

INFRASTRUCTURE PROGRAMMES GROUP

Somerset Technical Advice Notes 26/22

Standing Advice for Planning Applications



Economic and Community Infrastructure Operations

Infrastructure Programmes Group – PP B2W

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Revision History

This document has the following history:

Version No.	Version Date	Summary of Changes	Changes by
STAN 26/20 v1		First Draft	AG
STAN 26/20 v2		Various amendments throughout	PDM
STAN 26/20 v3		Amendments after LPA Consultation	JF
STAN 26/21 v1	29.03.2021	Amendments after SW&T Consultation	JF
STAN 26/21 v2		Amendments to conditions (Mendip)	JF
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STAN 26/22 v1	04.01.2022	Amendments to document and conditions in line with new SCC Highways Conditions	JF
STAN 26/22 v2	14.02.2022	Minor amendments based on final HDC comments	JF
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1 INTRODUCTION

1.1 Outline

- 1.1.1** Somerset County Council at the full committee meeting on 20th February 2013 resolved to issue 'Standing Advice' in response to minor planning application consultations.
- 1.1.2** Standing Advice will form the substantive response of the Highway Authority to a planning consultation. The direction to use Standing Advice does not mean that there is no highway reason for objection, but rather that it will be for the Local Planning Authority to determine whether or not a proposal complies (or can be conditioned so as to comply) with the advice, and therefore whether or not planning consent should be granted.
- 1.1.3** This document indicates those applications to which this Standing Advice is likely to apply. It gives guidance to the Local Planning Authorities in order that they may determine those minor planning applications to which the Highway Authority indicates this Standing Advice applies.
- 1.1.4** Standing Advice may also be used to inform pre-application considerations for small scale development proposals (domestic extensions etc. as per 1.3) although the Highway Authority will make a final determination when formally consulted on a planning application.
- 1.1.5** Irrespective of the grant of planning consent by a Local Planning Authority, the necessary licences will need to be secured from the Highway Authority, to allow works on or adjacent to the public highway. Developers are also advised to ensure that the correct checks have been undertaken (including Road Records, utilities, etc.).

1.2 Applications to Which Standing Advice Applies

- 1.2.1** Those minor applications where Standing Advice is likely to apply will include but may not be limited to:
- Householder extensions (conservatories, small rear extensions, etc.)
 - Householder applications including new or altered accesses
 - New single (or a pair of) dwellings
 - Changes to parking arrangements (e.g., COU of garage, extension over a car port or parking space, etc.)

- Agricultural buildings or accesses
- Barn conversions
- Signing, Lighting and Illumination

1.2.2 The Highway Authority is likely to direct that it is appropriate to use this Standing Advice where it considers that traffic volume and the nature of the highway are such that traffic speeds are sufficiently constrained. Many roads or streets have a sense of place, but higher speed limits often apply.

1.2.3 The nature of such a highway and its setting means that the actual speed of traffic may be much lower than the posted speed limit. Speed survey data, or observation on site, can help to inform this judgement. Visibility splays should then be provided as per this guidance.

1.2.4 If, however, a minor application as listed above is considered by the Highway Authority to have a significant impact on the highway network, (highway safety implication, access to a classified or high-speed road, or other conflict which is not covered by Standing Advice, etc.) then the Highway Authority may choose to comment in greater detail. This will be indicated through the initial consultation process.

2 TRANSPORT SUSTAINABILITY

2.1 Outline

2.1.1 It is for the Local Planning Authority to determine if the development is appropriately located, having regard to the development limits as identified in the adopted Local Plan/Core Strategy.

3 DESIGN REQUIREMENTS/DETAILS

3.1 Visibility Splays

3.1.1 Where accesses and junctions are to be formed, this advice considers that Manual for Streets is the appropriate guidance for visibility splays unless otherwise stated.

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

Additional features will be needed to achieve low speeds

3.1.2 Visibility splays should be determined by the posted speed limit, unless physical measures, speeds or change is agreed by the Local Planning Authority.

