

Location **St Marys Church Of England High School Sunningfields Road London NW4 4QR**

Reference: **15/05731/FUL** Received: 14th September 2015

Accepted: 15th September 2015

Ward: Hendon Expiry 10th November 2015

Applicant:

Proposal: Construction of a new two storey detached building to provide 4no. additional classrooms following demolition of the existing site managers house

Recommendation: Approve subject to s106

RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;

3. 3 Requirement to submit Travel Plan £5,000.00

Requirement to submit a Travel Plan for approval by the Council prior to first occupation of the development and the obligation to provide a contribution towards the Council's costs of monitoring the implementation of a Travel Plan.

RECOMMENDATION II:

That upon completion of the agreement the Service Director of Development Management and Building Control approve the planning application under delegated powers subject to the following conditions:

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: L1186/2.3/01 RevA; L1186/2.3/02 RevA; L1186/2.3/03 RevA; L1186/2.3/04 RevA; L1186/2.3/06 RevA; L1186/2.3/07 RevA; L1186/2.3/09; demolition and construction method statement - Gentlecraft Ltd; Transport statement 150922/SK21464/TS02; Noise statement -Hilson Moran document /NJ/nj/150911; Loxton and associates design and access statement.

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

2 This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

3 The site levels of the development shall be implemented in accordance with the details as specified on plan L1186/2.3/08 and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2015.

4 Before the development hereby permitted is occupied, Cycle parking spaces shall be provided in accordance with the submitted planning application and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

Reason: To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012 which in turn refers to London Plan Parking Standards.

5 a) No development or site works shall take place on site until a 'Demolition & Construction Method Statement' has been submitted to and approved in writing by, the Local Planning Authority.

The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 5.21 of the London Plan (2015).

6 The level of noise emitted from the plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2015.

7 The existing parking provision within the site shall be retained and the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

8 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2015.

9 The premises shall be used as a school and no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason:

To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

10 The roof of the extension hereby permitted shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area.

Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

11 a) Before the development hereby permitted is first occupied or brought into use, a School Travel Plan incorporating measures to reduce trips to the school by the private car and encourage non-car modes such as walking, cycling and public transport shall be submitted to and approved by the Local Planning Authority. This should include reference to the changes made to the school building/s and the impact this will have on travel and access, the contact details of the School Travel Plan Champion and appropriate actions to ensure that the STP will meet at least Bronze level in the Transport for London STARS (Sustainable Travel Active Responsible Safe) accreditation scheme for the following 3 years.

The School Travel Plan shall include SMART targets and a clear action plan for implementing the measures. The School Travel Plan shall be monitored, reviewed and resubmitted in writing annually, for approval by the local planning authority, in accordance with the targets set out in the Plan and the associated S106 agreement.

b) The measures set out in the Travel Plan approved under this condition shall be implemented and retained until such time as the site is no longer in use or occupied.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with Policy CS9 of the Local Plan Core Strategy (adopted September 2012) and Policy DM17 of the Development Management Policies DPD (adopted September 2012).

RECOMMENDATION III:

0 RECOMMENDATION III

That if the above agreement has not been completed or a unilateral undertaking has not been submitted by 08/01/2016 unless otherwise agreed in writing, the Service Director of Development Management and Building Control REFUSE the application under delegated powers for the following reason(s):

The proposed development does not include a formal undertaking to meet the costs of monitoring of the School Travel Plan. The proposal would therefore not address the impacts of the development, contrary to Policy CS15 of the Local Plan Core Strategy (adopted September 2012), and the Planning Obligations SPD (adopted April 2013).

Informative(s):

- 1 In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 If the development is carried out it will be necessary for any existing redundant vehicular crossover(s) to be reinstated to footway level by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
- 3 For construction works adjacent to the public highways, the applicant must contact the council's First Contact on 0208 359 2000 for any necessary Highways Licenses.
- 4 Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.
- 5 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 30dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements.

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:1997 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

- 6 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a £126,420.00 payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a £487,620.00 payment under Barnet CIL.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to

commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: cil@barnet.gov.uk.

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> for further details on exemption and relief.

7 Applicants and agents are encouraged to sign up to the Considerate Contractors Scheme (www.ccscheme.org.uk) whereby general standards of work are raised and the condition and safety of the Borough's streets and pavements are improved.

Officer's Assessment

1. Site Description

The application site is located in Hendon between Sunningfields Road to the east and Church Terrace to the west. Church Walk forms the southern boundary and a footpath along the northern boundary separates the site from the residential properties to the north.

The school site is rectangular in shape and slopes gently from north to south. Vehicular access and parking area is located to the south east and south west corners of the site. The main Pedestrian access to the site is from Sunningfields Road located immediately in front of the building entrance. Second pedestrian entrance also from Sunningfields Road is located further north opposite the north east corner of the building and a third access is a shared vehicle/pedestria entrance at the south east corner of the site from Church Terrace. All accesses to the site are gated entrances.

