

**Department for Infrastructure**



# **Access Standards for Small Housing Developments**

**A Technical Guide for the Preparation of Planning Applications**

**Reference the Road Works and Events (Jersey) Law 2016**

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Contents Number	Page
Introduction	2
1.0 Site Assessment	3
2.0 New Accesses on to the Public Highway	
2.1 Road Widths	4
2.2 Turning Requirements	4
2.3 Turning Radius	5
2.4 Footways	5
2.5 Access Construction	6
2.6 Removal of Existing Access	8
2.7 Material Finish to Access	8
2.8 Drainage	9
2.9 Gradients	9
2.10 Position and Alignment	9
2.11 Single Dwellings	9
3.0 Visibility	
3.1 Visibility	10
3.2 What is a Visibility Splay?	10
3.3 How to measure Vehicular Visibility	10
3.4 Single Dwellings	14
3.5 Roadside Mirrors	14
3.6 Pedestrian Visibility	14
4.0 Sustainability –Encouraging walking, Cycling and Public Transport	15
4.1 Footways – Connectivity	
4.2 Footways – New	
4.3 Cycleways	16
4.4 Cycle Parking	
4.5 Public Transport	
5.0 Miscellaneous	17
5.1 Gates	
5.2 Road Safety	
5.3 Visual Impact	
5.4 Loss of On-street Parking	
6.0 Policy for Adoption and Maintenance	18
Further Information	19
Appendix A – Map showing DfI Roads where 2 way traffic flows are Greater than 400 vehicles per hour	20

## Introduction

This document supersedes 'Roads Serving Small Housing Developments - A Technical guide for the Preparation of Planning Applications' Revised Issue 1 January 2009.

This document is only applicable to the access arrangements for residential developments of up to 25 dwellings and for new or altered private dwelling accesses onto public main roads. It contains advice on road layout, pedestrian and vehicular visibility, parking requirements, servicing and access.

For any industrial or commercial developments and any residential development with more than 25 dwellings, access requirements must be discussed with officers of the Department for Infrastructure (Dfi) and the Department of the Environment (Planning and Building Services). These developments are classed as major developments. The transport requirements are beyond the scope of this technical document and would be expected to include a Transport Statement or a Transport Assessment.

Planning applications for developments of over 10 dwellings where the type and / or level of traffic generation may be an issue must be accompanied by evidence of the likely traffic impact on the public highway in line with Policy SP 6 of the Island Plan 2011. This would be in the form of a Transport Statement or a Transport Assessment. It is recommended that advice is sought from Dfi at an early stage of the design process as to the requirements of the individual development.

Proposals for a new or improved access to agricultural land do not require planning consent. However, approval is required from the relevant Highway Authority. If the access is onto a main road, Dfi must be contacted and the Parish for a by-road.

The guidance contained in this document has been prepared to support the aims and objectives of the Jersey Island Plan and the States Sustainable Transport Policy. It reflects best practise in other countries, which has been modified to reflect the unique circumstances of the island.

It is recommended that designers familiarise themselves with the current edition of 'Manual for Streets' published by Thomas Telford Publishing.

## 1.0 Site Assessment

When considering the location and layout of a new access on to the public highway, the following items need to be considered:

- Is the proposed access in the best location?
- Can the access be shared with a neighbour?
- Is the proposed access close to a road junction or other property accesses?
- Is the proposed access close to a blind bend or crest in the road?
- Can a safe access be constructed which is visible to other road users?
- In whose ownership is the land required for the necessary improvements?
- Do boundary walls or fences need to be set back?
- Do neighbouring properties obstruct visibility?
- Is the site large enough for the provision of parking and turning?
- Does a footpath need to be created?
- Does an existing footpath need to join the development?
- Is the site liable to flooding or have drainage problems?
- Can surface water be disposed of in the site?
- Is permission required to work in the road or footway from DfI or other Highway Authorities?
- Are there listed structures or protected species / trees likely to affect visibility?

## 2.0 New Accesses onto the Public Highway

### 2.1 Road Widths

Roads and driveways are required to be a minimum width depending on the number of properties being served:

Number of dwellings	Minimum Road width
4 or less	3m*
Between 5 and 12	4.8m
Between 13 and 25	5.0m

\* If the road is over 50m long, it must be 3.5m wide with intervisible passing places of 5.2m wide and at 50m spacings

### 2.2 Turning Requirements

Developments must have sufficient turning area on site to allow vehicles to enter and exit the site in a forward gear and perpendicular to the highway (except some single dwelling developments – see 2.11). Areas provided for turning are in addition to those provided for parking.

Number of dwellings	Turning Requirements
4 or less	Private Vehicles e.g a mid-sized saloon
Between 5 and 12	Private Vehicles *
Between 13 and 25	Commercial Vehicles

\*For roads serving between 5 & 12 dwellings and the distance to the furthest dwelling is greater than 45m, a commercial vehicle, e.g. a refuse lorry, must be able to turn.

Roads serving between 13 and 25 dwellings must provide the ability to turn a commercial vehicle e.g. a refuse lorry.