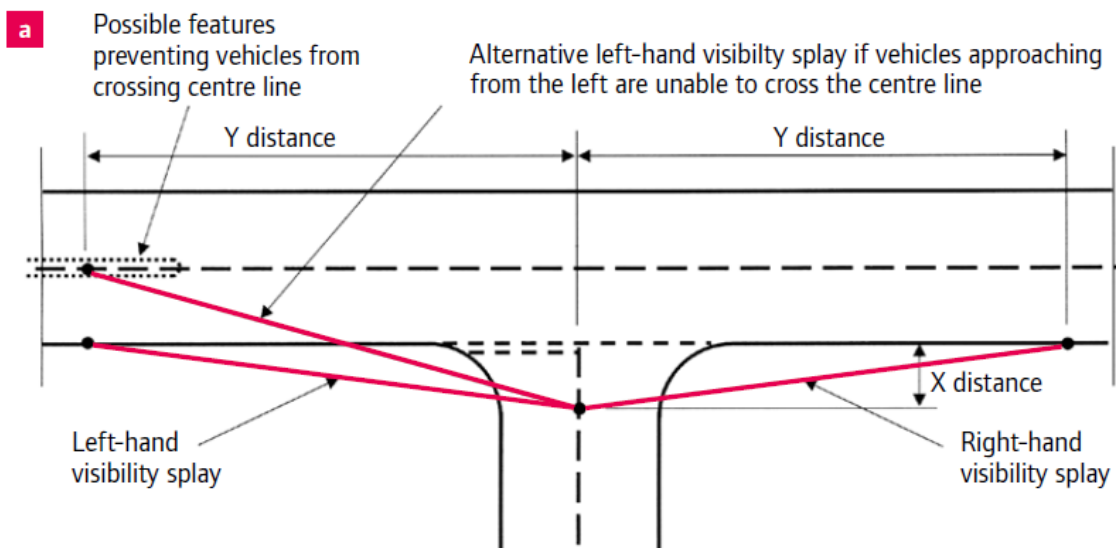


Figure 7.18 Measurement of junction visibility splays on straight roads [Source – Manual for Streets 2007]

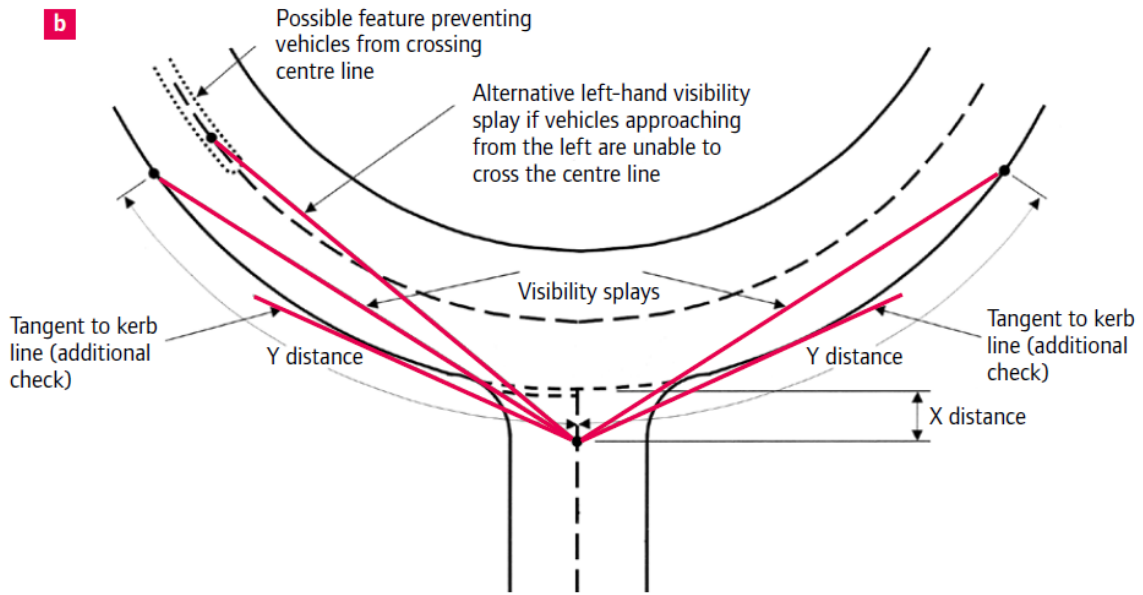


Figure 7.18 Measurement of junction visibility splays on bends
 [Source – Manual for Streets 2007]

