

Reference Planning Application 25/01830/FP Creation of a 3G Artificial Grass Pitch - Transport Assessment and Travel Plan, appendix R and Q

Dear Alex

The Highways Consultee Response 19.08.2025, included in associated documents, stated **"The Highway Authority notes the preponderance of neighbours' objections citing existing traffic congestion at school drop-off and collection times, and the prospect of this being extended into the evenings and weekends by the proposed development. ----- the Highway Authority would expect it (the planning application) to be supported by a comprehensive Transport Statement. Furthermore, this should be complemented by a robust Travel Plan"**. Please recognise that Appendix R Transport Assessment and Appendix Q Travel Plan do not meet that requirement.

Appendix R - Transport Assessment REV01

It is not possible to make a full assessment of any document without a clear, unambiguous and consistent statement on planned hours of use including all community use outside of school term time. As previously indicated the December released documents supporting this planning application are inconsistent and misleading. However, treating the Transport Assessment as stand-alone it fails to identify and analyse worst case utilisation and wrongly identifies a less critical case as worst (see below). This alone should be sufficient reason to reject the document.

Para 4 The statement "Single yellow line parking restrictions are in place on both sides of the carriageway, in the vicinity of the school. These restrict (sic) parking between between (sic) 08:00 and 17:00, Monday to Friday." Is incorrect or at least misleading. Those restrictions only apply 8.30am to 9.30am and 2.30pm and 4.30pm.

Para 4.9 The statement "the impact being significantly less than the impact of drop-off/pick up of school children and arrival/departure patterns of staff." is clearly not true when the real worst case of community half term and holiday use is considered (see below). Once per day pick up with the associated travel chaos experienced during school terms would now occur hourly with drop off and pick up together during school holidays.

Para 5.2 states **"The school may let out the facility during half terms and holidays when the school is not occupied"**. However, half term and holiday use have been ignored when assessing trip generation. Tables 5.2 and 5.4 apply only to Saturdays and schooldays therefore are not worst case. No indication of half term and holiday use is given but assuming Monday to Friday 8am – 5pm or daylight hours (whichever comes first) this clearly generates many more trips. This, the worst case, is ignored. Using the document's assumptions for numbers there would be 112 vehicles exchanging places in the car park or in the road every hour on the hour from 9.00am till 4.00pm 5 days a week. However, 112 is considered optimistic. All previous objector comments regarding the validity of assumptions on which those numbers are generated still apply.

Para 5.7 statement "The information in Table 5.2 demonstrates that the peak two-way person trip generation of the site when let out for community use will occur between 10:00-12:00 on a Saturday, based on the worst-case potential usage of the site" is clearly not true.

Para 5.11 similarly ignores weekday use during school holidays so comments suggesting limited impact on the operation of the local highway network are not valid. As previously discussed, roadside parking in this narrow road will impact refuse vehicles, the bus route and general use of a main access road to the Westbury Estate.

Para 7.1 The claim that “The assessment is particularly robust as it considers the most intensive use of the AGP and demonstrates a worst-case scenario” is clearly not true. It is not robust since it ignores worst case.

Appendix Q - Travel Plan REV01

The travel plan shows no evidence of implementation or effectiveness of any past plan, no recognition of residents as stakeholders, no past consultation with stakeholders and no proposals to correct identified/recognised problems.

At no point has the applicant in either the Transport Assessment or the Travel Plan reviewed or even acknowledged the issues raised by 32 Highfield households who have objected to the plan. Those households include both sides of the street from the first house in the road to the last with many of the objectors having lived here for three or four decades or more.

Single yellow lines intended to prevent parking between 2:30 and 4:30pm are ignored every day of the school week. The almost unbroken line of illegally parked cars creates a single carriageway for two-way traffic on a narrow road. The four attached photos, taken on different days, are typical. Deadlock is inevitable. The school appears to have made no attempt to ask its pupils’ parents to park legally and the council has been unable to provide adequate monitoring. Contrary to the applicant’s claim there are no parking limitations outside of school drop off and pick up times apart from immediately adjacent to the school entrance. Experience demonstrates that extended parking limitations, if introduced, would not be adhered to or effectively monitored or implemented. There are no proposals or obvious solutions to actively prevent roadside parking for hourly changeover of community use during school holidays and weekends.

The Design Statement includes “recreational competition spaces for curriculum and community football during weekday evenings and weekends.” as a project outcome. If competition events are planned this implies traffic issues similar to those for current major school events. The school recognises these as major problems. Management of such events and the impact on Highfield traffic movement should be evaluated in these documents and strategy devised. No mention is made.

Conclusion

After five months the applicant’s Travel Plan remains a mere paper exercise, box ticking, with no effort to understand or manage the problems resulting from the applicant’s plans. The Transport Assessment fails to identify and analyse the worst case for on-site parking on a daily basis throughout school holiday periods and offers instead a false worst case. There is no assessment of or plans for events. With no consideration of the welfare of the local community by the applicant in writing the plan we can expect none in its implementation. These documents fall far short of the requirements to be “comprehensive and robust” laid down by the Highways Consultee Response 19.08.2025 and should therefore be rejected.

Yours Sincerely

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Cars coming to the school blocking those leaving because of the need to pass illegally parked cars



Cars coming to the school still blocking those leaving



These cars are all parked in a no parking area on a bus route at pupil pick up time



These cars are all parked in the same no parking area