

48 Crowhurst
Werrington
Peterborough
PE4 6JY

Attention Daniel Kalley
Chief Executive's Department
Democratic Services
Town Hall
Peterborough
PE1 1HG

25th August 2018.

Dear Mrs Kalley,

Re: City Council Application Ref 18/00410/R3FUL
Ken Stimpson Community School

In response to letter dated 22nd August in respect of the above planning application. We the residents of Crowhurst Werrington should like to reinforce our strong objections to this planning application for a number of reasons.

Environmental Health:

As previously stated in our original objection, it is clear from the planning details that there is an acceptance that as a result of this application there will be a higher volume of traffic on Staniland Way at certain times of the day. A fundamental element of this application requires the removal of trees and the widening of Staniland Way. Collectively, we, residents of Crowhurst strongly oppose the removal of shrubs and trees on Staniland Way and enlarging of the road to two lanes. Trees not only act as a noise barrier but consume CO2 gasses and so help reduce pollution. Not with-standing the widening of Staniland Way to two lanes brings the edge of the road closer to existing properties with the result of increased vehicle noise and pollution which in itself is unacceptable as it reduces quality of life.

Population Problems:

One can quite easily see from this application that an increase in classrooms equals an increase in students and teachers for which there is inadequate parking facilities even for the teachers. One therefore asks how would the parking facilities of Ken Stimpson Community School cope with 90 – 100 students driving to school in their own cars. Sounds far-fetched can assure you its not. The country as a whole is a car-economy. Over the last couple of years there has been an increase of 17 – 18 year olds passing the driving test, acquiring vehicles and using them to drive to school and this will continue. My occupation being a Driving Instructor, since September last have contributed to an increase in 17 – 18 year olds driving to various schools both in Peterborough and Lincolnshire.

Use of more sustainable transport such as bus access:

Question – who is going to pay for this service?

Expectations: that parents will pay, well having use of a car, that's not going to happen.

The Education Authority to pay.

According to information by the Werrington Neighbourhood Council, only 8% of students make use of buses as an alternative mode of transport.

Werrington Centre does not possess a direct bus service to either Bretton or Eye and pupils using a bus service from these areas would have to go via Peterborough itself. Supplying a school bus to these destinations or further a field would require the school letting the pupils out in adequate time, not keeping them back for any reason, resulting in missing the bus.

Parents having cars have freedom of movement and not tied down to bus time schedules. Students living in Bretton, Eye or further a field will once passing their driving test use their cars to travel to Ken Stimpson Community School, both of which will result in increased traffic.

Werrington Infrastructure:

According to the Transport Assessment survey, it is reported that this does not adequately reflect the current problems encountered by residents in the Foxcovert / Fenbridge Road / Hall Lane area. One of the problems relative to this application is the difficulties concerning the sole access part of Hall Lane / Church Street and the increased volume of traffic that will use these roads for pick up / drop off points.

One should not however give preferential treatment to the residents of the Hall Lane area over the residents of Crowhurst. As residents of Crowhurst, there are currently times during the day whereby because of the volume of traffic on Staniland Way coming from the direction of Ken Stimpson Community School, turning out of Crowhurst becomes both difficult and dangerous. One cannot expect Staniland Way to take all Ken Stimpson Community School traffic. Increasing the volume of traffic in the context of this application will only exasperate the present problems and dangers.

Concerns are raised concerning the additional pressure put on the David's Lane roundabout and A15 carriageway due to the back-up of traffic along Staniland Way. One can envisage a problem arising from traffic building up at the A15 carriageway roundabout, not only back along David's Lane / Staniland Way, but along the single track carriageway of the A15. Having a back-up of traffic along this section of carriageway will no doubt result eventually to rat-runs along The Werrington Parkway, traffic turning left onto David's Lane exasperating the congestion at the David's Lane and A15 roundabouts.

Having all the traffic for Ken Stimpson Community School diverted along Staniland Way would impact on this road from queuing traffic coming from the direction of Ken Stimpson Community School which would not only impact on the David's Lane roundabout by entering and queuing on the roundabout itself, but from traffic turning right onto Goodwin Walk to the traffic lights at Skaters Way, whereby turning left proceed to the end from which they turn onto Fulbridge Road. This form of rat-run during school times already exists and to increase the traffic volume will only increase this problem.

Ken Stimpson Community School should not be allowed to expand at the detriment of residents in Crowhurst, the Hall Lane area, Werrington and its surrounding areas. One should take into account the bigger picture of the infrastructure of Werrington and its surrounding areas. In the past residents on the Fulbridge and Gunthorpe Road areas have objected to the volume of traffic on these roads. It would appear that the Transport Assessment survey has not adequately addressed this issue as expanding Ken Stimpson Community School is no doubt going to impact on these areas with increased traffic as well.

Bio-Diversity Issues:

The removal of trees and shrubs on Staniland Way in order to make way for two lanes of traffic will have disastrous effects on the bio-diversity of this area and its micro-eco habitat affecting both birds and other creatures. Peterborough City Council with its bio-diversity department constantly strives to portray Peterborough as an eco-green environment and to accept removal of these trees and shrubs would be hypocritical.

Conclusion:

When considering this planning application we, the residents of Crowhurst would be obliged if you would take into account our strong objections and concerns relating thereto. It's our strong belief that this planning application in the long term will cause more problems than it solves and as such should be rejected.

Thanking you
On behalf of Residents of Crowhurst, Werrington

R G Waterhouse

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