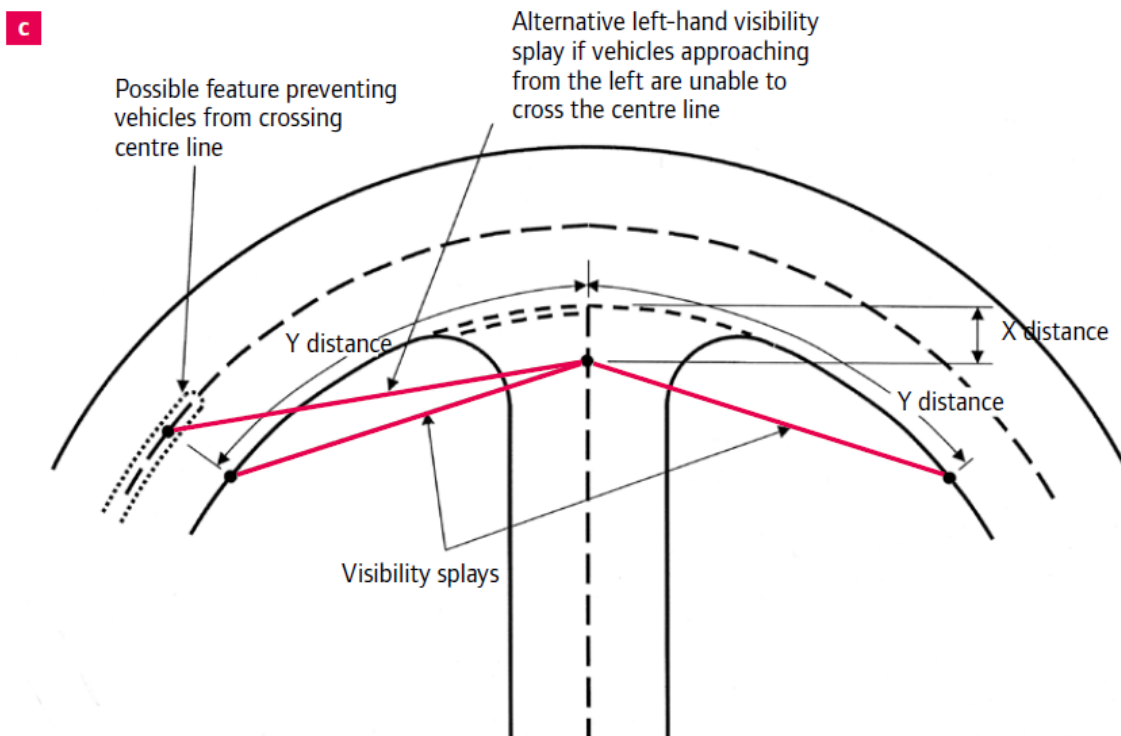


Figure 7.18 Measurement of junction visibility splays on bends
 [Source – Manual for Streets 2007]

3.1.3 85th percentile speed readings should be taken over a 24hr-7day period to check that speeds are generally compliant with the posted speed limit. If they are higher, then please refer back to the Highways Development Management Team so they can determine the appropriate 'y' distance.

3.1.4 There may be occasions where the Highway Authority recommends that Standing Advice applies to an application, but that an alternate (Design Manual for Roads and Bridges) visibility splay is more appropriate. Under these circumstances, the visibility splay requirements will be clearly defined with the initial consultation response.

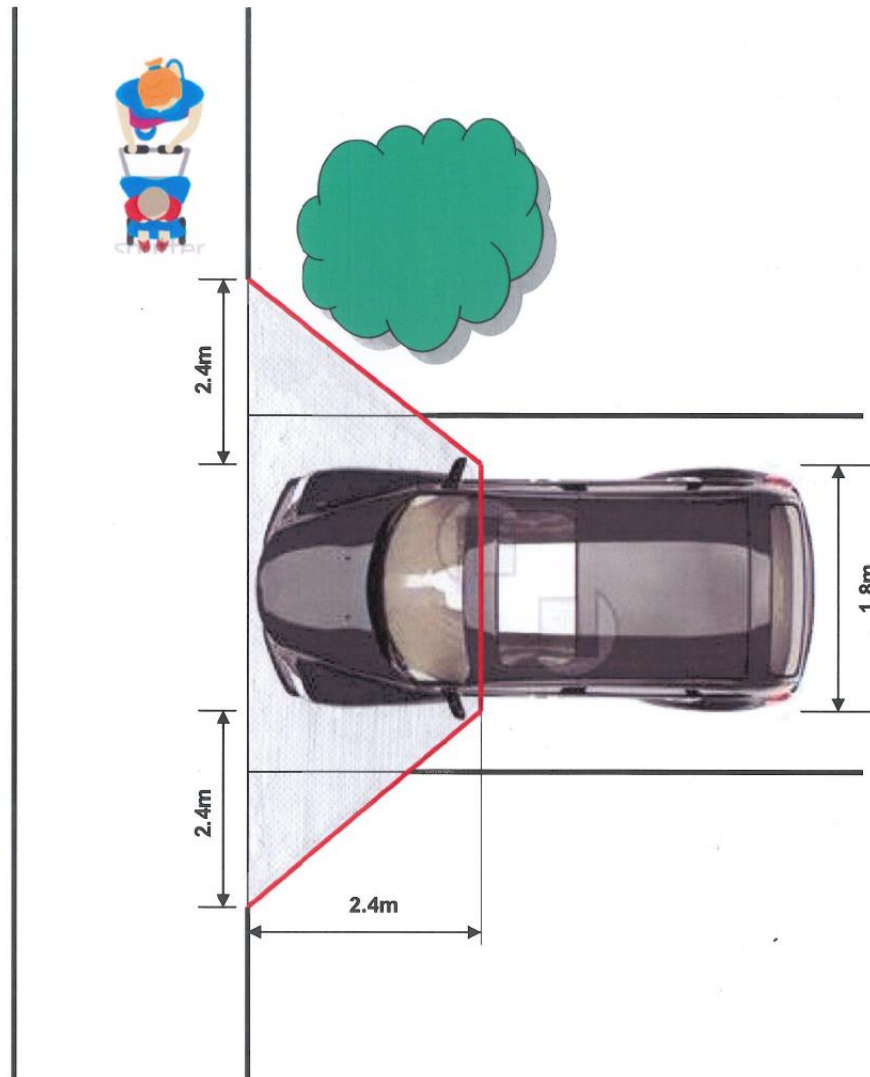
DESIGN SPEED mph	70	60	50	40	37	30	
DESIGN SPEED kph	120	100	85	70	60	50	V ² /R
STOPPING SIGHT DISTANCE m							
Desirable Minimum	295	215	160	120	90	70	
One Step below Desirable Minimum	215	160	120	90	70	50	
HORIZONTAL CURVATURE m							
Minimum R* without elimination of Adverse Camber and Transitions	2880	2040	1440	1020	720	520	5
Minimum R* with Superelevation of 2.5%	2040	1440	1020	720	510	360	7.07
Minimum R* with Superelevation of 3.5%	1440	1020	720	510	360	255	10
Desirable Minimum R with Superelevation of 5%	1020	720	510	360	255	180	14.14
One Step below Desirable Minimum R with Superelevation of 7%	720	510	360	255	180	127	20
Two Steps below Desirable Minimum R with Superelevation of 7%	510	360	255	180	127	90	28.28
VERTICAL CURVATURE							
Desirable Minimum* Crest K Value	182	100	55	30	17	10	
One Step below Desirable Minimum Crest K Value	100	55	30	17	10	6.5	
Absolute Minimum Sag K Value	37	26	20	20	13	9	
OVERTAKING SIGHT DISTANCES							
Full Overtaking Sight Distance FOSD m	*	580	490	410	345	290	
FOSD Overtaking Crest K Value	*	400	285	200	142	100	

