

**From:** Radley, Cllr J

**Sent:** 07 May 2012 19:10

**To:** County Planning

**Cc:** jenny@jradley.com

**Subject:** RE: Planning Application - Site REF HRE035 - Twesledown Infant School, Crookham Park, Sandy Lane, Church Crookham, Hampshire, GU13 0BF

**Follow Up Flag:** Follow up

**Flag Status:** Green

Dear Kristina,

Thank you very much for sending me this message and the link to the application papers. I have now had a chance to look at them and I would like to make some comments.

I hasten to add that I support the application to build Tweseldown Infant School on this site, it is the best way to provide the necessary local primary school expansion and minimise the impact on local traffic and parking. It is also a better way to incorporate the established local community with the new development community and avoid the cost of providing a whole new primary school at such close proximity to the local established schools. By re-locating the infant school to this new site, which can be used to expand the school further when necessary, and allowing the established junior school to expand into the former infant school buildings, it allows best use of both sites and best use of the funding available.

May I make a few comments that I feel are necessary at this stage?

1. School Size: It is absolutely necessary that it is understood that this new build Tweseldown Infant School must be able to expand up to a 4-form entry infant school in future.

I challenge the statement given in both the Transport Statement and Draft Framework Travel Plan that Tweseldown School is currently a 2 form entry. It has had a published admission number of 70 for many years, that is a 2.33 form entry infant school. As HCC guidance makes clear a development of 872 dwellings, as has been given planning permission, will provide an extra 33.4 children per year group. If the latest current application for a further 100 dwellings is granted this will bring the extra children up to 38 per year, so this will require a 3.66 entry infant school, at least. It is expected that further local residential development will also be taking place, so it is very likely that a 4-form entry infant school will be necessary in the not too distant future.

It will be necessary to plan for a school of up to 4-form entry and I suggest that it would be most cost-effective to plan ahead and ensure that the main part of the school is built to expect a capacity of this size so that it will only be necessary to build on the extra 3 classrooms, one per year group, when it becomes necessary. I quite accept that it may take a few years before the development is built out and the full number of children expected will require school places but it would be wise to plan ahead and ensure that the school hall, catering facilities, and toilet facilities, etc. are of adequate size to provide for all the new pupils.

2. Safe Access: It is interesting to see the recent surveys and information provided.

I should point out that some children do cycle to school with their parents, although this was not picked up on the recent survey provided in this application. I would suggest that cycle shed provision should be included for pupils, as well as for staff. I am glad to see that cycle routes around the school are to

be installed.

I suggest that it will also be important to include a safe pedestrian and cycle route from Humphrey Park, a service family estate which is just to the south-west of the major development site. This route is necessary and has been requested by the local schools themselves in order to provide an alternative and safer route to school for the children from that estate, so that they do not have to continue to use the narrow pavement alongside Aldershot Road which is adjacent to this busy main road. It is recognised as being a treacherous route to school for these families. The new safer route across the Crookham Park development should be provided as soon as possible. We have already asked for this to be included in the planning application for the detailed plan for phase 2 of the major development. I must also say that the collision data provided in this application is too limited. I am aware of several serious accidents that have occurred on some of the local roads and these should be included in this report. For example there have been serious road traffic accidents on Aldershot Road, during the previous 5 year period, both involved motorcycles, one at the junction of Gally Hill Road and the other at the junction with Ewshot Lane. The motor cyclists sustained serious leg injuries and I believe these should have been included in this report to highlight the dangers on the local roads. I wonder how many other accidents should have been picked up which would indicate that the local roads have dangers and mitigating plans should be proposed?

It is necessary to have a safe crossing installed, not just an uncontrolled crossing, between the new school site and the Local Centre car-park where parents and carers who drive to the new infant school are expected to park. I see that there is to be a black and white crossing across the road leading to the staff car-park, so why is a zebra crossing not required across the main spine road between the Local Centre and the new School? This will be a busy traffic route to and from the new development especially during the morning school-run period. It will need to have a safe controlled pedestrian crossing, and this should be planned at this stage.

It will also be necessary to have a controlled crossing across Sandy Lane for the route between the new infant school and the junior school site. Once again this will be important especially during the school-run periods when the local roads will be much busier. The schools are hoping to organise a Walking Bus between the two school sites to avoid parents driving the older siblings to the junior school. This is a commendable proposed action as it should help reduce the number of cars moving between the 2 schools at these busy traffic periods.

It is also important to ensure that there is safe and effective traffic calming on the local roads around the schools sites. Sandy Lane will require suitable and effective traffic calming, such as speed tables and not the less safe priority build-outs, as has been proposed. Priority build-outs are certainly not the preferred option as expressed by many local people at a public consultation in February 2011 and again at the recent traffic calming consultation held locally with regard to Sandy Lane and Tweseldown Road, on 28th April 2012, when I am told that most local people recognised that speed tables are more effective than build-outs.

3. Noise Insulation: The new infant school site is very close to the flightpath centre-line for Farnborough Airport which is just 2.5 miles away. Church Crookham lies along the south-westerly flight path for this airport. I would suggest that it would be very useful to include a map to show the PSZ and the flight-path centre-line to show how close these are to the school site. I strongly suggest that it will be important to ensure that the new school is suitably insulated from aircraft noise. It must be understood that young children can be disturbed by aircraft noise and they will need to be protected

from such disturbance whilst they are in the learning environment at school.

It is simply not suitable to measure aircraft noise at current levels, as the main operator at Farnborough Airport has recently been given permission to operate up to 50,000 flight movements per year, which is more than double the current number of flight movements per year that are taking place. In fact TAG Aviation, the owner and main operator of Farnborough Airport, has made it clear in their recent Farnborough Airport Masterplan that they could apply for even more flight movements per year from 2019 onwards, so I do suggest that it will be very important that the school is properly protected as a learning environment.

I also strongly suggest that a noise monitor should be installed and used on the new school building in order to monitor the individual aircraft noise events so that any instances of disturbing noise can be picked up and reported so that flight activity can be adjusted to prevent unnecessary disturbance to school children.

Please note that Farnborough is a business airport and they do not operate regular or predictable flights. Every day is different, so the flight movements do not happen in a regular and predictable pattern. This can mean that aircraft flights over the school can be all the more disturbing for children who are sensitive to aircraft noise. It is known that some children are very sensitive to noise and when they become upset they can disturb other children in the class, so it is important to monitor the noise effect in order to avoid this problem.

I hope these comments are helpful.

With best regards,

Jenny Radley.

County Councillor for Church Crookham and Ewshot.