

London Borough of Hillingdon
Planning and Sustainable Growth
Residents Services
Civic Centre (3N/02)
High Street, Uxbridge

02 June 2026
Our Ref: 25/8814/L01

Dear Sirs,

RE: PLANNING APPLICATION: 4776/APP/2026/970 - LAND AT 151 STATION ROAD WEST DRAYTON

RGP is commissioned by Kearns Development Limited (the Applicant) to provide highway and transport planning advice with respect to the proposed redevelopment of land at 151 Station Road, West Drayton, UB7 7NG ('the site').

Planning application 4776/APP/2026/970 is currently being considered by Hillingdon Council (HC) for the "Demolition of the existing bungalow and ancillary buildings, and redevelopment of the site to provide 5 x three-bedroom dwellings, together with associated landscaping, car parking and cycle storage". The proposals include the retention of the existing private drive off Station Road.

The planning application submission is supported by a Transport Statement (ref: 2025/8827/TS01) setting out the key transport-related aspects of the scheme.

Through the statutory consultation process, the Planning Officer has provided comments on highway-related matters, raising a number of concerns. A copy of the email dated 19th May 2026 is enclosed herewith for reference. These comments have been considered in the remainder of this letter.

RESPONSE TO COMMENTS ON HIGHWAYS

The following key points are confirmed as acceptable to the highways department:

- Station Road is a two-way single carriageway subject to a 30mph speed limit, with single yellow line restrictions (Mon–Sat 08:00–18:30) and marked cycle lanes in both directions;
- The site is accessed via a gated private drive with a dropped kerb and wide bellmouth, providing good visibility onto Station Road, with a wide footway across the site frontage. Visibility splays at the junction with Station Road are in excess of required standards;

- Personal Injury Accident (PIA) data for the period 2018–2023 records two slight collisions in proximity to the site (excluding off-highway incidents), indicating no existing highway safety concern;
- The site has a PTAL rating of 3, representing a moderate level of accessibility to public transport;
- The surrounding streets are subject to Resident Parking Management Schemes (WD1 and WD5), the applicant will be required to secure a legal agreement to prohibit future occupiers from obtaining on-street parking permits.
- The HA accepts that the traffic impact on the wider highway network would be negligible.
- The site layout offers some opportunity for vehicle passing, and provides for a refuse vehicle to enter and exit in forward gear.
- The proposed levels of car parking provision are acceptable.

Notwithstanding the above, the Council raises concerns in respect of the access arrangement and internal layout. These are highlighted in green, with RGP's response below.

Access Constraints and Geometry

The site is served by a private access which is over 30m in length and of limited width, operating below the standard required to safely accommodate the level of activity associated with the proposed development. The access does not benefit from sufficient carriageway width or appropriate alignment to allow vehicles to pass comfortably in opposing directions. Furthermore, no formal passing bays or refuges are provided along its length.

As a result, the access relies on informal driver behaviour and inter-visibility to function. This is not considered robust or acceptable in design terms, particularly given the increased residential intensification. The constrained geometry fails to provide a safe and predictable environment for all users and does not accord with good highway design principles, which seek to minimise conflict and provide adequate space for manoeuvring.

The scale of development proposed is consistent with the threshold typically considered appropriate for access via a shared private drive, which is generally accepted as serving up to six residential units. As demonstrated within the Transport Statement, the anticipated traffic generation associated with the development would be minimal, resulting in a very low frequency of vehicular movements throughout the day. Consequently, the likelihood of opposing vehicle movements occurring simultaneously within the access corridor is limited, with such occurrences expected to be particularly infrequent during peak periods when trip patterns are generally directional in nature, with residents predominantly travelling either to or from the site.

Accordingly, the frequency of vehicle passing manoeuvres required within the access is unlikely to be materially greater than that associated with the existing lawful use of the site as a large single dwelling.

