

FAO:
London Borough of Hillingdon
planning@hillingdon.gov.uk

Date: 17/08/2026

Dear Planning Officer,

Re: 150 West End Road, Ruislip, HA4 6DT

We write on behalf of our client in support of the planning application for the installation of a new vehicular crossover at 150 West End Road, Ruislip, HA4 6DT, to facilitate access to a single off-street parking space within the existing front forecourt.

Planning permission is sought as West End Road is a classified highway, identified within the Council's Domestic Vehicle Footway Crossover Policy as the A4180.

Proposed Vehicular Crossover

The proposal has been designed as a modest single-width crossover serving one residential property. The submitted Existing and Proposed Forecourt Plan illustrates the relationship between No.150, the adjoining properties at Nos.148 and 152, the existing footway, grass verge, highway tree and proposed vehicular crossing.

The proposed crossover incorporates a 2.4m crossing width with 0.6m transition sections, together with 2.4m x 2.4m pedestrian visibility splays. The visibility areas are to remain free from obstructions exceeding 0.6m in height, thereby maintaining appropriate visibility between vehicles using the access and pedestrians using the adjoining footway. These measures are illustrated on the submitted proposed forecourt plan.

The proposal would enable one vehicle to be accommodated within the property's forecourt, reducing reliance upon on-street parking without creating a disproportionately wide access or excessive interruption to the highway frontage.

Highway Safety

The applicant acknowledges the classified status of West End Road and has therefore sought to provide a crossover of a scale appropriate to a single residential parking space, with pedestrian visibility incorporated into the design.

The Council's crossover policy identifies safe entry and exit, safe passage of traffic, pedestrian safety and protection of the footway and verge as primary considerations when assessing crossover proposals.

It is also relevant that vehicular accesses and off-street parking are already established features along West End Road. In determining the approved crossover at 232 West End Road, the Council noted that several nearby properties have paved front gardens and vehicular access and concluded that this represents an established feature of that particular stretch of West End Road.

Highway Tree

An existing highway tree is located within the grass verge in proximity to the proposed crossover. The tree has been identified on the submitted drawings and its relationship with the proposed works has been considered from the outset.

The applicant recognises the importance of safeguarding the existing highway tree and the requirements of the Council's crossover guidance in this respect. Should the Council's Arboricultural/Highways Officer consider further investigation necessary, the applicant would be willing to facilitate an appropriate trial excavation and/or arboricultural assessment prior to the implementation of the crossover.

There is a particularly relevant precedent at 254 West End Road, where the application site similarly contained an established street tree within the grass verge. The Council's Highways Authority raised no objection to the crossover subject to the tree assessment, while requiring 2.4m x 2.4m pedestrian visibility splays.

The earlier application at that property had identified the absence of sufficient arboricultural evidence as a concern. The subsequent submission addressed the matter through arboricultural assessment and a trial excavation undertaken in conjunction with the Council's Vehicle Crossover Team. The submitted supporting information for that scheme records that the trial excavation confirmed that tree roots would not prevent the crossover works.

The applicant at No.150 would be willing to follow a comparable evidence-led approach should the Council consider this necessary.

Relevant Planning Precedents on West End Road

There are a number of approved vehicular crossover developments along West End Road which demonstrate that residential crossovers and associated forecourt parking form an established characteristic of the road. The following are particularly relevant:

148 West End Road

Ref. 15784/APP/2013/1372

Installation of vehicular crossover -Approved.

This property is immediately adjacent to the application site. The officer's report specifically recognised West End Road as a classified highway and acknowledged other similar developments in the vicinity. Following amendment of the crossover to meet the required dimensions, Highways raised no objection.

228 West End Road

Ref. 71880/APP/2022/2489

Vehicular crossover and driveway - Approved.

The approval is expressly referenced by the Council in its subsequent assessment of No.232 West End Road.

232 West End Road

Ref. 70221/APP/2023/226

Installation of a vehicle crossover and parking space to the front of the property with alteration to the boundary wall - Approved.

The Highway Authority raised no objection, and the Council considered vehicular access to be an established feature of this stretch of West End Road.

254 West End Road

Ref. 21356/APP/2023/1822

Installation of a vehicle crossover and area of hardstanding. The Highway Authority confirmed that the proposal would not present a road-safety risk, hinder the free flow of traffic or result in parking stress, subject to satisfactory consideration of the existing highway tree.

