

## Comment on a planning application

### Application Details

**Application:** 22/3004/FUL

**Address:** Kneller Hall Royal Military School Of Music Kneller Road Twickenham TW2 7DU

**Proposal:** The demolition of existing modern buildings on the site and the conversion of and extensions to Kneller Hall and other ancillary buildings associated with the former royal military music school to a day school (Use Class F1), together with the construction of associated new purpose-built buildings including teaching space, indoor sports facilities, sporting pavilion and forest school building. Alterations to the existing playing fields, to include an all weather pitch with fencing, flood lighting to existing tennis courts, sustainability measures and re-turfing. Provision of a new access from Whitton Dene, and other ancillary works including parking areas, hard and soft landscaping, lighting, access alterations and energy centre. Internal and external alterations to Kneller Hall and the curtilage listed buildings to facilitate the day school use, including demolition and rebuilding of single storey extension to the west wing of Kneller Hall, extension to the Band Practice Hall and re-opening of Whitton Dene site entrance.

### Comments Made By

**Name:** Ms. Margaret Ansell

**Address:** 15 Prospect Crescent Twickenham TW2 7EB

### Comments

**Type of comment:** Object to the proposal

**Comment:** I welcome the school but object to this application. It does not adequately address the measures needed to mitigate against the impact increased traffic will have on residents and those who currently travel through and in the area - workers, students, school children - by bus or car. The survey data used for the travel assessment and plans is from 2013. Is this the last time they did a survey or do they have more recent figures which aren't as favourable?'. The pandemic has led to significant changes in travel patterns, 2013 figures cannot show current travel patterns of the families at Radnor House. This invalidates the assumptions they base their projections on. A new school for 1000 pupils will increase traffic to and from the site and place pressure on the local transport system & parking. The travel plans need to show a determination to minimise this impact – they do not. The targets lack ambition and whilst stating an intent to 'encourage' it seems encouragement could be ignored with little redress. The target 5% reduction in car use over 5 yrs with an proposed increase in school pop. of approx 70% would lead to a significant increase in car journey's. A more responsible target would be an increase in pupil nos without an increase in car journey's. The data ignores potential car journeys between the two school sites by families with children at both schools. Local residential side roads, not designed to carry large nos of cars may become drop off points for those choosing not to use the school system. Such car manoeuvres may create danger spots putting children, the elderly or cyclists at risk. Prospect Crescent is a loop, parents dropping off and picking up their children may use it as a 'drivethru' circuit. Often reduced to one lane with cars parked on either side the road it could easily become gridlocked twice a day. The junction to Prospect Crescent faces out to busy bus stops on either side of Nelson Road. It is hard to exit this junction safely, extra traffic will increase the risks. The Parking survey doesn't include the reduction in spaces needed to ensure safety by the new school – yellow zig-zags, restrictions to parking on the approach to the school etc. The surrounding roads are narrow and reduced to single lane access by parked cars. Drivers must exercise caution & patience when travelling in both directions. The travel assessment states that 'the local on-street parking occupancy level during the daytime periods in which the school will be open will not exceed the threshold for parking stress'. The data has been diluted across the 500m area surveyed to present a figure less than 75% on-street parking occupancy level. This is meaningless to those living on streets with 100%+ parking capacity or close to Chase Bridge School whose % figures exceed the 85% benchmark figure between 8-9 am & 3-4.30pm, times which will coincide with increased traffic levels & parking demands created by Radnor House journeys. The 12pm 'lunchtime' count and inclusion of Kendray Gardens (in CPZ(WR) with un-available un-used spaces reduces the overall % figure. They state that at the busiest time surveyed there were 139 on-street parking spaces

available within the surveyed area. Accepting this is okay assumes a that parking space available in Whitton Manor Gardens is a useful space for a weary 80 yr old who lives in Alton Gardens (approx. 1000ms away) who needs to carry their shopping in from their car. To be meaningful parking data should be considered road by road. Once the school opens could the impact on residents reviewed after 6 months & then annually with a view to introducing targeted parking or access restrictions should the impact to local residents be deemed detrimental? The cost of such measures should not fall on residents. No reference has been made to the impact of all day parking in local streets outside the new and as yet unreviewed CPZs by staff or parents who chose to use Whitton Station to travel to work.