



Access onto the Highway - Standards and Guidance

A technical guide for the preparation of Planning Applications

Reference the Road Works and Events (Jersey) Law 2016
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1.0 Introduction

This document sets out the technical standards that Growth, Housing and Environment requires from developments to make their access on the highway network acceptable. It contains both guidance which should be considered prior to making a planning application and processes that must be followed when working on or adjacent to the highway. This document supersedes 'Access Standards for Small Housing Developments - A Technical guide for the Preparation of Planning Applications' Revised Issue 2 - 04/10/2016.

It is applicable to the access arrangements for **all** developments and for all new or altered accesses (whether temporary or permanent) emerging onto public roads administered by Growth, Housing and Environment.



Guidance is included on road layout, pedestrian and vehicular visibility, parking and servicing requirements, as well as what standards need to be met.

For commercial developments and residential development over 5 units, access requirements should be discussed with Growth, Housing and Environment – Transport at pre-application stage in the planning process.

For all commercial sites and residential developments over 10 units, where the amount and type of traffic to and from a site may be an issue, a Transport Statement (TS) or a Transport Assessment (TA) should accompany a Planning Application. This document (either the TS or TA) will provide the basis for assessing the impact on the transport network.

All new or improved agricultural field accesses require approval from the relevant Highway Authority, which is either Growth, Housing and Environment or the Parish.

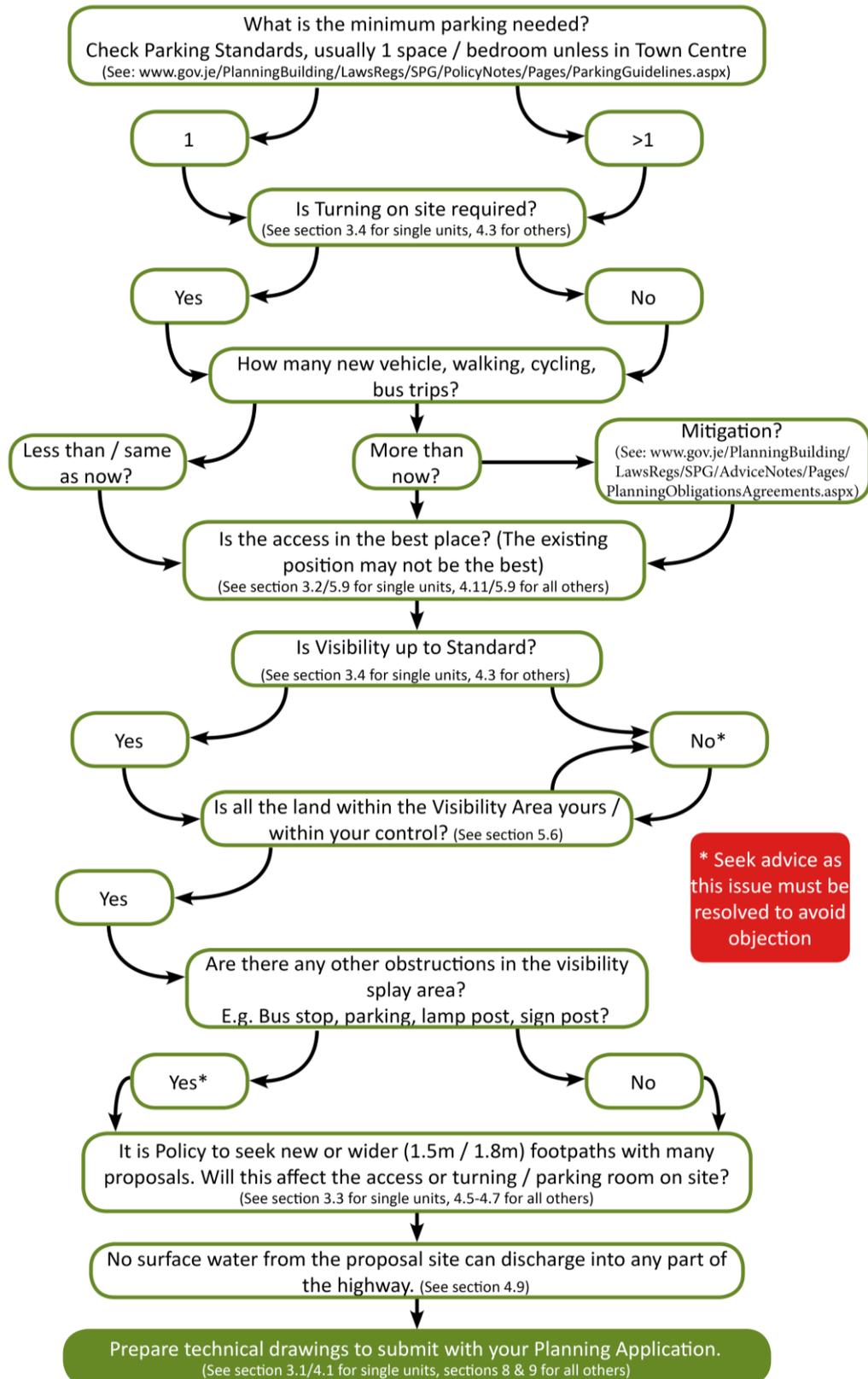
Residential frontage parking requires approval from the relevant Highway Authority; Growth, Housing and Environment for main roads, the Parish for a by-road.

This guidance supports the aims and objectives set out within the Island Plan and the States' Sustainable Transport Policy. It reflects best practice in other jurisdictions, with particular reference to Manual for Streets 1 & 2 published by Thomas Telford Publishing in the UK, with which designers are recommended to familiarise themselves.



2.0 Site Assessment

When considering the location and layout of a new or altered access on to the highway, pre-application advice is always recommended. The following flow chart should to be considered:



3.0 Single Residential Access - New and Alterations

3.1 Introduction

This section applies **only** to the alteration or creation of a single *residential* access. For all other developments, Section 4 provides relevant guidance.

An Applicant should provide 1:200 scaled plans of their proposal, with dimensions. An example is shown below in Figure 1. It is recommended that a recognised base map, available from the Customer and Local Services, is used.

