



Environment and Climate Change Committee

6th Sept 2022

Title

Review of the Adopted Domestic Vehicle Crossover Policy

Report of

Chair of Environment and Climate Change Committee

Wards

All

Status

Public

Urgent

No

Key

No

Enclosures

Appendix 1 – Proposed amendments to the current adopted Domestic Vehicle Crossover Policy

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Summary

The Council has in place a formal Domestic Vehicle Crossover Policy, adopted on 1 April 2019. The adopted policy enables residents to apply to have a vehicle crossover constructed to gain access to park on their property. Where approved the constructed crossover includes the strengthening of the footway and the kerb dropped to form a ramp.

The current adopted Domestic Vehicle Crossover Policy has been reviewed and proposed amendments are detailed in Appendix 1 of this report to ensure that the policy is aligned with the new administration's commitments to sustainability, active travel and biodiversity.

The Committee is asked to agree to the proposed amendments to enable a new Domestic Vehicle Crossover Policy to be adopted and implemented for the Council.

Officers Recommendations

- 1. That the Committee agrees to the proposed amendments to the Barnet Domestic Vehicle Crossover Policy, as set out in this report, and authorises the Director of Highways and Transportation to make the necessary amendments and publish a new adopted policy to include any decision made by this committee.**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Council has in place a formal Domestic Vehicle Crossover Policy, adopted on 1 April 2019. The approach to the development and implementation of the policy having been endorsed at the Environment Committee at the meeting of 13 September 2018. A link to the adopted Domestic Vehicle Crossover Policy is set out in Section 7, Background Papers, of this report.
- 1.2 The adopted policy enables residents to apply under Section 184 of the Highways Act to have a vehicle crossover constructed to gain access to park on their property. Where approved the constructed crossover includes the strengthening of the footway to take the weight of a maximum 3500kg vehicle and the kerb dropped to form a ramp.
- 1.3 The adopted policy is for domestic (light duty) crossovers (up to a maximum weight of 3500kgs). Regarding heavy duty crossovers for commercial and residential developments where access is required for more than one vehicle serving a new development these are handled in line with the existing Development Control requirements and as such sit outside the Councils adopted Domestic Vehicle Crossover Policy.
- 1.4 The adopted policy includes the following criteria which are currently used to assess the eligibility of the resident's application:
 - Permitted types of vehicle crossovers
 - Road safety
 - Overhanging vehicles
 - Illegal crossovers
 - Crossover placement, forecourt dimensions, width of crossovers, distance between crossovers, surfacing and drainage of hardstanding and redundant crossovers
 - Second crossovers and shared access driveways

- Surfacing and Drainage of Hardstandings and Redundant Crossovers and the Removal of Crossovers
- Existing highway amenity, including Street Furniture (e.g., lamp column, traffic sign etc), Green amenities (e.g., grass verges and flower beds), Street Tree and Parking
- Application processes including timescales and fees

1.5 In addition, the Council within the adopted policy addresses the need to prevent damage to the footway / verge / services ensuring due regard is paid to:

- The ability of vehicles to enter and leave safely from the premises
- The safe passage of vehicles and pedestrians in the road
- The provision of a suitable parking area on the property to enable vehicles to enter and leave the space at right angles in one movement from the road
- The need for strengthening of the footway / verge to withstand the weight of vehicles to ensure the protection of statutory services
- The vehicle being parked wholly within the property. Any vehicle overhanging the footway would be committing an offence under the Highways Act 1980, Section 137
- The potential requirement for planning permission in relation to the provision of a permeable hardstanding and access
- Applications that require the removal of CPZ bay being the subject of a review of the parking availability with associated statutory consultation and advertising.

1.6 The adopted policy has been effective in the management of domestic crossover applications with on average 384 domestic vehicle crossovers constructed per annum.

1.7 Over the last few years, the highway network has seen major changes in the way it is functions and operates as such there is a need to ensure that policies are reflective of the challenges and opportunities presented through the adaptation of new technologies, innovation and best practice, improved collaboration and consultation and embracing new activities e.g., Electric Vehicles, and clear alignment with other Council policy and strategy. Ultimately the aim being to optimise the highway network to deliver against transport, sustainability and biodiversity agendas.

