

HIGHWAYS NOTE

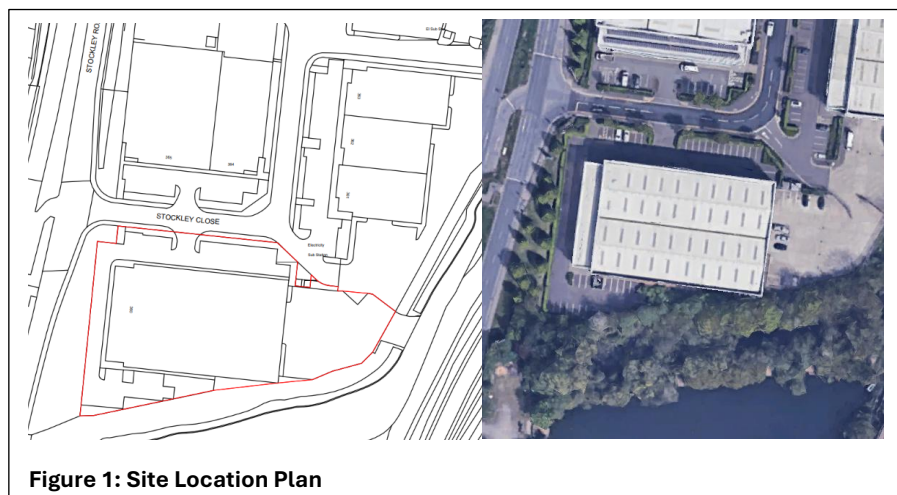
1.0 Introduction

This Highways Note has been prepared to accompany a full planning application for the erection of a car wash bay and external storage area, installation of EV charging infrastructure and reconfiguration of the service yard to provide ancillary operational vehicle storage/servicing spaces (description amended) at 360 Stockley Close, West Drayton, UB7 9BL.

The application (ref. **68023/APP/2026/349**) was made valid on 10 February 2026 and it has been noted during the LPA's assessment that a previous tenant has demarcated an additional 11 no. car parking bays within the originally consented parking area. Therefore, this Highways Note seeks to demonstrate that the retention of such spaces, as part of the application proposals, will not result in any material highways or parking impacts.

2.0 Site Location and Description

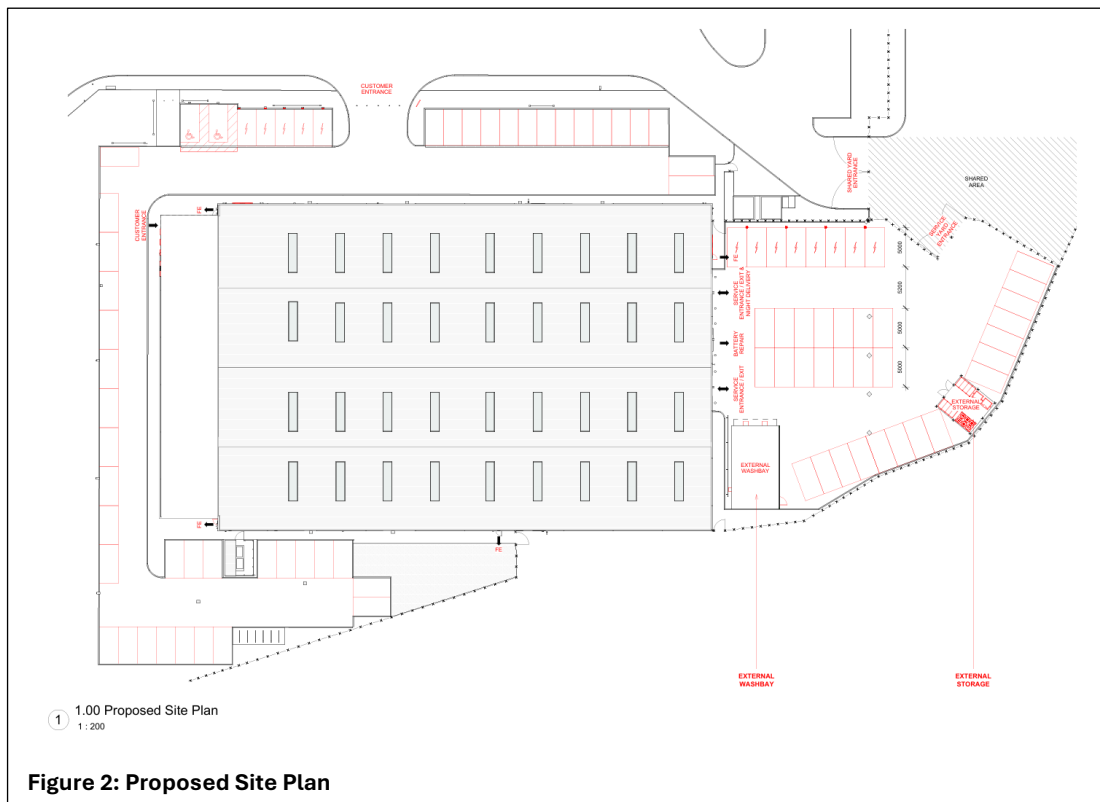
The application site, 360 Stockley Close, sits to the south of Stockley Close in the Hayes Industrial Area, West Drayton. The site has two *in situ* vehicular access points, implemented in accordance with the original consents for the site: one provides access to the associated customer car park and the other to the secure service yard to the east of the main building.



