

21 October 2020

Your Ref: 2020/00874/RG3

Dear Victoria Robinson

Re: Proposed replacement of St. Nicholas Primary School from current capacity 126 to 234 pupils.

Thank you for letter informing me about the proposed development. I wish to state that I strongly object to the proposed enlargement of capacity and rebuilding of St. Nicholas Primary School.

In my view this application has been poorly thought out in regards to the wider community in terms of

- Additional congestion
- Loss of safety the additional traffic brings
- Unsustainability of the large increase in car journeys it creates.

I also have a procedural complaint regarding planning process.

The 'Full Transport Assessment' is littered with typo mistakes and is in parts incomprehensible.

For example 5.2.8 "Ta l N mr o P ils y Dista ca d Mod isti School" – This means what??

How can this be a fare consultation which such shoddy documents. All following quoted typos are as published.

90% of the proposed in-take of pupils are predicted to live over 3km and further, from the school, outside the boundaries of the School Catchment Area, it's is not feasible that they'll travel to school by foot or by bike leaving only car transport. The associated traffic survey predicts an additional 119 cars associated with this development, yet provides no additional parking spaces.

The existing school was only intended as a small village school and is accessed by a narrow lane which is unsuitable for large vehicles such as buses and lorries. The Full Transport Assessment, accurately states the current situation: 'The eastern A48 / School Lane junction is also a three-arm priority T-junction however the approach to the A48 is narrow (approximately 4m wide) which does not allow or two-way working despite the road marking identifying it as a two-way carriageway.

Within the village School Lane is narrow wide enough or one vehicle with a speed limit of 30mph. There are sections of the road which are wide enough or two cars to pass but most o these sections are used or car parking by local residents. There is no street lighting provided outside o the school.' 2.4.1 & 2.4.2

'There are no footways on School Lane in the vicinity o St Nicholas CiW School or connecting to the A48 to the southwest or southeast through the village with all pedestrian and cyclist movements re uired to use the carriageway.' 2.7.1

As there are no pavements within the village to provide safety for pedestrians from vehicular traffic I feel it is only a matter of time before someone is seriously injured by a vehicle.

The Full Transport Assessment is flawed because no Traffic survey was taken on Church Row or on unnamed Road opposite Merrick Cottages in St. Nicholas the road by which the vast majority of School Traffic flows. Only School lane has been surveyed and that is lightly trafficked during the school run due to it's tight nature, 2.5.6.

Currently - Emergency services i.e. fire engines and ambulances cannot get access to properties in Church Row, Merrick Cottages and a number of other properties within the vicinity of the school during the gridlock of the 'school-run'. This is also the case when numerous school events are held, these will only increase if the expansion takes place.

Under the proposed development if there was an emergency at the school in or it's near vicinity such as a fire, a medical emergency. How could the emergency services say a Dennis Sabre Fire Tender (SWB) (7.0m x 2.4m) hope to gain access in an emergency outside a school whose sole access is a lane, with the estimated additional 119 cars on top. This worsens the gridlock and reduces the safety of everyone who in the vicinity of the application. The

additional congestion this development creates needlessly puts people in or around the development at peril. A full risk assessment in drawing up the proposal has not been considered.

The VoG Parking Standards 2019 has been adopted as Supplementary Planning Guidance (SPG). In it, it states 'Appropriate provision must be provided for parental drop off / pick up of children as dictated by local circumstances and any school travel plan. Drop off areas must be located so that the safety of pupils walking or cycling to school is not jeopardised.' 3.5.8. There isn't enough provision for the current school let alone additional traffic.

'The assessment shows that the impact of the school expansion on School Lane is anticipated to be material resulting in percentage increases of 200% or greater during the AM Peak hour and over 350% during the School PM peak hour based on two-way movements.' 6.3.4

How can 350% increase in traffic movements be considered as 'sustainable' development, it fails on the council's and Welsh Government's development goals. Unsustainable development from the predicted increase in car journeys should be reduced not promoted.

The increases in congestion, the risk to safety and the unsustainability from the upsurge in car journeys are all technical flaws in regard to the plan, therefore because of this failure to consider the implications of the development the planned expansion should be refused.

Three generations of my family have lived in St. Nicholas it would be a pity for this village to be blighted by a profoundly unsafe and unsustainable development. Therefore I call for the planning application to be rejected.

Yours truly,

Signed: Tom Jervis