:15	West	7	7	3	0	0					3	43%
BIRCH ROAD (N/S)	North	6	6	3	0	0					3	50%
15:00 - 15:15	South	4	4	2	0	0					2	50%
HAWTHORN ROAD	North	24	24	14	0	0					14	58%
15:00 - 15:15	South	26	26	15	0	0					15	58%
CEDAR ROAD	East	11	11	5	0	0					5	45%
15:00 - 15:15	West	12	12	3	0	0					3	25%
BURNSIDE ROAD	East	15	15	10	0	0					10	67%
15:00 - 15:15	West	15	15	9	0	0					9	60%
ELM ROAD	East	15	11	7	0	0					7	47%
15:00 - 15:15	West	11	11	5	0	0					5	45%



CLIENT: AXIS

PROJECT NUMBER: 200312

PROJECT MANAGER: JOSH DALY

DATE: 17.03.2020

PROJECT DESCRIPTION: GATLEY PRIMARY SCHOOL - PARKING BEAT DATA - 15:15-15:30

Road Name/Time of Beat	Roadside	Total Spaces	Unrestricted Kerbside		Disabled Bays		Dropped Kerbside	Single Yellow	Double Yellow	Keep Clear	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used						
GATLEY GREEN	North	14	13	9	1	1					10	71%
15:15 - 15:30	South	0	0	0	0	0					0	N/A
BIRCH ROAD (E/W)	East	2	2	2	0	0					2	100%
15:15 - 15:30	West	2	2	2	0	0					2	100%
ACRES ROAD	East	7	7	5	0	0					5	71%
15:15 - 15:30	West	7	7	6	0	0					6	86%
BIRCH ROAD (N/S)	North	6	6	4	0	0					4	67%
15:15 - 15:30	South	4	4	3	0	0					3	75%
HAWTHORN ROAD	North	24	24	16	0	0		1			17	67%
15:15 - 15:30	South	26	26	17	0	0	1	1			19	65%
CEDAR ROAD	East	11	11	7	0	0					7	64%
15:15 - 15:30	West	12	12	4	0	0					4	33%
BURNSIDE ROAD	East	15	15	9	0	0				1	10	60%
15:15 - 15:30	West	15	15	9	0	0				1	10	60%
ELM ROAD	East	15	11	7	0	0					7	47%
15:15 - 15:30	West	11	11	6	0	0					6	55%



CLIENT: AXIS

PROJECT NUMBER: 200312

PROJECT MANAGER: JOSH DALY

DATE: 17.03.2020

PROJECT DESCRIPTION: GATLEY PRIMARY SCHOOL - PARKING BEAT DATA - 15:30-15:45

Road Name/Time of Beat	Roadside	Total Spaces	Unrestricted Kerbside		Disabled Bays		Dropped Kerbside	Single Yellow	Double Yellow	Keep Clear	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used						
GATLEY GREEN	North	14	13	9	1	1					10	71%
15:30 - 15:45	South	0	0	0	0	0					0	N/A
BIRCH ROAD (E/W)	East	2	2	2	0	0					2	100%
15:30 - 15:45	West	2	2	2	0	0					2	100%
ACRES ROAD	East	7	7	7	0	0			1		8	100%
15:30 - 15:45	West	7	7	6	0	0					6	86%
BIRCH ROAD (N/S)	North	6	6	4	0	0					4	67%
15:30 - 15:45	South	4	4	4	0	0					4	100%
HAWTHORN ROAD	North	24	24	14	0	0		1			15	58%
15:30 - 15:45	South	26	26	15	0	0		1		1	17	58%
CEDAR ROAD	East	11	11	7	0	0					7	64%
15:30 - 15:45	West	12	12	5	0	0					5	42%
BURNSIDE ROAD	East	15	15	9	0	0				1	10	60%
15:30 - 15:45	West	15	15	9	0	0				1	10	60%
ELM ROAD	East	15	11	7	0	0		1			8	47%
15:30 - 15:45	West	11	11	7	0	0					7	64%



