

Before applying for a residential crossover

We will consider all applications on their own merit. Please bear in mind our general guidance when considering whether to apply for planning permission:

- Is there enough space to turn around on site? We do not allow vehicles to reverse onto, or reverse off the TLRN.

For reference, a minimum unobstructed area of 10 metres x 8 metres within the property boundary is usually required for a car to be able to turn on site.

We are likely to object where the unobstructed area within the property boundary is less than this

- What is the speed of the road? We are likely to object to applications on dual carriageways or where the speed limit is 40mph or more on safety grounds
- How far from the nearest pedestrian crossing? We are likely to object if it would interfere with a pedestrian crossing, or require the removal of pedestrian guard rail
- Will vehicles leaving the property have good visibility of pedestrians and traffic in both directions?
- How far is the crossover from the nearest junction? We are likely to object to crossovers within 10 metres of the nearest junction on safety grounds
- How far is the crossover from the nearest bus stop? We are likely to object where use of the crossover would interfere with, or be hazardous to, bus movements or a bus stop
- Will the entrance be gated? If so, the gates should only open inwards and there must be enough space for the vehicle to wait off the TLRN while gates open
- Will any street furniture (for example, lamp posts, bollards etc.) be affected? If so, the cost of relocating these items would be incorporated in the cost of the works
- Will any trees, hedges or grass verge need to be removed? We object to all applications that propose removal of green estate, particularly trees. If approved, compensation for the loss of green estate will be payable to us
- Will the proposals require changes to on-street parking/loading bays? If so, the cost of the Traffic Regulation Orders to alter restrictions will be incorporated in the cost of the works. We may object if the loading/parking bay cannot be easily and safely relocated
- Does the property have existing vehicular access? Where possible, access from the TLRN should be a last resort

