

Highway Requirements in Connection with the Construction of a Private Access

These notes are designed to assist the developer in complying with the conditions attached to the relevant permission and in carrying out satisfactorily the following aspects of the development which affect the County Highway:-

- (a) Layout of access and vehicular turning space etc.
- (b) Construction of the access and discharge of surface water etc.

1. LAYOUT OF ACCESS

The access should be laid out in accordance with the plan approved by the Local Planning Authority and with such conditions as may be laid down in the Permission for Development.

2. GRADIENT OF ACCESS

In the case of private accesses to be used only by cars the gradient of the access within a minimum distance of 4.5m (15 feet) from the edge of the carriageway should not normally be steeper than 1 in 15.

In the case of all other accesses the gradient should not normally be steeper than 1 in 20 within a minimum distance of 7.5m (25 feet) from the carriageway edge.

3. DIMENSIONS OF PARKING SPACE

The minimum acceptable parking space required for clearance of the highway boundary is 4.8m in length and 2.4m in width – it is not acceptable for vehicles to be parked parallel to the road where there is insufficient depth of site. The length should be increased to 6m where access to a garage is required, or where there is an expectation of a need to accommodate longer vehicles.

4. VEHICULAR TURNING SPACE

A turning space for vehicles within the site so that vehicles may enter and leave the road in forward gear is always desirable from the point of view of road safety and should, where practicable, be provided even if this is not indicated in the application or made a condition of planning consent.

5. CONSTRUCTION OF ACCESS AND SURFACE WATER DRAINAGE

Where the access is entirely on private land, the Council does not lay down any specification nor exercise any supervision over the construction of the access nor is its future maintenance normally their responsibility. It is essential, however, that such an access is satisfactorily paved and drained to prevent mud, loose stones etc, being deposited on the highway.

When any works undertaken within the site leave the edge of the public highway unsupported the edge of the public highway must be protected. The required works must be agreed with the highway authority.

Where adjoining land to be developed is separated from the highway by a ditch the access crossing must be piped with pipes of adequate size and the work carried out by the Developers to the satisfaction of the highway authority.

The discharge of surface water from drives and paths onto the existing highway cannot be allowed and adequate measures to the satisfaction of the highway authority must be taken to deal with the surface water. If the site of the proposed development is above the level of the adjoining county highway the developer will have to make arrangements for the disposal of water from the site. The Council would not permit surface water to flow onto the highway; neither would they permit any connection to be made with a highway drain therefore some other means of disposing of surface water would have to be found.

6. SEPTIC TANKS OR CESSPOOLS

The discharge of effluent from septic tanks or cesspools into highway drains or ditches is not permitted.

7. IMPORTANT

THE CONSTRUCTION OF AN ACCESS ACROSS THE HIGHWAY VERGE OR FOOTWAY MUST BE CARRIED OUT UNDER THE PROVISIONS OF SECTION 184 OF THE HIGHWAYS ACT 1980.

When planning permission has been granted and the proposed development necessitates;

- (i) the construction of a vehicular crossing over a kerbed footway or a verge; or
- (ii) the improvement or alteration of an existing made up vehicle crossing

The Council as highway authority may serve a notice on the owner and the occupier of the land stating that they propose to carry out the necessary work at the owner's expense.

If the person carrying out the development offers to execute the works specified in the notice the Council may authorise him to execute the works in accordance with plans approved by them (typical details are given in Appendix 1) and the developer will be required to serve notices on statutory undertakers whose apparatus may be affected by the proposed works.

If the developer fails to execute the works to the satisfaction of the Council before the development is completed, the Council may execute the works, or alter the works already executed, and recover the expenses reasonably incurred.

