

Netley Primary School, Stanhope Street NW1 3EX

Planning Statement in support of variation of condition 23, 2012/2089/P

The Site

1. Netley Primary School is a 2FE school for children aged 3-11 (26 FTE places in the nursery) and with a 30-place autism centre. The Netley campus also comprises Robson House Pupil Referral Unit (PRU) and an Adult Learning Centre, (ALC).

CIP Project

2. The Netley campus has recently undergone extensive building works which was consented on 16/10/2012 (your ref: 2012/6815/P) which comprises new spaces for the school campus and 80 new residential units.
3. Condition 23 of the planning consent relates to cycle parking and states;

"The cycle storage area for 78 cycles for the private residential flats, 20 cycles for the affordable houses and 83 cycles (or any other number of cycles previously agreed in writing with the local planning authority) for the educational uses shown on the drawings hereby approved shall be provided in their entirety for each appropriate phase of the development prior to the first occupation of any of the new residential units or use of the educational areas in each relevant phase, and thereafter permanently maintained and retained thereafter. Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP17 of the London Borough of Camden Local Development Framework Development Policies."

4. On 13.03.16 an application to vary condition 23 of the original application was discharged (your ref: 2012/6815/P) to reduce the provision to a total of 50 cycle parking spaces for the use by the school. In their report the case officer notes that;

"It was proposed as part of the original application that 72 cycle parking spaces would be provided for the educational use. However, in line with the London Plan standards only 50 cycle parking spaces would be expected. This has been discussed with the Transport Planners and it is considered acceptable for the proposal to include 50 cycle spaces for the educational use."

5. The 50 places proposed were distributed across three areas of the school as follows;
 - a) 2 places by the pedestrian entrance to the school (off William Road).
 - b) 12 places by the caretaker's office.
 - c) 36 places to the north of the site facing Everton Mews.

Two-year old Provision

6. The government announced plans to extend free early education and childcare provision to eligible two-year-olds from September 2014. Whilst the authority already has sufficient early education and childcare places to meet existing demand, under this new statutory duty the latest data from the Department of Work and Pensions covering summer 2015/spring 2016 shows that 921 children in Camden are eligible for these places and only 500 have been created.
7. Netley Primary School was earmarked by the local authority as a potential host school for new two-year-old places. The school offers a wide range of additional educational functions and wrap-around activities and the provision of two-year old places and encouraging children into the school from an earlier age is consistent with the school's ethos.
8. Two year old provision comprises two daily sessions of 2.5 hours each with parents picking up or dropping off children during the school day. Two-year old spaces therefore require

independent access from the main school site to avoid potential safeguarding concerns associated with visitors (parents) being able to access the rest of the school site.

9. At the Netley campus, only the north edge of the site (where the 36 cycle spaces were proposed) can provide the requisite independent access (from Everton Mews).
10. Once the 2 year-old provision was confirmed construction works associated with the 36-place covered cycle store was suspended. At the point this occurred, the cycle storage was near completion with the structural frame installed and the supply of the glass enclosure on site. The area is currently hoarded off. The 14 places provided by the entrance and the caretaker's office were constructed and are now operational.
11. The school site is small with limited external areas for learning, play and sport. Under the space standards set out in DFE Guidance documents BB99 and BB103, the Net External Area of the site is significantly under the area for a 'constrained' (inner city) school site.
12. Being on a small school site, the school are keen to ensure that their grounds work hard for them and provide the optimum educational experience and opportunities for their pupils, families and the local community that the school serves.
13. Two-year-old places are provided on a means-tested basis and provide much-needed educational provision for 40, two-year olds each year and significantly widen the schools 'offer' to the local community. Using the school's site to accommodate a new two-year old provision represents sound beneficial use of the school's limited space and therefore the school has looked at other locations around the site where cycle provision could be re-provided.
14. The only other possible location is to the south-east, adjacent to the MUGA. This however would be at the expense of new trees and habitat landscaping which have value for all pupils at the school and were planted in response to other planning criteria and conditions forming part of the original application.

