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# RABBSFARM PRIMARY SCHOOL

RABBSFARM PRIMARY SCHOOL,

GORDON ROAD, YIEWSLEY

## TRANSPORT STATEMENT

March 2022

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## Contents



## Figures



## Appendices



Ref: File path P:\ P2571 Rabbsfarm Primary School Transport Statement March 2022

# 1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by Rabbsfarm Primary School in relation to the proposals at Rabbsfarm Primary School, Gordon Road, Yiewsley.

1.2 The site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.

## Site Location

1.3 The local planning and highway authority for the site is the London Borough of Hillingdon (LBH).

1.4 Rabbsfarm Primary School is located around 3.4 kilometres to the south-west of Hillingdon village centre and 700 metres to the north of Yiewsley village centre.

1.5 The area adjoining the site is predominantly residential in nature, with a number of semi-detached houses present along Gordon Road. The site is bounded by open land to the north and west, residential properties to the south along Gordon Road and Chantry Special Education School to the east.

1.6 Gordon Road is a cul-de-sac, oriented in a northerly to southerly direction, connecting with the A408 Falling Lane at its southern end. The streets adjoining the site are situated within controlled parking zone (CPZ) Y2, which is subject to parking restriction from 8:30am to 5pm, Monday to Friday.

1.7 The site has a public transport accessibility level (PTAL) of 2 which is a 'poor' rating as defined by Transport for London (TfL). This means that there are limited public transport options accessible within the PTAL prescribed walking distance of the school.

## Existing Site

1.8 Rabbsfarm School is a primary school and nursery located in Yiewsley, currently serving 603 pupils and employing 98 Full-Time-Equivalent (FTE) staff. The school is formed of one campus with vehicle and pedestrian access served from the northern end of Gordon Road.

1.9 The primary schools start and finish times are 8:50am and 3:20pm, whilst the nursery day is split into two sessions with the first session running from 9am to 11:25am and the second session running from 1pm to 3:25pm. In the morning Rabbsfarm School has a breakfast club running from 7:30am to 9am and there are also after school clubs or activities running from 3:30pm to 5pm.

1.10 Planning permission (reference: 5746/APP/2012/3184) was granted for the expansion of Rabbsfarm Primary School in March 2013, to construct additional classroom facilities that will accommodate a total of 720 pupils (including 90 nursery pupils split over two sessions) and 121 FTE staff.

1.11 The school currently provides an on-site parking area accessed from the entrance onto Gordon Road, which holds capacity for 47 spaces (including four blue badge bays) for staff and visitors.

1.12 A total of 30 cycle storage spaces are provided in the form of 15 Sheffield stands in a shelter situated in the south-western corner of the site.

1.13 As with all schools in London, Rabbsfarm Primary School currently operates a Travel Plan.

## The Proposals

1.14 The proposals seek to provide an enlarged parking area on-site with 11 additional parking spaces (including one disabled parking space and two electric vehicles charging points) and also a delivery / servicing bay. The proposed site plan is presented in Appendix A of this report. The proposals will not see an increase in capacity of pupils at the school.

## This Report

1.15 This Transport Statement has been produced to assess the transport impacts of the proposed development on the adjoining area.

1.16 The following section outlines planning policy relevant to the application site.

# 2.0 POLICY CONTEXT

2.1 This proposal has been assessed in accordance with current transport planning policy guidance at the local, regional and national level.

## Hillingdon Council

2.2 The Hillingdon 'Local Plan' takes forward many of the key objectives of the Sustainable Community Strategy. The Council has divided the Hillingdon Local Plan into two parts. The Hillingdon 'Local Plan: Part 1- Strategic Policies' was adopted in November 2012 and the 'Local Plan Part 2 - Development Management Policies' was adopted in January 2020. The Hillingdon Local Plan: Part 2 - Development Management Policies (DMP) sets out the key elements of the planning framework for the Borough over the next 15 years.

2.3 Policy DMT 1: Managing Transport Impacts of the Council's Local Plan Part 2 (DMP) is extracted as follows:

> *"Policy DMT 1: Managing Transport Impacts*
>
> *A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:*
>
> *i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;*
>
> *ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;*
>
> *iii) provide equal access for all people, including inclusive access for disabled people;*
>
> *iv) adequately address delivery, servicing and drop-off requirements; and*
>
> *v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.*
>
> *B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a*

*satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented."*

2.4 Policy DMT 6: Vehicle Parking of the Council's Local Plan Part 2 (DMP) is extracted as follows:

*"A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:*

*i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*

*ii) a transport appraisal and Travel Plan has been approved and parking provision is in accordance with its recommendations.*

*B) All car parks provided for new development will be required to obtain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD."*

2.5 Appendix C Table 1 of the Council's Local Plan Part 2 (DMP) sets out the Council's maximum car and cycle parking standards for new development in the Borough and has been extracted below for ease of reference:

| **CAR AND OTHER VEHICLE PARKING**<br><br>**MAXIMUM REQUIREMENT** | **BICYCLE PARKING**<br><br>**MAXIMUM REQUIREMENT**<br><br>**(1 space per sqm of gross floorspace unless otherwise stated)** |
|---|---|
| **HIGHER AND FURTHER EDUCATION ESTABLISHMENT (VOCATIONAL & ACADEMIC) ADULT TRAINING CENTRES AND SCHOOLS** | |
| **On an individual basis using a transport assessment and where applicable school travel plan/travel plan.**<br><br>**Where relevant, provision should be made for coach/bus access and parking.** | **1 per 10 staff or students** |

2.6 For school developments (Use Class D1), car parking requirements are assessed on an individual basis using a transport assessment and where applicable, a School Travel Plan. Provision should also be made for coach/minibus parking.