75 West End Road

Ref. 59418/APP/2010/1502

Installation of new vehicular crossover to front - Approved.

The Highways Engineer raised no objection, confirming that the proposed hardstanding was adequate for car parking. Officers further concluded that the crossover would not prejudice highway or pedestrian safety and noted that several similar vehicular crossovers already existed within the street scene.

251 West End Road

Ref. 68380/APP/2012/448

Installation of vehicular crossover to front - Approved.

The Council's Highways Officer confirmed that the proposed crossover and off-street parking dimensions met the Council's requirements and that the proposed access provided adequate sightlines, subject to the provision of 2.4m x 2.4m pedestrian visibility splays. The officer's report also recognised that existing vehicular crossovers were already characteristic of this part of West End Road.

305 West End Road

Ref. 1703/APP/2012/3135

Installation of a new vehicular crossover and alterations to an existing vehicular crossover - Approved.

Although the proposed crossover dimensions exceeded the Council's usual guideline, the arrangement was specifically agreed with the Council's Transportation Officer and was considered acceptable in terms of highway and pedestrian safety. Officers also confirmed that sufficient hardstanding was available for two vehicles without overhanging or obstructing the pavement.

256 West End Road

Ref. 71118/APP/2024/27

Installation of vehicle crossover, driveway and electric charging point - Approved.

The Highway Authority concluded that the proposal would not present a road-safety risk, hinder the free flow of traffic or lead to parking stress, subject to 2.4m x 2.4m pedestrian visibility splays. Importantly, a trial excavation was undertaken in relation to the nearby highway tree and the Council's Vehicle Crossing Team confirmed that no roots were present within the proposed crossover location, allowing the tree to be retained.

86 West End Road

Ref. 79218/APP/2025/1627

Widening of existing vehicle crossover - Approved.

This is a particularly recent and relevant precedent. The Council described dropped kerbs and driveways as a common form of residential development seen at neighbouring properties along the street scene. Highways raised no objection and concluded that the proposal would not present a risk to road safety, hinder the free flow of traffic or lead to parking stress. Officers also considered that the works, despite their proximity to street trees, were not expected to adversely affect the tree root protection area.

Particular weight is drawn to 148 West End Road, immediately adjoining No.150, as this establishes the presence of a vehicular crossover directly adjacent to the application site. The officer assessment in that case expressly considered the classified status of West End Road and the relationship of the crossover with highway and pedestrian safety.

The precedents are not relied upon as overriding the Council's current crossover standards; rather, they demonstrate the established context of vehicular crossovers and off-street parking along West End Road. The present proposal should therefore be assessed on its own merits against the Council's current requirements.

Character and Appearance

The proposed works are limited in scale and would not introduce an unusual feature within the street scene. Vehicular crossovers and front forecourt parking are already present at numerous properties along West End Road, including the immediately adjoining property at No.148.

The crossover has been kept to a single-width arrangement appropriate to the provision of one parking space. The proposal therefore seeks to balance the practical requirement for off-street parking with the retention of the established residential character and landscaped qualities of the frontage.

This approach is consistent with the Council's assessment at No.232, where officers concluded that, notwithstanding some reduction in the verdant character of the frontage, paved front gardens and vehicular accesses were an established feature of this stretch of West End Road and the crossover would not have a substantial effect upon the overall appearance of the street scene.

Conclusion

The proposal represents a modest and appropriately designed vehicular crossover serving a single off-street parking space. Its design responds to the highway context, incorporates pedestrian visibility measures and recognises the presence and importance of the existing highway tree.

Vehicular crossovers are an established feature along West End Road, including at the immediately adjoining No.148, and more recent permissions demonstrate that appropriately designed crossovers can be accommodated without unacceptable effects upon highway safety or the character of the street.

The applicant is also willing to work constructively with the Council's Highways and Arboricultural Officers and to undertake any reasonable tree investigation or trial excavation considered necessary before implementation.

Having regard to the submitted drawings, the established character of West End Road and the relevant planning history, we respectfully request that planning permission is granted.

Yours faithfully,
Anuj Bhatt
Director
AMBA Architecture Ltd.