Planning Policy

15. Camden Council's planning policy DP17 (Walking, cycling and public transport) notes that;

"The provision of sustainable travel options is essential in order to reduce the environmental impact of travel... and to provide alternatives to the private car..."

The principle behind cycle parking policy is clearly to discourage the use of private cars and unsustainable modes of transport.

16. Table 6.3 (Cycle Parking Minimum Standards) of the London Plan notes a provision of 1 cycle space per 8 pupils. (approx. 52.5 cycle spaces for a 2FE school) however Camden Council's DP17 notes that;

*"Development should make **suitable** provision for pedestrians, cyclists and public transport".*

School's Current Cycle Use

17. The school has been in occupation of the new Netley Campus since September 2014 within which time the 14 cycle parking have never been well or fully used.
18. What therefore is a suitable provision?
19. All staff and visitors already use sustainable means of transport to come to school. The school is located in zone 1 Central London. The school site has no on-site car parking and no access to street parking for cars and no lay-bys for dropping off or picking up. There is a main-line railway station, 3 tube stations and numerous bus routes within 250m. All members of staff come to school via a sustainable means of transport.

20. Almost all pupils already use sustainable means of transport to come to school. 90% of the school's pupils live within a 1km radius of the site and School travel patterns show that almost 90% of the pupils currently come to school via sustainable modes of transport. This figure includes the 20 pupils at Woodlands who arrive by minibus from different parts of the borough and so the percentage of pupils in mainstream education arriving via a sustainable mode of transport is actually higher than this.
21. Children don't currently cycle to school because;
- Many children don't own bicycles. Much of the housing around the school site is inter-war and post-war mid or high-rise housing with limited space for cycle provision either within the family unit or in the residential common parts.
 - Cycling around the school isn't safe. The school sits next to some of London's busiest roads and is within meters of the Euston Road and Hampstead Road. The air quality is poor and there are significant road safety concerns. There are no cycle paths around the school. Cycling to school is not an attractive option.
 - Many children at the school live in larger than average family groupings. Parents may need to escort a number of children to school at the same time which means that it is impractical for a parent to provide the necessary support for a child who wishes to cycle to school.

Proposed Cycle Storage

22. The proposed application for the two-year old building involves the removal of the part-constructed bicycle store and the remodelling of the existing 12-place bicycle store to provide 24 spaces in total. This would take the total provision to 26 spaces.
23. The new two-year old facility provides covered spaces for pushchairs, scooter or balance-bikes (two year olds are not generally able to cycle) and won't place any greater demands on cycle storage.
24. The new STEM facility is an enhancement of the existing education provision and will neither add to the NOR nor the number of trips to and from the school and won't place any greater demands on cycle storage.
25. Notwithstanding this, an area within the site can be marked out for where cycle storage for a further 24 bicycles could be located should there be a significant change in demand. This would provide a robust management plan that catered for the 50 cycle parking places set out in the condition that has already been discharged.

Conclusion

26. Although lower than 50, both the existing and proposed number of cycle places is already a considerable over-provision against current travel patterns. These show that the overwhelming majority of both staff and pupils already use sustainable modes of transport.
27. If the objective of planning policy is to encourage *sustainable travel options... and to provide alternatives to the private car...* then, in the case of Netley, the objectives are already being well met.
28. Under 'Delivery and Monitoring', para 33.4 of Camden Council's Development Policies it notes that the;
- "Local Development Framework documents need to be flexible enough to ensure that the Council's vision and objectives for Camden can be delivered in future years despite changing circumstances..."*
29. The school's and the council's vision for Netley is to provide the optimum educational and social benefit on a limited site. Creating new 2-year old places and retaining new planting and habitat areas are sound and aspirational uses of limited space which should carry weight in determining this application to vary a condition.

30. In conclusion, the applicant believes that the provision of 26 new spaces - with a management plan in place to provide 24 further spaces should it be necessary - constitutes more than a 'suitable' provision, complies with Camden planning policies and the application to vary condition of the original application consented.