

## 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:** Mr. Jeremy keates

**Address:** 11 Prospect Crescent Twickenham TW2 7EB

### Comments

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

**Comment:** The applicant describes the development as sustainable on the basis that staff parking will be limited to 40 spaces, cycle parking will be provided and the drop off arrangements for cars and coaches will be contained within the site without any detrimental impact on congestion or parking on local roads. The applicant has not submitted any substantial proposals at this stage to limit the impact on local roads or enable alternative forms of transport.

South Entrance on Kneller Road

The visibility afforded at this entrance for vehicles egressing is non-existent and will require drivers to enter the existing footway before people travelling on foot or on a bicycle will become visible. Please be aware that a Whitton resident was recently killed by a driver at Richmond Athletics ground in similar circumstances, where visibility is not as bad as it is here, or on Whitton Dene. The design of the entrance cannot remain in its current form without significant alterations.

The proposed entrance is identified by the applicant as an incident black spot and the most recent victim was a 9 year old child who was seriously injured. The applicant places partial blame on the child victim as justification for not proposing any detailed alterations to the highway. This goes against the current approach to road safety and the hierarchy of vulnerability.

The main entrance is located a short distance away from an existing junction, which is an unsatisfactory design for vulnerable road users and will also be subject to increases in vehicle traffic as a consequence of the proposed development.

The information provided for the internal stacking arrangements of vehicles and coaches is not detailed and is certain to create an impact on the existing highway as a large number of vehicles will be required to enter and exit the site simultaneously. The applicant bases it's calculations on the average size of a car in 2006, for reasons that make sense at all.

Parking

The applicant states that because parking within 500m of school is only at 70% capacity, should there be any issues there is plenty of available parking within the area to accommodate the increase in vehicles and enable drop offs on local roads. There is no incentive placed on site users to consider alternative forms of transport.

As part of the application event zone R CPZ should be reviewed and extended to operate as a permanent CPZ. This should be funded by the applicant. Additional enforcement officers should be employed at the expense of the applicant and be deployed permanently within the Whitton area.

This should be done in parallel with a wider survey of parking restrictions around the site that could result in increases in restrictions such as double yellow lines and removing unnecessary parking bays, particularly those located on pavements. This will enable more effective enforcement and improve road safety.