

## 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. Neil Wilton

**Address:** 75 Hounslow Road Twickenham TW2 7HA

### Comments

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

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3) There is no regard for the local residents within the proposals in respect of parking within Zone R. The TA actually seems to encourage overspill parking in local roads. Neither the TA nor the travel plan's identify significant or workable measures to prevent additional staff or older pupils driving to the area and parking in local roads. It seems to give the 'green light' for the use of private vehicles to get pupils to school. This is not aligned with the SPD which includes reference to the fact that the development should "not place additional pressure on on-street parking within the vicinity of the site..." By allowing overspill parking (driving to the area) on local roads the trip impacts presented in the TA would have been significantly underestimated - it has not been included in the trip generation figures presented. Any mitigation strategy is going to be underestimated as these trips would not have been modelled. The proposed mode splits presented in the travel plans are not going to be achieved if overspill occurs which may lead to a breach of any planning condition.

If planning officers are minded to approve the application, due to the significance of the proposals and size of the site and all the implications it should be decided by the planning committee not under officer delegated powers.