



London Borough of Hillingdon

DOMESTIC VEHICLE FOOTWAY CROSSOVER POLICY

HIGHWAY SERVICES

5th April 2019

Quality Management

Report: DOMESTIC VEHICLE FOOTWAY CROSSOVER POLICY

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- ASBIT
- Green Spaces
- Development Control
- Parking
- Planning (Flood & Water Management)

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1. POLICY STATEMENT

This policy sets out the framework in relation to requests made for front garden, open plan parking. It is also aimed at bringing a consistent approach to determining applications for crossovers. The construction of a vehicle crossover does not give the occupier of the premises any particular rights, except to drive across the footway or verge to gain access to the highway with a private light goods motor vehicle; the crossover itself is part of the public highway. The Authority being the London Borough of Hillingdon does not guarantee that a crossover will be suitable for use by any particular vehicle (for example a vehicle with low ground clearance).

The Authority reserves the right to impose reasonable conditions on the use of any crossover, as provided for in section 184 of the Highways Act 1980. The Authority reserves the right to review its policies, working practices and charges from time to time to ensure the continued provision of an efficient and cost-effective service. Each application site will be assessed individually and on its own merits against current standards and policy.

Inevitably the adoption of this new policy will result in some future applications being refused, which under previous policies may have been successful. This will seem inequitable to some unsuccessful applicants, especially when other similar type properties in the immediate vicinity have crossovers. However no previous policy or policies will take precedent to the current policy.

2. BACKGROUND

Residents who wish to drive across a footway or verge, which is part of the highway maintainable at public expense, may apply to the Highway Authority for a vehicle crossover under the provisions of section 184 of the Highways Act 1980. A vehicle crossover is where the kerbs are dropped from their normal height to form a ramp and the footway or verge is strengthened to take the weight of a private light goods vehicle.

The London Borough of Hillingdon is the Highway Authority for all roads in the borough, with the exception of A40, A312, A30 (red routes) which is under the authority of Transport for London.

Residents may request the Highway Authority to construct a crossover and the Highway Authority may approve the request with or without modifications, may propose alternative works, or may reject the request. In determining how to use its powers the Highway Authority shall have primary regard to:

- a) the need to ensure so far as reasonably practicable, safe entry and exit from premises
- b) the need to facilitate so far as reasonably practicable, the safe passage of vehicular traffic on the highway
- c) the need to maintain safe pedestrian passage
- d) the need to prevent damage to the footway or verge

If the Highway Authority agrees to the provision of a crossover, it must provide the occupier with an estimate for the costs of the works, and once this amount has been paid, the crossing must be constructed.

3. THE POLICY

3.1 Legal Considerations

Under the Highways Act 1980 it is not allowed to drive over a footway or verge unless a vehicle crossing has been authorised and installed. Doing so may damage the footway and/or any pipes or cables that are buried underneath it.

Planning permission is not usually required to construct a crossover, but you will need to apply separately if:

- The property's vehicle access would lead directly onto a Classified Road (A,B or C road)
- The property is a Listed Building
- The property is other than a single family dwelling, e.g. Flat, Maisonette, Commercial or Industrial Premises.
- The works for a vehicle crossover include the demolition of a front wall which is more than 1 metre in height.
- The property is a house in multiple occupation.
- The property is within a new development.
- The parking area within the site does not meet minimum requirements for drainage (see 4.12 surfacing and drainage of hardstandings). This is set out in more detail in government guidance which can be accessed using the following link:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf

Where planning permission is required, a copy of every page of the planning consent must be supplied with the application.

If the property is a Listed Building or in a Conservation Area, it is recommended that advice on the acceptability of a new opening, or its design, be sought from the Conservation Team. Also, any new openings in the front boundary of a listed building, may require listed building consent.

It should be noted that any amendments to parking will need to be considered in conjunction with:

- The Road Traffic Regulation Act 1984
- The Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996
- The Traffic Signs Regulations and General Directions 2016.

Please note that approval for the construction of the crossover must be granted by Hillingdon Highways even if planning approval has been granted by Planning, or by appeal through the Planning Inspectorate.

3.2 Financial Considerations

In accordance with the Highways Act 1980, all reasonable costs incurred by the Council can be recovered from the applicant. Charges for application and administration are reviewed annually and the cost of construction is dependent on the works required. Where on inspection it is evident that damage to the footway or verge has been caused through unauthorised crossing by vehicles, any associated works of repair will be included in the cost of works quoted.

3.3 Environmental Considerations

Healthy street trees will not be approved for removal to facilitate crossovers. Crossovers will not be approved where they necessitate replacement of grass with concrete in wide grass verges or highway amenity areas. Where approval on narrow verges is given, it will be subject to the use of appropriate materials to retain as much greenery as possible. Wherever possible, materials removed during construction of the crossover will be reused or re-cycled.

3.4 Safety Considerations

- To maintain the appearance of the property and to maintain pedestrian safety it is advisable where possible to keep vehicle and pedestrian accesses separate.
- Any gate/s at vehicle entrances to a property must open inwards.
- Only one crossover will be allowed per property, except where in the interest of public/road safety.
- The applicant must ensure that adequate sight lines are maintained to allow safe access to their property.
- The vehicle should not obstruct pedestrian access between the public footway and the front door.
- The crossover must not be within 5m of an existing road junction, measured from the nearest part of the crossover to the extended kerb line of the joining road.
- A crossover application will be refused if the resulting gradient across the footpath would be dangerous for pedestrians.

3.5 Other Considerations

- If the applicant is a tenant of a council, housing association or leasehold property, the written permission of the relevant landlord must be obtained and submitted with the application form.
- The applicant must check the deeds to confirm that there is no restriction on parking a vehicle within the boundaries of the property (often applies to New Build properties).

- Should it be the intention to provide a loose gravel driveway on the property, a mechanism must be put in place to ensure the gravel is retained and is not able to spread across the highway.
- A new vehicle crossover, or the widening of an existing crossover, will be refused if it would be excessively wide, to the detriment of other highway users.
- A crossover may be refused if excavation will unduly disturb the root protection zone of any trees located on the highway.
- Vehicle crossovers will normally not be constructed with a down slope towards the property. Should this be necessary due to local ground levels, it may be required to include a system of drainage to prevent highway water entering the private property.
- The Council has no obligation to meet the property threshold level at the back of the footway. Minor accommodation works may be undertaken within the private area with the agreement of the property owner.
- The highway level may change in future for any reason. The applicant may have to adjust ground levels within the property boundary to match the new footway level unless otherwise agreed.
- If a utility company box or telegraph pole is situated within the area of the proposed crossover, including the tapers on either side, it will be referred to the utility company in question for inspection. They will state whether it will be necessary to lower or relocate this apparatus, and the additional cost of such works will be borne by the applicant.
- A high degree of road camber or a considerably inclined vehicle crossover can create grounding issues for either or both the front and rear overhang of a vehicle. Local ground levels and gradients may put limitations on the type of vehicle that can use a given crossover installation. It should be noted that a crossover installation would not necessarily accommodate all vehicle types.
- A vehicle crossover is installed to allow access from private property to the highway. It is not permitted to park on the vehicle crossover. Unauthorised parking may be enforced under parking legislation.
- If the proposal for a vehicular crossover results in the loss of grassed verge, this loss of permeable area can increase run-off onto the road. The application may be refused if the crossover is located in a critical drainage area or area at risk of flooding.

4. GUIDANCE

4.1 Forecourt dimensions

Minimum dimensions apply to a vehicle parking area in order that a vehicle is able to be parked safely off the public highway without overhanging any part of it, allow sufficient space for occupants to get in, out and around the vehicle and so as not to obstruct access to the doors of the property.

A crossover will only be approved where a standard car parking space (2.4m wide x 4.8m deep) at 90 degrees to the highway can be accommodated on the front garden / forecourt of the application site (minimum 5.8m if parking space is in front of the main entrance to house). In addition a vehicle must be able to leave the parking

space at right angles to the kerb (see Fig 1). Parallel parking to the carriageway shall not be permitted.

On Classified Roads, vehicles must be able to enter and exit in a forward gear (i.e. the property must have space to turn the vehicle around).

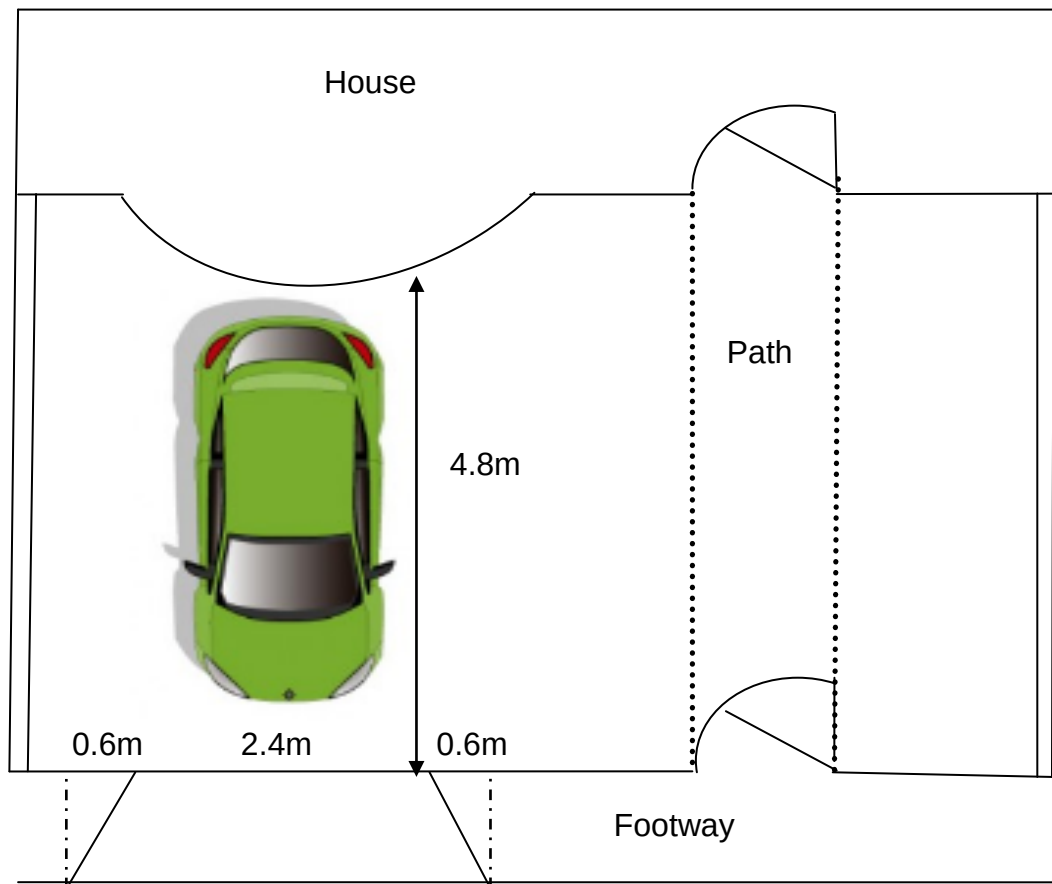


Fig 1- Typical Layout

4.2 Size of crossover

A single width crossover should be a minimum of 2.4 metres wide at the back of the footway. Narrower crossovers are difficult to use and the resultant manoeuvring can disrupt the flow of traffic on the adjoining highway.

In order to maintain the safety of pedestrians on the footway, to retain on street parking provision, and to minimise the visual impact on the street scene, the maximum width for a residential crossover should not normally exceed 3.6m flat section.

Where applicants are applying for two adjoining crossovers (e.g. for 2 adjoining properties), or where a new crossover will join an existing one (e.g. a neighbours crossover), a maximum of 2.7m flat section will be allowed for each crossover (refer to Fig 2). This requirement will also apply where the occupiers of two adjoining

properties share a driveway and wish to build a double width crossing to serve the two sites or if one owner only requires an extension.

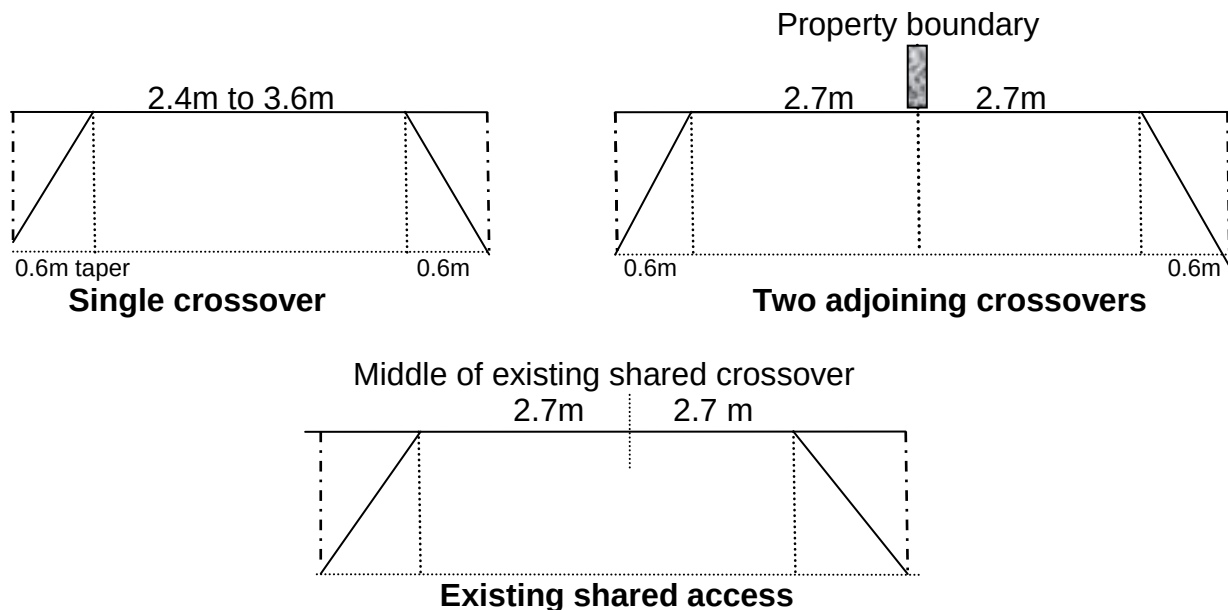


Fig: 2 - Size of crossover

Where applicants require extensions to existing crossovers, the total width must not exceed 3.6m flat section. The width of the crossover will be measured by the length of kerb flush with the road and will not include "tapers". It is not Councils policy to reconstruct the entire crossover unless it is structurally unsound. Where applicants request that the entire crossover be reconstructed for aesthetic reasons, this will be included in the price quoted.

Where a property has an existing hardstanding that is significantly wider than the width of the crossover applied for (e.g. a 2.4m crossover serving a hardstanding capable of accommodating two or more cars):

- The crossover width (in exceptional circumstances) may be widened to match the width of the hardstanding up to a maximum width of 4.2m or 50% of the width of the frontage of the property (whichever is smaller)
- The applicant must erect a low (less than 1.0m) wall, fence, or permanent landscaping to physically prevent vehicles crossing over an area of footway that has not been strengthened.

4.3 Distance between crossovers

The preferred distance between two crossovers is 1.2m however a minimum level platform of 900 mm (full kerb face) should be provided between adjacent dropped kerbs. This will provide refuge for pedestrians and space for street furniture. The linking of two separate crossovers together will be discouraged to avoid excessive lengths of footway becoming crossovers, which is considered prejudicial to the public safety.

There may be instances where the above criteria regarding dimensions are not achievable. In such cases approval may be given, subject to a site inspection by a Highway Engineer to assess the safety issues.

4.4 Existing vehicular access

Where a crossover application is for a property that has existing, adequate vehicular access, for instance, via an existing crossover to a rear garage or parking area, it will generally be refused in order that features such as front walls, hedges, fences and gardens can be retained in order to preserve these elements of the streetscene. The excessive widening of an existing crossover will be refused if it would be detrimental to other highway users.

4.5 Redundant crossovers

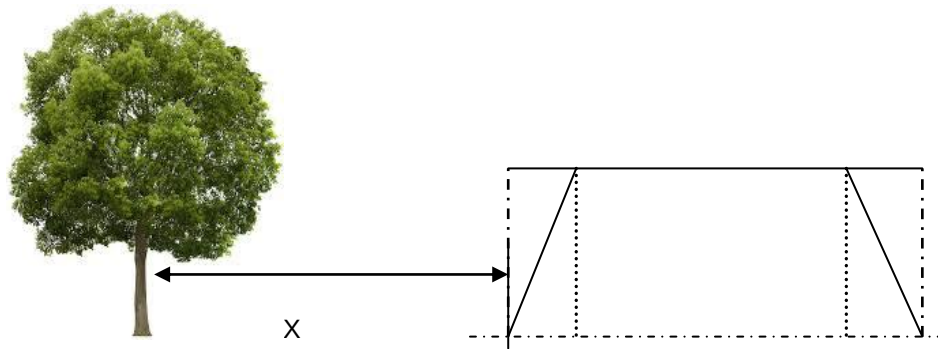
When an existing crossover is redundant (for example because a hardstanding has been replaced with soft landscaping or a boundary wall has been constructed) and the Authority is undertaking routine maintenance, or it otherwise appears expedient for the Authority to do so, the Authority will remove the crossover and reinstate the kerb and footway.

4.6 Highway trees, verges and amenity areas

Any existing Highway amenity such as a tree or street furniture requiring a specialist officer's visit will attract an additional fee.

4.6.1 Highway trees

A crossover may be refused if excavation will unduly disturb the root protection zone of any trees located on the highway, this zone is essentially the area of ground covered by the tree canopy and is calculated by measuring the circumference of the tree at chest height (1.5m) and multiplying by a factor of four (as defined in the National Joint Utilities Guidelines) Fig 3.



$X = 4 \times$ circumference of the tree measured 1.5m above the footway level to taper of the crossover

Fig 3: Precautionary Zone

Other factors that are taken into account include:

- The species of tree and its particular needs and habit,
- The current health and vigour of the highway tree,
- The likely future growth and spatial needs of the tree,
- The predicted future root spread of the tree,
- The likely effects on the tree if the dropped kerb were to go ahead.

Where a proposed crossover is within the precautionary zone of a tree or would negatively impact any of the other factors that are listed, we will advise the applicant to determine if the preferred location of the crossover can be moved to avoid the tree. If there is no alternative location, the Council's Tree Officer will be asked to provide a report on the condition of the tree to assess its health and amenity value. The cost of Tree Officer's site visit and preparing a tree report will be charged to the applicant.

Should the proposed Vehicle Crossover fall into the precautionary area it may be necessary for a trial excavation to be carried out to establish the feasibility of installing the Crossover without undue root disturbance. The cost of this will be borne by the applicant. Should it subsequently transpire that the root measurement more than 25mm, the crossover will be refused.

Certain species of tree are relatively hardy and can withstand a certain amount of root severance and still survive, although not necessarily flourish. Other species of tree are more sensitive to root damage and it is often the case that symptoms of crown dieback and general loss of vigour only show themselves 12-18 months after roots and branches have been severed and disrupted.

If the Council's tree officer agrees that a tree can be removed to accommodate a new crossover, the applicant shall pay for the removal of the existing tree and replacement elsewhere with a new highway tree.

4.6.2 Grass verge

The Authority will endeavour to sustain grass verges and amenity areas maintained by the highway authority as an important and integral part of the

Borough's street scene wherever possible. The Authority reserves the right to reject on amenity grounds an application for a crossing across a verge or amenity area.

Where an application for a crossover is proposed across a highway verge that is greater than 3m in width or any other grassed highway amenity area, it will be refused. Approval may be given where the verge is 3m or less in width (subject to any special requirements if it is within a Conservation Area or in the proximity of a Listed Building).