2.7 Cycle parking should be provided at a ratio of one space per 10 staff or students.

2.8 Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the mayor's targets. This will be reviewed in the future.

2.9 With regard to blue badge parking provision, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD (May 2013).

### London Plan

2.10 In March 2021 the Mayor of London published the new London Plan, which sets out a framework for how London will develop over the next 20-25 years and the mayor's vision for Good Growth. Chapter 10 of the London Plan relates to London's Transport.

2.11 London Plan Policy T1 sets out the mayor's strategic approach to transport as shown below:

> *"Policy T1 Strategic approach to transport*
> *A Development Plans should support and development proposals should facilitate:*
> *1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
> *2) the proposed transport schemes set out in Table 10.1.*
> *B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

2.12 Policy T2 of the London Plan sets out the mayor's strategy for 'healthy streets' and is an important new feature of the London Plan. Policy T2 is extracted as follows:

> *"Policy T2 Healthy Streets*
>
> *A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*
>
> *B Development Plans should:*
>
> *1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
>
> *2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*
>
> *C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.*
>
> *D Development proposals should:*
>
> *1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.*
>
> *2) reduce the dominance of vehicles on London's streets whether stationary or moving.*
>
> *3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*

2.13 Policy T6 relates to Car Parking copied herein for ease of reference:

> *"Policy T6 Car parking*
>
> *A. Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*
>
> *B. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car- free development has no*

*general parking but should still provide disabled persons parking in line with Part E of this policy.*

C. *An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.*

D. *The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.*

E. *Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.*

F. *Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.*

G. *Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.*

H. *Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.*

I. *Adequate provision should be made for efficient deliveries and servicing and emergency access.*

J. *A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.*

K. *Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum*

*standards are not appropriate for non-residential use classes in any part of London.*

L. *Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."*

2.14 One disabled parking space is required for 5% of the total parking provision. This assessment should also demonstrate that disabled parking can be provided for an additional 5% of the total provision in future upon request. In addition, at least 20% of parking spaces should have active charging facilities for electric vehicles, with passive provision for all remaining spaces.

2.15 With reference to cycle parking, the London Plan states the following:

| Use Class | Long-stay (e.g., for staff or pupils) | Short-stay (e.g., for visitors or customers) |
|---|---|---|
| D1 | 1 space per 8 FTE staff + 1 space per 8 students | 1 space per 100 students |

Source: Publication London Plan Table 10.2

## National Planning Policy Framework (NPPF)

2.16 On a national level, the National Planning Policy Framework (NPPF) (July 2021) sets out national policy. Section 113 relates to traffic movements:

*"**113.** All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

2.17 Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant extracts have been copied herein:

*"**104.** Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

*A) the potential impacts of development on transport networks can be addressed;*
*B) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
*C) opportunities to promote walking, cycling and public transport use are identified and pursued;*
*D) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
*E) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

*107. If setting local parking standards for residential and non-residential development, policies should take into account:*

*F) the accessibility of the development;*
*G) the type, mix and use of development;*
*H) the availability of and opportunities for public transport*
*I) local car ownership levels; and*
*J) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

*110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
*b) safe and suitable access to the site can be achieved for all users; and*
*c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

*111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

*112. Within this context, applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for*

*bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.18 In preparing the development proposal and this transport statement, the above policies have been considered. The following chapter sets out the site's accessibility to local amenities and public transport nodes.

# 3.0 PARKING, SERVICING & TRIP GENERATION

## Parking

3.1 As explained in the introduction, it is proposed to provide 11 additional parking spaces (including one disabled parking space and two electric vehicles charging points) to the south of the existing on-site parking area for staff and visitors. The enlarged parking area would therefore provide a total of 58 spaces.

3.2 Each of the proposed regular car parking spaces accord with standard design requirements in respect of dimensions, being 2.4 metres wide and 4.8 metres in length. In addition, each blue badge space is provided with 1.2 metre hatching on the side of the bay.

3.3 A minimum aisle width of 6.0 metres is allowed between the perpendicular parking spaces to provide sufficient manoeuvring space for vehicles to safely enter

3.4 Figure 2 of this report presents a Skoda Octavia (large family car) safely entering and exiting a number of the parking spaces.

3.5 The development plan for LB Hillingdon comprises of the adopted Local Plan Part 2 (DMP), which details school parking standards for the borough.

3.6 For school developments (Use Class D1), car parking requirements are assessed on an individual basis using a transport assessment and where applicable, a School Travel Plan. Provision should also be made for coach/minibus parking.

3.7 In order to assess whether the additional staff and visitor parking is justified, analysis of staff travel mode surveys has been carried out. The staff surveys were carried out in 2011 and presented within a Transport Assessment (December 2012) prepared by Robert West in support of the approved school expansion.

3.8 It is noted that the school carried out further staff surveys as part of a Travel Plan updated in September 2012, however there were few survey participants, making it difficult to provide accurate projections of the mode share split when the school is at full capacity.

