

### Section 3 - Sources of information:

This guidance note is intended to draw to your attention the issues of highway safety and parking standards for individual properties. It does not contain a full explanation of Government guidance: for more detail you (or your agent) should read PPGs 3 and 13.

**Copies of PPG 3 and 13 are available for you to consult in the Regeneration & Housing Services Reception area, Newton Bar (Lower Building, Former Development Department) : please ask Reception staff.**

To check whether your access road is Classified, contact the Council's Highways Registry: Barbara Helliwell / Andrea Richardson on 01924 306077.

Advice on specific proposals is available from the Council's Highways (Development Control) Officers: contact Team Leader Simon Bennett on 01924 306080.



## Forming a New Access onto an Estate Road

### Who needs to read this Guidance?

Anyone who is making an application for planning permission for a domestic vehicle access from a new or existing property onto an estate or residential road.

### What does this Guidance contain?

Advice on how the issues of highway safety and parking standards will be considered as part of your application.

### Why is highway safety important in these planning applications?

There are several reasons, including:

- Inadequate driveways can lead to cars reversing out onto the road without sufficient visibility: this can lead to accidents.
- Without proper visibility, the use of the driveway can be dangerous to pedestrians walking past the drive.
- Problems can be caused with neighbouring properties where driveways are too narrow.
- Inadequate driveways can lead to awkward and dangerous manoeuvres which could result in accidents.

### Section 1 - Guidance:

#### Planning Policy Guidance Note No. 3: Housing.

This guidance was issued in March 2000 and has made significant differences to the way in which accesses and driveways are considered in planning applications. It makes it clear that:

*"Car parking standards that result on average in development with more than 1.5 off-street car parking spaces per dwelling are unlikely to reflect the Government's emphasis on securing sustainable residential environments. Policies which would result in higher levels of off-street parking, especially in urban areas, should not be adopted."*  
(Paragraph 62)

This is to encourage a greater uptake of alternative modes and increase overall densities.

This advice has been tempered by a recent ministerial statement which advocates a more flexible approach to parking for residential developments.

#### Planning Policy Guidance Note No. 13: Transport.

This supports the lower parking standards in PPG3 and emphasises the use of other choices/modes of transport, such as walking, cycling or using public transport.

To reflect the change in emphasis of parking standards the Council has prepared Supplementary Planning Guidance on maximum car parking standards. These are likely to be adopted in early 2004 and are available on request. The standards for housing vary depending upon accessibility.

## Section 2 - Information you will need to submit with your planning application:

An acceptable level of parking and layout of the drive is an **essential part** of any proposal for individual properties. The following advice relates to individual houses where:

- Access is proposed from a residential road.
- The speed limit of the road is 30mph or less.
- The road is not a Classified road.
- Public transport does not have a route down that road.

The principles of this guidance can also relate to shared surfaces, where dimensions will be measured from the kerbline to the shared surface.

If all the following criteria are met by your application, it should be acceptable to Highways Officers (note: there will be other issues to consider as part of your application and so this advice is 'without prejudice').

### Criteria 1: Drive layout.

Your drive should be set out so that it:

- Is 5.6m long and be hard surfaced, sealed and drained.
- (For extensions to the front of properties a 5.6m long drive should also be retained.)
- Is 3.2m wide for single drives and 6.0m wide for double drives.
- Has a gradient no steeper than 1:12.
- Is laid out at right angles (90 degrees) to the adjacent highway (see diagrams 3 & 4).
- Provides turning facilities for the drive whenever vehicles would have to reverse long distances or where reversing movements onto the public highway could create a traffic safety hazard (so that vehicles can be driven into *and* out of the site in a forward gear).
- Is *not* located in junction splays or radii and is at least 20m from a road junction.
- The drive should be drained so that surface water from the drive is not discharged onto the highway.

### Criteria 2: Visibility.

Where the drive joins the footway or a shared surface, 2m x 2m pedestrian / vehicle intervisibility splays shall be provided on both sides of the drive. Within these splays there shall be no obstruction to visibility greater than 600mm above the footway or shared surface level (see diagram 1 for access across a footway).