In critical drainage areas or areas at flood risk the grass verges play a critical role in allowing water to infiltrate into the ground. Applications within these areas may be refused.

4.7 Pedestrian visibility

Where it is in the applicants control the following minimum requirements should be satisfied. Where all or part of the splay lies across land outside of the applicants 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.

Pedestrian visibility splays of 2.4m by 2.4m should be provided (refer to Fig. 4). The fences, walls and shrubs within these areas to be kept to a maximum height of 0.6m. In addition to this, vehicular splays should be provided in accordance with national recommendations, specifically *Manual for Streets*.

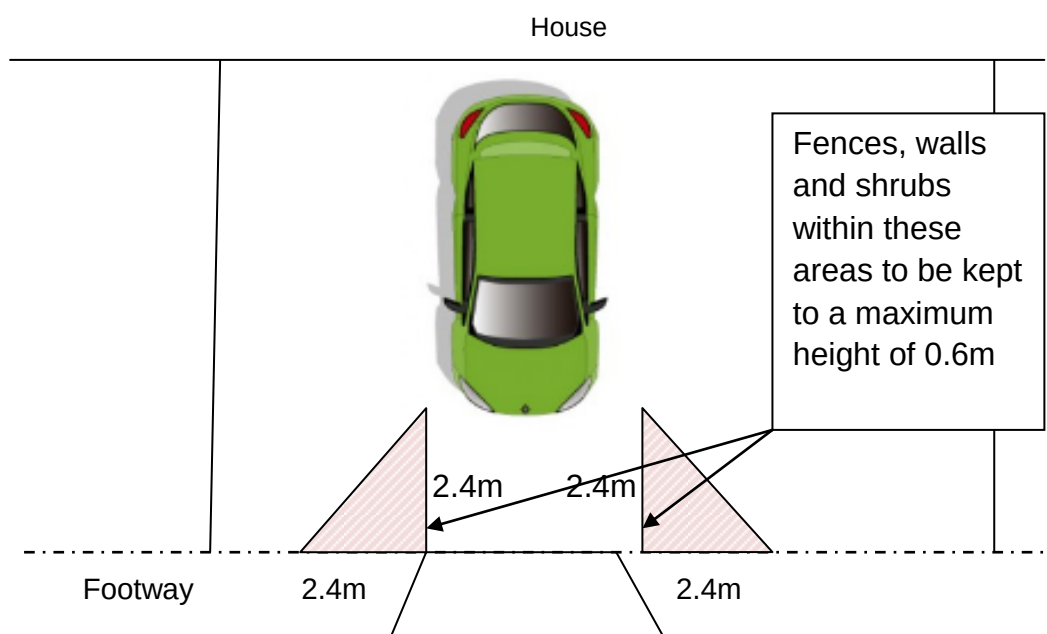


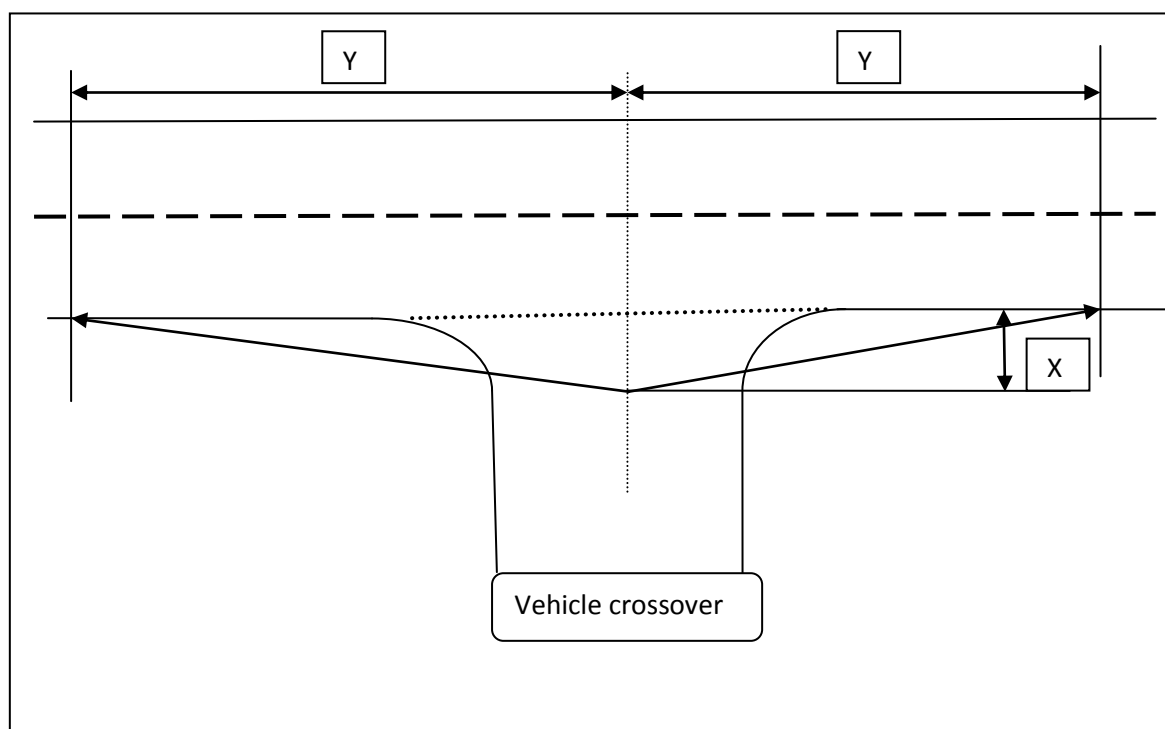
Fig: 4 - Pedestrian Visibility Splay

4.8 Carriageway visibility

X-dimension: 2.4m from the kerb line

Y-dimension: based upon the following

Speed Limit	30mph or above	30mph	20mph
Road Classification	Classified, Local access roads with speeding issues	Local access roads	20mph Zone
Y-distance	Case by case basis will vary from 43m to 120m	43m	33m



Note: Defined parking bays should be provided outside the visibility splay where possible. However in some circumstances (for example where speeds are low) some encroachment may be acceptable.

4.9 Parking Management Schemes (PMS)

The Council may refuse crossover requests where the resulting loss of public onstreet parking would adversely affect the operation of a PMS or other parking scheme. Any crossover in an area of on-street parking bays will have to satisfy the additional criterion that there should be no overall net loss in parking provision when considering both on and off-street parking bays once the crossover has been provided.

All crossover applications within a PMS or affecting a designated parking bay will therefore be assessed to determine their impact, and a decision will be made as to whether the application can be allowed. In particular, crossovers will not be

permitted where they would result in the loss of more than one space in residents' parking bays in a PMS.

If a crossover application that requires alteration to the layout of on-street parking bays is approved, the applicant will be required to pay the full costs of any necessary changes to the Traffic Order for the parking scheme in addition to all other relevant costs. Crossover will be constructed after amendment of traffic order. The application for the crossover will be refused if traffic order cannot be amended for any reason e.g. objection, net loss of parking space.

4.10 Street furniture and traffic calming

Crossovers should be located at least 1.5m from lamp columns or other street furniture. If this is not possible the applicant will incur the cost of repositioning the lamp column/street furniture. It is not always possible to find an alternative suitable location for lamp columns/street furniture, and therefore the crossover may not be approved.

Any application where utility covers are within the proposed crossover, the appropriate utility company will be consulted for the safety of their apparatus. Any cost to alter the covers or relocate apparatus will be provided to the applicant.

Where crossovers are requested adjacent to traffic calming measures (e.g. speed humps and pedestrian refuges), these will be relocated in exceptional circumstances only if approved by the traffic safety team, and at the cost to the applicant.

4.11 Provision of second crossovers and 'in and out' drives

To limit any adverse impact on pedestrians using the adjoining footway and to minimise the loss of kerb side parking, only one crossover will be permitted per property and requests for additional crossovers will be rejected. This is on the basis that reasonable access already exists as a result of the construction of the first crossover and the common law right of access has been met.

However a second crossover may be permitted where all relevant planning, highway safety and amenity criteria have been satisfied and:

- The property fronts a Classified Road where a second crossover would allow vehicles to enter and exit in a forward gear;
- The property frontage abutting the highway is at least 12m wide.
- There is no practical loss of on-street parking or amenity from a second access and it is possible to park a vehicle between the two points of access.

4.12 Surfacing and drainage of hardstandings

The reduction of natural drainage areas by paving over front gardens to facilitate off-street parking, may result in local flooding due to overload of the drainage network.

The paved area must conform to one of the following (otherwise separate Planning Permission will be required):-

- a) be constructed in permeable material; or
- b) drain to a permeable area, soft landscaping or a soakaway within the site and not into any system that leads to a public drain; or
- c) have a hard surface of less than 5m² if it is not permeable and does not drain to a permeable area, soft landscaping or soakaway.

Materials will not be considered permeable where bedded on an impermeable base.

Surface water must not discharge from the front paved area onto the public footway. Where the front paved area slopes towards the public highway adequate drainage provision must be provided, for example a drainage channel at the highway threshold connected to a soakaway.

Even where there may be existing hard surfacing, any works to a front garden must comply with these requirements. 25% of the front area of the property should have soft landscaping to allow for natural drainage. The parking area must drain to this area or soakaway.

Any surface should have an attractive appearance and it is best to avoid large areas of concrete or tarmac. Where possible keep existing fences and planting to maintain the character of the property. This is also important in order to maintain an attractive street scene and will be a factor in any planning application.

Useful guidance can be obtained by searching for 'Paving front gardens' on the websites for: - the Royal Horticultural Society, (<https://www.rhs.org.uk/advice/profile?pid=878>), or the Communities and Local Government, www.communities.gov.uk (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf).

An application for the extension of an existing crossover must comply with the criteria for a new crossover in relation to hardstanding, soft landscaping and drainage.

Crossovers will not be constructed unless the above requirements are complied with.

The Council takes no responsibility where the creation of a vehicular crossover creates a flow path towards private property for water that would otherwise be held within the kerb on the road in heavy rainfall events.

4.13 Impact on neighbouring properties and parking

In order to limit the impact on neighbours, a crossover will only be provided over the section of footway immediately in front of an applicant's property.

Additionally to minimise any reduction in on-street parking provision, the crossover should generally be sited to the side of the frontage, not in the centre. The parking space should not obstruct the main access to the property.

5. ILLEGAL CROSSING OF FOOTWAYS

Continuous crossing of footways that are not specifically strengthened for vehicular use causes damage that can lead to dangerous footway defects. These can cause injury to pedestrians and expose the Council to litigation claims. It is an offence under section 184 of the Highways Act 1980 to drive vehicles over the footway onto the property without a properly constructed crossover. Legislation contained in section 16 of the London Local Authorities and Transport for London Act 2003 also enables a Highway Authority to serve a notice on an occupier of property where the kerb or verge is being used as a vehicle crossover and the Authority has not constructed or approved construction of a crossover.

Without prejudice to any other rights or remedies available to the Council; the Council may issue a Notice giving an owner and/or occupier of premises adjoining or having access to the highway to cease taking a mechanically propelled vehicle(s) across the kerbed footway or verge. If this notice is ignored the Council may inform the owner and/or occupier, that the Council will install physical measures (bollards or similar) to stop such illegal crossing and recover the costs in full of any repairs to the highway (footway, verge, carriageway) from the premises owner and/or occupier.

6. OBSTRUCTION

In cases where obstruction is caused by a vehicle parked on or overhanging the highway the Council will take appropriate enforcement action under section 137 of the Highways Act (1980).

Where any damage caused to the highway (footway, verge, carriageway or crossover) as a result of development activities and works on land adjacent to the highway, the cost to repair such damages can be recovered from the property owner and/or occupier or the person causing or responsible for the damage.

7. INSTALLATION

Crossover construction is undertaken by the councils Highway Maintenance Contractor. Under no circumstances will applicants be allowed to install crossovers. Crossovers form part of the fabric of the public highway, not the

private properties they serve and they are maintainable by the Council in perpetuity.

Any obstruction such as trees, hedges or walls belonging to the property must be removed prior to the construction of the crossover.

It will be the applicants responsibility to inform the Council when all required off-highway works have been completed. Once notified the Council will then programme the installation works.

8. SPECIFICATION AND USE OF CONSTRUCTION MATERIALS

The Council alone will specify all construction materials and surfacing to preserve the appearance of the street scene. The standard surface material for vehicle crossings shall be concrete or tarmac (or similar) for the full width of the footway.

In Conservation Areas or close to Listed Buildings, the materials will be chosen in consultation with the Council's Conservation Officer to match the existing streetscape.

9. WHITE BAR MARKINGS

Residents may wish to apply for a 100mm wide white access bar to be painted on the carriageway to highlight the area of the vehicle crossing and deter inconsiderate parking. The usual length of the white access bar will be the entire width of the crossing plus approximately 1 metre on each side. These will only be installed in streets where there are no parking bays or restrictions and the cost will be borne by the applicant. The markings are advisory and therefore no enforcement action can be taken other than that for obstructing access. The council will maintain the white access bar line but reserve the right to remove this at a later date without refund to accommodate a parking or other highway improvement scheme.

10. CHARGES AND PAYMENTS

Applicants will be charged a non-returnable highway administration fee for processing their crossover application regardless of whether the application is approved or rejected.

If planning permission is required, it is the responsibility of the householder to submit the appropriate forms and additional planning fee to the Planning Department.

The highway fees and charges will be regularly reviewed, in light of relevant legislation/regulation, changes in contracts and changes in staff resource costs.

The highway estimate provided to the applicant for the construction of the crossover shall be valid for a period of 12-months. Construction works will not

commence until payment is received in full for the crossover and any necessary associated works.

If the proposed crossover is within the area of a programmed footway maintenance scheme, the crossover can be constructed at a reduced cost. The applicant will be advised accordingly and given the opportunity to delay the installation to coincide with the footway works.

11. RIGHT OF APPEAL

Where applications do not conform to the current policy criteria, applicants will be informed in writing of the reasons for refusal.

An appeal will not be considered solely on account of older existing crossovers in an applicants road or elsewhere that may not comply with the current policy criteria.

Requests for reconsideration of a refusal decision will only be allowed if applicants can demonstrate

- a) that their applications have not been processed in accordance with the criteria set out in this policy, or
- b) that there are exceptional circumstances that would justify an exception to be made to the policy.

The Authority without prejudice may exercise discretion when considering the grounds of any appeal and facts of an application.

All appeals will be considered in two stages in the order below:

Stage 1 - considered by the Highways & Traffic Manager

Stage 2 - considered by the Director of Infrastructure

Appendix 1 - Classified Road List

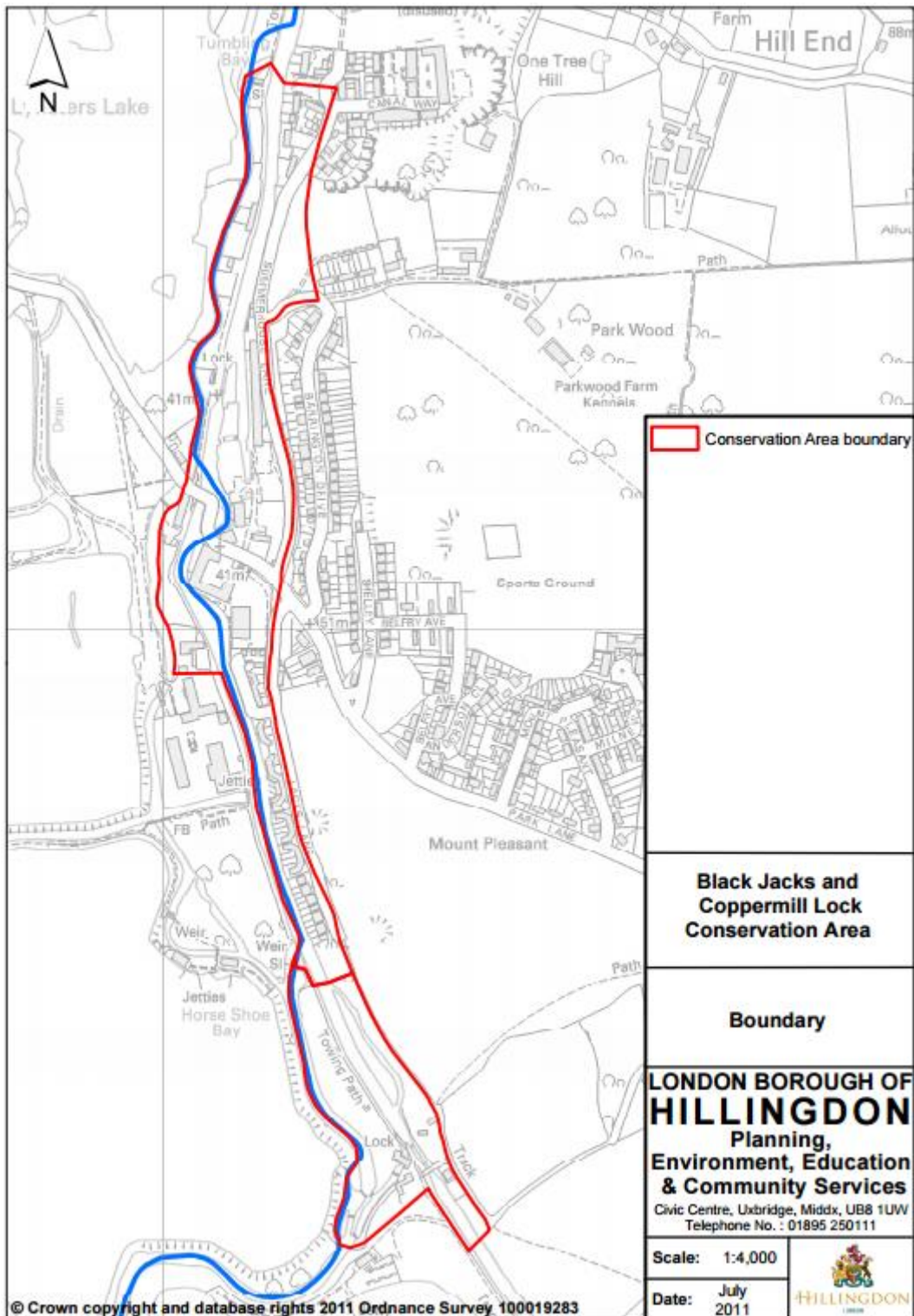
Angel Lane Hayes
Belmont Road Uxbridge
Botwell Lane Church Rd – Station Rd Hayes
Breakspear Road North Harefield
Breakspear Road South Ickenham
Bridle Road Pinner
Bury Street Ruislip A4180
Cherry Lane West Drayton
Church Hill Harefield
Church Road Northwood A4125
Church Road Hayes
Church Road Uxbridge
Colham Green Road Uxbridge
Cowley Mill Road Uxbridge
Cowley Road Uxbridge A408
Cross Street Uxbridge A4020
Cuckoo Hill Pinner B466
Dawley Road Judge Heath Lane -Nth Hyde Rd Hayes A437
Dawley Road Shepiston Lane To Nth Hyde Rd Hayes B464
Ducks Hill Road Northwood A4180
Eastcote Road Ruislip B466
Elm Avenue Ruislip
Falling Lane Yiewsley A408
Field End Road Ruislip
Green Lane Green Lane – Northwood Way Northwood A4125
Green Lane Northwood B469
Harefield Road Uxbridge B467
Harlington Road Uxbridge A437
Harmondsworth Road West Drayton
Harvil Road Harefield
Hatch Lane Harmondsworth A3044
Hercies Road Hillingdon
High Road Cowley A408
High Road Long Lane To Ickenham Rd Ickenham B466
High Road Eastcote B466
High Street Northwood A4125
High Street Ruislip A4180
High Street Harlington A437
High Street Belmont Rd To Harefield Rd Uxbridge
High Street Harefield
High Street – Falling Lane To High Rd Yiewsley A408
Hillingdon Hill Uxbridge A4020
Hillingdon Road Uxbridge A4020

