

Dike, Darlene

From: [REDACTED]
Sent: 26 March 2015 13:05
To: Beales, Danny (Councillor); Jones, Phil (Councillor)
Cc: Planning
Subject: Planning Application No. 2014/7847/P - St. Anthony's School (the "Application").

Dear Messrs Beales and Jones,

We are writing to you in connection with the Application. Our interest is that we have one child at St. Anthony's already and a second child will start at the school in 2016. We wish to support the Application on the following grounds.

1. We live on Camden Road (on the part which falls into Cantelowes Ward) and use public transport to get to the school as, we believe, do nearly all the children in our son's class. We, along with others, therefore have to use the pedestrian crossings at the junction of Arkwright Road and Fitzjohn's Avenue every day. Approval of the Application would result in anything up to an 80% reduction in crossings by staff and pupils leading to a vast improvement in safety for all, especially the children. Less use of the crossings would also presumably lead to better traffic flow.
2. Whilst an increase in pupil numbers might potentially lead to an increased number of vehicles doing the school run we understand that the school will commit to a legally binding travel plan to restrict the numbers of such vehicles. The school has already shown its commitment to sustainable travel by being awarded the TfL 'Bronze Award'.
3. The school is successful and provides a high standard of education. Approval of the Application would enable the school to provide this high quality of education to more children, especially girls seeking a Catholic education, and at the same time help to take some of the pressure off the state system. Camden suffers from a well-publicised lack of primary school places. We are aware of the complaint that the Hampstead/Belsize Park area already suffers from an over concentration of schools but this surely misses the point. We have concentrations of banks in the City and shops in the West End which are regarded as positives notwithstanding high numbers of residents. The real problem centres on the use of the car to take children to school despite parents being prepared to leave the car at home when they go to work or shop. It is the use of the car which must be curtailed, not the size or location of a school.
4. The expansion of St. Anthony's would, over time, also create employment for up to 15 teachers and support staff.

5. The school would, over time, become fully co-educational, enabling siblings of opposite sexes to be educated at the same school and so lead to a reduction in school journeys.

We urge you to support the Application.

Yours sincerely,

Mr and Mrs L. Milburn

Dike, Darlene

From: [REDACTED]
Sent: 26 March 2015 15:29
To: Planning
Cc: Anne Faul
Subject: Planning Application 2014/7847/P

Dear Sir or Madam,

I write in reference to the above planning application relating to No. 3 Arkwright Road, London NW3 2NR.

I am writing in support of the planning application.

1. The school will provide further much needed school places to keep pace with demand. Demand must be high, or the school would not take the step of funding the expansion;
2. Expanding the school will allow it to take girls, which must reduce the commute of many parents, since where the family is comprised of both boys and girls, they would no longer need to drive to a separate school in order to drop their daughters off;
3. The number of children crossing the roads will decrease materially. The junction is dangerous, with many cars flouting the traffic signals, and this will have a positive impact on the safety of the children at the school;
4. The area is already heavily congested, but this relates principally to traffic which is trying to avoid the Finchley Road when it's busy: the road is busy at all times of the day. Traffic is only marginally worse at school pick up and drop off times, and even then the addition of 140 places where a lot of the students will have siblings at the school will not materially increase traffic flow. Assuming that half of parents drive, and a further half again have siblings at the school, that would only mean an extra 35 car journeys in the morning and in the afternoon. In the context of the many thousands of cars that use Fitzjohn's Avenue every day, the impact of any additional traffic must be marginal. But when balanced against the reduction in the commute for the parents who no longer need to drive to a different school to drop their daughters off, and the positive impact this will have on congestion, the difference in congestion and pollution must either be small or non-existent.

In summary the positives (better schooling and safety for children) far outweigh any negatives (which may be more perceived than real, for the reasons given in 4 above).

Kind regards,

Charles Malpass

4 Lisburne Road, London NW3 2NR

