

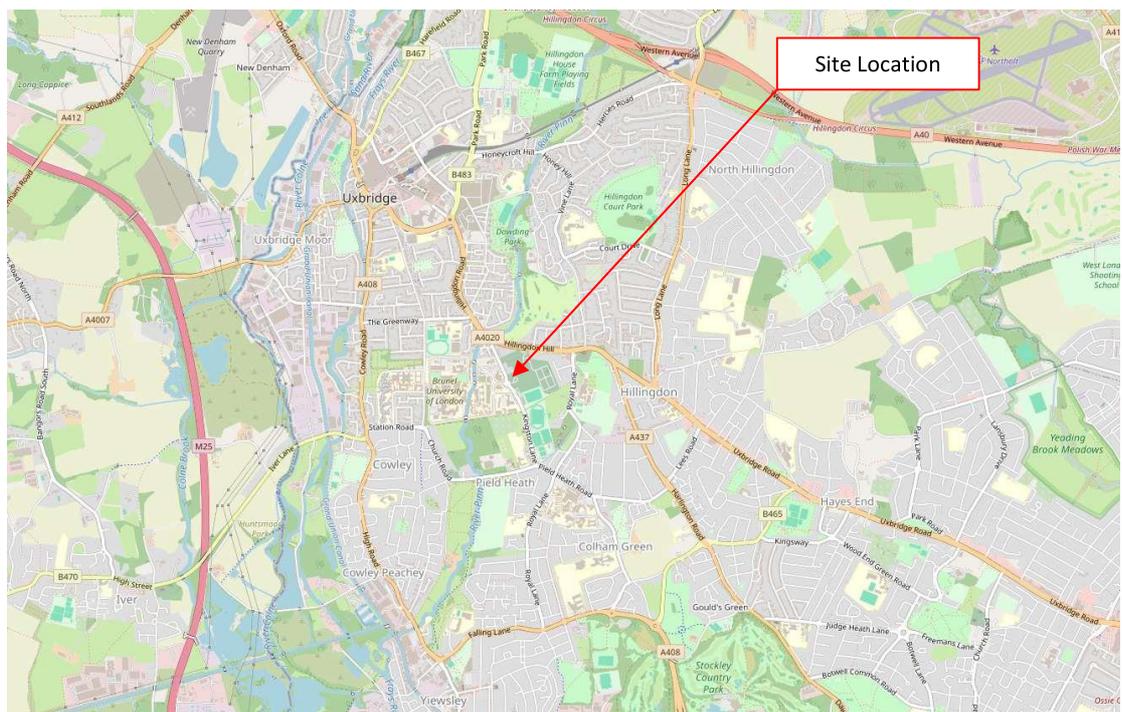
Job No: 2025/5442
File Ref: N01-SM-Transport Technical Note (260107)
Date: 12 January 2026
Job Title: Charlwood Lodge, Uxbridge

Subject: Transport Technical Note

Introduction

1. This note has been prepared by TTP Consulting to support a new residential vehicle access from Charlwood Lodge onto Kingston Lane in Uxbridge. The site is located to the east of Kingston Lane, adjacent to the roundabout which serves Brunel University, within the western edge of Hillingdon and Uxbridge Cemetery. A site location plan is included at **Figure 1** below.

Figure 1: Site Location Plan (Courtesy of OpenStreetMap)