Furthermore, the operational characteristics of the proposed access arrangement are not uncommon within the local highway context. Along Station Road there are numerous private accesses where vehicles routinely wait within the carriageway to allow exiting vehicles to clear the access or for entrance gates to open, without giving rise to any identified highway safety or operational concerns. It is also notable that the relevant vehicle crossover guidance permits vehicles to reverse between private property and the public highway as part of normal day-to-day operation. Such manoeuvres are a common feature along Station Road and are generally accepted as an inherent characteristic of the local highway environment.

Vehicle Conflict and Reversing Movements

Due to the substandard width and absence of passing places, vehicles will inevitably be required to reverse along the access to allow opposing movements. This concern is not simply related to overall trip generation, but to the inherent operation of the access itself. In particular, where a vehicle turns into the access from Station Road without awareness of a vehicle already committed within it, that vehicle would be forced to stop and reverse, potentially over a considerable distance. These reversing manoeuvres are likely to exceed 20 metres, which is contrary to established highway design principles that seek to minimise reversing distances, particularly within constrained and shared environments, due to the increased risk of collision and reduced predictability of movements.

The access road is 30 metres long, and so it is very unlikely that any vehicle would reverse more than 20 metres. Normally, the vehicle reversing the least distance would reverse, as shown in the submissions, good inter-visibility is provided between both passing points, so a vehicle entering the site would be able to see another vehicle at the furthest point and wait. As state above, as a worst case a driver would turn in and observe a vehicle or pedestrian exiting. As shown on drawing **STA-RGP-XX-XX-DR-T-001**, enclosed herewith, a driver could stop clear of the main carriageway to wait for a vehicle to exit, without needing to reverse.

Even where drivers are aware of an oncoming vehicle prior to entering, this would result in vehicles waiting at or close to the site entrance. Such waiting would obstruct the free flow of traffic on Station Road and create additional pressure on the highway network. This is particularly problematic given the presence of a cycle lane and a bus stop directly opposite the access. Stationary buses already constrain available carriageway space, and in such circumstances, following vehicles may attempt to overtake into the opposing lane, while another vehicle is stationary or manoeuvring at the access. This effectively reduces the usable carriageway on both sides and creates a highly constrained environment with multiple competing movements.

As above, this occurrence would be incredibly infrequent and, if it were to occur, for a matter of seconds. Notwithstanding, the southbound lane on Station Road is 4.1m width which would allow vehicles to pass whilst another waits. This is shown on drawing **STA-RGP-XX-XX-DR-T-001**. As above, in addition, a vehicle could also stop within the existing vehicle crossover extents for another vehicle to exit. Therefore, in practice vehicles would not have to wait and would not need to use the opposing lane. As stated, this practice is used by many accesses along Station Road.

The above represents a poor and unsafe design solution. The HA emphasises that highway design should seek to eliminate or design out such conflicts wherever possible, rather than rely on the low level of trip generation to justify an otherwise substandard and potentially hazardous arrangement.

The development is not reliant on a low level of trip generation to justify the proposed access arrangement. In all cases, there is a recognised hierarchy of access types considered appropriate relative to the scale of development proposed. In this instance, the quantum of development has been carefully limited to reflect the nature and layout of the access geometry available.

Furthermore, development should not be refused solely on the basis of a perceived 'risk' occurring; the relevant test is whether any resulting impact would be severe. In this case, the likelihood of a vehicle needing to reverse is considered to be extremely low, and the occurrence of a reversing manoeuvre would not automatically result in a highway safety issue. As demonstrated, the risk of conflict arising is minimal, and the Station Road currently operates satisfactorily with no identified pattern of recorded accidents or highway safety concerns.

Pedestrian Safety and Visibility

The proposal fails to provide adequate pedestrian safety measures at the site access. In particular, no pedestrian visibility splays of 2.4m x 2.4m are provided at the back edge of the footway. These splays, with no obstruction above 0.6m in height, are a fundamental requirement to ensure that drivers exiting the site and pedestrians using the footway can see one another clearly. Given the intensification of use of the access road the absence of these splays results in a constrained and obscured interface between the private access and the public highway, significantly increasing the risk of conflict between vehicles and pedestrians.

