



# **Planning, Design and Access Statement**

**July 2022**

**Rabbsfarm Primary  
School,  
Gordon Road, Yiewsley,  
West Drayton, UB7 8AH**

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# Chapter 1

## Introduction

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## 1. Introduction

1.1. This statement sets out the background to the development (including planning history), the justification for the proposal and its accordance with the development plans. The statement refers to the local development plan which comprises:

- [National Planning Policy Framework \(2021\)](#)
- [London Plan \(March 2021\)](#)
- [Hillingdon Local Plan Part 1 \(2012\)](#)
- [Hillingdon Local Plan Part 2 \(2020\)](#)

### **Site Description**

1.2. The property subject to this application is Rabbsfarm Primary School, located at the northern end of Gordon Road, Yiewsley.

1.3. The site is currently used as a primary school and nursery (Use Class F1) educating pupils from the nursery years to Year 6. The school site currently accommodates 603 children age 4 to 11, with 42 nursery pupils and 561 pupils attending the primary school. The school staff comprises 98 full-time equivalent staff, split between the nursery (5 staff) and the primary school (93 staff).

1.4. The school car park comprises 47 spaces (including 4 blue badge bays) for staff and visitors. It should be noted parent vehicles have no access to the school car park.

1.5. The school comprises one main two-storey building, a single storey detached building known as The Hub, a single storey detached building known as the Launch Pad (special needs resources), the remainder of the site is used as a Multi-Use Games Area, playground area and associated external space and car parking.

1.6. The school is approached from the southwest down a residential road, comprising semi-detached houses Gordon Road. To the east the school is adjoined by the Young Peoples' Academy, with some residential property gardens. To the north and west the long school boundaries are by the fields of Philpots Farm, an open rural area.

- 1.7. The construction of the existing school buildings was granted permission in 2012 (5746/APP/2012/3184). The construction of the new school was completed in 2014. It was later extended in 2019 (5746/APP/2019/2191) with the construction of The Hub, a single storey detached building providing 180sqm of additional floorspace for educational use for before and after school club use.
- 1.8. The surrounding area is predominantly residential, comprising terraced and semi-detached houses. There are six schools within walking distance of the site:
  - the Young People's Academy (immediately adjacent to the site) accessed from Falling Lane;
  - St Matthew's Church of England Primary School (to the south); and
  - to the northeast - Park Academy (east) West London, Moorcroft School, Colham Manir Primary School and Meadow Special School .
- 1.9. There are no protected trees on site.
- 1.10. The property is not a statutory Listed building, nor is it located within a Conservation Area. The site has a low accessibility to public transport score with a PTAL rating of 2.
- 1.11. The application site falls within the administrative boundaries of the London Borough of Hillingdon.

### **The Proposal**

- 1.12. This application seeks full planning permission for the creation of a box van loading/delivery bay, new landscaping and extension of the car park to create 11no. additional car parking spaces within the Rabbsfarm Primary School boundaries, including 1 wheelchair accessible space and 2 EV charging points.
- 1.13. The creation of the loading bay near the school entrance would greatly improve the delivery of goods to the school as the school currently has no allocated delivery bay and vans stop at random places within the carpark to unload goods, far from the school Reception.

- 1.14. The proposal also aims to make best use of the existing unused “brownfield” area between the Hub and the existing car park to provide the much-needed additional car parking spaces for staff and visitors.
- 1.15. This full planning application follows the receipt of pre-application advice (77137/PRC/2022/58) in May 2022 with the officers at LB Hillingdon. This pre-application meeting discussed the principle of the proposed development.
- 1.16. During these discussions, the principle of the proposed development was considered acceptable. A Transport Statement and details of vehicle tracking were requested by the Highways officer. Additional details about the drainage of run-off water was also requested at pre-application stage.
- 1.17. The main planning considerations are:
  - the impact of the proposal on the character of the site and the surrounding area;
  - the impact of the proposal on the neighbouring properties;
  - the environmental impacts of the proposed development; and
  - highways and sustainable travel impact.
- 1.18. This application submission addresses these issues and will demonstrate that the development is acceptable and would be an improvement of the school facilities without any negative impact on the surrounding streets.