Suggested Condition

There shall be no obstruction to visibility greater than 600/260 millimetres above adjoining road level in advance of lines drawn 2.4-metres back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge (FILL IN.....) either side of the access. Such visibility shall be fully provided before the approved development hereby permitted is commenced/occupied/brought into use and shall thereafter be maintained at all times.

3.2 Pedestrian Visibility

3.2.1 Where a new pedestrian access is proposed, it is necessary to ensure that adequate visibility splays are provided. These will be 2.4m x 2.4m and will be provided to the rear of the footway, or where the access meets the carriageway edge.



Suggested Condition

The proposed access (or drive) shall incorporate pedestrian visibility splays on both its side to the rear of the existing footway based on co-ordinates of 2.0 metres x 2.0 metres. Such splays shall be fully provided before the access hereby permitted is first brought into use and nothing shall be placed or allowed to grow above 600mm within the area of these splays and such splays shall be retained in perpetuity.

3.3 Surfacing and Drainage

3.3.1 Adequate provision shall be made to ensure that surface water does not drain onto the public highway. Equally any new access shall be designed to ensure that highway water does not drain onto the development site.

3.3.2 Any drainage connection to a private drain will need permission from the owner before any connection is made. Please note that the Highway Authority will not allow any connection to our drainage network. If any further clarification is required please contact the Highways Development Management Team.

Suggested Condition

Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority. Such provision shall be installed prior to development above damp-proof course level and thereafter maintained at all times.

Note: Any systems provided for the purposes of draining the site shall be constructed and maintained privately until such time as the drainage is adopted. At no point will this Authority accept private infrastructure being connected into highway drainage systems. Consent from the riparian owner of any land drainage facilities affected, that are not within the developer's title, will be required for adoption.

4 CREATION OR ALTERATION OF A DRIVEWAY

4.1 Requirements

- 4.1.1** In Somerset up to two dwellings may be served by a driveway. This advice will therefore apply, provided that the proposal does not constitute the laying out of a street. As defined within the Highways Act 1980.
- 4.1.2** Visibility splays shall be in accordance with Manual for Streets visibility splay criteria (Section 3.1) unless otherwise stated. The visibility splays will be required to be provided within the control of the applicant, which is allocated within the red/blue lines of the applicant's boundary or highway land.
- 4.1.3** Any access for a single residential unit shall have a minimum width of 3.0 metres. Where an access serves more than one-unit, adequate width to pass two vehicles shall be secured. It is recommended that a minimum width of 5.0 metres be provided over a minimum length of 6.0 metres.

Suggested Condition

Details of the proposed access shall be submitted for approval in writing by the Local Planning Authority prior to commencement. These shall include but not limited to:

- Visibility splay of 'X'm in both directions
- Carriageway width of 'X'm
- Corner radii of 'X'm

The access as agreed shall be constructed in accordance with the agreed details prior to first occupation and retained as such in perpetuity unless agreed in writing by the Local Planning Authority.

- 4.1.4** The gradient of any driveway shall not exceed 1 in 10, for at least the first 6.0 metres from the edge of the adopted highway. The applicant will be required to provide this information.

Suggested Condition

The gradient of the proposed access shall not be steeper than 1 in 10. Once constructed the access shall thereafter be maintained at that gradient thereafter in perpetuity.