The pedestrian inter-visibility zones are shown on drawing **STA-RGP-XX-XX-DR-T-001**. These splays are as existing, with drivers exiting able to observe pedestrians in the correct way. As confirmed in Hillingdon's vehicle crossover guidance:

...“Where all or part of the splay lies across land outside of the applicant's control, a relaxation to this requirement may be considered, taking into account the amount of pedestrian activity along the footway and the width of the footway”...

In this instance, a driver would observe pedestrians across the adjoining land on either side, both of which are points of access that would be retained as open and available for visibility (in the same way that the adjoining properties look across the site access to observe pedestrians).

Furthermore, the access operates as a shared surface with no delineation or segregation between pedestrians and vehicles. In low-speed, well-designed environments this may be acceptable; however, in this instance the combination of restricted width, lack of inter-visibility, and the need for reversing movements creates an environment where vulnerable users are exposed to increased risk. The intensification of the site use will result in a greater number of pedestrian and vehicular movements using this constrained access, exacerbating these safety concerns.

The access is wide enough for a pedestrian and a car to pass one another. Drawing **STA-RGP-XX-XX-DR-T-001** shows clear inter-visibility along the access, allowing a vehicle to observe a pedestrian/cyclists along the carriageway. Signage can be provided to indicate the presence of a shared surface, details of which can be secured by planning condition.

In addition, the access is unlit, with no provision of street lighting. This further reduces visibility during hours of darkness and in poor weather conditions, increasing the likelihood of collisions and making the environment unsafe and unattractive for pedestrian use. The lack of lighting is particularly concerning given the shared nature of the access and the reliance on driver awareness and visibility to manage conflicts.

Lighting and signage would be provided, details of which can be secured by planning condition.

Mitigation and deliverability

The red line boundary significantly restricts the ability to deliver meaningful physical improvements to the access. In particular, it prevents widening of the carriageway to an acceptable standard or the introduction of formal passing bays. As such, it is acknowledged that the fundamental geometric constraints of the access cannot be fully addressed through conventional design solutions.

Notwithstanding these constraints, a number of mitigation measures have been identified which, if appropriately secured and implemented, could provide a material improvement to the operation and safety of the access. These include the introduction of a signal-controlled shuttle working system to better manage vehicle movements and reduce the likelihood of conflict, the provision of street lighting to improve visibility and user awareness, the incorporation of traffic calming measures to control vehicle speeds, and revisions to the internal layout to improve manoeuvrability within the site.

Whilst such measures would not fully overcome the inherent limitations of the access arrangement, they would nevertheless significantly reduce the level of risk by improving visibility, controlling vehicle movements, and reducing the need for prolonged or unsafe reversing manoeuvres. Importantly, in the context of the relatively low level of trip generation associated with the development and the physical constraints of the site, these interventions are considered capable of delivering an acceptable level of mitigation.

Accordingly, subject to the above measures being robustly demonstrated, secured, and implemented, it is considered that the residual impacts on highway safety could be reduced to an acceptable level, despite the suboptimal nature of the access arrangement.

The Highway Authority's suggestion that the access deficiencies could be mitigated through the introduction of a signal-controlled shuttle working system, street lighting, traffic calming measures and amendments to the internal layout is considered disproportionate to both the scale of the development and the nature of the highway environment.

As confirmed, the proposed development would generate a very low level of vehicular traffic, with only a limited number of additional vehicle movements throughout the day and correspondingly few occasions where opposing vehicles would be required to pass one another. The Transport Statement demonstrates that traffic flows associated with the development would be minimal and would not materially alter the existing operation of the access. In this context, the introduction of a signal-controlled shuttle working arrangement would represent an excessive engineering intervention, more commonly associated with significantly higher traffic flows, temporary traffic management arrangements, or locations with a demonstrable history of vehicle conflict.