This part of Hendon is a well-established and flourishing residential area with a wide range of dwelling type, size and tenure served by equally well established community, commercial and leisure amenities in Hendon nearby.

2. Site History

Reference: H/03646/13

Address: St Marys Church Of England High School, Sunningfields Road, London, NW4 4QR

Decision: Approved subject to conditions

Decision Date: 4 October 2013

Description: Single storey extension within, and enclosure of, internal courtyard to create ancillary rooms.

Reference: H/02114/13

Address: St Marys Church Of England High School, Sunningfields Road, London, NW4 4QR

Decision: Approved subject to conditions

Decision Date: 23 July 2013

Description: Single storey front extension and associated external works to school front entrance to Sunningfields Road.

Reference: H/01408/11

Address: St Marys Church Of England High School, Sunningfields Road, London, NW4 4QR

Decision: Approved subject to conditions

Decision Date: 27 May 2011

Description: Increase in the height of existing railings and gates along site boundary fronting Church Terrace, and new railings and gates fronting Sunningfields Road.

3. Proposal

The application relates to the construction of a new two storey detached building to provide 4no. additional classrooms following demolition of the existing site managers house.

4. Public Consultation

Consultation letters were sent to 104 neighbouring properties.

4 responses have been received, comprising 3 letters of objection, 0 letters of support and 1 letter of comment.

The objections received can be summarised as follows:

- Parking is currently a problem and will be worsened by the expansion.
- Parents park across residential drives and park and wait unconsiderately.
- Parents can be rude and abusive when asked to move their vehicles.
- The parking is worse in evenings during parents evening, school shows etc as the CPZ is no longer in force.
- The school need to monitor the parking in the surrounding residential areas.
- Residents should be given the site managers contact name and details to contact when cars are parked inconsiderately.
- Doctors vehicles will be obstructed from Church Terrace during construction phase.
- Disagree with transport statement that says there is sufficient parking.
- Roads will be blocked by the additional vehicles which will arise as a result of the proposal.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2015

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5.
- Relevant Development Management Policies: DM01, DM02.

The Council's approach to development as set out in Policy DM01 is to minimise the impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted April 2013)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents.

5.3 Assessment of proposals

Principle of Development

The application site relates to the Sunningfields Road site. The intention is to expand the secondary phase of the school by 2 forms of entry from September 2017. The school would grow by 30% between 2017 and 2021 at which point it would reach full capacity. St Marys and St Johns School would by 2018 comprise of three separate campuses.

Nursery, Reception and Years 1-4 are located at the Prothero Gardens Campus;
Years 5-8 are located at Bennett House and;
Years 9 to Sixth Form will be located at The Stamford Raffles Campus in Downage.

The proposal is to increase Years 7 and 8 by 2 forms taking the total to 7 forms per year. A 2 storey block to provide 4 classrooms is proposed on part of the current playground fronting Church Terrace. The existing premises manager's house would be demolished to accommodate additional play area.

The proposal will increase the school intake by 120 students going from 420 students to 540. This increase will facilitate an increase in form entry in years 7 and 8 to 6 forms.

Policy DM13 of the Adopted Barnet Development Management Policies 2012 states that:

New community or educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres. New

community or educational uses should ensure that there is no significant impact on the free flow of traffic and road safety. New community or educational uses will be expected to protect the amenity of residential properties.

Core Strategy policy CS10 is generally supportive of new educational development to meet demand.

The expansion programme is supported by the Local Education Authority.

Policy DM07 states that:

Loss of residential accommodation will not be permitted unless:

- The proposed use is for a local facility (children's nursery, educational or health use) provided that it is not detrimental to residential amenity and;
- Where need can be demonstrated and;
- The demand cannot be adequately be met elsewhere and is in line with other policies; or
- The location is no longer environmentally suitable and viable for residential use or;
- It involves identified regeneration areas .

The proposal would result in loss of a dwelling, however, as the house is ancillary to the school and is not part of the open housing market, it's loss as part of an expansion programme to meet identified need is acceptable.

Impact on the character of the area

The provision of a 2 storey building in the location proposed is considered to be acceptable. The overall design and height would match the existing school buildings on site. There is sufficient spacing between the existing school building and the new classroom block to ensure that there is adequate spacing around the buildings and the site. The building line of the new block will be consistent with the building line of the existing school building.

Heritage issues

Church Terrace forms the boundary of the conservation area and the appearance of the rear elevation of the building when seen from this aspect is important. The proposed building would have an acceptable relationship to the conservation area.