- 4.1.5** Any new or altered access, must be consolidated, or surfaced for at least the first 6.0 metres of its length, as measured from the edge of the adjoining highway, (not loose stone or gravel).

Suggested Condition

No development/occupation shall commence until the approved access over at least the first 'X' metres of its length, as measured from the edge of the adjoining carriageway, has been constructed as a properly consolidated and surfaced (not loose stone or gravel) and drainage installed in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Once constructed the access shall thereafter be maintained in that condition at all times.

- 4.1.6** Positive drainage shall be provided, to prevent the discharge of water from private land to the adopted highway. It may also be considered necessary to take measures to prevent the 'run off' of water from the adopted highway onto private land. Details of such an arrangement should be approved by the Highway Authority prior to implementation.

Suggested Condition

No work shall commence on the development site until an appropriate right of discharge for surface water has been obtained before being submitted to and approved in writing by the Local Planning Authority. A drainage scheme for the site showing details of gullies, connections, soakaways and means of attenuation on site shall be submitted to and approved in writing by the Local Planning Authority. The drainage works shall be carried out in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

A scheme showing precise details for the piping or culverting of the roadside ditch for the width of the access(es) must be submitted to the Planning Authority. Any such scheme requires approval to be obtained in writing from the Planning Authority. The approved scheme must be provided before the development is occupied or utilised and, thereafter, must be permanently maintained.

- 4.1.7** Any entrance gates shall be hung to open inwards and shall be set back a minimum distance of 6.0 metres from the highway boundary. Gates for pedestrian only access should be hung to open inwards.

Suggested Conditions

Any entrance gates erected shall be hung to opens inwards, shall be set back a minimum distance of 'X' metres from the carriageway edge and shall thereafter be maintained in that condition at all times.

- 4.1.8** Having regard to the powers of the Highway Authority under the Highways Act 1980 the applicant is advised that the creation or alteration of an access to the highway will require a licence to work on the highway. This must be obtained from the Highway Service Manager at one of the following Area Highway offices:

Taunton Deane Area Highways Office
Address: County Hall, Taunton, Somerset, TA1 4DY
Email: countyroads-tdeane@somerset.gov.uk

West Somerset & Exmoor National Park Area Highways Office
Address: Mart Road Industrial Estate, Minehead, Somerset, TA24 5BJ
Email: countyroads-westsom@somerset.gov.uk

South Somerset Area Highways Office
Address: Mead Avenue, Houndstone Business Park, Yeovil, Somerset, BA22 8RT
Email: countyroads-southsom@somerset.gov.uk

Mendip Area Highway Office
Address: Wells Road, Glastonbury, Somerset BA6 9AS
Email: countyroads-mendip@somerset.gov.uk

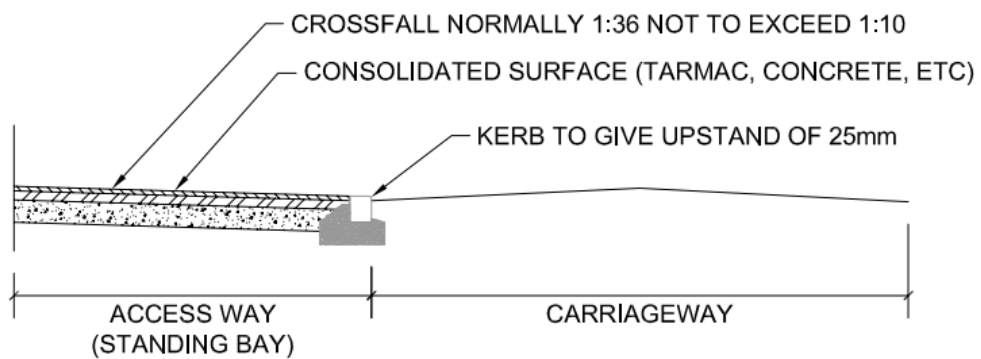
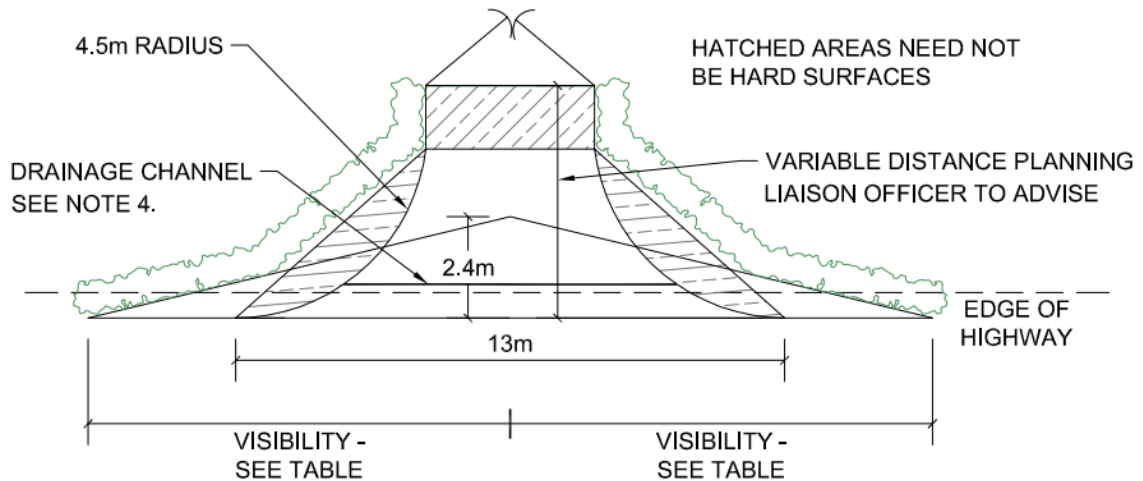
Sedgemoor Area Highways Office
Address: Dunball Industrial Estate, Bridgwater, Somerset, TA6 4TP
Email: countyroads-sedgemoor@somerset.gov.uk

