

Off-street parking and private drives

Off-street parking

Off-street frontage parking is not 'permitted development' where it accesses a classified road, serves multiple dwellings or is in a conservation area, and proposals would be through the planning process.

When assessing the safety implications of such an access, the available space within the site to accommodate the parking and (if necessary) turning of vehicles associated with the development will be taken into consideration.

Whether the provision of an off-street parking space is classed as permitted development or not, the following criteria will be used to assess the application before approving a licence.

- On roads with higher volumes of traffic or pedestrians, or where safety is a concern, the designer will need to demonstrate that the vehicle can enter and leave the parking space safely and adequately in forward gear with minimal manoeuvring.
- Parking spaces must be long enough so that a vehicle does not encroach onto the adopted highway.
- Driveways must provide sufficient additional space to enable refuse containers and cycles to be manoeuvred past any parked vehicle. An additional minimum width of 1.2m will be required where they are the sole means of access for pedestrians, cycles or refuse storage.
- Any off-street parking spaces must enable pedestrian movement past the car if the driveway provides the sole means of pedestrian access to the dwelling.
- Where parking is proposed at the front of a site, continuous level vehicle crossovers must be provided to ensure consistent gradients and to maintain the continuity of the footway.
- A maximum crossfall of 1:20 must be provided to ensure the footway can be easily negotiated by anyone with a mobility issue, in a wheelchair or pushing a pram.
- There must be clear delineation between public and private space, including planting and landscaping
- Appropriate drainage must be provided to prevent the discharge of any surface water from private land onto the adopted highway or where the driveway slopes towards any dwelling.



Fig 1: Private drive with clear delineation between public and private land

- To enable vehicles to access the driveway a dropped kerb and vehicle crossover must be installed, for which a Section 171 Licence will be required. www.bristol.gov.uk/highwaylicences
- Any garage or other door in front of a hard standing must be able to open when a vehicle is parked without it projecting out onto the highway.
- Turntables and parking stacker systems are not permitted.
- Where accesses or driveways are within existing or proposed Residents Parking Scheme (RPS) or the Controlled Parking Zone (CPZ), the applicant should contact our Parking Team (respark@bristol.gov.uk) to request the removal of parking. As this process is subject to statutory public consultation we cannot guarantee the removal of the on-street parking. However, waiting restrictions will not be amended until the next review of the RPS or CPZ.

Further detailed design requirements for frontage parking spaces are included in *Table 1* below.

Detailed design considerations

Further detailed design requirements for private access and driveways/off-street parking spaces drives are included in the following table.

Table 1: Drives and private accesses – detailed design

Consideration	Driveway (parking space) – <i>minimum requirement</i>	Private access (up to five dwellings) – <i>minimum requirement</i>
Number of dwellings served	1	1 to 5 separate frontagers
Maximum design speed	N/A	5mph

Private accesses/drives serving multiple properties

Whilst we will not adopt accesses which serve fewer than six dwellings, there are a number of requirements that must be met in order to ensure safe and suitable access for all users of the development, including access for refuse and emergency vehicles.

Poorly maintained private areas detract from the quality of any development and are one of the main causes of neighbour disputes. In particular issues such as overspill parking, access for emergency, delivery and refuse vehicles and the safety of vulnerable road users need to be considered before we will accept proposals for private accesses serving new development.

Private accesses should also be designed to prevent them from becoming a through route by motor traffic. We also require that:

- Signage is provided indicating that the roads are private; and
- The boundary between the private access and the adopted highway is clearly delineated

Consideration	Driveway (parking space) – minimum requirement	Private access (up to five dwellings) – minimum requirement
Minimum dimensions	<p>Parking space (based on one standard car)</p> <ul style="list-style-type: none"> ● Minimum dimensions of 2.4m wide x 4.8m long ● Additional buffer space of 500mm where there is any vertical structure or fence adjacent to the side or the end of the space. ● Further additional space may be necessary to allow access to cycle and refuse storage (1.2m space required for corridor) ● Where turning is required, a minimum of 6m behind the parking space is required – see Fig 2 <p>Access into the site must be laid out as a vehicle crossover.</p> <p>The access must be perpendicular to the adopted highway</p> <p>Parallel off-street parking spaces are not acceptable as these require excessive manoeuvring over the footway, posing a risk to pedestrians</p> <p>See <i>Car Parking guidance</i> for further detailed advice on layouts</p>	<ul style="list-style-type: none"> ● 3.5m wide if less than 45m from the adopted highway. ● 3.7m wide where it will be more than 45m from adopted highway (to facilitate emergency access) – subject to swept paths for fire tender <p>It may need to be wider where, the access is directly onto a classified road or other route that carries significant volumes of traffic, or where there is no intervisibility along the proposed access, in which case a minimum width of 4.8m will be required for the first 10m from the back edge of the footway to ensure vehicles can move safely off the adopted highway. See Fig 3.</p> <p>Access into the site must be laid out as a vehicle crossover.</p> <p>The access into the site must be perpendicular to the adopted highway.</p>
Passing places	<i>Not applicable</i>	Required at intervisible locations if the overall length of the drive is over 20m
Footways	Adequate space must be provided to allow access to front door, refuse and cycle parking facilities. A minimum of 1.2m is required to gain access to cycle parking.	
Cycleways	<i>Not applicable</i>	<i>Not applicable</i>
Max gradient	1 : 10	1 : 20 for accessibility requirements