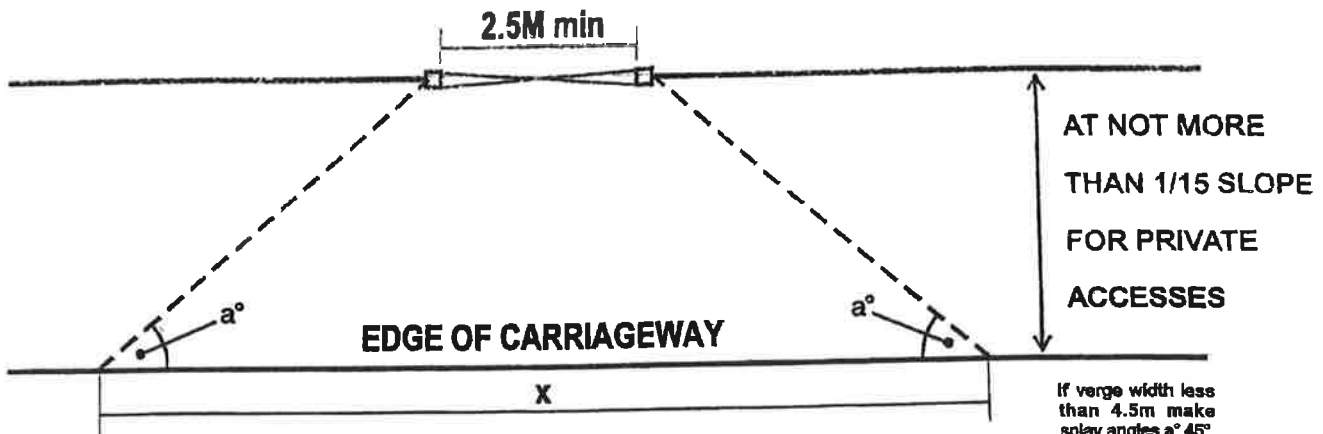
If the developer wishes to proceed with the development in accordance with the planning permission granted and a notice mentioned has not been served by the Council he should first contact the Vehicle Access Team, Enforcement, Environment Services, County Hall, Bythesea Road, Trowbridge, BA14 8JN as to the construction of the vehicular access across the highway verge or footway (Telephone Trowbridge 0300 456 0100 giving the reference number of the planning application).

The attention of the applicant is drawn to the necessity to construct any vehicular access or drive within his land to the footway or verge crossing to a suitable gradient and in such manner as to avoid damage to the footway or to vehicles using the crossing. As a guide the gradient of the drive should not be steeper than 1 in 15 within 5 metres of the footpath or verge.

APPENDIX 1

Typical Access Arrangements and Specifications

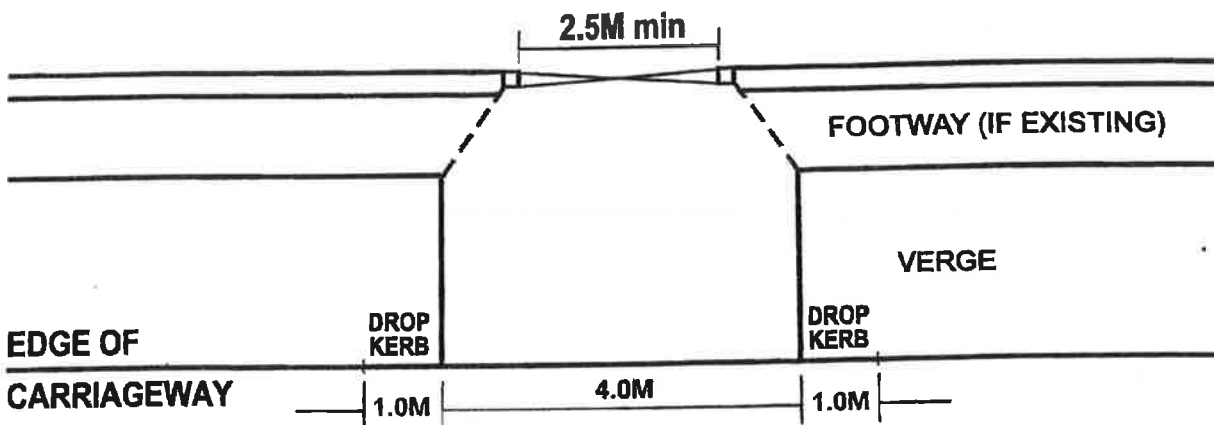
A. WITHOUT FOOTWAY (RURAL)



