

Planning Application 11/4125/FUL

DENMEAD SCHOOL, GLOUCESTER ROAD SITE

STATEMENT OF OBJECTION BY THE

DENMEAD NEIGHBOURS' ASSOCIATION

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INTRODUCTION

Denmead Neighbours' Association (DNA) was formed to bring together all the residents in the roads around Denmead School's Gloucester Road site. Its purpose is to represent neighbours' interests and to consult with Hampton School over their proposals for the Denmead Gloucester Road site.

Public Consultation: the school's initial notification suggested that the proposals were for refurbishment of the existing buildings. It was not made clear that they were proposing a major new development with a change of function to a full school site and a large expansion of pupil numbers. Residents have always made it clear that refurbishment of the existing buildings, with no increase in numbers, is not a problem. Since Denmead's second public meeting in April 2011 the DNA has had lengthy consultations with Hampton/Denmead. Denmead is owned by and is part of the Hampton School Trust and is being developed as the preparatory school for Hampton School. We found the discussions constructive in helping each side to understand the other's concerns. We were not, however, made aware of which of the six development proposals put forward in the consultation would be chosen for the application until immediately before the application was lodged.

DNA carried out a detailed opinion survey of neighbours (not just DNA supporters) in the four adjoining roads - Gloucester Road, Scotts Drive, Carlisle Road and Wensleydale Gardens. A summary and results form part of this submission. On the basis of that survey – which had an excellent response rate – we are able to submit to the Council evidence and opinion on behalf of the residents with confidence that it reflects their views.

DNA is disappointed to see that the application fails to address the residents' principal concerns as discussed with the school. The school's letter to residents, delivered just before submission of the application, incorrectly suggests that neighbours' objections have been resolved. It presents the reduction in proposed pupil numbers from 192 to 176 as a major concession, ignoring the fact that there would still be a substantial increase from 131 to 176 pupils, and therefore a corresponding increase in traffic. Further the building is sized to accommodate over 200 pupils.

It also claimed to have responded to residents' concerns by moving the building slightly away from one boundary. However, the building in question is in the style of a warehouse and the wall in question is 8m high, so it will form a huge rectangular block looming over houses with shallow gardens.

The DNA on behalf of a substantial number of residents opposes the application that Hampton/Denmead have made on the grounds set out in this submission.

Alison Edwards, Chair, on behalf of the Denmead Neighbours' Association

SUMMARY OF OBJECTIONS

The Denmead Neighbours' Association (DNA), oppose the school's planning application and believe it conflicts with LBRuT's planning policies. We recognise the school's need to renovate its existing facilities on the site and would accept a reasonable proposal to replace those facilities with similar one-storey buildings designed to accommodate the same number of pupils as currently use the site. However, we strongly object to the school's proposal to build a massive, warehouse-like, two-storey building that would constitute a fully self-contained school with ample capacity for 200 pupils.

We believe Denmead's proposal would further worsen the unacceptable traffic conditions around the school; is out of keeping with zoning of the site and all the council's previous planning decisions in relation to it; and would create a building whose bulk and design is totally out of character with the residential area in which the site is located. We also have a number of other specific objections to the proposals.

TRAFFIC

The Traffic Assessment filed on behalf of Denmead/Hampton School fails to capture the traffic situation in Gloucester Road, where the school's pedestrian and vehicle access is located. It is clear to anyone who lives in the area that there is a traffic problem at Denmead drop off and pick up times. Our neighbours' survey shows a severe problem with frequent road blockages and parking across residents' driveways. Residents find the current problems close to intolerable.

There are also traffic problems in Carlisle Road and Scotts Drive, and further problems in Wensleydale Gardens and Road (these two are also affected by the school's main site in Wensleydale Road).

The applicant's proposed Travel Plan is based on inadequate data, and the predicted changes in modal split and especially reductions in car traffic are not justified either by the school's experience with its existing travel plan, or any reasonable comparison data.

The plan to bring more pupils across Carlisle Park is uncertain and likely to raise access and parking problems.

The unavoidable conclusion is that any increase in pupil numbers would make the traffic situation even worse. The proposed development conflicts with planning policy in respect of the traffic impact.

ZONING OF LAND AS OTHER OPEN LAND OF TOWNSCAPE IMPORTANCE (OOLTI)

The existing unobtrusive buildings are all single storey with flat roofs except for the sports pavilion, and the majority of the site is taken up with grassed sports pitches. The size and materials of the buildings are in keeping with their surroundings. The site provides a green outlook from Carlisle Park and surrounding properties, with long views across the site to houses or the park beyond.

The proposed building would, by reason of its height and width (it stretches across five houses to the east), dominate and transform the character of the site and prevent the

view from Carlisle Park reaching across to Gloucester Road houses as it now does. Its size, style and materials are inconsistent with its surroundings. One of the two pitches would be replaced by two MUGA pitches with associated fencing and presumably floodlighting. The grassed area of the site would be confined to the north west quadrant of the site.

The DNA submit that the proposed development is wholly inconsistent with the zoning of the site, and does not meet the criteria for an OOLTI site that have to be satisfied before development can be permitted.

LOCAL CHARACTER AND NEIGHBOURLINESS - DESIGN AND LAYOUT

Currently the site contains a modest sports hall and three single storey classroom buildings, and has been used as a playing field site with classrooms ancillary to the main site. The planning history demonstrates the care that has been taken on previous applications to preserve the nature of the site as playing fields and to allow only buildings that are in keeping with that and their surroundings. The school are applying to turn this into a stand-alone school, with all the extra demands for space that that entails.

The proposed building is on a different footprint to the existing classroom buildings. It is over double the floor space of the combined existing buildings, and is two storeys high in a rectangular warehouse style. Its size, shape and materials are completely out of keeping with those of surrounding buildings. It would dwarf the site and its surroundings and bears no resemblance to any other building in its vicinity

The proposed building and other facilities proposed for the site, sports pitches, parking, are too close to neighbouring properties, many of whom have shallow gardens.

We calculate by reference to W.C. provision and means of escape (the only statutory requirements) that it has capacity for well over 200 pupils.

LBRuT planning policy states that development should be in keeping with the character of its surroundings and should not involve an unreasonable loss of privacy and visual intrusion for neighbours. This application conflicts with these policies.

NOISE AND DISTURBANCE

The DNA neighbours' survey showed residents had an increasing problem with noise and disturbance from out of hours activities in the evening and at weekends, including non-school events in the hall. The houses on three sides are all affected, but it is at its most severe in the north and south where the houses have shallow gardens.

The planning history of the site shows concern by the LBRuT to control noise and disturbance on site. An existing planning condition stipulates that the permitted hours of use of Jubilee Hall are 9 am to 5 pm Monday-Friday, a stipulation which is already not being observed by the school. The school also had to give assurances that pupil numbers would not increase to avoid increased noise and disturbance. The proposals for expansion would make the noise and disturbance worse due to:

- increase in pupil numbers during day time activities
- relocation of sports activities closer to the boundaries (proposed MUGA pitch with fencing right next to Wensleydale Gardens, cricket pitch by Scotts Drive)

The expansion of activities on this site will inevitably have a significant impact on neighbours and on the area which would be inconsistent with planning policy. Out of hours activities should be restricted in accordance with the existing planning condition.

LIGHTING

At present there is a problem with high and low intensity lighting used for both security and floodlighting. Some of the lights are left on all night. The glare is strong enough to interfere with sleep in upstairs rooms in some Scotts Drive houses and is very marked and intrusive in some homes in Wensleydale Gardens. Complaints have been made to the school.

The proposed new building would have two storeys and, although the plans do not give any information about lighting, it is likely that the building and the MUGA pitch would have floodlighting and/or security lighting. This must introduce more lighting, which would have an adverse and unacceptable impact on residents by increasing light trespass and glare.

ECOLOGY/TREES

The school's application would result in a transformation of the site from being mostly grass to being mostly artificial surface/concrete/building. By rough calculation the change is from four-fifths grass to about one third grass.

The site is used by many birds who feed on grassland. These include thrushes, redwing, fieldfare, starlings and blackbirds. They mostly use the land when the school is not in use.

The school proposes an enlargement of the areas that are built on and have hard surfacing. There are also two artificial pitches (MUGA) which we understand are permeable but do not provide any habitat. The result is a site dominated by artificial surfaces.

We submit that such a significant loss of scarce grassland habitat is contrary to planning policy.

The line of trees at the south of the site forms a corridor of habitat assisted by the enclosing of the ground by fencing. Were the application to proceed, that habitat and any others at the perimeter should be protected. Further, the school should be obliged to replace any trees lost over time with suitable native species and to fill in existing gaps to preserve habitat and enhance screening.

ACCESS

The application proposes that Wensleydale Gardens should be used by construction traffic on a temporary basis to access the application site and on a permanent basis by emergency traffic.

Current position: Wensleydale Gardens is a cul-de-sac of 28 houses with two hammerheads. It was built in the 1960s and the front gardens are shallow and unfenced. There is almost no kerb parking possible in the hammerheads and Carlisle Park users also park in the road. The road is not wide enough for two way traffic if cars are parked along one side

The north-west side of the road is the boundary with Carlisle Park; it is a line of overhanging trees with a small, not easily visible pedestrian access to the park about half way along. There is no pavement on that side of the road, forcing pedestrians to cross or walk down the road, and in our view there is a safety problem here.

There is school and commuter parking at the south of the road, which is close to the Denmead pre-preparatory site in Wensleydale Road, and there are problems of road blockages and parent parking blocking driveways.

Construction Traffic: The school wishes to take construction traffic through this road, and to impose parking restrictions for over 12 hours a day with a half day on Saturday. This will intrude on the lives of the residents in terms of noise, disturbance, and lack of anywhere to park. We are concerned as well about the parking needs of those providing care for elderly and disabled residents, many of whom have lived here since the 1960s.

There is no indication that the school have considered the use of smaller vehicles to facilitate the use of the Gloucester Road access or to reduce the hazard and need for parking restrictions in Wensleydale Road.

Emergency Access: the existing access to the Gloucester Road site must satisfy health and safety concerns or the school could not operate. There is no reason why that access should not continue to be the school's emergency access after construction. It should be noted that the school have chosen to propose a design that makes the pinch point at the Gloucester Road entrance worse as the new building would jut out into the line of the existing access road adversely affecting the swept path. We submit that this is a matter for the school to resolve and not a reason to open up this cul-de-sac.

In addition moving the emergency exit permanently to Wensleydale Gardens would certainly involve an application for permanent parking restrictions in a road in which there are currently none.

The residents consider that if the school are allowed this emergency access the process of incremental expansion on this site will in the near future produce overwhelming pressure to open up this access to general traffic. They are totally opposed to this as it would destroy the nature of the road as a cul-de-sac.

The DNA submits that the proposed construction access would be unsafe, that the emergency access is unnecessary and that both would adversely affect the amenity of residents.

DNA'S OBJECTIONS IN DETAIL

TRAFFIC

LBRuT TRAFFIC-RELATED PLANNING POLICIES

DNA believes that Denmead School's planning application contravenes several traffic-related LBRuT planning policies. Specifically, DNA believes that the school's application contravenes the borough's policy, Core Policy CP5 and Policy DM TP 1 on matching development to transport capacity.

The Core Policy (CP5) states:

“policies seek to match development to transport capacity.”

Policy DM TP 1 Matching Development to Transport Capacity

“Higher trip generating development will only be permitted in areas which are, or at the time of implementation are, easily accessible by transport other than the private car, and well located with respect to local services. “

“5.4.4 The usual measure of accessibility is the PTAL . . . level 6 being the most accessible. . . . Future improvements to accessibility will also be relevant . . . There would need to be certainty that future improvements would be implemented in time to serve the development and are sustainable in the longer-term. “

<i>Targets and Monitoring</i>	<i>Indicator: Proportion of larger new developments of each use class in areas of higher PTAL (5 or above) Target: 95% of larger new developments of each use class in areas of higher PTAL</i>
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We believe the proposed development is a higher trip generating development that will exceed the capacity of the local transport system. Its PTAL score of 2 is below the target set by the borough, and predictions of future improvement, if they can be achieved at all (which we doubt, see below), will not be implemented in time and are not sustainable longer term, contrary to Core Policy CPF and Policy DM TP 1.

We also believe that the school's application contravenes the borough's policies on impact on the transport network - Policy DM TP 2 Transport and New Development.

Policy DM TP 2 Transport and New Development states:

“The impact of new development on the transport network will be assessed against other plan policies and transport standards”

“5.4.6 It is necessary to consider the impact of any new development on the existing wider and local transport network for all modes, how it links to the network, impacts on highway safety, the impact of parking and servicing, and with larger developments what provision for movement and parking for cars, bicycles and coaches (if appropriate) is made within the development itself. . . . “

“5.4.7 For smaller developments the Transport Statement should include:

- *Existing road, public transport, cycle and pedestrian networks*
- *Existing on street and other relevant parking provision and usage, parking standards*
- *Existing traffic and pedestrian flows, desire lines*
- *Additional trip generation and modal share*

Servicing arrangements, including timing

Impacts on road network, public transport and pedestrian routes

Travel plan (may or may not be required, depending on size of development)”

We believe the increased traffic that will be generated by increased pupil numbers will have a severe adverse impact on the existing road transport network, including impacts on highway safety, traffic flow through Gloucester Road and the parking availability in the area near the school at start and end of school times.

Finally, we believe the school’s application contravenes the Borough’s policy on parking - Policy DM TP 8 Off Street Parking - Retention and New Provision. This states:

“Developments, redevelopments, conversions and extensions will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions.”

The increased numbers of pupils will result in considerable extra parking in the surrounding roads which will have a severe adverse impact on local parking and traffic conditions. The level of on-site parking provided will not be enough to offset any unacceptable impact.

CURRENT TRAFFIC ISSUES AND LIKELY TRENDS

The school’s application needs to be seen against the background of current traffic issues and non-school related factors that will affect the parking and traffic situation. Even with existing pupil numbers, there are major traffic issues in the area near the school at morning drop-off and afternoon pick-up times. Yet the planning application envisages increasing the number of pupils using the site from the existing level of just over 130 pupils to 176 pupils. Furthermore, the proposed school buildings could easily cater for 200 pupils, so if the school wanted, it would have scope to increase numbers even further. There is a direct and obvious correlation between pupil numbers and traffic issues, so the assumption must be that any increase in pupil numbers will mean an increase in traffic and a further worsening in the traffic problems generated in the vicinity of the school each morning and each evening.

Traffic issues are particularly important, given that Denmead’s application replaces some temporary classroom provision with permanent provision and envisages a very significant increase in the total number of pupils using the Gloucester Road site.

The DNA Neighbourhood Survey of summer 2011 demonstrated that even without expansion the existing number of pupils, then 131, using the site generated severe traffic and parking problems: For example:

- 96% of all 120 households surveyed noted that impediment to traffic flow is already a serious concern. 100% of residents on Scotts Drive and Carlisle Road agreed.
- Over 90% of responses from Gloucester Road and over 70% from Carlisle Road indicated that there is a complete stoppage of traffic 3-5 days per week and directly correlated with Denmead School drop off and pick-up times.
- 48% of responses reported delays of longer than 5 minutes caused by traffic stoppages.
- Nearly 45% of responses from Gloucester Road and nearly 35% of responses from Wensleydale Gardens reported parking shortages 3-5 times per week again directly correlated with Denmead drop off and pick-up times.
- Illegal parking across residents' drives and across road junctions is not unusual and leads to considerable inconvenience to both residents and other users of the road network surrounding the school.

The survey process and our discussions with residents yielded a huge number of stories that show what these numbers mean in practice. Here are a few examples:

- Property damage during a traffic blockage when a Denmead parent had no option but to pull into a resident's drive at 49 Gloucester Road. In hastily pulling over, the parent caused damage to the car owned by the resident at 51 Gloucester Road who was parked on-street and sitting in his vehicle. An insurance claim with significant value needed to be filed.
- Emergency service delays including an event reported by a resident where her mother died approximately 5-years ago and one factor was the inability of an ambulance to access the property during the critical 8:30am weekday time of need due to congestion during school drop-off.
- Heated exchanges including one where a Denmead parent had to be physically restrained by a Denmead staff member. A Gloucester Road resident accidentally caused minor damage to a Denmead parent's car when attempting to back their car out of their drive onto a severely congested Gloucester Road during peak school pick-up time. The Denmead parent used extremely aggressive and racist language when challenging the 80+ year old lay preacher and other neighbours attempting to defuse the situation.

The volume of traffic, frequent hasty pulling into driveways to allow opposing traffic to get through, and the heated situations that ensue create a most unsafe environment for residents, road users, and ironically for the pupils of Denmead school itself.

The school suggests that their travel plan has reduced the traffic impact since 2009 and that they can achieve even greater reductions going forward. We do not believe that this is realistic (see below), and also submit that in assessing this application the council needs to take into account other factors, independent of the school, that are likely also to

worsen the situation. The main non-school related factors we can identify that may explain the worsening situation in recent years - and need to be projected forward if an accurate forecast is to be made of the likely traffic scenarios if this application were to be granted are:

- Changes to housing in Gloucester Road, e.g. recent conversion of two bungalows into three houses with only one off-street car space on each property. This change will almost certainly increase on-street parking within 100 metres of the entrance of the school. There are other bungalows in the street that are also likely to be replaced with larger houses at some point.
- Ongoing decline in the number of elderly residents living on Gloucester Road and Carlisle Road. The current state of house prices means that any elderly residents who leave the area are likely to be replaced by multi-earner, multi-car families. This increases the number of cars regularly parked on street by residents.
- Increase in live-at-home post-university adults due to the current state of the housing market that makes it very difficult for young adults to buy a starter home. This means that Gloucester Road (like other local streets) is seeing more houses with three or four cars for the household.

None of these factors has a big impact in a single year, but together they are likely to have some impact over time. They may have contributed to the worsening of the traffic problems over the last five years and suggest that, even with no change in pupil numbers at the school, the likelihood is that the traffic situation will be even worse in five years' time. Against this context, giving planning permission for a building that will inevitably increase traffic at peak times seems clearly against the council's policies.

DENMEAD SCHOOL'S TRANSPORTATION ASSESSMENT

DNA believes that the Transportation Assessment carried out by the school was flawed and inadequate. An Independent Traffic Consultant contracted by DNA supports the shortcomings identified in the submitted Transportation Assessment and Travel Plan. Their Assessment is included as Appendix E. The key issues are:

NO CLEAR BASELINE FIGURES FOR TRAFFIC FLOWS

Throughout the analysis of traffic flows, parking spots, etc., there is an absence of clear, measured baselines. In particular, there is no attempt to isolate the impact of school-related traffic by assessing the out-of-term situation. Traffic flows cited are derived from typical London street rates based on numbers of dwellings which create a generic baseline that does not match the characteristics of one of London's furthest outlying suburbs.

STATISTICAL DATA IS BIASED AND/OR INCONSISTENT

Statistics and samples are sometimes small, inconsistent and either mask or bias findings. A list of examples:

- a. **Small sample sizes:** The parking survey was conducted with only one day of data (Traffic Assessment section 4.7.1) on a day when only 12 students stayed for after

school activity compared to other sports days where far larger numbers of pupils and parents are involved. This seems like a very sparse data sample to be used to characterise the current parking situation or to predict future parking trends. This is important since parking shortage is one of the most critical issues cited by neighbours even at the school's current enrolment of 131 pupils.

Additionally, the Travel modal data (sections 3.10, 3.11, 4.5) consists of a sample size of just one day per year and this data is from a hands-up survey of pupils. This data is very importantly used to predict future trends in parking availability due to modal shifts away from car/driver trips and also used to predict transportation modal shifts themselves. Again, this seems a painfully small sample of data to be used to predict long-term, complex, modal shifts. DNA and their independent traffic consultant believe the forecasts of future transportation modal shifts are unrealistic as a result of the biased, small sample sizes and overly optimistic thinking of the school and the assessor.

- b. **Inadequate measurements:** The speed survey (Travel Assessment section 4.4) uses a smallest recording interval of 0-20mph which does not provide enough granularity to properly analyse traffic flow impacts during peak hours. This interval is too large to distinguish between static vehicles and those moving at up to 20mph. This is a significant issue on roads with large speed bumps where traffic usually flows at close to 20mph at non-peak times. Recording intervals of 5mph, would have been far more appropriate and would have provided critical data on true traffic rates during peak school drop-off and pick-up times. The DNA neighbours' survey established that over 45% of Gloucester Road residents had observed complete traffic stoppages of over 5 minutes 3-5 times per week during the times of Denmead drop-off and pick-up. The use of a 0-20mph as the smallest measured flow rate does not bear out the facts and in fact masks the extent of known and frequent traffic stoppages in the area.
- c. **Invalid Comparisons:** The 2008 modal transport data (Travel Assessment section 3.10) includes both Gloucester Road and Wensleydale Road sites. 2010 and 2011 modal transport data is made for the Gloucester Road site only. It is from this 2008 survey that the assessment draws many conclusions as to the effectiveness of the school's travel plans by comparison of year on year changes to different modal figures; the main being the shift from Car/Driver trips. Without separating out the Wensleydale Road site in 2008, any measure and/or comparison applied to Gloucester Road only samples is therefore biased. Additionally, both June 2010 (section 3.4) and March 2011 (section 4.5) modal data was measured on good weather days. There is no mention of weather for the 2008 survey and there could be considerable bias in walking vs. driving statistics and modal shifts.
- d. **Inaccuracies and questionable assumptions:** The analysis states that the footpath on the northern side of Wensleydale Gardens extends all the way to the Carlisle Park pedestrian entrance whereas it stops well before this. It also makes other questionable assumptions, e.g. that there will no increase in teacher and other supporting service vehicles and no increase in student numbers at Denmead's Wensleydale Road location.

STUDY OMITTS SOME IMPORTANT SCHOOL-RELATED IMPACTS

The current study makes no effort to gather, measure, analyse, or report data on some of the most onerous impacts of the school and any increase in enrolment including illegal parking, vehicle damage, and traffic accidents. Additionally, the study does not include analysis of:

- Health, Safety, and Environment impacts to the community of any increased traffic or additional parking shortages due to the pupil expansion. With many vulnerable residents, children, and pets in the immediate area, this impact is a genuine concern.
- Numbers of residents who currently avoid parking in front of their homes or travelling during peak periods due to the already problematic school traffic situation.
- Existing and new traffic generated by Carlisle Infants School, Tadpole Nursery, Hampton railway station, the new Waitrose etc.

THE SCHOOL'S TRAFFIC SURVEY PROCESS WAS NOT CONDUCTED INDEPENDENTLY

It is our understanding that the traffic study was not conducted in consultation with the borough and it is not clear that it followed local authority guidelines. Furthermore, staff and parents are likely to have had some awareness that the survey was being carried out and this may have affected their behaviour.

DENMEAD SCHOOL TRAVEL PLAN

The school's planning application contains ambitious statements about how the school plans to reduce school-related traffic. We believe these statements are totally unrealistic and we also believe that the school's claims about its past success in reducing traffic should be treated with caution. At best, the school achieved a very modest improvement between 2009 and 2010 and has made no progress since. We believe it unlikely that they will achieve any further significant reductions; on the contrary, we believe that increasing the numbers of pupils could worsen the modal split as more pupils would be likely to come from further away. The key points we would make about the school's travel plans are:

- the figures about past and current modal split should be treated with caution. The last two surveys were done in the summer, so are likely to understate car use. They are also likely to overstate car-sharing because respondents are likely to be keen to give this response if at all they can (e.g. if they occasionally take someone but generally do not). It should also be noted that the final survey was undertaken in March 2011 just before the school was about to launch its initial consultation on redevelopment of the site when staff and parents were likely to be aware that traffic would be a major issue.
- even on the school's own figures there was only limited improvement between 2009 and 2010 and no significant improvement between 2010 and 2011. Therefore the most likely scenario is that current splits will not change much due to the school's efforts. Specifically:
 - a. the June 2010 modal split survey has 76% of Gloucester Road pupils coming to school by car (Car Driver or Car Share), while in the March 2011 survey the figure is 75%;

- b. the evidence of the last two years suggest they are unlikely to make any progress on cycling - 2% in June 2010, 2% in March 2011 and yet projected to rise to 5% and does not support their plan for walking - 5% in June 2010, 9% in March 2011 and projected to rise to 20% according to the school or 17% according to their consultant.
- c. a larger school is likely to mean a larger catchment area so if anything the splits are likely to worsen.
- Some of the data is inadequate to justify the conclusions drawn from it, e.g. a total of eight teachers responded to the March 2011 survey out of a total staff of 30, (18 full time, 12 part time). However, the Buchanan report treats this as a response rate of 45% and uses it as a basis for claims and projections.
- The school's analysis uses borough-wide statistics in a way that is unreliable and misleading, e.g. Table 3 in the Buchanan report shows modal shift in the Borough as a whole, using values for combined junior and secondary schools. This is a ridiculous comparison to use to justify the likelihood of a modal shift to cycling or bus use, especially bearing in mind the fact that on the school's figures 82% of pupils live more than 1 km away from the school. How many 9 year-olds are going to cycle to school along the A308, across the A316, or down Hampton Hill High Street in the rush hour? Let alone younger children.
- The school claim provision of limited staff parking on the site (10 spaces plus one space for visitor parking and one disabled space) will provide some relief, but:
 - a. our observations suggest that until recently 4 members of staff were regularly parking on the site;
 - b. the staff car park will only be open in the mornings until 0815 and from 16.30 in the afternoons, so any staff arriving late or wanting to leave quickly at the end of the day will not be able to use the staff car parks;
 - c. the school's claim that they are going to run a significantly bigger school with no staff increase seems implausible;

In our view the on-site car park will at most reduce by 6 the number of staff cars parked on Gloucester Road, but in practice the reduction is likely to be smaller.