At present, the customer car park contains 50no. car parking bays, including 2no. accessible bays and 7no. charging bays which are located near to the site entrance. The service yard currently has 17no. parking bays and an existing servicing area for operational use only.

3.0 Development Proposals

The development proposals seek full planning permission for proposed works and alterations at 360 Stockley Close, including the erection of an external wash bay and waste store within the existing service yard area for the operational use of the occupier only.



An additional 20no. vehicle bays will be demarcated within the associated service yard, resulting in a total of 37no. spaces. These will be in place of the existing service area for larger vehicles used by the original consent and will be for the use of the occupier only for securely storing vehicles being repaired/serviced at the site. There will also be 4no. double post-mounted chargers installed in the service yard to allow vehicles to be charged whilst being securely stored – these chargers will not be for public use.

Car parking provision within the customer car park will remain as existing, with 5no. of the existing EV charging posts replaced with Tesla post-mounted chargers (2 of these will charge test drive cars and 3 will be for the use of customers). The remaining 2no. existing EV chargers will be removed and retained as accessible parking bays for customer use.

In approximately 2022, it is understood that a previous occupier of the site had demarcated 11 additional car parking spaces to the west of the car park resulting in an increase from the 39no. spaces originally consented to 50no. spaces at present. These spaces are situated well away from the site entrance and are positioned alongside a stretch of internal access road that connects to a small area of car parking to the rear of the building. They do not prevent movement throughout the site. We are not aware of any highways issues that have resulted from the introduction of these additional spaces.

The proposals therefore also include the retention of the 11no. parking bays that were not part of the original consent.

3.0 Operational Details

Activity Levels, Comings and Goings and Trip Generation

Due to the minor scale of the proposals and taking into account that the capacity of the unit itself will remain as existing, it is considered that there will be no material difference in the activity levels, comings and goings and trip generation associated with the site following the proposed development.

Vehicle Types

Vehicle types will typically be private cars used by staff and customers. There may be occasional use of HGVs for deliveries and refuse collection with the servicing yard, however these will be coordinated for off-peak times to minimise highway impacts.

Parking

The Council's parking standards are based on those contained in the London Plan with some variance to address local circumstances relating to employment sites and residential uses. The maximum requirement for car parking associated with B2 uses (other than offices) in Hillingdon is 2 spaces plus 1 space per 50 – 100sqm of gross floorspace.

Based on the building's gross floorspace of 2,886sqm, the maximum requirement is between 29 – 58no. car parking spaces. The existing parking arrangement includes the provision of 50no. spaces within the customer/staff parking area, which will be retained as part of the proposals to meet the operational requirements of the Applicant. Parking provision at the site will therefore remain compliant with the Council's parking standards.

The development will also ensure that sufficient space for the servicing and storage of vehicles within the service yard area will be maintained in order to further meet the Applicant's operational requirements.

All vehicle operations, including turning, parking and loading/unloading, will take place entirely within the site boundary. The site has sufficient area and flexibility to accommodate these functions without encroaching onto or impacting Stockley Close.

On this basis, no overspill parking or vehicle waiting on the public highway is anticipated.

Pedestrian Movement

Pedestrian movement throughout the site will largely remain as per the existing arrangements with parking bays clearly marked and clear signage to ensure safe and convenient movement.

Access

As mentioned previously, the site has two *in situ* access points from Stockley Close as implemented and utilised in accordance with the original consent at the site. The

development proposals include maintaining the existing points of vehicular access to the site to provide safe and secure access to both the customer car park and servicing yard.

4.0 Summary and Conclusion

This Technical Note has been prepared in support of a full planning application for the erection of a car wash bay and external storage area, installation of EV charging infrastructure and reconfiguration of the service yard to provide ancillary operational vehicle storage/servicing spaces (description amended) at 360 Stockley Close, West Drayton, UB7 9BL. It has demonstrated that:

- The development is small-scale and will not result in a materially greater level of activity, comings and goings or trips than the originally consented scheme.
- The site provides sufficient space for parking, manoeuvring, loading/unloading and such functions will be contained within the site.
- Pedestrian movement through the site will be safe and convenient.
- The site is well-located and designed to support the Applicant's operations.
- Site access will remain as existing and as implemented in accordance with the original consent.

On the basis of the above, it is evident that the proposals present no risk to highway safety and will not result in any severe highways impacts. The proposals are fully consistent with NPPF Section 9 in promoting sustainable development and, therefore, there are no reasons why the proposed development should not be supported on highways and transport grounds.