

Industrial roads

For industrial and/or employment development which will be occupied by more than one user, developers should provide road layouts that conform with the requirements of [Design Manual for Roads and Bridges](#) (DMRB).

Industrial Roads

- Any road that is likely to be used predominantly by large vehicles must be designed to the appropriate standard to accommodate such vehicles. We do not usually adopt roads serving solely commercial buildings, but these roads should still be built to a standard acceptable to us in order to reduce any overspill onto the highway arising from unusable private roads.
 - Each development will have its own needs depending on its use, but every proposed industrial development should provide adequate facilities on the site. This includes ensuring that access roads are kept unobstructed, regardless of whether the road network is to become publicly adopted highway. It is therefore essential that any on-site parking reflects the needs of the development proposal, whilst according with the parking standards.
 - It is also essential that the internal layout of developments can facilitate larger vehicles by provide appropriate parking and turning areas.
 - Generally for commercial developments, parking bays that can accommodate 16.5m long vehicles and an appropriately sized turning area will be required according to the associated servicing needs. Suitability will be led by the requirement of the site. Attention should be paid to the servicing space requirements in the Local Plan standards
- Designers will be required to submit tracking drawings detailing the movements of suitable vehicle(s) demonstrating all required manoeuvring.
 - Traffic Regulation Orders (TROs) may need to be secured to keep existing and new highway clear of parking, to allow for HGV movements. Contributions will be sought to implement TROs where this need is identified, and secured through a UU or s106 agreement.



Fig 1: Industrial Road

Design requirements

Detailed design requirements for shared surface streets are set out in the following table.

Table 1: Industrial roads – detailed design

Consideration	Minimum Requirements
Number of dwellings	N/A
Design speed	To be designed to DMRB
Minimum carriageway width	7.3m, but additional width may be required subject to layout and swept path analysis
On-street parking	To be provided in addition to carriageway and amount . Type to be determined subject to local requirements
Footways	Minimum of 2.5m width segregated footway on each side of carriageway. See Designing for Pedestrians Guidance
Cycleways	Refer to Designing for cycling, LTN 1/20 and on trunk roads, CD195
Max gradient	Maximum: 1:20 Minimum: 1:100 – to ensure positive drainage. Where longitudinal gradient is slacker than 1:120, channel blocks will be required.
Horizontal curve radius	To be designed to DMRB
Vertical Curve Lengths	To be designed to DMRB
Effective Straights	<i>Not applicable</i>
Junction Radii	Roads must meet at a 90 degrees angle with a kerb radius of 10m
Visibility	Refer to Visibility section.
Refuse Collection	Commercial waste is collected privately. Appropriate off-street storage and easily accessible collection facilities must be provided.
Turning space	Turning requirements will be evaluated according to the requirements and characteristics of the proposed use
Service strip	Refer to Underground Utilities guidance and NJUG specifications
Materials	Bituminous materials with concrete kerbs – see <i>Standard Details</i>

Consideration	Minimum Requirements
Drainage	Refer to SUDS guidance for unadopted areas. For crossfalls and longitudinal falls refer to Bristol City Council <i>Standard Details</i>
Lighting	Lighting designs to be in accordance with Street Lighting Specification
Maintenance	Commercial roads will remain within private ownership and will fall under the responsibility of the management company / owners