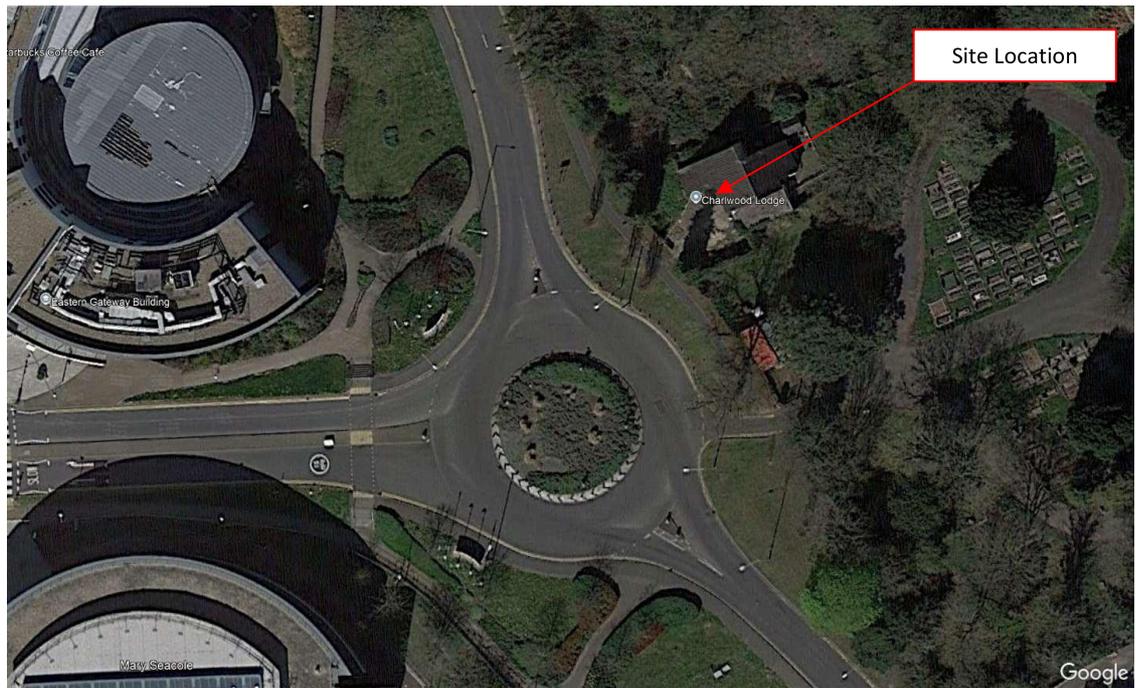


2. Pre-application advice (Ref. 46709/PRC/2025/24) on the proposed access was originally sought by the schemes Architect from the London Borough of Hillingdon (LBH). Two access options were submitted to the Council for consideration, with one option located on the adjacent roundabout and the other to the north of the junction. Although the Council commented that they preferred the option to the north, they outlined concerns, including its proximity to the existing roundabout.

Existing Conditions

3. As noted, the site is located on the western edge of Hillingdon and Uxbridge Cemetery, with Kingston Lane positioned to the west and the roundabout which serves Brunel University to the south west. Between the site and Kingston Lane is a footway and grass verge, which varies in width. Within the verge close to the site are a number of bollards, trees, a lamp post and a road sign etc. A detailed plan showing the current site situation is included at **Figure 2** below.

Figure 2: Detailed Site Location Plan (Courtesy of Google)



4. As can be seen from the image above access to Hillingdon and Uxbridge Cemetery is provided in the form of a small arm taken from the adjacent roundabout. It is however noted that this access does not provide a link to the Lodge, and therefore the site currently has no vehicle entrance or exit and hence the need for the proposed crossover.
5. An assessment of accident data from the last five years for the area adjacent to the roundabout has been completed using the online resource Crashmap. This has shown that although three incidents have occurred close to the roundabout only two were recorded as being associated with it, so these two have been considered further.
6. The first accident took place in October 2020, was slight in severity and involved just one vehicle. This accident seems to have taken place due to the driver colliding with the central island of the roundabout in the early hours of the morning. The second incident occurred in August 2022, was also slight in severity and once more involved just one vehicle. In this case it appears that there was no collision and the casualty was a passenger on a bus.

7. Given the limited number of accidents at the roundabout in question and lack of patterns within the incidents recorded, there are no concerns over the existing operation of this junction.