Sustainability

1.8 The council has a new Labour administration who have set out a commitment to sustainability and a series of planned actions to mitigate the effects of climate change and encourage sustainable behaviours. This includes a manifesto commitment to set up a citizen's assembly on climate change and biodiversity, declaring a climate and biodiversity emergency, and taking forward the sustainability strategy. The new domestic crossover policy includes the following actions:

- Strengthening the protection for healthy trees
- Protecting on street electric vehicle charging points
- Areas of hard standing for parking in front gardens must be constructed using permeable materials with proof of this provided to the council
- Protecting the council's grass verges, shrubs and flower beds
- Preventing damage to footways

- 1.9 In line with the approach set out in paragraphs 1.7 and 1.8 of this report the Domestic Vehicle Crossover Policy has been reviewed, with the following proposed amendments being incorporated into a revised policy, subject to approval by this committee, table 1 summarises the proposed amendments which are set out in more detail in Appendix 1 of this report:

Item	Para	Heading	Proposed change or addition
1	Introduction	Domestic Crossover definition	Recommend replace with new wording for clearer distinction between types of crossovers
2	2.1	Permitted Types of vehicle crossovers	Recommend replace with new wording for three types of crossovers a) Light duty, b) Heavy duty, c) Developer
3	2.1	Damage to Highway	Recommend strengthening wording around prevention of Damage to Highway, aligned to adopted Damage to Highway policy
4	2.3	Illegal Crossovers	Recommend strengthening new wording for Illegal crossovers, aligned to Council adoption of section 16 London Local Authorities and Transport Act 2003 in 2027
5	2.10	Existing Highway Amenity	Recommend retain this policy as it is but add narrative in relation to all electric vehicle charging points (EVCP), signage and associated EV marked bays to the list of examples.
6	2.10.1	Street Furniture	Recommend adding clear statement about including all electric vehicle charging points (EVCP), signage and associated EV marked bays
7	2.10.2	Green Amenities - flowerbeds and shrubs	Recommended to Retain, supports commitments to sustainability and biodiversity
8	2.10.2	Green Amenities – grass verges	Recommended to Retain, supports commitments to sustainability and biodiversity
9	2.10.2	Front Gardens	Recommended to Retain, supports commitments to sustainability and biodiversity
10	2.10.3	Trees	Recommended to Retain, maintain amenity value and associated sustainability with some additional wording
11	2.10.4	Controlled Parking Zones (“CPZ”), Pay & Display Bays	Recommend strengthen wording to clarify the addition approval / consultation required due to Traffic Management Orders
12	New	Electric Vehicle Charging bays	Recommend inclusion of additional wording (as for CPZ/Parking Bays) to bring in EV Charging Bays
13	2.12	Surfacing and Drainage of Hardstandings	Recommended to Retain, supports commitments to sustainability and biodiversity
14	3.6	Refusals	Recommend remove the right to appeal for removal of a healthy tree from this policy

Table 1: Summary of Proposed Policy Amendments

2. REASONS FOR RECOMMENDATIONS

- 2.1 Barnet’s highway network is our largest, most valuable, and most visible community asset and is probably the most used of all our services, by nearly all residents daily. It is vital to the economic, social, and environmental well-being of our community.

- 2.2 The Highways Act 1980 ("HA 1980") sets out the main duties of highway authorities in England and Wales. Highway maintenance policy is set within a legal framework. Section 41 of the HA 1980 imposes a duty to maintain highways which are maintainable at public expense. The HA 1980 sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.
- 2.3 There is a need to ensure that policies are reflective of the challenges and opportunities presented through the adaptation of new technologies, innovation and best practice, improved collaboration and consultation and embracing new activities e.g., Electric Vehicles, and clear alignment with other Council policy and strategy.
- 2.4 Officers have identified that the Councils Domestic Vehicle Crossover Policy would benefit from a review some three years post adoption to ensure that it is reflective of the increase in Electric Vehicles and associated on-street and off-street charging points, required consultation on Controlled Parking Zones (CPZ), Parking Bays and Charging Bays as well as an opportunity to ensure that the green infrastructure is protected through the application of the policy.
- 2.5 In addition, ensure the policy has effective alignment with the Councils adopted approach to Damage to Highways and Illegal Crossover Enforcement.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

The alternative option is to continue with the current 1 April 2019 adopted policy unaltered, however this misses the opportunity to update the policy to reflect changes in the increased usage of electric vehicles, refinement of consultation arrangements and closer alignment with existing Council policy e.g., in relation to Damage to Highways and Illegal Crossovers.