3.9 The travel mode survey results are included in Table 1 below for ease of reference:

Table 1: Travel Mode Surveys (2011)

| | No. of Existing Staff | % of Staff | No. of Projected Staff |
|---|---|---|---|
| Car | 36 | 51.9 | 63 |
| Car Share | 3 | 3.7 | 4 |
| Bus | 3 | 3.7 | 4 |
| Train | 4 | 5.6 | 7 |
| Walk | 23 | 33.3 | 40 |
| Cycle | 1 | 1.9 | 2 |
| Total | 70 | 100 | 121 |

3.10 As shown in Table 1 above, 36 staff were recorded driving to Rabbsfarm Primary School, which is equivalent to 51.9%. In order to predict how staff, travel to the school when at full capacity, the travel mode percentages have been applied to the total number of FTE staff required when 720 pupils attend the school.

3.11 As can be seen in Table 1, 63 staff are projected to drive to Rabbsfarm school when at full capacity. Given that there are currently only 47 car parking spaces provided within the school car park, this is 16 spaces below the predicted parking demand. This also doesn't account for any parking demand generated by visitors driving to the site or maintenance staff.

3.12 As a result, staff and visitors are currently parking on unmarked areas within the school, especially to the north end of the existing car park where there is a turning provision. The resulting restriction for turning vehicles, e.g. waste collection, has resulted in damage to cars and fencing

3.13 As part of the Transport Assessment by Robert West, mode shift targets were set out to reduce staff reliance on travel by car by September 2018. As shown in table 9.2 of the TA it is proposed to reduce the mode % of travel by car from 51.9% in 2012 to 40.2% in 2018. Applying, the mode target of 40.2% to 121 FTE staff, there is still likely to be 49 staff driving to the site resulting in overspill parking of two cars. This is also before accounting for visitor parking demand.

3.14 Overall, it can be reasonably concluded that the additional 11 parking spaces proposed for school are justified to provide sufficient on-site parking for staff and visitors. This will likely reduce pressures on on-street parking and free space for local residents to park.

3.15 As noted previously, parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the mayor's targets. As can be seen in Appendix A, EV charging points will be provided for two out of the 11 new spaces, which accords with the Council's policy requirements.

3.16 With regard to blue badge parking provision, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD (May 2013). As illustrated in Appendix A, one of the 11 parking spaces are designed to be wheelchair accessible in accordance with the Council's parking standards.

3.17 In terms of cycle parking, the most recent travel surveys at Rabbsfarm Primary School predict that no pupils and two staff cycle to school when at full capacity. Surveys at RPS, subsequent to the introduction of a school Bikeability programme, predict approximately ten pupils and two staff cycle to school. Given that a total of 30 cycle storage spaces are currently provided on-site, this meets the current demand for cycle parking at the school.

3.18 The demand for cycle parking will be assessed in further iterations of the Travel Plan and further cycle parking will be made available to cater for demand.

## Servicing

3.19 As noted in the introduction, it's proposed to provide a dedicated loading bay for delivery and servicing trips to and from the site. As can be seen in Appendix A, the loading bay is situated near the school entrance onto Gordon and within close proximity to the school building.

3.20 From liaison with the school, it's noted that a 7.5t Box Van will be the largest delivery vehicle accessing the site. Deliveries will occur outside the peak traffic hours at the school of 8:15am to 9:15am and 2:45pm to 3:45pm.

3.21 Figure 3 of this report presents a 7.5t box van pulling onto the loading bay in forward gear, then exiting in forward gear and turning within the car park. As can be seen, there is ample space for goods to be unloaded from the rear of the vehicle onto the loading bay or the side of the vehicle onto the footway. Goods can then be transported to the school via the pedestrian crossing adjacent to the loading bay.

## Trip Generation

3.22 As noted previously, the capacity of the school (in terms of pupils) will not increase as a result of the planning application. As such, the total trips generated by the school will not increase following the development proposals.

3.23 In addition, the vehicle traffic generation at Rabbsfarm Primary School should decrease in line with the travel mode objectives set out in the Travel Plan.

3.24 The development is therefore projected to have no detrimental effects on parking capacity, vehicle traffic and neighbouring amenity in the surrounding area.

## 4.0 SUMMARY

4.1 Rabbsfarm School is a primary school and nursery located in Yiewsley, currently serving 603 pupils and employing 98 Full-Time-Equivalent (FTE) staff. The school is formed of one campus with vehicle and pedestrian access served from the northern end of Gordon Road.

4.2 The proposals seek to provide an enlarged parking area on-site with 11 additional parking spaces (including one disabled parking space and two electric vehicles charging points) and also a delivery / servicing bay. The proposals will not see an increase in capacity of pupils at the school.

4.3 In order to assess whether the additional staff and visitor parking is justified, analysis of staff travel mode surveys has been carried out. The staff surveys were carried out in 2011 and presented within a Transport Assessment (December 2012) prepared by Robert West in support of the approved school expansion.

4.4 As can be seen in Table 1, 63 staff are projected to drive to Rabbsfarm school when at full capacity. Given that there are currently only 47 car parking spaces provided within the school car park, this is 16 spaces below the predicted parking demand. This also doesn't account for any parking demand generated by visitors driving to the site or maintenance staff.