CONCLUSION

Notwithstanding the concerns raised by the Highway Authority, it is considered that the proposed access arrangement represents a safe and suitable means of access for the scale and nature of development proposed.

The Highway Authority has acknowledged that the development would result in a negligible impact on the wider highway network, that appropriate visibility can be achieved at the junction with Station Road, and that the internal layout satisfactorily accommodates servicing requirements, including refuse vehicles entering and leaving the site in a forward gear. These findings are important, as they confirm that the proposal would not give rise to material capacity or operational issues on the surrounding highway network.

In relation to the geometry of the access, the access serves a very limited number of dwellings and consequently experiences a correspondingly low level of vehicular activity. The forecast increases in vehicle movements associated with the proposed development is modest, resulting in only a small number of additional two-way movements during the peak hours. Given these low traffic flows, the probability of opposing vehicles meeting along the access at any one time is extremely limited.

Where such encounters do occur, vehicle speeds would be inherently low due to the constrained nature of the route and the requirement for drivers to proceed with caution. The access therefore operates as a low-speed environment where occasional vehicle interaction can be managed safely and without material impact on highway safety. The limited traffic demand associated with the development means that the provision of formal passing places is not necessary to ensure the safe operation of the access.

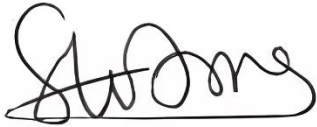
Similarly, while the access incorporates a shared surface arrangement, this is entirely appropriate in the context of the very low levels of vehicular traffic anticipated. Shared surface environments are commonly utilised in low-speed, low-flow situations where the frequency of interaction between vehicles and pedestrians is limited. The increase in pedestrian activity associated with the development would also be modest, and the resultant level of conflict between users would be negligible. The low traffic volumes and vehicle speeds naturally promote driver awareness and caution, reducing any potential safety concerns.

With regard to pedestrian visibility and the absence of street lighting, suitable levels of pedestrian visibility are retained. The proposed access would be provided with street lighting and advance warning signs, details of which could be secured by condition.

Ultimately, the suitability of an access should be considered in the context of the scale of development it serves. In this instance, the proposed development would generate only a modest increase in vehicular and pedestrian movements, and these additional movements would be accommodated comfortably within the operational capacity of the access. The resulting level of interaction between users would remain low, with any potential conflicts occurring infrequently and at very low speeds. Consequently, it is considered that the access is entirely appropriate for the level

of development proposed and would continue to provide a safe and suitable means of access for all users, in accordance with national and local transport policy objectives.

Yours sincerely,



Stuart Jones
RGP

Encl. Correspondence from Hounslow Council
Drawing STA-RGP-XX-XX-DR-T-001 Proposed Access Arrangements

Stuart Jones

Subject: FW: Planning Application No. 4776/APP/2026/970 - 151 Station Road West Drayton

From: Wai Hing Tse <Whingtse@hillingdon.gov.uk>

Sent: Tuesday, May 19, 2026 11:16 AM

To: Planning <planning@amasiarchitects.com>

Subject: Planning Application No. 4776/APP/2026/970 - 151 Station Road West Drayton

Dear Joseph,

Hope all is well. This is Chris from the Hillingdon Council, and I am the case officer of the captioned planning application.

We have received the following comments from our internal consultees:

Urban Design:

The site layout should be revised to lessen the land take of the highway and create a shared surface. The grass areas should be edged with a wooden knee railing to prevent ad hoc parking and destruction of the landscape. It is suggested that the two houses with the smallest gardens should be moved forward to increase the garden sizes provided they don't impact on views through from the conservation area.

Highways:

The applicant has submitted a Transport Statement (TS) in support of the proposed demolition of the existing bungalow and ancillary structures, and redevelopment to provide 5 x 3-bedroom dwellings, together with associated car parking and cycle storage.