- central to the school's claim that their plans would actually reduce the amount of school-related traffic in Gloucester Road is their suggestion that half of classes would be forced to use the Carlisle Park car park as a dropping off point, but
 - a. we understand that the council parks department has NOT agreed to this
 - b. the school claim that 43 cars might use the Carlisle Park car park as a dropping off point rather than Gloucester Road, but it is inconceivable that the narrow single track park entrance will tolerate 43 in-coming journeys as well as 43 out-going journeys in the 20-30 minute period during which school drops-offs occur.
 - c. the school's own consultants accept that even if the council parks department were to agree to Carlisle Park car park being used as a drop off point, the school would not be able to enforce compliance and that use of Gloucester Road is likely to prove more attractive to parents.

Overall, we believe that the school's claim that they can improve the traffic situation while increasing pupil numbers is totally unrealistic. A more realistic assumption is to assume that the modal split will remain fairly constant. The school's travel consultants

state that with unchanged behaviour increasing pupil numbers by 45 (from 131 when the traffic calculations were done to 176) would generate 27 extra car trips (Buchanan report 8.1.8). They do not explicitly show how they arrived at this figure, but if you assume that 57% of the 45 new pupils come by non-shared car and 18% come by car share, this would give a total of approximately 30 extra car trips. Either figure supports the obvious conclusion that a dramatic increase in pupil numbers is likely to lead to a dramatic increase in school-related traffic issues. Given the unacceptable nature of the current situation during school drop off and pick up times and the fact that non-school related factors are anyway likely to exacerbate the traffic problems, it would seem reasonable to conclude that no increase in pupil numbers using the site should be allowed.

ZONING OF LAND AS OTHER OPEN LAND OF TOWNSCAPE IMPORTANCE (OOLTI)

The application site is zoned as 'Other Open Land of Townscape Importance' (OOLTI). The LBRuT Adopted Development Management Plan Nov 2011, Core Strategy 4 Protecting Local Character and Policy DM OS 3 is relevant. Core Strategy 4 states:

"4.0.2 Protecting local character was identified as a theme of the Core Strategy recognising the borough's unique character. The Council wishes to conserve and enhance the best . . . open areas, . . .

An important aspect of this is to ensure that new development is in tune with its setting "

Further, Policy DM OS 3 states:

"Other open areas that are of townscape importance will be protected and enhanced in open use."

THE EXISTING SITE

The site of the proposed development has been a playing field site for decades, and the dominant building is the modest red brick sports pavilion (Jubilee Hall) which has a pitched roof. There are also three unobtrusive single storey flat roofed classrooms (one subject to a temporary, now lapsed, consent). The buildings blend in well to the surroundings. All are ancillary to the main Denmead school which is located in Wensleydale Road and houses the Head's office and administrative functions.. The views, across from Carlisle Park to the east reach through the site to the houses that face on to Gloucester Road, to the north to the houses on Scotts Drive, and to the south to the line of trees and houses in Wensleydale Gardens. These views are not impeded by buildings in any significant way. The Gloucester Road site provides long views and a very pleasant sense of openness.

LOCAL CHARACTER

North, east and south of the site are relatively modest two storey houses, built between 40 and 90 years ago. All have pitched roofs of red/dark tile, and the predominant building material is red brick.

On the fourth side is a public park, Carlisle Park, designated as a Public Open Space. The park is well used by all ages and much valued by many people in the area. It is a triangular shape with lines of mature trees in its central area in addition to well-established trees and shrubs round its perimeter, and a paved path all the way round. It also has on its north side, away from the site, a pavilion, park keeper's office, tennis courts, bowling green and further pavilion, and two children's playgrounds. The main vehicle entrance to the park is to the west (again, away from the site), and there is a small car park on that side. There is a small pedestrian entrance to the park in Wensleydale Gardens, and a further entrance from Carlisle Road which is normally for pedestrians only but is sometimes used by parks vehicles.

The central area of Carlisle Park is used for everything from cricket nets to picnics, but is increasingly used by the school for its sports activities, which seem to have grown in

number over the last two years. The school has access to the park via a gate in their western fence

THE PROPOSED DEVELOPMENT

Size/mass of the proposed development: the proposed development consists of an enormous two storey light industrial style building, with double the floor area of the existing buildings on the site, and at least double the mass.

Shape and materials of the proposed development: the proposed building has the appearance of an ugly, light industrial unit and whilst the western elevation makes an attempt at a pavilion style, the solid white/grey wall dominates over the fenestration and furthermore the solid wall is set to be clad in brightly coloured tiles at a first floor level. There is not a single building in the neighbourhood which has been constructed in this style or with this appearance, which is totally inconsistent with the locality.

The view from Carlisle Park now: the scale of the existing pavilion does not appear to be very much different from that of the typical residential houses behind it in Gloucester Road. Because the pavilion roof is lower than the Gloucester Road houses behind, and the size, style and materials are consistent with surrounding properties, the eye is drawn to a focal point well beyond the pavilion itself. The effect of this is to make the pavilion building appear smaller than it is. It blends in well.

Comparison of the view with the proposed development: the proposed building will be more than three times the size of the existing pavilion and span the width of the plots of five residential houses. The 8m high roof (in height) will mean it will no longer be possible to see the houses in Gloucester Road beyond. This, along with the bold design of the western elevation, will provide the principal focus for the eye and detrimentally impact on the view from the park. Furthermore the surround fencing for the MUGA pitches, which we fully expect to be 2m or even 3m high, will be very noticeable from the park, creating another contamination to the view.

Policy DM OS 3 states that in respect of land which is OOLTI:

“It will be recognised that there may be exceptional cases where appropriate development is acceptable. The following criteria must be taken into account when assessing appropriate development:

- 1. It must be linked to the functional use of the Other Open Land of Townscape Importance; or*
- 2. It can only be a replacement or minor extension of existing built facilities;*
- 3. In addition to 1. or 2., it does not harm the character and openness of the open land.*

Improvement and enhancement of the openness and character of other open land and measures to open up views into and out of designated other open land will be encouraged where appropriate. “

FUNCTIONAL USE

The use of the existing site is playing fields with sports hall and ancillary classrooms, and the site is ancillary to the main Wensleydale Road school site. The planning history makes clear that both the school and the Council are agreed on this. The full planning history is set out in Appendices C and D to this submission, but a brief history makes the site's use and status clear:

BRIEF PLANNING HISTORY

1977 The first two classrooms. The site then consisted of a playing field with a sports pavilion: consent was given for two single storey prefab flat roofed classrooms, initially on a temporary basis but later made permanent. The original application included a pitched roof; this was refused on the basis the pitched roof would be "an obstructive feature detrimental to the visual amenities of adjoining residential properties". The land was then zoned as "Private School – Playing Fields".

1985 Sports Pavilion. The existing sports pavilion was in poor repair: consent was given for construction of a new sports pavilion, the Jubilee Hall. The file shows concerns about the size of the structure and its height, and also noise and disturbance.

1985 conditions. Consent was granted subject to:

Condition 61 on use: " that the premises only be used for school sports activities . . . ancillary dining hall . . . linked to . . . on the playing field site." Note change of zoning to Open Space/Private Playing Fields. The reason given is: "To enable the Planning Authority to control the indiscriminate growth of general school and other non-school activities on site which could prejudice the amenities of the neighbouring residential occupiers and the viability of the site as a sports ground."

Condition on hours of use: the premises shall not be used except between the hours of 9.00 am to 5.00 pm Monday-Friday inclusive without the prior written permission of the Local Planning Authority. The planning file also notes: "The Applicants have stated that there would be no increase in the existing level of school activity . . . use . . . would be confined to normal school hours. . ."

Assurance by school on pupil numbers 22 March 1985: "We would again confirm that it is in no way intended to either increase the number of pupils using the facilities at this part of the school, or to increase the use of the main school buildings in Wensleydale Road"

1992 The Third Classroom Consent given to add a third prefab classroom, again single storey and flat roofed, and slightly sunken, on a 5 year temporary basis.

The site then took boys up to 13, and the extra space was said to be needed to provide space for IT and DT, plus a storeroom for the equipment. Comment on the planning file includes: "As confirmed by the applicant's supporting letter the proposal is not directed towards an increase in pupils but rather to creating more room for the expanded National Curriculum."

Denmead now teaches up to 11 only, rather than 13, and we believe the room is currently a classroom.

Assurance by school on pupil numbers: the file shows concern about the impact on the park, on residents, and screening. There is a letter from the School of 14 April 1992 “ . . I write to state that it is not the school’s intention to increase the number of pupils at the Gloucester Road Department should planning permission be granted for these additional educational facilities.”

The temporary consent for this classroom has been renewed every five years until December 2006, so the existing consent may now have expired.

CRITERIA FOR DEVELOPMENT IN OOLTI

Although there is provision in the policy for development in exceptional circumstances the proposed development does not meet the criteria suggested in the following ways.

Criterion 1: link to functional use: if the school were to replace the existing buildings on a like-for-like basis the proposed new accommodation could be reduced by nearly 50% and it could comfortably be built on a single storey. The replacement building/s could thus be located in the same place as the existing ones. At least 44% of the space in the proposed building can be attributed to additional (new) amenities and facilities, along with stairwells, lift shafts and plant rooms sufficiently sized to serve a two storey building of this size and offices for the headmaster, deputy head, administration staff and so on. This proposed expansion would change the use of the site to a stand-alone school, and as such is not linked to the functional use of the land as a playing field site with classroom accommodation. It therefore does not fulfil criterion 1.

Criterion 2: the proposed development could not be described as either a replacement (it is double the size) or a minor extension of the existing buildings so it does not fulfil criterion 2.

Criterion 3: the proposed development also fails to meet criterion 3, as being destructive of the character and openness of the open land for the reasons outlined above, namely mass, height, shape and materials which are out of character with the surrounding area and impact adversely on the openness and natural appearance of the site.

CHARACTER AS OOLTI (S.4.1.8)

Impact of building: this site at present is predominantly open and natural in character. It gives long views from Carlisle Park of grass and trees, and increases the sense of space as the park is bounded on the other three sides by housing. 58% of those surveyed were concerned about the overuse of Carlisle Park as a result of the school’s proposed expansion. Concerns included extra use of pitches and additional parking. The proposed development would, because of its mass, warehouse-style shape and materials, adversely affect the character of the area, and form a focal point for the views into and across the school site that is out of keeping with the area and very obtrusive.

Loss of natural surfaces: the proposed large building, plus the car park areas and hard surfacing, together with the MUGA pitch and its accompanying fencing, which we would

expect to be 2 to 3 metres high, are all artificial and in conflict with the natural character a site zoned as OOLTI should preserve. The MUGA pitch would not provide a habitat for birds or insects. It is worth noting that out of school hours the grass areas are currently used by birds, including blackbirds, pigeons, starlings, thrushes, and in winter redwings. See Ecology/Trees for further comment.

CONCLUSION

We consider that the proposed development would be out of tune with its setting, would harm the character and openness of the land, and would reduce the area of natural (as opposed to artificial) green land on the site.

The proposed building might be in keeping with the large school buildings at the main Hampton School site, surrounded as they are by very extensive playing fields and distant from housing, but in a small site such as this one the proposed building would dwarf and dominate its surroundings, destroying local character. The proposed development appears to have been designed without sufficient reference to either the character of its surroundings or the OOLTI policy applicable to the site.

LOCAL CHARACTER AND NEIGHBOURLINESS - DESIGN AND LAYOUT

We refer to the London Borough of Richmond Upon Thames Adopted Development Management Plan Nov 2011, Policies DM DC 1 and DM DC 5 and we object to the application on the grounds that it is contrary to a number of articles comprised in these policies.

DM DC1 on Design seeks to ensure development is compatible with local character including relationship to existing townscape and frontages, scale, height, massing, proportions and form. DM DC 5 is concerned with Lack of Neighbourliness.

DM DC1

“Development must . . .respect local character . . .and connect with, and contribute positively to, its surroundings based on a thorough understanding of the site and its context.

In assessing the design quality of a proposal the Council will have regard to compatibility with local character including relationship to existing townscape . . scale, height, massing, proportions and form . . detailing and materials”

LOCAL CHARACTER AND THE EXISTING SITE. PLEASE SEE OOLTI SECTION

PROPOSED NEW BUILDING

Mass: the proposed development consists of an enormous two storey light industrial style building, with double the floor area of the existing buildings on the site, and therefore double the mass.

Proportions and form: the proposals call for a building which has the appearance of a light industrial unit and whilst the western elevation makes an attempt at a pavilion

style, the solid wall dominates over the fenestration and furthermore the solid wall is set to be clad in brightly coloured tiles at a first floor level. There is not a single building in the neighbourhood which has been constructed in this style or with this appearance, which is totally inconsistent with the locality.

VIEW FROM CARLISLE PARK (PUBLIC OPEN SPACE):

As the view is now: the scale of the existing pavilion does not appear to be very much different from that of the typical residential houses behind it in Gloucester Road. Because the pavilion roof is lower than the Gloucester Road houses behind, and the size, style and materials are consistent with surrounding properties, the eye is drawn to a focal point well beyond the pavilion itself. The effect of this is to make the pavilion building appear smaller than it is.

Comparison of the view with the proposed development: the proposed building will be more than three times the size of the existing pavilion and span the width of the plots of five residential houses. The height of the roof (8m in height) will mean it will no longer be possible to see the houses in Gloucester Road beyond. This, along with the bold design of the western elevation, will provide the principal focus for the eye and detrimentally impact on the view from the park. Furthermore the surround fencing for the MUGA pitches, which we fully expect to be 2m or even 3m high, will be very noticeable from the park, creating another contamination to the view.

Policy in relation to the proposed building design: the foreword to the DMP mentions that “policies generally preclude taller buildings”, and see sections 6.1.4, 6.1.6, 6.1.7, 6.1.8 and 6.1.10, for examples. 6.1.4 states “The Council will generally be opposed to any development or re-development that will be out of scale with existing surrounding developments”. 6.1.10 states “Development should be in harmony with surrounding buildings” and “Development should be in scale with the adjoining buildings”. 6.1.10 “new design need not imitate architectural forms but should “recognise the rhythm, height, proportion” of existing properties”. The proposed development, however, does not respect the local character; it is on a much larger scale to the surrounding and adjoining buildings. It is not in harmony with surrounding buildings and it fails to contribute positively to its surroundings

Policy on replacement of existing buildings: turning now to the fact that the proposed development is actually a replacement of existing buildings, we note that article 6.1.6 states “Where a building or plot is part of an existing pattern of development with an identifiable and consistent form, there will be a presumption against its replacement with a unit or units which do not reflect the prevailing pattern of development and local character” and article 6.1.9 states “Very good reasons would be needed to justify a substantial deviation from the existing building alignment” . The existing building pattern and style derives from a series of planning decisions that gave due regard to the neighbours, that is to say single storey; flat-roofed; in one case even sunken; classrooms, positioned to be unobtrusive to neighbouring properties and cause minimum adverse effect on the view from Carlisle Park

Comparison with proposed development: in seeking permission for the proposed development, the applicant has chosen to ignore the pattern of development and given inadequate and unacceptable reasons for the deviation from the existing building alignment. The applicant has stated that cost was the reason driving the proposal to relocate. Significant sums will be saved by keeping the pupils in their existing accommodation during construction. This would avoid the cost of temporary classrooms.

Neighbours' Views on building locations: the proposal to build on an entirely new footprint is entirely at odds with the views of the neighbours, who indicated in their survey that 86% (see Annex Survey Results Summary) preferred any replacement building(s) to be positioned in the same place as the existing ones.

Replace like for like on existing footprint. We, the DNA, are clear that by replacing the existing buildings on a like-for-like basis the proposed new accommodation could be reduced by nearly 50% and that it could comfortably be built on a single storey. The replacement building could thus be located in the same place as the existing ones. At least 44% of the space in the proposed building can be attributed to additional (new) amenities and facilities, along with stairwells, lift shafts and plant rooms sufficiently sized to serve a two storey building of this size and offices for the headmaster, deputy head, administration staff and so on.

Proposed increase in size for reasons which are of no benefit to the community: Addition of the extra facilities and increase in building size may increase the appeal of the school to parents, but at the expense of the site's status as OOLTI, the character of the neighbourhood, and the amenity of neighbours.

The school's case for increase in size per pupil BB99: the applicant has used BB99 guidelines as a space planning guide. BB99 suggests that 2 sq m per pupil should be allowed in determining the size of a classroom, hence the reason for 44 sq m class rooms in the proposed development to accommodate 22 pupils (x 8 classrooms = 176 pupils in all). There is actually no reason at all why the classrooms could not accommodate an additional 2 no. pupils each at some later stage, since BB99 is purely a guide, and is in no way legally binding

Actual capacity of proposed building: in fact the means of escape in the proposed building is sufficient for the safe discharge of 150 people from the first floor and comfortably more than 88 from the ground floor in the event of a fire emergency. The WC accommodation is sufficient for 120 pupils on the first floor and a further 100 on the ground floor; whilst there are enough toilets for more than 75 staff. We are therefore confident that the school building as proposed is sufficiently sized to accommodate more than 200 pupils and staff.

PREVIOUS PLANNING HISTORY

The proposals are at odds with previous Planning history, which is summarised in OOLTI and set out in Appendices C and D

In order to understand how the current building design, size and layout have evolved, it is crucial to refer to the previous Planning Application history.

KEY POINTS FROM THE PLANNING HISTORY:

1977 The first two classrooms The site then consisted of a playing field with a sports pavilion: consent was given for two single storey prefab flat roofed classrooms, initially on a temporary basis but later made permanent. The original application included a pitched roof; this was refused on the basis the pitched roof would be “an obstructive feature detrimental to the visual amenities of adjoining residential properties”. The land was then zoned as “Private School – Playing Fields”.

1985 Sports Pavilion The existing sports pavilion was in poor repair: consent was given for construction of a new sports pavilion, the Jubilee Hall. The file shows concerns about the size of the structure and its height, and also noise and disturbance. Consent was granted subject to condition 61: that the premises only be used for school sports activities . ancillary dining hall . linked to . . on the playing field site. Note change of zoning to Open Space/Private Playing Fields.

The reason for the condition is given as: “To enable the Planning Authority to control the indiscriminate growth of general school and other non-school activities on site which could prejudice the amenities of the neighbouring residential occupiers and the viability of the site as a sports ground.”

Condition: the premises shall not be used except between the hours of 9.00 am to 5.00 pm Monday-Friday inclusive without the prior written permission of the Local Planning Authority.”

On planning file: “The Applicants have stated that there would be no increase in the existing level of school activity . . use . . would be confined to normal school hours. . .”

Assurance by school on 22 March 1985: “We would again confirm that it is in no way intended to either increase the number of pupils using the facilities at this part of the school, or to increase the use of the main school buildings in Wensleydale Road”

1992 The Third Classroom Consent given to add a third prefab classroom, again single storey and flat roofed, and slightly sunken, on a 5 year temporary basis.

The site then took boys up to 13, and the extra space was said to be needed to provide space for IT and DT, plus a storeroom, as equipment was involved. Comment on the planning file includes: “As confirmed by the applicant’s supporting letter the proposal is not directed towards an increase in pupils but rather to creating more room for the expanded National Curriculum. . . “.

Denmead no longer teaches up to 13, and we believe the room is now a classroom. The file shows concern about the impact on the park, on residents, and screening. There is a letter from the School of 14 April 1992 “ . . I write to state that it is not the school’s

intention to increase the number of pupils at the Gloucester Road Department should planning permission be granted for these additional educational facilities.”

The temporary consent for this classroom has been renewed every five years until December 2006, so the existing consent may now have expired.

To summarise, the planning history for the site indicates a wish to maintain an identifiable and consistent form of building and use of the land (single storey carefully placed unobtrusive buildings). This latest application is not consistent with the prevailing pattern of development and certainly not local character. It represents a step change to a greater magnitude of building size and a change of function to a stand-alone school. This process of encroachment on the site and the amenity of the locality and residents is contrary to policy and not in the interests of the residents, the wider community or the character of the area. The residents are also very concerned about the extrapolation of this process of expansion of buildings and pupils, consistent with the entire history of the site, unless the Planning Committee continues to protect the site and the area from this inconsiderate and inappropriate development.

Policy DM DC 5 Neighbourliness etc

“In considering proposals for development the Council will seek to protect adjoining properties from unreasonable loss of privacy . . . visual intrusion, noise and disturbance”

To protect privacy . . . minimum distance of 20m between main facing windows . . . “

“6.1.30 Adverse impact on neighbouring properties, including the most well-used part of gardens, can include. . . overlooking, loss of privacy, pollution from noise or light and overpowering and obtrusive development. . .”

Proximity of proposed buildings to neighbouring houses :

Wensleydale Gardens: the south wall of the proposed building would run parallel to the southern boundary of the site and the houses in Wensleydale Gardens, particularly nos. 23, 24 and 25. The 8m high wall will extend out almost completely across from the eastern boundary to the western boundary of No. 24, effectively filling up the entire rear view of the property, where the living and bedroom areas look out, with a massive white/grey wall such as you might find on any industrial estate. The exact separation distance is hard to calculate exactly from the plans, but it appears to be about 20m to the building wall (not 25m as stated in the Design Assessment), and therefore less to the wide roof overhang. This is too close for such an overbearing and obtrusive building. There is some screening from existing deciduous trees, but the application makes no mention of planting trees in the substantial gaps in that screening, and of course the screening effect is only present in summer. Nor is there any mention of replacement should trees need to be taken down.

Gloucester Road: the proposed building is also very close to the ends of the Gloucester Road gardens, and spans the width of five houses. The rear of several of the gardens will suffer from overshadowing and loss of light, and in one house there is a building with a

living area abutting the boundary, with a window on that side, where the separation distance will be no more than a few metres.

We submit that the application contravenes this policy.

NOISE AND DISTURBANCE

The LBRuT Adopted Development Management Plan Nov 2011, Policy DM DC 5 Neighbourliness, Sunlighting and Daylighting is relevant and we object to the application on the grounds that it is contrary to a number of articles in the policy.

"In considering proposals for development the Council will seek to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance."

"6.1.30 . . The aim is to protect existing occupiers as far as possible from the unreasonable impacts of new development. Adverse impact on neighbouring properties can include, including on the most well used parts of gardens . . and .can include . . pollution from noise"

THE CURRENT SITUATION

The DNA Survey showed that residents adjacent to the site had noticed a gradual increase in noise and disturbance over recent years.

- Generally, respondents had a problem with noise and disturbance from weekend and evening activities, noise from sports activities, shouting and loud music. These can be at weekends or during the school day, and is more of a problem in the afternoons. There was concern about the existing out-of-hours usage being extended
- Again, growth in pupil numbers is seen as leading to a severe adverse impact.
- Sample Comment: "Sports days, school fair, fireworks, the operatic society, all intrude and are a nuisance. The normal school day noise is not a problem".

Gardens on the North and South ends of the site are very shallow with open aspects. There is little screening on the Scotts Drive side to allow light in to the houses. On the south side (Wensleydale Gardens) the houses are also close, from about 7 metres to about 1 metre. Hence the residents are very sensitive to unreasonable noise and disturbance.