### **Planning History**

- 1.19. Application Ref 5746/APP/2012/3184 for: Demolition of the existing school to allow for its comprehensive redevelopment to provide a new part single storey/part two storey school building; provision of a Multi-Use Games Area (MUGA); increased car, cycle and scooter parking facilities; landscaping; and associated works. Change of use of land to rear of bowling club to school drop-off/pick-up area; provision of temporary construction access across Philpots Farm; provision of playing pitch on Yiewsley Recreation Ground; and associated development. – Granted.
- 1.20. Application Ref 5746/APP/2014/27 for: Details in compliance with condition 4 (materials) of planning permission ref: 5746/APP/2012/3184 dated 25/03/13; Demolition of the existing school to allow for its comprehensive redevelopment to provide a new part single storey/part two storey school building; provision of a Multi-

Use Games Area (MUGA); increased car, cycle and scooter parking facilities; landscaping; and associated works. Change of use of land to rear of bowling club to school drop-off/pick-up area; provision of temporary construction access across Philpots Farm; provision of playing pitch on Yiewsley Recreation Ground; and associated development – Granted.

- 1.21. Application Ref 5746/APP/2019/2191 for Erection of 180 sq.m detached, timber-framed flat-roofed school building for educational use (Use Class D1) – Granted.

### **Similar Planning Applications**

- 1.22. Application Ref 4183/APP/2012/3090 for: Part demolition of the existing building, erection of a new two storey extension, reorganisation and expansion of existing car park, extension of hard play area, introduction of a drop-off/pick-up facility and associated works at Ruislip Gardens Primary School, Stafford Road
- 1.23. Application Ref 1127/APP/2018/4375 for: Erection of a 3-storey building within the existing car park to create a new Institute of Technology along with the erection of a single storey link block, the erection of a single storey car parking deck, the reconfiguration of existing car parking spaces and associated landscaping (new parking layout proposed AMENDED 2019) at Uxbridge College, Park Road Uxbridge.

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# Chapter 2

## Planning Justification

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## 2. Planning Justification

2.1. This Section sets out a comprehensive consideration of planning policies to justify the proposed development. This statement addresses parking impacts and vehicle movement within the school premises only.

### **Policy Considerations**

2.2. The decision to grant planning permission must consider the policies and proposals set out in NPPF (2021), the London Plan 2021 and the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020).

2.3. The main considerations for the proposal are the impact of the proposal on the character of the site and the surrounding area; the impact of the proposal on the neighbouring properties, the environmental impacts of the proposed development; and highways and sustainable travel impact.

### **National Planning Policy Framework (2021)**

2.4. Chapter 4 of the NPPF focuses on 'Decision-making' and states at paragraph 47: *"Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise."*

2.5. With regards to the provision of educational facilities, **para 95** of the NPPF states:

*"It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:*

- A) *give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*
- B) *work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted."*

2.6. **Para 111** clearly states that “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.”

2.7. **Para 112** details that development proposals 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.”

2.8. The following **paragraph 113** states:

“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.”

### London Plan 2021

2.9. The new London Plan was adopted on 2nd March 2021 and now forms part of the London Borough of Hillingdon’s Local Development Plan.

2.10. In terms of design, Paragraph D of London Plan Policy D3 states “development proposals should:

- 1) 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*

*7) deliver appropriate outlook, privacy and amenity*

*11) respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character*

*12) be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well”*

2.11. Policy S3 (Education and childcare facilities) states: “*B. Development proposals for education and childcare facilities should:*

*“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*

*8) ensure that facilities incorporate suitable, accessible outdoor space”*

2.12. Policy T4 (Assessing and mitigating transport impacts) states: “*A. Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.”*

2.13. Para B. of **Policy T4** sets the requirement of Transport Assessments and states:

*“When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.”*

2.14. **Policy T6** sets the maximum parking requirements for new development. **Para 10.6.2** provides further guidance and states: “*Maximum standards for car parking take account of PTAL as well as London Plan spatial designations and use classes. Developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option for many people living there.*”