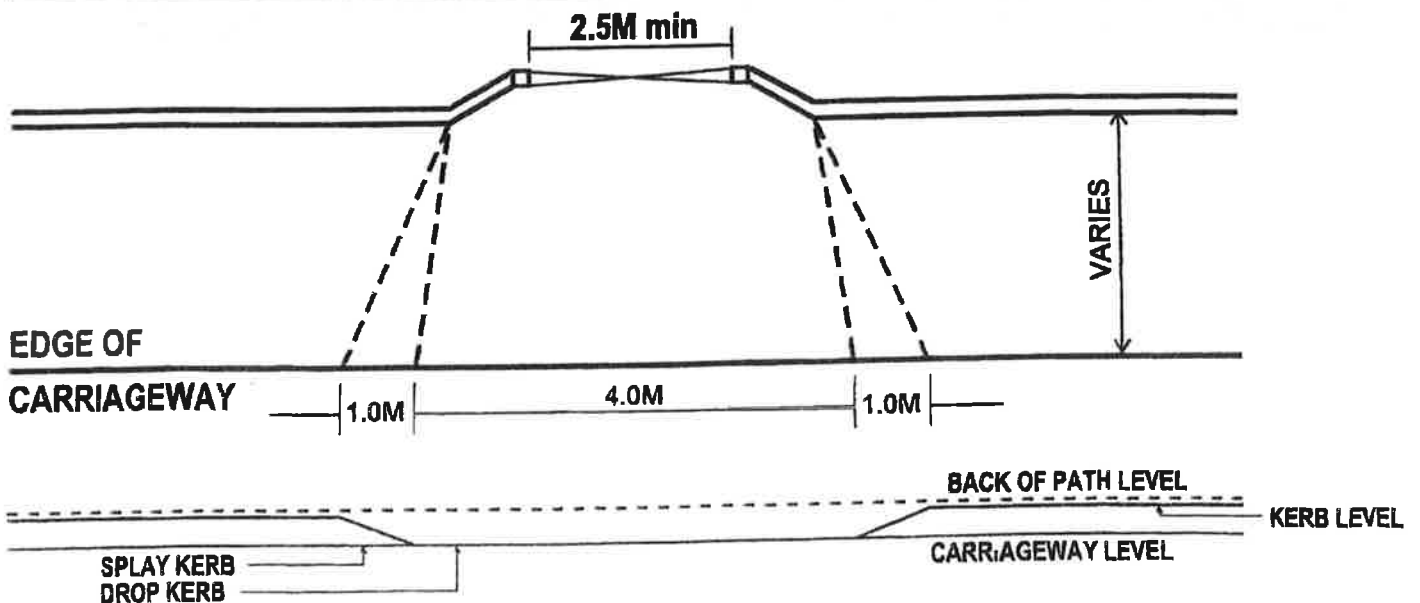
Note:- If access requires a ditch to be piped, pipe sizes to be as agreed with Highway Authority and surrounded with a minimum of 150mm Class E20 concrete. Headwalls are to be provided at least 1m from the nearest point of the access.

If verge width less than 4.5m make splay angles a° 45°. If verge width more than 4.5m make x 12.5m.

B. WITHOUT FOOTWAY (URBAN) OR WITH BOTH FOOTWAY AND VERGE



C. WITH FOOTWAY

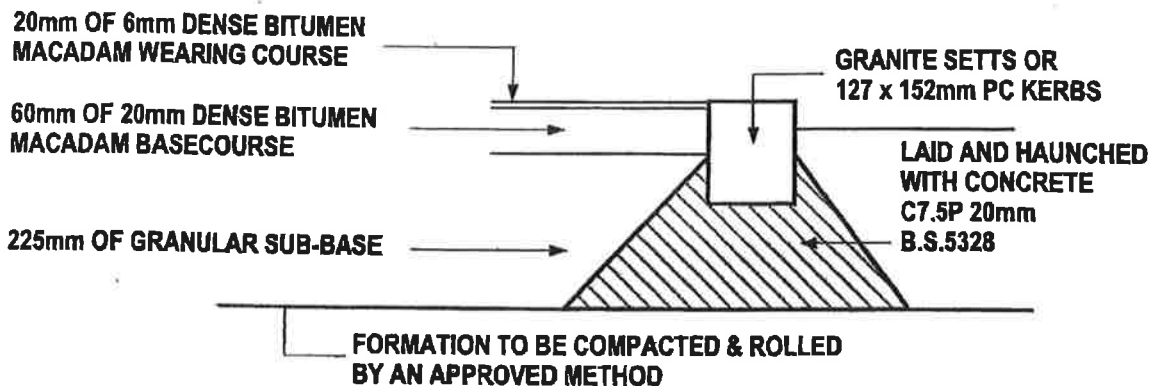


Notes

1. Back of footway level to remain unaltered.
2. Gravel drives should terminate 1m (3 feet) behind footpaths and be completed with concrete or bituminous construction.
3. Granite setts or dropped kerbs with 25mm upstand to be used adjacent to carriageway.
4. Where a bituminous construction access crosses a verge it must be edged on both sides with concrete edgings to B.S.340 Fig. 13.

Specification

Bituminous Construction



Notes

1. 20mm of 6mm Dense Bitumen Macadam Wearing Course to B.S.4987: Part 1: 1988, Cl. 7.5 (Cl. 912 DTp.Spec).
2. 60mm of 20mm Dense Bitumen Macadam Basecourse to B.S.4987: Part 1: 1988, Cl. 7.5 (Cl. 906 DTp.Spec).
3. 225mm of Granular Sub-base material Type 1 (Cl. 803 DTp. Spec).
4. Pre-cast concrete kerbs to B.S.340 Fig. 2a.
5. All materials to be rolled and compacted.

Concrete Construction (to be used only in special circumstances)