THE PLANNING HISTORY

Previous Planning history recognised the importance of neighbours' privacy and the following extracts demonstrate how conditions and constraints were imposed to prevent unnecessary nuisance and disturbance to neighbouring properties.

1985 The Sports Hall Granted subject to conditions:

- Condition No.61 "That the premises be used only for school sports activities [unreadable] ancillary dining hall linked to [unreadable] on the playing field site.
- Reason (part of condition 61): To enable the Local Planning Authority to control the indiscriminate growth of general school and other non-school activities [unreadable] on the site which could prejudice the amenities of the neighbouring residential occupiers and the viability of the site as a sports ground."
- Condition (b): (in main body of grant) "The premises shall not be used except between the hours of 9.00 a.m. – 5.00 p.m. Monday – Friday inclusive without the prior written permission of the Local Planning Authority".

- Reason – “Set out in the conditions attached hereto” which include 61 quoted above and also:

“To ensure the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties (applicable to condition (b).”

The experience of neighbours is that, in very recent years, the School has breached the condition on: ‘Out-of-hours’ usage. The Survey shows that the site is being used increasingly on weekday evenings and at most weekends during the summer and autumn terms. The use is not confined to sports, but is also used by the Denmead Parents Association for functions and, for example, a local operatic society’s series of rehearsals, all of which are very audible to neighbours. There are almost always a number of children who appear to play mostly unsupervised and who make a great deal of noise. Neighbours have complained about some evening functions at weekends that have been very noisy and obtrusive.

THE SCHOOL’S PROPOSALS FOR EXPANSION

The DNA, believe that the School’s proposals would have an unreasonable impact on neighbours’ enjoyment of their properties and would be in breach of Policy DM D5 for the following reasons:

NOISE AND DISTURBANCE FROM INCREASE IN PUPIL NUMBERS

The history of gradual expansion of buildings, pupil numbers and activities on the site has created the current unreasonable levels of noise and disturbance. Further increases would exacerbate these problems.

The following extract from the planning history demonstrates that the Council have recognised the conditions to apply:

- Letter from Denmead 22 March 1985

Answering questions put by the Planning Officers, confirming five points, including point 4, no change in hours of use, school time only, and:

“5. Any space which is relieved in the existing school by the use of the new building will be used to widen the educational curriculum and improve the facilities, and prevent overcrowding, for the same number of pupils as present.”

Further relevant extracts have been cited in the zoning section.

NOISE AND DISTURBANCE FROM PARKING AREAS

The proposed car park on site so close to the boundaries of neighbouring properties would cause unreasonable noise, disturbance and pollution, with potential danger to health. The depth of garden in 6 Scotts Drive on the car park boundary is only 2 metres.

OUT-OF- HOURS USE

Given the School’s history of breaching its out-of-hours conditions in the past, the DNA look to the Council, to monitor and police the conditions. There is additional concern

about the proposal for MUGA all-weather playing pitches. The presence of all-weather pitches and the increased number of inter-school competitions could lead to further unreasonable noise and disturbance out-of-hours. The proposed pitch is up against the boundary of some of the Wensleydale Gardens houses.

There is also a proposed cricket pitch up against the fences with Scotts Drive, with an obvious potential problem with cricket balls possibly causing injury/damage.

CONCLUSION

All the above are facets of the same problem. We submit that the school is seeking to overdevelop this site, taking it beyond its capacity to carry out its activities without causing an unreasonable amount of noise and disturbance to its neighbours, contrary to planning policy. Its failure to observe the existing planning conditions does not give the neighbours confidence for the future.

LIGHTING & FLOODLIGHTING

The LBRuTAdopted Development Management Plan Nov 2011, Policy DM DC 5 Neighbourliness, Sunlighting and Daylighting and Policy DM OS 9 Floodlighting are relevant.

Policy DM DC 5

“6.1.30 ...The aim is to protect existing occupiers as far as possible from the unreasonable impacts of new development. Adverse impact on neighbouring properties, including... pollution from noise or light and overpowering or obtrusive development.”

Policy DM OS 9 Floodlighting

“4.1.32 Floodlighting can enable the full use of outdoor sport and leisure facilities, but

consideration must be given to any demonstrable harm to biodiversity, residential amenity and local character.

4.1.33 Factors which will be taken into account when assessing proposals for floodlighting will be:

- Effect on residential amenity and local area of the lighting: effect and impacts when lit in terms of sky glow, glare, light trespass, noise and disturbance from users; the appearance of the installation when switched off;*
- Any planned mitigation measures such as restriction on lighting levels and hours of use.*

4.1.34 It is important that floodlights are designed to be as unobtrusive as possible when unlit, in terms of number, height, width, design, colour and siting. Light pollution should be minimised to protect biodiversity as well as residents, passers by ...

4.1.35 If permission is granted, conditions or an agreement may be imposed to restrict the lighting levels and times of use, or to implement other measures to minimise possible adverse effects such as post-installation requirements and monitoring, both within the site and on adjoining land. “

We object to the application on the grounds that it is contrary to a number of articles in these policies.

By “floodlighting”, we mean the high-intensity security lights that effectively light up a wide area and remain switched on throughout the night.

THE CURRENT SITUATION

Prior to January 2011, there was only low level security lighting on the single storey classrooms. In January 2011, new high intensity lighting was installed both on the front and north end of Jubilee Hall and the lighting on the single-storey classrooms was replaced with much brighter lights.

The high-level, high-intensity lights on Jubilee Hall are used as floodlights for the sports pitches in late afternoon and after school hours. Neighbours in Scotts Drive have

complained to the School on a number of occasions this year about the new bright lights. The lights literally light up the bedrooms of the homes on Scotts Drive and cause disturbance to sleep. Two homes facing the site on Scotts Drive have young children who go to bed in the early evening. Both families have been affected by the effects of light trespass and the children's sleep has been disturbed. The houses in Wensleydale Gardens are also affected by glare as the lights from Jubilee Hall are such that they shine straight across into the bedrooms and gardens. During summer the trees provide some screening, but the line of trees is incomplete and the trees are deciduous.

After a number of occasions when the high-level, high-intensity lights were left on all night, some neighbours complained and the School agreed to switch off the lights facing the sports pitches after school hours. However, the other lights (on Jubilee Hall and on the classrooms) remain on all night. Whilst they are not floodlights as such, they still emit a very strong glare that causes disturbance to some homes on Scotts Drive. These are very shallow, approximately 5 metres deep so light easily reaches the buildings.

The high-level lighting on the north-facing wall of Jubilee Hall also causes disturbance to some homes in Gloucester Road.

WHAT THE DNA SURVEY SAID:

Eight residents commented on the problems caused by security lights, with the Jubilee Sports Hall being mentioned in particular.

Sample Comment: "High intensity security lights are positioned all around the buildings. These shine all night every night: whether in term time or not (they are not linked to motion sensors). Standard curtains/blinds are unable to shield all the light and annoying light shines into bedrooms".

EXTRACT FROM PLANNING HISTORY

2006/3514 Continued use of temporary classroom

Detailed Informatives:

U21525: "The applicants are requested to investigate ways to minimise light pollution caused by security light added to the west elevation of the building."

Note that neighbours' complaints about screening and security light prompted the second condition and informative.

THE PROPOSED NEW DEVELOPMENT

The planning application does not reveal detailed plans for lighting on the re-developed site. We can only assume that the greater height and scale of the building will require a concomitant increase in lighting, potentially exacerbating the problem of light pollution and trespass.

The proposed building's elevation view from Gloucester Road and proximity to homes on Wensleydale Gardens and Gloucester Road would mean that even more homes on

Gloucester Road would be affected by light trespass, not only from security and floodlights but also lights from upper floor windows.

The proposed development of all-weather MUGA pitches to the south end of the site would suggest that the high-level, high-intensity lighting (or floodlighting) would be required to be switched on after school hours for after school clubs and inter-school competitions. This would cause disturbance and light trespass to neighbours in both Wensleydale Gardens and Scotts Drive.

We submit that the existing lighting contravenes policy already and this would be made worse because of the location and increased size of the building.

ECOLOGY AND TREES

POLICY DM OS 5 BIODIVERSITY AND NEW DEVELOPMENT

“All new development will be expected to preserve and where possible enhance existing habitats including . . . biodiversity features, including trees. New habitats and biodiversity features should make a positive contribution to and should be integrated and linked to the wider green and blue infrastructure network, . . . where possible. “

Planning Policy DM DC 4 states that:

“The borough’s trees and landscape will be protected and enhanced by . . . requiring landscape proposals in submissions for new development, which retain existing trees and other important landscape features where practicable and include new trees and other planting. Where trees are removed, appropriate replacement planting will normally be required.”

In addition Section 4.1.18 of The London Plan stresses the importance of a valuable series of habitats. Priority should be placed on linking new features and habitats into the wider green and blue infrastructure network, connecting fragmented habitat and increasing the size of habitat areas, which in turn increases a species’ resilience to climate change.”

Change of site from grass to artificial surface – Loss of Habitat

We have looked at the Tree Constraints Plan (Doc no 11622359) which forms part of the ACS report and shows the site as it now is, and compared it with the Tree Protection Plan (Doc No1162363) which shows the site as it would be were the development to take place.

The site as it is now is nearly all grass; approximately four-fifths grass and one fifth buildings/hard surfacing.

After development the site, would have a much larger building, car parking, and two artificial sports pitches, and would be a predominantly artificial surface. Approximately, there would be less than one third grass and over two thirds artificial surface or building/concrete.

Whilst the artificial surfaces may be permeable, they do not provide food or habitat for birds or other wildlife. A number of bird species, often in quite large groups, use the playing fields and feed on the open grassland, when there is no activity in the school, Species frequently seen include starling, song thrush (a species listed in the London Biodiversity Action Plan) and in winter, fieldfare and redwing (migrants, and not that common), all of which need to feed on open grassland.

The change to artificial surface will represent a significant loss of scarce grassland habitat used by wildlife, and we submit that as such is not in conformity with policy DM OS 5 quoted above which requires habitat to be preserved.

Tree planting: In our view the reference to planting of trees does not go far enough. To maintain the habitat and corridor for wildlife, particularly along the southern boundary, and the appearance of the site, the school should be obliged to replace any trees that have to be removed, and fill in any gaps that now exist, with tree planting. Planting should be with native species, and should include evergreens, such as holly, that could replace lost ivy (see below) as habitat and also provide year round screening for the houses that look out at the school. Care should also be taken to remove invasive species, as there is already a problem with false acacia in this strip that spreads aggressively and is of little value to wildlife.

The South Side Tree Corridor: at the base of the trees along the south side there is an undisturbed strip between the high chicken wire fence that stops footballs going over the boundary and the parallel fence of the actual boundary. There are piles of leaves and dead timber, and it is excellent habitat. Hedgehogs and the occasional stag beetle have been seen in the gardens adjoining the strip.

Please note that the boundaries shown on the plans submitted on the reports linked to environmental and tree matters do not reflect the actual boundaries of the school site. The boundary on the south side passes south of the tree trunks, which lie in school land (except for one slight deviation by No. 25 Wensleydale Gardens).

The Arboricultural Implications report calls for the removal of ivy from several existing trees. This ivy is much used for nesting by birds, including wrens, blackbirds, robins, and others. No removal of ivy should take place during the nesting season.

Bird Species: please note that the bird population is both larger and more varied than indicated in the application documents. Species noted as residents or daily visitors on school land include:

Wren, goldcrest, blue tit, willow tit, great tit, chaffinch, goldfinch, greenfinch, robin, nuthatch, blackbird, starling, thrush, redwing, fieldfare (the last two winter visitors to the playing fields), greater spotted woodpecker, green woodpecker, collared dove, wood pigeon, jay, crow, magpie, and ring-necked parakeet.

As some residents are much more aware of the wildlife in the boundary strip than the school is (the school is some distance away and has no windows nearby at present), we suggest the school might wish to consult with the residents on tree planting and other proposals for management of the strip, which has considerable value to wildlife.

Should the application proceed we submit that the applicant should

- be required to replace any trees on the site lost over time and to landscape the site by the planting of additional trees of suitable species so as to maintain existing corridors for wildlife and to enhance and fill in gaps in the tree screening for adjoining properties;
- preserve the corridor along the south side or elsewhere on the site as undisturbed habitat protected by fencing

ACCESS

We submit that the use of Wensleydale Gardens in the short term for construction traffic and in the long term for emergency traffic is contrary to planning policy.

London Plan Policy 6.3 is concerned with the impact of new development on the local transport network. Policy 6.3A states:

“Development proposals should ensure that impacts on transport capacity and the transport network, . . . at a local level, are fully assessed. Development should not affect safety on the transport network”

Policy 6.3B “Where existing transport capacity is insufficient to allow for the travel generated by the proposed developments . . . boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. “ We also refer to relevant DMP policies referred to in the Traffic section of this submission.

The objections of the DNA to the proposed access arrangements in the application centre on the proposal that Wensleydale Gardens will serve as the access for construction traffic and then replace access from Gloucester Road as the school’s emergency access.

SITUATION

Wensleydale Gardens, a wholly residential cul-de-sac with two hammerheads, was built in the 1960s and the access road is narrower than Wensleydale Road. As evidenced by the DNA Neighbour Survey, most of the residents there oppose the breaching of the cul-de-sac for construction purposes and then for emergency access. The reasons for the opposition are:

- the fear is that, despite, protestations to the contrary this may lead the school in future to press for permanent access. This is not an unfounded fear as it is clear from the Transport Assessment, citing the school’s own travel planning from at least 2008, that the governors were hoping not only to gain access for pupil drop off through Carlisle Park to the Gloucester Road site but also wanted to achieve access via other routes to the Gloucester Road site.

Wensleydale Gardens is unsuitable as an access either for construction vehicles or emergency vehicles due to:

- the limited carriageway width and the potential for damage to overhanging trees;
- the fact that the road in Wensleydale Gardens was not constructed as a main road expected to carry what would be intensive plant and HGV traffic for a substantial number of months;
- there is already extensive on-street parking by residents and commuters which means that cars are parked on both sides of the main access;

- the houses have shallow, unfenced front gardens so the impact of HGV traffic will be considerable and unpleasant.

USE FOR CONSTRUCTION TRAFFIC

Parking Restrictions Proposed: the applicant states (s. 7, Traffic Assessment) that extensive parking restrictions would be needed for the period of the construction. This would restrict the ability of residents to park outside their own homes.

- The house driveways are relatively short and any car larger than mid-size intrudes on to the pavement, giving residents no choice but to park in the road.
- In the hammerheads there is almost no kerb space for on-street parking, so that the limited amount of spaces that do currently exist are used to accommodate residents' cars, visitors' cars and in the summer when there are weekend sports activities or the cricket nets are in use a substantial amount of parking for Carlisle Park.
- Towards the south of Wensleydale Gardens, approaching the T junction with Wensleydale Road and close to the Denmead main site/pre-preparatory school, there is commuter parking every weekday, residents' parking and a great deal of parking by parents at drop-off and pick-up times for the school. As evidenced by the neighbours' survey, the road is frequently blocked as parents park and turn in the road and park on the bend at the mouth of the road. There are also problems with inconsiderate parking by some parents which prevents residents getting into or out of driveways.
- This proposal to restrict parking also takes no account of the impact this would have on access needed to provide care for elderly and disabled residents in the Gardens, many of whom have lived there since the 1960s.

Highway Safety – Access gate to Carlisle Park: the DNA wish to draw the attention of the Council to the existing, well-used pedestrian access to Carlisle Park. This lies about half way along on the western side of Wensleydale Gardens. It forms a narrow break in a solid hedge line of trees and already suffers from restricted intervisibility between vehicles travelling along Wensleydale Gardens and pedestrians who may be exiting from Carlisle Park. The situation is made worse by the lack of a pavement on the north side of Wensleydale Gardens, which means that everyone leaving the park must immediately cross the road to reach a pavement. This is not currently a major issue as the road and access is mostly used by local residents who know the situation, and also residents adapt their driving.

However, this park entrance creates road safety implications to be taken seriously if the cul de sac is to be breached and the road used by HGVs.

The Council should note that the school's Traffic Assessment incorrectly states that there is pavement all the way between Wensleydale Road and the Carlisle Park pedestrian entrance; this is untrue, as the park fence intrudes and the pavement stops opposite the entrance to the first hammerhead. It becomes a narrow concrete strip, often

overgrown. Thus all park users have to use the pavement on the east side to approach the park, and then cross the road. - in practice many walk down the road.

Possible conditions on construction traffic: If LBRuT is so minded to accept that Wensleydale Gardens provides the least worst option for construction traffic then DNA would ask them to impose conditions to protect the daily lives of the residents as far as possible during the period of construction, for example, restricting the size of vehicles which could be used to deliver materials and plant to minimise impact on houses which have very shallow open-plan front gardens; limit hours for deliveries from the 7.30-20.00 in the application to more reasonable hours; carry out a survey of the road and the houses alongside to assess likely damage and provide a baseline for judging if any damage occurs.

EMERGENCY ACCESS:

No justification for use as emergency access: all residents consulted in Wensleydale Gardens wish to see its status as a cul-de-sac restored after construction and that the school's aspiration for it to be retained as an emergency access should not be allowed.

The Gloucester Road access is currently the emergency access for the school and must therefore currently satisfy requirements for access. Despite this, the applicant claims that after construction a fire truck could not access the site safely.

We do not accept that this is the case, and understand that what the school has proposed is an aspiration rather than a response to a legislative requirement or standard. In addition, it will be seen that the design submitted makes access to the school more limited than currently. The proposed design should have sought to alleviate the pinch at the entrance point by alteration to the hall rather than making it worse. There is also no discussion of other possible steps which could be explored, such as fire hydrants, to improve fire safety and affect requirements for access.

Parking and access: if the access were to be retained after construction there could be permanent effects on parking and access for some residents in Wensleydale Gardens as parking restrictions such as yellow lines along Wensleydale Gardens might be needed to keep space clear for emergency vehicles. This, combined with pressures on parking and traffic mentioned above, would result in a significant loss of amenity for the residents.

Implications for future use for other types of access: The planning history of this site is one of incremental increase of the use of the site for purposes other than playing fields. Despite the promise that the re-developed school would house only 176 pupils there has been no consequent reduction in the size of the proposed building which could house over 200 pupils. Bearing this in mind, the residents of Wensleydale Gardens think it inevitable that the school will at some point seek to use this access for other, wider, purposes that open up the cul-de-sac to regular traffic flows. The residents are wholly against this as destructive of their amenity and regard the road as totally unsuitable for such use. Given the pressure on traffic and parking near any school, and the existing problems in Wensleydale Road and Gloucester Road, such concerns are valid

We submit that the proposals are inconsistent with planning policy and unnecessary. Construction traffic would be unsafe with a major impact on the amenity of residents, and the emergency access sought is unnecessary and self-induced, and again will adversely affect the amenity of residents now and in the future.

APPENDIX A

SUMMARY OF DNA NEIGHBOURS' SURVEY

SURVEY METHODOLOGY

The objective of the survey was to gather opinion from those potentially affected by the School's proposals. Previous work had identified two interlinked areas: concerns primarily related to the School operating with increased pupil numbers, and concerns arising from consequent changes to building size, location and access routes. The survey form contained both multiple choice and free text questions.

The survey was carried during July/August 2011. Survey forms were delivered to all households in the roads immediately adjacent to the Denmead School Gloucester Road site, namely Gloucester Road (GR), Scotts Drive (SD), Wensleydale Gardens (WG), and also to Carlisle Road (CR) as it is part of one potential access route to the site.

Of the 187 households, response rates by road ranged from 56% (GR) to 100% (SD) with an overall rate of 64%. The identity of respondents has been kept confidential.

Given this participation rate, and the fact that most questions yielded very clear common opinion, DNA believe that the results are an excellent representation of opinion generally amongst those potentially affected.

BUILDING SIZE AND LOCATION

- Residents were asked if they would agree to the school refurbishing its current buildings on the current footprint and building size, with no increase in pupil numbers and no change to access routes – only 2 respondents disagreed.
- Residents were overwhelmingly against both the School's proposals to roughly double the floor space (91%) and a change to a two storey building (82%).
- A huge majority (86%) of the residents want the school to stay on its existing footprint. If it is to be moved, it should be further into the site towards the central area, not close to the boundaries (75%).
- Respondents who live adjacent to the school site are very concerned about loss of privacy, noise and disturbance from activity in the buildings, light pollution from the school's high intensity security lights and damage to trees.

TRAFFIC PROBLEMS

- **Impediment to Flow:** 92% (WG), 96% (GR) and 100% (CR, SD) respectively of respondents identified a problem with traffic flow.
- The problems are at their worst in GR every weekday.
- There are also problems in WG and Wensleydale Road on weekdays.
- It is clear from the timing pattern that these congestion problems are strongly correlated with Denmead School Gloucester Road operations, with an additional impact on WG from the Denmead Pre-prep school in Wensleydale Road.

- Congestion in SD and CR is a problem, with the same morning and evening pattern; like the north end of Gloucester Road this may be affected to some extent by Carlisle Infants traffic.
- There is also a problem in CR and SD at weekends that does not appear to be related to Denmead activity.
- **Blockage of Roads:** the problems include road blockages, (68 out of 72 GR respondents), of high frequency (3-5 days a week in GR), mostly lasting up to 2-5 minutes, but with GR reporting 35% lasting more than 5 minutes.
- **Illegal & Problem parking:** parking on “keep clear” markings or across driveways is reported by 75% in GR and WG, 100% in SD and 50% in CR. Frequency was up to 5 days a week, with a clear correlation with Denmead drop-off and pick-up times.
- **Blocked driveways:** a particular source of annoyance to residents was having their driveway blocked by parents parking. 65% of respondents in GR reported this, although it also happens in CR, WG and SD and again is correlated to school times, particularly pick up time, and extends to 5 pm.
- **School events:** these are also a source of traffic problems, both during the week and at weekends. Residents commented that out of term time there was no traffic problem.

Growth in pupil numbers: is seen as making all the traffic problems worse, in some cases to the point where they would make life for some residents intolerable.

NOISE AND DISTURBANCE

- Respondents had concerns about noise and disturbance from weekend and evening activities and noise from sports activities, shouting and loud music. These can be at weekends or during the school day, and is more of a problem in the afternoons. There was concern about extension of the existing out-of-hours usage.
- Again, growth in pupil numbers is seen as leading to a severe adverse impact.

IMPACT ON CARLISLE PARK USERS

75% of respondents thought that increased use of Carlisle Park would have an adverse impact on the park. Many respondents referred to over-use already by the school and increased traffic.

PERMANENT ACCESS ROUTES

- Gloucester Road respondents oppose any increase in vehicle traffic.
- The two cul-de-sacs, Wensleydale Gardens and Scotts Drive, overwhelmingly oppose opening up their roads for any access, and Carlisle Road also opposes any access.
- Reasons given were unsuitability for through traffic, safety, privacy, and loss of amenity.
- Emergency access is seen as the beginning of opening up the cul-de-sacs for other access and is a major concern for residents.

CONSTRUCTION ACCESS

- 80% of respondents opposed construction traffic in *their* road

- Respondents in Wensleydale Gardens (currently proposed by the School as a route for construction traffic) thought that the road was unsuitable for construction traffic for a number of reasons, including the width of the road, the existing traffic problems at the mouth of WG because of Denmead Pre-Preschool, and the safety issues related to the Carlisle Park pedestrian entrance.

COMMENTS ON MAIN CONCERNS – SOME SAMPLES

- **Carlisle Road:** “Increase in traffic and access to the premises.” “Scale of growth is not acceptable – traffic and disturbance too much to bear.” “Increase in numbers which will predominantly be from beyond walking range will lead to severe congestion at peak times”.
- **Gloucester Road:** “Additional traffic and chaos. Too much development (buildings) for size and location of site.” “Any increase in number of pupils.” “Increase in traffic/illegal parking.” “Insufferable traffic, illegal and irresponsible parking, rudeness of parents picking up and dropping off, and they often refuse to move their cars.”
- **Scotts Drive:** “Being so close to boundary with small garden means big impact on quality of day-to-day life. School site is too small for increased scale of build; increased disturbance, loss of privacy and impact on light and space.” “Increased vehicular traffic impacting my road and other roads in the area, exacerbated by opening up my road as an access route.”
- **Wensleydale Gardens:** “Wensleydale Gardens losing its status as a cul-de-sac, and in so doing losing the peace and quietness of the road, something that has kept me here for over 40 years.” “Safety of park users if Wensleydale Gardens is used as an entrance road for construction.” “The problems which will be caused by any type of access through Wensleydale Gardens . . . of equal concern is the loss of privacy, noise and disturbance etc which will be caused by having a building on our boundary.”