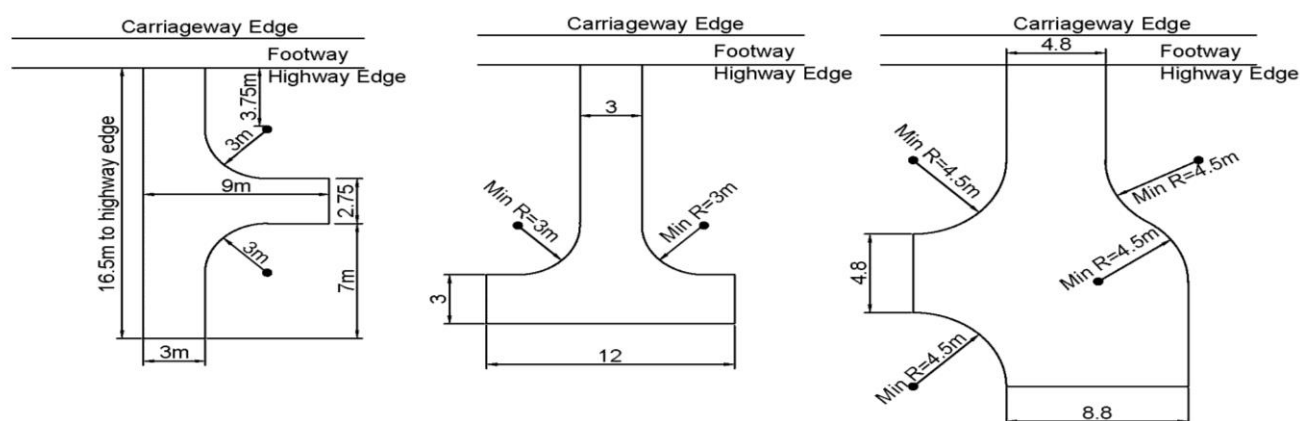


Figure 1 - Examples of turning areas for Private Vehicles

Layouts shown above will be accepted. For other submitted layouts, evidence will be required to show that a mid-sized saloon car can turn within the area.

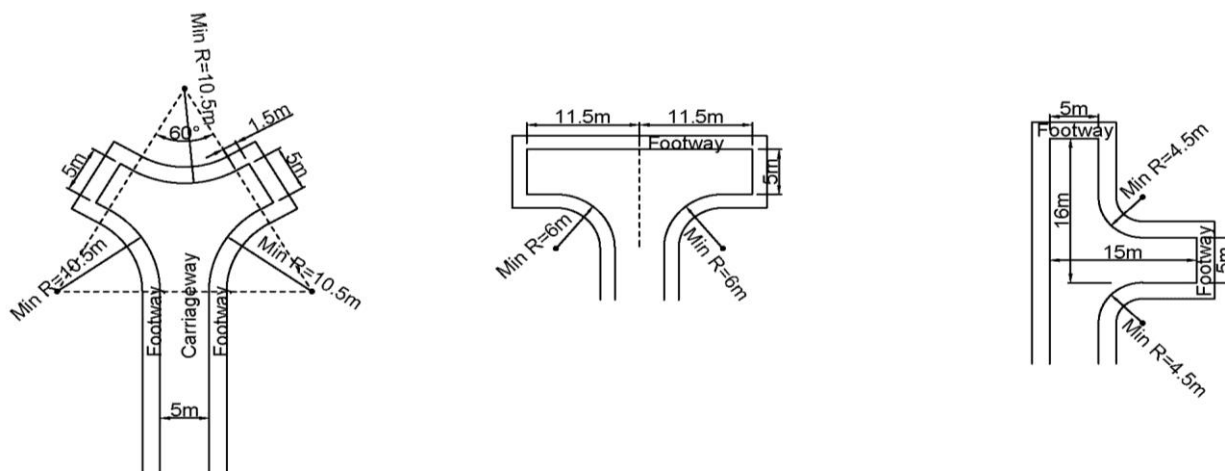


Figure 2 - Examples of turning areas for commercial vehicles

Layouts shown above will be accepted. For other submitted layouts, evidence will be required to show that a standard size refuse vehicle can turn within the area.

## 2.3 Turning radius

Accesses serving more than one dwelling must accommodate a 4m turning radius for vehicles turning from and onto the public road, see figure 3 below.

## 2.4 Footways

Roadside footpaths are to be continued across the entrance, see figure 3. Tactile paving is not normally required when the number of dwellings is 25 or less where the footway continues across the entrance.

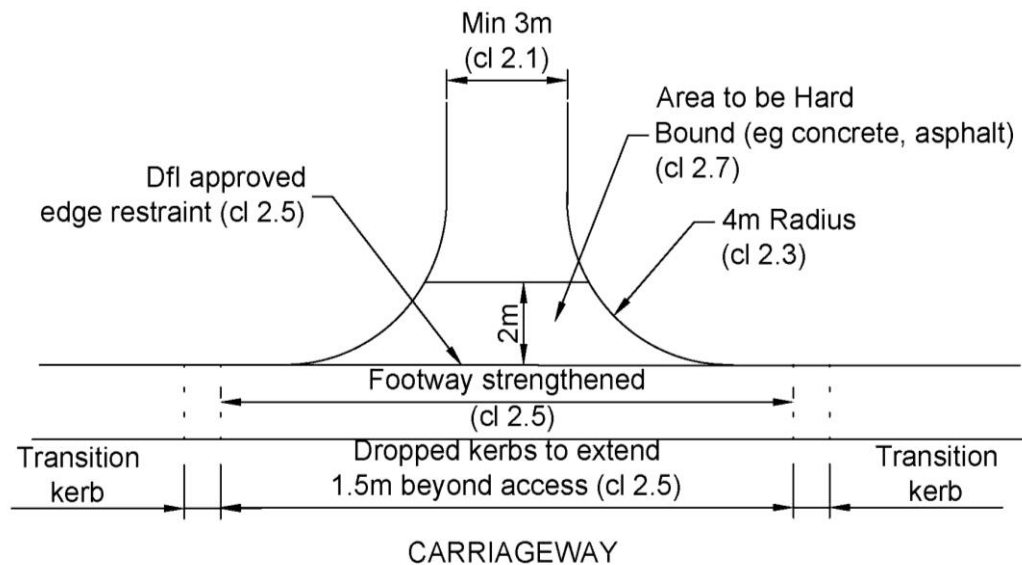


Figure 3 - Continuous Footway across an Access

## 2.5 Access Construction

Where vehicular access is required over any new or existing footway or when a vehicle access to a development is moved or adjusted, it must be created using a reinforced dropped kerb arrangement and reinstated to the DfI specifications shown below (see figures 4 & 5).