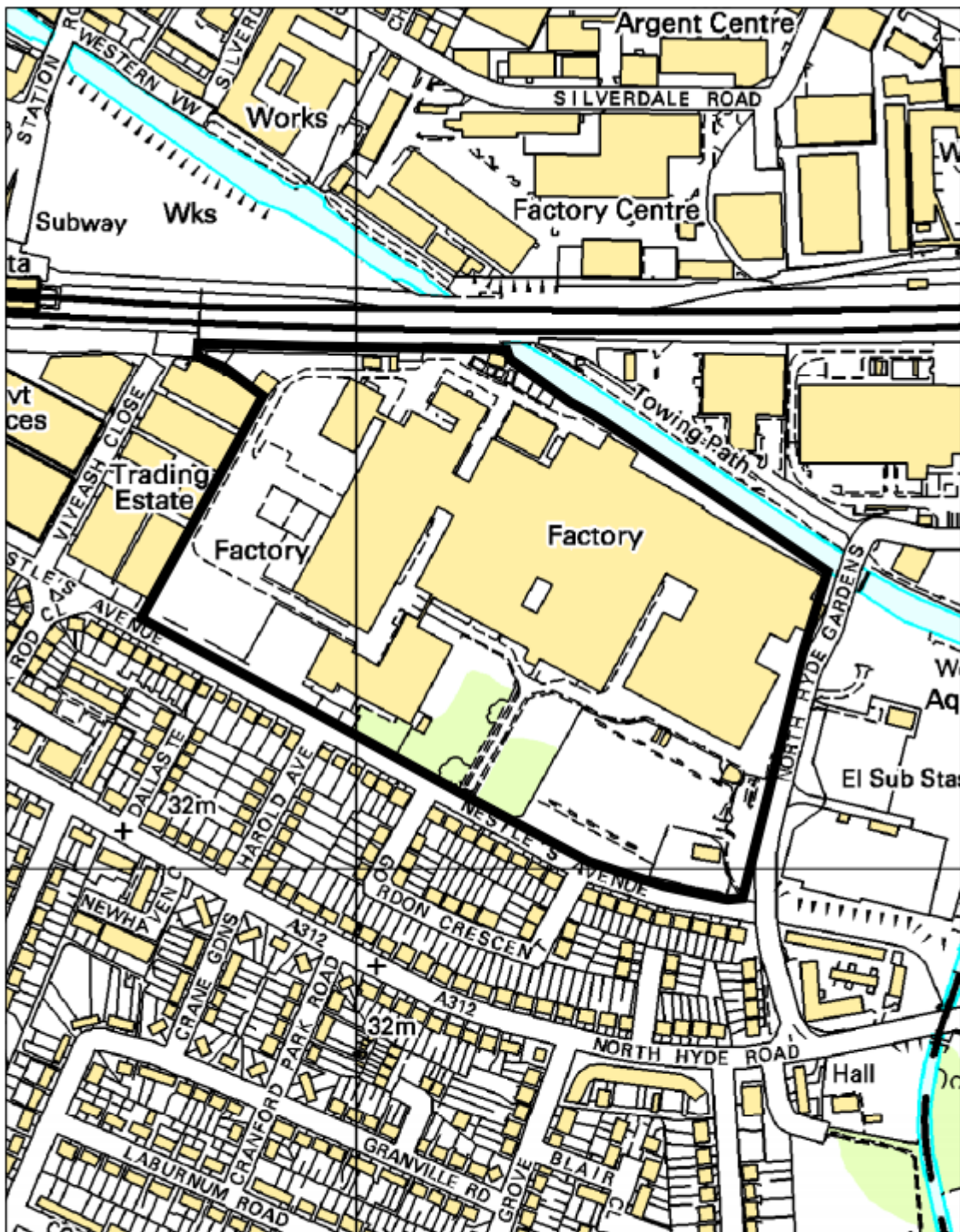
Holloway Lane West Drayton A3044
Honeycroft Hill Uxbridge
Ickenham Road Ruislip B466
Iver Lane Cowley B470
Joel Street Northwood B472
Kingsend Ruislip
Kingshill Avenue- From Lansbury Drive To Atlee Rd Hayes
Kingston Lane Uxbridge
Kingsway Hayes
Lansbury Drive Uxb Rd To Kingshill Ave Hayes
Lees Road Uxbridge
Long Lane Ickenham B466
Long Lane Hillingdon A437
Long Drive Station App – Victoria Rd Ruislip
Mill Road West Drayton
Moorhall Road Harefield
New Windsor Street Uxbridge A4007
North Hyde Road Hayes A312
North Hyde Road Dawley To B/Bound East Hayes A437
North View
Northwood Road Harefield
Oxford Road Uxbridge A4020
Park Lane Harefield
Park Road Uxbridge
Park Way Ruislip
Pembroke Road Ruislip
Pield Heath Road Hillingdon
Pinner Road Northwood A404
Rickmansworth Road Northwood A404
Rickmansworth Road Harefield
Rockingham Road Uxbridge A4007
Shepiston Lane West Drayton
Sipson Road -Holloway Lane To Bath Road West Drayton A408
St John's Road Uxbridge A4007
Stanwell Moor Road West Drayton A3044
Station Approach Ruislip
Station Road Hayes A312
Station Road Hayes
Station Road Uxbridge
Station Road - High St To Nth Hyde Rd Hayes A437
Swakeleys Road Ickenham B467
Swan Road West Drayton
The Green West Drayton
The Greenway Uxbridge

Thorney Mill Road West Drayton
Torrington Road Ruislip
Trumper Way Uxbridge A4020
Uxbridge Road Hayes A4020
Victoria Road Ruislip
Watford Road Northwood A4125
West Drayton Road Hillingdon B465
West End Road Ruislip A4180
Wood Lane Ruislip

Appendix 2 - Conservation Areas

Current Conservation Areas within Hillingdon (as of January 2017) are:





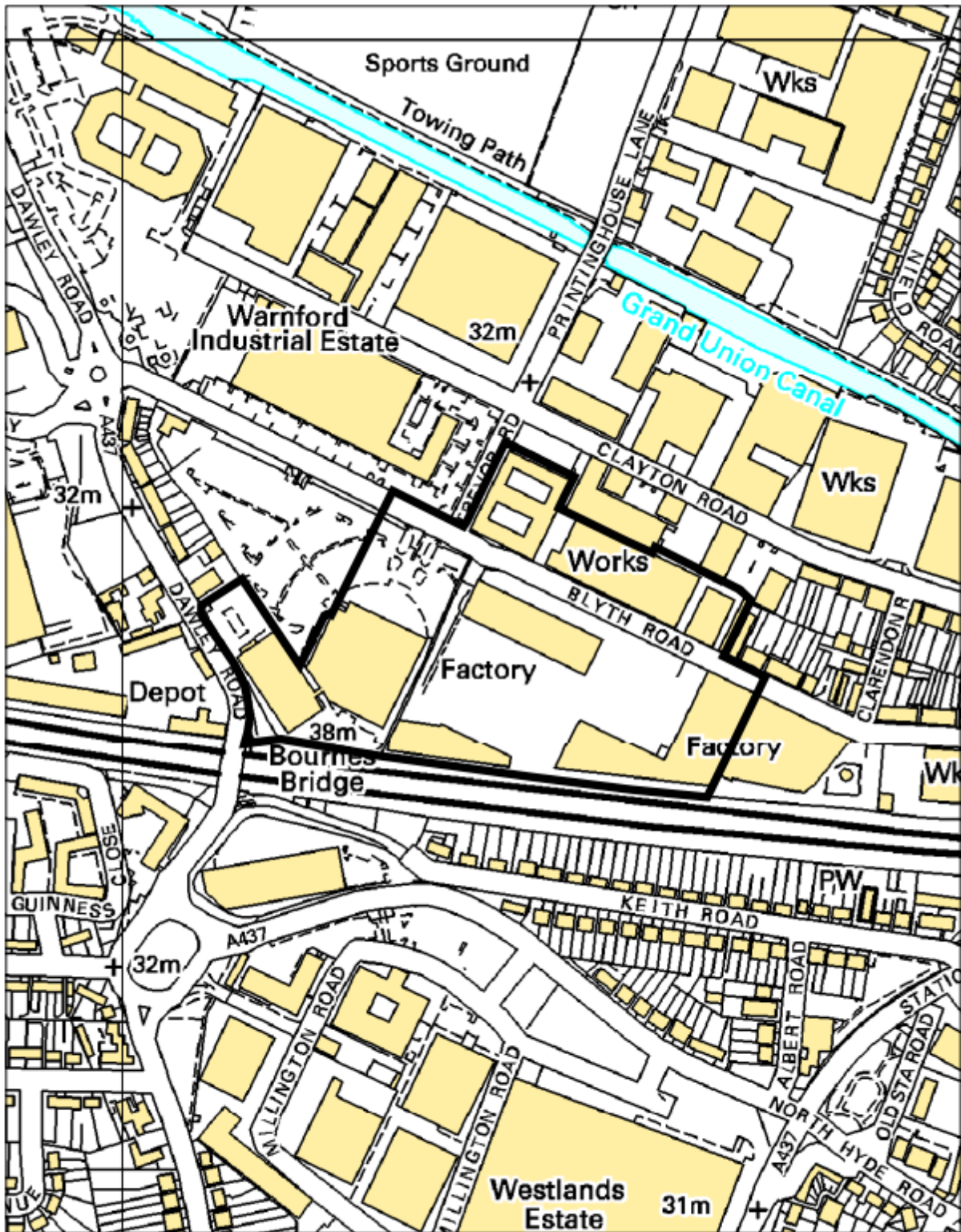
Botwell: Nestles, Conservation Area

0 50 100 200 Meters

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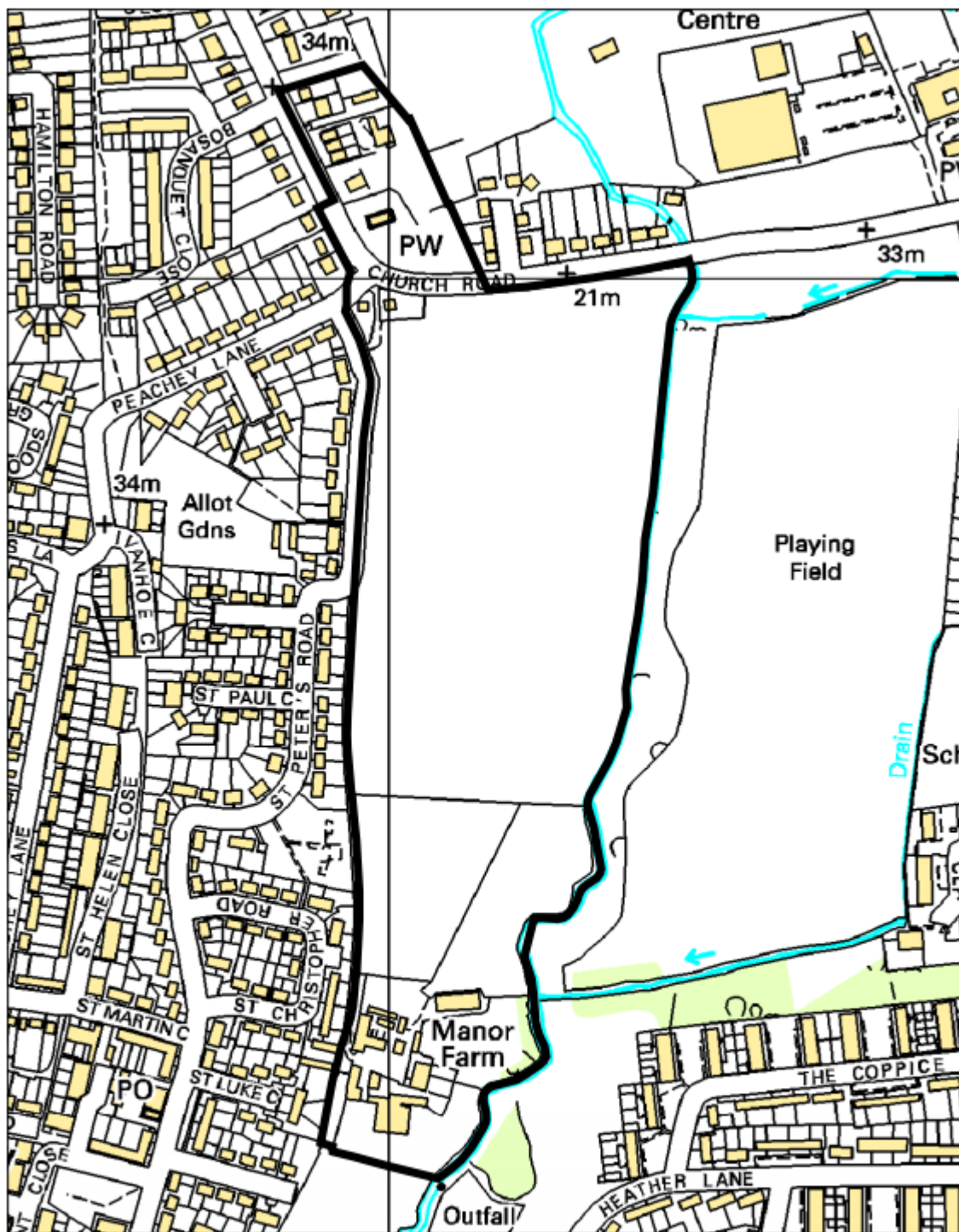
Botwell: Thorn EMI, Conservation Area

0 50 100 200 Meters

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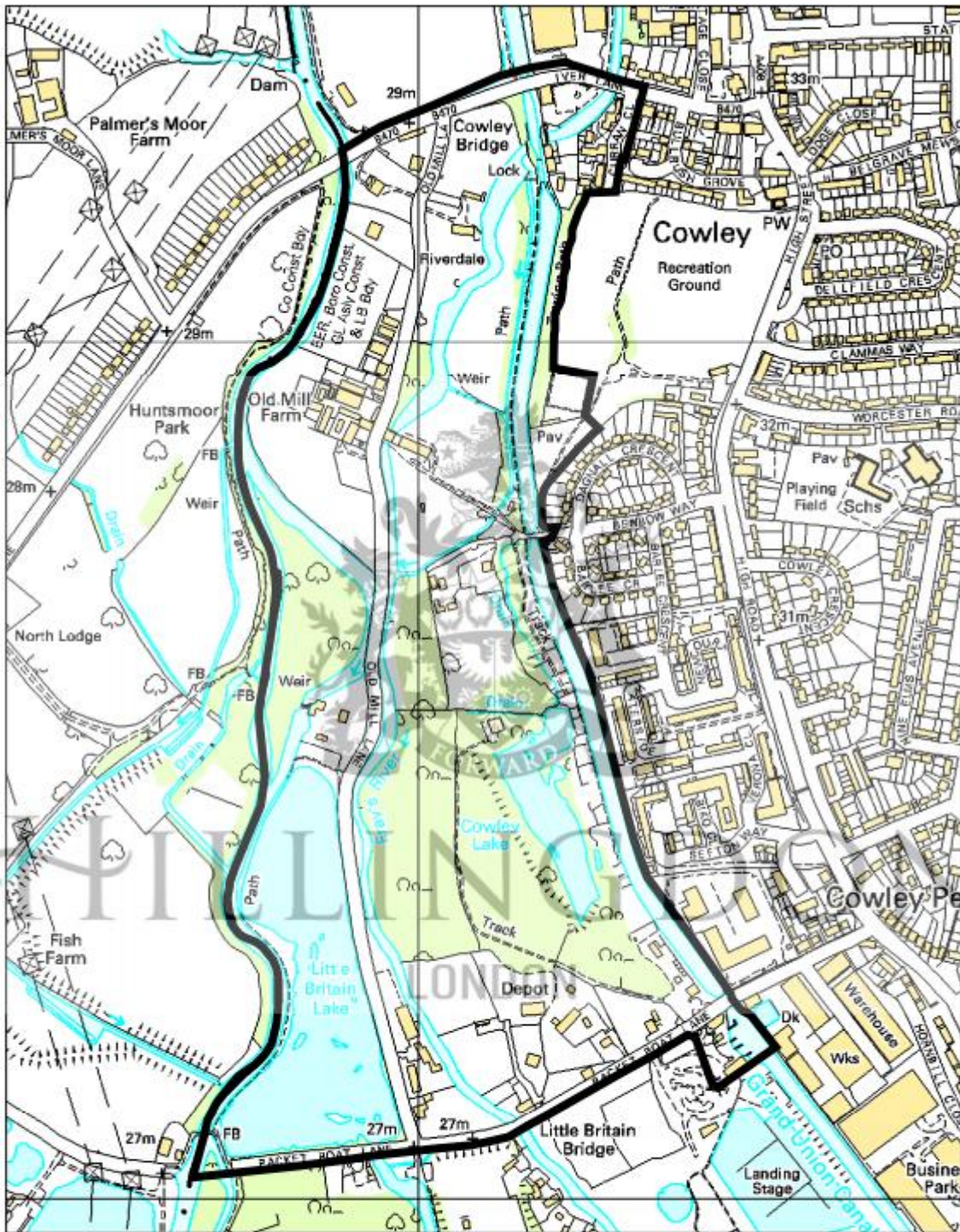


Cowley church (St. Laurence) Conservation Area

0 100 200 400 Meters

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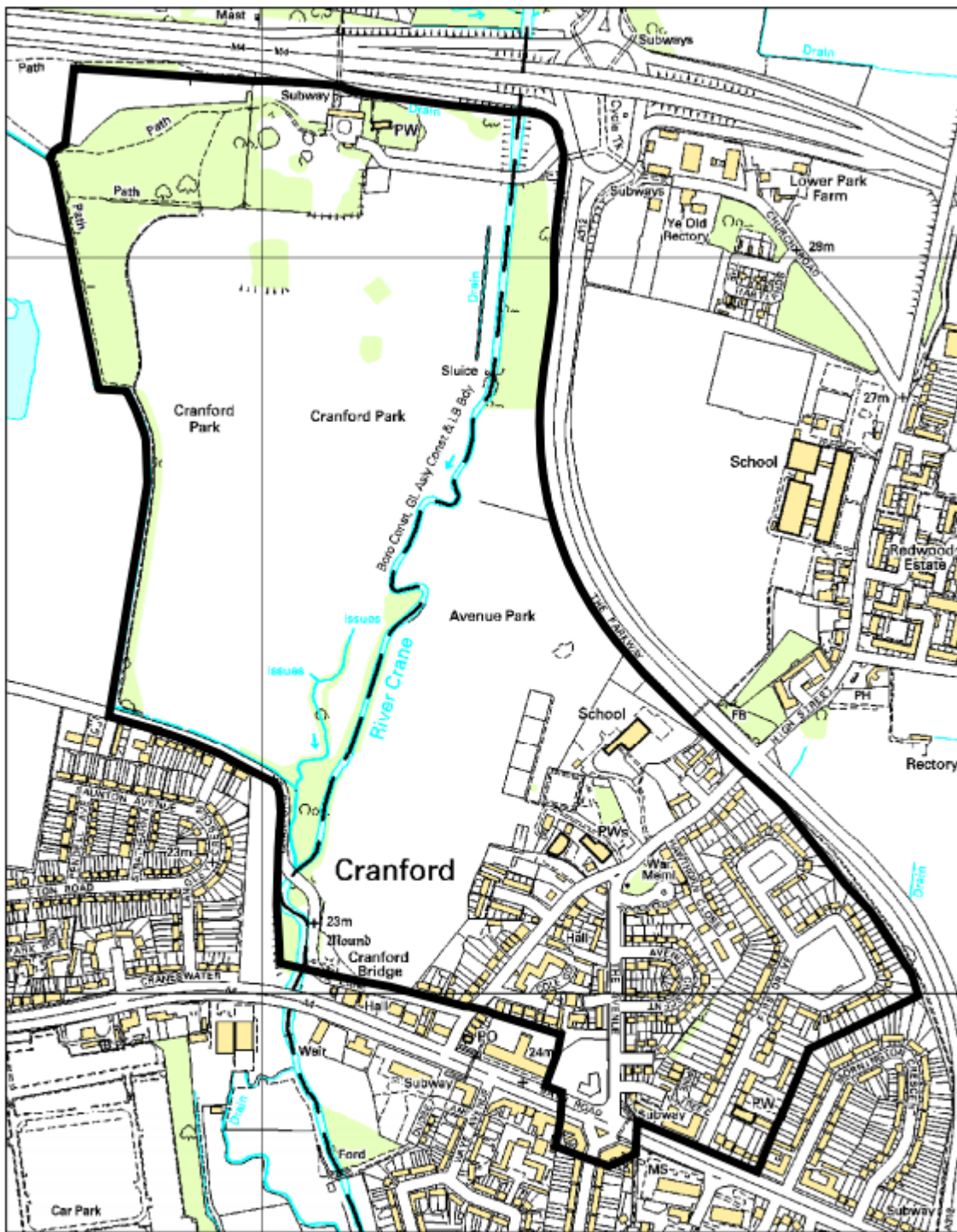
Cowley Lock Conservation Area