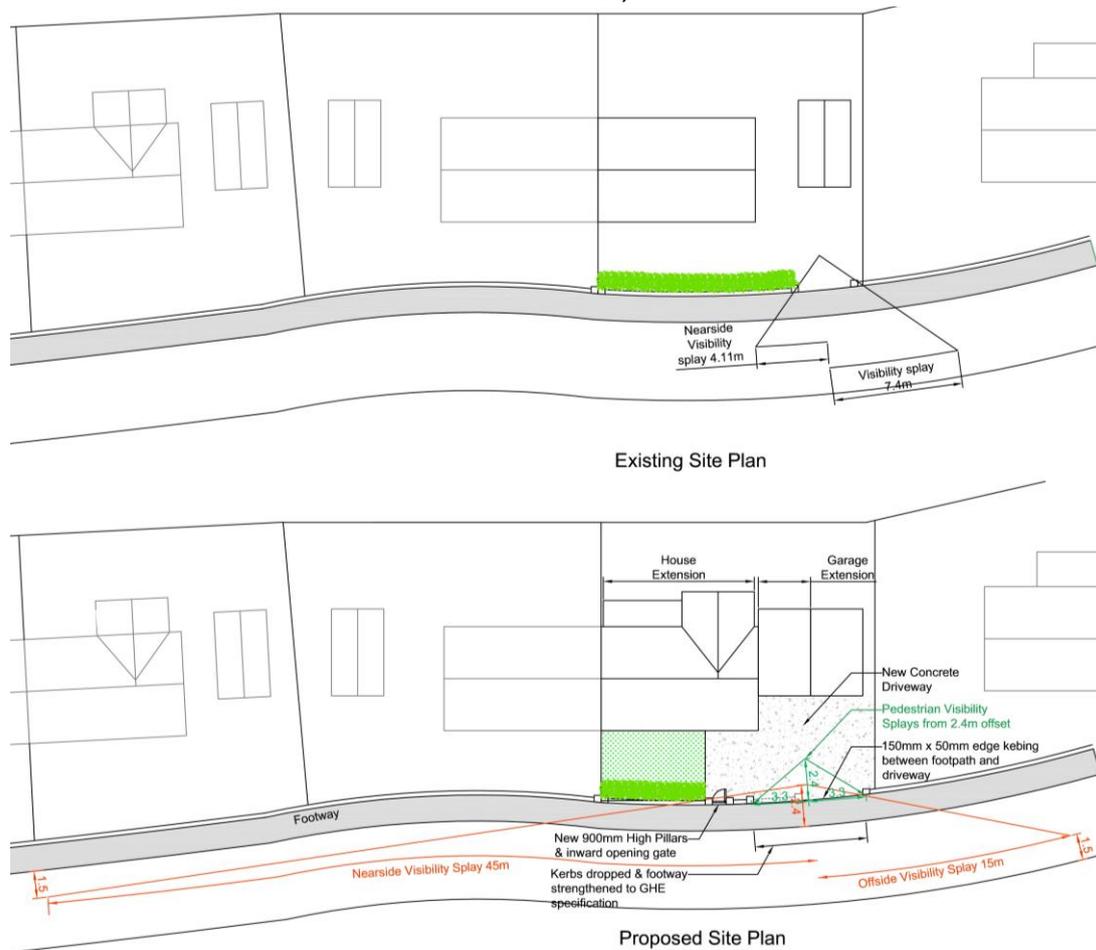


Figure 1 – Example of Drawing showing Requirements for a Single Householder Alteration

3.2 Minimum Requirements for a Single Residential Access

The Applicant should ensure a new or altered access meets these conditions:

- Is at least 3m wide;
- Has vehicular visibility complying to measurements as set out in **Section 5**;
- Its first 2m from the edge of the highway (footpath or carriageway) are surfaced using a hard-bound material, such as concrete or asphalt (**not** loose gravel or hoggin);
- No surface water from the access will drain out onto the highway (footpath or carriageway) in accordance with the Drainage (Jersey) Law 2005;
- Its access gradient (rising or falling) across the first 5m from the edge of the highway is less than 1 in 20 (5%);
- Is over 20m from a road junction and meets the highway perpendicular (right angle) to it;
- Is not opposite another access, where possible;
- Has a kerb edging separating it from the highway. This will prevent damage to the highway and escape of any loose material; and
- Any new gates are set back at least 6m from the highway and do not open towards the highway.

3.3 Creating or Altering an Access Crossing a Footpath

The footpath is to be continuous across the whole entrance, hence the following, as shown in Figure 2, should be shown on a plan by the Applicant:

- A reinforced dropped kerb arrangement extending 1.5m either side of the access opening. (Utility companies will need to be consulted by the Applicant to ensure adequate cover to their apparatus once the footpath is lowered, see Appendix B for contact details);
- Reinstatement of the footpath using a light duty specification; and
- Raising of redundant sections of dropped kerbs to match the existing full height kerbs, and reinstatement of the footpath to match the existing level and surface.

3.4 On Site Turning Requirements for Single Residential Dwellings

When creating a new access or altering an existing one, adequate space for parking and manoeuvrability should be shown on a plan. There should be adequate room to turn a medium sized car to allow vehicles to enter and exit in a forward gear, *unless*:

- Visibility of traffic on the road meets the standards outlined in Section 5.0; **and**
- The 85th percentile speed on the main road is under 35mph; **and**
- Combined traffic flow on the road is under 400 vehicles per hour. See Appendix A illustrating roads where combined traffic flow is *over* 400 vehicles per hour.

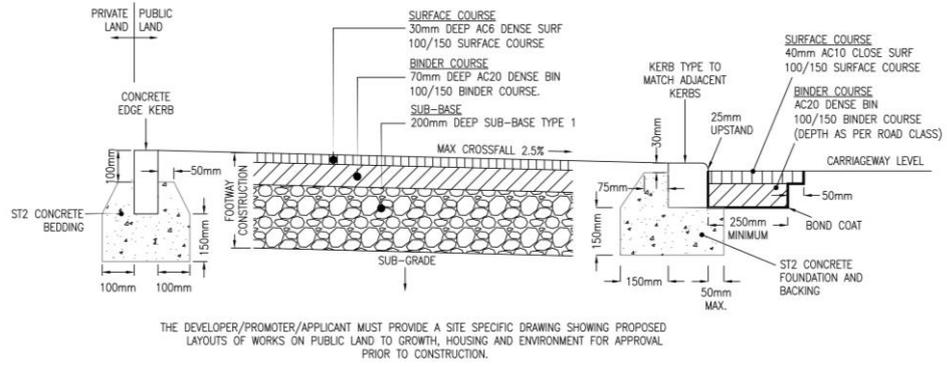


Figure 2 – Light Duty Footway Specification



4.0 New and Altered Accesses for any Development (Except Single Residential Units)

This section relates to any new or altered access for any site, apart from a single residential dwelling which is outlined in Section 3.

4.1 Pre-commencement

Any work on or adjacent to the highway, including drainage, requires technical approvals. A Road Safety Audit maybe required, subject to any danger being identified to people using or entering a road bordering the development. A Road Safety Audit is the Department's preferred approach for identifying any safety issues associated with a development. Any costs arising from these requirements will have to be borne by the Applicant under a suitable agreement with Growth, Housing and Environment – Transport.

It should be noted that approval of materials and construction details by Growth, Housing and Environment – Transport is subject to the provision of adequate detailed plans by the Applicant.

Utility companies should be consulted prior to commencement of any excavation on the public highway.

4.2 Road Widths

Roads and driveways are required to be a minimum width depending on the development:

Number of Residential dwellings	Minimum Access width (m)
1 to 4	3.1m*
5 to 12	4.8m
Over 13	5.0m
Commercial Developments	Consult with Officers pre-application

Table 1: Minimum Access Widths

* If the road is over 50m to the furthest dwelling, it should be at least 3.7m wide with intervisible passing places of 5.2m width every 50m. The first passing space should be provided at the access point onto the highway.

4.3 Turning Requirements

Developments should have sufficient turning area to enable the largest vehicles (e.g. refuse vehicle, fire engine) to enter, then exit the site in a forward gear perpendicular to the highway. Areas provided for turning are **in addition** to those provided for parking.

