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Case Officer: James Wells
Email: JWells@hillingdon.gov.uk
Date: 17th May 2022
Our Ref: 77137/PRC/2022/58

Dear William Avery

RE: Creation of a box van loading/delivery bay, new landscaping and extension of the car park to create 11no. additional car parking spaces

SITE: Rabbsfarm Primary School Gordon Road Yiewsley

I refer to your request for pre-application planning advice dated 21.03.22 and our subsequent meeting on 03.05.22 relating to the above development. The advice provided is based on the following drawings and documents issued to the Local Planning Authority for consideration:

Plan Numbers: Location Plan - received 21 Mar 2022
 RPS-001 C - Existing Floor Plan - received 21 Mar 2022
 RPS-002 C - Proposed Floor Plan - received 21 Mar 2022
 Pre-Planning, Design and Access Statement - received 21 Mar 2022
 Transport Statement - received 21 Mar 2022

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.

The Site and Surrounds

The application site is located at the northern end of Gordon Road, Yiewsley, approximately 120m north of its junction with Falling Lane. The site is occupied by Rabbsfarm Primary School and The Hub, a single storey, detached building providing educational use for before and after school clubs.

The site is not within a conservation area and does not contain any statutorily or locally listed buildings. It is potentially contaminated, is within the Hillingdon Air Quality Management Area, Flood Zone 1 and has a Public Transport Accessibility Level (PTAL) of 2. The local area is generally residential in character, mainly comprising semi-detached and terraced dwellings. Yiewsley and West Drayton District Town Centre is located approximately 200m to the south-west.

The Proposal

The proposal involves the creation of a box van loading/delivery bay, new hard and soft landscaping and extension of the car park to create 11no. additional car parking spaces.

Planning Policy

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The London Plan (2021)
The West London Waste Plan (2015)

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

The proposed development has been assessed against the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), including Supplementary Planning Guidance, and all relevant material considerations, including The London Plan (2021) and national guidance:

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.C11 (2012) Community Infrastructure Provision

Other Policies:

DMCI 1A Development of New Education Floorspace
DMHB 11 Design of New Development
DMHB 12 Streets and Public Realm
DMT 1 Managing Transport Impacts
DMT 2 Highways Impacts
DMT 5 Pedestrians and Cyclists
DMT 6 Vehicle Parking
LPP D3 (2021) Optimising site capacity through the design-led approach
LPP S3 (2021) Education and childcare facilities
LPP T1 (2021) Strategic approach to transport
LPP T5 (2021) Cycling
LPP T6 (2021) Car parking
LPP T6.5 (2021) Non-residential disabled persons parking
NPPF12 NPPF 2021 - Achieving well-designed places
NPPF8 NPPF 2021 - Promoting healthy and safe communities

Main Planning Issues

1. Principle of development

The site is located in the developed area of the Borough where new development is acceptable in principle subject to compliance with relevant Development Plan policies.

2. Design

Policy D3 of the London Plan (2021) states, inter alia, that "development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions."

Policy S3 of the London Plan (2021) states, inter alia, that:

"B Development proposals for education and childcare facilities should, inter alia:

5) maximise the extended or multiple use of educational facilities for community or recreational use, through appropriate design measures

6) encourage the shared use of services between schools, colleges, universities, sports providers, and community facilities, and between early years and health and social care providers

7) ensure that new developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach."

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'.

Policy CI1 of the Hillingdon Local Plan (November 2012) seeks to provide and retain community facilities, including schools, by, inter alia, "supporting the retention and enhancement of existing community facilities'.

Policy DMCI 1A of the Hillingdon Local Plan: Part Two - Development Management Policies 2020) states that:

Proposals for new schools and school expansions will be assessed against the following criteria: A) The size of the site, its location and suitability to accommodate a new school or school expansion taking account of compatibility with surrounding uses, and existing planning policy designations (e.g. conservation areas, MOL, Green Belt).

B) The impact on green open space, games pitches, outdoor play and amenity space, taking account of the character of the area, whether the site is within an area of open space deficiency and whether the school has sufficient outdoor space for play and games.