CLIENT: AXIS

PROJECT NUMBER: 200312

PROJECT MANAGER: JOSH DALY

DATE: 17.03.2020

PROJECT DESCRIPTION: GATLEY PRIMARY SCHOOL - PARKING BEAT DATA - 15:45-16:00

Road Name/Time of Beat	Roadside	Total Spaces	Unrestricted Kerbside		Disabled Bays		Dropped Kerbside	Single Yellow	Double Yellow	Keep Clear	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used						
GATLEY GREEN	North	14	13	10	1	0					10	71%
15:45 - 16:00	South	0	0	0	0	0					0	N/A
BIRCH ROAD (E/W)	East	2	2	1	0	0					1	50%
15:45 - 16:00	West	2	2	2	0	0					2	100%
ACRES ROAD	East	7	7	6	0	0					6	86%
15:45 - 16:00	West	7	7	6	0	0					6	86%
BIRCH ROAD (N/S)	North	6	6	5	0	0					5	83%
15:45 - 16:00	South	4	4	4	0	0					4	100%
HAWTHORN ROAD	North	24	24	13	0	0					13	54%
15:45 - 16:00	South	26	26	13	0	0	1				14	50%
CEDAR ROAD	East	11	11	6	0	0					6	55%
15:45 - 16:00	West	12	12	5	0	0					5	42%
BURNSIDE ROAD	East	15	15	8	0	0		1			9	53%
15:45 - 16:00	West	15	15	9	0	0					9	60%
ELM ROAD	East	15	11	8	0	0					8	53%
15:45 - 16:00	West	11	11	7	0	0					7	64%



CLIENT: AXIS

PROJECT NUMBER: 200312

PROJECT MANAGER: JOSH DALY

DATE: 17.03.2020

PROJECT DESCRIPTION: GATLEY PRIMARY SCHOOL - PARKING BEAT DATA - 16:00-16:15

Road Name/Time of Beat	Roadside	Total Spaces	Unrestricted Kerbside		Disabled Bays		Dropped Kerbside	Single Yellow	Double Yellow	Keep Clear	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used						
GATLEY GREEN	North	14	13	10	1	0					10	71%
16:00 - 16:15	South	0	0	0	0	0					0	N/A
BIRCH ROAD (E/W)	East	2	2	2	0	0					2	100%
16:00 - 16:15	West	2	2	2	0	0					2	100%
ACRES ROAD	East	7	7	5	0	0					5	71%
16:00 - 16:15	West	7	7	6	0	0					6	86%
BIRCH ROAD (N/S)	North	6	6	3	0	0					3	50%
16:00 - 16:15	South	4	4	3	0	0					3	75%
HAWTHORN ROAD	North	24	24	14	0	0					14	58%
16:00 - 16:15	South	26	26	13	0	0	1				14	50%
CEDAR ROAD	East	11	11	4	0	0					4	36%
16:00 - 16:15	West	12	12	3	0	0					3	25%
BURNSIDE ROAD	East	15	15	9	0	0					9	60%
16:00 - 16:15	West	15	15	8	0	0					8	53%
ELM ROAD	East	15	11	7	0	0					7	47%
16:00 - 16:15	West	11	11	4	0	0					4	36%

## **APPENDIX D – PROPOSED SITE LAYOUT PLAN**



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This drawing must not be scaled. The Contractor is to report all dimensional discrepancies & errors to the Contract Administrator prior to commencing construction.

It is essential that this drawing is read in conjunction with the specification and all works identified included for.

NOTES

Proposed Area of Extension

Area of New Permeable Tarmacadam on DOT Type 3 Sub-base

Rev

Date

Comments

By

STATUS

Planning

Client

Gatley Primary School

Project Title

School Extension

Drawing Title

Site Plan as Proposed

Scale

1:200@A1

Drawn by

JS

Date

17.02.2020

Job no.

2001-13

Drawing no.