Number of Residential dwellings	Turning Requirements
1 to 4	Private Vehicle (medium sized car)

5 to 12	Private Vehicles *
Over 13	Commercial Vehicles e.g. refuse lorry
Over 20 / Commercial Developments	Consult with Officers pre-application

Table 2: On-site Turning Requirements

*Where the distance from the highway to the furthest dwelling is over 50m, a refuse vehicle and fire engines should be able to turn on site.

For larger residential and all commercial developments, tracking modelling using industry standard software (e.g. AutoTURN) should be provided.

Standard turning layouts for private vehicles below will be acceptable. For any others, evidence will be required to show that a medium sized car can turn, and where applicable, a refuse vehicle.

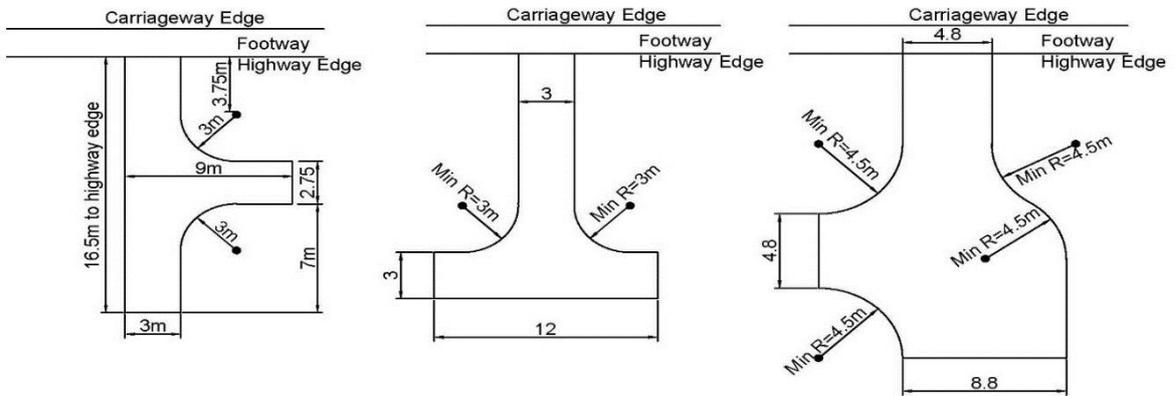
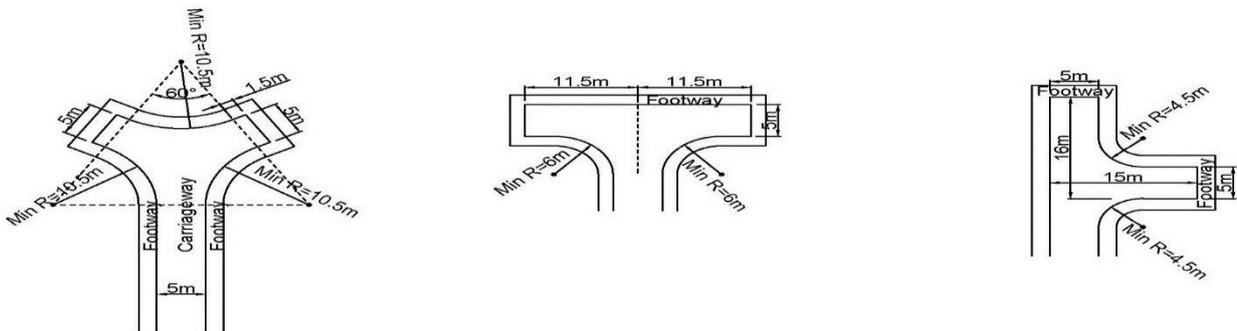


Figure 3 - Turning areas for private vehicles

Standard turning layouts for commercial vehicles below will be acceptable. For any others, evidence will be required to show that a refuse vehicle can turn within the site.

Figure 4 - Turning areas for commercial vehicles



4.4 Turning radii

Accesses should accommodate a 4m turning radius for vehicles turning from and onto the highway so vehicles do not enter the opposite side of the carriageway (see figure 5 below).

4.5 Footpaths

Roadside footpaths (footways) should continue across the entrance (see figure 5).

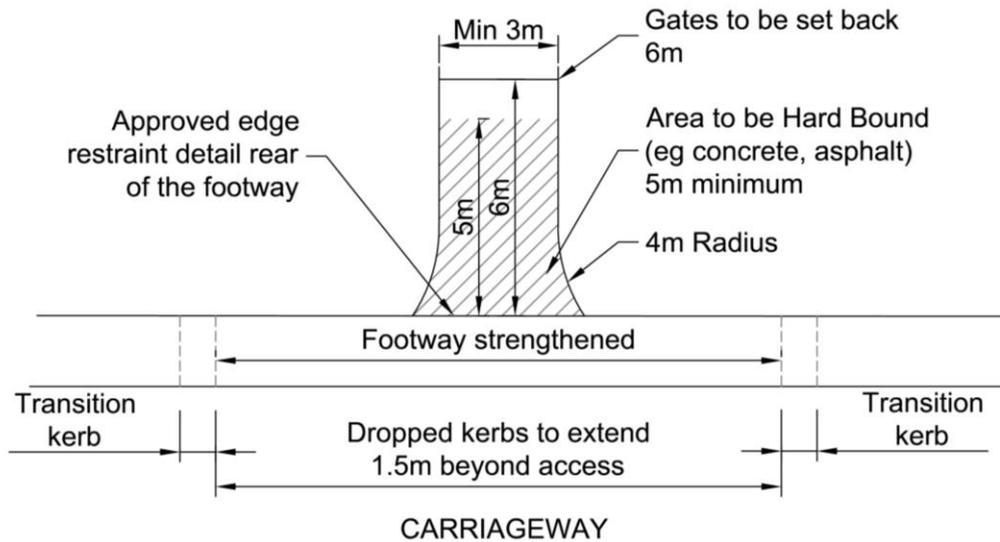


Figure 5 - Continuous Footway across an Access

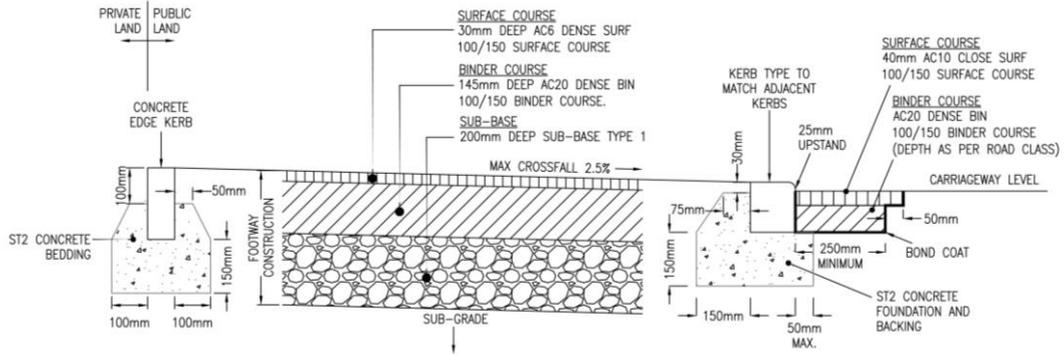
4.6 Access Construction

Where a new or altered vehicular access passes over a footpath, it should be created using a reinforced dropped kerb arrangement and reinstated to the specification as shown in the table below. Before commencing any work on a public highway (or any other area that may contain utility infrastructure, mains or services), the Applicant should seek approval from the relevant Highway Authority and liaise with the relevant Utility Company (See Appendix B).