C) The location and accessibility of the site in relation to: i) the intended catchment area of the school; ii) public transport; and iii) the local highway network and its ability to accommodate new or additional school trips without adverse impact on highway safety and convenient walking and cycling routes to schools.

D) The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies 2020) states that new development will be required to be designed to the highest standards and incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, considering the height, mass and bulk of adjacent structures. Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires development proposals to be well integrated with the surrounding area and accessible.

The proposed development involves the creation of a box van loading/delivery bay, surfaced in coloured tarmac, close to the school entrance to facilitate the efficient delivery of goods to the school. In addition, new hard and soft landscaping would be provided close to the school entrance and the existing car park would be extended to create 11no. additional car parking spaces between the Hub and the existing car park, including 1 wheelchair accessible space and 2 electric vehicle charging points. The proposed additional car parking spaces would be surfaced in grasscrete.

The proposed box van loading/delivery bay, new hard and soft landscaping and 11no. additional car parking spaces are considered to harmonise with the local context, would be well integrated with existing development at the school entrance and could be supported by the Council.

3. Amenity

Policy DMHB 11 B) of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary.

The siting of the box van loading/delivery bay and the 11no. additional car parking spaces would not be within 21m of any residential dwellings and they should not adversely impact on the amenity of adjacent properties.

4. Highways

The Highway Authority requires that the dimensions of parking spaces, carriageway and footway widths, pedestrian visibility splays and cycle bays, etc., should be shown and annotated on the deposited plans. Copies of all plans should be provided printable to scale at A3 drawings. Tracking drawings would be required to demonstrate that a vehicle entering the site can turn and leave in a forward gear.

The Highway Authority requires that a Construction Logistics Plan is submitted for approval; this should be produced based on the guidance produced by TfL tailored to the development and local circumstances. This would be secured by way of suitable planning condition. Based on the information provided the Highway Authority would not have any in principle objections to this proposal. Comments made at this stage in the process are entirely without prejudice to the views of the Planning Authority or advice that may be provided at a formal submission.

5. Other

Contaminated Land

No objection / no comment received from the Contaminated Land Officer.

Flood Risk

In built up areas there is the risk of flooding from surface water, due to rainwater falling onto impermeable surfaces which is the key flood risk identified in Hillingdon. Although the site lies in Flood Zone 1, the River Pinn is located approximately 100m to the west of the site. It is considered that a sustainable drainage system (SuDS) should be included with any future application to manage surface water on site.

Crime Prevention

The design and layout should also have regard to secure by design principals. You may wish to contact the Metropolitan Police's Secure by Design Officer, PC Robert Palin who can be contacted on 020 8733 5245 or by e-mail on Robert.Palin@met.pnn.police.uk.

6. Planning Obligation and CIL (Mayor and LBH)

S106 PLANNING OBLIGATIONS

It is not considered that any planning obligations will be required.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

It is not considered that any CIL Payments will be required.

7. Application Submission

The Council has an adopted Local Planning Validation Checklist (June 2020) that sets out in full the drawings and documents required to support applications for planning permission.

Should you require further information, please refer to the Council's website:
<https://www.hillingdon.gov.uk/apply-planning-permission>.

8. Conclusion

The proposed box van loading/delivery bay, new hard and soft landscaping and 11 no. additional car parking spaces are considered to harmonise with the local context, would be well integrated with existing development at the school entrance and should not adversely impact on the amenity of adjacent properties. The additional car parking spaces would include 1 wheelchair accessible space and 2 electric vehicle charging points. Based on the information provided the Highway Authority would not have any in principle objections to the proposal. On this basis, the proposals appear to accord with the requirements of Policies DMCI 1A and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies 2020) and could be supported by the Council.

Although the site lies in Flood Zone 1, the River Pinn is located approximately 100m to the west of the site. It is considered that a sustainable drainage system (SuDS) should be included with any future application to manage surface water on site.

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

Thank you for entering into the Councils pre-application advice service and I trust you have found this service of assistance.

**James Wells
Planning Team Leader
Major Applications Team
London Borough of Hillingdon**

Planning Guarantee

For complex applications which are likely to exceed the statutory timeframes, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all Planning Performance Agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined on a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.