4.5 As such, it can be reasonably concluded that the additional 11 parking spaces proposed for school are justified to provide sufficient on-site parking for staff and visitors. This will likely reduce pressures on on-street parking and free space for local residents to park.

4.6 As noted in the introduction, it's proposed to provide a dedicated loading bay for delivery and servicing trips to and from the site. As can be seen in Appendix A, the loading bay is situated within the school boundaries and near the school entrance onto Gordon Road and within close proximity to the school building.

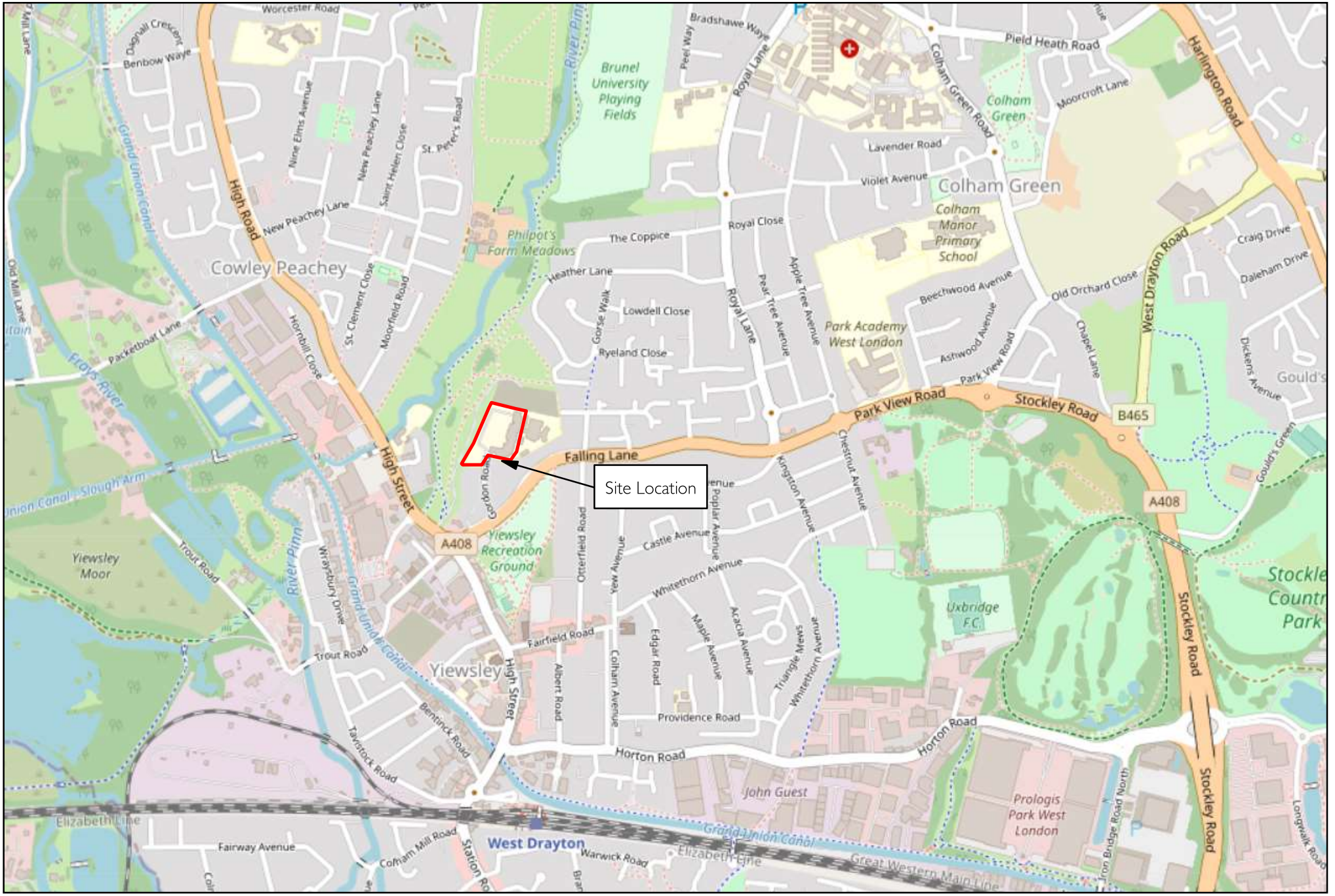
4.7 As noted previously, the capacity of the school (in terms of pupils) will not increase as a result of the planning application. As such, the total trips generated by the school will not vary significantly following the development proposals.

4.8 The development is projected to have no detrimental effects on parking capacity, vehicle traffic and neighbouring amenity in the surrounding area.

4.9 As demonstrated within the tracking drawings in a Skoda Octavia can access a number of the new parking spaces in a safe and convenient manner.