APPENDIX B NEIGHBOURS' QUESTIONNAIRE

RESULTS

SURVEY METHODOLOGY

COVERAGE

Survey forms were delivered to all households in the roads surrounding or near to the School in the summer of 2011. 64% of these households completed the survey. Most of the remaining households could not be contacted, or did not reply within the survey timescale. A few preferred not to respond. Nearly all forms were completed by residents on their own. Details of coverage are as follow:

TABLE 1

Road	No of households	No of forms delivered	No of forms received	%coverage	%response
CR	18	18	12	100%	67%
GR	129	129	72	100%	56%
SD	12	12	12	100%	100%
WG	28	28	24	100%	86%
Total	187	187	120	100%	64%

DATA COLLECTION AND ANALYSIS

To preserve anonymity each address was given a pseudo-randomly generated identity number. 116 responses were collected on paper forms and entered into an internet-based survey analysis system. 4 responses were entered directly online. Analysis was done using the report-writing facilities in the online system and using a spreadsheet derived from data exported from the system.

QUALITY MANAGEMENT

15 survey entries were compared with their original forms to check the accuracy of data entry. From this we estimate that there was an error rate less than 1% in the multiple choice questions, and no significant error in the text comments entered. The error rate would need to be much higher to influence the survey conclusions, so errors have not been corrected at this stage.

EFFECTS PRIMARILY RELATED TO INCREASE IN PUPIL NUMBERS

We begin with these areas of concern because the survey has indicated that they would have the widest impact on the community. The questions on the survey form are given in italics.

IMPEDIMENT TO THROUGH TRAFFIC

1. *In your experience, is there currently a problem with traffic flow (getting up and down the road) in your road, or in other roads?*

TABLE 2

Location of Household	Yes	No	Tot	%agreement
CR	12	0	12	100%
GR	69	3	72	96%
SD	12	0	12	100%
WG	22	2	24	92%
Total	115	5	120	

Conclusion: Impediment to traffic flow is major concern throughout the area

2. *If so, Please indicate how often this happens (please only consider roads where you have seen this yourself):*

The following table shows the numbers reporting a problem in each street. Respondents were allowed to comment on any street.

TABLE 3

Road Affected	Numbers reporting problem (ticks)			
	< once/wk	1-2 dys/wk	3-5 dys/wk	at weekends
CR	2	2	17	10
GR	4	5	90	15
SD	4	4	4	5
WG	0	3	15	3
WR	1	5	11	0

To give as good a picture as possible of the extent of problems seen by households in each street, we can present the intensity of the problem. This is obtained by dividing the total number of reports of the problem in that street by the number of respondents in that street. Note that since these reports include those made by people who do not live in the street, the intensity may be more than 1.0 This presentation gives a fairer picture of the relative problems in each street. Wensleydale Road is excluded because there are no respondents from there.

TABLE 4

Road of residence	Problem intensity (reports/respondents in road)			
	< once/wk	1-2 dys/wk	3-5 dys/wk	at weekends
CR	0.17	0.17	1.42	0.83
GR	0.06	0.07	1.25	0.21
SD	0.33	0.33	0.33	0.42
WG	0.00	0.13	0.63	0.13

Conclusion: This is a widespread problem across the area. It is seen at its worst in Gloucester Road on every weekday, in Carlisle Road at weekends, in Wensleydale Gardens and Wensleydale Road on every weekday and in Scotts Drive at weekends.

3. *At which times of day does the problem occur? (hourly period beginning... please only consider roads where you have seen this yourself). Please tick as many as applicable:*

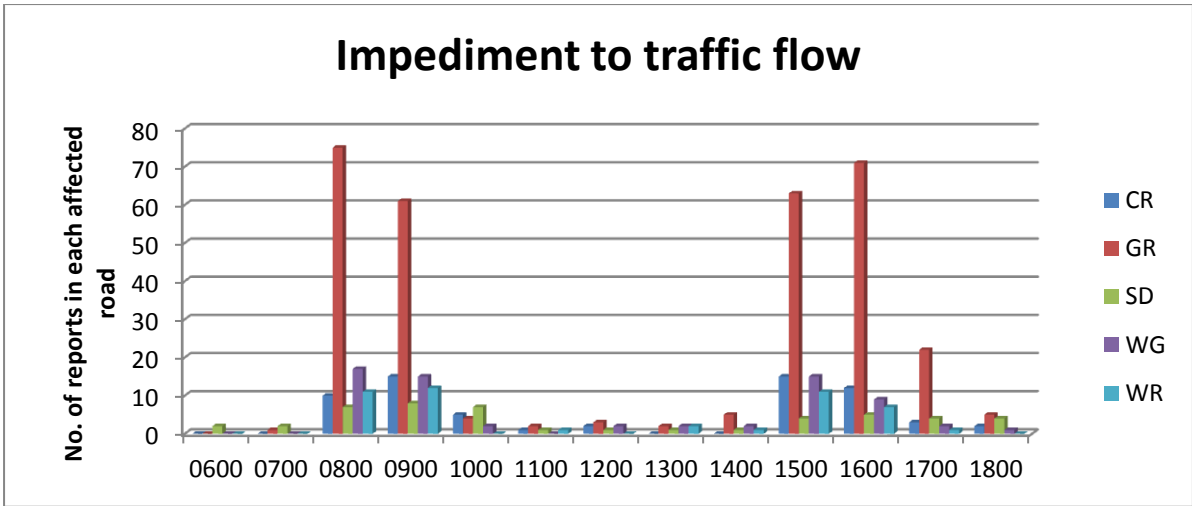


FIGURE 1

The following table shows the intensity (numbers of reports) per respondent (ticks) in each hourly period, in each of the four roads.

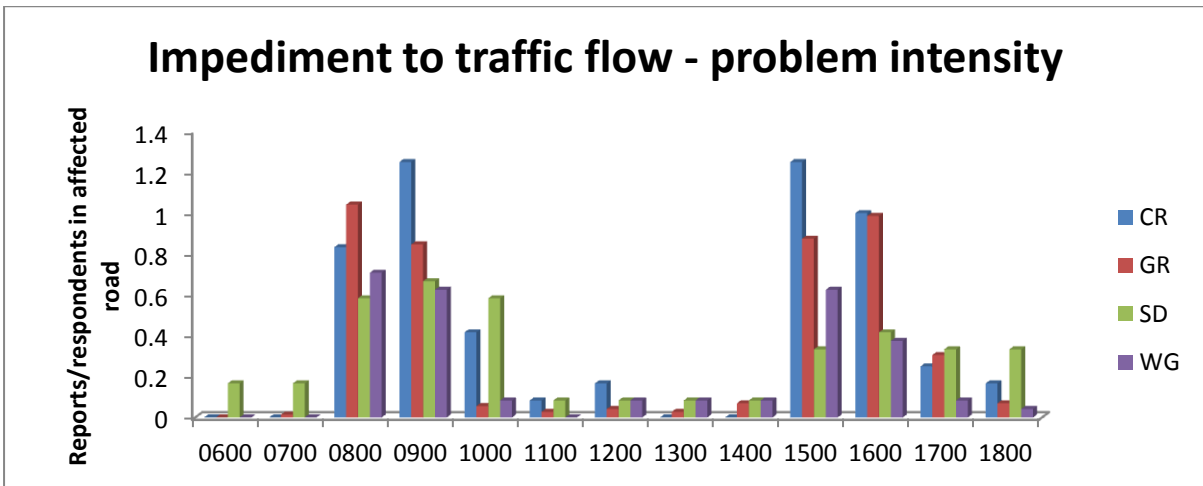


Figure 2

It is clear that the problem is at its worst across all roads during the Denmead School drop off and pickup times. Comments in response to later questions confirm that though there are overall traffic issues in Gloucester Road, the problem is greatly exacerbated by School-related traffic. Other significant specific causes are:

- congestion in Wensleydale Road/Gardens from drop-off and pickup for Denmead Infants School in Wensleydale Road;
- congestion in Carlisle Road and Gloucester Road, from drop-off and pickup for Carlisle School;

There is also a more spread-out congestion problem in Carlisle Road & Scotts Drive

Conclusion: Congestion problems coincide with School pickup & drop-off times

Blockage of Roads

4. *Have you seen occasions when **a road** was blocked and traffic was unable to move in either direction due to lack of space for cars to let each other pass?*

Table 5

Residence	Yes	No	Tot	%agreement
CR	9	3	12	73%
GR	68	4	72	92%
SD	12	0	12	100%
WG	13	11	24	58%

5. *If so, how often does this occur? ... please only include roads where you have seen this yourself:*

TABLE 6

Road affected	Frequency of blockage – total reports			
	Less than once a week	1-2 days/week	3-5 days/week	at weekends
CR	2	2	17	10
GR	16	5	90	15
SD	1	4	4	5
WG	6	5	16	3
WR	1	5	11	0

6. *... and please say when this happens – please only include roads where you have seen the problem yourself. Please tick as many as applicable:*

The following chart shows the numbers of responses (ticks) in each hourly period, in each road.

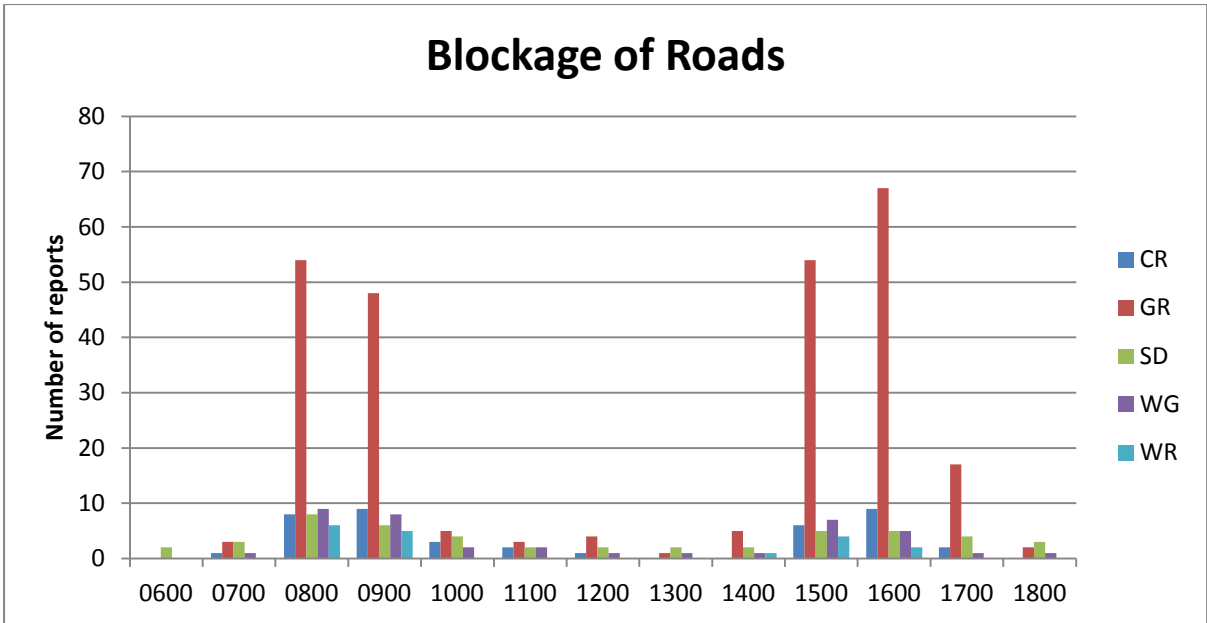


FIGURE 3

Once again, a more useful picture may be given if we divide the number of reports by the number of respondents in the road:

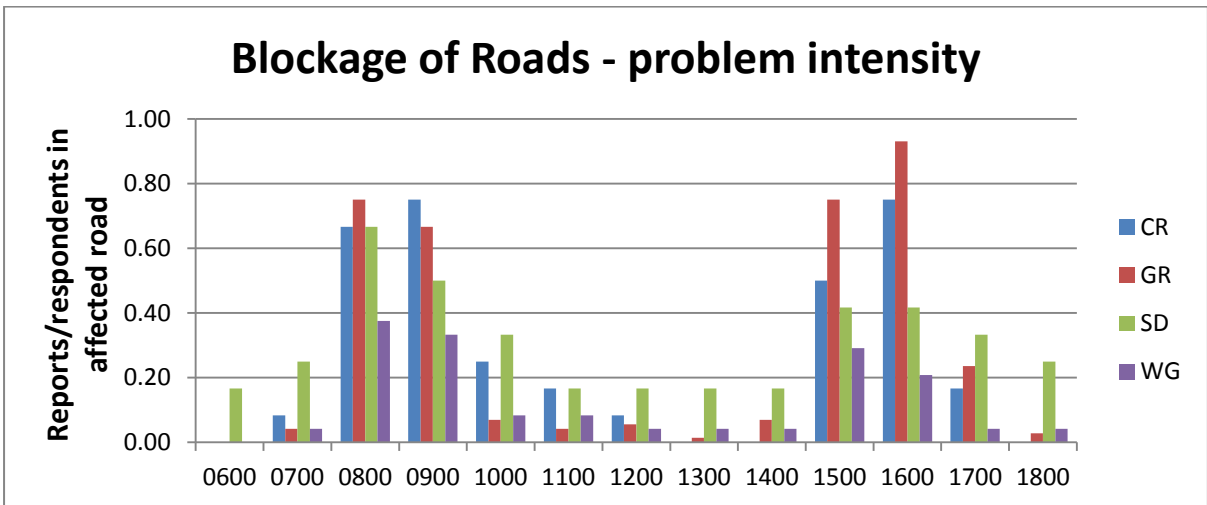


FIGURE 4

1. *What length of delay does this typically create?*

There were 70 reports of delay. This chart shows the percentage of respondents reporting each length of delay, analysed by their street of residence (the question did not ask respondents to identify the affected street). More than half of these respondents report delays of over 5 minutes. All roads report significant delay, especially Carlisle Road.

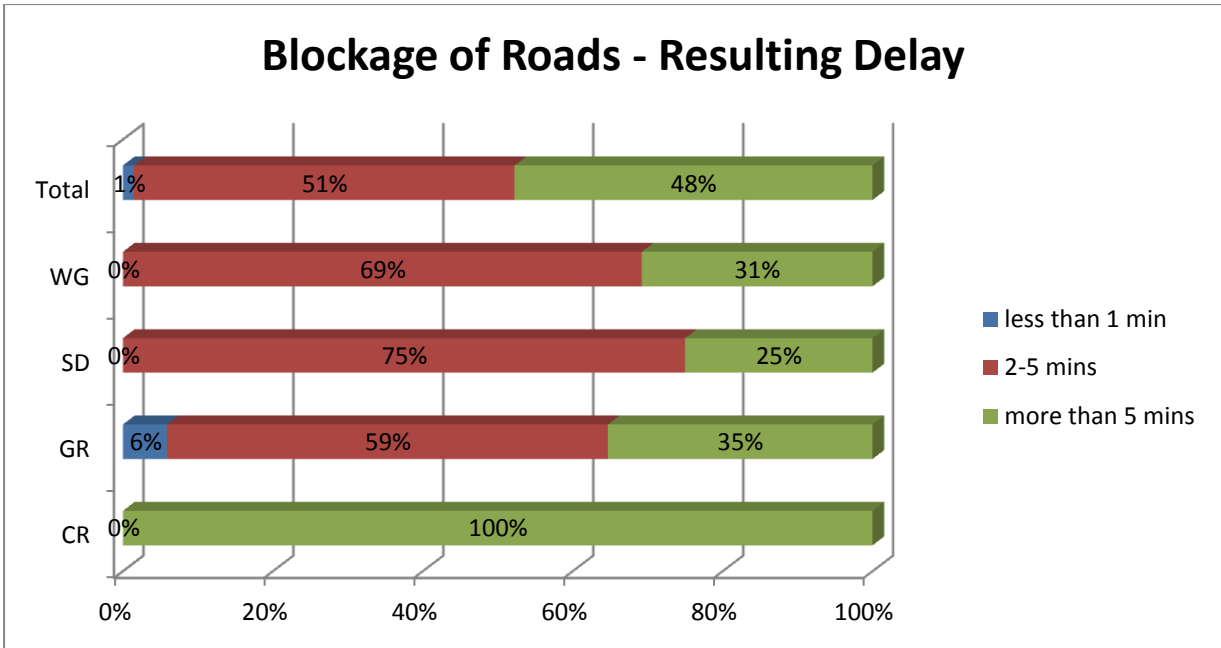


FIGURE 5

Sometimes this leads to angry confrontations. How often have you seen this?

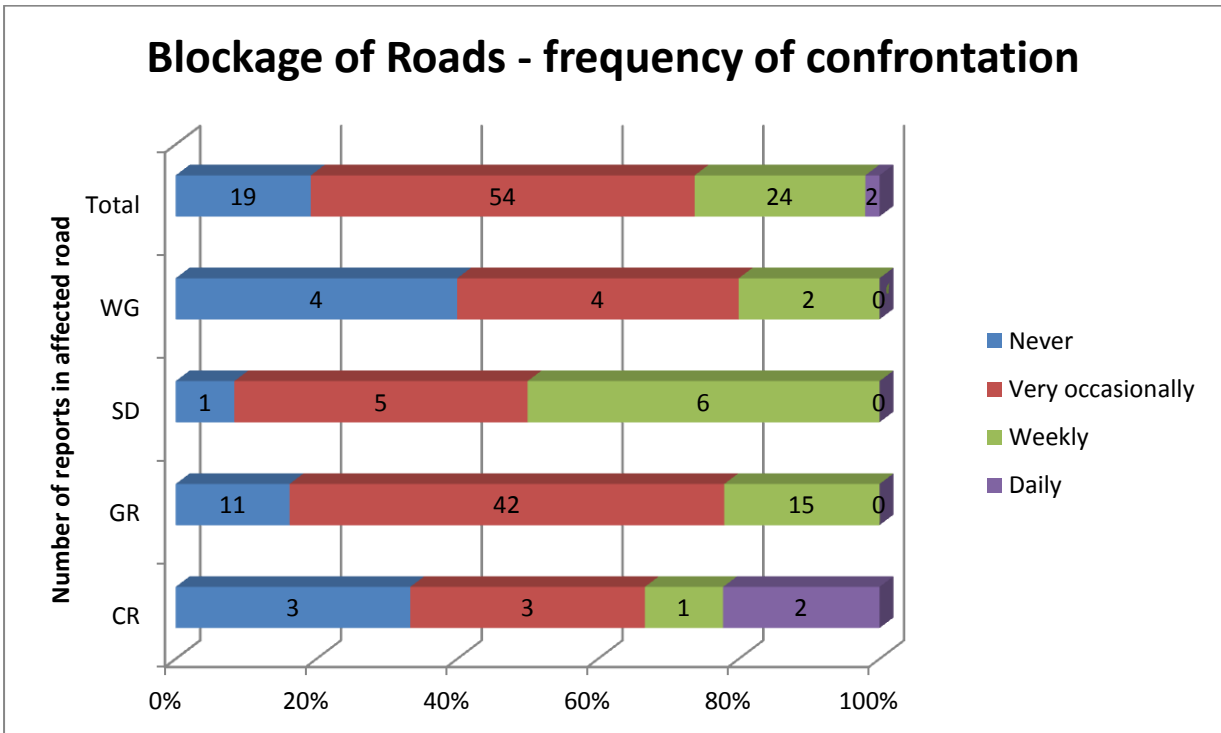


FIGURE 6

ILLEGAL AND PROBLEM PARKING

7. *Have you seen illegal or problem parking (e.g. parking on hatched school 'keep clear' markings, or parking across driveways?)*

TABLE 7

Location of Household	Yes	No	Tot	%agreement
CR	6	6	12	50%
GR	54	18	72	75%
SD	12	0	12	100%
WG	18	6	24	75%
Total	90	30	120	

8. *If so, how often, and when – please cover your road and any others where you have seen the problem.*

TABLE 8

Road Affected	Frequency of problem parking – No. of reports			
	Less than once a week	1-2 days/week	3-5 days/week	at weekends
CR	2	5	3	5
GL	18	21	32	4
SD	3	1	2	5
WG	4	7	8	1
WR	3	3	4	0

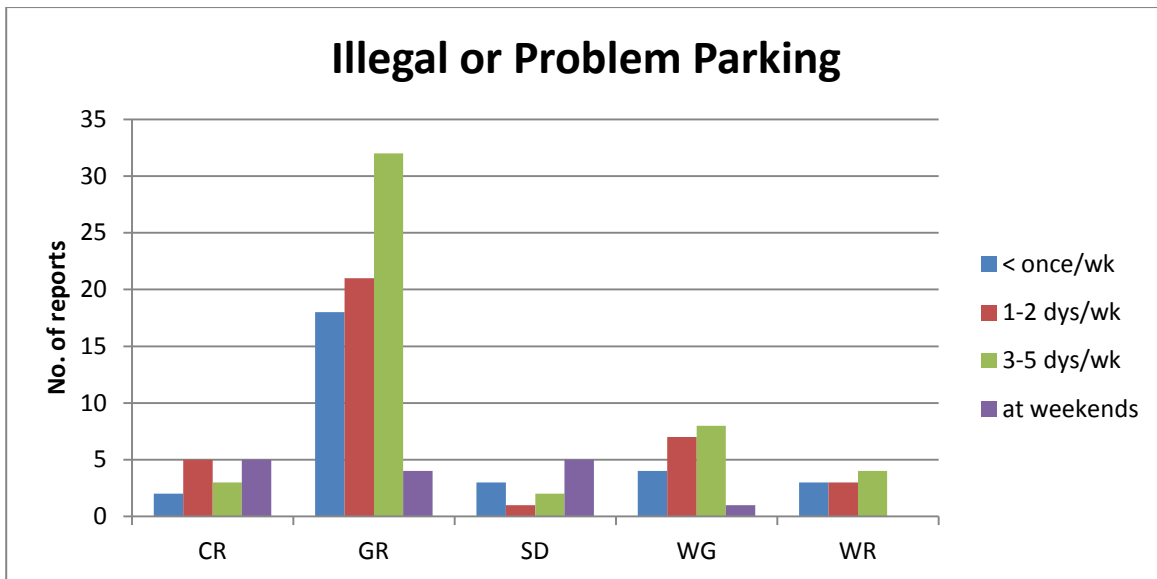


FIGURE 7

Once again, we can adjust the numbers to reflect the number of respondents in each road...