Review of Pre Application Response

8. As set out above pre application advice has already been sought from the Council under reference 46709/PRC/2025/24 in April 2025. Although one of the access options presented to LBH was preferred over the other, concerns were still raised (mainly with the access location) and these have been summarised below.
1. LBH have referenced the Councils '*Domestic Vehicle Footway Crossover Policy*' dated 2022, which states that access in the form of crossovers will not be approved where they necessitate the replacement of grass with concrete in wide grass verges (greater than 4m);
 2. With reference to the same document LBH noted that crossovers will also be refused if excavation would disturb the root protection zone of any tree located on the highway;
 3. Again, with reference to the same document it is noted that there cannot be a lamp column within 1m of a vehicle crossover; and
 4. With respect to the London Plan and Policy T4, it has been suggested that the proposed crossover would increase the risk of road danger due to its location near to the roundabout.
9. Taking each of the above comments in turn, it is noted that point 1 is dealt with at paragraph 4.6.2 of the policy guidance where it is stated "*The application may be permitted where the highway grass verge or any highway amenity area is less than 4m (from the carriageway kerb line to the property threshold)*". It is acknowledged that the verge at the site frontage is in excess of this distance and therefore does not conform with policy. This is considered further below.
10. Regarding point 2 the details of this are considered at paragraph 4.6.1 of the policy guidance where it is stated "*If the Council's tree officer agrees that a tree may 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*". It is therefore noted that this concern could be overcome if any highway trees effected are removed and replaced as part of the proposed crossover.
11. In terms of point 3 this is dealt with at paragraph 4.9 of the policy guidance where it is stated that "*Crossovers should be located at least 1m 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*". However, it is not clear where

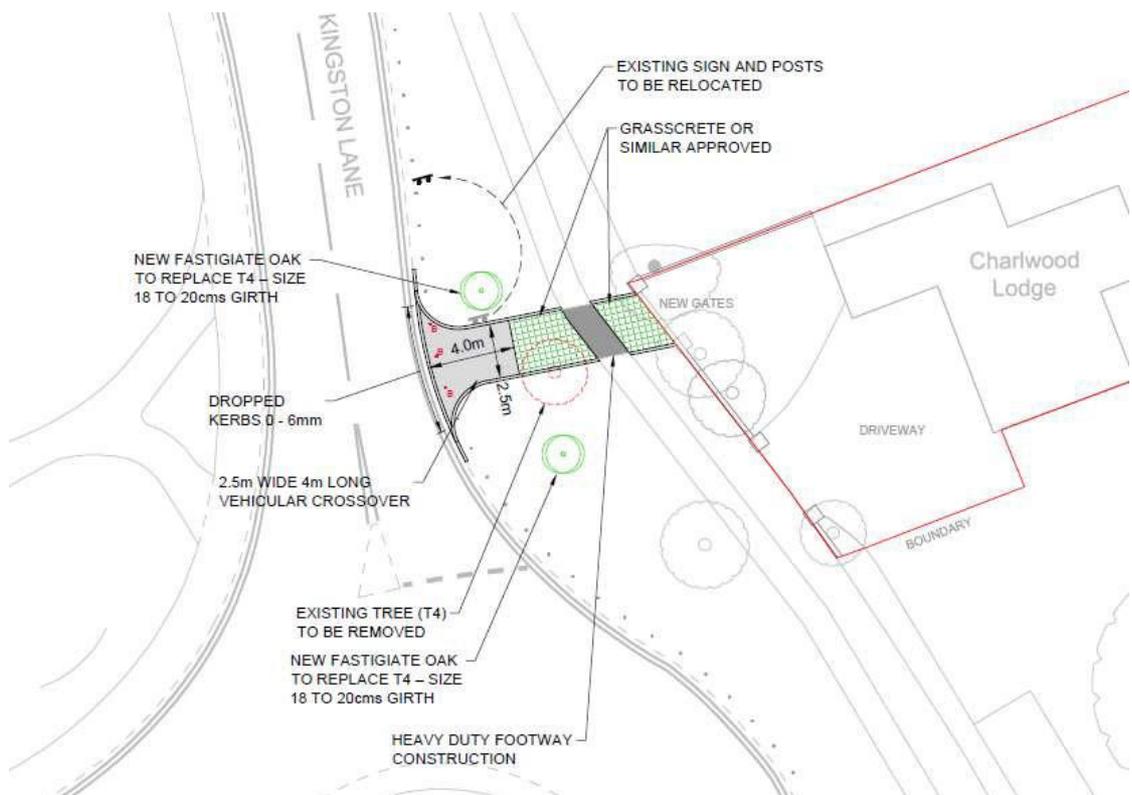
this concern has come from as there does not appear to be a lamp column within 1m of the previously proposed and preferred crossover. Although a road sign is located to the north, it would appear eminently possible to relocate this as required.