Number of dwellings	Footway Crossing Specification
4 or less	Light duty
Between 5 and 12	Light duty*
Between 13 and 25	Medium duty

\*If the distance to the furthest dwelling is greater than 45m, then the footway crossing detail required is medium duty to accommodate service vehicles.

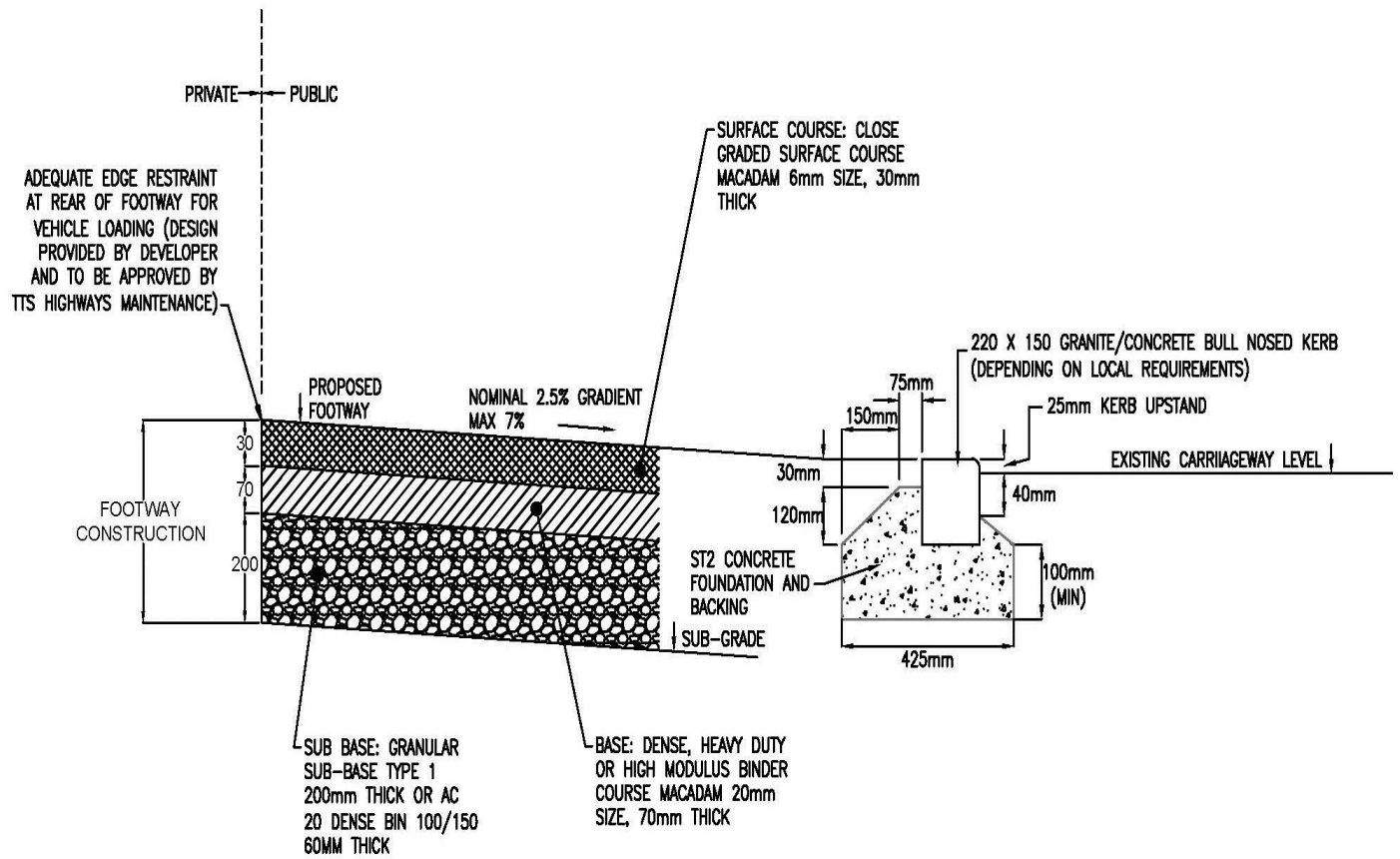


Figure 4 – Light Duty Footway Specification



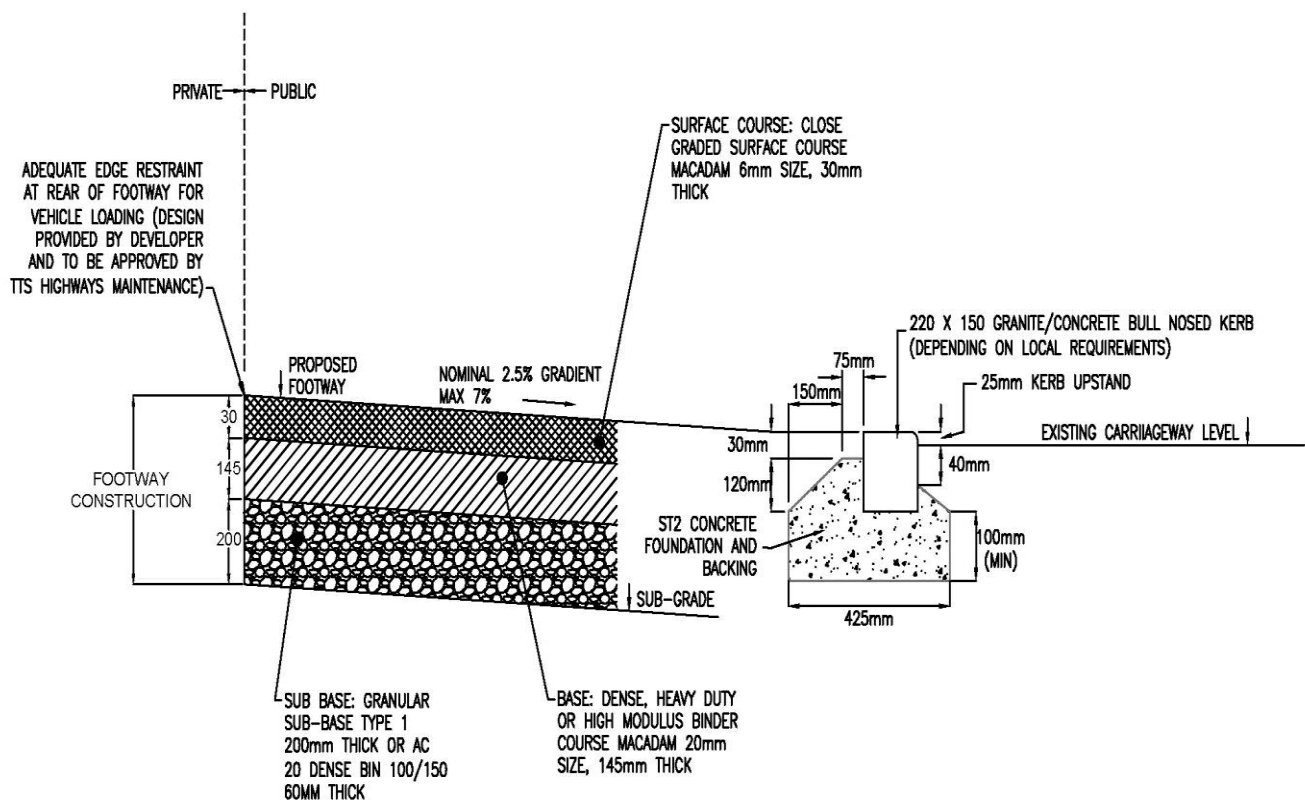


Figure 5 – Medium Duty Footway Construction

DfI **must** be notified in advance of any work on or adjacent to the public highway in accordance with the Directions for the Control and Management of Roadworks. Restrictions on work on the public highway apply at certain times of the year.

## 2.6 Removal of existing access

Redundant sections of dropped kerbs must be raised to match existing full height kerbs where an access is moved or removed. The footway is to be reinstated to match existing.

## 2.7 Material finish to access

Any new or altered access must be surfaced in a hard bound material, such as concrete or asphalt, (not loose stone or gravel) within 2m of the public highway.

## 2.8 Drainage

Surface water run-off from the proposed development must be collected and positively discharged to the surface water drainage system serving the site and not

discharged onto the public highway. The use of surface cross footway drainage channels is not permitted.

## 2.9 Gradient

The access road gradient (rising or falling) in the first 4.8m of an access road or driveway behind the public highway boundary must not exceed 1 in 20 (5%). Care should be taken when designing falls at the back of the footway to avoid the risk of vehicular grounding.