2.15. **Policy T7** (Deliveries, servicing and construction) states at para G: “*Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible*”

### Hillingdon Local Plan

#### Local Plan Part 1 (2012)

2.16. Policy **BE1** (Built Environment) of the Hillingdon Local Plan Strategic Policies states that the Council will require all new development to improve and maintain the quality of the built environment. All development should:

- 1) *“Achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.*
- 2) *Be designed to be appropriate to the identity and context of Hillingdon’s buildings, townscapes, landscapes and views, and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;*
- 3) *Be designed to include “Lifetime Homes” principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people’s lives;*
6. *Incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services;*
- 8) *Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals;*
- 9) *Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas.”*

2.17. **Policy T1** (Accessible local destinations) states:

*“The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision.”*

2.18. **Policy CI1** (Community Infrastructure Provision) is the council's key policy for the provision and retention of community facilities, including schools. The Policy states: “The Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by:

*“2. Supporting the retention and enhancement of existing community facilities;*

*3. Supporting extensions to existing schools and the development of new schools and youth facilities;”*

#### Local Plan Part 2 (2020)

2.19. Policy **DMBH11** (Design of new development) sets the Council's general design requirements for development proposals and states: *“All development, including extensions, alterations and new buildings 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;*
- building plot sizes and widths, plot coverage and established street patterns;*
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;*
- architectural composition and quality of detailing;*
- local topography, views both from and to the site; and*
- impact on neighbouring open spaces and their environment.*

*ii) ensuring the use of high quality building materials and finishes;*

*v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.*

2.20. **Para B of Policy DMHB11** also states design proposal should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

2.21. **Para 7.4** sets the Council's policy *“to retain and make best use of existing recreational, leisure and community facilities.”* The Council will *“exercise a presumption in favour of retaining existing recreational assets such as parks, facilities*

*for outdoor sports and children's play areas, including allotments which have a key role in supporting community cohesion."*

2.22. Policy **DMCI1A** (Development of new educational floorspace) states: "*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."*

2.23. Policy **DMT1** (Managing Transport Impacts) states:

*"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"*

2.24. **Para B of Policy DMT1** also states the council will require the submission of a Transport Assessment and Travel Plan if proposals meet or exceed the appropriate thresholds. The Travel Plan should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

2.25. **Policy DMT2** focuses on Highways Impacts and states: “*Development proposals must ensure that:*

- i) safe and efficient vehicular access to the highway network is provided to the Council’s standards;*
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;*
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;*
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and*
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.”*

2.26. **Policy DMT5** (Pedestrians and Cycling) states:

*“Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.”*

2.27. **Policy DMT6** (Vehicle Parking) focuses on vehicle parking and states: “*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”*

2.28. The Policy also states 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.”*

2.29. **Appendix C Table 1** sets out the maximum parking requirements for development proposals depending on the proposed use of a site. For educational facilities, schools and nurseries, the maximum requirement will be determined “*On an individual basis using a transport assessment and travel plan and in addition to car parking*

*requirements, provision for pick up and drop off facility to be provided.” (WEA Planning emphasis).*

## **Proposed Development**

### Scale

- 2.30. The proposed development would be limited to the southern part of the car parking area of the school, on the southwestern corner of the site, close to the school entrance on Gordon Road.
- 2.31. There will not be any extensions to the existing school buildings. The proposal aims to make best use of the existing undeveloped land adjacent to The Hub.
- 2.32. The redesign of the vehicular access within the school environs would facilitate the creation of a much needed loading bay for 7.5T box vans (8m x 2.1m) close to the school’s main entrance. The alterations to the access road would also include the creation of additional pedestrian crossing, and associated landscaping.
- 2.33. The proposal would also see the creation of 11no. car parking space adjacent to The Hub building, including one disabled parking space, and 2 EV charging points. The recent expansion of school activity including the introduction of third form entry, special needs specialisation provision and national educational initiatives, has resulted in an additional need for on-site car parking area for the school staff and visitors.
- 2.34. The principle of the proposed development was considered acceptable at pre-application stage (See pre-application report at **Appendix 1**)

### Design

- 2.35. The proposed extension of the school car park would be limited to the brownfield area where the caretaker’s bungalow used to be located. The bungalow was demolished to facilitate the construction of The Hub, as a new detached school building. The area has remained as an unused “brownfield” area comprising a rubble surface. The proposed development would therefore make best use of this previously developed land.