4. POST DECISION IMPLEMENTATION

- 4.1 Subject to approval by the Committee the Domestic Vehicle Crossover Policy will be revised reflective of the changes set out in Appendix 1 of this report, finalised and published online. In addition, the website and associated application process will be updated with a go live of the revised policy anticipated for 1 August 2022.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

The Highway network is the Council's most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. The Highways provide access for business and communities, as well as contribute to the area's local character and the resident's quality of life. The refresh of the Domestic Vehicle Crossover Policy will support the delivery of transport, active travel, biodiversity and sustainability manifesto commitments.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- There are no additional costs to the Council because of adopting the revisions to the

existing Domestic Vehicle Crossover Policy. All current fees for vehicle crossovers are included in the Councils schedule of fees and charges which are reviewed annually through this Committee.

- There are no Procurement, Staffing, IT or Property implications because of this report.

5.3 Legal and Constitutional References

- The provision of domestic vehicle crossovers is not a statutory requirement.
- For residents to drive across the footway to gain access to their property they are required under Section 184 of the Highways Act 1980 to have a vehicle crossover constructed. The Council as Highway Authority must ensure due regard to the requirements of the Act in relation to preventing damage to the footway / verge / services. In addition to the requirements of the Highways Act 1980 residents may also need to have in place planning permission under the Town and Country Planning Act 1990 to create a 'vehicular access'.
- The Council's Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment and Climate Change Committee responsibility for all borough-wide or cross-area matters relating to the local environment.

5.4 Insight

- The service delivery will be informed by insight data provided through the Councils asset management systems and other sources.

5.5 Social Value

- The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to procurement of services contracts.

5.6 Risk Management

- Effective management of risk is an integral part of asset management and the Council's Risk Management Framework has established strategic and departmental risk registers.
- The Code of Practice 'Well-managed highway infrastructure' (2016) advocates the adoption of a risk-based approach to the management of highway infrastructure assets, and the review of the Domestic Vehicle Crossover Policy has been developed in accordance with this.

5.7 Equalities and Diversity

- Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient, and safe movement to schools, work and leisure. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and

responding to those concerns through the management of an effective highway network.

- The physical appearance and the condition of the roads, pavements and highway infrastructure have a significant impact on people's quality of life. A poor-quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. The Council's policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.
- The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- The broad purpose of this duty is to integrate considerations of equality into day-to-day business and keep them under review in decision making, the design policies and the delivery of services. There is an on-going process of regularisation and de-clutter of street furniture and an updating of highway features to meet the latest statutory or technical expectations.

5.8 Corporate Parenting

- No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole.

5.9 Consultation and Engagement

- Engagement with key stakeholders within the council and partner organisations has been undertaken

6. ENVIRONMENTAL IMPACT

- 6.1 Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology, aligned to the council's emerging Sustainability Strategy and commitment to biodiversity in relation to the quality of the green infrastructure, operational delivery and material selection including use of low carbon and recycled materials.
- 6.2 In particular, the following requirements are contained within the crossover policy
- where there is impact on flowerbeds or shrubs, applications **will not be considered**
 - where a grass verge is 2 metres deep or more, applications **will not be considered**
 - All crossovers near a tree will be referred to the council's Tree Team who will refer to criteria as detailed in the council's Tree Policy **before** an application is considered.

- Crossovers will **not be constructed** unless there is a suitable hardstanding in place. The hard standing / parking area must be constructed using permeable material such as gravel, permeable block paving or porous asphalt.
 - Proof must be provided to the Council to show that permeable material has been used
- 6.3 This review includes a recommendation to remove from this policy the right of appeal for the removal of a healthy tree. This right may still apply until such time as the Tree Policy is reviewed (due for review 2022).

7. BACKGROUND PAPERS

- 7.1 London Borough of Barnet Domestic Vehicle Crossover Policy, Adopted 1 April 2019
https://www.barnet.gov.uk/sites/default/files/barnet_crossover_policy_-_1st_april_2019.pdf
- 7.2 Environment Committee, 13 September 2018, Draft Barnet Domestic Crossover Policy
<https://barnet.moderngov.co.uk/documents/s48395/Draft%20Barnet%20Domestic%20Crossover%20Policy.pdf>
- 7.3 Environment Committee, 11 May 2017, Footway Damage (Damage to Highways)
<https://barnet.moderngov.co.uk/documents/b29462/Addendum%20-%20Items%208%20and%2010%2011th-May-2017%2018.30%20Environment%20Committee.pdf?T=9>
- 7.4 Environment Committee, 15 March 2017, Adoption of Section 16 of the London Local Authorities and Transport for London Act 2003 providing enforcement powers concerning unauthorised vehicle crossings over footway and verges for the benefit of public safety
<https://barnet.moderngov.co.uk/documents/s38596/Adoption%20of%20Section%2016%200London%20Local%20Authorities%20and%20Transport%20for%20London%20Act%202003.pdf>
- 7.5 Council, 4 April 2017, Report of the Environment Committee – Adoption of Section 16 of London Local Authorities and Transport for London Act 2003 in relation to Illegal Crossovers
<https://barnet.moderngov.co.uk/documents/g8820/Public%20reports%20pack%2004th-Apr-2017%2019.00%20Council.pdf?T=10>