## 2.10 Position and Alignment

Private driveways and access roads must be at least 20m from a road junction. They should meet the public highway at right angles and be at least 6m long by 3m wide.

## 2.11 Single Dwellings

Forming a vehicular access and creating parking spaces for single dwelling developments without an adequate turning area will not be permitted unless all three conditions below are met:

- There is sufficient visibility to traffic on the main road (see section 3.1)
- The 85<sup>th</sup> percentile speed on the main road is less than 35mph
- The two-way day time flow on the main road is below 400 vehicles per hour; refer to map in Appendix A showing roads with a two way day time flow **in excess** of 400 vehicles per hour.

All works on or next to the public highway must conform to the Roadworks and Events (Jersey) Law 2016 and may require a Highway Agreement with the relevant Highway Authority.

## 3.0 Visibility

3.1 A visibility splay is an essential feature of an access regardless of the number of dwellings it is serving.

### 3.2 What is a Visibility Splay?

When a vehicle is leaving the development and about to join the public highway, the driver must look left and right along the verge / footway / land adjacent to see if there is any approaching traffic. These areas are called the Visibility Splay Areas.



The purpose of visibility splays is also to allow traffic on the public highway to see cyclists, vehicles and pedestrians leaving the development. An unobstructed visibility splay allows the driver to SEE and be SEEN. Therefore the longer the length of visibility splay, the more time another road user has to see you and for you to see them and react to any potential incident.

### 3.3 How to Measure Vehicular Visibility

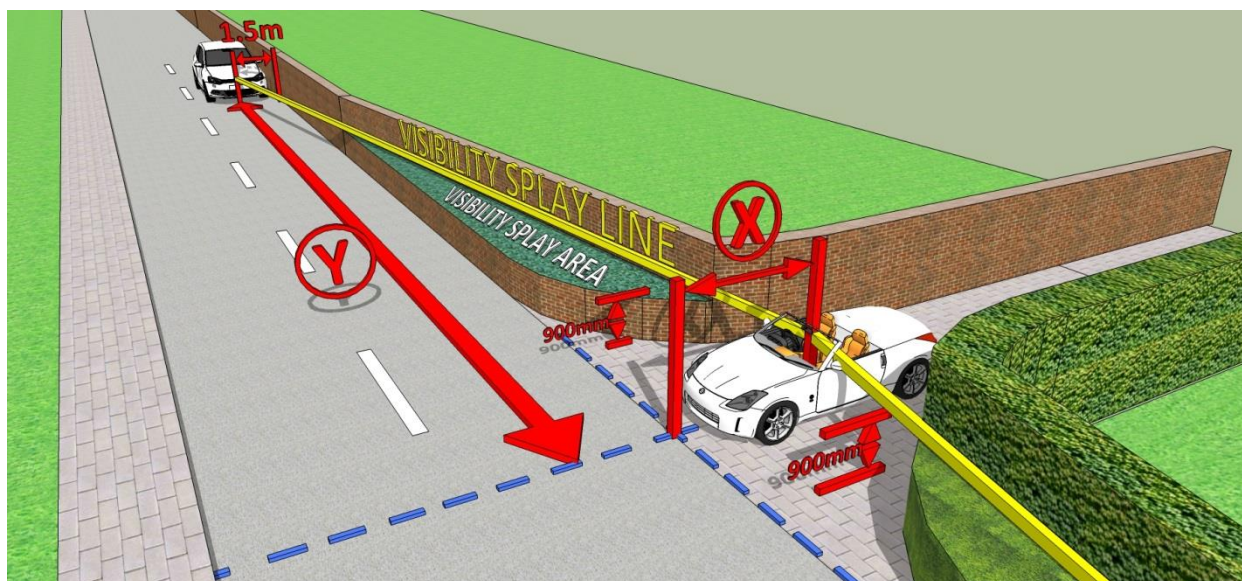
There are two key dimensions shown as X and Y.