Pic.1: Location of proposed additional car parking area in its current state (July 2021)



Pic.2: Location of the proposed additional car parking area in June 2022

- 2.36. It should be noted the proposed car parking spaces will be built with permeable surfacing to reduce the amount of hardstanding and provide additional soft landscaping to improve surface run off. The use of permeable surfacing is an improvement to the current informal rubble surface.
- 2.37. The car park extension will also include a drainage system to manage surface water on site, in accordance with the advice received at pre-application stage.

- 2.38. The creation of the loading bay near the school entrance and main entrance to the school building will be a much-needed improvement to the delivery arrangements provided within the school boundary. At present, delivery vans must drive and park in non-designated location. As a result, the existing car park layout is inconvenient for the delivery of goods (stationery, furniture, etc.) to the school as well as a potential hazard.
- 2.39. The proposed loading bay would be located close to the main entrance of the school building, facilitating the delivery of goods to the school.
- 2.40. The creation of the loading way would see the removal of the existing lamp post which would be replaced by LED sensor lights located on the nearby building (as shown on drawing no. **RPS-002 Rev F**) and which would illuminate the same area as the existing lamp post.
- 2.41. The proposed alterations to the school access road and car park expansion would be located away from Gordon Road and would not be visible from any public vantage point thanks to the existing high level school boundary fences and buildings. It would also be located away from the nearest dwellings, and as such would not give rise to any additional noise pollution for local residents.
- 2.42. The proposed development was considered acceptable in design terms at pre-application stage: *“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.”*
- 2.43. Given the proposal's siting within the school site, it is not considered that it would have any significant detrimental impact on residential amenity in terms of loss of outlook, overshadowing or overlooking. There would be no additional noise from the movement of vehicles during unsociable hours. The proposal is therefore considered acceptable in amenity terms at confirmed by the planning officer at pre-application stage.
- 2.44. The proposed development would therefore not have any harmful impact on the Gordon Road streetscene. Similarly, views of the proposed parking area and stationary cars from the adjacent Green Belt and River Pinn open space to the west

and north would be shielded by the existing high level dense vegetation located along the school's boundary.

- 2.45. Overall, the proposed development would have a neutral visual impact and would comply with the requirements of Policy DMHB 11 and Policy D3 of the London Plan.

### **Parking and access**

- 2.46. The proposed creation of 11no. car parking spaces responds to the school's need for additional on-site car parking for staff and visitors (no parent vehicles). One of the spaces would be wheelchair accessible and 2 spaces would benefit with EV charging points, in accordance with the Council's parking requirements.
- 2.47. Since the construction of the new school in 2014, a need for additional car parking for staff and visitors has arisen despite the school's active monitoring of active travel and implementation of a Green Travel Plan. The school is also part of the Parent Parking Pledge<sup>1</sup>, a scheme developed by the London Borough of Hillingdon, to manage congestion and improve safety near the school at busy times.
- 2.48. As a result of the reasonably poor accessibility and demand, the school has been experiencing overspill parking (as was witnessed in July 2021, see photo below) due to the current number of staff working at the school and number of visitors during normal school hours.
- 2.49. This parking overspill poses safety issues for the staff and pupils (who store their bikes on the school car park). The proposed car parking spaces would merely provide a modest but formal and organised parking arrangement based on the existing car parking demand. It would not increase the car parking demand on site, nor would it result in any notable increase in vehicular movement in and out of the school or vehicular traffic on Gordon Road and adjacent roads.