Number of dwellings	Footway Crossing Specification
1 to 4	Light duty (Figure 2)
5 to 12	Light duty*
Over 13	Medium duty (Figure 6)
Over 20 / Commercial Developments	Consult with Officers

Table 3: Footway Crossing Specifications

*If the distance between the highway and the furthest dwelling is over 50m, the footway crossing detail should be medium duty to accommodate service vehicles.



THE DEVELOPER/PROMOTER/APPLICANT MUST PROVIDE A SITE SPECIFIC DRAWING SHOWING PROPOSED LAYOUTS OF WORKS ON PUBLIC LAND TO GROWTH, HOUSING AND ENVIRONMENT FOR APPROVAL PRIOR TO CONSTRUCTION.

Figure 6 – Medium Duty Footway Construction

4.7 Removal of existing access adjacent to a footway

Redundant sections of dropped kerbs should be raised to match the existing kerb line and the footway should be reinstated to match the existing level and surface.

4.8 Material finish to access

Any new or altered access should be surfaced in a hard bound material, such as concrete or asphalt (not loose stone, gravel or hoggin), within 5m of the highway.

4.9 Drainage

Surface water run-off from the site should be collected and discharged to the surface water drainage system serving that site rather than be discharged onto the highway in accordance with the Drainage (Jersey) Law 2005. Surface cross footway drainage channels are not permitted.

4.10 Gradient

The access road gradient (rising or falling) in the first 5m of an access from the edge of the highway boundary should be under 1 in 20 (5%) in the interests of safety and inclusivity mobility guidance. Care should be taken when designing falls at the back of the footway to avoid the risk of vehicular grounding.

4.11 Position and Alignment

Access roads should be at least 20m away from other road junctions, meeting the highway at right angles, and wherever possible should not be opposite any other access to avoid creating a cross roads, which increases risk of accidents.

5.0 Visibility

5.1 Background

Visibility is an essential feature of every access and Growth, Housing and Environment - Transport require a detailed plan using an appropriate base map (available from Customer and Local services) that is drawn to scale and shows the whole length of the Visibility Splay Area that is available, including dimensions, as shown in Figure 1.

5.2 What is a Visibility Splay Area?



Figure 7 – Visibility Splay Areas

As a vehicle is about to leave a site, the driver will first look left, then right, up and down the highway. Their view will be over a verge, footpath, wall or over neighbouring land, assuming there is no obstruction in the way such as a hedge or building.

A clear view is vital to judge whether it is all clear and safe to go and the view is known as the “Visibility Splay Area”, shown in Figure 7 above. The driver’s position is behind the bonnet and, on average, is 2.4m back from the road edge where the driver should stop to avoid going into the road.

Visibility Splays Areas work the other way too, enabling drivers, walkers, and cyclists already on the highway to see people and vehicles about to leave site accesses.

How far a driver exiting the access needs to travel to see in each direction depends on the speed of the approaching traffic, determined by the actual speed limit.

- The longer the length of the Visibility Splay Area, the more time another road user has to see you and for you to see them and to react to any potential hazard.
- The faster the speed of passing traffic, the more distance is needed to see them.

5.3 How to Measure the Visibility Splay Area Distance

There are two key measurements as shown in Figure 8 and Figure 9 below:

I. The X measurement:

This is taken from the edge of the carriageway back to the driver's eye line at a height of **900mm** above ground level and set back 2.4m to align with a typical driver's eye line when sat in their vehicle and stopped at the edge of the highway. A clear view will prevent vehicles edging out into the highway to see, which could cause collisions.

For a single dwelling access only, the X dimension may be reduced to 2.0m.



A clear Visibility Splay Area allows people leaving the access to SEE and be SEEN.

Figure 8 – Measuring Visibility Splay Area to the Nearside

II. The Y measurement:

This is taken from the centre of the usual exit position of a vehicle leaving the access, at driver's eye level, towards the centre of an approaching vehicle on the highway, taken as 1.5m from the carriageway edge.

The Y measurement is primarily governed by the speed of the approaching traffic; the faster the speed, the longer the distance required to see and be seen.

5.4 Measuring the Length (Y) of the Visibility Splay Area

The Y measurement is calculated using the 85th percentile speed on the highway. This is the speed at which 85 out of every 100 vehicles are travelling at or below. As shown in Table 4 below, at 35 miles per hour, drivers emerging from any new access should see for 50m up and down the highway.

Speed Limit(mph)	20	30	35	40
Y (m)	25	43	50	74

Table 4 - Measurement "Y" Values

Where Table 4 values cannot be achieved, an Applicant may wish to commission a week's survey of passing traffic from the Highways Section of Growth, Housing and Environment to determine the actual 85% percentile speed on the highway, rather than the legal speed limit, given speed of traffic can often, but not always, be lower.

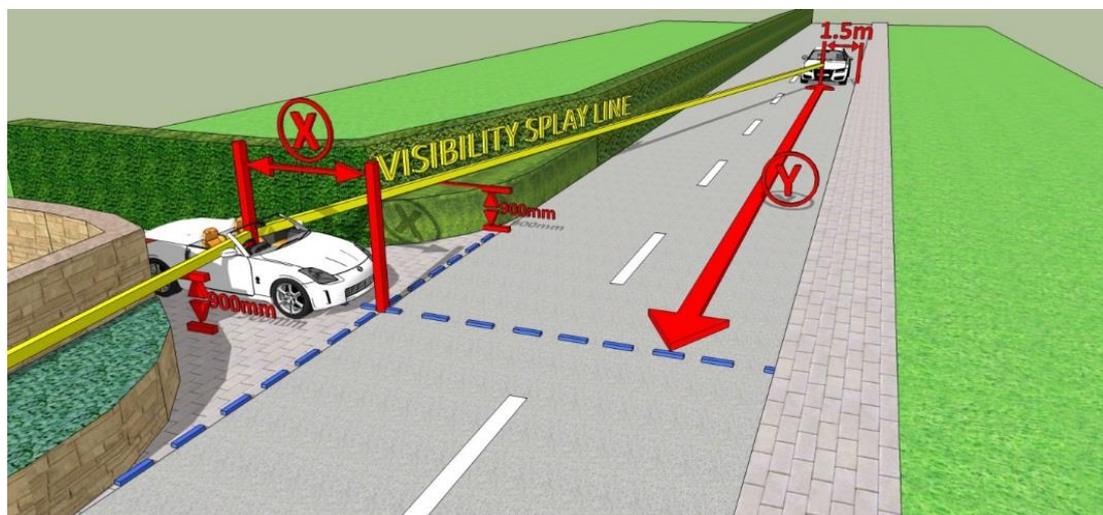


Figure 9 – Measuring Visibility Splay Area to the Offside

The survey provides an accurate representation over a full week, day and night, so should provide a high confidence that it is appropriate for the location.

The speed survey data can be used in conjunction with the formula given in Appendix C to determine an appropriate 'Y Value', specific to the site.

On a road administered by Growth, Housing and Environment, the minimum Y measurement is 25m, regardless of the 85th percentile speed.