The X dimension is a fixed distance of 2.4m and is taken from the edge of the carriageway back to the driver's eye line and at a height of 900mm above the access road. It is set back at 2.4m to prevent vehicle encroachment onto the highway.

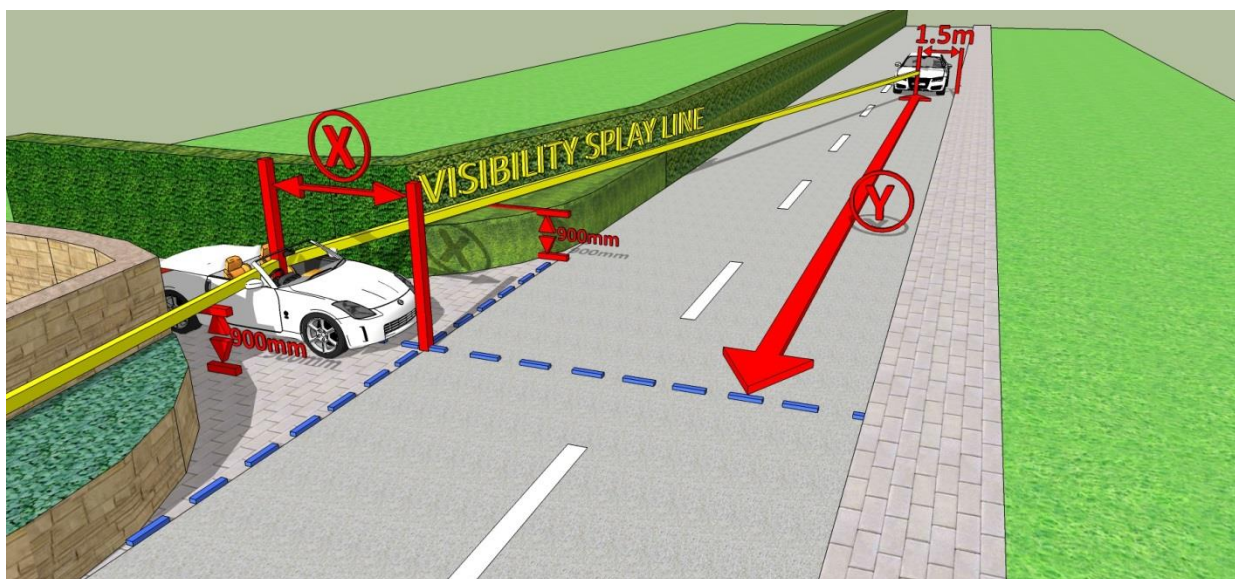
The distance needed to see along the road edge is the Y dimension. It is measured, at the height of the driver's eye line, from the centre of the access to the location on the road of the approaching vehicle (1.5m from the carriageway edge). It is primarily



governed by the speed of the approaching traffic on the carriageway; the faster the approaching vehicles, the longer the distance required to see and be seen. The required values for Y are shown in Table 1



Nearside X and Y Measurements



Offside X and Y Measurements

Speed (mph)	10	12	15	16	19	20	25	28	30	31	35	37	38	40
Y (m)	11	14	17	18	23	25	33	39	43	45	50	59	71	74

Table 1 Values for Sight Stopping Distances (SSD)

The distance Y is calculated using the 85<sup>th</sup> percentile speed on the main road. This is the speed at which 85 out of 100 vehicles will be travelling at or below. It has been shown that the 85<sup>th</sup> percentile speed on many of the islands main roads is 35 miles per hour. Therefore in this instance, drivers emerging from any new development will need to see 50m of the public road in both directions. More visibility will be needed with greater speeds.

There should be an unobstructed view over all parts of the visibility splay area at a height of 900mm above the access road level. Visibility splays must be maintained for the safe operation of the junction or access. The applicant must be able to demonstrate that they have and can maintain control over the visibility splays, including areas which intrude into neighbouring land. This may require the neighbour to be a signatory on the planning application as the owner of the land affecting the visibility splay. The area of the visibility splay could then be subject to a planning condition and be legally binding.

When the carriageway is curved and the access joins on the outside of the bend, it is necessary to make sure that an approaching vehicle on the carriageway is visible over the whole Y distance. This is done by drawing an additional sight line which meets the kerb line at a tangent (see figure 7).