Appendix 1:

Proposed amendments to the current adopted Domestic Vehicle Crossover Policy

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
1	Introduction	Domestic Crossover definition	This policy is for domestic (light duty) crossovers (up to a maximum weight of 3500 kgs). Heavy duty crossovers are required for commercial and residential developments where access is required for more than one vehicle serving new developments in the borough. Existing Development Control requirements shall apply until such time a new policy is produced	Recommend replace with new wording for clearer distinction between light and heavy-duty crossovers <i>This policy is for domestic (light duty) crossovers. Domestic (light vehicle) crossovers are applicable for single residential premises or a shared access between two adjoining residential premises (for vehicles up to a maximum of 3,500kgs) only. In all other cases heavy duty crossovers are required e.g., for single points of access to more than one dwelling or more than one parking space for flats or private drives to more than one property or where there is an expectation that vehicles over 3,500kgs are to use the access such as refuse freighters or access to commercial premises.</i>
2	2.1	Permitted Types of vehicle crossovers	There are two types of crossover: a) Light duty domestic crossovers are only suitable for laden vehicles up to a maximum weight of 3500 kgs. They are not designed to be driven over by heavy goods vehicles or mechanical equipment. b) Heavy duty crossovers will be required for vehicles with a laden weight over 3500 kgs and this will apply for new developments and commercial properties where access for several vehicles are required	Recommend replace with new wording for three types of crossover <i>There are three types of crossover a) Light duty domestic crossovers are only suitable for laden vehicles up to a maximum weight of 3500 kgs. They are not designed to be driven over by heavy goods vehicles or mechanical equipment. b) Heavy duty crossovers will be required for vehicles with a laden weight over 3500 kgs and this will apply for new developments and commercial properties where access for several vehicles is required c) Developer crossovers are to be used where the works to a site require, or required, planning permission and the need for this type of crossover overrides the need for both domestic and/or heavy-duty crossovers.</i>

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
3	2.1	Damage to Highway	Light duty domestic crossovers are not designed for vehicles over 3500kgs in weight to prevent damage to the footway.	<p>Recommend replace with new wording around prevention of damage to Highway</p> <p><i>If permitted, the use of a domestic crossover is limited to vehicles up to 3,500kg only. Domestic crossovers are not suitable for heavy goods vehicles or skip lorry deliveries/collections. The Council will charge for repairs to the Highway if the Highway is damaged by unsuitable vehicles using domestic crossovers.</i></p>
	2.3	Illegal Crossovers	<p>The council will check and monitor any instances of, or complaints about the unauthorised crossing of the public footway or overhanging of vehicles. This will involve an initial warning letter and issuing a penalty notice or fine where appropriate. Unauthorised crossing of the footway or overhanging vehicles can be reported to 020 8359 3555. Under the London Local Authorities and Transport for London Act 2003, the council may execute works to prevent vehicles from being taken over a footway or verge and recover expenses incurred in doing so from the owner or occupier. These works can include the installation of bollards for which the cost of their removal would be borne by any future applicant.</p> <p>To report an illegal crossover please contact the council on 020 8359 3555. To report footway parking, please contact the council on 020 8359 7446.</p>	<p>Recommend replace with new wording for Illegal crossovers</p> <p><i>Enforcement action can be taken for instances whereby unauthorised crossing of the footway is taking place without a domestic vehicle crossover in place or where the kerb has been dropped without authority from the Council. This unauthorised use of the highway presents problems with regards to potential damage to the footway and verge including any underground services placed beneath the highway, as well as creating risk to pedestrians and other road users. The council may execute works to prevent vehicles from being taken over a footway or verge and recover expenses incurred in doing so from the owner or occupier. These works can include the installation of bollards for which the cost of their removal would be borne by any future applicant (for a domestic crossover). Unauthorised crossing of the footway or overhanging vehicles can be reported to 020 8359 3555</i></p>
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Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
5	2.10	Existing Highway Amenity	Where possible, the crossover should be located so that it does not affect the existing highway amenities, including street furniture such as a lamp column, green amenities such as trees and parking. Any existing highway amenity requiring a specialist officer's visit will attract an additional fee. In any case, where works may be approved or proposed by the council which require removal and/or replacement of highway amenity, the cost of such works will be borne by the applicant. For any highway amenity/equipment which does not belong to the council (such as utility equipment e.g. British Telecom Cabinet or a shallow cable) and is in the location of the proposed crossover, it is the applicant's responsibility contact the relevant provider and pay any charges. The applicant must provide confirmation of removal of any items as part of application form.	Recommend retain this policy as it is but add <i>including all electric vehicle charging points (EVCP), signage and associated EV marked bays</i> to the list of examples.
6	2.10.1	Street Furniture	Existing street furniture e.g. lamp column, traffic sign, some gullys etc. A minimum distance of 1.2 metres is generally required between a proposed crossover and any existing street furniture. If this is not feasible, a decision will be made by the relevant council department to determine whether the item can be removed or relocated, although there may be limited scope to do this. In cases where works may be approved or proposed by the council and require removal, relocation and/or replacement of street furniture, the cost of such works will be borne by the applicant.	Recommend retain this policy as it is but add <i>including all electric vehicle charging points (EVCP), signage and associated EV marked bays</i> to the list of examples.
7	2.10.2	Green Amenities - flowerbeds and shrubs	When considering the layout of a hard standing and the position of a proposed crossover, applicants should consider any existing green amenities such as a grass verge, hedgerow, flowerbeds. Any applications for crossovers where there is impact on flowerbeds or shrubs will not be considered.	Recommended to Retain, supports commitments to sustainability and biodiversity