0 100 200 400 600 Meters

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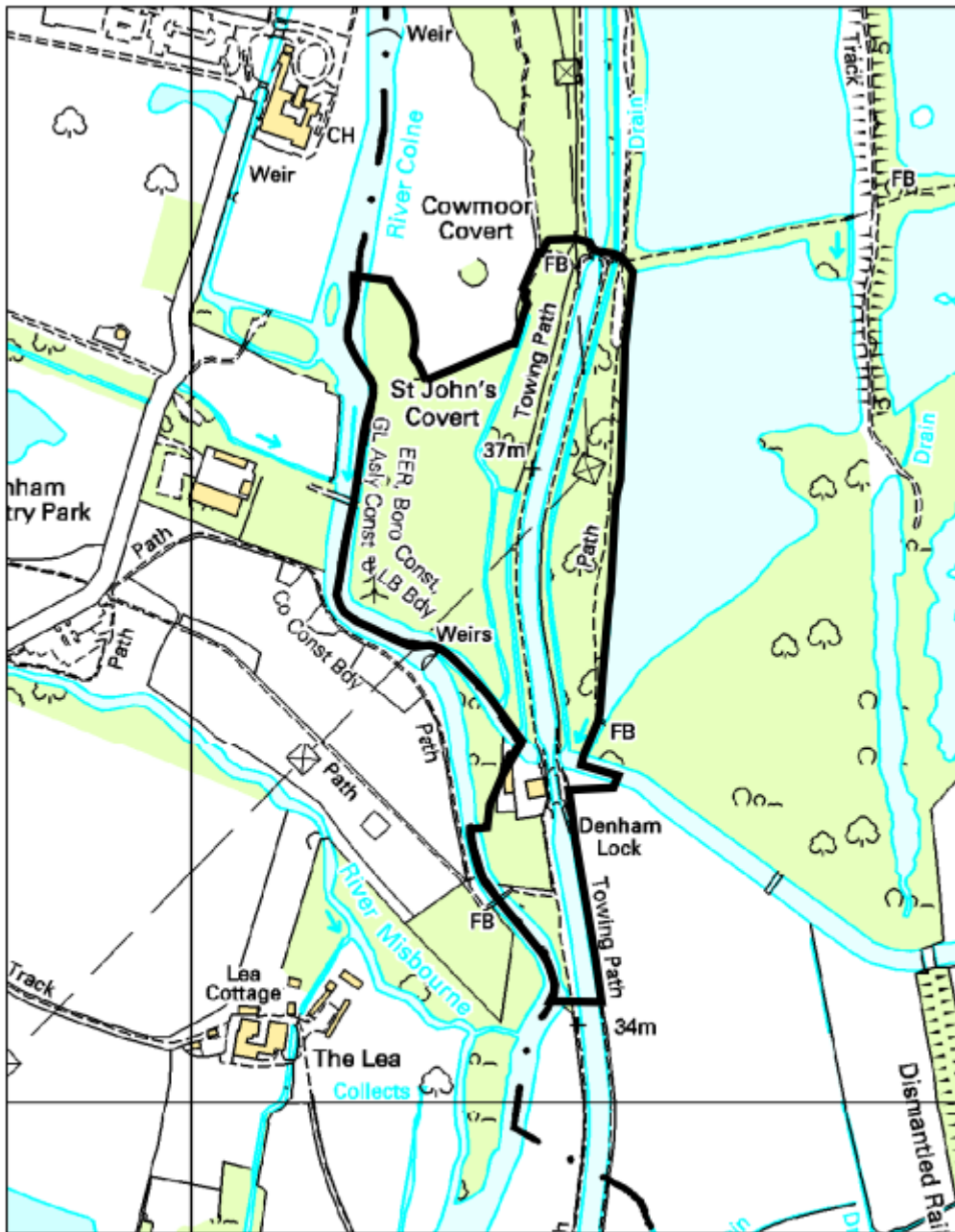


Cranford Park Conservation Area

0 100 200 400 600 Meters

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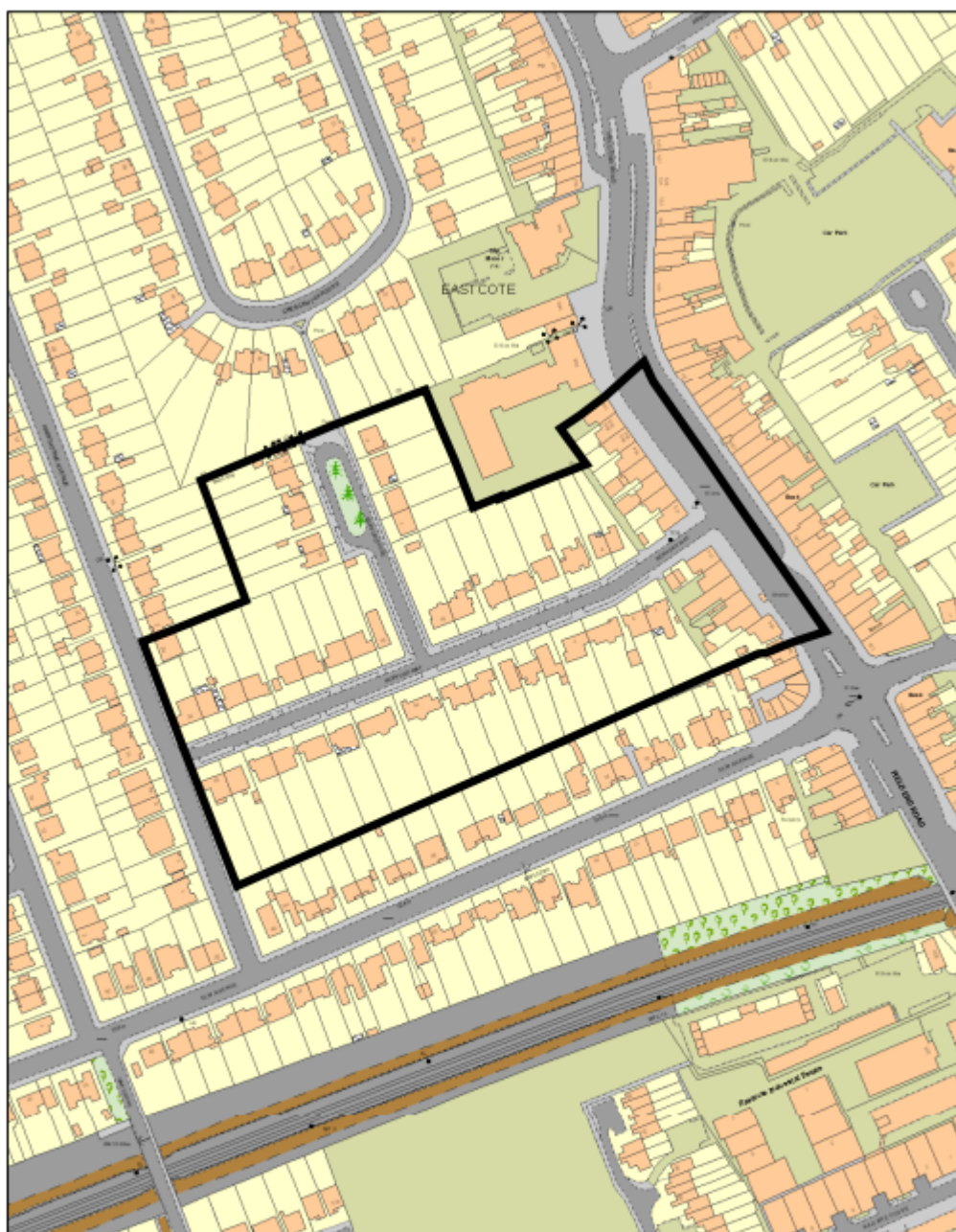
Denham Lock Conservation Area

0 100 200 400

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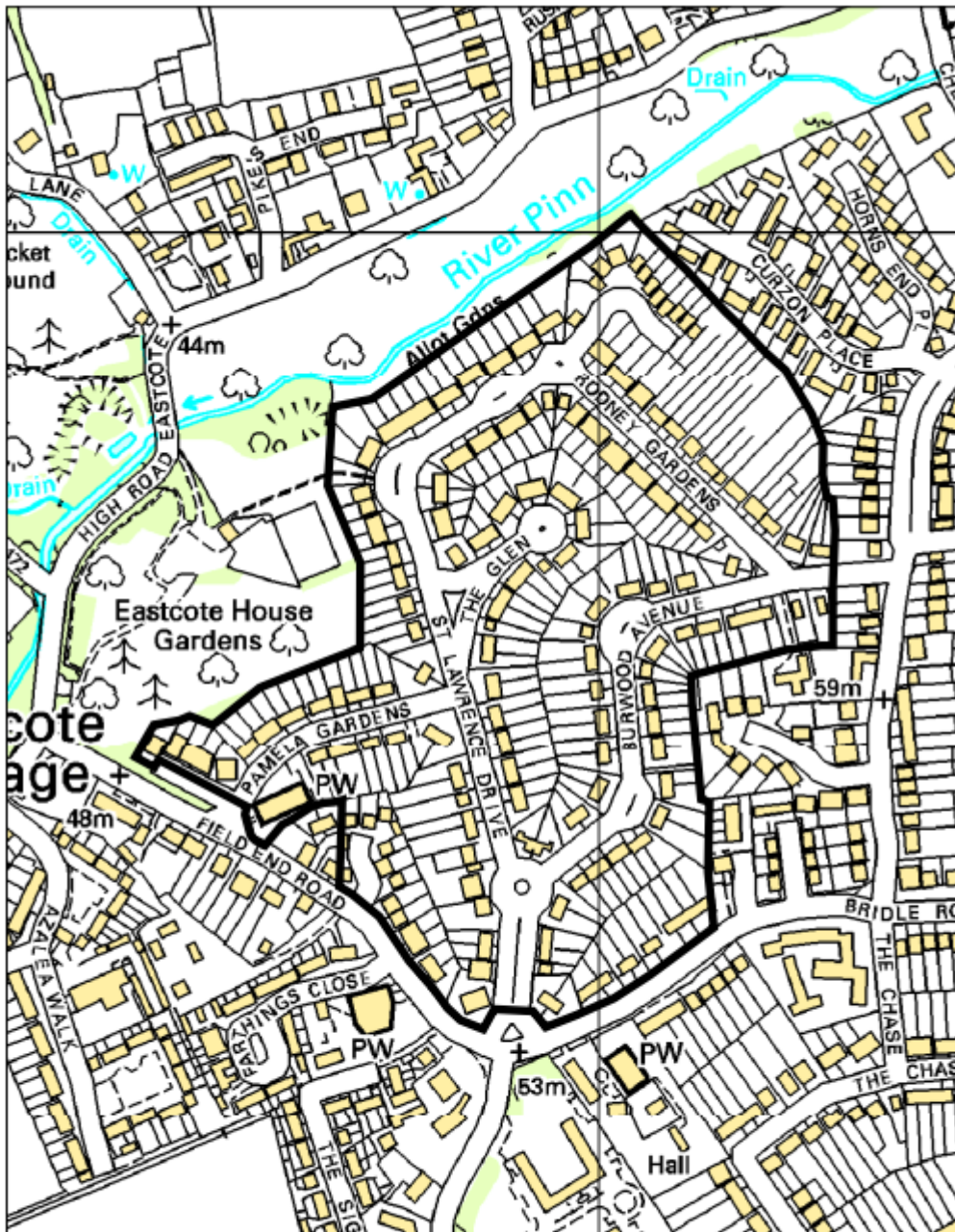


Eastcote (Morford Way) Conservation Area

0 50 100 200 Meters

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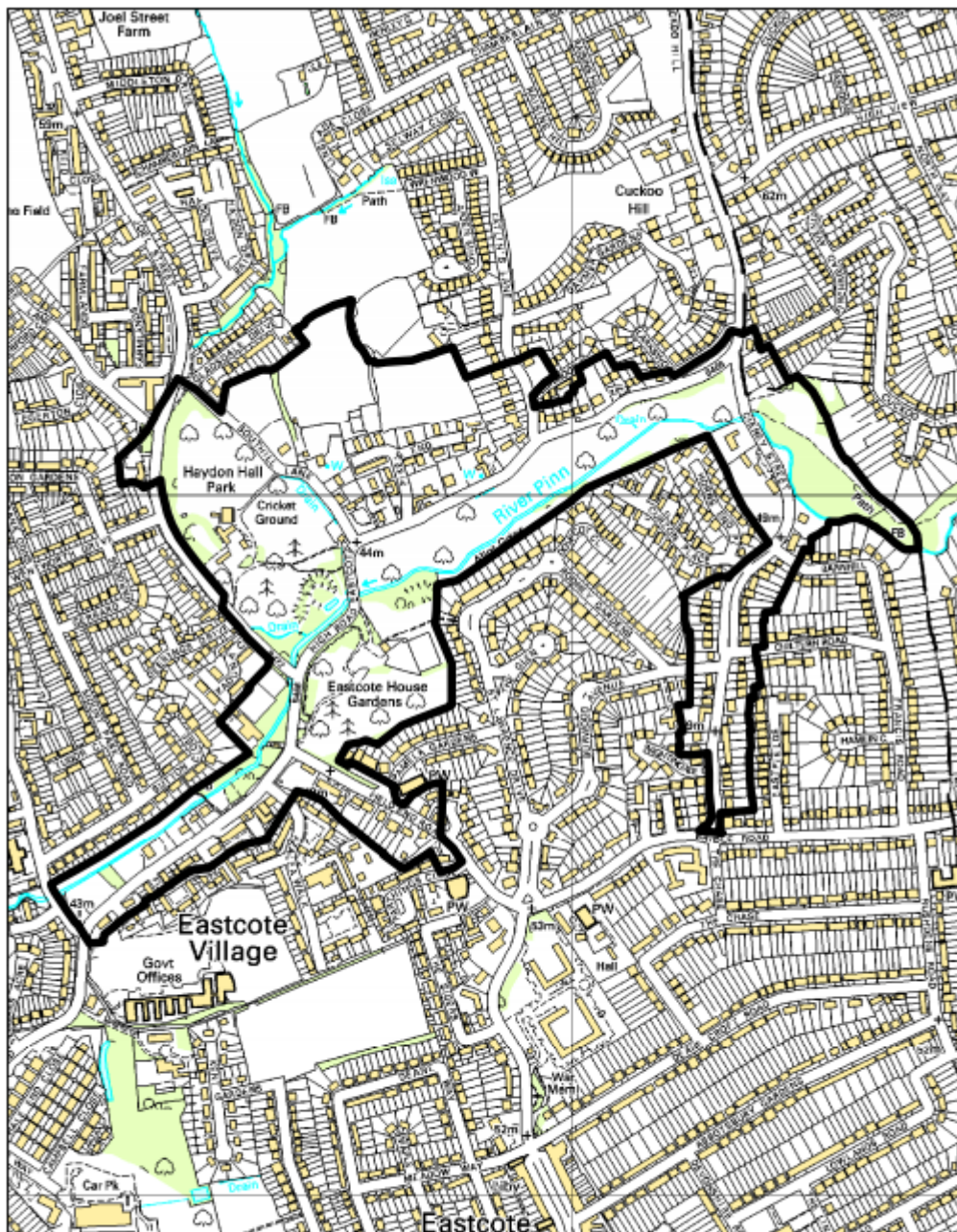
Eastcote Park Estate Conservation Area



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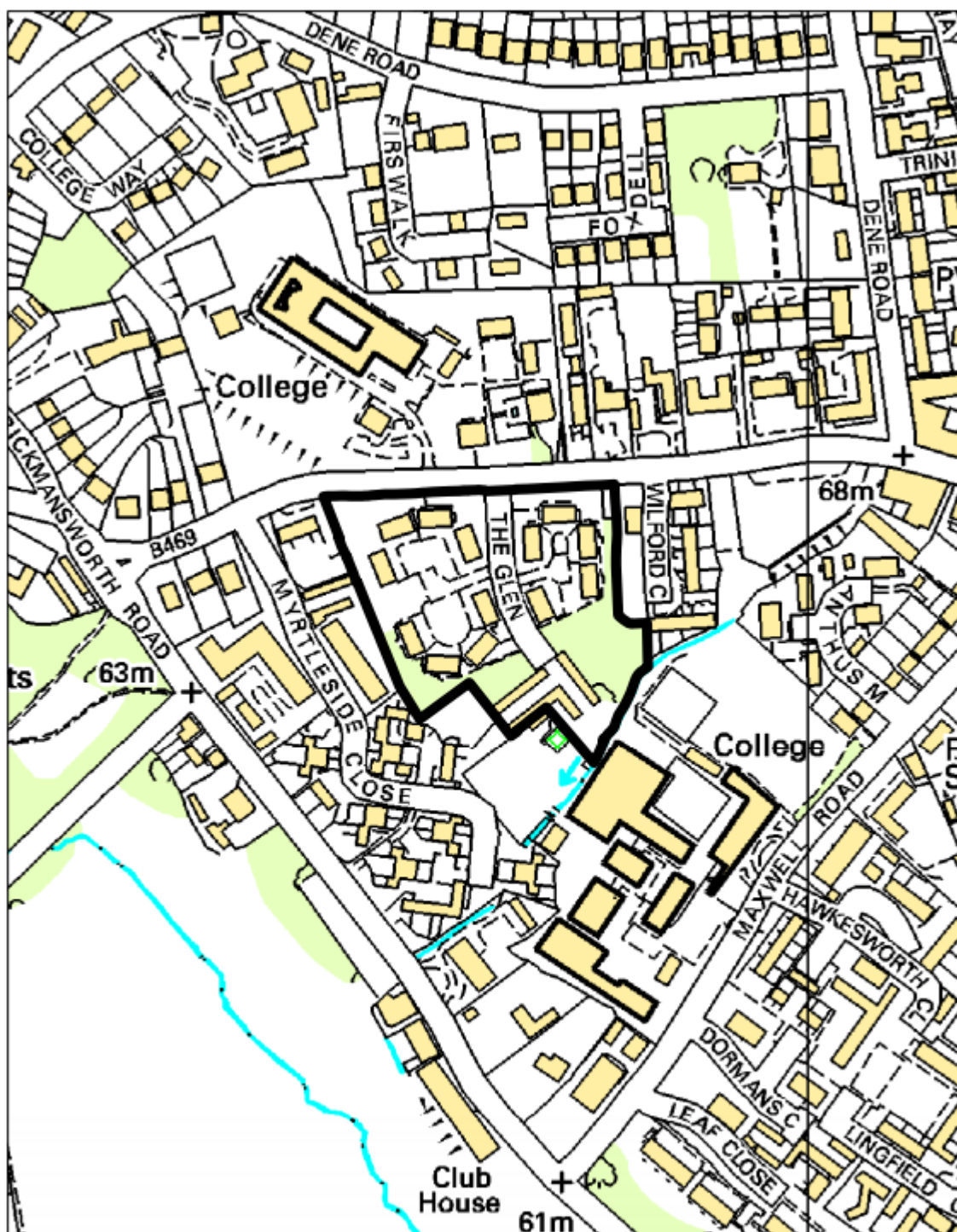