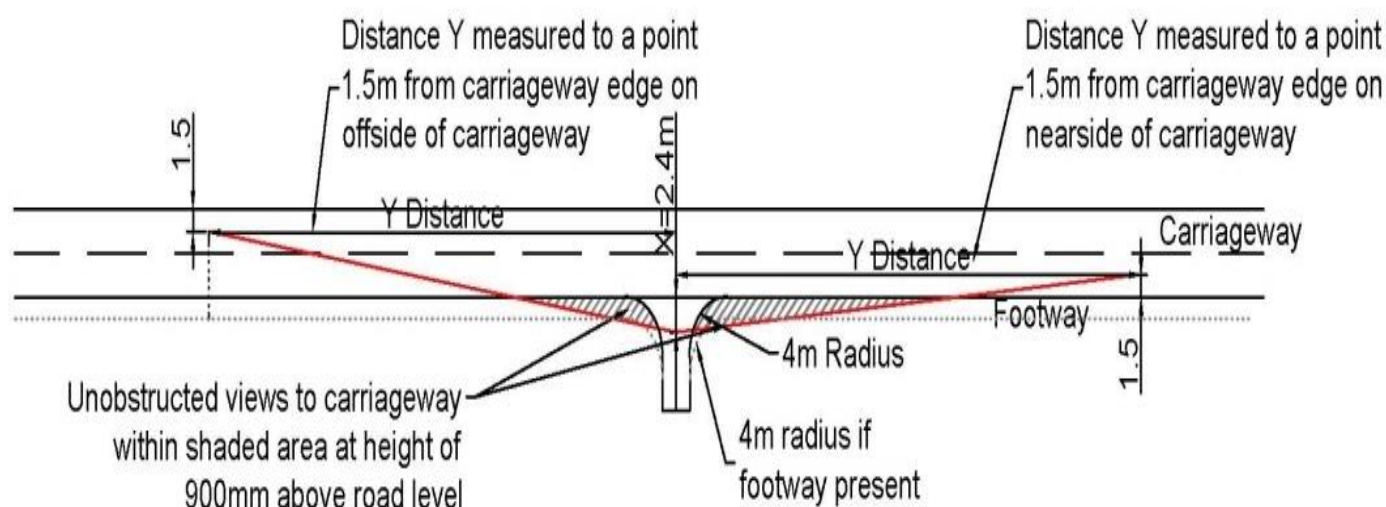


Figure 6 – Measurement of access / junction visibility splays on straight roads

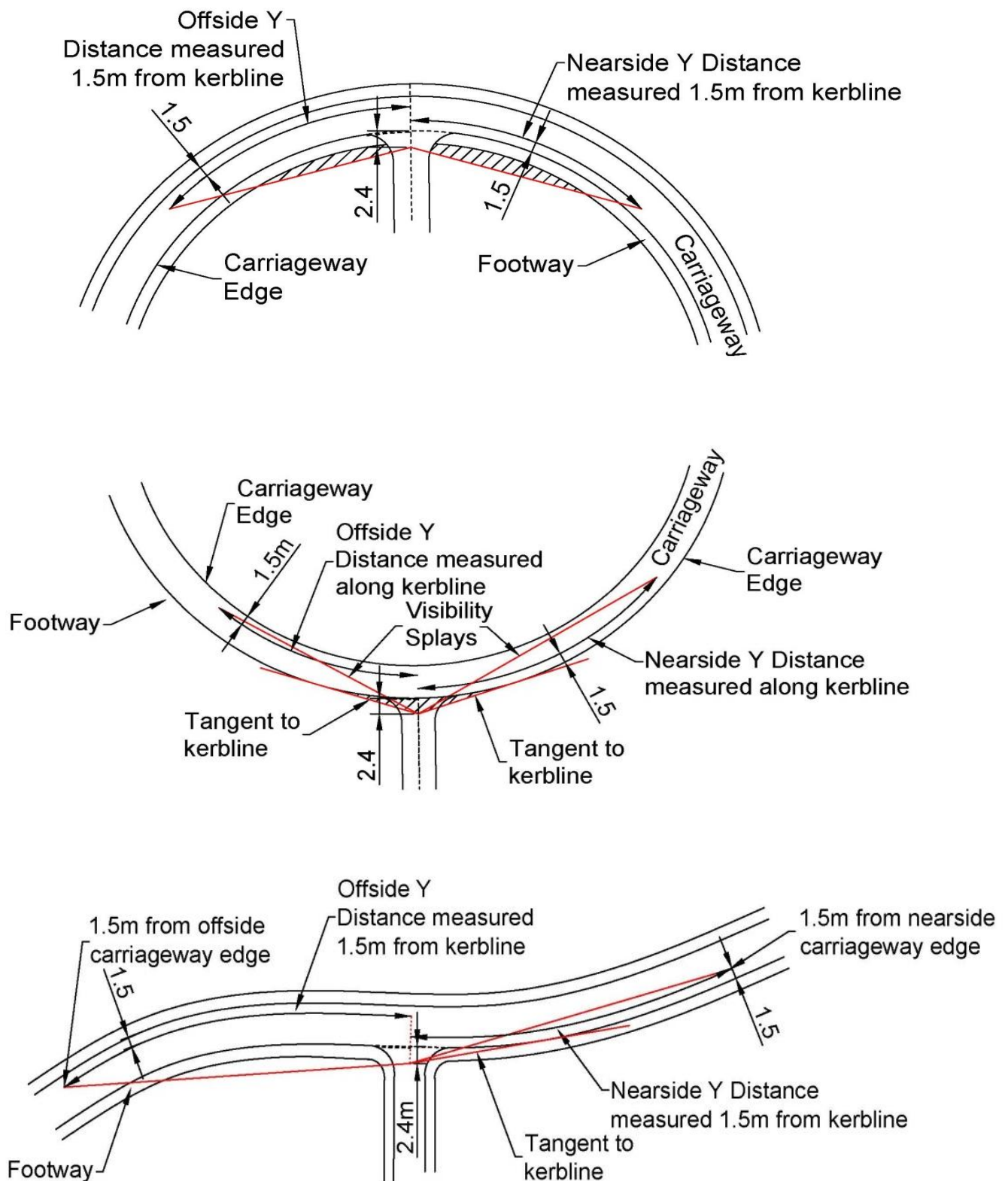


Figure 7 – Measurement of access / junction visibility splays on bends.



### 3.4 Single dwellings

For a single dwelling, the X dimension may be taken as 2.0m

### 3.5 Roadside Mirrors

The use of road side mirrors will not be accepted as a substitute for an adequate visibility splay from a new access.

### 3.6 Pedestrian Visibility

Where there is a footway outside the access or a footway is to be constructed as part of the development, adequate visibility splays must be provided as shown in Figure 8 in order that pedestrians are not hidden from the view of the driver. There must be clear visibility at a level of 600mm above the back of the footway.