5.5 The Vertical Alignment

There should be a clear view across the whole Visibility Splay Area 900mm above ground level (Figures 8 and 9), to align with the eye line of a driver seated in their car. This clear view should be maintained in perpetuity for reasons of highway safety, requiring regular maintenance of any landscaping, for example. This requirement is often secured by a legally binding Planning Condition attached to any Permit of Approval for an application.

5.6 Land Ownership and Visibility Splay Areas

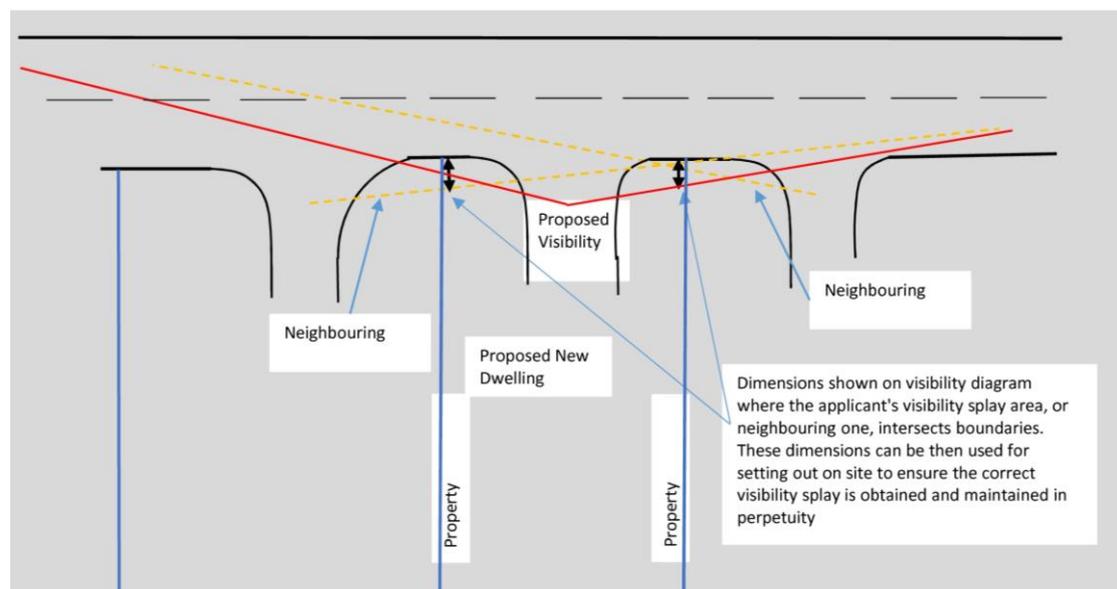
As part of a Planning Application, on the required "Location Plan", the blue line denotes the extent of land under the ownership of the Applicant. This will demonstrate that the Applicant has, and can maintain, control over all Visibility Splay Areas.

In cases where a Visibility Splay Area passes over land belonging to a Third Party, such as a neighbouring dwelling or field, to demonstrate such control, the Third Party, as owner, may need to be a signatory on the Planning Application. This requirement is

often secured by a legally binding Planning Condition attached to any Permit of Approval for an application.

In order to set out the visibility splays correctly and to protect neighbouring visibility splays, the dimensions shown below should be shown and dimensioned on the planning drawing. This will allow accurate setting out of the visibility splays during the construction phase and easier maintenance of the splays thereafter.

Figure 10 – Setting out visibility splays



5.7 Roadside Mirrors

Road side mirrors will not be accepted as a substitute for a compliant Visibility Splay Area from any access.

5.8 Visibility of Pedestrians and Cyclists on the Footpath

Where a footpath is adjacent to the access, pedestrian Visibility Splay Areas should be provided, as shown in Figure 11. Clear visibility 600mm above the ground level is required for 3.3m in either direction from the centre point of the typical exit position of a vehicle.

If the footpath is open to cyclists, visibility both ways of 18m is required.

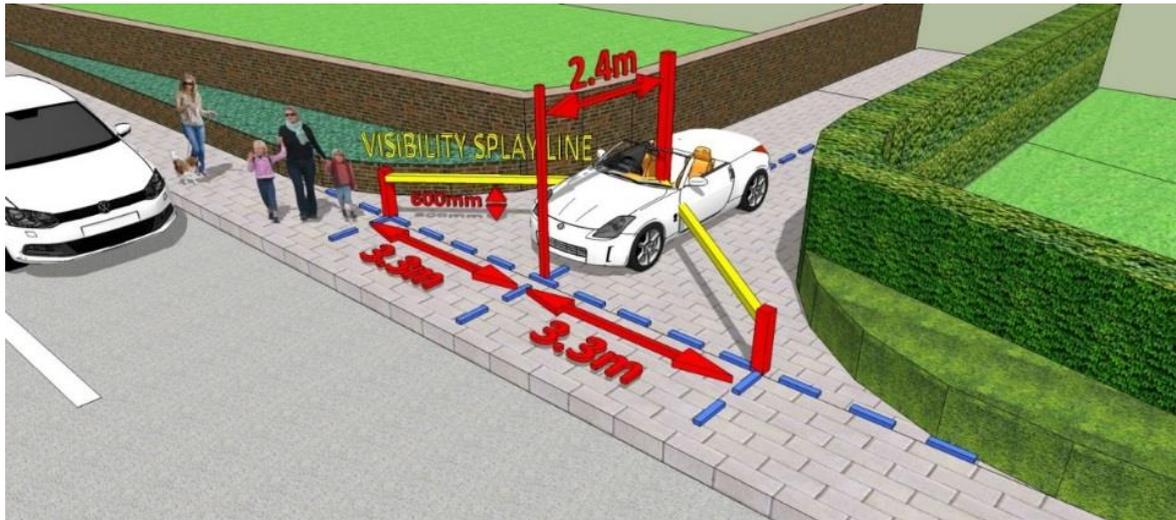


Figure 11 – Pedestrian Visibility Splay Area

5.9 Accesses Near Junctions

Where an existing access is within 20m of a junction, the Applicant shall ensure that there is unrestricted visibility from their access at a point 2.4m back from the edge of the highway towards vehicles that could be waiting and turning off the major road and into the minor road. The Visibility Splay Area should pass through a point 1.25m from the centre of these two roads as shown in Figure 12 below.