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
8	2.10.2	Green Amenities – grass verges	When considering the layout of a hard standing and the position of a proposed crossover, applicants should consider any existing green amenities such as a grass verge, hedgerow, flowerbeds.... if a grass verge is 2 metres deep or more, the application will not be considered.	Recommended to Retain, supports commitments to sustainability and biodiversity
9	2.10.2	Front Gardens	The space between the road and the buildings frontage is an important part of the environment which can change significantly by the increase in front garden parking area. As traditional front gardens are replaced by hard surfaces and vehicles, the harmony and continuity of the street scene is interrupted and enjoyment of the buildings themselves, especially if listed or in a conservation area may suffer. This may also lead to a reduction in wildlife through lost habitats and permeable surfaces. It is therefore important that front garden parking, where permissible, should be constructed to cause minimum intrusion and harm. With care and attention, any visual impact of a parking space together with the adverse effect on wildlife can be reduced, whilst blending in with the neighbourhood.	Recommended to Retain, supports commitments to sustainability and biodiversity
10	2.10.3	Trees	<p>All crossovers near a tree will be referred to the councils Tree Team who will refer to criteria as detailed in the council's Tree Policy before an application is considered.</p> <p>There are three scenarios' possible with crossovers close to trees:</p> <ul style="list-style-type: none"> • The tree is considered an amenity and is to be retained and the crossover refused. 	<p>Recommended to Retain, maintain amenity value and associated sustainability but amend final paragraph slightly to include wording around compensation</p> <p><i>In all cases where it is agreed to remove a street tree, the applicant will be required to pay for the cost of its removal and replacement</i></p> <p><i>The Barnet Tree Policy states where trees are removed in any development, Capital Asset Value of Amenity</i></p>

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
			<ul style="list-style-type: none"> • Engineering alternatives will be considered which would allow the tree to remain and the crossover installed. In this situation, a trial excavation may be required. • The tree is found to be in poor health or deemed to be of low amenity and in the interest of sustainability, the tree can be removed and replaced. <p>If the tree removal is refused and there are no suitable alternatives to protect the tree, then the crossover application will be refused.</p> <p>In all cases where it is agreed to remove a street tree, the applicant will be required to pay for the cost of its removal and replacement to be located, wherever possible, elsewhere outside their frontage. If engineering alternatives and/or a trial excavation is required, the applicant will be required to pay the cost.</p>	<p><i>Trees, (CAVAT) compensation will be required to mitigate any loss.</i></p> <p>Further information on CAVAT can be found online at https://ltoa.org.uk/resources/cavat</p> <p>If engineering alternatives and/or a trial excavation is required, the applicant will be required to pay the cost</p>
11	2.10.4	Controlled Parking Zones ("CPZ") and Pay and Display Bays	Where the location of the proposed crossover is affected by a parking bay then a separate approval from the council will be required before the parking bay can be removed or altered to allow the construction of the crossover. This approval will involve changes to the legal documents governing the parking bay, called Traffic Management Orders. The process involves a statutory consultation which includes public consultation and advertising which may result in objections to crossover which will need to be considered by the council.	<p>Recommend slight change to wording</p> <p><i>Where the location of the proposed crossover affects a parking bay then a separate approval from the council will be required before the parking bay and signage can be removed or altered to allow the construction of the crossover. This separate approval cannot be avoided as it requires changes to the legal documents governing the parking bay, called Traffic Management Orders. The process involves a statutory consultation which includes consultation and advertising which may result in objections to crossover which will need to be considered by the council.</i></p>