Eastcote Village, Conservation Area



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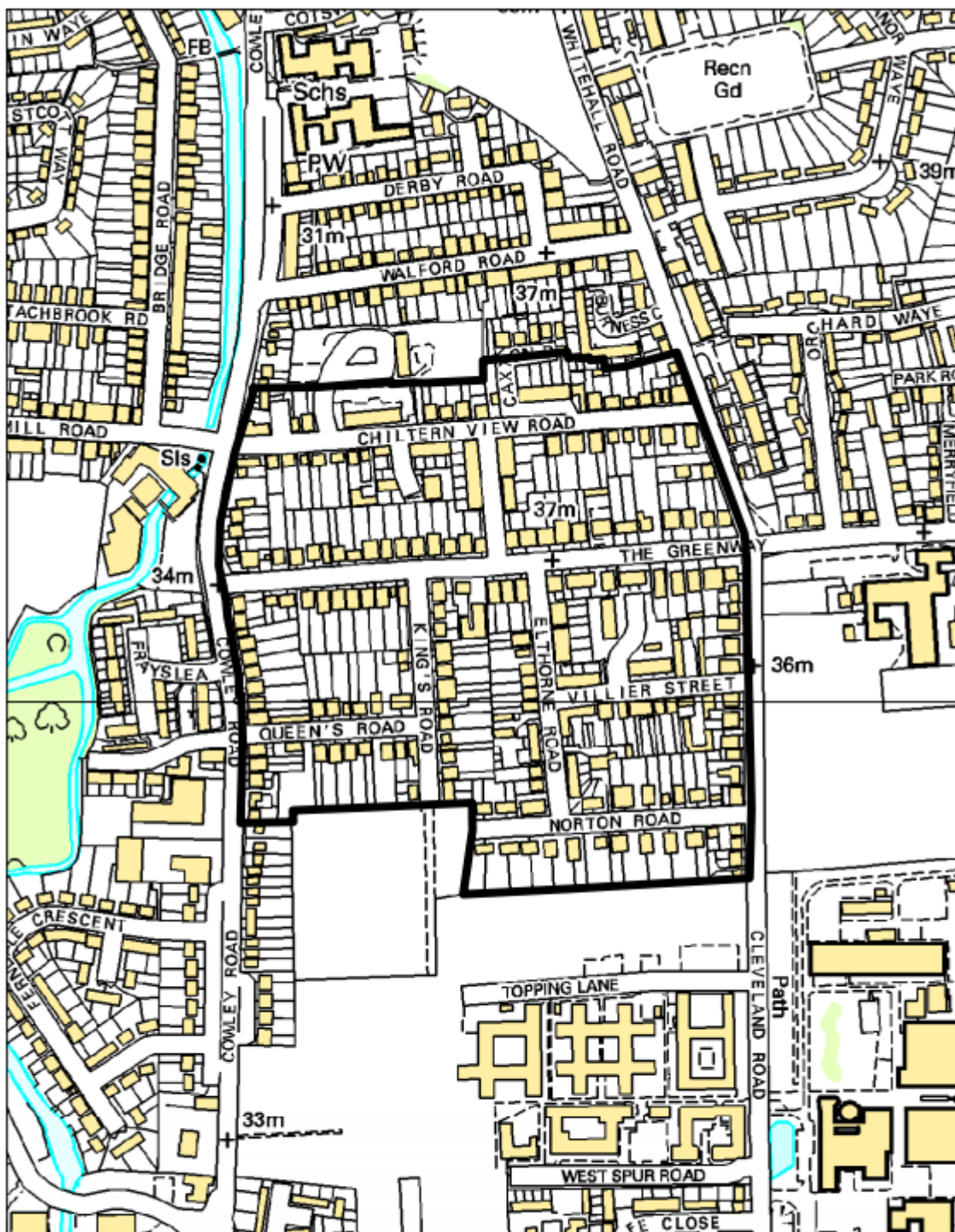
The Glen, Northwood Conservation Area

0 100 200 400
Meters

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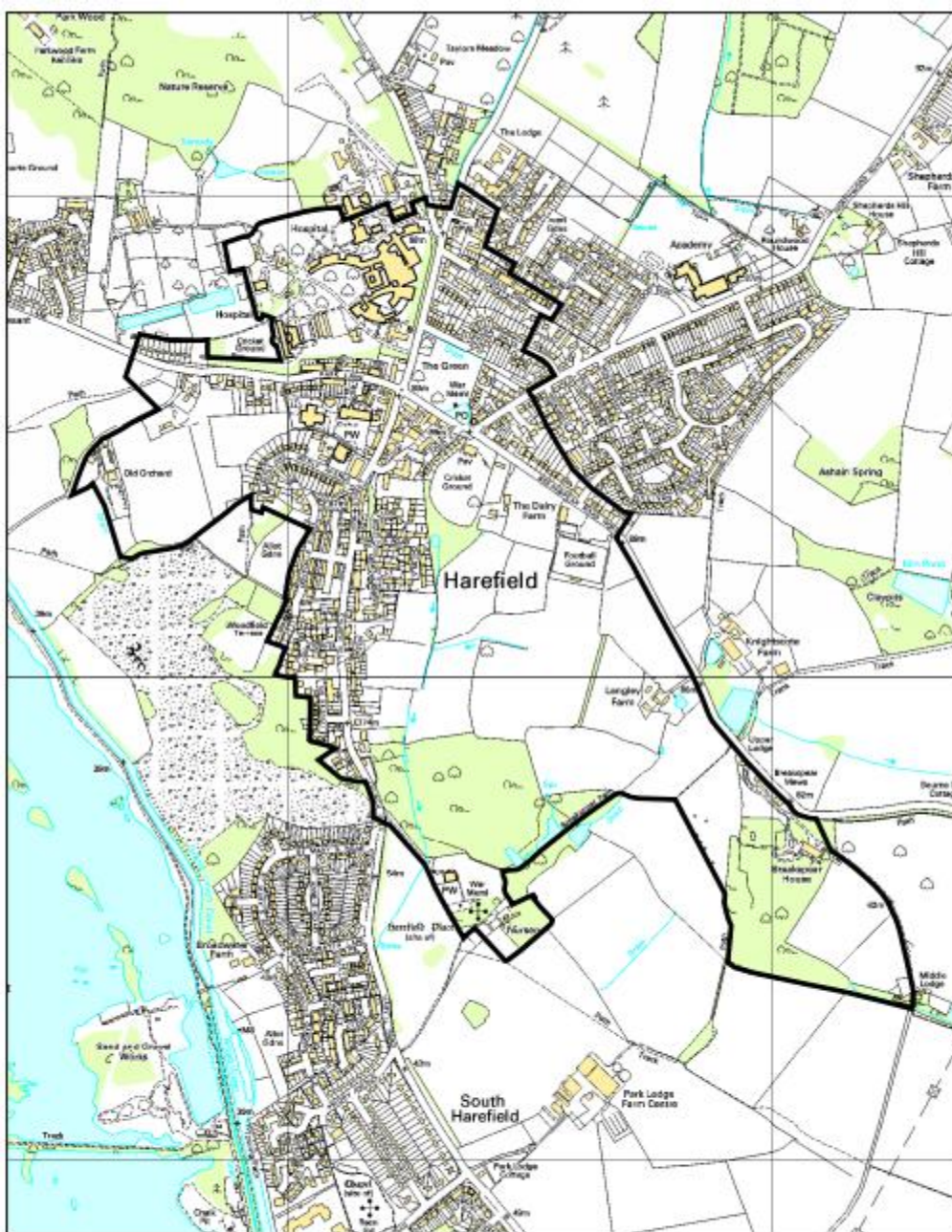
The Greenway Conservation Area

0 100 200 400 Meters

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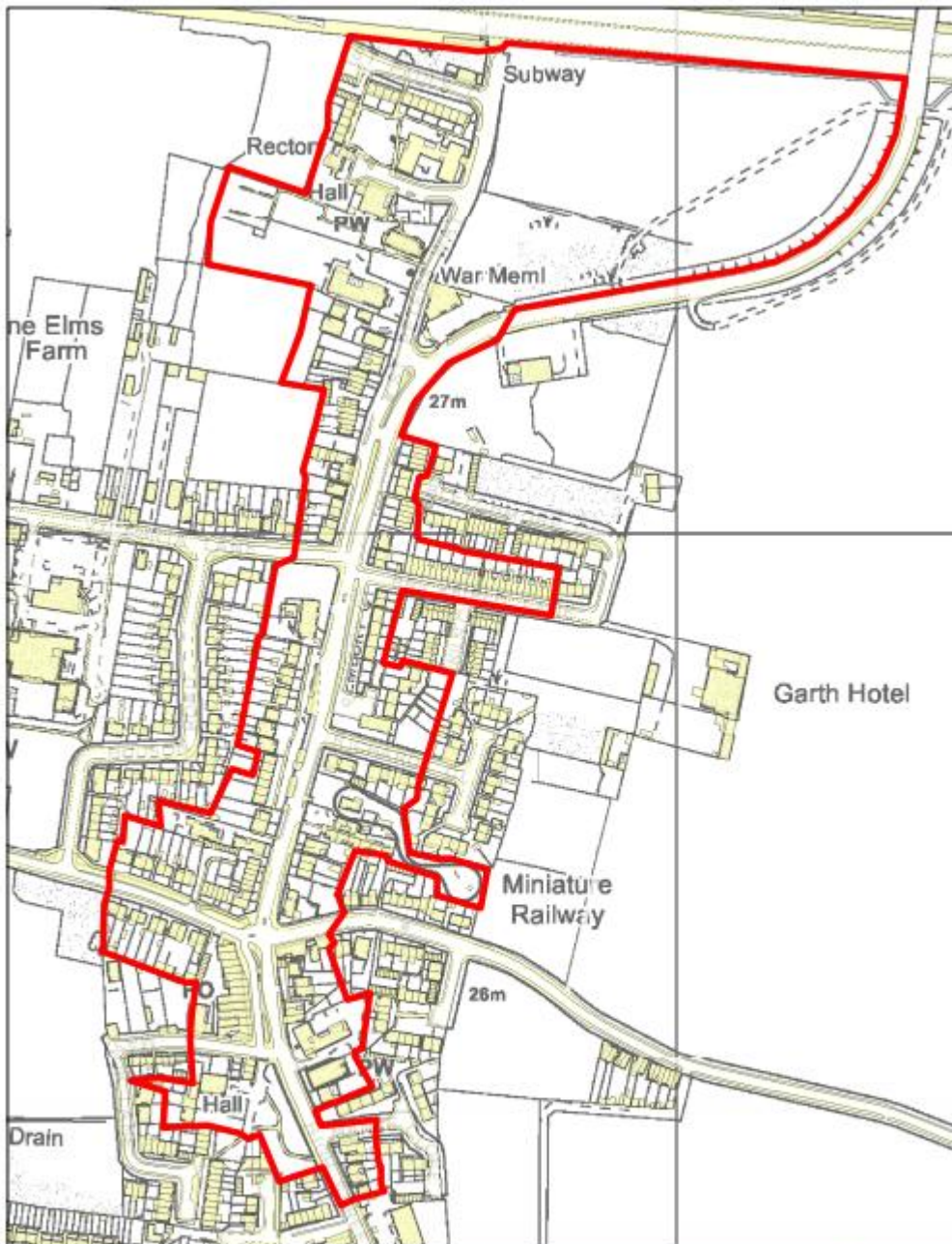


Harefield Village Conservation Area

0 100 200 400 600 800 Meters

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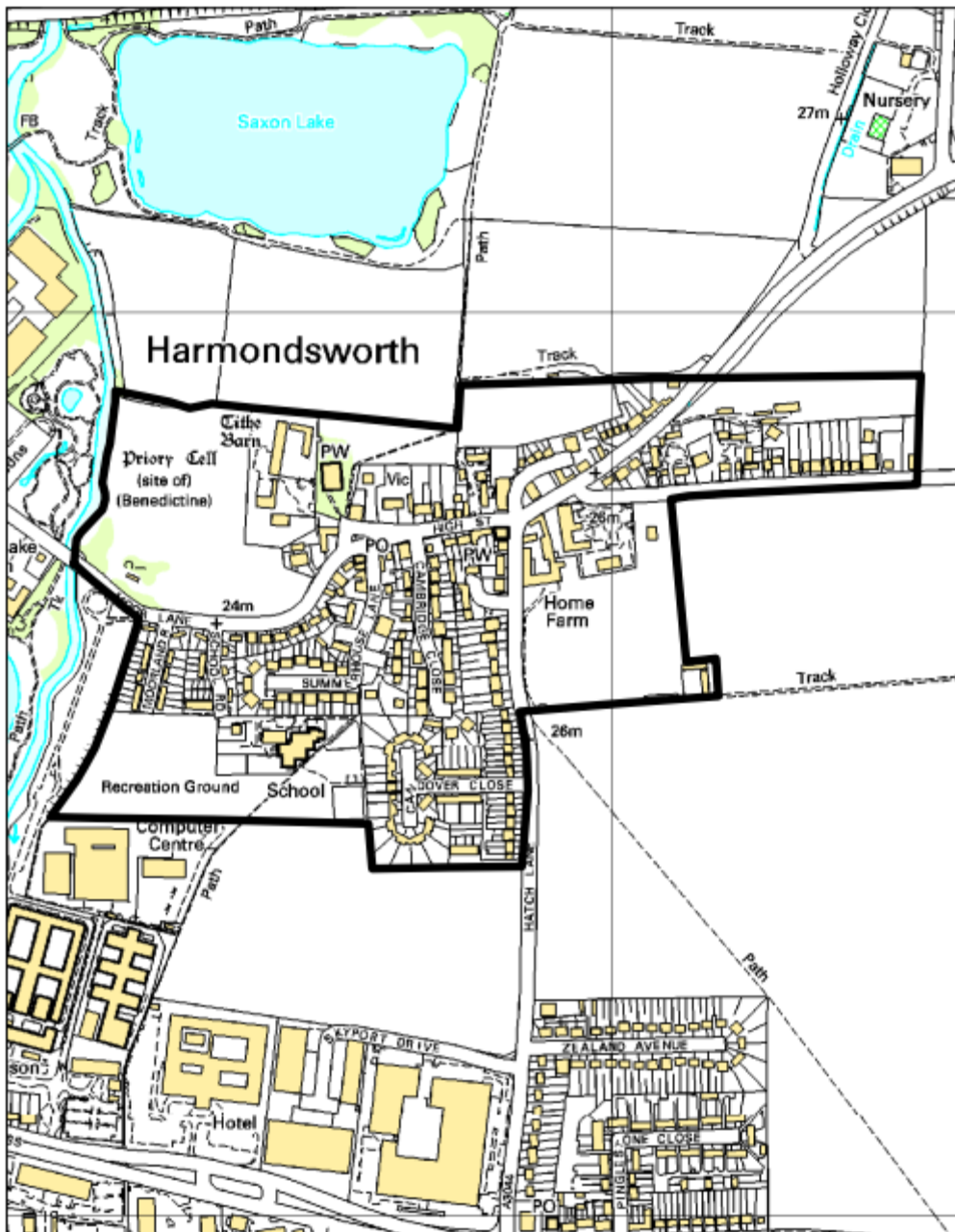
Harlington Village Conservation Area

0 105 210 420 Meters

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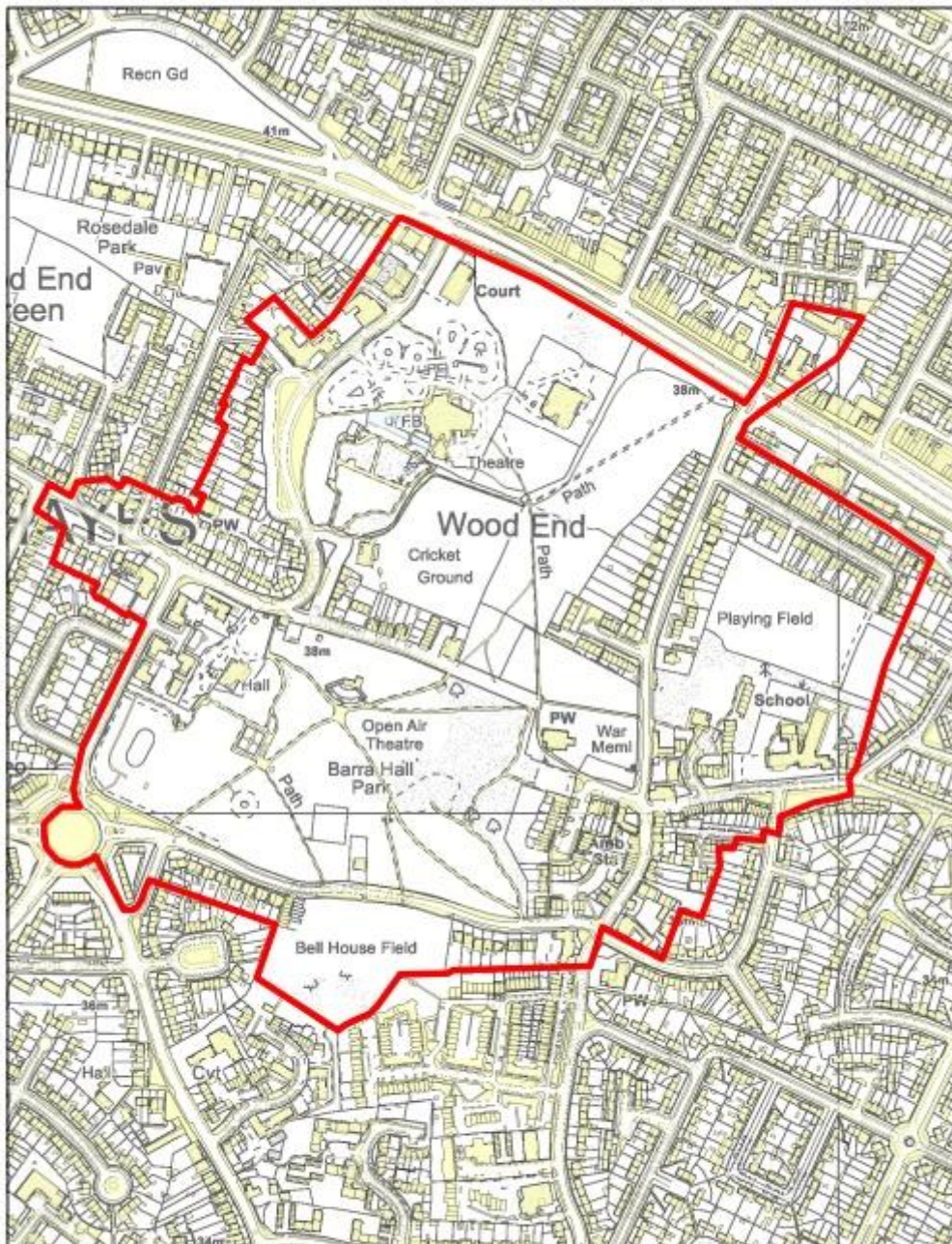