The Highway Authority (HA) has reviewed the submitted Transport Statement and supporting drawings and provides the following comments:

1. Site Context and Existing Conditions

The TS states that:

- *Station Road is a two-way single carriageway subject to a 30mph speed limit, with single yellow line restrictions (Mon–Sat 08:00–18:30) and marked cycle lanes in both directions.*
- *The site is accessed via a gated private drive with a dropped kerb and wide bellmouth, providing good visibility onto Station Road, with a wide footway across the site frontage.*
- *Personal Injury Accident (PIA) data for the period 2018–2023 records two slight collisions in proximity to the site (excluding off-highway incidents), indicating no existing highway safety concern.*
- *The site has a PTAL rating of 3, representing a moderate level of accessibility to public transport.*

The HA further notes that surrounding streets are subject to Resident Parking Management Schemes (WD1 and WD5), the applicant will be required to secure a legal agreement to prohibit future occupiers from obtaining on-street parking permits.

2. Trip Generation

The HA accepts that the traffic impact on the wider highway network would be negligible.

3. Access and Internal Layout

The proposals utilise the existing private access road, approximately 4.0m wide, operating as a shared surface.

Submitted details indicate:

- Visibility splays at the junction with Station Road in excess of required standards
- Internal layout offering some opportunity for vehicle passing
- Provision for refuse vehicles to enter and exit in forward gear

The HA acknowledges these elements are acceptable in principle.

4. Key Highway Concerns

Notwithstanding the above, the proposal raises significant concerns in respect of the access arrangement and internal layout, particularly in relation to highway safety and the suitability of the existing infrastructure to accommodate the intensified residential use.

4.1 Access Constraints and Geometry

The site is served by a private access which is over 30m in length and of limited width, operating below the standard required to safely accommodate the level of activity associated with the proposed development. The access does not benefit from sufficient carriageway width or appropriate alignment to allow vehicles to pass comfortably in opposing directions. Furthermore, no formal passing bays or refuges are provided along its length.

As a result, the access relies on informal driver behaviour and inter-visibility to function. This is not considered robust or acceptable in design terms, particularly given the increased residential intensification. The constrained geometry fails to provide a safe and predictable environment for all users and does not accord with good highway design principles, which seek to minimise conflict and provide adequate space for manoeuvring.

4.2 Vehicle Conflict and Reversing Movements

Due to the substandard width and absence of passing places, vehicles will inevitably be required to reverse along the access to allow opposing movements. This concern is not simply related to overall trip generation, but to the inherent operation of the access itself. In particular, where a vehicle turns into the access from Station Road without awareness of a vehicle already committed within it, that vehicle would be forced to stop and reverse, potentially over a considerable distance. These reversing manoeuvres are likely to exceed 20 metres, which is contrary to established highway design principles that seek to minimise reversing distances, particularly within constrained and shared environments, due to the increased risk of collision and reduced predictability of movements.

Even where drivers are aware of an oncoming vehicle prior to entering, this would result in vehicles waiting at or close to the site entrance. Such waiting would obstruct the free flow of traffic on

Station Road and create additional pressure on the highway network. This is particularly problematic given the presence of a cycle lane and a bus stop directly opposite the access. Stationary buses already constrain available carriageway space, and in such circumstances, following vehicles may attempt to overtake into the opposing lane, while another vehicle is stationary or manoeuvring at the access. This effectively reduces the usable carriageway on both sides and creates a highly constrained environment with multiple competing movements.

The interface with Station Road therefore represents a critical point of conflict. There is a realistic likelihood of vehicles reversing toward, or potentially onto, the public highway, introducing an unpredictable hazard within a busy traffic environment. The presence of the bus stop further exacerbates this situation, as stationary buses can obscure visibility and influence driver behaviour, including overtaking manoeuvres. At the same time, cyclists travelling within the marked cycle lanes and pedestrians along the footway would be particularly vulnerable, as a reversing vehicle emerging from a constrained access may not be readily visible or anticipated.