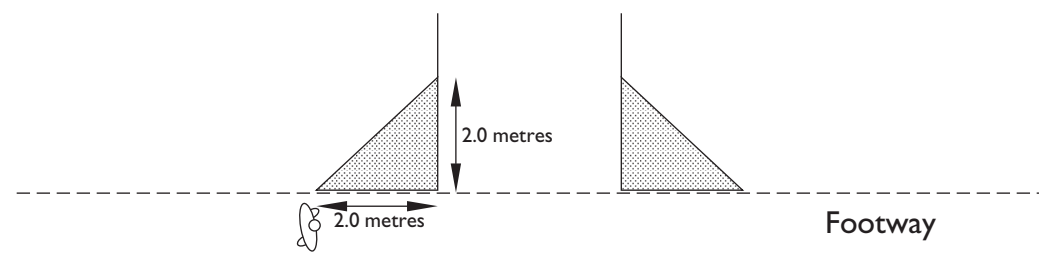


Diagram 1.

Adequate visibility should be available from the drive. A minimum "x" distance of 2 metres will be acceptable. The "y" distance will be dependent upon the speed of vehicles on the estate road from which the access is being taken. Within these splays there should be no obstruction to visibility greater than 1 metre above the adjacent carriageway channel level (see diagram 2 where footways are provided).

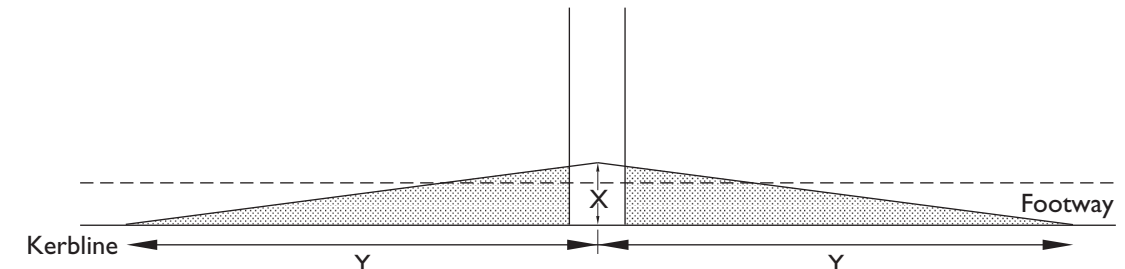


Diagram 2

Vehicle speed	y distance
30mph	70m
25mph	45m
20mph	33m
15mph	23m
10mph	14m

### Criteria 3: Location of Gates.

If gates are proposed, these should be hung so as **not** to open out over the highway and be able to open fully into the pedestrian / vehicle intervisibility splays. In such instances a drive length of 7.2 metres is recommended (see diagram 3.)

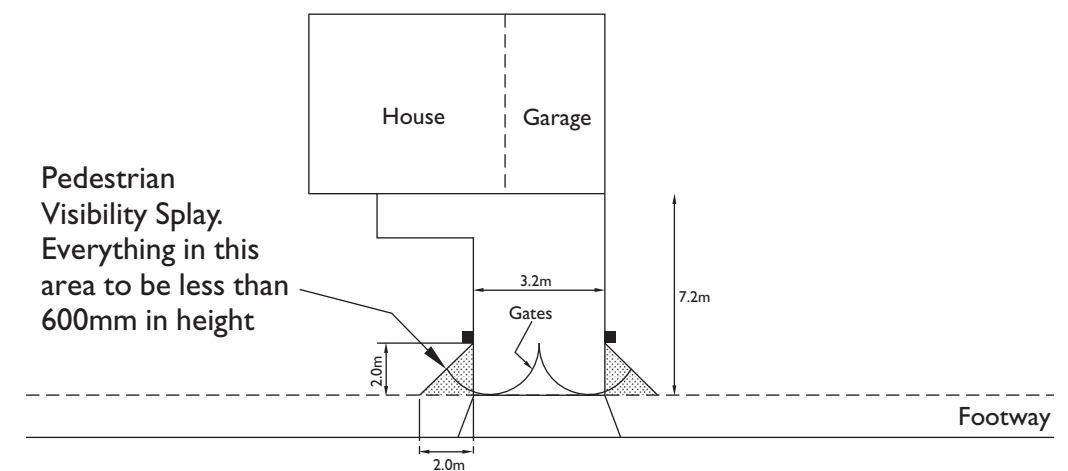


Diagram 3