05

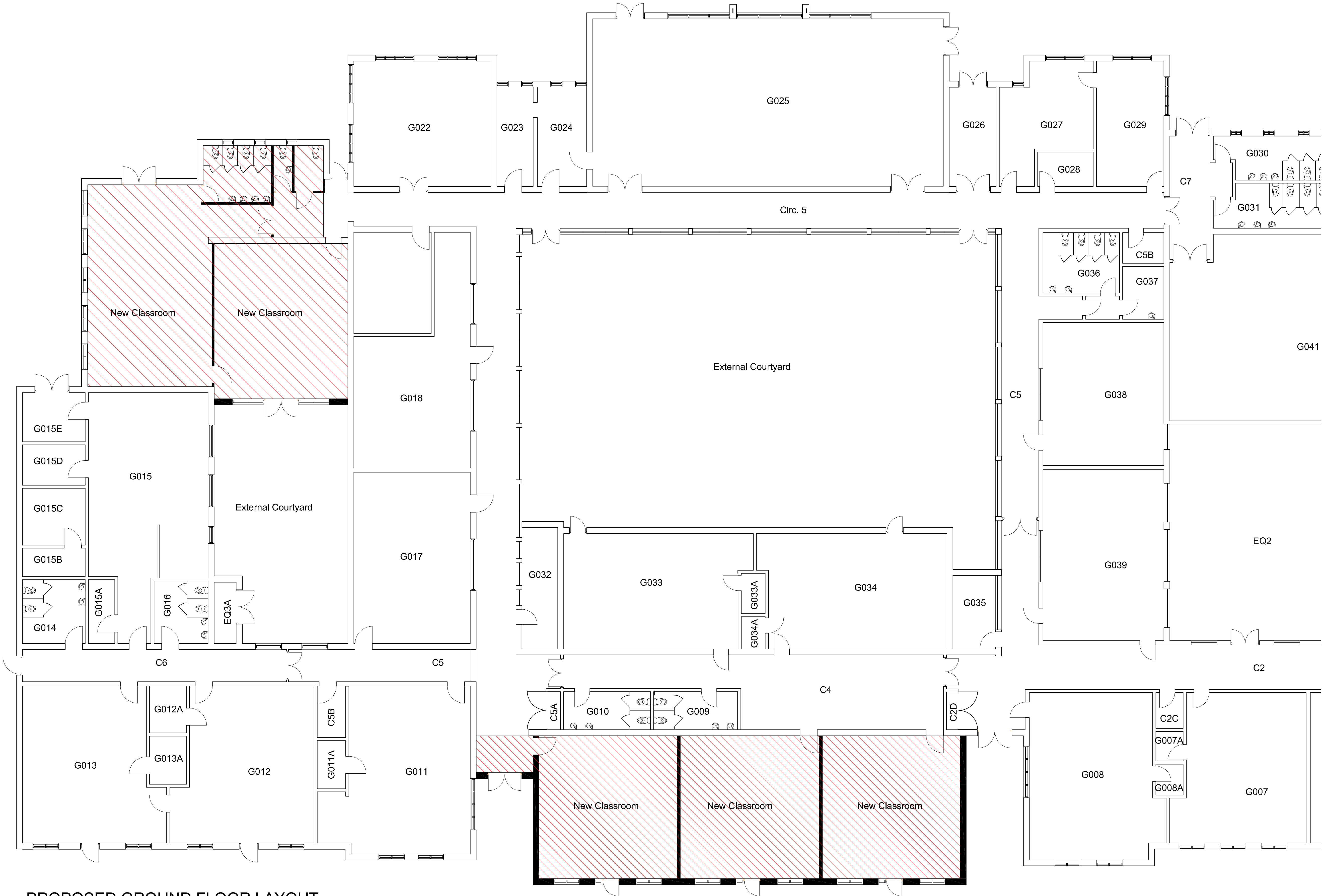
Revision no.

-

lancastermaloney

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PROPOSED GROUND FLOOR LAYOUT

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It is essential that this drawing is read in conjunction with the specification and all works identified included for.

NOTES

 Area of proposed works

A 15.01.20 Classroom windows added to west elevation SRN

Rev	Date	Comments	By
-----	------	----------	----

STATUS  
**PLANNING**

Client  
Gately Primary School  
Cheadle  
SK8 4NB

Project Title  
New Extension and Internal Reconfiguration, with alterations to fenestration

Drawing Title  
Proposed Ground Floor Layout (Partial)

Scale 1:100@A1	Drawn by JS	Date Nov 2019
Job no. 2020	Drawing no. P-03	Revision no. A