Overall, the combination of excessive reversing distances, constrained geometry, interaction with buses, overtaking traffic movements, and the presence of cyclists and pedestrians results in a concentration of conflict points. This significantly increases the likelihood of driver confusion and misjudgement and is not considered to represent a safe or acceptable highway arrangement.

The above represents a poor and unsafe design solution. The HA emphasises that highway design should seek to eliminate or design out such conflicts wherever possible, rather than rely on the low level of trip generation to justify an otherwise substandard and potentially hazardous arrangement.

4.3 Pedestrian Safety and Visibility

The proposal fails to provide adequate pedestrian safety measures at the site access. In particular, no pedestrian visibility splays of 2.4m x 2.4m are provided at the back edge of the footway. These splays, with no obstruction above 0.6m in height, are a fundamental requirement to ensure that drivers exiting the site and pedestrians using the footway can see one another clearly. Given the intensification of use of the access road the absence of these splays results in a constrained and obscured interface between the private access and the public highway, significantly increasing the risk of conflict between vehicles and pedestrians.

Furthermore, the access operates as a shared surface with no delineation or segregation between pedestrians and vehicles. In low-speed, well-designed environments this may be acceptable; however, in this instance the combination of restricted width, lack of inter-visibility, and the need for reversing movements creates an environment where vulnerable users are exposed to increased risk. The intensification of the site use will result in a greater number of pedestrian and vehicular movements using this constrained access, exacerbating these safety concerns.

In addition, the access is unlit, with no provision of street lighting. This further reduces visibility during hours of darkness and in poor weather conditions, increasing the likelihood of collisions and making the environment unsafe and unattractive for pedestrian use. The lack of lighting is particularly concerning given the shared nature of the access and the reliance on driver awareness and visibility to manage conflicts.

Collectively, these deficiencies result in an access arrangement that fails to provide a safe, inclusive and legible route for all users, contrary to the requirements of Policy DMT6 of the

Hillingdon Local Plan (2020), which seeks to ensure that development provides safe and convenient access for all highway users. The proposal also conflicts with the overarching principles of the NPPF (2024), which requires developments to achieve safe and suitable access for all users, and the London Plan (2021), which promotes the delivery of high-quality, safe, and inclusive streets environments.

The Councils domestic vehicle footway crossover policy, it sets out the framework in relation to pedestrian visibility splays:

https://www.hillingdon.gov.uk/media/10036/Domestic-Vehicle-Footway-Crossover-Policy/pdf/p3New_Vehicle_Crossover_Policy_Aug_2022.pdf?m=1666970906077 and <https://www.hillingdon.gov.uk/building-dropped-kerb>.

5. Mitigation and deliverability

The red line boundary significantly restricts the ability to deliver meaningful physical improvements to the access. In particular, it prevents widening of the carriageway to an acceptable standard or the introduction of formal passing bays. As such, it is acknowledged that the fundamental geometric constraints of the access cannot be fully addressed through conventional design solutions.

Notwithstanding these constraints, a number of mitigation measures have been identified which, if appropriately secured and implemented, could provide a material improvement to the operation and safety of the access. These include the introduction of a signal-controlled shuttle working system to better manage vehicle movements and reduce the likelihood of conflict, the provision of street lighting to improve visibility and user awareness, the incorporation of traffic calming measures to control vehicle speeds, and revisions to the internal layout to improve manoeuvrability within the site.

Whilst such measures would not fully overcome the inherent limitations of the access arrangement, they would nevertheless significantly reduce the level of risk by improving visibility, controlling vehicle movements, and reducing the need for prolonged or unsafe reversing manoeuvres. Importantly, in the context of the relatively low level of trip generation associated with the development and the physical constraints of the site, these interventions are considered capable of delivering an acceptable level of mitigation.

Accordingly, subject to the above measures being robustly demonstrated, secured, and implemented, it is considered that the residual impacts on highway safety could be reduced to an acceptable level, despite the suboptimal nature of the access arrangement.