- 4.1.9** The Area Highways Offices are contactable on the following telephone number No. 0300 123 2224. Applications for such a permit should be made at least four weeks before access works are intended to commence.

5 FORMATION OF AGRICULTURAL ACCESS

5.1 Design

5.1.1 Please refer to the standard detail for an agricultural access. This shows the layout of an acceptable agricultural access.



VISIBILITY TABLE

SPEED (MPH)	10	20	30	40	50	60
SPEED (KPH)	16	32	48	64	80	96
DISTANCE (m)	11	25	43	120	160	215

Notes

1. Individual sites are judged on their own merits and highway conditions. This guide provides advice on how to achieve an appropriate design.
2. Dimensions and layouts may change.
3. Consultation with the Planning Liaison officer is advised.

Contact number - 0300 123 2224

4. Surface water drainage to be required (if required) to prevent surface water discharging onto the highway.
5. The proposed access shall be properly consolidated and surfaced (No loose stone or gravel).
6. Gates shall be hung to open inwards and shall be set back a distance appropriate to the highway conditions and suitable for the largest known vehicle to pull clear of the highway when the gates are closed.
7. A suitable Licence will be required prior to any works taking place.

Suggested Condition for Agricultural Building

The building hereby permitted shall only be used in connection with the working and management of the adjoining farmland. It shall not be used for any other purpose without the prior written consent of the Local Planning Authority.

Suggested Condition for an Access Shown on a Plan

No occupation/use of the building/use of land shall commence until the approved access has been constructed in accordance with details shown on the approved plan, drawing number *****, and shall thereafter be retained in perpetuity.

6 PARKING AND TURNING REQUIREMENTS

6.1 Parking

6.1.1 The parking provision for developments should be in accordance with the adopted SCC Parking Strategy ([Transport Strategy, Policies and Plans \(somerset.gov.uk\)](https://www.somerset.gov.uk/transport-strategy-policies-and-plans)).

6.1.2 The requirements for parking space and garage dimensions are also contained within the adopted SCC parking strategy and should, where possible, be adhered to.

Location	Minimum Dimensions	Notes
Bicycles		
Wall-hanging or parked bicycle	2m x 1m	
Motorcycles		
	2m – 2.3m x 0.8m – 0.9m	
Cars		
Parallel to the kerb	6.0m x 2.0m	
Echelon / Diagonal-style parking	60° 4.8m x 2.4m 45° 4.8m x 2.4m 30° 4.8m x 2.4m	
Perpendicular to the kerb	4.8m x 2.4m	
Garages/car ports	6m x 3m	Space should also be provided for the operation of any garage doors
Disabled Bays		
On Street – Parallel to the kerb	6.6m x 2.7m (preferably 3.6m)	Extra width allows for an access zone on both the kerb and street side
On Street – Angel to the kerb	4.2m x 3.6m	
Off Street – General	4.8m x 2.4m	
Off Street – Parallel to Access Aisle	Additional length of 1.8m	Where access is available from the side
Off Street – Perpendicular to Access Aisle	Additional width of 1.2m along each side and 1.2m safety zone at the rear	Where bays are adjacent the same 1.2m space can serve both sides