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
12	New	Electric Vehicle Charging bays		<p>Recommend additional wording for EV Charging Bays as there is for CPZ/Parking Bays</p> <p><i>Where the location of the proposed crossover affects an EV Charging Bay and signage then a separate approval from the council will be required before the EV Charging Bay and signage can be removed or altered to allow the construction of the crossover. This separate approval cannot be avoided as it requires changes to the legal documents governing the EV Charging Bay and signage, called Traffic Management Orders. The process involves a statutory consultation which includes consultation and advertising which may result in objections to crossover which will need to be considered by the council.</i></p>
13	2.12	Surfacing and Drainage of Hard-standings	<p>Crossovers will not be constructed unless there is a suitable hardstanding in place.</p> <p>The hard standing / parking area must be constructed;</p> <ul style="list-style-type: none"> •using permeable material such as gravel, permeable block paving or porous asphalt. Otherwise rainwater should be directed to a lawn or border to drain naturally. •water must not drain onto the highway. •It is recommended that the hardstanding area is restricted to a suitable space to accommodate a vehicle and that the remaining frontage is retained as a green space <p>Paving front gardens changes the greenness, attractiveness and character of whole streets and as such it is recommended that the hardstanding area is restricted to a suitable space to accommodate a</p>	<p>Recommended to Retain, maintain amenity value and associated sustainability</p>

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
			vehicle and that the remaining frontage is retained as a green space to minimise the environmental impact on the neighbourhood and to promote wildlife such as bees, butterflies and other pollinators. Also hard paved areas contribute to rapid run-off of rainfall, which contributes to the pollution of waterways and flooding. Therefore, all hard standing must be constructed with a permeable material. Proof must be provided to the council to show that permeable material has been used	
14	3.6	Crossover refusal	<p>If the application does not meet the criteria noted in this policy the domestic crossover application will be refused. The reasons for refusal can be very specific to a location.</p> <p>Where applications do not conform to the criteria set out in this policy, applicants will be informed in writing and will be provided with details of the reasons for the refusal.</p> <p>The appeal process is only limited to considering the removal of a healthy tree to accommodate the crossover when this has been the reason for the refusal of a domestic crossover application.</p> <p>The appeal process for domestic crossovers follows the appeal process outlined within the Barnet Tree Policy which can be found on the council's website.</p> <p>Appeal Process;</p> <p>Where tree removal has been requested by a resident in order for a crossover to be constructed and this removal is assessed as unjustified by Officers, the first stage would be for the Trees and Woodlands</p>	<p>Recommend change to remove the appeal process from this policy for the removal of healthy trees.</p> <p>If the application does not meet the criteria noted in this policy the domestic crossover application will be refused. The reasons for refusal can be very specific to a location.</p> <p>Where applications do not conform to the criteria set out in this policy, applicants will be informed in writing and will be provided with details of the reasons for the refusal.</p> <p><i>If the reason for refusal is due to the existence of a healthy tree then there may be a right to appeal (if applicable) against the decision via the process outlined within the Barnet Tree Policy which can be found on the council's website.</i></p> <p>NOTE: The Council's Tree Policy is due to be reviewed this year 2022, when the right of appeal for the removal of a healthy tree with be reviewed.</p>

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
			<p>Manager to review the decision. If the resident is not satisfied with the decision by the Trees and Woodlands Manager then this is escalated to the Chief Officer in consultation with Ward Members.</p> <p>If the resident is not satisfied this would then be a complaint and dealt with as outlined in the council's Corporate Complaints Policy.</p>	<p><i>Regardless of the reason for refusal, if the resident is not satisfied with the outcome of their crossover application this would then be a complaint and dealt with as outlined in the council's Corporate Complaints Policy</i></p>