12. The final point, point 4 is dealt with at paragraph 3.4 of the LBH policy guidance where it is stated that *"The crossover must not be within 5m of a roundabout and an existing road junction, measured from the nearest part of the crossover to the extended kerb line of the joining road. This would be applied to all classified roads."* The preferred access is located an adequate distance away from the roundabout to the south with respect to policy, and therefore it is not clear why the concern has been raised.

Proposed Access

13. Taking the above points into account TTP Consulting has prepared an updated access design to highlight how any outstanding concerns can be addressed. The details of this are included at **Appendix A** and Summarised in **Figure 3** below for ease of reference. The relevant visibility splays have been considered when preparing this design.

Figure 3: Proposed Crossover Access Design



14. As can be seen this access design requires the removal of one highway tree, however, to conform with the policy guidance this will be replaced with two further trees either side of the crossover, therefore representing a betterment compared with the current situation. In addition,

it is proposed to relocate the existing road sign to the north so that it is not within 1m of the access. Furthermore, it can be seen that the access will not be within 5m of the roundabout and therefore conforms with paragraph 3.4 of the policy guidance.

15. Therefore, the only outstanding point is with respect to the grass verge to the front of the site which is wider than 4m. Clearly this is a fact and there is no opportunity to move the access to resolve this issue. As can be seen above to overcome this concern it is proposed to provide a crossover which consists of both hardstanding and some form of permeable material – Grasscrete, for example.
16. It is proposed that the crossover could be provided with a hard surface where it crosses the footway and abuts the carriageway but has a softer feel within the grass verge. This would then align with the spirit of what the policy is trying to achieve. To understand the Councils appetite for this, contact was made with Interim Head of Highways and Parking Operations, who confirmed that although Grasscrete is currently not permitted under the crossover policy, LBH are looking to review the policy to incorporate this early in 2026.
17. Therefore, the proposed access design allows for a safe layout, which will conform with the policy guidance, being over 5m away from the roundabout, whilst relocating any relevant street furniture and being in keeping with the desire to maintain grass verges. If required, the applicant would be happy to undertake a Stage 1 Road Safety Audit to further confirm the acceptability of the proposed access.

Summary and Conclusion

18. This note has been prepared to support a new residential vehicle access from Charlwood Lodge onto Kingston Lane in Uxbridge. It has shown that the proposed access design allows for a safe layout, which will conform with the policy guidance and spirit to maintain grass verges. It is therefore concluded that there should be no reason not to permit the proposed access crossover in this location.

Appendix A

Proposed Access Design

Rev	Details	Drawn	Checked	Date
...

KEY:

	SITE BOUNDARY
	PROPOSED FOOTWAY EDGING
	PROPOSED KERBS
	PROPOSED ACCESS
	PROPOSED HEAVY DUTY FOOTWAY
	PROPOSED GRASSCRETE
	PROPOSED TREE REMOVAL
	RELOCATED SIGN
	EXISTING BOLLARDS TO BE REMOVED

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

Client	...		
Project	Charlwood Lodge		
Drawing Title	Proposed Layout		
Scale	1:200	Size	A3
Drawn	MG	29.08.25	
Checked	BS	29.08.25	
 ttp consulting transport planning specialists			
27 Beak Street London W1F 9RU Tel. No. 0207 1000 753			
Drawing Number	2025-5442-001		
Rev	...		