4.10 The proposal is considered to be acceptable on all highway's aspects.

# FIGURES




Date: 17 February 2022
Scale: NTS
Source: OpenStreetMap
Drawing No: P2571/TS/01

# P2571: Rabbsfarm Primary School, Gordon Road, Yiewsley

Figure 1.
Location Plan

PAUL MEW ASSOCIATES
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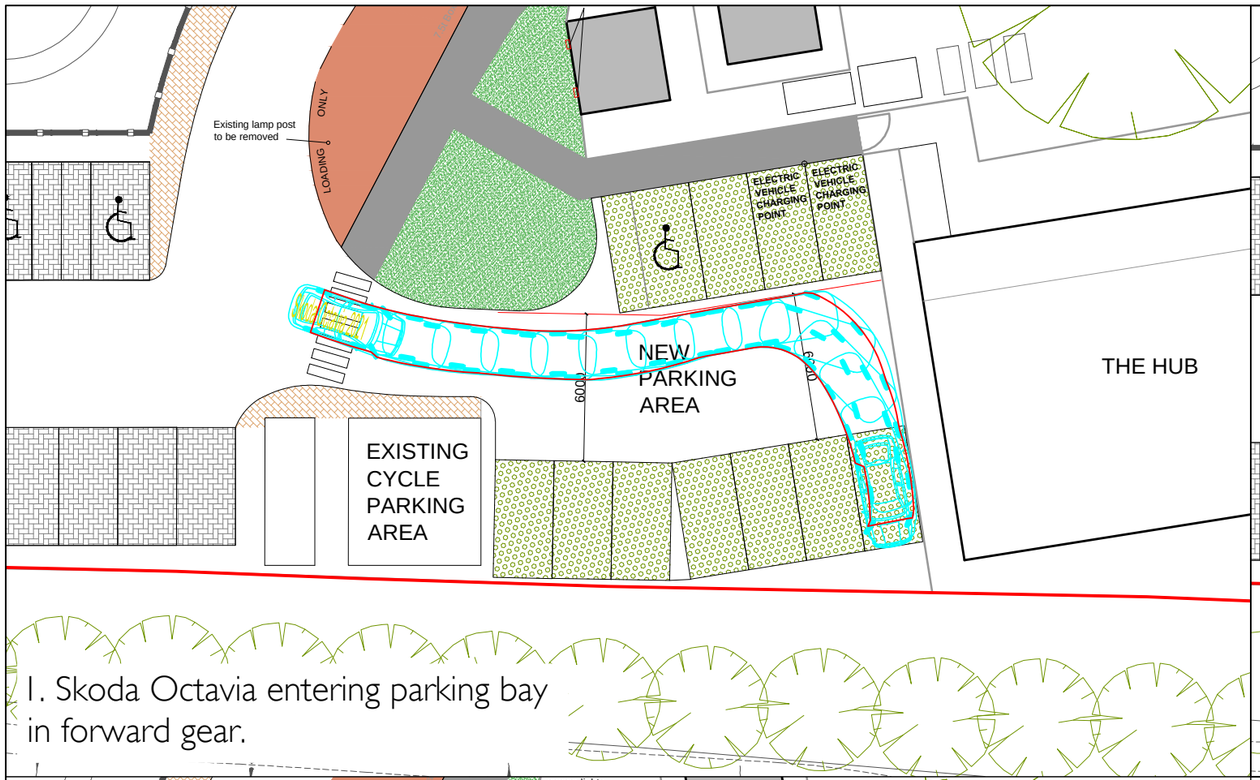
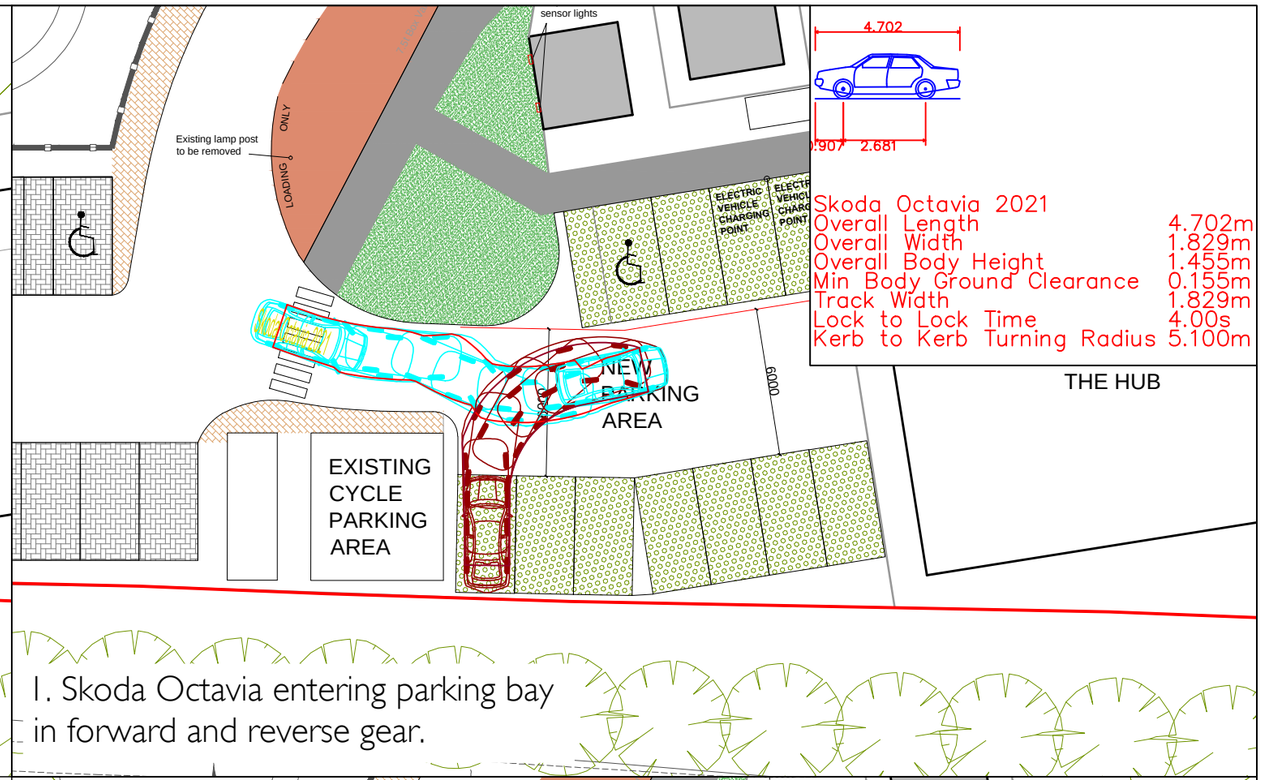
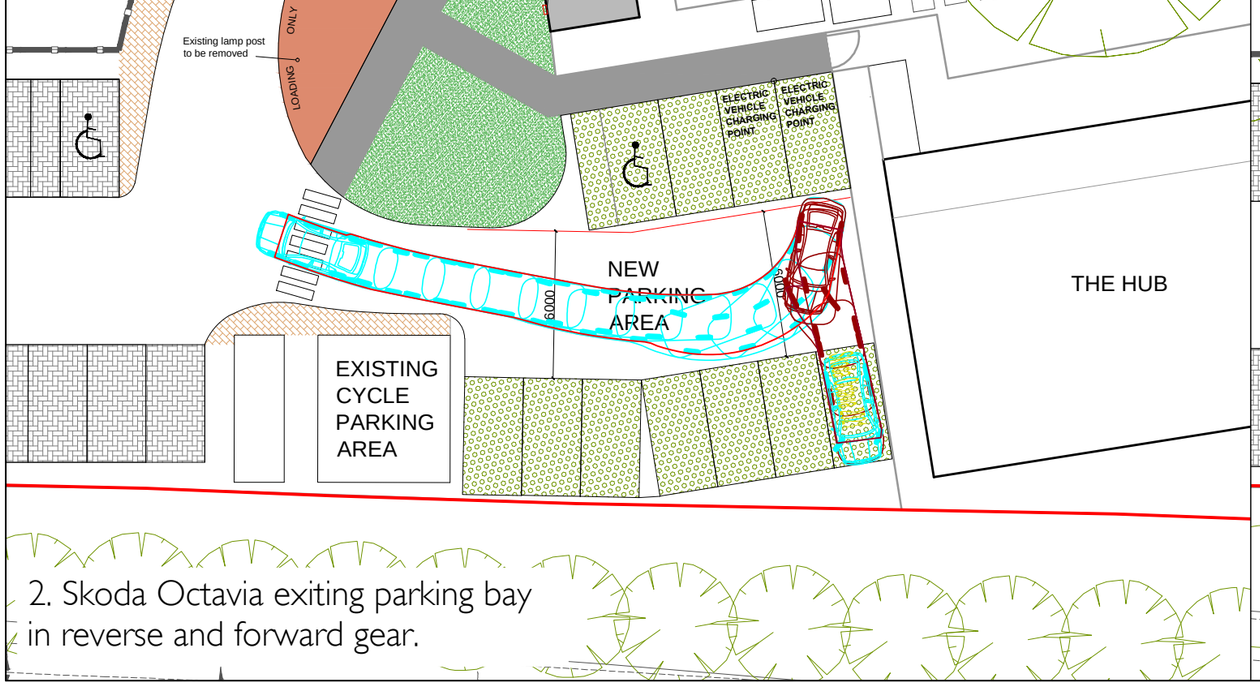