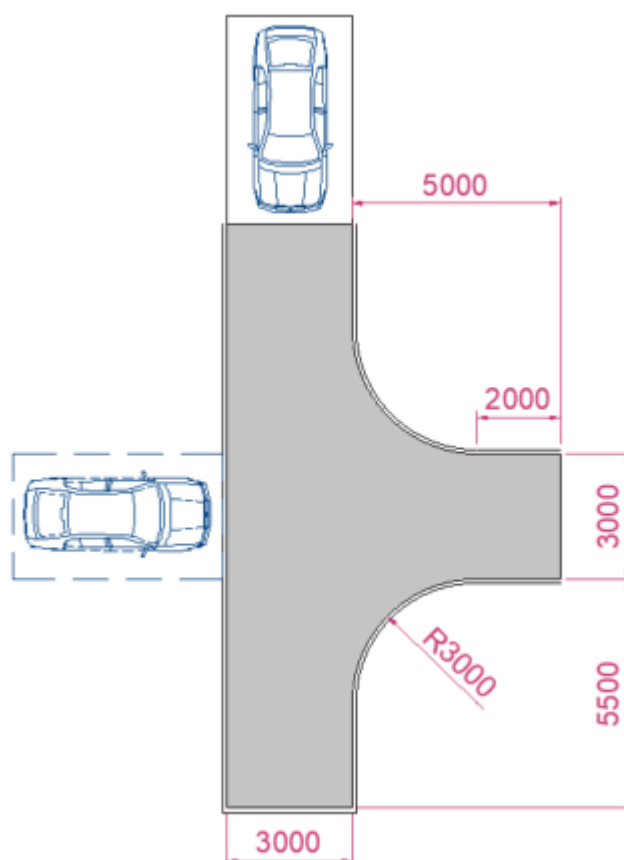
6.1.3 Please note that, with regard to garages, Manual for Streets (MfS) states that garages are not always used for car parking which can put further demand on on-street parking. Consequently, the Highway Authority would want to see the use of car ports being incorporated into development schemes rather than garages. The reasoning being that they serve a greater chance of being used for vehicle parking.

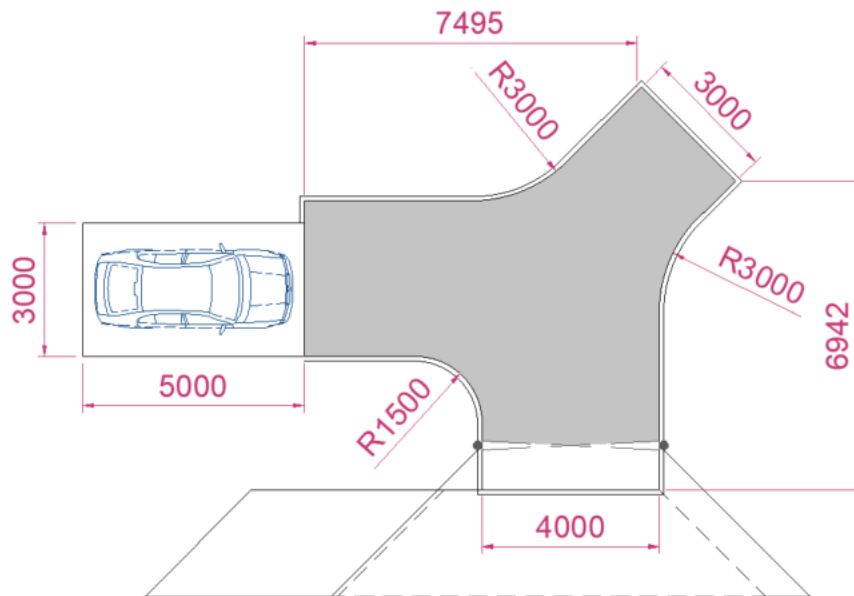
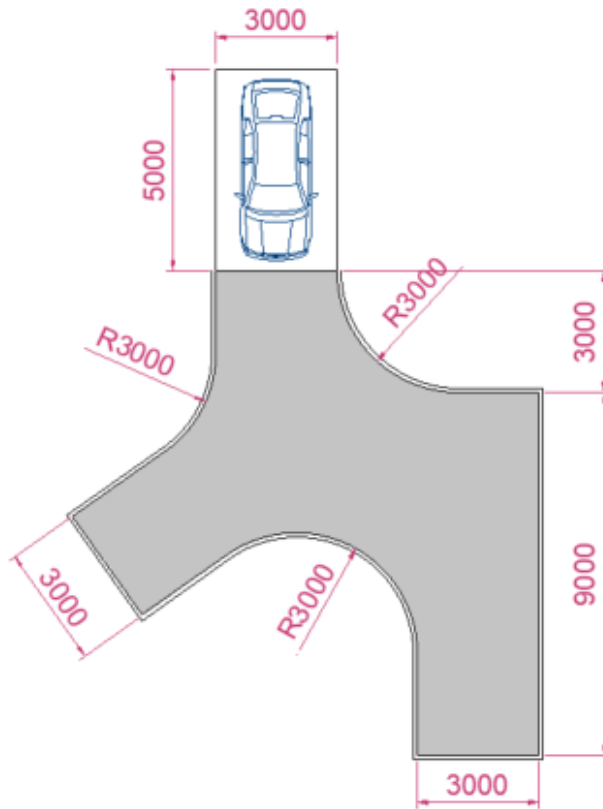
6.1.4 Please note that the above is based on the standard garage and parking arrangements that are seen as part of small-scale planning applications. The Highway Authority acknowledges that other proposed parking arrangements can occur as part of the planning system. In those situations, the Planning Officer is encouraged to contact the Highway Authority for further advice/discussion.