Harmondsworth Village Conservation Area



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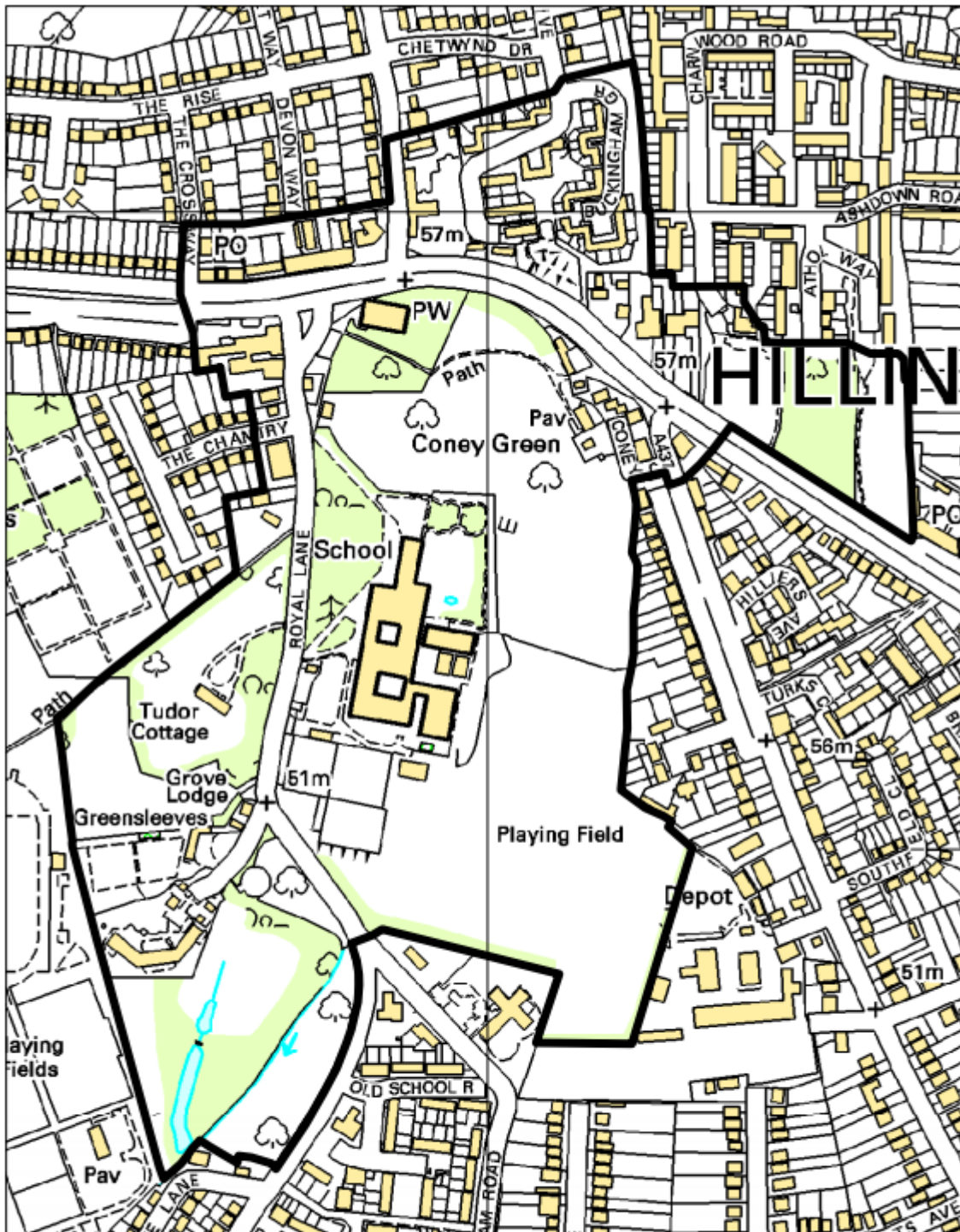
Hayes Village Conservation Area

0 150 300 600 Meters

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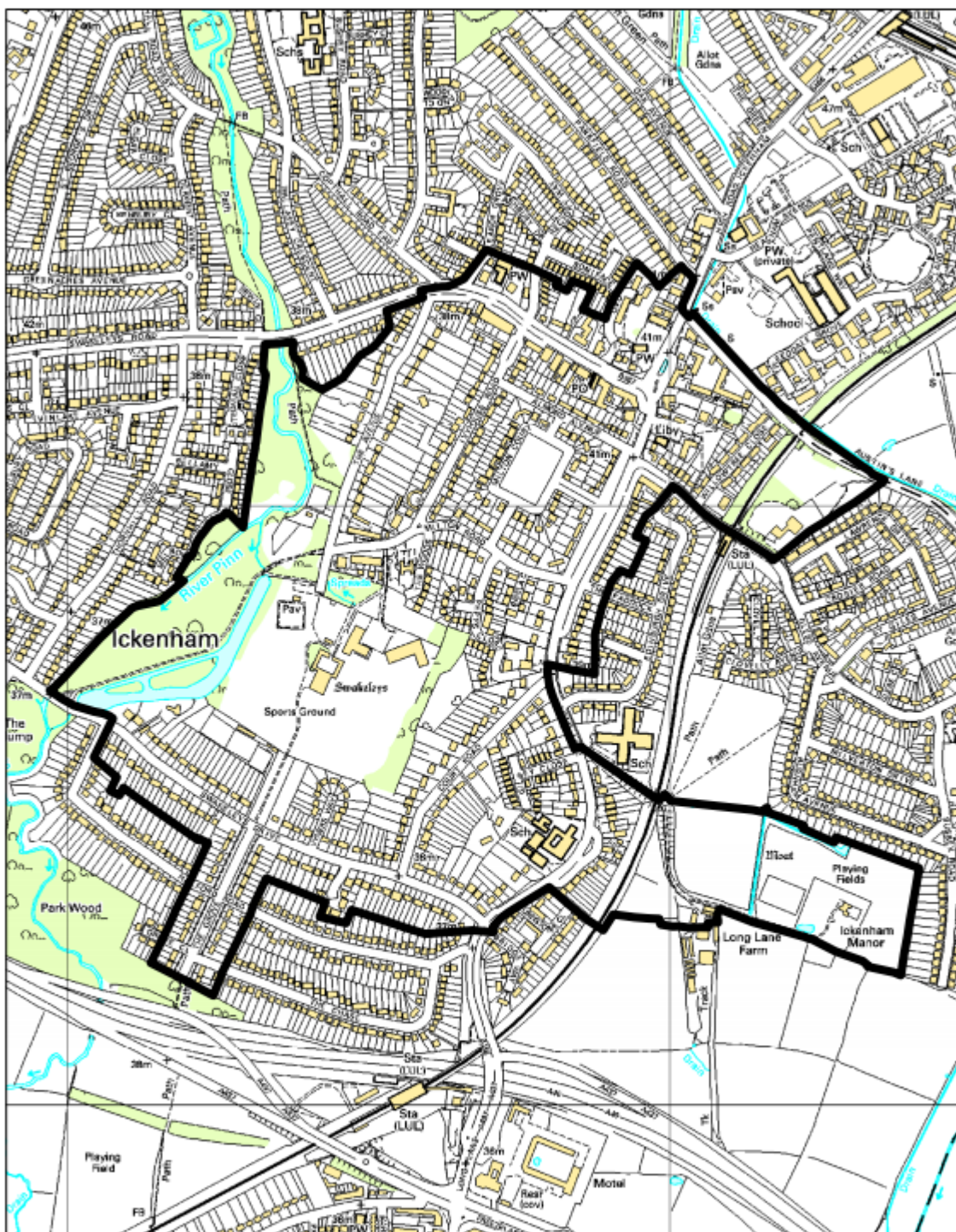
Hillingdon Village Conservation Area

0 100 200 400 Meters

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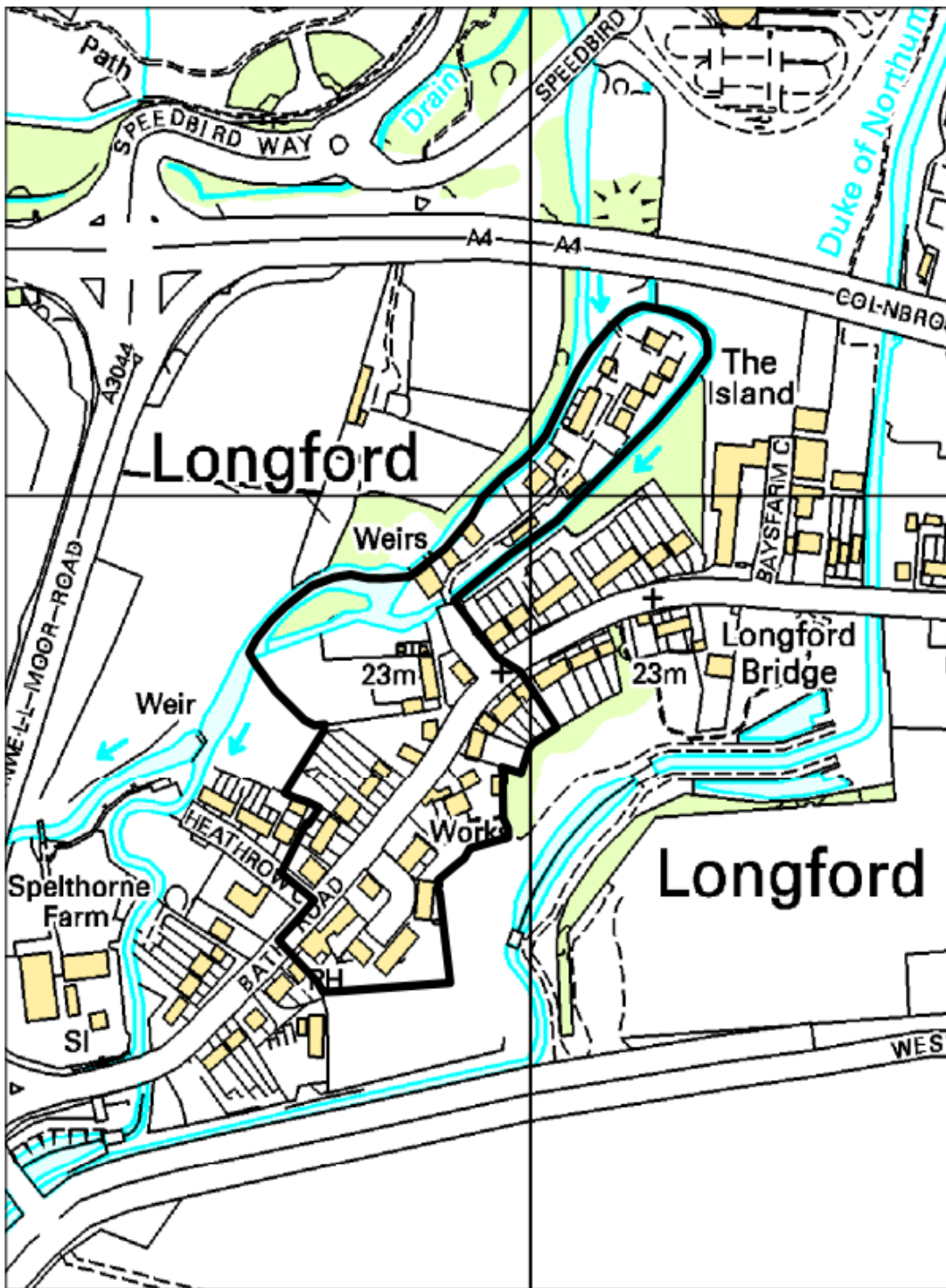
Ickenham Village Conservation Area

0 100 200 400 600 Meters

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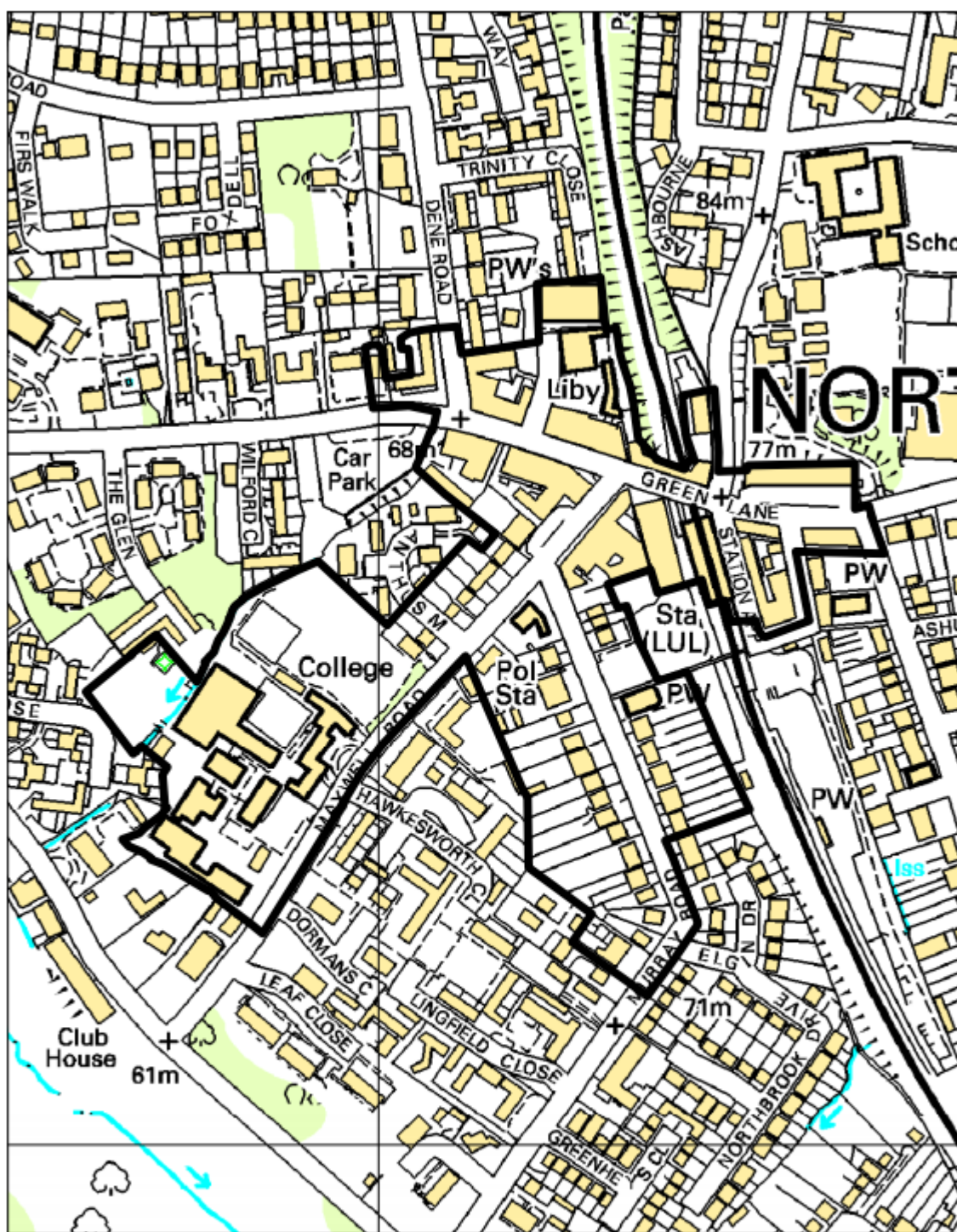


Longford Village Conservation Area

0 100 200 400 Meters

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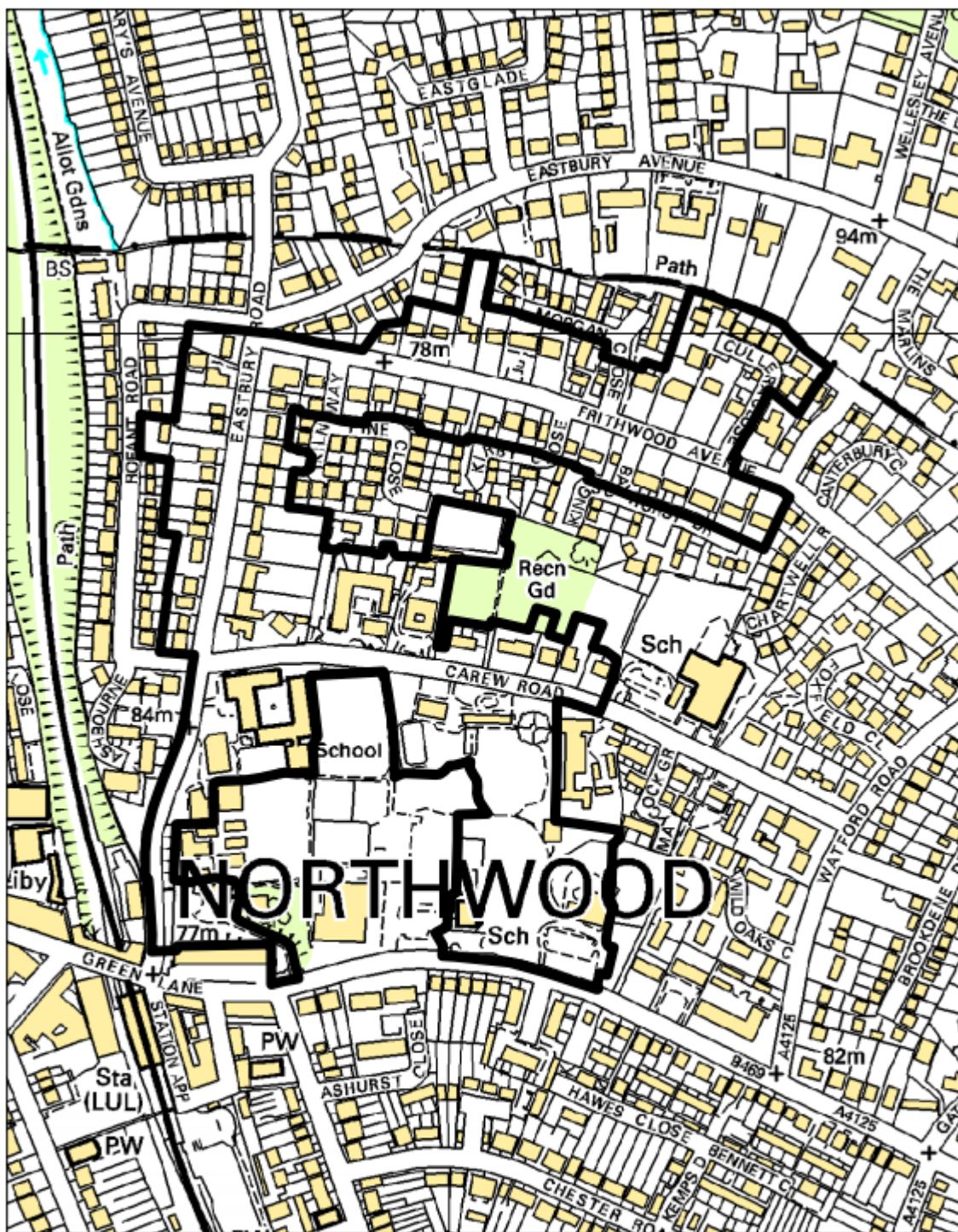
Northwood Town Centre, Green Lane, Conservation Area