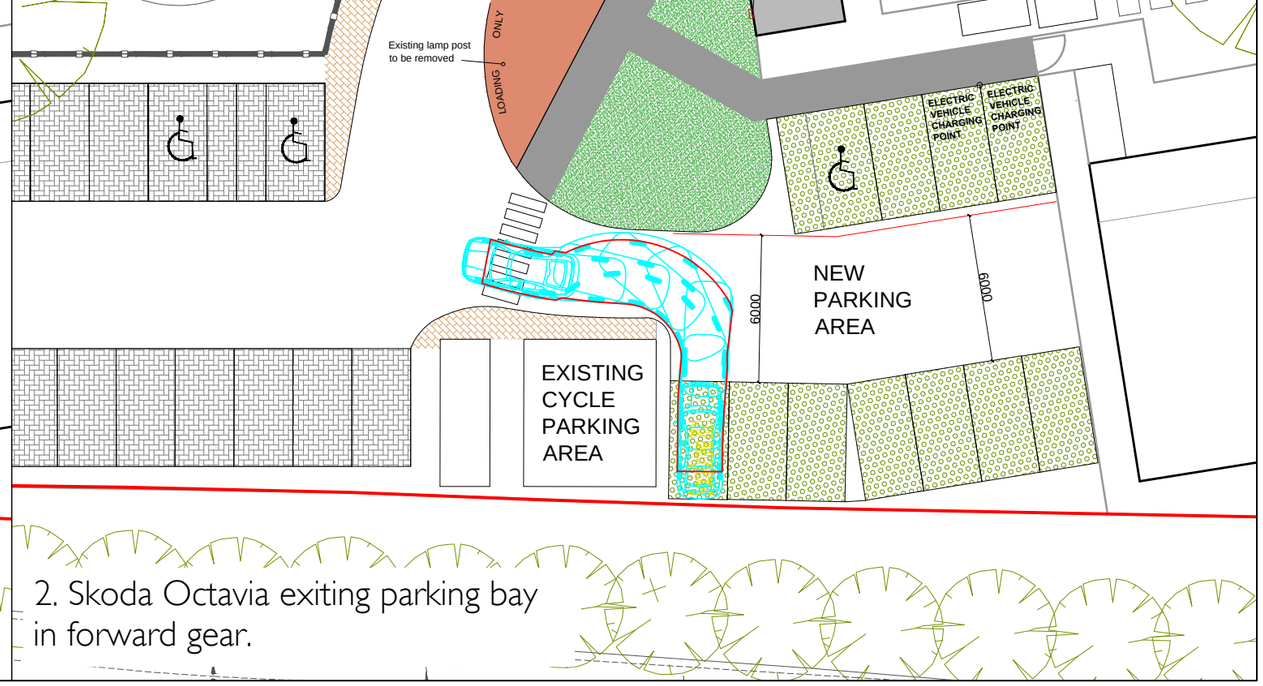

1. Skoda Octavia entering parking bay in forward gear.




1. Skoda Octavia entering parking bay in forward and reverse gear.




2. Skoda Octavia exiting parking bay in reverse and forward gear.




2. Skoda Octavia exiting parking bay in forward gear.

Date: 03 March 2022
Scale: 1:250@A3
Source: AutoTrack
Drawing No. P2571/TS/02

N

# P2571: Rabbsfarm Primary School, Gordon Road, London

Figure 2.
Swept-Path Analysis: Skoda Octavia 2021

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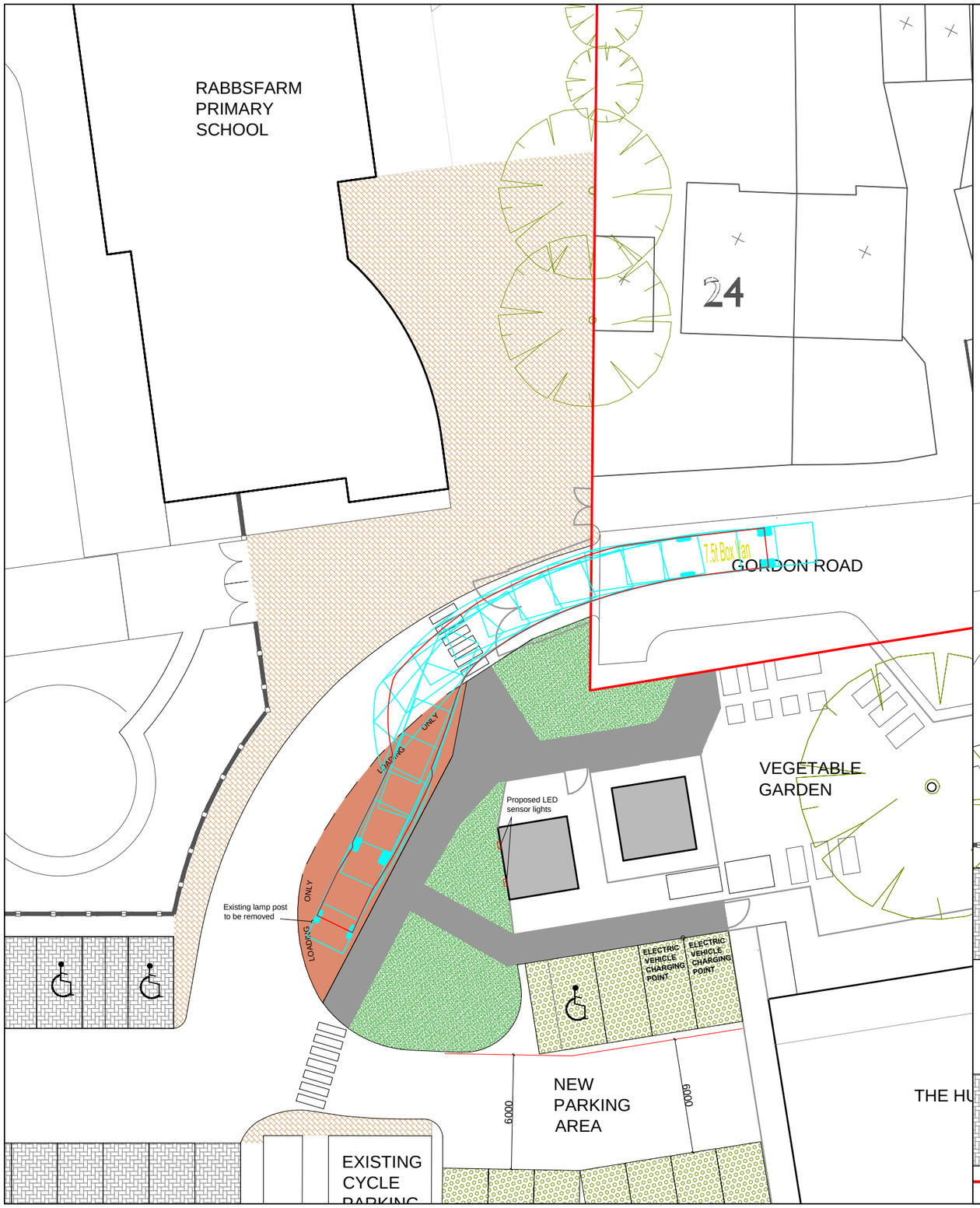