6. Parking and Policy Position

The proposed development must accord with the London Plan (2021), which sets the strategic parking standards across Greater London. For residential development, this establishes a maximum provision of 1 car parking space per 3-bedroom dwelling, subject to site-specific considerations such as PTAL and local context. In this instance, whilst the TS incorrectly relies on Policy DMT6 of the Hillingdon Local Plan to justify the level of car parking provision, it is noted that the applicant is proposing 1 space per dwelling, which aligns with the London Plan maximum standard. Therefore, notwithstanding the incorrect policy approach within the TS, the level of parking proposed is considered to be compliant with the London Plan.

In addition to vehicle parking, adequate provision for cycle parking must be made in accordance with the London Plan, which requires a minimum of 2 long-stay cycle parking spaces per dwelling to support sustainable travel objectives and reduce reliance on private vehicles.

Furthermore, the site lies within the catchment of Resident Parking Management Schemes (WD1 and WD5) on surrounding streets. To prevent overspill parking and protect the integrity of these schemes, the development will be required to secure a permit-free agreement through a legal mechanism, ensuring that future occupiers are not eligible to apply for on-street parking permits.

7. Conclusion

Whilst the HA acknowledges that the proposed development would result in a negligible impact on the wider highway network in traffic terms, that the junction with Station Road benefits from acceptable visibility, and that the internal layout demonstrates the ability to accommodate servicing within the site (including refuse vehicles entering and leaving in forward gear), these benefits do not outweigh the fundamental concerns identified.

There remain significant and overriding highway safety issues associated with the proposal. In particular, the access is of a substandard geometric form, being narrow, constrained, and of excessive length without appropriate passing provision. This results in an increased likelihood of vehicle conflict and the need for reversing over extended distances, which is contrary to safe design principles. The situation is further compounded by a poor pedestrian environment, where the shared surface arrangement lacks segregation and is not supported by safe visibility conditions.

In addition, the absence of adequate pedestrian visibility splays at the back of the footway, together with the lack of street lighting, creates an environment where both pedestrian and driver awareness is significantly reduced, particularly during periods of low light. These deficiencies collectively give rise to an access arrangement that fails to provide a safe and suitable means of access for all users.

These concerns are materially exacerbated by the intensification of the site, with the increase in residential units resulting in a higher frequency of vehicular and pedestrian movements along an already constrained and substandard access. As such, the proposal would introduce additional pressure on an arrangement that is not fit for purpose, leading to an unacceptable impact on highway safety.

Due to the above comments, in particular the objection towards the access arrangement, I would recommend you to discuss with your team to explore possible amendments to overcome the above concerns.

Please let me know how you would like to proceed and we could agree a reasonable extension of time to allow the amendments and subsequent re-consultation.