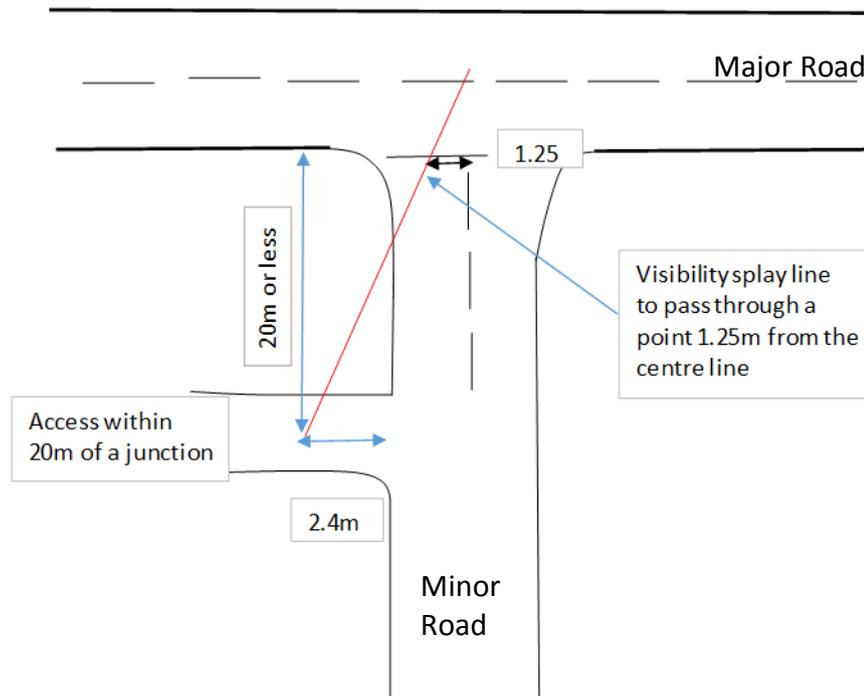


Figure 12 – Visibility from an Access within 20m of a Junction

5.10 Accesses onto a Curved Section of Highway

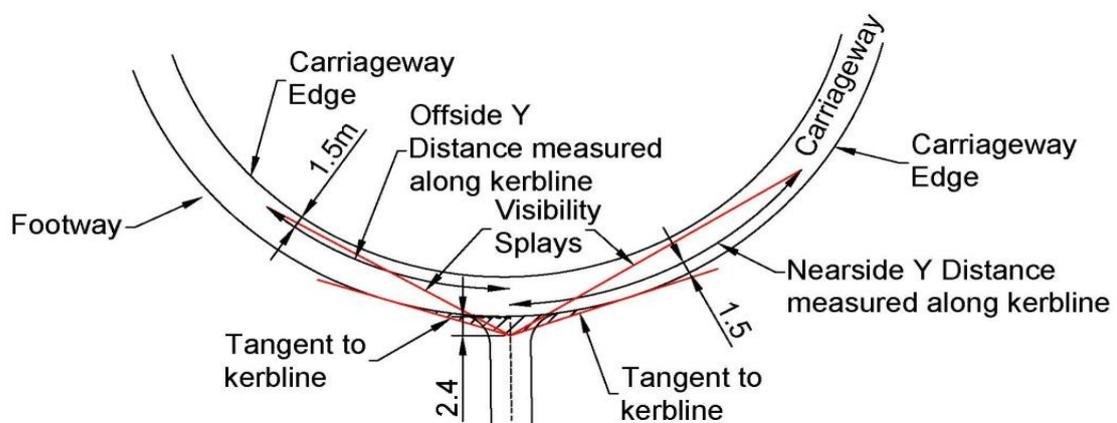


Figure 13 – Measurement of Access on the Outside of a Curving Highway

When the carriageway is curved and the access joins on the outside of the bend, any approaching vehicles on the highway should be visible over the whole Y measurement. Therefore it is necessary to draw an additional sight line(s) that meets the kerb line at a tangent as shown above in Figure 13. Figure 14 shows the measurement required for an access merging on the inside of the curve, and Figure 15 a combination of both

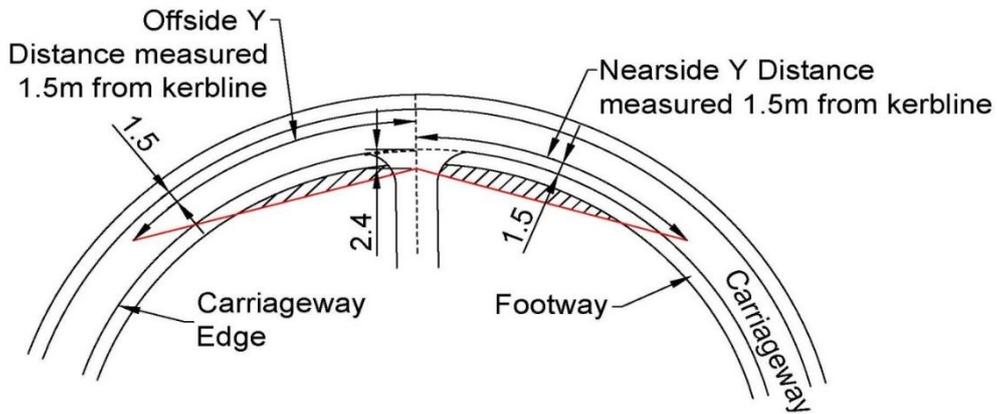


Figure 14 – Measurement of an Access on the Inside of a Curving Highway

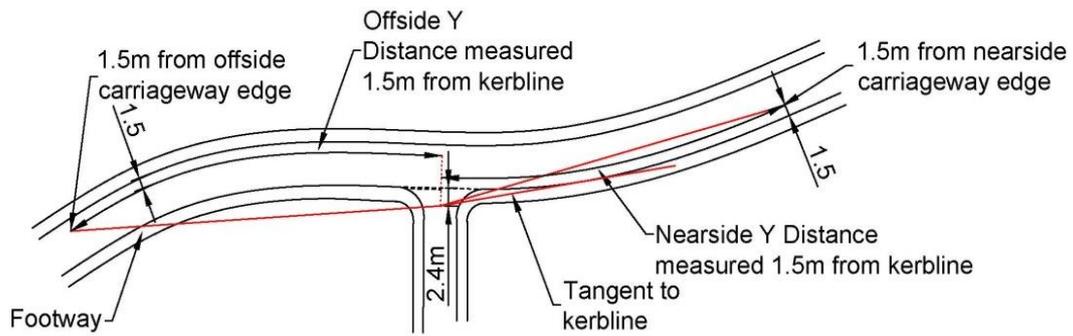


Figure 15– Measurement of Access on the Inside and Outside of a Curving Highway

6.0 Encouraging Walking, Cycling and Public Transport

6.1 Background

To support the Government's Sustainable Transport Policy and Policy SP6 of the Island Plan, any proposal should be designed to encourage walking, cycling and the use of buses in accordance with Island Plan Policy, and to reduce use of private motorised vehicles, especially ones powered by petrol or diesel.

The Applicant should refer to the latest Supplementary Planning Guidance (SPG) documents on Gov.je, in particular the Planning Obligation Agreements Supplementary Planning Guidance.

6.2 Walking

New developments will be required to either provide a new roadside footpath or at least to widen it where necessary. Standard width for a footpath is 1.8m in urban areas, and 1.5m in rural areas, but they may need to be wider depending on use (Policy TT2 - Island Plan, 2011). A new footpath should be constructed to specifications shown in Figure 16 below following the approval process set out in Section 8.