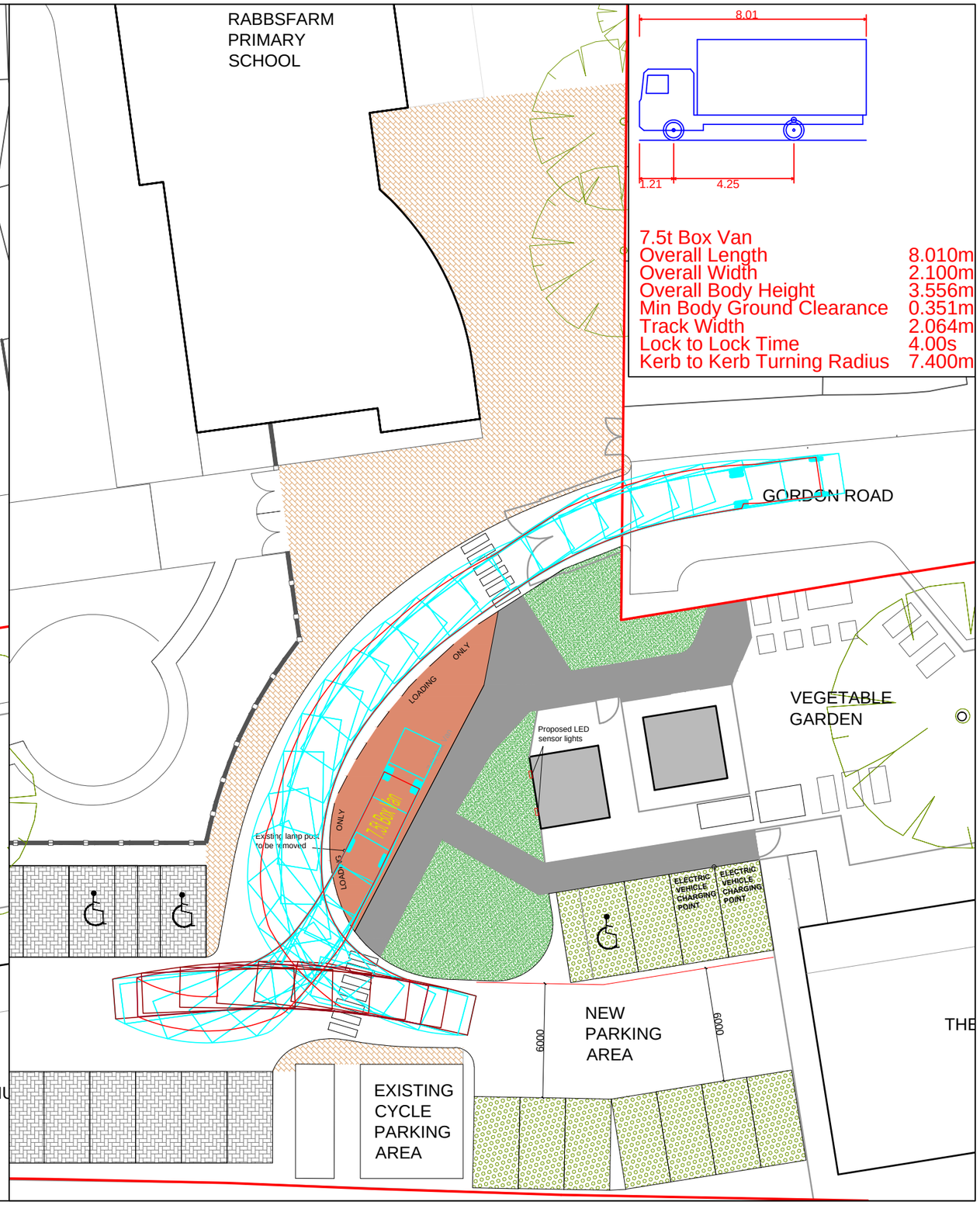


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Drawing No. P2571/TS/03

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# P2571: Rabbsfarm Primary School, Gordon Road, London

Figure 3.

Swept-Path Analysis: 7.5t Box Van Entering and Exiting the Loading Area

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# APPENDIX A
Proposed Site and Boundary Plan


| Rev | Date | Description | Drawn | Chkd |
|---|---|---|---|---|
| A | 08/02/2022 | New layout | | |
| B | 08/02/2022 | Amended Hatching | | |
| C | 24/02/2022 | Changes to parking and crosiing layouts | | |
| | | | | |
| | | | | |

General Note - The general contractor is responsible for the verification of all dimensions and levels on site prior to any construction or pricing works. The architect is to be informed immediately of any discrepancy. Figured dimensions take priority over scaled dimensions. Reliance on scaled dimensions to be appropriate for drawing purpose and scale of drawing

PROJECT
RABBSFARM PRIMARY SCHOOL, GORDON ROAD, YIEWSLEY, WEST DRAYTON UB7 8AH

DWG TITLE
PROPOSED FLOORPLAN

| DRAWN DATE | SCALE | DRAWING NUMBER | REV. |
|---|---|---|---|
| 24/02/2022 | 1:500@A2 | RPS-002 | C |