Consideration	Driveway (parking space) – <i>minimum requirement</i>	Private access (up to five dwellings) – <i>minimum requirement</i>
Boundary	The extent of private ownership must be clearly delineated	The extent of private ownership must be clearly delineated
Min distance from junction	15m	15m
Visibility	<p>A 2m x 2m pedestrian inter-visibility splay to the back edge of the footway must be provided, <i>see Fig 4</i>.</p> <p>Refer to the guidance on Visibility for information about required vehicular visibility splays.</p>	
Turning space	In most cases, where access is taken from a classified road, turning space within the site (independent of parking areas) will be required to ensure a vehicle can safely enter and exit in a forward gear	
	<i>Not applicable</i>	The designer will need to consider the servicing needs of the proposed development with particular regard to turning for delivery vehicles
Materials	Must be properly consolidated and not consist of loose stone or gravel material as this will result in debris being carried onto the adopted highway which is not acceptable. Instead to be constructed of porous asphalt, porous concrete blocks, concrete or clay block permeable paving. <i>See Standard Details</i>	
Drainage	Suitable drainage provision must be provided at the point of access within the curtilage of the application site to prevent the discharge of any surface water onto the adopted highway.	
Lighting	<i>Not applicable</i>	Appropriate level of lighting to be maintained by owner / management company.
Maintenance	Full responsibility of owner / management company	Full responsibility of owner / management company
Gates	<p>Manually operated gates shall only be installed where pedestrian and traffic flows are very low, to reduce obstruction to carriageways and footways.</p> <p>Electronic gates may be acceptable subject to a long term maintenance plan.</p> <p>Gates must be designed to open inwards, so additional driveway depth will be required to allow for this.</p>	
Standards	Recommended construction, see car parks and drives in <i>Standard Details</i>	Recommended construction, see car parks and drives in <i>Standard Details</i>

Fig 2: Typical Car parking layout, indicating minimum manoeuvring room for turning car

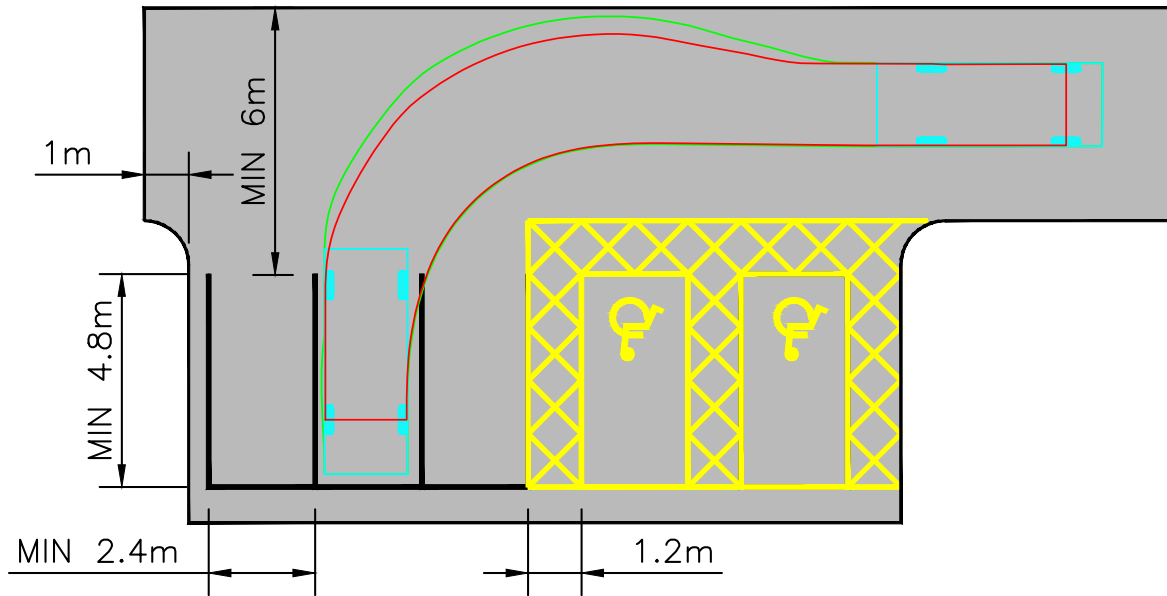


Fig 3: Access road dimensions

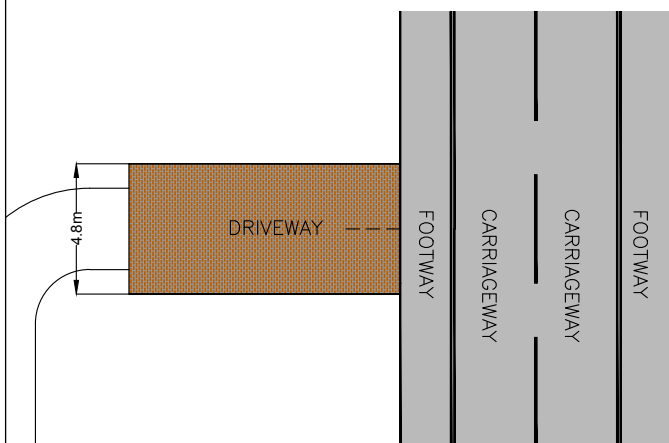


Fig 4: Pedestrian visibility splay