0 100 200 400

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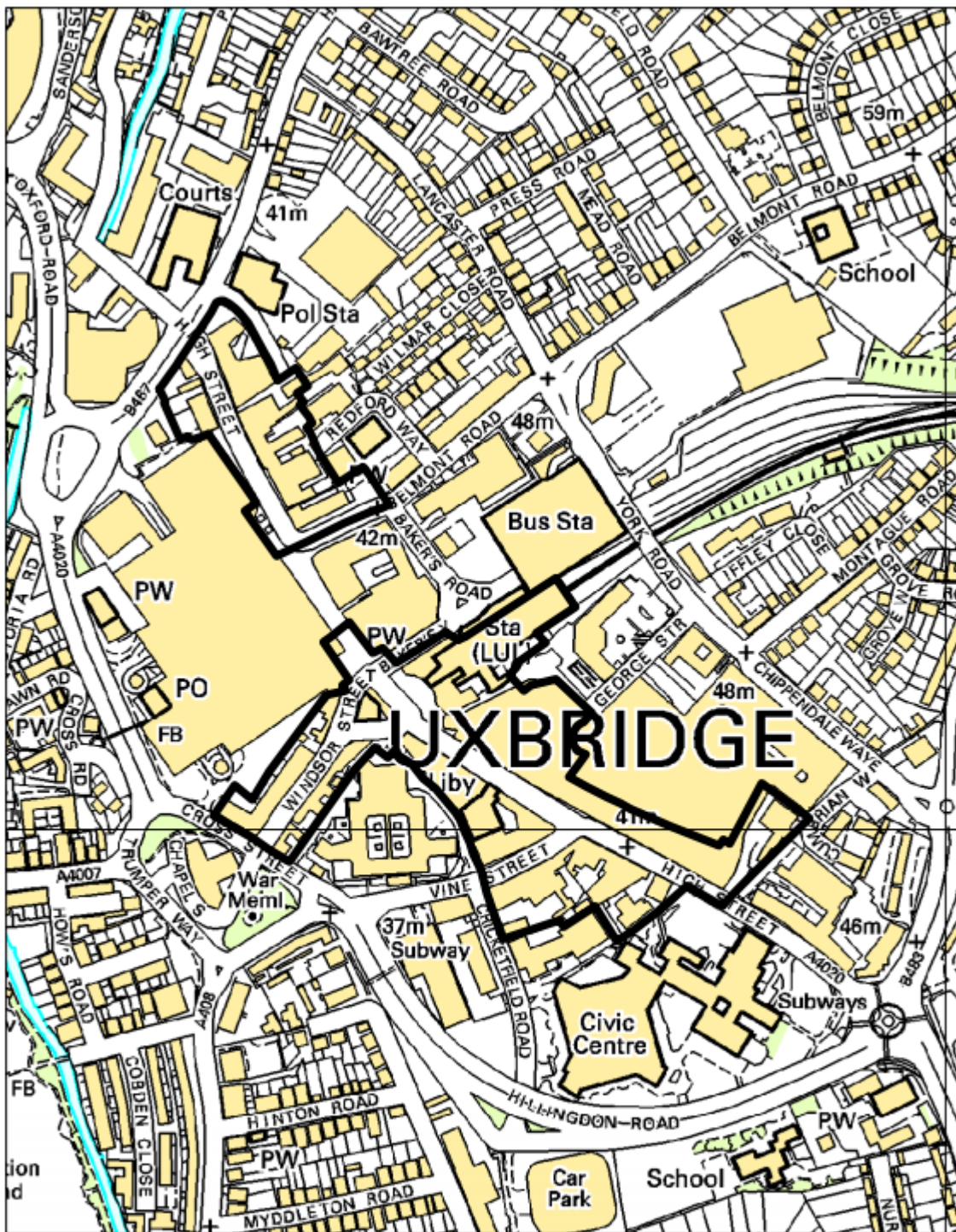
Northwood, Frithwood, Conservation Area

0 100 200 400

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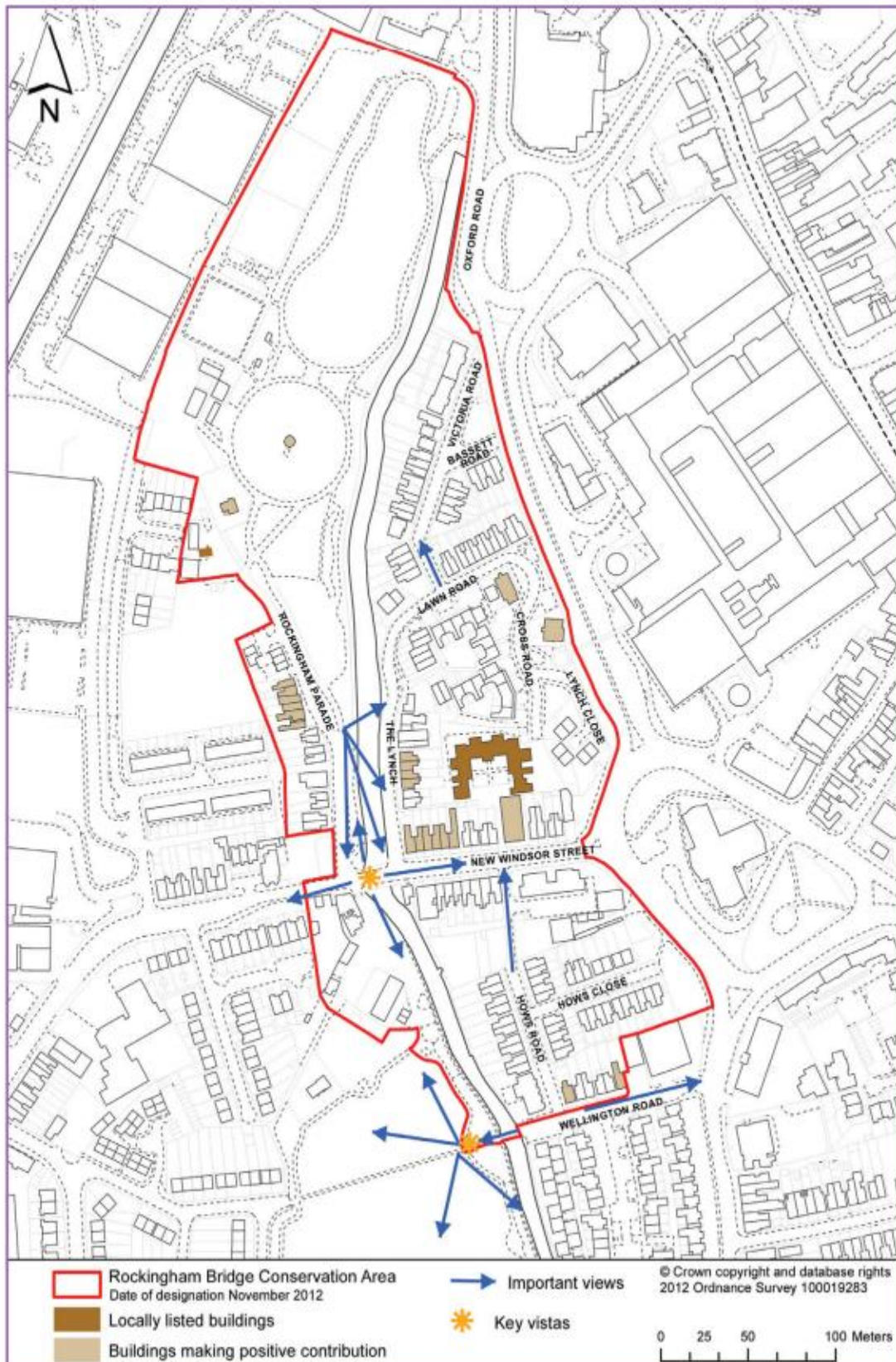
Old Uxbridge / Windsor Street Conservation Area

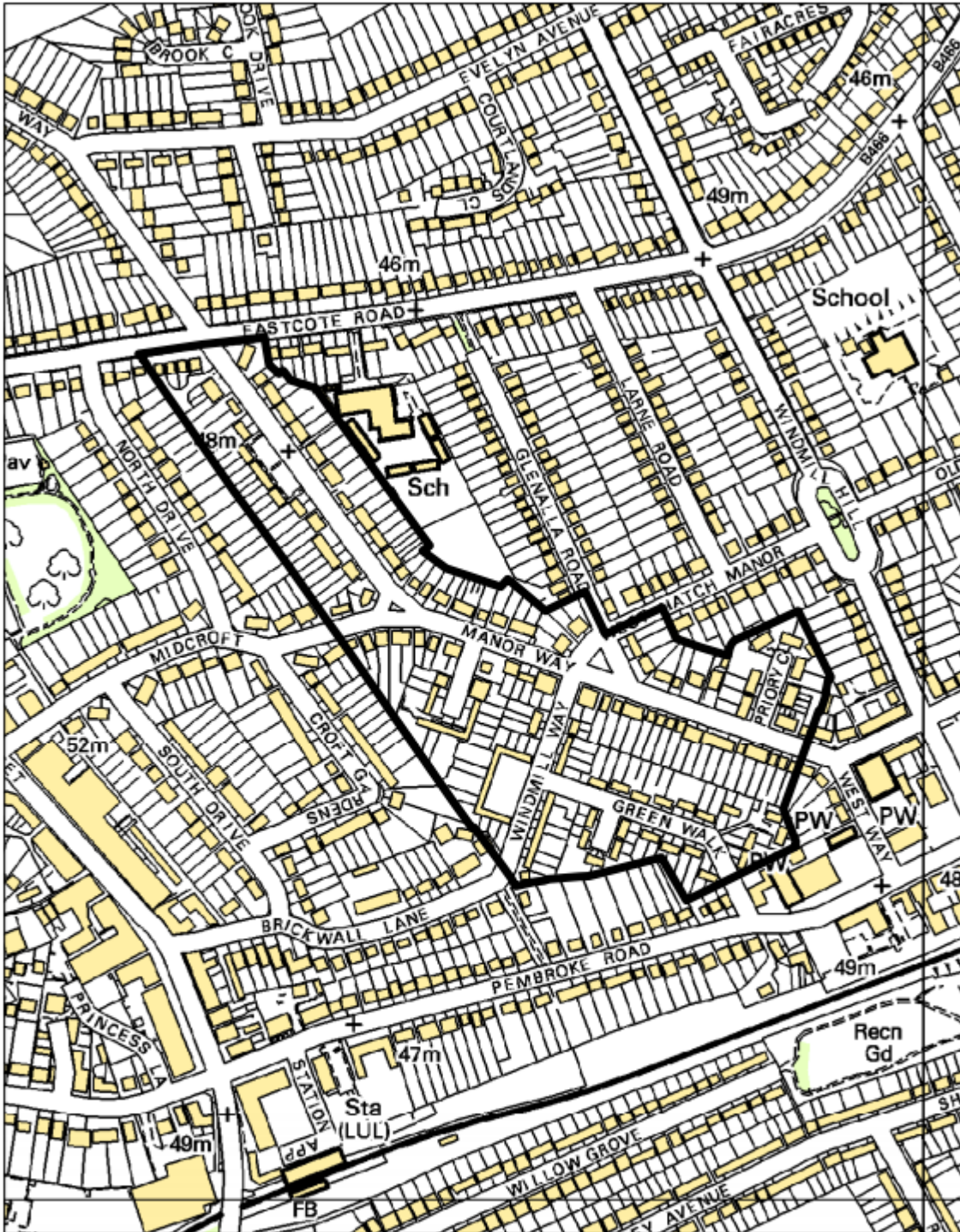
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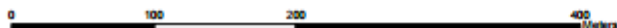


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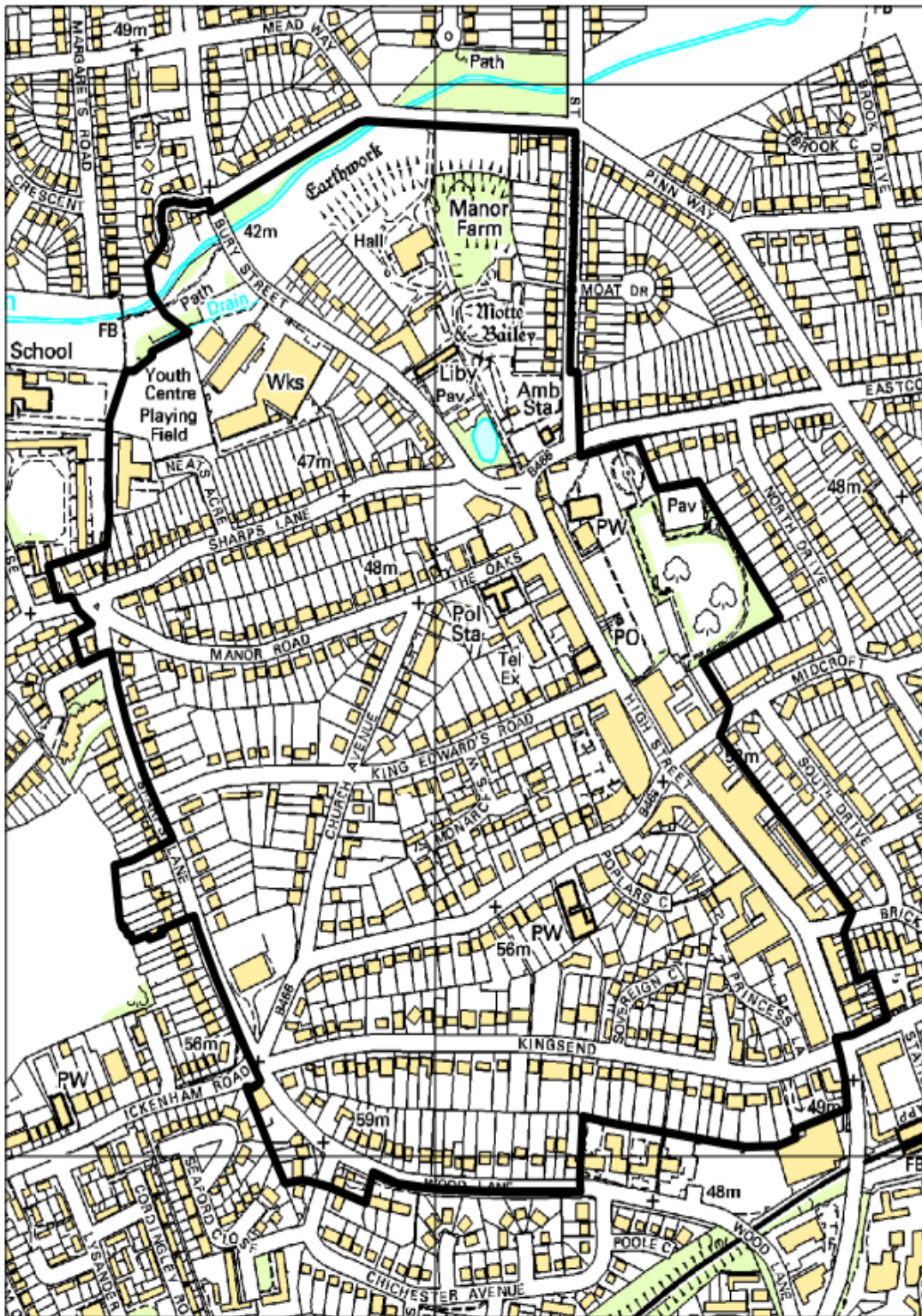
Ruislip, Manor Way, Conservation Area



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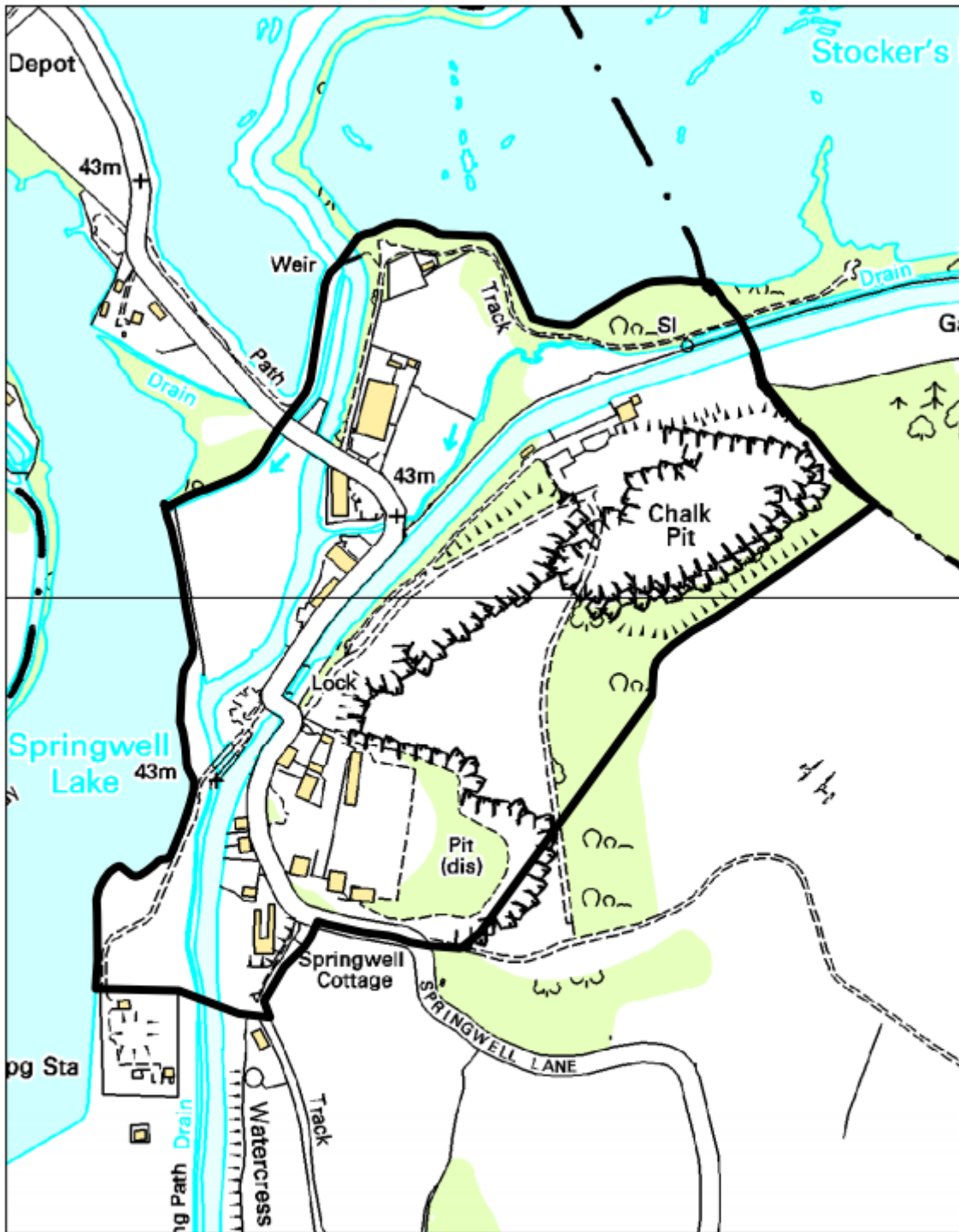
Ruislip Village Conservation Area