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<sup>1</sup> [https://forms.office.com/pages/responsepage.aspx?id=ebasqoHD-0izIPnVge6Uj69kWfcY2GxMiiUTHLMm37BUO\\_FMxRDdNV0IIVUpDTzFYTVBNTTdPVkdGMSQIQCN0PWcu&wdLOR=c69AD45A1-2F81-4B75-90FD-9D4116D91CEF](https://forms.office.com/pages/responsepage.aspx?id=ebasqoHD-0izIPnVge6Uj69kWfcY2GxMiiUTHLMm37BUO_FMxRDdNV0IIVUpDTzFYTVBNTTdPVkdGMSQIQCN0PWcu&wdLOR=c69AD45A1-2F81-4B75-90FD-9D4116D91CEF)



Pic.3: View of the existing car park with parking overspill within the school site (July 2021)

- 2.50. In terms of pedestrian safety, the proposed development is an improvement that will accord with the objectives of **Policy DMT1**. The proposed loading bay would no longer require delivery vans to drive and park at the end of the car park to deliver goods, thereby reducing vehicular movement of box vans within the school site.
- 2.51. The creation of a visually identifiable and dedicated loading bay would also be an improvement to the current situation where vans typically park at the rear end of the car park. The movement of vans through the car park and past the cycle parking also contributes to the potential for an unnecessary highway hazard.
- 2.52. In line with the requirements of **Policy DMT6**, a transport assessment has been prepared by PMA Traffic Consultants to assess the current car parking needs for the school. As detailed in the report, the 11no additional car parking spaces are required to accommodate the existing staff levels and need for visitor parking. The creation of the additional on-site parking spaces will help reduce pressures on on-street parking and free up space for local residents to park.

2.53. The proposed development is considered acceptable in terms of parking and would accord with the objectives of **Policies DMT1 and DMT6** of the Local Plan Part 2.

### Tree protection

2.54. There are no protected trees on site, and the neighbouring “trees” on the Philpotts Farm boundary are deemed overgrown hedgerow as confirmed by the tree officers assessing application 5746/APP/2019/2191 for the construction of The Hub. As such, the proposed development would not have any harmful impacts on trees and would therefore comply with **London Plan Policy G7**.

### Summary

2.55. In summary, the proposed development following the requirements of the NPPF, London Plan, and Hillingdon Local Plan 2012, would provide the much-needed loading bay for delivery vans and additional on-site car parking spaces, whilst making best use of an undeveloped part of the site. It will also improve highways safety and introduce softer landscaping to a derelict area.

2.56. The proposed design will facilitate deliveries and help tackle the on-site parking overspill from staff and visitors. Overall, the proposal will improve pedestrian safety by reducing vehicular movement within the car park. The additional parking spaces will not result in an increase in vehicular movement within the surrounding streets, nor will it allow parent vehicles to park on site.

2.57. The proposal will be acceptable in terms of access, transport and parking. The proposal would also not have any harmful environmental impact and would protect the surrounding streetscene.

2.58. Overall, the proposed development would meet the objectives of both the London Plan 2021 and the Hillingdon Local Plan and should be considered acceptable.

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# Chapter 3

## Conclusions

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### 3. Conclusions

- 3.1. This application seeks full planning permission for the extension of the car parking area to create a box van delivery bay, and 11no. car parking spaces at Rabbsfarm Primary School.
- 3.2. The proposed development was considered acceptable in principle terms at pre-application stage and was confirmed as having no harmful impact on neighbouring amenity.
- 3.3. In conclusion, it is clear:
  - The proposed delivery bay will significantly enhance deliveries and servicing provision for the school;
  - provide 11no vital additional car parking spaces, reducing informal overspill parking and double parking within the school site;
  - ensure pedestrian safety for the staff, pupils and visitors by locating the loading bay close to the school entrance;
  - improve drainage and manage surface water run-off on site through the provision of permeable surfacing and appropriate drainage;
  - will not have any harmful impact on the character and appearance of the local area; and
  - protect the surrounding natural environment.
- 3.4. The development has clear benefits for the local community and is compliant with the NPPF and Development Plan Policies contained within the Hillingdon Local Plan.
- 3.5. The proposed development accords with the local development plan and planning permission should be granted.

**Appendix 1 - Pre-application report**