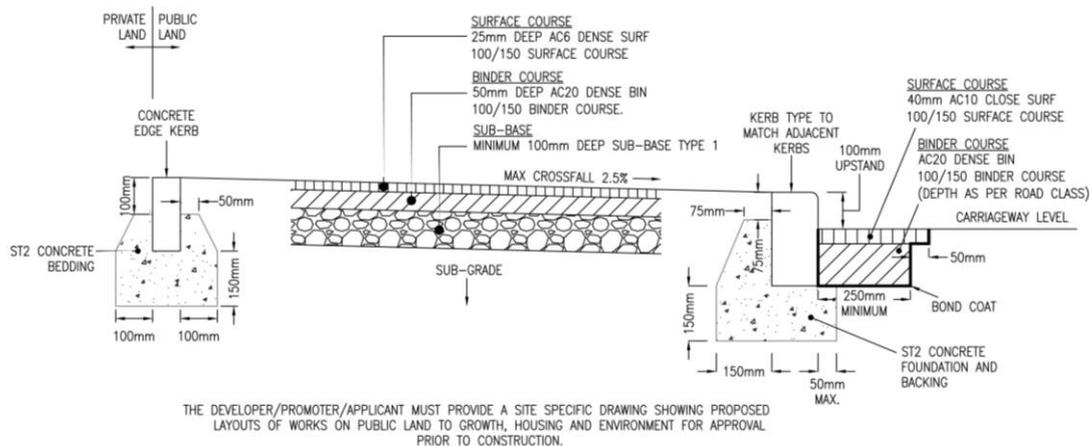


Figure 16 – Footway Specification

Where a footpath is damaged, an Applicant will be expected to reconstruct the whole footpath to a safe and level finish, following specifications of Growth, Housing and Environment (see 3.5 and 3.6).

6.3 Cycling

New developments may be required to provide cycle paths on-site as well as connections off-site to an appropriate and safe location for cyclists, (Policy TT3 - Island Plan, 2011). Where a cycle path emerges from the site, appropriate Visibility Splay Areas will be required, as stated in Section 5.8.

A cycle path specification should be agreed in writing by the Highways Section of Growth, Housing and Environment before construction. The appropriate width will vary depending on a range of factors such as the anticipated cycling demand and character of the area.



6.4 Cycle Parking

Cycle parking should be integral to any development, including for visitors (Policy TT4, Island Plan, 2011). Parking at a rate of 1 per bedroom for residential developments and 1 per 150m² for non-residential developments would normally be expected.

Long stay cycle parking should be secure, covered and conveniently located for users to get to and from the road. Short stay visitor parking should be conveniently located near to key entrances.

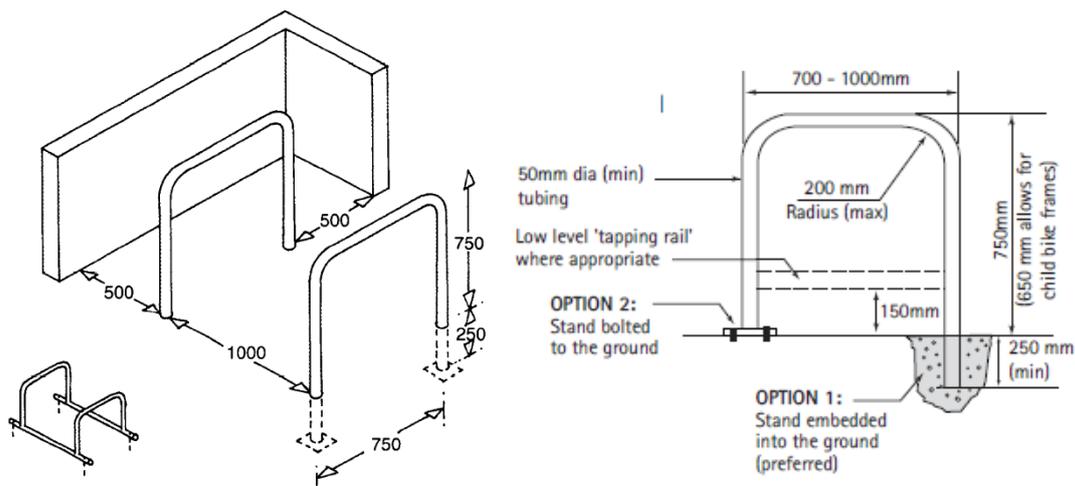


Figure 17 – Cycle Parking Stand Specification

Front loading “toast rack” type systems are not recommended. Hoops are accepted as good practice, spaced apart by 1m, as shown above in Figure 17. Where high level storage is proposed, it should only be used to augment ground level parking.



6.5 Public Transport

There will be an expectation for the Applicant to accommodate any requirements for bus stop or shelter provision on a development's public frontage, including as appropriate within the site boundary. Requirements can be established by contacting Growth, Housing and Environment – Transport during the pre-application stage.



Where a shelter is to be provided by the Applicant on their land, that shelter will be maintained, to a specification set by Growth, Housing and Environment – Transport, by the Applicant unless agreed in advance with Growth, Housing and Environment - Transport.

A standard shelter is 3.1m long by 1.3m wide, and requires 0.5m extra room for installation and maintenance. More bespoke shelters, such as those pictured above, more in keeping with the development, may be appropriate.



Developments over 10 residential units or 500m² commercial space may also need to provide access to the nearest bus stop, (Policy TT8 – Island Plan, 2011, and Planning Obligations Agreement SPG, July 2017).

6.6 Impact of a Proposal on an Existing Bus Stop

If an Applicant requires an existing bus stop to be moved, evidence should be provided to Growth, Housing and Environment – Transport to demonstrate that:

1. The bus stop facility cannot be accommodated within the proposed development; and
2. A viable alternative location exists within 200m that is acceptable to residents and passengers; and
3. The alternative location does not compromise highway safety of all road users.

There is a presumption against relocating bus stops unless a demonstrable benefit for existing passengers and an operating benefit for the bus service is proven.

In the event that a bus stop is to be relocated, the Applicant should arrange for the following to occur:

- Consultation with local residents within at least 250m radius of the existing stop; and
- A Road Safety Audit by an approved Auditor of the alternative bus stop location.

Pre-application advice should be taken from Growth, Housing and Environment – Transport.



7.0 Miscellaneous

7.1 Gates, Barriers, and Windows Adjacent to the Highway (Encroachment)

Windows, doors and gates should open inwards and not towards the highway (footpaths and roads).

Any gate or barrier to a development should be set back at least 6m from the edge of the highway, which includes the footway, to avoid vehicles entering and leaving the access causing an obstruction as they are opened or closed.

7.2 Road Safety

Any proposal should be designed to reinforce pedestrian priority, cycle safety and low vehicular speeds, including internal site layouts, (Policy TT5, 2011 Island Plan).

7.3 Visual Impact

The impact of a proposal on the visual amenity of an area is a consideration for Growth, Housing and Environment - Planning. In particular, Policy BE 8 – Frontage Parking states:

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.



7.4 Loss of On -Street Parking

A proposal should not reduce the overall parking provision in an area. Therefore it could be acceptable to lose one on-street space for the creation of one private space, subject to all the criteria above having been met, but not be acceptable to lose two on-street parking spaces for one private space.

The Applicant should note the Visibility Splay Area may include existing on-street parking that would have to be removed when creating or altering an access.

There is a presumption against losing any on-street parking throughout Jersey unless road space is being reprioritised for sustainable transport.