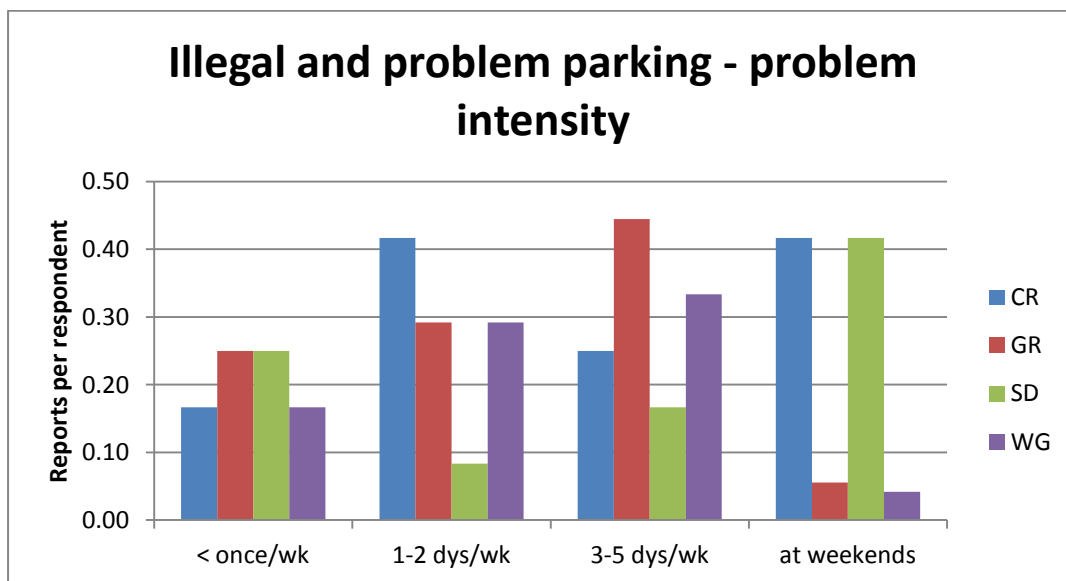


Figure 8

At which times have you seen the problem? Please tick as many as applicable:

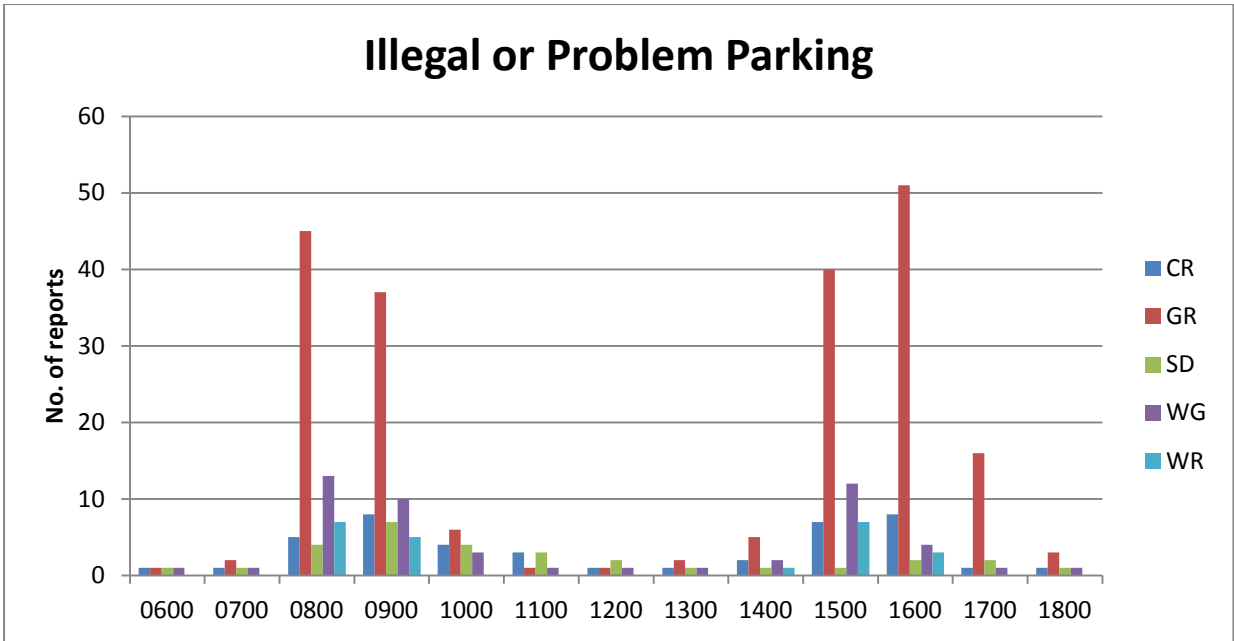


FIGURE 9

Adjusted for number of respondents per road

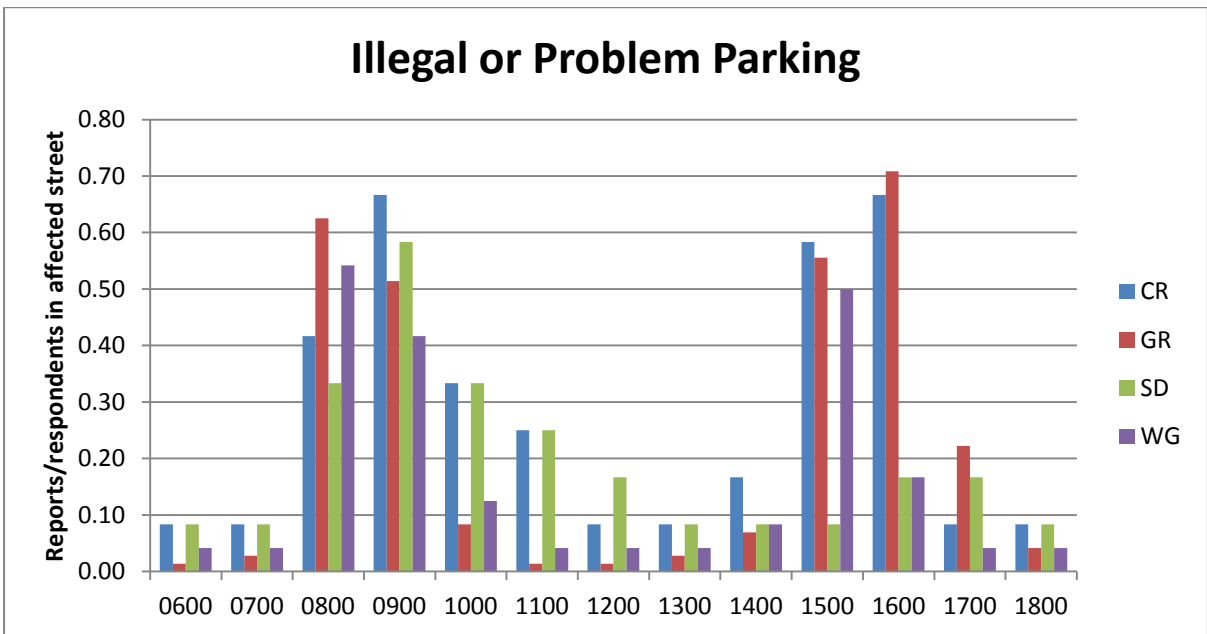


FIGURE 10

9. *Are you ever unable to get out of your driveway because of parents parking to drop off/pick up their children from school?*

TABLE 9

Location of Household	Yes	No	Tot	%agreement
CR	3	9	12	25%
GR	47	25	72	65%
SD	1	11	12	8%
WG	3	21	24	13%
Total	54	66	120	

If so, how often and when?

TABLE 10

Road	Frequency of driveway blockage – No. of reports			
	Less than once a week	1-2 days/week	3-5 days/week	at weekends
CR	2	1	0	0
GR	28	17	3	0
SD	0	0	1	1
WG	2	1	0	0

10. And when? Please tick as many as applicable:

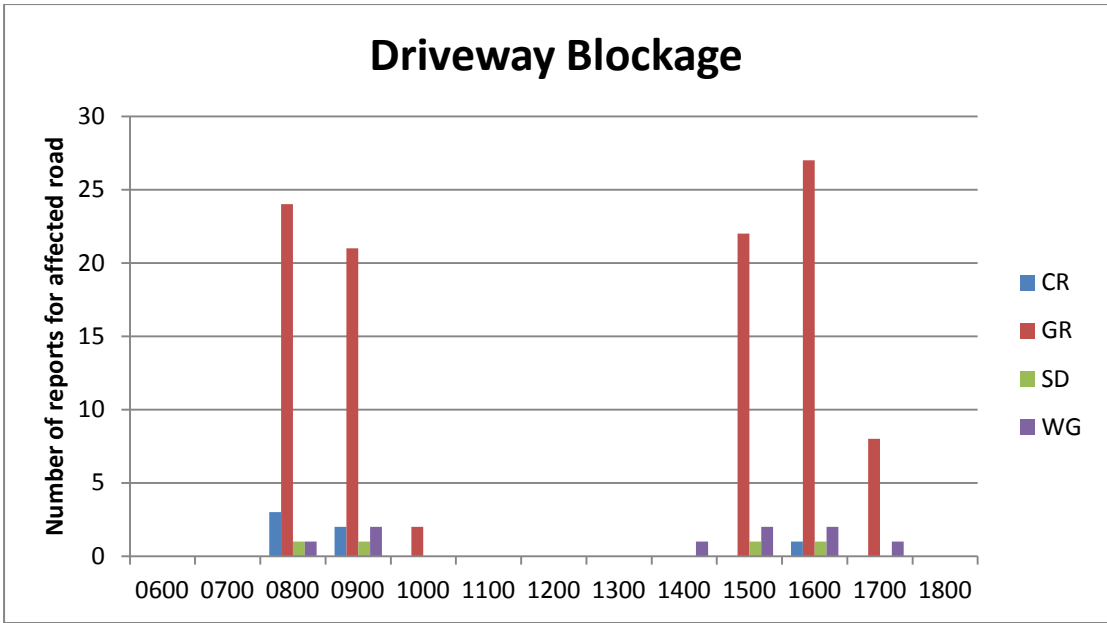


FIGURE 11

The times of blockages to driveways are highly correlated to drop-off and collection times.

Significantly worse for Gloucester Road residents than the other roads. Though Carlisle Road also affected by Carlisle School, and Wensleydale Gardens by Denmead's pre-prep.

11. Have traffic problems ever hindered the access of emergency vehicles to your road?

Yes No

TABLE 11

Location of Household	Yes	No	Tot	%agreement
CR	1	11	12	8%
GR	6	66	72	8%
SD	9	3	12	75%
WG	1	22	23	4%
Total	17	102	119	

12. *Other comments on traffic flow and Parking (e.g. correlation with school dropping off times, differences in and out of term, etc etc)?*

This table summarises the main issues mentioned, and the number of comments mentioning each issue

TABLE 12

Issue	Number of Comments
Traffic flow problems correlated with School activities	41
Problems connected with School Events (sports days, fireworks...)	30
Parking problems correlated with School activities	24
Problems associated with Carlisle Road Infants School	9
Inconsiderate behaviour by parents	6
Problems associated with waste collection	4
Problems caused by parking for Carlisle Pk	4
Term-time noise	2
Emergency vehicle access	2
All-day traffic	2
Teacher parking	2
Grand Total	126

Comments clearly indicated that traffic and parking issues associated with dropping off and collection of pupils were of greatest concern overall (65 mentions) followed by problems caused by specific School ‘Events’. These comments reinforce the answers to numerical questions about the timing of problems. Comments about parking for Carlisle Park came from Wensleydale Gardens and Scotts Drive. The issues with two or less mentions came from Gloucester Road residents only, probably because more people responded from this road.

Sample comment: “Traffic flow and parking problems happen at school pick up time and evening when school has after hours activities/social evenings. Road clear in out of term time”.

NOISE AND DISTURBANCE

13. Do you have any problems with noise and disturbance from school activities on the site?
 Yes No

This chart analyses responses according to whether respondents are adjacent to the site or not.

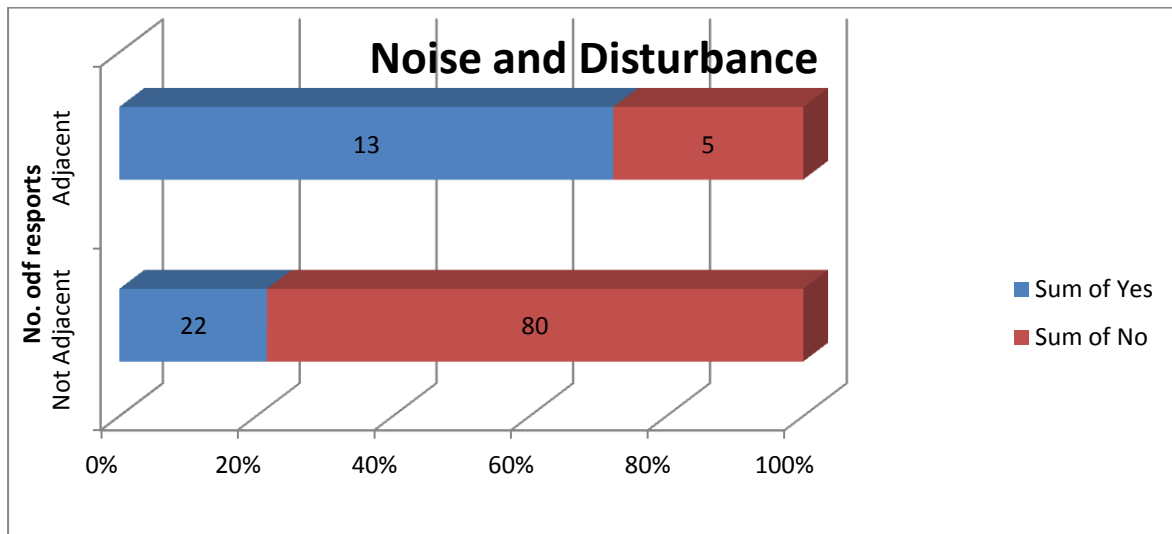


FIGURE 12

14. If so, what is the nature of the problem(s)?

This table summarises the main issues mentioned, and the number of comments mentioning each issue:

TABLE 13

Issue	Comments
Noise & disturbance arising from weekend & evening activities	11
Noise from sports activities	7
Shouting by Children & parents at events & loud music	7
Shouting by Children & parents at drop-off times	1
Noise from School Coaches being left running	1
Damage to residents' vehicles by School parents	1

Sample Comment: "Sports days, school fair, fireworks, the operatic society, all intrude and are a nuisance. The normal school day noise is not a problem".

15. How often do they occur?

Here we have analysed the number of reports both by respondent's location, and whether they are adjacent to the site, or not.

TABLE 14

Road residence	of	Adjacent to site	Frequency of noise and disturbance			
			Less than once a week	1-2 days/week	3-5 days/week	at weekends
CR		No	1	0	1	2
GR		Yes	1	0	1	2
		No	6	3	0	0
SD		Yes	2	2	0	0
		No	3	1	0	0
WG		Yes	2	0	2	2
		No	3	0	3	0

16. And when? Please tick as many as are applicable:

TABLE 15

0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
0	0	4	7	7	9	12	14	14	17	16	10	6

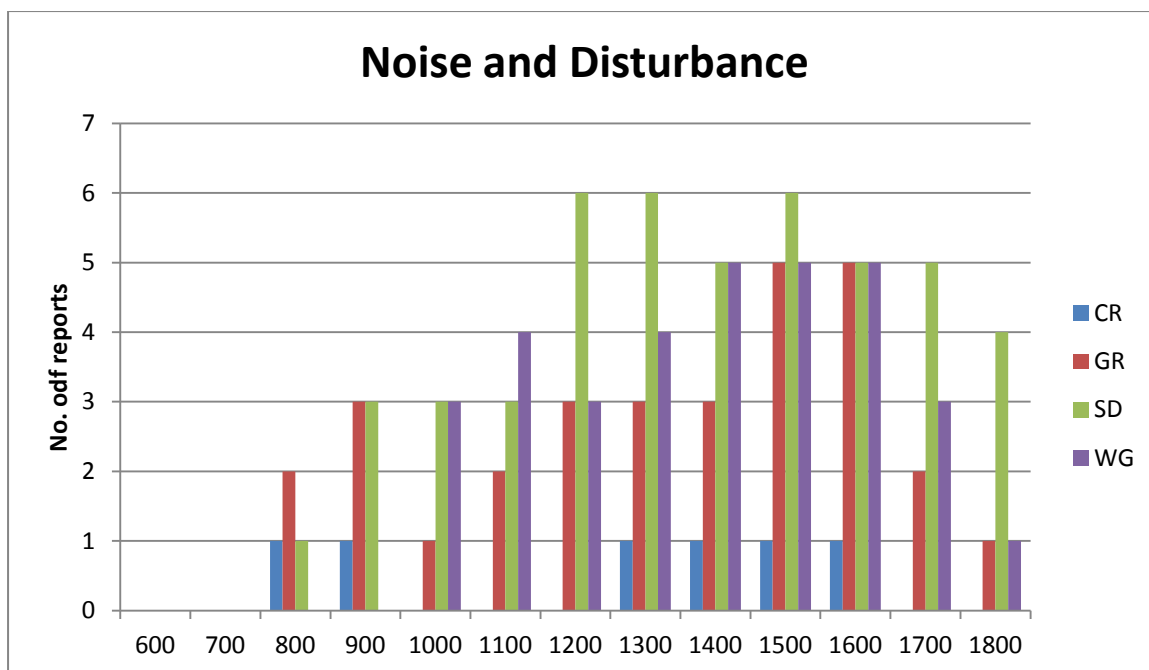


FIGURE 13

17. What is the relationship between occurrence of these problems and the timing of school activities? Do they occur:

18. In term-time, during the School day? Yes No

TABLE 16

Location of Household	Yes	No	Tot	%agreement
CR	2	0	2	100%
GR	9	4	13	69%
SD	3	4	7	43%
WG	7	2	9	78%
Total	21	10	31	

So-called 'Out of hours' operation, i.e.:

19. In term-time, outside the School day or in the evening? Yes No

20. Out of term, any time on a weekday? Yes No

21. At weekends, in or out of term? Yes No

This table shows the number of reports of noise and nuisance, analysed by whether respondents are adjacent to the School site or not.

TABLE 17

Location	In Term-time	Outside School day or in evening	Out of term on weekday	Out of term at weekend
Not Adjacent	17	14	6	12
Adjacent	11	8	2	9
Grand Total	28	22	8	21

Same data analysed by respondent's location

TABLE 18

Location	In Term-time	Outside School day or in evening	Out of term on weekday	Out of term at weekend
CR	2	1	1	1
GR	13	10	4	8
SD	4	3	1	4
WG	9	8	2	8
Grand Total	28	22	8	21

22. Please describe any particular problems from out of hours operation

This question yielded 17 comments, which have not been tabulated since they raised issues covered in responses to other questions.

Impact on Carlisle Park users

23. Do you think that expansion would adversely affect Carlisle Park users? Yes No

TABLE 19

Location of Household	Yes	No	Tot	%agreement
CR	7	5	12	58%
GR	32	40	72	44%
SD	8	4	12	67%
WG	22	2	24	92%
Total	69	51	120	

24. If so, why? (e.g. more use as playing field, more traffic to school..)

This table summarises the main issues mentioned, and the number of comments mentioning each issue:

TABLE 20

Issue	Number of comments
Traffic flow correlated with School activities	25
Over-use by school	25
Parking for Carlisle Park	8
Loss of character/amenity	6
Grand Total	64

The following comment from a Wensleydale Gardens resident describes the issues and the logic behind them: “The available grassed area within the school grounds will be reduced by the proposed expansion in the footprint of school buildings. This is likely to increase reliance on Carlisle Park for school recreation and sports activities, thus reducing its availability to residents and other users. It is also apparent that the school is already taking credit for Carlisle Park in order to meet minimum site size, as defined in school guidelines. This reliance on Carlisle Park will increase should the number of pupils at Denmead school expand further. There is likely to be other associated impacts from the expansion in pupil numbers; increased traffic in and around the streets leading to Carlisle Park. There will also be increased noise levels affecting users of the Park”.

Future consequences of increase in pupil numbers

25. The questions to date have covered the current situation. To conclude this section please could you now describe what you think the effect of various increases in pupil numbers would be, should the school succeed in achieving them. Please rate the future impact as follow:

- 1: No additional impact
- 2: Additional Impact resulting in some adverse effect on you
- 3: Additional impact resulting in very significant adverse effect on you
- 4: Additional impact resulting in an intolerable situation (e.g. thinking about having to move)

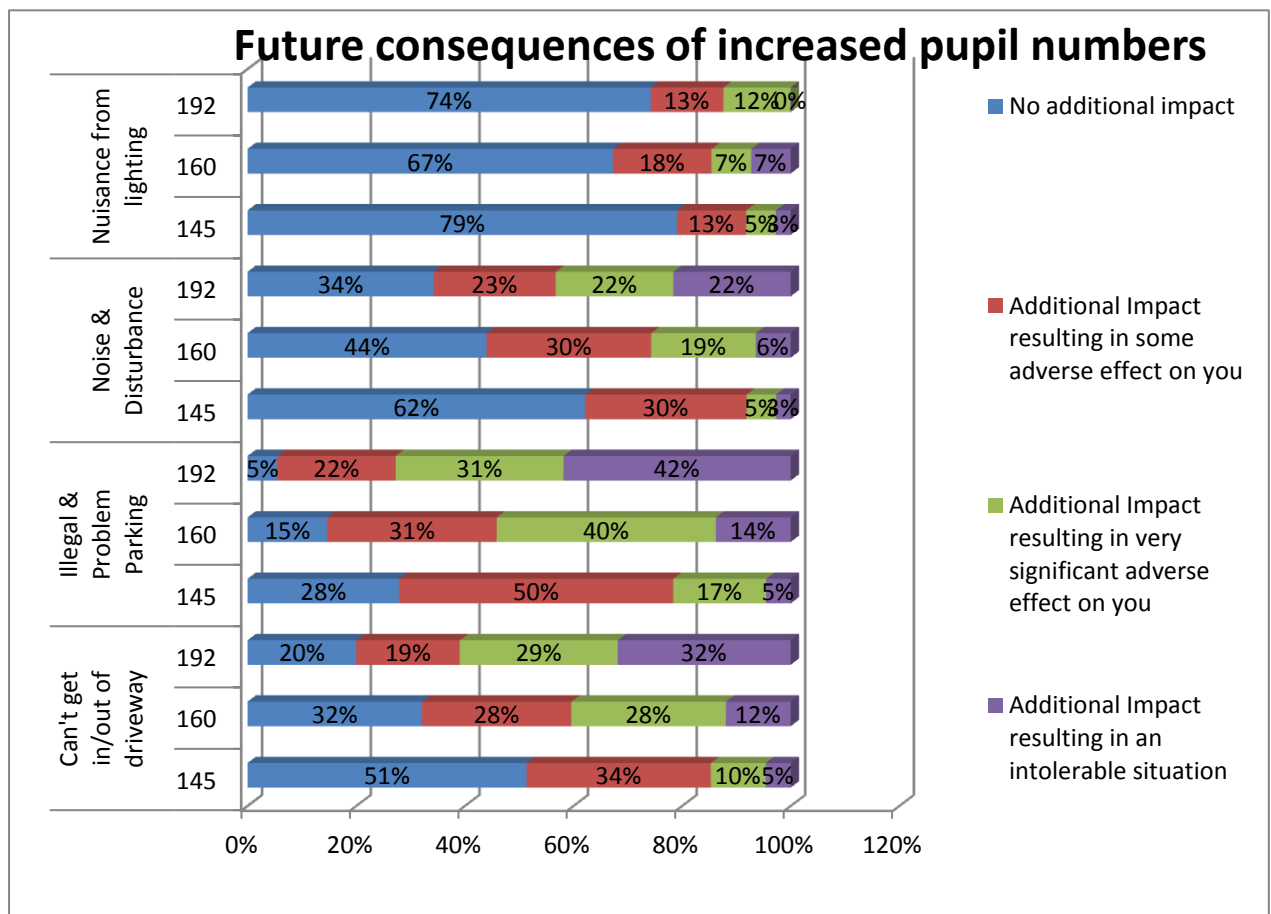


FIGURE 14

PERMANENT IMPACT OF CHANGES TO BUILDING SIZE, LOCATION AND ACCESS ROUTES

Most of the following questions have in effect been answered through petitions, public meetings and correspondence. However given that we may be forced through the planning process to weigh up alternatives, it will help our case to collect some information on relative impacts. Many of these will depend on specific location.