0 100 200 400 600 Meters

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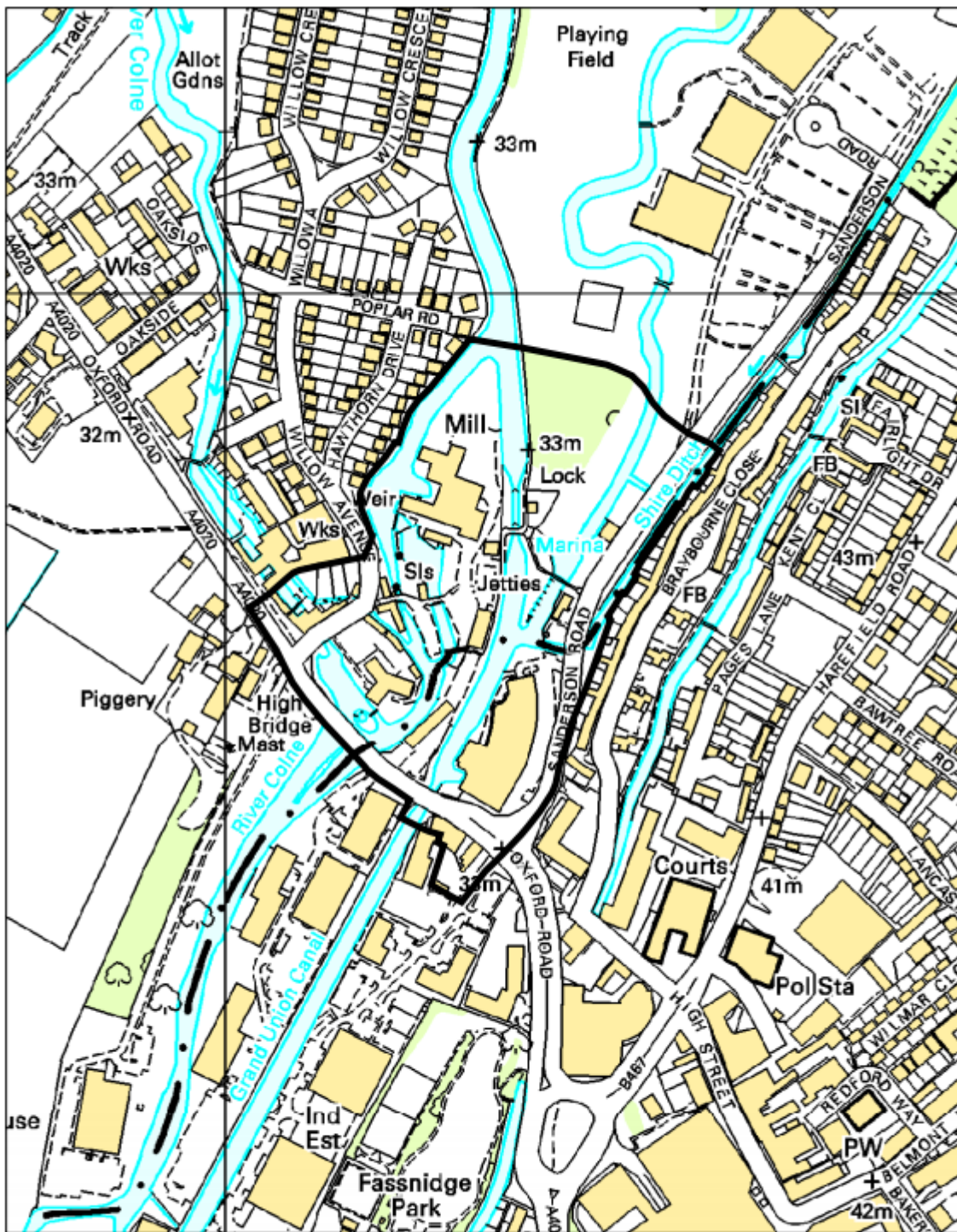
Springwell Lock Conservation Area

0 100 200 400 Meters

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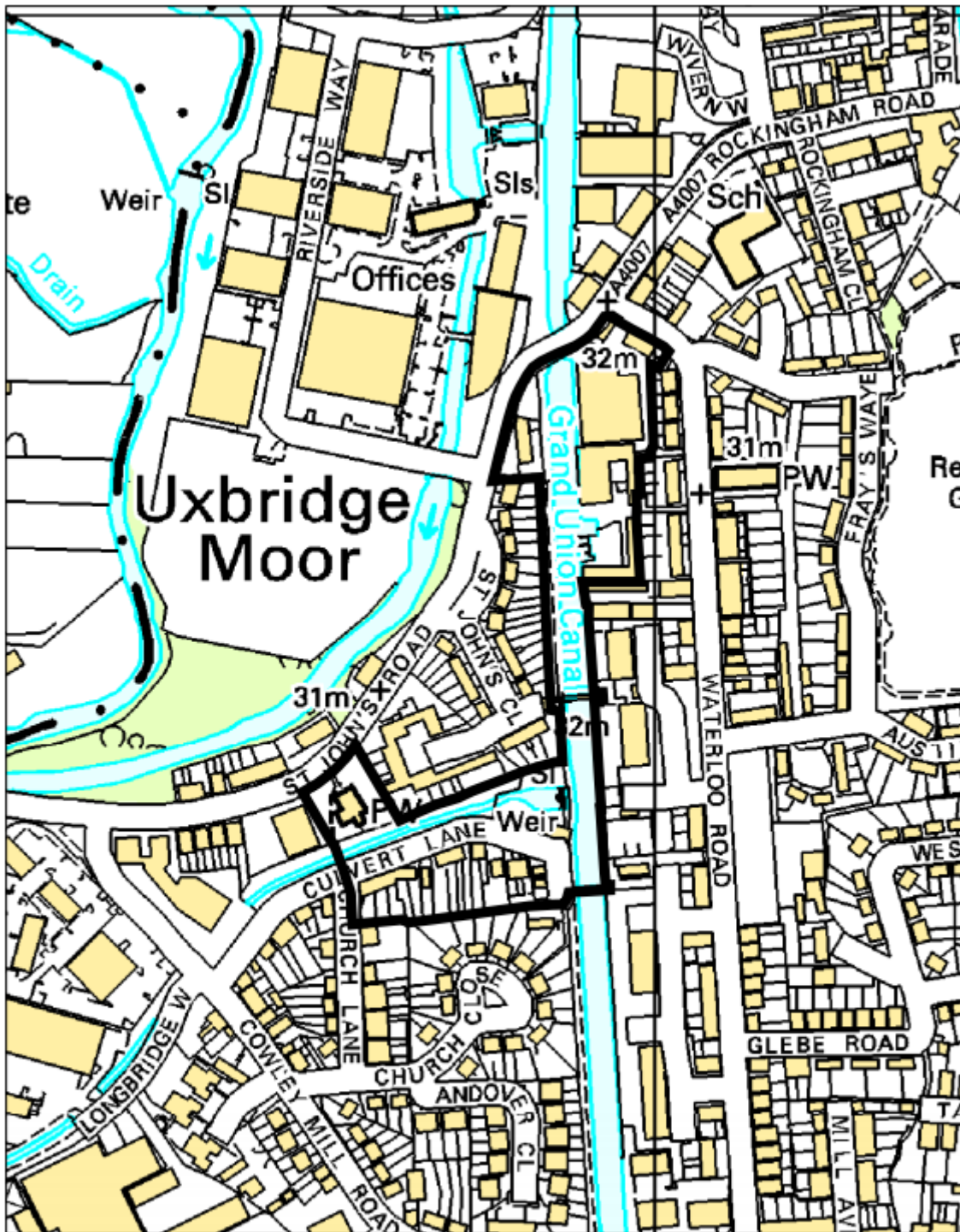
Uxbridge Lock Conservation Area

0 100 200 400 Meters

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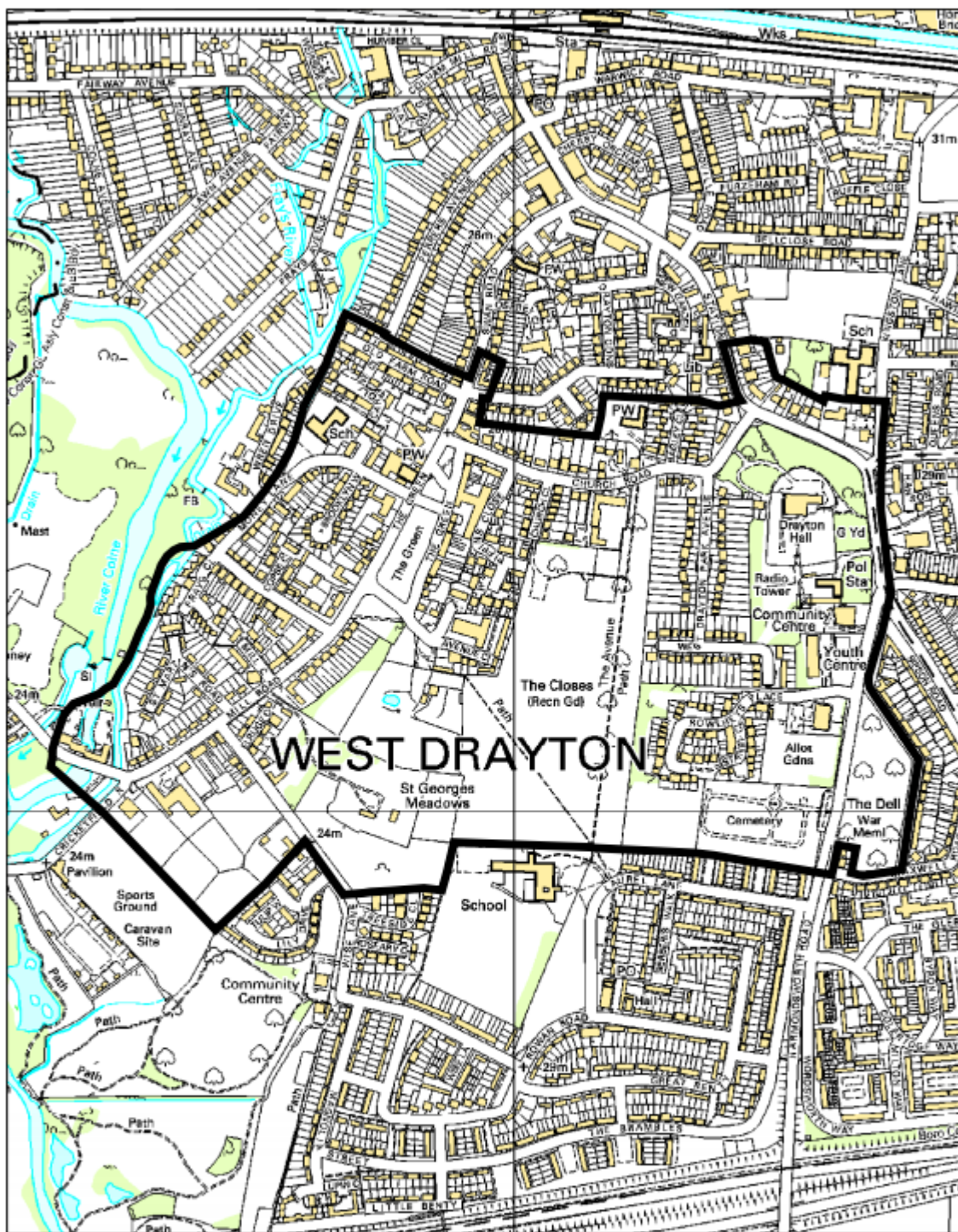
Uxbridge Moor Conservation Area

0 100 200 400 Meters

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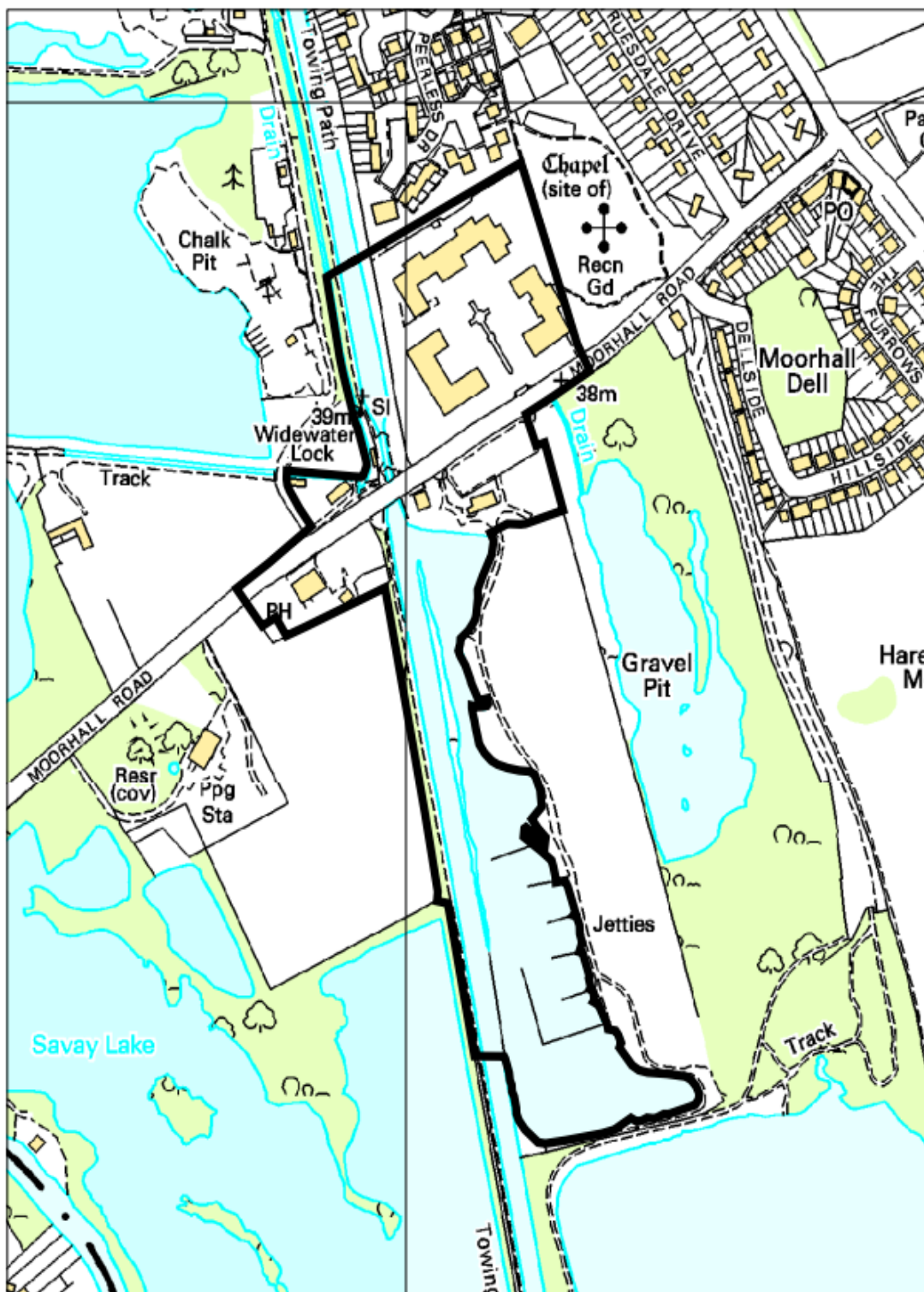
West Drayton Green Conservation Area

0 100 200 400 600 Meters

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Widewater Lock Conservation Area



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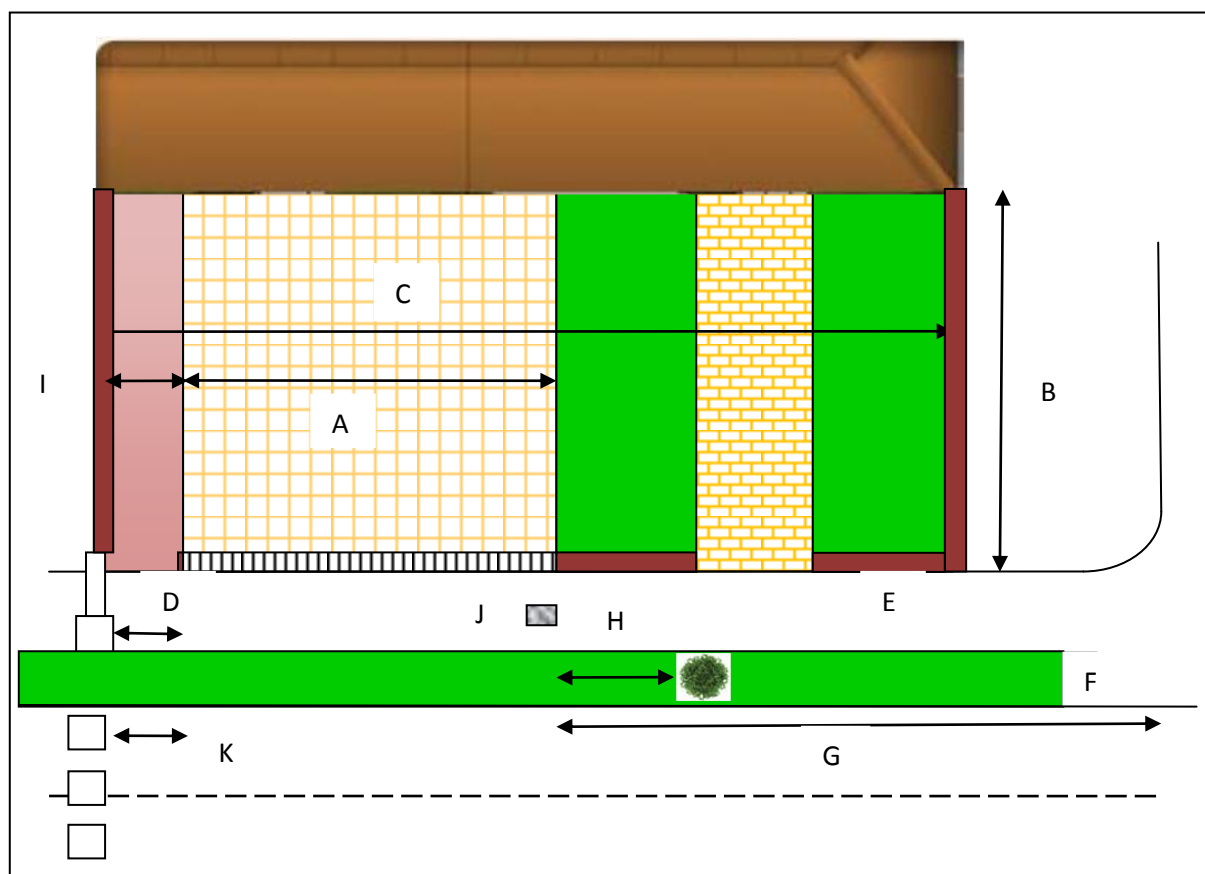
Appendix 4 - Tree Report Template

Tree Report					
Address:			Ward		
Date of Inspection:					
Tree Species			Circumference at chest height (1.5m)		
Distance from Trunk of proposed Vehicle crossover:			Is this in the precautionary Zone? (4x Circumference)	Yes	No
Will the tree require a larger growing space than the precautionary zone in the future?	Yes	No	Predicted extra space required:		
Comments on current tree health and vigor:					
Likely effects on the tree if the dropped kerb was to go ahead:					
Should permission for the dropped kerb be granted?	Yes	No	Any Extra Comments:		

Appendix 5 - Dropped kerb measurement form

Use this form to help note your measurements. Once complete, enter into the online form which can check the measurements to see if the minimum and maximum measurements are met before you apply.

Your Plan



Plan Letter	Measurement Requires	Measurement
A	Width of flat section of crossover-Min 2.4m MAX 3.6M. If you are proposing to extend the existing dropped kerb, provide the total requested width	
B	Depth of garden / forecourt	
C	Width of garden/ forecourt	
D	How close is the nearest lighting column from the edge of your proposed drop kerb, including the 0.6 splay sections	
E	Proposed final height of the boundary fence / walls within the visibility splay areas?	
F	Depth of grass verge at the proposed dropped kerb location	
G	Distance to the edge of road junction, pedestrian crossing markings, bus stop markings etc from the edge of your proposed dropped kerb	

H	How close is the nearest tree from the edge of the proposed dropped kerb, including the 0.6 m sections?		
	Circumference of the tree trunk measured 1.5m above footway level.		
I	Distance of crossover from property boundary		
J	Are there any utility covers within the footway outside of your property?	Yes	No
K	Is the proposed dropped kerb next to a road table or speed hump?	Yes	No
	Distance Between road table or speed hump and the proposed drop kerb		

05/04/19