



**Highway Access and Parking  
Guidance  
South Somerset District Council  
April 2019**

## Purpose of this Guidance

The following guidance is provided to assist applicants to ensure that their submitted plans whether at pre-application stage or formal application submission show the appropriate levels of detail in respect of the proposed access arrangements and on-site parking/turning facilities for new development schemes. The guidance also applies to both Full and Outline (where 'access' is not a reserved matter) applications.

***Failure to provide the requisite level of detail may result in the planning application being refused without negotiation on the grounds that insufficient information has been submitted to the local planning authority for it to properly assess the highway safety implications of the development proposal.***

It is important to note that other transport and highways information may be requested by the local planning authority at planning application stage and therefore the details below represent the minimum that is required to be shown on the submitted plans.

The guidance below refers to the following key documents that applicants need to be aware of:

- Manual for Streets (2007)  
<https://www.gov.uk/government/publications/manual-for-streets>
  - Manual for Streets 2 (2010)  
<https://www.gov.uk/government/publications/manual-for-streets-2>
  - Design Manual for Roads & Bridges  
<http://www.standardsforhighways.co.uk/ha/standards/dmrb/>
  - Somerset County Council Highways Development Control Standing Advice (2017)
  - Somerset Parking Strategy (2013)
- Both can be found at:  
<http://www.somerset.gov.uk/environment-and-planning/planning/highway-authority-consultation-on-planning-process/>

## Details of Access

Site layout plans must show sufficient details of the proposed means of access that would serve the development scheme from the public highway, whether the scheme proposes a NEW access or seeks to utilise an EXISTING access. The details that must be shown on the plans are as follows:

### 1. Visibility splays

- Drawn in accordance with the required standard as set out in *Manual for Streets* (Figure 7.18, page 93).
- Using an X-distance of 2.4m. A 2m X distance will be considered if the guidance set out in *Manual for Streets 2* (paragraph 10.5.8, page 78) applies.
- Using a Y-distance in accordance with *Manual for Streets* (Table 7.1, page 91) if the site is located where the 85<sup>th</sup>ile speeds are less than 37mph.
- Using a Y-distance in accordance with *Manual for Streets 2* (see Graph, page 75) if the site is located where the 85<sup>th</sup>ile speeds are over 37mph.
- In some cases, visibility splays will need to accord with the standards set out in *Design Manual for Roads & Bridges* (refer to TD9/93 and TD42/95).

- Pedestrian/vehicular inter-visibility splays need to be shown to the rear of the access in accordance with *Somerset County Council Highways Development Control Standing Advice* document (Paragraph 3.2, page 9).
- Additional guidance on visibility splays is available within the *Somerset County Council Highways Development Control Standing Advice* document.

## 2. Access width and radii

- To be clearly annotated on the plans.

Refer to *Somerset County Council Highways Development Control Standing Advice* document for more details

## 3. Additional access details to be annotated on the plans:

- Any new or altered access must be properly consolidated or surfaced (not loose stone or gravel) for at least the first 5m of its length as measured from the edge of the adjoining carriageway.
- The gradient of any driveway must not exceed 1 in 10 (1 in 8 in exceptional cases) for at least the first 6m from the edge of the carriageway.
- Any entrance gates must be hung to open inwards and must be set back a minimum distance of 5m from the carriageway edge, particularly where the site is located off a classified highway. Gates for pedestrian only access should be hung to open inwards.
- Positive drainage must be provided to prevent the discharge of surface water from private land on to the public highway.

Refer to *Somerset County Council Highways Development Control Standing Advice* document for more details.

## Details of On-Site Parking

Site layout plans must show sufficient levels of on-site parking clearly annotated in accordance with the standards set out in the *Somerset Parking Strategy* and Policy TA6 of the South Somerset Local Plan.

1. Car parking  
The number of car parking spaces and their dimensions (including garages and car ports) as set out in the *Somerset Parking Strategy*  
It is also useful to number or annotate the spaces to show which unit they relate to or whether they are visitor or parking spaces for the disabled.
2. Cycle parking  
The number of cycle parking spaces, their dimensions, and guidance on the location of cycle parking as set out in the *Somerset Parking Strategy*
3. Motorcycle parking  
The number of motorcycle parking spaces and their dimensions as set out in the *Somerset Parking Strategy*
4. Disabled parking  
Guidance on the provision of parking for people with disabilities as set out in the *Somerset Parking Strategy*
5. Electric vehicle charging points  
Guidance on the provision of electric vehicle charging points as set out in the *Somerset Parking Strategy and Policy TA1* of the South Somerset Local Plan.

## Details of On-Site Turning

On-site turning facilities so that a vehicle can enter and exit the site in a forward gear independent of the necessary parking provision should be provided where an access is onto a classified road.

In some cases, it will need to be demonstrated that such manoeuvres can be performed by carrying out a swept path analysis using appropriate software (e.g. AutoTRACK). Turning diagrams are set out in the *Somerset County Council Highways Development Control Standing Advice* document.

## Agricultural Accesses

The layout and specification for an agricultural access is set out in *Somerset County Council Highways Development Control Standing Advice*.

## Application Housekeeping

The application site must be edged with a red line on the location plan (it is also useful to do this on the Block Plan also). It should include all land necessary to carry out the proposed development including the full extent of land required for access to the site from the public highway and the visibility splays. Where the red-line crosses land in third party ownership then the appropriate certificate should be signed on the application form.

Whilst reviewing parking and turning requirements please also think about showing refuse bin and recycling crate storage and collection areas, tree protection zones and surface water drainage.

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