Building expansion in general

26. *If the School proposed to refurbish its current buildings on the current footprint and building size, with no increase in pupil numbers and no change to access routes, would you agree?*

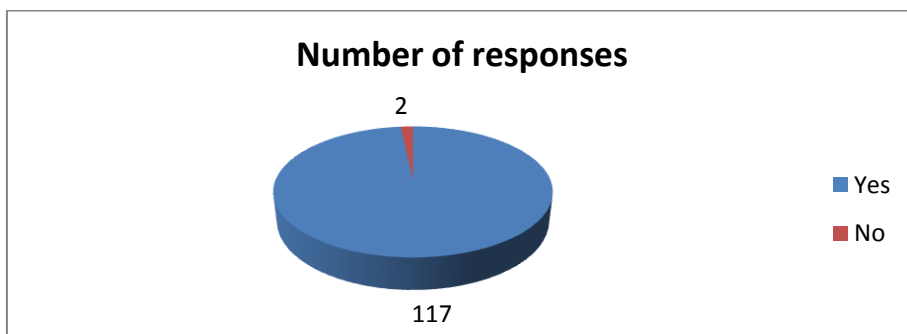


FIGURE 15

27. *Are you in favour of the School's proposals to roughly double floor space?*

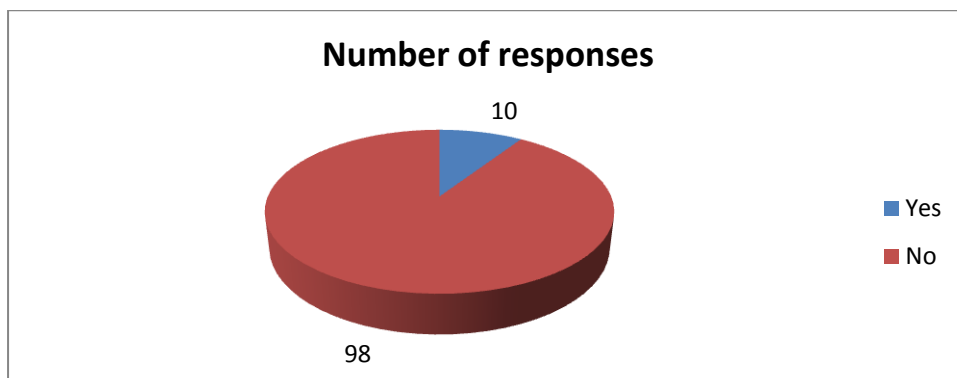


FIGURE 16

28. *Are you in favour of the School's preference for two storey as opposed to single storey buildings?*

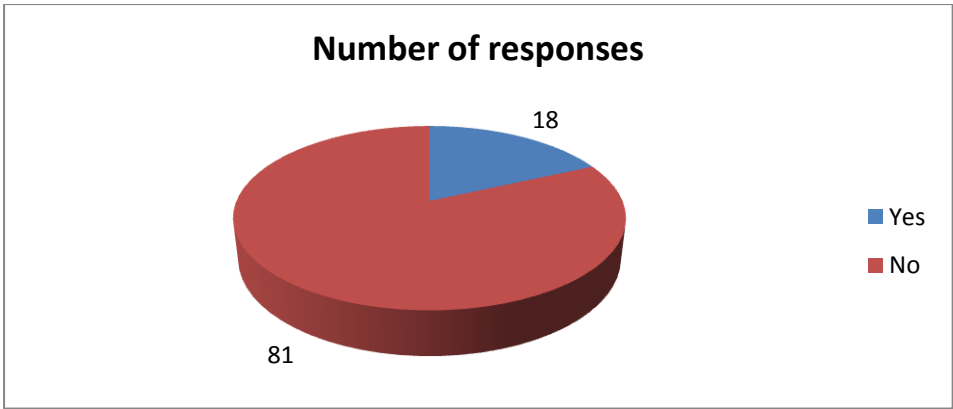


FIGURE 17

BUILDING LOCATION

29. Are you in favour of any rebuilding being confined to the existing footprint (i.e. the land the existing buildings occupy)?

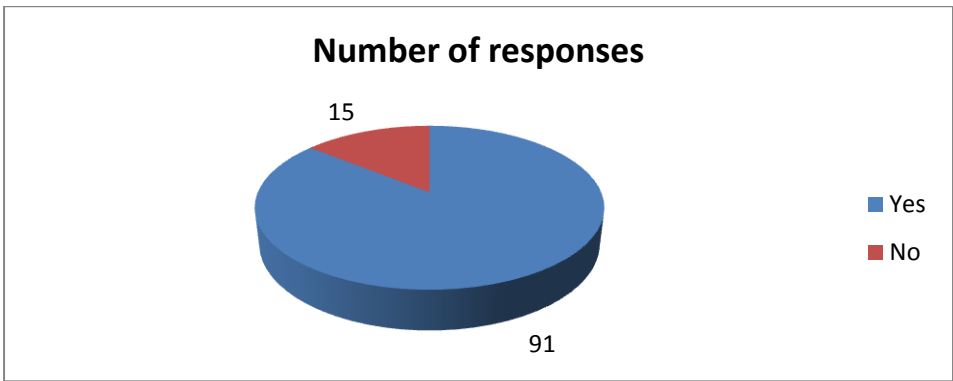


FIGURE 18

30. The school propose moving from the existing footprint. If the buildings were to be moved, what would be the least bad situation?

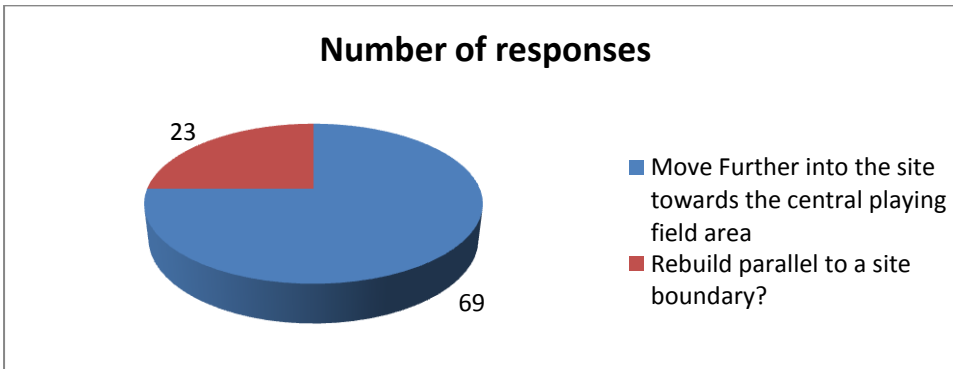


FIGURE 19

PERMANENT ACCESS ROUTES

The School is currently proposing pedestrian and service/staff access via Gloucester Road and expansion of existing controlled pupil access via Carlisle Park car park, and emergency access via Wensleydale Gardens. Scotts Drive has been ruled out, but all of these options could change in the future.

31. Do you agree with use of **your road** for permanent access for each type of traffic. Note: All types of traffic currently go via Gloucester Road so if you live there please consider whether you agree with having **additional** traffic of each type?(Place Y or N in table).

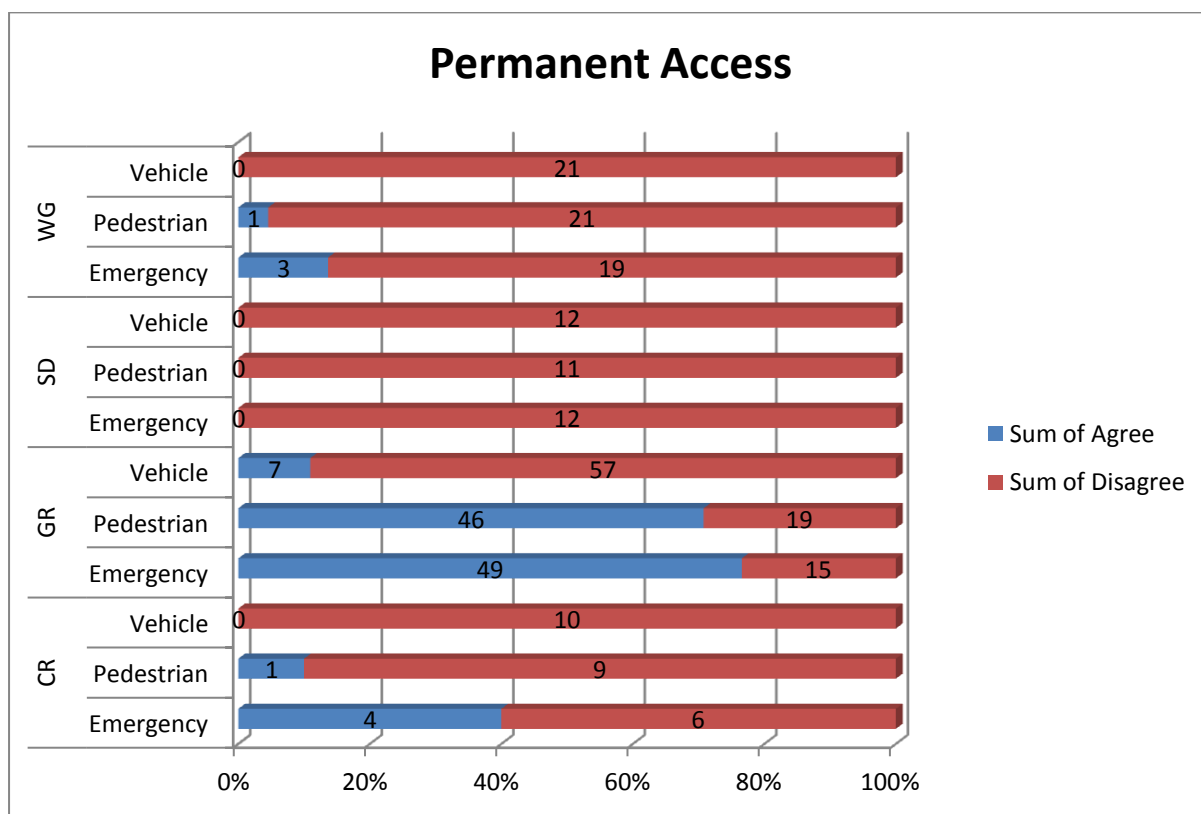


FIGURE 20

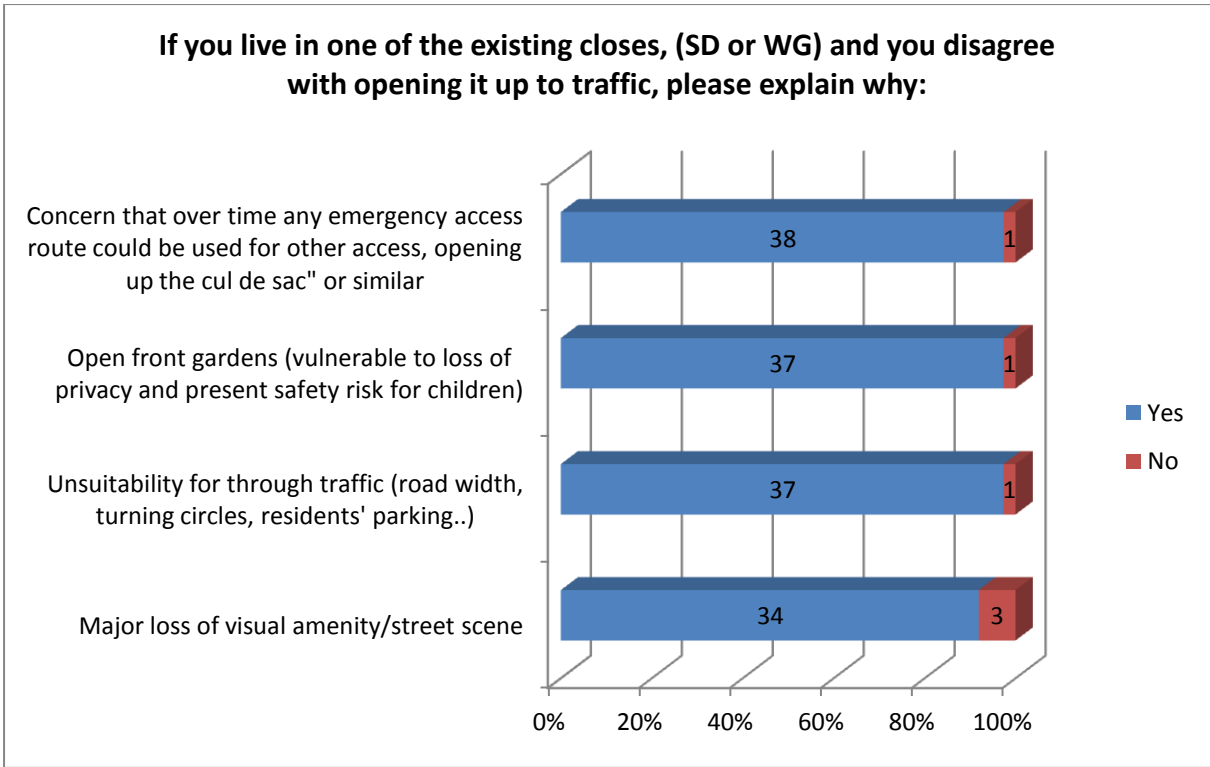


FIGURE 21

ISSUES OF PARTICULAR IMPORTANCE TO RESIDENTS CLOSE TO THE SITE BOUNDARIES (I.E. WHOSE PROPERTIES SHARE A BOUNDARY WITH THE SCHOOL SITE)

32. Please score the following concerns in terms of importance to you as an individual householder. Please tick one column per concern. You may add new concerns if you wish.

The following table shows the response to this question in terms of numbers choosing each option, in percentage and absolute terms:

TABLE 21

	Not important		Quite important		Very important		Extremely important		Total	
	%	#	%	#	%	#	%	#	%	#
Loss of privacy	2.8	1	5.6	2	8.3	3	83.3	30	100.0	36
Noise & disturbance from adjacent equipment e.g. heating/ventilation/oillets	5.6	2	11.1	4	16.7	6	66.7	24	100.0	36
Damage to trees on the boundary	8.8	3	14.7	5	23.5	8	52.9	18	100.0	34

LIGHT POLLUTION

33. Does stray light from lighting systems on the school site cause you a problem?

This table analyses responses according to whether the respondent is adjacent to the site or not.

TABLE 22

	Yes	No	Tot	%agree
Adjacent	8	10	18	44%
Not adjacent	2	100	102	2%
Total	10	110	120	8%

34. If so, please describe the problem and say when it occurs.

Eight residents commented on the problems caused by security lights, with the Jubilee Sports Hall being mentioned in particular.

SampleComment: “High intensity security lights are positioned all around the buildings. These shine all night every night: whether in term time or not (they are not linked to motion sensors). Standard curtains/blinds are unable to shield all the light and annoying light shines into bedrooms”.

Access for construction traffic

The school currently proposes that construction traffic go through Wensleydale Gardens. Other conceivable options are through Gloucester Road or Carlisle Road/Scotts Drive though the School have ruled out the latter. Presumably no resident would actively welcome construction traffic in their area, but the fact is that residents’ demanded ‘no increase, same footprint’ outcome will result in some construction traffic in connection with refurbishment. We are asking these questions because our traffic consultant feels it would be valuable to quantify the degree of opposition to such traffic.

35. Do you object to construction traffic through **your road**? Yes No

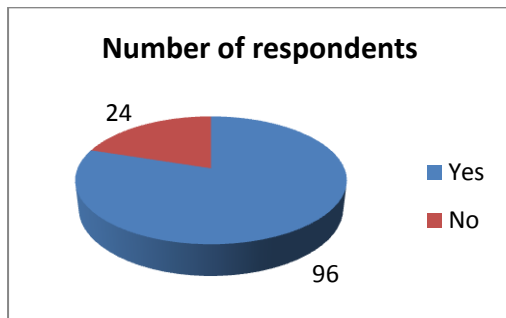


FIGURE 22

36. Please state your degree of agreement with the following possible reasons for objecting to construction traffic in your road. Please tick N/A for reasons not applicable to your street

TABLE 23

Concern	Do not agree	Disagree slightly	Agree slightly	Agree completely	Not Applicable to	Total
The width of the road, given the amount of parking	0.0% 0	0.0% 0	1.1% 1	97.8% 88	1.1% 1	100% 90
Traffic problems in Gloucester Road	0.0% 0	0.0% 0	2.2% 2	70.0% 63	27.8% 25	100% 90
The traffic problems at the mouth of Wensleydale Gardens that already exist at some times of day	0.0% 0	1.1% 1	1.1% 1	36.0% 32	61.8% 55	100% 89
Safety issues in Gloucester Road	0.0% 0	0.0% 0	4.4% 4	62.6% 57	33.0% 30	100% 91
Traffic problems in Carlisle Road/Scotts Drive	0.0% 0	0.0% 0	1.1% 1	23.3% 21	75.6% 68	100% 90
Safety issues in Carlisle Road/Scotts Drive	0.0% 0	0.0% 0	1.1% 1	25.0% 22	73.9% 65	100% 88
The safety issues related to the Carlisle Park entrance to Wensleydale Gardens	0.0% 0	0.0% 0	4.5% 4	36.0% 32	59.6% 53	100% 89
The safety issues arising from the amount of pedestrian use of the Wensleydale Gardens, especially by children/families, many of whom use the road not the pavement	0.0% 0	0.0% 0	4.7% 4	38.4% 33	57.0% 49	100% 86

CONCLUSION

37. What is your single biggest concern about the School's plans?

The following table summarises the main 'themes' emerging from the numerous responses to this question, analysed by respondent's location.

TABLE 24

Theme	Number of comments				
	C R	G R	S D	W G	Grand Total
Increased traffic congestion & parking problems	10	53	5	3	71
Concern that cul-de-sac might be opened for access			4	17	21
Spoil the quiet nature of cul de sac			1	13	14
Increased noise & pollution		4	4	4	12
Scale of growth too much to bear	1	7	2	2	12
Issues particularly important to adjacent neighbours		2	8		10
Safety issues		4	1	3	8
Noise and disturbance from construction traffic				6	6
Grand Total	11	70	25	48	154

38. Are there any other issues not covered in this survey that you wish to highlight?

Text Comments are categorised and shown below.

TEXT COMMENTS FROM DENMEAD NEIGHBOURS' SURVEY

SUMMARY OF ISSUES

Q14 OTHER COMMENTS ON TRAFFIC FLOW AND PARKING (E.G. CORRELATION WITH SCHOOL DROPPING OFF TIMES, DIFFERENCES IN AND OUT OF TERM, ETC ETC)?

This table summarises the main issues mentioned, and the number of comments mentioning each issue:

TABLE 25

Issue	Number of Comments
Traffic flow problems correlated with School activities	41
Problems connected with School Events (sports days, fireworks...)	30
Parking problems correlated with School activities	24
Problems associated with Carlisle Road Infants School	9
Inconsiderate behaviour by parents	6
Problems associated with waste collection	4
Problems caused by parking for Carlisle Pk	4
Term-time noise	2
Emergency vehicle access	2
All-day traffic	2
Teacher parking	2
Grand Total	126

Comments clearly indicated that traffic and parking issues associated with dropping off and collection of pupils were of greatest concern overall (65 mentions) followed by problems caused by specific School 'Events'. These comments reinforce the answers to numerical questions about the timing of problems. Comments about parking for Carlisle Park came from Wensleydale Gardens and Scotts Drive. The issues with two or less mentions came from Gloucester Road residents only, probably because more people responded from this road.

Sample comment: “Traffic flow and parking problems happen at school pick up time and evening when school has after hours activities/social evenings. Road clear in out of term time”.

Q16 NOISE & DISTURBANCE – WHAT IS THE NATURE OF THE PROBLEM(S)?

THIS TABLE SUMMARISES THE MAIN ISSUES MENTIONED, AND THE NUMBER OF COMMENTS

mentioning each issue:

Table 26

Issue	Comments
Noise & disturbance arising from weekend & evening activities	11
Noise from sports activities	7
Shouting by Children & parents at events & loud music	7
Shouting by Children & parents at drop-off times	1
Noise from School Coaches being left running	1
Damage to residents’ vehicles by School parents	1

Sample Comment: “Sports days, school fair, fireworks, the operatic society, all intrude and are a nuisance. The normal school day noise is not a problem”.

Q22 PLEASE DESCRIBE ANY PARTICULAR PROBLEMS FROM OUT OF HOURS OPERATION

This question yielded 17 comments, which have not been tabulated since they raised issues covered in responses to other questions.

Q24 WHY WOULD EXPANSION ADVERSELY AFFECT CARLISLE PARK USERS?

This table summarises the main issues mentioned, and the number of comments mentioning each issue:

Table 27

Issue	Number of comments
Traffic flow correlated with School activities	25
Over-use by school	25
Parking for Carlisle Park	8
Loss of character/amenity	6
Grand Total	64

The following comment from a Wensleydale Gardens resident describes the issues and the logic behind them: *“The available grassed area within the school grounds will be reduced by the proposed expansion in the footprint of school buildings. This is likely to increase reliance on Carlisle Park for school recreation and sports activities, thus reducing its availability to residents and other users. It is also apparent that the school is already taking credit for Carlisle Park in order to meet minimum site size, as defined in school guidelines. This reliance on Carlisle Park will increase should the number of pupils at Denmead school expand further. There is likely to be other associated impacts from the expansion in pupil numbers; increased traffic in and around the streets leading to Carlisle Park. There will also be increased noise levels affecting users of the Park”.*

Q38 LIGHT POLLUTION - PLEASE DESCRIBE THE PROBLEM AND WHEN IT OCCURS

Eight residents commented on the problems caused by security lights, with the Jubilee Sports Hall being mentioned in particular.

SampleComment: *“High intensity security lights are positioned all around the buildings. These shine all night every night: whether in term time or not (they are not linked to motion sensors). Standard curtains/blinds are unable to shield all the light and annoying light shines into bedrooms”.*

LIST OF COMMENTS SPLIT BY RESPONDENT'S LOCATION

Q14 OTHER COMMENTS ON TRAFFIC FLOW AND PARKING (E.G. CORRELATION WITH SCHOOL DROPPING OFF TIMES, DIFFERENCES IN AND OUT OF TERM, ETC ETC)?

CARLISLE ROAD

Daily problem with traffic flow + parking during school term, not just start and end of school day, also school parents evening, concert, football meetings, clubs, summer fete, fireworks evening road blocked. Too narrow for so much traffic.

Re: Q2 Thoughtless Parking when they have an event involving parents. Inconvenience navigating Gloucester Road at going-in and coming out times during term

Re: Q3 Weekend Park Traffic, Carlisle & Denmead Schools Parking. As I don't live in Gl Road, try to remember not to use at School drop-off and pick-up times. Must be ghastly for residents

Occasional problems on Gloucester Road

Busy at school drop off & pick up & Saturday mornings

The problems in Gloucester Road are noticeable at school times - also at the Broad Lane end

Traffic flow is impeded during key drop off/pick up times. No such issue (or very limited) out of school term time

Re Q11: Unable to get out of driveway because of parents collecting/dropping off for Carlisle Park

re: Q2 During the school term, morning and afternoon, regularly on Gloucester Road and Carlisle Road

GLOUCESTER ROAD

Definite correlation of traffic and parking problems with School drop off, pick up, and evening/weekend functions

Re first question: Problem in term-time only - Worst occasions are when the school has 'Special Events' in evenings & weekends - Our visitors/deliveries cannot park near the house in term time because the teachers park their cars all day (and sometimes leave them ... school trips?)

Re Blockage: Weekend problem only when Denmead has a function Re Illegal/problem parking: Problem occurs with parents dropping off or picking up children and when coaches wait for pupils Re: emergency Vehicle access: I don't know but at a guess I would say that large emergency vehicles would have a problem - 10 to 15 times a week. The dropping off/picking up of children from Denmead School causes problems every day - during school holidays the road is empty of parked cars and very quiet.

Re Illegal/problem parking: Only occurs 1700 & 1800 when functions and school are taking place
Re emergency access: 'potentially, the problems must do this!' In term times this road appears to be 'unnaturally' busy for several hours in mornings and afternoons leaving local residents with the opinion that Gloucester Road must be the busiest 'residents rd' in Hampton (totally out of character with what should be the norm)

Traffic is sometimes held up by school coaches. Difficult to enter or exit our drive during school fêtes, parents meetings and other school or private functions

Problems occur in term time, during school day, also in term-time, outside the school day, and at weekends, out of term. Problems associated with School concerts, open days and fêtes always cause problems for us to park

Re Traffic flow: Problem at weekend when school holds functions Constant parking over driveways. Gridlock on a daily basis around 1615-1630. Lack of consideration to the residents of Gloucester Road from many Denmead parents

Living at the Broad Lane end of Gloucester Road we also experience difficulty with cars parking for Carlisle School. The traffic flow is easier out of term time.

My mother unfortunately died five years ago at 8.30 am. The ambulance struggled to park. Re Impediment to through traffic: Problem during school times through Gloucester Rd.

Traffic flow undoubtedly difficult at School drop-off times: Additional difficulties with van/lorry deliveries & construction traffic during weekdays

Re Q2 - Impediment happens all the time - can be any time of day, depending on type of traffic (lorries etc) School traffic is only of short duration. The main problem in this narrow road is the cars and vans parked all day which makes access to our drive difficult

Re Q2, impediment: Twice a day, around the arrival and departure of school pupils from Carlisle Park Infants School in Broad Lane

Re Q2: Gloucester Rd - Pickup/dro-off & when any events held at school. Same for blockage of road and illegal parking. Re driveway blockage - 'when I am in a hurry to get my own children to their primary school'.

There are often similar traffic problems when the school hold evening functions or evening events

Extremely busy in Gloucester Rd from 0830 with Carlisle School - then Denmead School same in the afternoon from 3pm through to 4.30-4.45 pm plus ad-hoc school coaches

Problem diminishes considerably out of term times

Large lorries & coaches frequently use Gloucester Rd. Very noisy - better out of term time.

Large SUVs create traffic jams in Gloucester Road frequently during term time and the drivers have scant regard for local residents

I have only really noticed problems with excess traffic and 'panic parking' during school term times particularly between 1530-1600 hrs

Parents do not seem very considerate as they are rushing to collect their children, they tend not to be great at parking either!

