



Assistant Director Planning and Environmental Services
Wandsworth Council

38 Disraeli Road
London SW15 2DS

5 September 2012

Dear Ms Manchanda

**Putney Hospital Site – new Academy Primary School
(amended planning application no: 2012/0758).**

The Putney Society gave a detailed response to the earlier planning application 2012/0758 for change of use of the Putney Hospital site in our letter of 20 April 2012, addressed to the Leader of the Council. Copy attached.

As we stated before we shall be very pleased to see this long derelict site back in use, but we also said that we had serious concerns about the choice of this site for a large *two-form* entry school owing to the site's small size and creation of traffic problems locally. We reiterate the comments set out in our previous letter.

We have reviewed the addenda of the amended application. We now welcome the additional cycle parking provision and the extra solar panels being added to the scheme. However, the solar panels being installed on the roof of the school (above the playground) confirms that the school building is really 3-storeys i.e. not the 2-storeys for which the council has applied for planning permission.

The Transport Assessment addendum to the amended application is somewhat improved on the Vectos assessment of the earlier application. Its additional matter concerns traffic generation and the effect on existing roads. However, we still have concerns about the estimates of car use (too low), drop off/pick up zone (too small), car tail back from the barrier to the Lower Richmond Road at busy times, inadequate parking for teachers, all compounded by the relatively poor public transport accessibility. See Appendix for our specific comments on the Transport Assessment addendum.

We still consider that the proposed two-form entry school constitutes an over-development of this tight site and that serious traffic and parking problems will arise when the school and flats are fully occupied - to the detriment of the amenity of the surrounding Common and the adjoining residents.

Yours sincerely

Carolyn McMillan PhD
Chairman

Jonathan Callaway
Deputy Chairman

The Putney Society

The amenity society for Putney and Roehampton
Registered Charity No. 263242

Appendix

Our main concern is that the previous assessment of car use of 16% (64 cars per delivery/collection) is unchanged. This figure of 16% is based on an average of the modal splits for the five existing primary schools in the area. We believe that pupils are likely to come from throughout the catchment area which stretches to the River Wandle and beyond West Hill – whereas the existing schools are likely to have much smaller catchments. We estimate that 160 car trips is a more likely figure (40% car use).

We acknowledge that the drop off/pick up zone is larger than we previously estimated and can accommodate 7 cars single parked, but we suggest the 14 cars double parked is impractical and possibly dangerous. A higher car usage will overload the zone. At an average arrival rate of 2.6 cars per minute there will be a queue back if the stay-time is over about 2.7 minutes. The actual arrival rate will probably peak at up to three times the average.

The larger number of trips will also have a detrimental effect on the local roads than has been calculated. The gap between the barrier and the road will only accommodate two cars and some tail back is likely at busy times.

We believe that the parking for teachers is less than adequate. On the other hand, parking in the residential block should be reduced. Maybe three spaces could be allocated to teachers and other longer term visitors.

Current road conditions mean that it is unlikely that many parents would support independent cycling to school by primary school children. Children will probably be driven short and walkable distances with significant health consequences - inactivity, overweight - and also air pollution.

Noting that the proposed school scores 2 out of 6 for public transport accessibility and has a large catchment extending to two areas of public housing estates, which are likely to generate significant demand, we feel that this school is far from ideally sited from a transport perspective.