7.5 Planning Applications for Signage and Advertisements

Signage overhanging a footway

Under the Highways (Jersey) Law 1956 any sign that overhangs a public footway must have a minimum clearance of 2.2m to the underside of the sign, it must also be a minimum of 450mm from the edge of the carriageway and can only project a maximum of 1.25m from the building. (Figure.18)

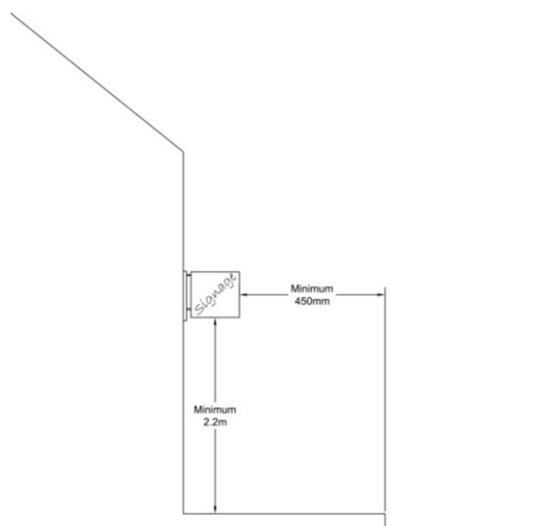


Figure.18

Planning approval does not give permission for a structure to encroach on the highway or footway. Any sign, structure, or object which overhangs a public footway or highway requires an encroachment permit from Growth, Housing and Environment - Highways Department under the Highways (Jersey) Law 1956. This permit is required irrespective of how long a structure has been in position and irrespective of how high it is.

Illuminated signage

This provides guidance on advertisements and control of the level of illumination of signs, in those cases where illuminated signs are considered to be acceptable. This is in order to:

- a) secure appropriate levels of illumination in any particular location compatible with the character of that location and its surroundings,
- b) ensure the safety of road users and prevent the obscuring of, or hindering the ready interpretation of, any road traffic sign,
- c) provide guidance for commercial operators and sign companies as to what is considered an acceptable level of luminance in particular areas, and
- d) secure consistency in decision making in the determination of applications for the display of illuminated signs.

The Form of Control

The Institution of Lighting Engineers *Technical Report No.5 "Brightness of Illuminated Advertisements" 1973* is the current best practice and provides the technical background.

The Island is divided into two zones for the purpose of the control of luminance of advertisements, based on two of the zone types identified in that report.

Zone 1 covers built-up areas, and other areas where adequate street lighting is provided.

Zone 2 covers green zone and coastal national park areas and areas where there is no street lighting or where street lighting is negligible.

Approximate levels of luminance based on the sign size are set out in Table 5. The method of calculating sign size for different types of sign is set out in the section following Table 5.

Table 5: Levels of Maximum Luminance

Illuminated Area (m²)	Zone 1 (cd/m²)**	Zone 2 (cd/m²)**	** Candelas per square metre is a recognised measure of brightness. It measures the amount of light emitted in a given direction for a given unit area of the sign surface.
Up to 0.5	2,000	1,000	
0.5 – 2.0	1,600	800	
2.0 – 5.0	1,200	600	
5.0 – 10.0	1,000	600	
Over 10.0	800	400	

A Planning Condition may well be imposed on any Permit issued for the display of an illuminated advertisement requiring that the level of illumination of that sign adhere to the appropriate level set out in the table.

Calculation of Illuminated Area by Sign Type

Where the illuminated advertisement is comprised of an illuminated background upon which a legend, words or symbols have been superimposed, the illuminated area shall be defined as the overall area of the panel.

Where the illuminated advertisement consists of fret cut or individual letters, the illuminated area shall be defined as the overall area occupied by the legend, words or symbols.

In the case of double sided illuminated advertisements each side will be treated independently. The illuminated area will relate to one side only.

In the case of those illuminated advertisements containing dish panels or those with two panels at an angle to each other, the illuminated area will be defined as the area capable of being viewed at one time at any angle not exceeding 40 degrees to the normal.

8.0 Policy for Adoption and Maintenance

8.1 Adoption

Roads, footways, cycle routes and accesses within developments will **NOT** be adopted by the Highway Authority for maintenance. However, any new footway, cycleway and bus facility 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, unless previously agreed.

8.2 Approval of Work

Under the Road Works and Events (Jersey) Law 2016, were the Applicant to be granted a Planning Permit, any physical works affecting the highway would need to follow the process outlined below pre-commencement. For clarity, this applies to any works (known as the "Work") without exception on, under, or in a carriageway / road, footpath, or cycle path (known as the "Highway"):

- I. The written approval of Growth, Housing and Environment – Transport (tdm@gov.je / 445509) is required for any Work, including reinstatement of the highway, edge kerbing, visibility splays, drainage, surface finishes within 2m of the Highway, etc.;
- II. For approval, technical drawings with detail design of all Work should be provided at least four weeks in advance of actual planned delivery for small schemes. For larger projects, advanced consultation should already be under way before any Permit is granted. Plans, elevations, and cross sections drawn to scale, annotated with the structural build up, kerb upstands, and exact levels are required; and
- III. Depending on complexity, a Road Safety Audit may be required.

8.3 Implementing Works Affecting the Highway

For information, if Works by the Applicant necessitate entering the Highway, or if traffic management is required in undertaking this work, a Trafficworx Permit from Growth, Housing and Environment - Streetworks (Tel: 448256 / 448231 / roadworks@gov.je) will be required. It should be noted that this in itself is not permission to start the actual Work on the Highway.

A Non-Statutory Undertaker's Licence from Growth Housing and Environment - Highways and Infrastructure is required to undertake Work on the Highway (DFIHighwaysandInfrastructureMaintenance@gov.je / 448366). At least 28 working days formal notice should be given prior to the need to undertake any Work.

Growth, Housing and Environment - Highways and Infrastructure will carry out, if required, formal inspection before, during and after Work, and the Applicant will need to secure written approval at each stage before progressing their Work.

Works on the Highway must be undertaken by competent, qualified contractors approved by the Minister for Infrastructure to maintain a safe consistency of workmanship.

It should be noted that any costs Growth, Housing and Environment incur in this process are to be borne by the Applicant.

9.0 Information Required with a Planning Application

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 using recognised industry standard auto-tracking software
- Longitudinal and cross sections at pedestrian and vehicular thresholds
- Position of street furniture, e.g. signs, lighting columns, benches, trees, etc.
- Cycle parking proposals
- Electric vehicle charging proposals
- Bus stop facilities

Applications without information necessary to assess compliance to standards cannot be supported.

10.0 Contacts

For further information or to discuss a development prior to making a planning application, please contact:

Growth, Housing and Environment – Operations and Transport,
Beresford House,
Bellozanne Road,
St Helier,
Jersey
JE4 8UY
Tel (01534) 445509
Email: tdm@gov.je

For information on Traffic Signals, contact 445509

For information on public main drains contact 445509

Appendix B:

Utility Company Contact Details:

<p>Jersey Electricity Company 505460</p> 	<p>Jersey Gas 755555</p> 	<p>Jersey Telecoms 882882</p> 
<p>Jersey Water 707300</p> 	<p>Newtel 506400</p> 	<p>Sure 0808 101 5247</p> 

Appendix C:

How to calculate the Y visibility distance

The Y measurement for visibility along a road from an access can be calculated by using the formula below after a speed survey has been undertaken and rounding **up to the next whole number**:

$$Y=vt + (v^2/2d) +2.4m$$

Where:

v	=	85%ile speed (m/s)
t	=	driver perception – reaction time (seconds) taken as 1.5sec
d	=	deceleration (m/s ³) taken as 0.45g (4.4145m/s ³)
2.4m	=	adjustment for bonnet length

When surveys have been commissioned from Growth, Housing and Environment, the 85th percentile speed is calculated for each day automatically. The highest reading across the week should be used.