It is obviously better out of school times

It is clear that the traffic problems are only caused by school traffic (of Denmead and Carlisle Infants) as there are no such problems out of term time

re: Q2 In Gloucester Road at school arriving and leaving times, area is sometimes gridlocked with opposing lines/traffic cars parked both sides with no tucking in space left. re: Q14 People use every space to park on both sides so that there's nowhere to tuck in & left opposing flowing traffic snake through

re: Q2 Picking up and dropping off children in Gloucester Road and also Denmead School has events

Occasionally there are traffic problems at weekends when cricket or other functions are on

The school collection time is by far the worst time of day. I have never experienced any other problems when the school is closed for holiday. I have had parents blocking my drive and refusing to move when I needed to enter and leave.

Parking issues when have special events, ie Harvest Festival, evening events. Often park across drives with engine running as state only be a moment.

In school holidays, access fine. No traffic problems at all. Whole school events bring the road to a standstill.

Problems are in term time at beginning and end of school day, or sports days or school events, plus occasional problems of vans parked.

When children at school very hard to park. Much easier when on holiday.

Of course there are more cars during school drop-off and pick-up but, as with all roads in the borough, traffic flow is usually impeded by cars parking on both sides of the road all day long.

Problems occur at drop-off and pick up during term time - every time - and whenever there are special school activity days.

The problems happen most school days and more so during school activity functions

Traffic flow and parking problems happen at school pick up time and evening when school has after hours activities/social evenings. Road clear in out of term time.

Worse when dustbin men come on Thursdays, and also when there is building work in Gloucester Road or Wensleydale Road.

Traffic blockages at 7 am usually created by waste collection teams since they seem to try to block the road on purpose, even when there is space to park against the kerb. And when I have problems getting out of my driveway, I believe these are usually parents of Carlisle School children.

Better out of term. Having Carlisle School exacerbates problems at Broad Lane end of road. Acute parking problems for extra curricular activities (sports days/fetes etc).

The problems caused by congestion are not just related to Denmead School but are also caused by parents parking illegally in Broad Land and Gloucester Road whilst dropping children off and collecting them to and from Carlisle Infants.

As school times produce more traffic these are the worse condition times

No problem at all out of term time

No traffic problems out of term time. Weekend events disrupt traffic with parked cars down to no. 20. Worst traffic is when I need to take my own children to school (8.20-30). Parents park for up to 30 mins 4.30 - 5 for club pick-ups, making parking v difficult for residents. Bin day very difficult.

The school needs another access point. The staff and parents need to park further away and walk. During the summer, Easter etc school holidays Gloucester Road becomes a quiet tree-lined road.

re Q2: weekdays during school term mainly re:Q14: Don't know Being a cul-de-sac area, Carlisle Road and Scotts Drive regularly suffer from traffic log jams restricting both entrance and exit from these roads. These occurrences mainly happen during school drop-off and collection times & refuse collections.

With 2 schools in the area there is obviously a very busy period around drop-off time in the am.

It is clearly linked to school drop-off and pick up times, but also sports and other after school events.

The problem does not occur outside of school pick up and drop off despite the amount of building work occurring in Gloucester Road

Only marginal improvement during school holidays. Best to discourage use of Gloucester Road as a thoroughfare by restricting access from Wensleydale Road? Parking problems are with commuters

Road blockage occurs when building work is taking place in residents' houses and deliveries of materials etc block the road for a short time, or when road works happen, or when a function occurs at the school, e.g. Christmas Fair

traffic problems are daily at school times, and whenever Denmead have special events

All the problems will worsen with more numbers and size of vehicles

Gloucester Road is very difficult to pass up and down at times during term time. We live at XX (southern end of road) and the parking of parents dropping off and collecting goes beyond our house and meets up with the parking of people taking trains towards Wensleydale Road

Significant difference during term time. Can the school request parents not do 3 point turns on Gloucester Road as this causes huge delays

Contrary to the Denmead School survey traffic parked down the road does correlate with school drop off times. It is worse around the school vicinity but does come down as far as our property (xx - southern end) and we frequently can't park near our house. When busy, passing down G R is very bad and people get angry and speed over the humps once they are moving. I am amazed there hasn't been a serious accident.

The roads are quiet and flow of traffic is very good out of term. parking around the bend at the end of Gloucester Road and park lane can be very dangerous during term time. Very poor visibility. Irresponsible parking from parents.

Traffic congestion worse during bad weather and over the winter months. When the school carried out the traffic survey it was a nice spring day!

Out of term it is noticeable how uncongested Gloucester Road becomes. There is better and safer traffic flow partly due to less parking. At school drop off and pick up times I have experienced the chaos first hand over the past 9 years

During term time at drop off and pick up when the school has special functions (eg sports day, concerts, parents evening etc)

We don't have regular travel patterns, so problems are not frequent. However, whenever we do have to pass Denmead at drop off and pick up times there are usually problems. School events cause crowded parking for lengthy periods and are a nuisance.

There can also be considerable problems in the evenings when the school hosts a parents evening or evening for new parents etc. Also occasionally at weekends there are significant parking problems.

SCOTTS DRIVE

Our cul-de-sac is too narrow for passing cars on either side of the road. Road used frequently by residents without capacity for additional traffic. People park for Carlisle Park which can be a hazard to residents

Scotts Drive is very narrow cul-de-sac. Road not designed for passing cars. Road is often at full capacity from parked cars on either side of road with little room for additional through traffic using road for turning. Users of Carlisle Park often park on the road at weekends causing further congestion and problem parking

Saturday mornings often see people parking over our drive to attend football

Gloucester Road is very congested in term time. School hire buses make this even worse. Problem is significantly reduced out of term time.

Traffic is very heavy during term time. I avoid Gloucester Road at all costs at term time as otherwise hold ups would delay me too much. It is frustrating and dangerous.

These problems occur at school pick up and drop off times (i.e. during term times) and also fete, fireworks, speech day, sports days when Carlisle Rd and Scotts Drive are badly affected, so increased school numbers would certainly impact those roads.

These problems occur during term time at school drop off and pick up times, and when the school holds special events like fireworks, speechday, fete, and sports day when Carlisle Rd and Scotts Drive are badly affected. Increased numbers will certainly impact these roads

WENSLEYDALE GARDENS

Problems are associated with parents dropping off children who attend the infants school in Wensleydale Road. Problems not evident out of term time.

Not a problem out of term time

Traffic flow and parking problems entered above are seen in term time. Wensleydale Gardens is often used as a drop-off point and parking space for users of Carlisle Park. This can cause congestion.

During term & at drop-off times there is a lot of congestion at the junction of Wensleydale gardens and Wensleydale road

Chaotic parking at 'Drop-Off' & 'Collection' times. Children getting out of cars onto the carriageway and not the footpath.

Not a driver so not in good position to answer questions

GL & WR exacerbated by Rail Commuter Parking

The concentration of vehicles parking to pick up or drop off denmead pupils at the junction of Wensleydale Gardens and Wensleydale Road causes problems on a daily basis during term time

Main issue affecting us now is parents parking on kerbs and corners of Wensleydale road and Wensleydale gardens restricting access and vision to residents driving in and out of Wensleydale gardens. This only occurs in term time.

Already an existing problem in Wensleydale gardens with cars left by people visiting Carlisle Park & commuters

No problems when school closed for holidays Problems at times of school start & finish

Caused by parked cars and vans

Parents park as and where they please with no regard to safety, residents or access. Requests to be more considerate tend to be greeted with abuse.

I've observed parents dropping kids off in Wensleydale Gardens so they can short cut through the park to Denmead. This happens occasionally at weekends and more frequently at weekends.

The problem is caused by parents of the Denmead infants school dropping off and collecting. In spite of plenty of space up Wensleydale Road, they park at the mouth of and in Wensleydale Gardens, blocking driveways and the mouth of the road.

Gloucester Road in almost all occasions has been difficult to pass through due to parked cars (frequency of use: daily)

Sometimes there are problems with double parking outside Carlisle Park entrance, dropping off for cricket nets and football. Denmead parking at the junction of WG and WR is a problem because it is difficult to get a clear sight of traffic in Wens Rd when trying to turn out.

Q16 NOISE & DISTURBANCE – WHAT IS THE NATURE OF THE PROBLEM(S)?

CARLISLE ROAD

Loud talking, shouting by children at drop off time

Noise from playing field (Carlisle Park on school sports classes: shouting of children and staff). OK occasionally but increase in numbers would increase the frequency

GLOUCESTER ROAD

Parents shouting in the road when parking & picking up their cars after 'special events'. Firework Night (didn't happen last year) which is always a week after everyone else's and just prolongs the misery for our cat who has to be medicated

When coaches wait outside for pupils the engine is always left running and this can be from 5-15 minutes

('Disturbance' relating to damage to my vehicle). In my opinion the problems I have observed relate to only traffic movements (parents attending school activities inc 'drop offs') I have personally had damage to my vehicles whilst they have been parked outside my house (mirrors damages/panels dented obviously due to manoeuvres (three point turns) at congested parts of the street by parents

After weekend school activities there are difficulties

Heavy traffic and problem parking, blocking driveways, parking just on the edge of a driveway, making it very difficult to get out - rudeness when challenged of parents desperate to park and run off to school activity. (Noise doesn't bother us)

Traffic congestion outside our premises overlapping driveway, sometimes rudeness from drivers when challenged - can be rather chaotic at times.

Parking problems when hall is used in evenings

Operatic society rehearsals at weekends

The loud voices of the group of people that use the school for a singing group, not when singing but when leaving the school at 10 pm. The noise of children in the day but no more than the everyday noise of the school.

Outdoor sports activities both on school premises and Carlisle Park create a high level of undesirable ambient noise affecting all neighbours in the vicinity.

There is also parking when there are events on in the evening or open days etc

Light pollution at night from the security light on the Jubilee Hall that shines into my garden. Noise at the weekends.

SCOTTS DRIVE

Noise disturbance evenings and weekends. School users do not consider local residents.

Out of hours noise is very obtrusive, especially weekend use of Jubilee hall & sports ground. Many children play unsupervised causing disturbance. Parents not considerate of neighbours. Burglar Alarm has gone off occasionally as users don't seem to know how to disarm it.

We back onto the school's playing field and we accept that during the school week there will be noise from kids. However, we are concerned about an increase in evening and weekend activities when we value the peace and quiet

School functions

The fete, sports days, fireworks and operatic practices are particularly noisy and speech day causes some nuisance too.

Fete, sportsday, fireworks and operatic practices are particularly noisy. Speech day causes some nuisance too.

Noise from 3 Sunday activities in July

Weekend activity

WENSLEYDALE GARDENS

Occasional noise from sporting and other events held at the school, including from a loud hailer. Annual run by pupils, consisting of several circuits of Carlisle Park, is very intrusive and unwelcome.

Annual Fete, additional parking needs (as opposed to drop-off) at sports day & other events. Noise level at football and other activities

Teachers shouting during games lessons

Over enthusiastic ""coaching"" by games staff. Occasional use of public address systems.

At the moment more an irritant than a problem - children and teachers shouting during games activities and occasional loud music at end of term parties

Had to complain to school when party taking place on Sunday in playing field of Denmead - music really loud Have accepted noise from school playing during school days

Noise outside school hours from sporting activities/music/functions despite school giving previous undertakings to obtain planning permission to do so.

Occasional open days, sports activities, but at acceptable levels.

Sports days, school fair, fireworks, the operatic society, all intrude and are a nuisance. The normal school day noise is not a problem.

Music and screaming on weekends during events (not very often)

Q22 PLEASE DESCRIBE ANY PARTICULAR PROBLEMS FROM OUT OF HOURS OPERATION

CARLISLE ROAD

School often holds sports events eg football tournaments and all participants park in Gloucester Road

GLOUCESTER ROAD

Parking, traffic flow, shouting

School events such as parent evenings and ad-hoc school trips - lots of cars - I sometimes am unable to park near my house (I have no drive).

School fetes, fireworks etc, heavy traffic and parking difficulties, problem parking.

Some parking problems and abuse

Parking and blocked road

School events - parking is our only concern rather than noise

SCOTTS DRIVE

AS above

Lights, noise, traffic disruption

The fireworks display results in fireworks landing on our cars and other property. Much worse in recent years.

Firework displays result in fireworks landing on our cars and other property. Much worse in recent years

Groups during holidays

WENSLEYDALE GARDENS

Bit of noise, nothing specific

Occasional use of sound equipment

Choir practice on a Sunday - noise - wouldn't be so bad if they didn't keep singing the same songs

[Weekend problems] partly due to activities in and visitors to Carlisle Park not necessarily associated with school activities.

Use by the operatic society is noisy, intrusive, goes on all day and into the evening, and the children make more noise than the Denmead boys. The school sports days are a considerable pain but infrequent.

Q24 WHY WOULD EXPANSION ADVERSELY AFFECT CARLISLE PARK USERS?

CARLISLE ROAD

Lately substantial increase in traffic in Carlisle Road when parents drop their children off to walk to school or the Park: use road as extended car park facility

Depends on change of access to school

Parking Problems

44% more usage

More use of park - more drop-off/collection traffic

Currently the school uses the park for sports activities more than I feel is appropriate for a private school

GLOUCESTER ROAD

More conflict in access to facilities. Visual amenity loss due to larger School footprint.

Traffic to school

More traffic to school

More traffic

It may become a noisier place to walk

At moment a lovely local residents' park. Would become much more of a public, municipal feel - with all problems more/different groups of people have

Playing field use and flow of traffic to a school

More traffic - dangerous driving by Large cars racing down Gloucester Road

Traffic congestion in Carlisle Road would back up into Gloucester Road.

I don't mind the park being used by school children

More traffic in and out and more parking

The more that the Park is used, then all the better

Both above plus greater strain on limited parking and facilities.

Less parking, more traffic, more playing field use.

Carlisle Park is not a school playing ground, but an open space for the residents of that particular area

More use as playing field should not be allowed

More parking nearby; more use of playing fields, more traffic to school.

More traffic congestion to and from the Park causing safety concerns for young children visiting the Park.

More traffic to school

More traffic more use of park by school.

More traffic will cause more congestion

Parents might make more use of the car park as congestion increases

More use as playing field

Traffic, parking

More use of playing field

I think Carlisle Park should be used as another access point for the pupils.

Both more use as playing field and more traffic. Carlisle Park is a public space that should not be monopolised for the benefit of Denmead School.

The school already has access to the park through its own dedicated entrance - if this entrance was too widely used or its use extended it could affect the park adversely.

More use of playing field and more local traffic

more use of playing fields

SCOTTS DRIVE

More use of playing field

If use park entrance, car park will be congested

More use as ""spill-over"" playing fields, less room for general public

They'd just use the field more so we can't

would adversely affect enjoyment of the park by making access harder. parking more congested and more noise from denmead activities in the park

More traffic and car parking

More traffic, less parking for park users

WENSLEYDALE GARDENS

Expansion would almost certainly mean more intensive use of the Park by the School, because there would be more pupils and less playing field area on the School's site. These activities in the Park would interfere with 'normal' use of the park by local residents and those from further afield.

If another 60 children are in the school it implies more games e.g. football, running. More disruption to local residents who want to use it for recreation as a 'normal' park

More use as playing field. More traffic? Park car park used for drop-offs.

If better use was made of the school's 'Park' entrance additional traffic would use either SD or WG or even Carlisle park for cars 'Drop-off'

Use of playing field More traffic to school Use of park coming to & from School

More use of playing areas

Access to School thro' park

possible overuse of grass area

Would lead to overuse of playing areas and increased traffic

Denmead would occupy more of the public open space for their sports

More use by school for school sports

Cars park in Wensleydale Gardens for use of cricket practice nets more traffic would casue congestion. Carlisle Park would struggle to accommodate cars

more open space will be used by school for sports

Traffic posing dangers to children, animals, further traffic. Public park intended for use by local residents being ""commandeered"" by people from outside the borough

More use by the School as a playing field and so reducing area available to the public for recreation

The available grassed area within the school grounds will be reduced by the proposed expansion in the footprint of school buildings. This is likely to increase reliance on on Carlisle Park for school recreation and sports activities, thus reducing its availability to residents and other users. It is also apparent that the school is already taking credit for Carlisle Park in order to meet minimum site size, as defined in school guidelines. This reliance on Carlisle Park will increase should the number of pupils at Denmead school expand further. There is likely to be other associated impacts from the expansion in

pupil numbers; increased traffic in and around the streets leading to Carlisle Park. There will also be increased noise levels affecting users of the Park.

Over-use as playing field, more traffic to school

More use of the park as a sports pitch will increase the compaction of the grass areas which is already causing bald patches.

I agree it is possible, eg more traffic

?don't know? pressure on parking/use of park

More traffic to school as the Wensleydale Gdns exit will become dangerous under such circumstances

extra traffic and safety concerns in wensleydale gardens.

Q38 LIGHT POLLUTION - PLEASE DESCRIBE THE PROBLEM AND WHEN IT OCCURS

CARLISLE ROAD

No responses

GLOUCESTER ROAD

Minimal problem at present

Lights from Jubilee Hall visible, when school have winter functions

security light at night on jubilee hall

SCOTTS DRIVE

Bright security lights shine into rear bedroom windows which means we have to hang additional covers on curtains to allow young daughter to sleep. Have complained to school.

We are aware of security lighting and have to ensure we close upstairs doors so we don't disturb our childrens sleep

Security lights too bright

High intensity security lights are positioned all around the buildings. These shine all night every night: whether in term time or not (they are not linked to motion sensors). Standard curtains/blinds are unable to shield all the light and annoying light shines into bedrooms.

I am partially sighted

WENSLEYDALE GARDENS

Security light on Sports Hall causes light pollution particularly in winter when trees are leafless

Not a big problem at present, but I would not want to see any increase in levels.

The security lights are glaring and intrusive at the moment. Because of the closeness of the house to the buildings, any security lights on closer/larger buildings would be very intrusive.

Q41 WHAT IS YOUR SINGLE BIGGEST CONCERN ABOUT THE SCHOOL'S PLANS?

CARLISLE ROAD

More traffic being added to Gloucester Road where there is already a very difficult traffic situation

Traffic

Increased traffic in Carlisle Road impacting the privacy, enjoyment & use

Increase in traffic and access to the premises

Increased traffic and parking

That the school might move, leave the site and it be used to build a housing estate

The road structure cannot cope with expansion. Situation is unacceptable as it is.

Traffic congestion

Increase in numbers which will predominantly be from beyond walking range will lead to severe congestion at peak times

Increase of traffic on a regular basis

Scale of growth is not acceptable - traffic and disturbance too much to bear

GLOUCESTER ROAD

Not maintaining current footprint and size

Out of hours and out of term-time use. It is the school holidays, evenings and weekends that make living near the school bearable and that's with the current school

That it will increase traffic/noise considerably making it a miserable place to live

Increased pupil numbers will result in increased traffic and parking problems

The increase in traffic/parking in Gloucester Road which would make it a nightmare to park for us as residents

That Gloucester Road is taking the full brunt of the expansion plans. Do not want a 2 storey building at the back of my garden.

Traffic volume - Parking

Access from Gloucester Road is inadequate for a School

That if they fail, the school closes and we are left with a load of flats, and much more disruption. A good school helps house prices

The added traffic which, combined with existing heavy school traffic, would be difficult

Pollution, Increased Traffic, already feel Gloucester Road is a busy Road. That is dangerous. As parents we are very concerned about heavier traffic.

The increase in cars, vehicles using Gloucester Road. Parking and access.

Extra traffic - dangerous driving Illegal parking

Increase in traffic

Increased congestion and road rage

Major increase in traffic during the morning and afternoon rush hours where our road is already very congested as a consequence of school traffic

The increase in cars dropping and collecting kids at the start and end of the school day

Construction traffic and if the school leaves the site then it will be developed into flats and increase traffic anyway

The amount of extra traffic Gl. Rd. is not able to cope with it

Road congestion/road safety (as Gloucester Rd *has* to be used to ""park & walk child into school"", the quantity of students must be limited to its current size. If students could only *walk* to school (rather than be driven to school) there would be minimal impact on road traffic/congestion. But as a feeder for Hampton School this will *never* be the situation)

Traffic standstill in Gloucester Road

Too much traffic

The increase in traffic - construction and parents. This will get much worse. The school had no interest in controlling this in the 18 years I have lived here. This interest only now apparent.

More cars.

Additional traffic flow and parking

Increased traffic flow in Gloucester Road.

Bringing more traffic in road

Overdevelopment of the site

Insufferable traffic, illegal and irresponsible parking, rudeness of parents picking up and dropping off, and they often refuse to move their cars.

The obvious concerns are as listed in the other pages of the circular, congestion on the road, bad parking, rudeness, refusal to move when overlapping the driveway, all of which causes moments of stress.

Extra traffic causing congestion

Any increase in numbers of pupils. Numbers should stay as now.

Overdevelopment on a site that simply cannot contain it. Ill-conceived and dangerous.

Having recently moved here we have noted the congestion in the roads around school times, the thought of that increasing by nearly 50% is quite frightening and potentially will have such significant consequences in terms of traffic, safety and enjoyment of our property.

Increase in traffic/illegal parking.

Additional traffic and chaos. Too much development (buildings) for size and location of site.

Potential increase in traffic - why can't the majority of children walk to school?

Increase in vehicular traffic and increased difficulties with parking. Increased use of Carlisle Park.

No concern

The existing road network is already too small to cope with any increase in traffic

Loss of privacy

Traffic is already a problem. We cannot take any more - likely to increase inconsiderate traffic behaviour.

Increased traffic/parking

Traffic congestion in Gloucester Road

More boys=more parents=more cars=more traffic more boys= more staff=more cars=more parking spaces taken!

Intolerable increase in traffic congestion to a situation that is already verging on the intolerable and dangerous.

That the school's plan to increase pupil numbers means the pupils are too crowded on the site

Increased parking problems and traffic congestion

Total disruption - safety on the road - access - building traffic noise and pollution

Further aggravation of existing traffic problems

Safety issues for cars and pedestrians

Intolerable traffic problems due to increased traffic

Expansion of the school on its present location is really not possible and the school should seek another location. If finance is the source of its difficulties it should raise fees.

The amount of traffic and parking in Gloucester Road. It is already a problem to increase pupils will increase traffic and parking problems

More traffic, giving parking, congestion, noise and air pollution plus safety issues

Traffic and parking

Traffic/road safety/parking

Increased traffic in Gloucester Road am/pm and weekends and inconsiderate parking

The increase in the footprint and the pupils

Second use of school at evenings and weekends making the traffic issues and parking issues seven days a week

I have no opinion on school expansion/location as I do not overlook the school site. My objection is to increasing pupil numbers which will worsen traffic problems in Gloucester Rd.

The traffic down Gloucester Rd resulting in no parking for my visitors/family

Additional traffic and inconsiderate drivers

Extra vehicles - inconsiderate parking

Even worse traffic problems in Gloucester Road with more frequent and longer lasting blockages of the road, more angry scenes and more accidents.

SCOTTS DRIVE

Too big for area available

We bought in a cul-de-sac with a small school site adjacent over 35 years ago and that is how it should stay

Extra traffic causing inconvenience/safety issues

Being so close to boundary with small garden means big impact to quality of day-to-day life. School site is too small for increased scale of build: increased disturbance, loss of privacy & impact on light & space.

New building will seriously damage our quality of life by destroying our privacy and open views onto school playing fields. In addition we will be negatively impacted by noise & light & traffic problems. Negative impact on value of house.

Traffic congestion, Noise

More traffic, noise and disruption to our neighbourhood. Most of the children coming to the school come from outside the area so give no benefit to the community.

Increased vehicular traffic impacting my road and other roads in the area, exacerbated by opening up my road as an access route.

Increased traffic impacting my road and other roads in the area, exacerbated by opening up my road as an access route.

Use of Carlisle/Scotts Drive for access in the future

Potential opening of Scotts Drive cul-de-sac - which would destroy peaceful nature of road

WENSLEYDALE GARDENS

Possibility that Wensleydale Gardens might be opened up to further access by traffic of any kind, either now or in the future.

They are 'holding a gun to our heads' in proposing such expansion, and giving us little time to object - [proposals] given us as a fait accompli

It will change the nature of the road in which we live, which is a quiet cul-de-sac

The increase in traffic; and the threat to the present nature of Wensleydale Gardens as a quiet cul-de-sac.