Impact on neighbouring amenity

Given the distance of the proposed extensions from neighbouring buildings, in particular no.20 Church Terrace it is not considered that the proposal will result in a loss of amenity. The existing site managers house is sited closer to the neighbouring property than the proposed classroom and as such it is considered to have a lesser impact than the existing situation.

The nearest residential property at 20 Church Terrace is approximately 22m from the proposed sufficiently far away so that the new building would not result in overlooking.

The Environmental Health team have reviewed the application and consider that in compliance with the acoustic information submitted the proposal would not result in harm to the neighbouring residential occupiers. A 2m high acoustic fence is proposed to form

the boundary between the school site and the public footpath to limit any additional noise generated from the playground space.

Loss of play space

Sports England would not need to provide comment on the application as the development does not fall within its statutory or non-statutory remit. The loss of the playing fields by the construction of the new classroom building will be compensated for by the demolition of the caretakers house. This will open up the curtilage of this building available for the play space. As a result it is considered that there is sufficient trade off between the loss of play space as a result of the new building and the new play space provided by the demolition of the existing managers house.

Traffic and highways

The school operates a staggered start time arrangement to assist with spreading arrival movements.

Years 5 and 6 start at 9.00am and Years 7 and 8 start at 8.25am. The school finishes lessons at 3.30pm.

The school also offers a before school club that begins at 8am. Afterschool clubs are provided four afternoons a week (except Wednesdays) and are typically attended by 60 students at each session. The afterschool clubs finish between 4.30pm and 5pm.

Existing Parking:

28 cars parking spaces are provided on site, including one visitor and one disabled parking spaces. On-site observations show that the car park is not operating to full capacity.

The school also has eight permits to allow them to use the car park located opposite the Sunningfields Road frontage.

10 Cycle parking spaces are provided in front of the building in the form of five Sheffield stands.

Access Arrangement:

Vehicle access to the site is provided from both the western and eastern boundaries on Church Terrace and Sunningfields Road, respectively. The eastern access is used by staff accessing the onsite car park. The western access is used by refuse operatives entering the site on foot to empty bins.

The proposal will increase staff on site from 48 to 60.

The existing maintenance and emergency access to the playground will be relocated as part of the proposals. The new maintenance and emergency access will be provided at the location of the existing caretaker's garage access. This access point already benefits from a dropped kerb.

The school currently benefits from 10 cycle spaces. This facility is well used, mainly by staff whom travel to work by cycles. To encourage and facilitate future movements by

cycle it is proposed to increase this provision by four stands which allow 8 further cycle parking spaces.

Travel Plan:

As part of the expansion of the school a revised full School Travel Plan will need to be submitted. A contribution of £5,000 will need to be provided for the monitoring of the objectives of the Travel Plan.

St Mary's and St John's has had a School Travel Plan (STP) in place since 2007, which has been updated annually. In recognition of the work they have done through the implementation of their STP they were awarded Silver STARS (Sustainable Travel; Active responsible, Safe) accreditation in 2010 and 11 and Bronze level in the years since. The 2015 STP submitted with the planning application reflects the opening of a second site in Bennet House. Although the 2015 hands up survey, showing how the pupils travel to school, shows an increase in car use from 25% in 2014 to 29% in 2015 following adding Year 7 pupils, this level of car use falls within the range of car use seen since 2008 when the implementation of previous STPs reduced car use dramatically from the first ever survey showed 64% of pupils coming by car. The submitted STP shows a large number of initiatives and activities completed in the last 3 years but the actions planned are limited in number and breadth. Therefore, to ensure that the school continues to keep the car use below 30% as the school grows through the implementation of a wide range of initiatives including those in the TS a Full STP will be required as shown below:

- full School Travel Plan to be submitted and approved 3 months prior to occupation
- STP to meet requirements of TFL guidance booklet What a School Travel Plan should contain
- Full STP to cover all travel movements associated with the pupils and their families, staff and visitors travelling to and from all 3 sites of St Mary's and St John's School
- life span of STP at least 5 years with annual review
- to meet at least Bronze level STARS (Sustainable travel; Active, Responsible, Safe) for at least 5 years
- £5K Travel Plan monitoring fee.

5.4 Response to Public Consultation

The application is accompanied by a School Travel Plan and a further Travel Plan and associated monitoring fee is to accompany the application. The purpose of the Travel Plan is to ensure that car use is kept below 30% as the school expands. This will help mitigate against the concerns relating to increased vehicle movement to and from the school.

In addition, the school has shown a willingness to enter into an agreement to ensure a member of staff monitors the parking situation in the surrounding streets and advice parents/guardians of the appropriate parking during school drop off and pick up. This will be carried out once a week and will be managed by the school.

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. Conclusion

The proposal is considered to accord with the requirements of the Development Plan and is therefore recommended for approval.