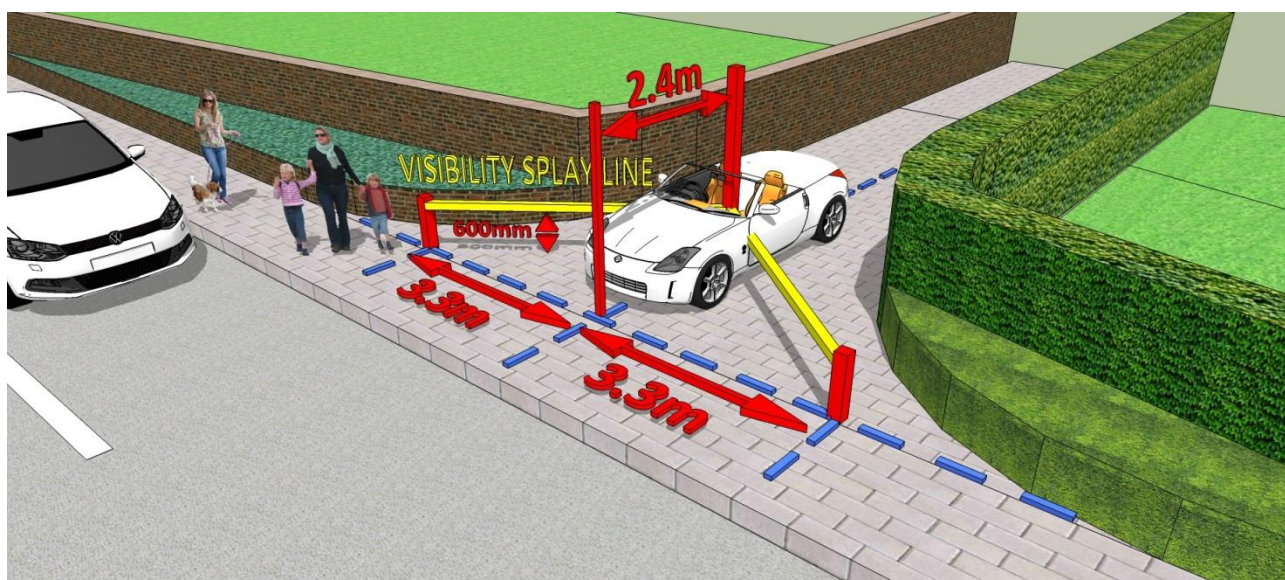
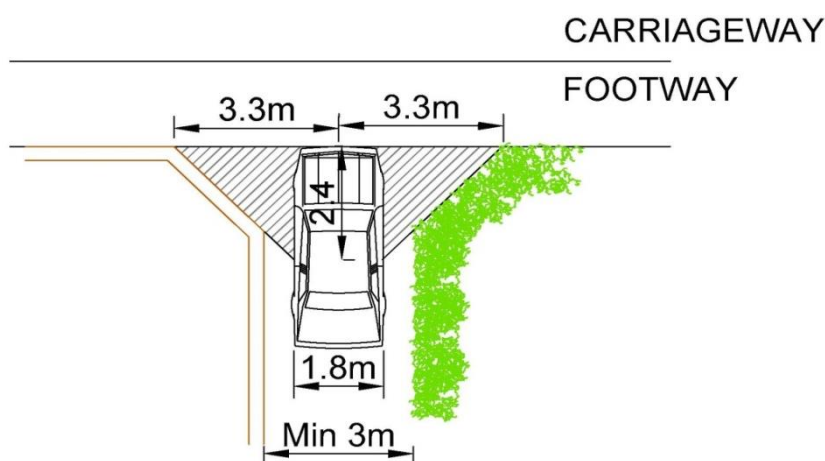


Figure 8 - Pedestrian Visibility Splays

## 4.0 Sustainability – Encouraging Walking, Cycling and Public Transport

To support States' sustainability objectives, small developments must be designed to encourage walking, cycling and the use of public transport.

### 4.1 Footways - Connectivity

Footways within the development must connect to any existing footways in the vicinity and incorporate accessible crossing points, particularly in the Island's urban areas and along the Island's primary route network

### 4.2 Footways - New

Developments on main routes will be required to provide a roadside footpath, if none currently exists. The standard width for an urban roadside footpath is 1.8m and for a rural roadside footpath is 1.5m. (Policy TT2 - Jersey Island Plan 2011). New footways are to be constructed to DfI specification below:

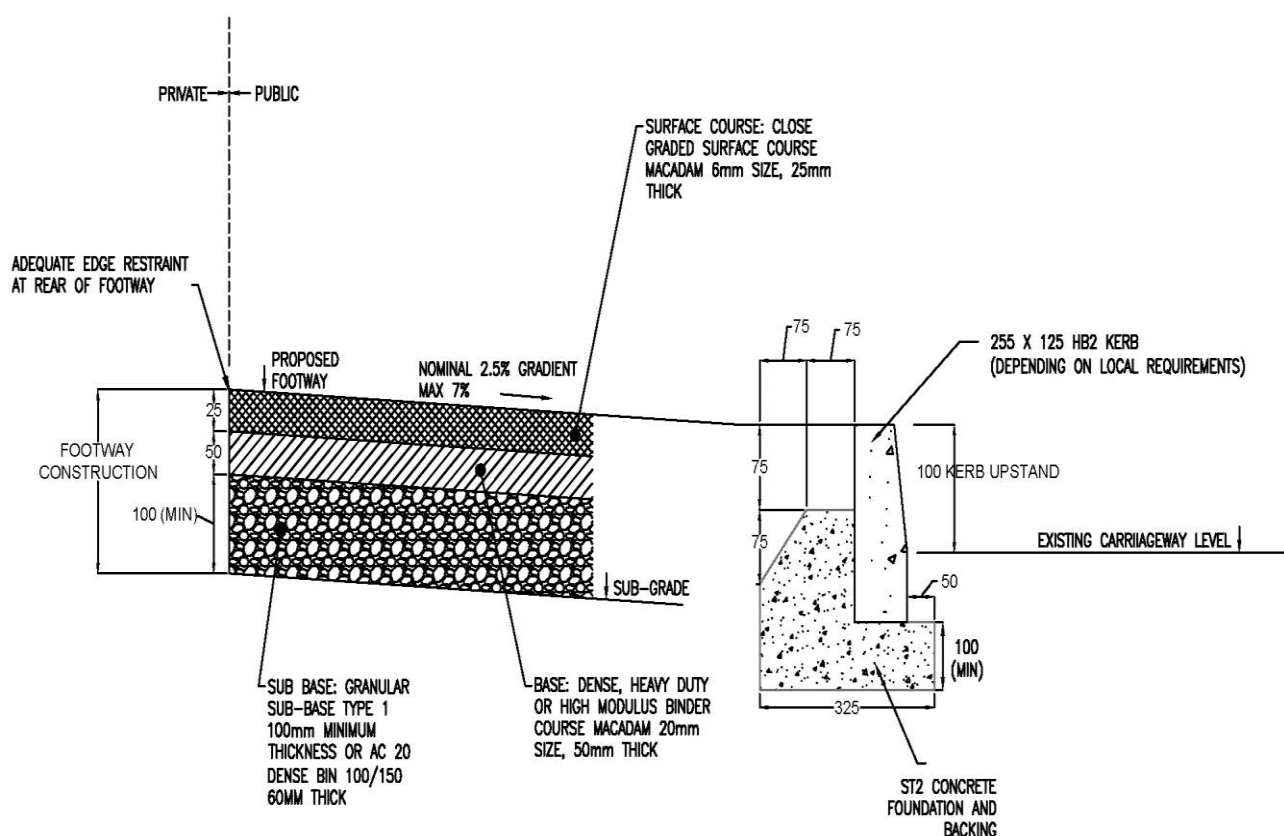


Figure 9 – Footway Specification



### 4.3 Cycleways

Cycle facilities within the development must either connect to the local cycle network or to an appropriate point on the road network.

Residential developments of 5 or more dwellings within the Eastern Cycle Route Network Area, as defined in Map 8.1 of Jersey Island Plan 2011, will be required to contribute towards the further development of the Eastern Cycle Route network either directly and / or via a financial contribution (Policy TT3 – Jersey Island Plan 2011).

### 4.4 Cycle Parking

Wherever possible adequate cycle parking facilities must be incorporated into the scheme design (Policy TT4)

### 4.5 Public Transport

The developer must accommodate any requirements for bus stop provision on the development's public frontage.

Developments of 10 or more dwellings will be required to provide a footpath to the nearest bus stop and a bus shelter (Policy TT8).

## 5.0 Miscellaneous

### 5.1 Encroachment

Windows, doors and gates must not encroach onto the public highway.

All windows and doors must open inwards away from the public highway.

Except for a single dwelling which meets the criteria set out in section 2.11, the gates to a development must be set back by at least 6m from the public highway so that cars entering and leaving are not required to stand on the carriageway while the gates are opened and closed. Gates must open away from the public highway.

### 5.2 Road Safety

This technical guide is primarily intended to improve road safety and the quality of life for all Islanders.

In new residential developments all new road layouts should be designed to reinforce low vehicular speeds, cycle safety and pedestrian priority (Policy TT5).

### 5.3 Visual Impact

The impact of the proposed works on the visual amenity of the area will also be considered. Applicants should be aware of the following policy from Island Plan 2011:

Policy BE 8 – Frontage parking

*Development proposals involving the loss of front gardens, and their boundary features, to provide for frontage parking with direct access off the public highway will not be approved where this would have a detrimental impact on the character and appearance of the street scene or highway safety.*

### 5.4 Loss of On -Street Parking

Where developments are located in areas where there is a demand for on-street parking, there must be no overall loss in parking provision. For example, it would be acceptable to lose one on-street space for the creation of one private space but not acceptable to lose two on-street parking spaces for one private space. With the creation of a new access, any on-street parking which falls within the visibility splays would be lost as well as any spaces adjacent to the new opening.

## 6.0 Policy for Adoption and maintenance

### 6.1 Adoption

It is not envisaged that the roads and accesses within these developments will be adopted by the Highway Authority for maintenance. However, any new footway bordering the highway provided as part of the development will normally be transferred to the Highway Authority, at the Developer's expense, and become part of the highway network.

All works carried out on a new or existing footway bordering the highway will be at the Developer's expense and to DfI standards. Developers must notify DfI Streetworks prior to commencing work adjacent to the public highway and DfI Highways in order that DfI can inspect the work during the construction of the footway. This is to ensure construction is to DfI specification.

For further information or to discuss any particular site requirements prior to making a planning application, please contact Department for Infrastructure, Beresford House, Bellozanne Road, St Helier, Jersey JE4 8UY Tel (01534) 445509.

Planning submissions should be accompanied by dimensioned 1:200 scale drawings showing the existing layout and the proposed layout. The drawings should show as a minimum:

- Existing vehicular and pedestrian visibility splays
- Proposed vehicular and pedestrian visibility splays
- Type of surfacing to be used

Applications would also need to show where appropriate:

- Kerb lines and footways
- Footway locations and construction details
- Surface water drainage details
- Position of any feature which is liable to affect access
- On-site turning radii

Larger developments may also need to show:

- Critical vehicle swept paths
- Longitudinal and cross sections at pedestrian and vehicular thresholds
- Position of street furniture, e.g. signs, lighting columns, benches, trees, etc.
- Cycle parking proposals

Applications which do not include the relevant information required to assess the compliance of the proposals to standards will not be evaluated by the Department. The Department can only assess applications where the information provided is complete.

## Appendix

Map Showing DfI roads where two-way flows are greater than 400 vehicles per hour