""Temporary"" use of our road for construction traffic and then Emergency"" vehicles is the slippery slope to constant traffic ""flow""

The likelihood of accidents increasing through expansion

Not to increase in any way the area currently covered

Unnecessary disruption of our normal lives having moved here for quiet peaceful relaxing atmosphere

The use of Wensleydale Gardens for any type of access Over-use of a small space

The problems which will be caused by any type of access through Wensleydale Gardens and/or Scotts Drive. Of equal concern is the loss of privacy, noise disturbance etc which will be caused by having a building on our boundary.

That if there is any form of access to the school through Wensleydale Gardens it will be used by pupils and parents which means this currently quite cul-de-sac will be besieged by cars twice a day and I have now heard plenty of anecdotes about the rudeness of parents if they are criticised for causing inconvenience or hazard.

Change of character of the close, loss of safety. Many single/elderly live on their own in W Gardens - safe as neighbours spot strangers, more people & access = less safety

Increase in traffic

Increase in traffic, problem parking by parents and staff

School's record of total disregard for local concerns, needs and belief that commercial aspirations override other considerations

Loss of the peace we enjoy by living in a cul-de-sac.

Permanent Disturbance and Loss of Amenity from pupil expansion and temporary or permanent access to school from Wensleydale Gardens.

The possibility of a permanent access being opened up, and the length of time during which there is noise/disturbance/dust from construction work

Large, noisy, school buildings complete with toilets and aircon very close to the boundary with my house, which has a shallow garden (24ft), which is an inappropriate overdevelopment of a site which is zoned as public open space and has been a playing field with classroom accomodation for over 30 years.

Access for construction and potential permanent access for pedestrians and vehicles outside my house

The opening up of an entracnce onto WGdns

Wensleydale Gdns losing its status as a cul-de-sac, and so doing losing the peace and quietness of the road, something that has kept me here fro over forty years.

Safety of park users if Wensleydale gardens is use as a entrance road for construction. Extra traffic in an already congested area.

Q42 ARE THERE ANY OTHER ISSUES NOT COVERED IN THIS SURVEY THAT YOU WISH TO HIGHLIGHT?

CARLISLE ROAD

School needs to address current traffic problems before any other proposal

The reasons for not relocating the school do not bear close scrutiny. The threat to sell for housing is bluff. It would not receive council approval.

Any use of Scotts Drive will extend to a major drop-off situation with congestion & safety issues for Scotts Drive and Carlisle Road.

GLOUCESTER ROAD

Against MUGA for site (no out of hours, weekend use of site) e.g. Floodlights

The school does not manage the current traffic/parking issues

I presume all teachers/pupils/parents reside elsewhere

Increased height and size of buildings

I feel that an additional access site is needed be it Scotts Drive or W Gardens

We are already blighted with cars parking all day whilst owners going on trains. Affect of Waitrose gets the go ahead - which is inevitable. Parents parking for Carlisle School. People from Uxbridge Road parking in Gloucester Road.

Yes, the advantages of a School: the long unused periods as against residential

Is anyone considering what is best for the neighbourhood, not just the individual? PS We live at the end of the road and we are not very affected by the traffic & current situation at present

With the traffic as it is at present there is going to be a fatal accident at some time in the future

1. The student catchment area means that driving students to school will always be the norm 2. Almost all students are ""dropped off at school after a car ride"". Almost every extra student will require yet another car parked each morning & each evening i.e. another car parked in Gloucester Road. We are almost at student-saturation level because there is no more room for more cars!!

The school shows no interest in the local community other than self interest.

Mobility vehicle comes to collect husband and vehicle never able to get close enough to house/drive

No

Parents are often abusive when challenged about their parking - this will only get worse.

Site and buildings should not be used for out of ours activities by parents association.

Concern about emergency vehicle access

Current congestion is also caused by Carlisle School traffic

Damage to surface of Park caused by sports activity.

The potential for further congestion at the junction of Broad Lane and Gloucester Road.

Promises only apply in the short term and would be over-ruled or reneged upon in the future.

Have the school explained the rationale behind the increased class size they are proposing. Too many pupils per class.

This questionnaire is biased and potentially unhelpful

Control traffic from Wensleydale into Gloucester Road, similar to controls at Junction Hill Road and Cole Park Road, Twickenham.

We are concerned that the problem with access to our home and moving up and down Gloucester Road could run into evenings and weekends

air and noise pollution (environmental)

Three point turns/effective drop off system without the need for parking

Parking encroaching up G Rd from station end Mon-Fri

Construction traffic should not be during school and rush hour and should not block the traffic

Second use of school and safeguards that any decisions made on expansion will be permanent

destruction of road surfaces and kerbs from construction vehicles

The effect on the ""community"" of Gloucester Road, how it impacts my neighbours closer to the school.

Use of school bus. Green travel survey to restrict number of cars

SCOTTS DRIVE

Cul-de-sacs are dead-ends not designed for through-traffic.

More state schools are needed not independent

WENSLEYDALE GARDENS

The School is welcomed in the area as it stands. But further expansion, in a site surrounded by residential property with limited access would impose numerous penalties on surrounding residents, out of all proportion to any benefits to the School or the wider community.

A) It is not unusual for a business to have to relocate to grow B) We have all (WG) purchased our houses in a cul-de-sac

Behavioural problems through greater numbers of children

Carlisle Park trees overhanging WG will be mauled by contractors lorries

A cul de sac is a no through road - residents choose to live here for that reason. They should not be altered to school's expansion or profit!

The proposed use of a cul de sac as construction then emergency access - once there is a gate there, there will be creep and use will grow. The road is not suitable and it is wrong expecting the residents to police this and is destruction of people's surroundings and co

APPENDIX C PLANNING INFORMATION

Denmead School – Gloucester Road			
Planning Information from email of 11 April 2011 (Derek Tanner, Richmond borough planning department)			
Date granted/refused	Description	Ref	Outcome
Feb 1977	Erection of single storey classroom unit at rear of building	DC/76/1320	Granted
May 1980	Retention and continued use of two single storey prefabricated buildings for classroom purposes	DC80/0177	Granted
Apr 1981	Retention of canopy on north eastern end of existing classroom building	DC 81/0058	Refused
June 1982	Erection of a canopy adjacent to south-east boundary of site, to be used as cycle shed. (Revised drawings received 26 th March, 1982).	DC 81/0971	Granted
May 1985	Erection of new sports pavilion	DC 85/0402	Granted
May 1992	Erection of temporary classroom	DC/92/0461/F UL	Granted
July 1992	Erection of temporary classroom	BC 92/0726/FP	Decided (no details)
July 1992	Details pursuant to Condition Bd06 (materials) of planning consent 92/0461/ful Dated 1/6/92	DC 92/0461/DD01	Granted
Jan 1994	Non Compliance with Condition La09	ENF 95/00029/EN	Received
Apr 1995	Details pursuant to condition La09 (screen planting) of Planning Permission	DC 92/0461/DD02	Granted

	92/0461/ful Dated 1/6/92		
Mar 1997	Continued use of temporary classroom	DC 97/0219	Granted
Aug 1997	Non Compliance with Condition La09	ENF 95/00029/EN	Case closed
Nov 01	Continued use of temporary classroom	DC 01/2857	Granted
Dec 06	Continued use of temporary classroom	DC 06/3514/FUL	Granted

APPENDIX D EXTRACTS FROM DENMEAD GLOUCESTER ROAD PLANNING APPLICATIONS

Extracts from Denmead Gloucester Road Planning Applications	
Ref	Extract
75/184	<p><u>Application</u>: only document we have so far (included in papers for sports hall application)</p> <p>For erection of timber classroom with pitched roof</p> <p>Refused: The proposed building, by reason of its size and siting, would be an obstructive feature detrimental to the visual amenities of the occupiers of adjoining residential properties.</p>
80/177 Retention of two temporary classrooms	<p><u>Draft Committee Report</u>: (Longhand note) “A current permission (ref 75/1171) for the retention of one of the temporary buildings expires at the end of this year.</p> <p>Permission (ref 73/1316) for the second temporary buildings expired on the 30th Nov 1978.</p> <p>The applicants have stated that they originally intended the buildings to be permanent but only temporary consent was granted. They wish the buildings to remain.”</p> <p><u>Development Plan</u>: “Private school – playing fields”</p> <p><u>Correspondence</u>: Letter 1.4.80 Chief Planning Officer to school – “how long are these buildings are likely to be required as my understanding was that they were originally intended to be temporary structures.” And also asking for justification for the extension.</p> <p>The school replied (11.4.80) that it had planned these two buildings as permanent structures; that the Council thought the buildings would not last as they were timber framed; that the buildings are in good condition and there is no reason why use should not be continued.</p> <p><u>Final note on application</u>: (Longhand) “Policy agreed no policy objections to permanent retention of buildings”</p>

	<p>No record of objections</p> <p><u>Plans:</u> Show the original pavilion and small adjacent structure, two temporary classrooms along north east boundary backing on to the Gloucester Road houses to the east and Scotts Drive to the north.</p>
<p>1981/971 The bicycle canopy</p>	<p><u>Application:</u> Erection of a bicycle canopy by south east boundary of the site. Drawings revised March 1982.</p> <p><u>Development Plan:</u> Open spaces not open to the public/private school playing field.</p> <p>Planning permission was refused on 15.4.81 for the retention of a similar canopy close to the north-east corner of the site. Enforcement proceedings were about to start when the canopy was removed. This application was originally for one with solid sides in the same (NE) location. An adjoining occupier objected on the grounds of noise. No further objections since the revised application was put in.</p> <p><u>Meeting 23.10.81</u> with Chairman of Denmead Governors and the architect: (Longhand) to discuss cycle racks, hard surfacing and rebuilding pavilion.</p> <p>Cycle Racks: Chief Planning Officer (CPO) suggested put behind classrooms as Gloucester Road houses have long gardens, but talk to neighbours first.</p> <p>Hardstanding: confusion about whether it was a renewal – note records no consent granted for hardstanding.</p> <p>Pavilion: school “concerned about the future attitude to school on site”. CPO said “at the time we were concerned about site becoming school site rather than SPF as on IDP but PP granted for retention of classrooms – I didn’t think it substantial departure – likely to be superseded by District Plan anyway . . .” “If they wanted to build over pitches that might be different matter and housing would be a substantial departure but it turned out that they wanted to build sports hall on site of existing pavilion which is falling down . . . I said main points they should have regard to is size of structure – keep to existing height and watch effect on adjoining residents – didn’t mind them squaring it off on the side away from gardens – don’t spread it any more than necessary – although no-one had a right to a view they think they have and would [?] object. And wld be concerned if activities lead to additional noise and</p>

	disturbance [appearance?] in principle ok . . “
1985 The Sports Hall	<p><u>Granted subject to conditions:</u></p> <p><u>Condition No.61</u> “That the premises be used only for school sports activities [unreadable] ancillary dining hall linked to [unreadable] on the playing field site.</p> <p><u>Reason (part of condition 61):</u> To enable the Local Planning Authority to control the indiscriminate growth of general school and other non-school activities [unreadable] on the site which could prejudice the amenities of the neighbouring residential occupiers and the viability of the site as a sports ground.”</p> <p><u>Condition (b):</u> (in many body of grant) “The premises shall not be used except between the hours of 9.00 a.m. – 5.00 p.m. Monday – Friday inclusive without the prior written permission of the Local Planning Authority. “</p> <p><u>Reason</u> – “Set out in the conditions attached hereto” which include 61 quoted above and also:</p> <p>“To ensure the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties (applicable to condition (b).”</p> <p><u>Decided</u> under delegated powers by CPO, one resident seems not to have realised what was happening til after work began, objected. (council letters were sent to Gloucester Road, Twickenham in error).</p> <p><u>Development Plan:</u> Open Space/Private Playing Fields REC4 and ENV6</p> <p><u>Plan:</u> old building seems to be the same width as the new one, but twice the depth, that is, it expanded out into the playing field towards Carlisle Park. Height no greater.</p> <p><u>Longhand notes on application:</u> Activities hall with changing rooms and servery. “The applicants have stated that there would be no increase in the existing level of school activity resulting from the proposal, use of the building would be confined to normal school hours and it would not be used as additional sport [unreadable] teaching space. The hall would be used at lunch times as a dining facility for classrooms on the playing field site. Pre-cooked meals would be served, but not</p>

cooked on the premises.

HISTORY

Temporary planning permission was granted in 1970 for the erection of a single storey classroom building on the site (70/1533). Permission for a second temporary building providing classroom dining room and staff room space was granted in 1973 (73/1316). The 1970 permission was renewed in 1975 (75/1171) and consent was granted for retention of both buildings on a permanent basis in 1980 (80/177)."

"Comments: It is considered that the development does not conflict with Policies ENV6 and REC4 which seeks to protect and enhance pockets of greenery such as private sports grounds and retain and improve sports facilities."

"Spoke to Mr. Millar Headmaster 30/4/85

Activities Hall – replacement of existing changing rooms [?] sports activities /PE classes etc

No cooking on site – servery

No increase in use of school – improvements [?] accom

School [?]

No loss of soccer pitch – [?] at moment and no further encroachment"

Handwritten note:

"Alan

I think conditions of this type are necessary in view of past history – are they water tight?

Transfer of dining to pavilion would release extra space in existing playing field classrooms enabling a better use of existing space

No increase in activities state the applicants

Noted"

Letter from Denmead 22 March 1985

Answering questions put by the Planning Officers, confirming five points, including point 4, no change in hours of use, school

	<p>time only, and:</p> <p>“5. Any space which is relieved in the existing school by the use of the new building will be used to widen the educational curriculum and improve the facilities, and prevent overcrowding, for the same number of pupils as present.”</p> <p>“ We would again confirm that it is in no way intended to either increase the number of pupils using the facilities at this part of the school, or to increase the use of the main school buildings in Wensleydale Road.”</p> <p>Longhand Note: “Paul Burr - couldn’t refuse on highway grounds but interested to comment when info on traffic generation available”</p>
<p>92/0461</p> <p>The Temporary Classroom</p>	<p><u>Letter from Denmead to the Planning Committee, 12 Mar 1992</u></p> <p>Denmead boys are aged 8-13. National Curriculum changes mean that IT and DT must be taught in accommodation shared with other subjects. One room is needed for IT, plus a storeroom. One room is needed for DT plus equipment, benches, tools projects etc, to accommodate groups of 15-20 boys. There is a need for accommodation “for the existing numbers in the School”. “This will give a chance to adapt existing building to accommodate new curricula.”</p> <p>Interestingly, there is a handwritten number on the letter at the bottom “108 TOTAL” - number of pupils?</p> <p><u>Planning Application</u>, under Observations to Development Control:</p> <p>“The site is defined as other open land of townscape importance in the deposit draft UPP. Policy ENV6 seeks to ensure that such land is not lost to other uses without good cause.</p> <p>There appears to have been a steady accretion of buildings round the perimeter of the sports ground. On policy grounds there would be a presumption against relaxing policy ENV6 in this case; however, the views of Urban Design should have been sought and these would be paramount.</p> <p><u>Professional Comment</u>:</p> <p>“ . . .The building would be located partly on a hard surfaced</p>

	<p>area alongside other school buildings on this part of the periphery of the site.</p> <p>In addition, the building would be substantially screened from Scotts Drive by an adjacent two/three metre high hedge. The perception of openness would not be significantly impaired when viewed from the adjoining dwellings as the top of the building would only just be visible above the top of the hedge from the highway in Scotts Drive.</p> <p>The school site is also viewed, however, from the adjoining Carlisle Park. From this viewpoint the building would be set against the backdrop of the existing school buildings located on the boundary with the dwellings beyond and it is therefore considered that the value and character of this open land would not be significantly affected by the development, particularly if additional screen planting is carried out.</p> <p>As confirmed by the applicants' supporting letter the proposal is not directed towards an increase in pupils but rather to creating more room and improved facilities for the expanded National Curriculum. This coupled with the use of the building for computer use and as a craft workshop would not generate a level of noise significantly in excess of that which would normally be expected of a school use.</p> <p>In conclusion therefore the proposal seeks to improve the educational facilities of the school in accordance with policy HEP 9 and with increased screening provided it is not considered that it would have an adverse impact on residential amenity nor the quality of the overall site as open land of townscape importance. "</p> <p>Numerous letters of objection.</p> <p><u>Letter from Denmead to the Planning Committee, 15th April 1992</u></p> <p>"Further to Mr. Norris's recent communication I write to state that it is not the school's intention to increase the number of pupils at the Gloucester Road Department should planning permission be granted for these additional educational facilities."</p>
2006/3514	<p><u>Continued use of temporary classroom</u></p> <p>Renewal of existing permission, no changes.</p> <p><u>Conditions:</u> LP02U USE "That this permission be for a limited</p>

	<p>period of five years only, expiring on the 27th November 2006 when the building hereby permitted shall be removed.</p> <p>Reason: The building by reason of its form of construction and design is not considered appropriate for permanent retention on land designated of townscape importance.”</p> <p><u>UDP Overlays and Constraints:</u> “Other Open Land of Townscape Importance (OOLTI)</p> <p>CARLISLE PARK Part only”</p> <p><u>Detailed Conditions:</u></p> <p>U12840: - see above</p> <p>U12842 Screen Planting</p> <p>“That supplemental planting be carried out along the west elevation in accordance with details to be agreed by the Local Planning Authority. REASON: to safeguard the visual amenity of neighbouring property. “</p> <p><u>Detailed Informatives:</u></p> <p>U21525: “The applicants are requested to investigate ways to minimise light pollution caused by security light added to the west elevation of the building.”</p> <p>Note that neighbours’ complaints about screening and security light prompted the second condition and informative.</p>
<p>AE 23 May 2011</p>	

APPENDIX E TRANSPORT ASSESSMENT BY MOTION CONSULTANTS

Motion has been instructed by Denmead Neighbours Association to assess any transport-related concerns regarding the recent proposals to redevelop Denmead School, Gloucester Road, Hampton. This statement sets out the key issues associated with the plans as well as the inaccuracies identified within Denmead School's own impact assessment. The 3 main areas of concern include the following:

- Assessing the existing situation;
- Assessing the suitability of the proposed access arrangements; and
- Assessing the impacts of the Travel Plan.

Assessment of the Existing Situation

Issues Identified

- Gloucester Road is already strained at peak times and cars parked along the road prevent the smooth flow of two-way traffic;
- The roads adjacent to Denmead School are also affected at peak times by the traffic associated with Carlisle Infants School and Tadpole Nursery;
- Residents already make a special effort to avoid parking on the road during peak times. This suggests a shortage of parking to accommodate both residents and school-related traffic simultaneously. Any additional traffic would cause further inconvenience;
- The existing traffic flows are likely to pose a risk to vulnerable road users (children, elderly, disabled);
- Issues such as illegal parking, vehicle damage and traffic accidents have yet to be assessed; and
- Facilities associated with the school proposals are also likely to be open at off-peak times. The development proposal may encourage additional traffic for weekend/evening sports matches etc at times when congestion on the adjoining highway network is lower and vehicular speeds may consequently be higher.

Assessment of the Proposed Access Arrangements

Wensleydale Gardens

- It is proposed that Wensleydale Gardens will function as an access for construction traffic and emergency access;
- It is stated that Wensleydale Gardens is only 4m wide, and it is noted that on-street parking currently takes place within Wensleydale Gardens;
- On-street parking seems to occur on the south west side of the carriageway. However the north east side of the carriageway is restricted by overhanging trees and vegetation. This may obstruct high sided vehicles if they are forced (by on-street parking) to use this side of the carriageway;
- Due to the limited carriageway width, presence of on-street parking and overhanging trees, Wensleydale Gardens is considered unsuitable as an access for

emergency vehicles and construction traffic (without prohibiting significant amounts of on-street parking);

- Should the School continue to promote this access for emergency vehicles and construction traffic it is recommended that swept path analysis is provided to demonstrate that such vehicles can adequately use Wensleydale Gardens, without overrunning footways/verges etc. This should identify areas where on-street parking will need to be prohibited or trees will need to be 'trimmed' to enable further consideration by residents; and
- There is an existing (well used) pedestrian access to Carlisle Park, from Wensleydale Gardens. This pedestrian access is 'hidden' due to high vegetation/planting either side of the access and suffers from restricted intervisibility between vehicles (travelling along Wensleydale Gardens) and pedestrians that may be exiting from Carlisle Park. Whilst this is an existing situation the development proposals are likely to exacerbate this situation. In particular conflict between HGVs (associated with construction) and pedestrians may have serious road safety consequences. It is recommended that a roads safety study be carried out to assess the risks associated with this element of the proposals.

Scotts Drive/Carlisle Road

- Consideration has been give to a potential access from Scotts Drive to facilitate access to staff/disabled/minibus parking;
- Whilst the increase in traffic via Scotts Drive/Carlisle Road may have (as claimed) a negligible effect on the capacity of Carlisle Road, the percentage increase is significant and is likely to result in a material environmental impact;
- Additionally the traffic impact as assessed has been under-estimated as it appears that no account has been taken in respect to pupil drop-off/collection taking place from Scotts Drive/Carlisle Road. Whilst it is unclear if an access from Scotts Drive would be promoted for pupil drop-off/collection it is apparent that should this access form part of the overall access strategy, Scotts Drive is likely to become an attractive pupil drop-off point. This aspect is likely to significantly increase the number of trips carried out via Scotts Drive/Carlisle Road. As such the access strategy is likely to result in a significant loss of highway amenity for local residents of Scotts Drive and Carlisle Road (i.e. the ability for residents to park on-street, driveways being obstructed etc); and
- The School expects 1 daily delivery and 1-3 additional deliveries per week outside peak hours which should be taken into account when assessing the impact on Scotts Drive/Carlisle Road.

Gloucester Road

- It is proposed that access from Gloucester Road will remain as the main pedestrian entrance;
- The School assumes that the increase in on-site parking will reduce parking pressure along Gloucester Road. However when taking into account the additional

traffic associated with the increase in pupil numbers, the reality may be that parking pressure is not reduced. Little information is provided on the anticipated location of pupil drop off. The proposed access strategy is likely to focus this activity within Gloucester Road or within Scotts Drive/Carlisle Road. Clarification should be sought on the anticipated split between these two accesses to determine the impact, in respect to parking demand, that the development proposal will bring to Gloucester Road; and

- Without the above analysis it is not robust to conclude that on-street parking pressure will decrease along Gloucester Road. All trips are likely to impact on Gloucester Road and affect the conditions within the road particularly at peak times.

Travel Plan

- It is suggested that the Travel Plan, which it is understood is already in operation, will reduce car travel from a current 57% to a target of 40% by 2013. This equates to a change in trips by car of circa 30% over a one to two year period. Such a high percentage change in private car travel is considered unrealistic (even if a Travel Plan were not already in place) and it is suggested that even if more robust Travel Plan measures are promoted a more reasonable target would be a change of 5%. For the avoidance of doubt, a 5% reduction in car trips will result in less than a 3% reduction in the modal split i.e. the modal split will reduce from 57% to circa 54%;
- The percentage reduction in car trips seems to be at odds with the provision of parking on-site. Such provision is likely to increase the attractiveness of driving to the site and as such is likely to have a negative impact when considering the modal shift away from the private car. In such cases where parking is provided, a reasonable Travel Plan target may be to maintain the status quo in respect to travel by private car, rather than achieve an unrealistic reduction;
- Similarly ambitious claims are made in respect to the anticipated modal shift associated with sustainable travel options; and
- As a result the long term traffic impact of the development proposals has been underestimated.

Recommendations for Further Consideration

Conduct appropriate traffic surveys to establish accurate baseline data for traffic flows and existing levels of parking stress. Such survey should include parking stress surveys within the vicinity of the site and roads likely to be affected by the proposals, and traffic surveys (by Automatic Traffic Counters) to assess vehicle flow, vehicle classification and vehicular speed with Gloucester Road, Scotts Drive/Carlisle Road and Wensleydale Gardens;

Carry out a more reliable assessment of the effectiveness of the Travel Plan;

Should access be provided via Scotts Drive then it is recommended that an assessment of pupil drop off/pick up trips via Scotts Drive/Carlisle Road. The assessment should include a parking stress survey (to establish base line on-street parking levels),

predictions of how many parents/careers (and associated vehicles) will use Scotts Drive/Carlisle Road, and estimated duration of stay (i.e. how long vehicles will park); and

Provide swept path analysis for emergency and construction vehicle access via Wensleydale Gardens; and

Carry out a road safety study to assess implications of construction traffic using Wensleydale gardens with particular reference to the existing pedestrian access to Carlisle Park.

Kind regards

Steve

Steve Parsons, Technical Director
Motion
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