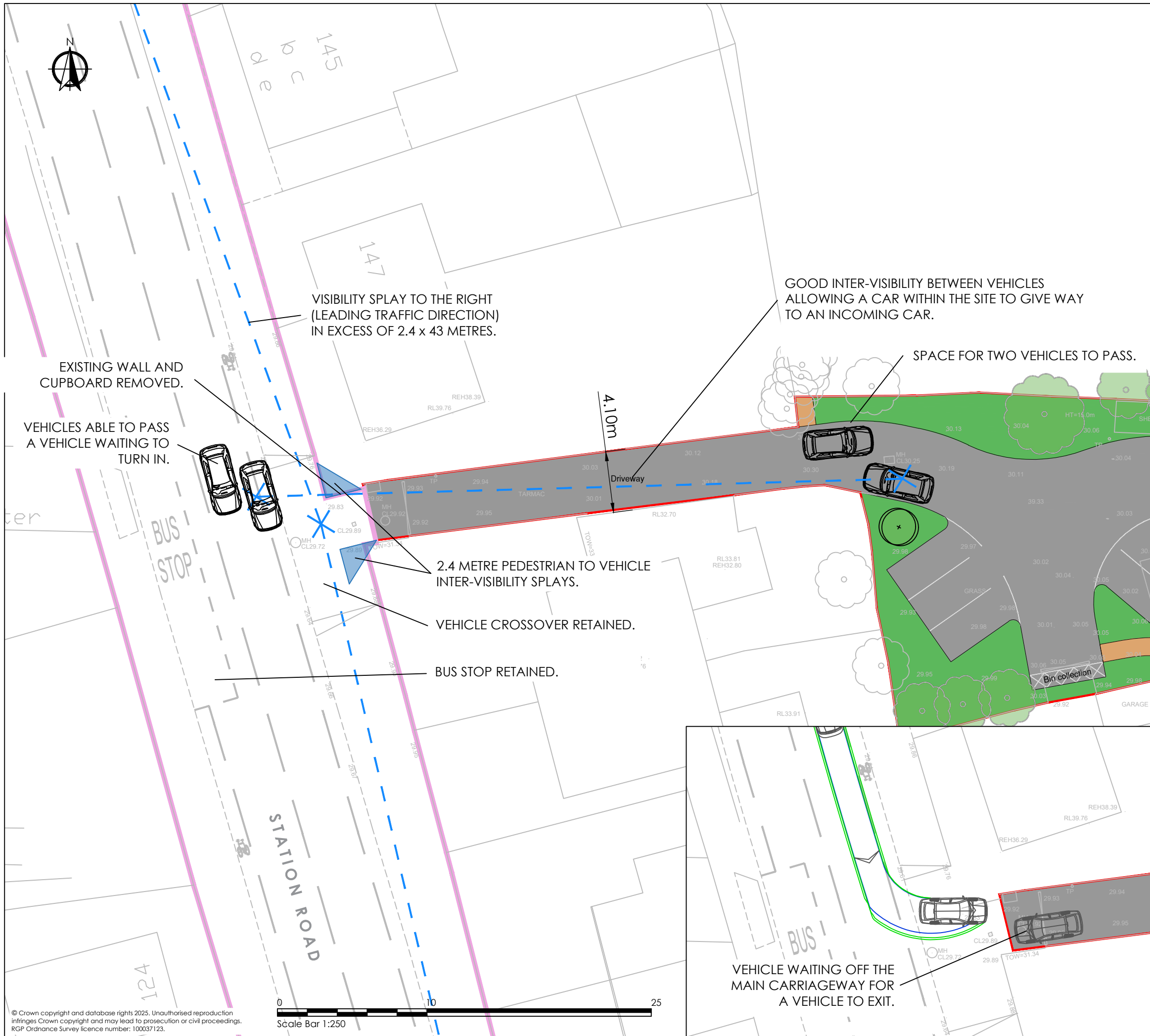
Kind regards

Chris Wai-Hing Tse MRTPI
Senior Planning Officer - Central and South

Planning and Sustainable Growth
Residents Services
Civic Centre (3N/02)
Hillingdon Council



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Notes:

1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
4. This drawing should be printed in colour.
5. This drawing is to be read in conjunction with all other engineer's drawings.

- SITE BOUNDARY
- HIGHWAY BOUNDARY
- X - - X VISIBILITY SPLAYS

Rev	Details	Date	By	Chkd	Appd
P04	UPDATED VISIBILITY SPLAYS	02.06.26	GE	AB	AB
P04	UPDATED SITE LAYOUT	01.04.26	GE	AB	AB
P03	UPDATED SITE LAYOUT	27.03.26	DH	JF	JF
P02	UPDATED SITE LAYOUT	16.01.26	DH	JF	JF
P01	FIRST ISSUE	29.07.25	DH	JF	SJ

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Transport Planning and Infrastructure Design Consultants

Status: **PLANNING**

Client: **Kearns Development Limited**

Project: **151 Station Road, West Drayton**

Drawing Title: **Proposed Access & Visibility Splays**

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:500	29.07.25	DH	DH	JF	SJ

Project No:	Drawing No:	Revision:
8827	STA-RGP-XX-XX-DR-T-001	P05

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