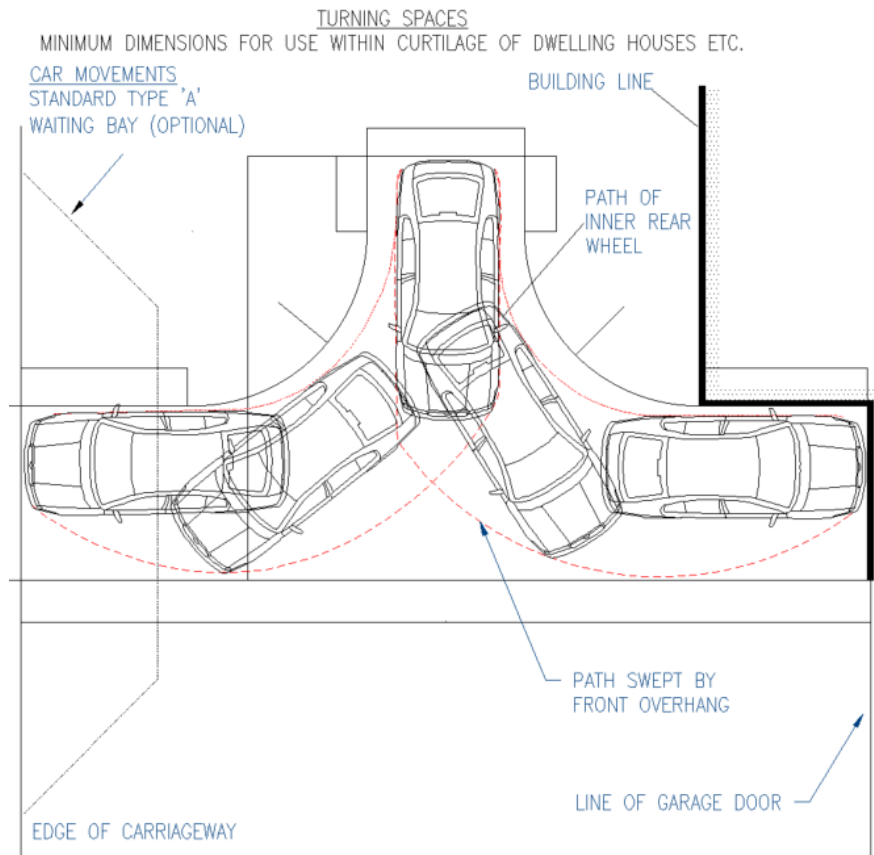
6.2 Turning

6.2.1 Turning will be required, independent of the necessary parking provision where an access is onto a classified road.

6.2.2 Typical layouts are shown below and subject to a swept path analysis.







Notes

1. When a car is turned in reverse, the front swings out, owing to the fact that the front wheel tracks are on a much larger turning circle than the rear wheels, so that extra width is required when making a turn.
2. It follows, therefore, that as the clear width of the average garage entrance does not exceed 2.4m and it is normally necessary for the car to be driven clear of the doors before any turning movement can be commenced.
3. A vehicle does not turn from a straight path over to full lock instantaneously.
4. This diagram shows the minimum layout required to permit a car of average dimensions to be conveniently turned in three simple movements. Whilst it may be possible to turn using a lesser space, this must involve a greater number of movements which, if too complicated or irksome, will lead to vehicles being reversed directly into the adjoining carriageway.

Suggested Conditions

The Development hereby permitted shall not be occupied until (… fill in…) parking spaces for the dwelling and a properly consolidated and surfaced turning space for vehicles have been provided and constructed within the site in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Such parking and turning spaces shall be kept clear of obstruction at all times and shall not be used other than for the parking and turning of vehicles in connection with the development hereby permitted.

Or where details have not been provided:

The dwelling(s) hereby permitted shall not be occupied until a properly consolidated and surfaced turning space for vehicles has been constructed within the site, in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Such turning space shall be kept clear of obstruction at all times and not used other than for the turning of vehicles in connection with the development hereby permitted.

7 HIGHWAY LIMITS AND RIGHTS OF WAY

7.1 Information

- 7.1.1** It is incumbent on the applicant and Local Planning Authority to check for conflict with any adopted highway including public Rights of Way. (For information on adopted highway limits and specific Rights of Way routes, please contact 0300 123 2224).
- 7.1.2** Development (including advertisements and signs) is NOT permitted on the adopted highway.
- 7.1.3** Any impact on a Right of Way should be discussed with the Rights of Way team at Somerset County Council (contact details as above).
- 7.1.4** The grant of planning permission does not remove the need to satisfy other branches of legislation. Public Rights of Way are protected under the Highways Act 1980 and as such any works which affect the line of Public Rights of Ways must be carried out in agreement with this Authority.
- 7.1.5** Any works undertaken without appropriate authorisation could be deemed a breach of the aforementioned legislation and the developer is advised to contact rightsofway@somerset.gov.uk to discuss their legal duties and requirements at the earliest opportunity.

8 SIGNAGE, LIGHTING AND ILLUMINATION

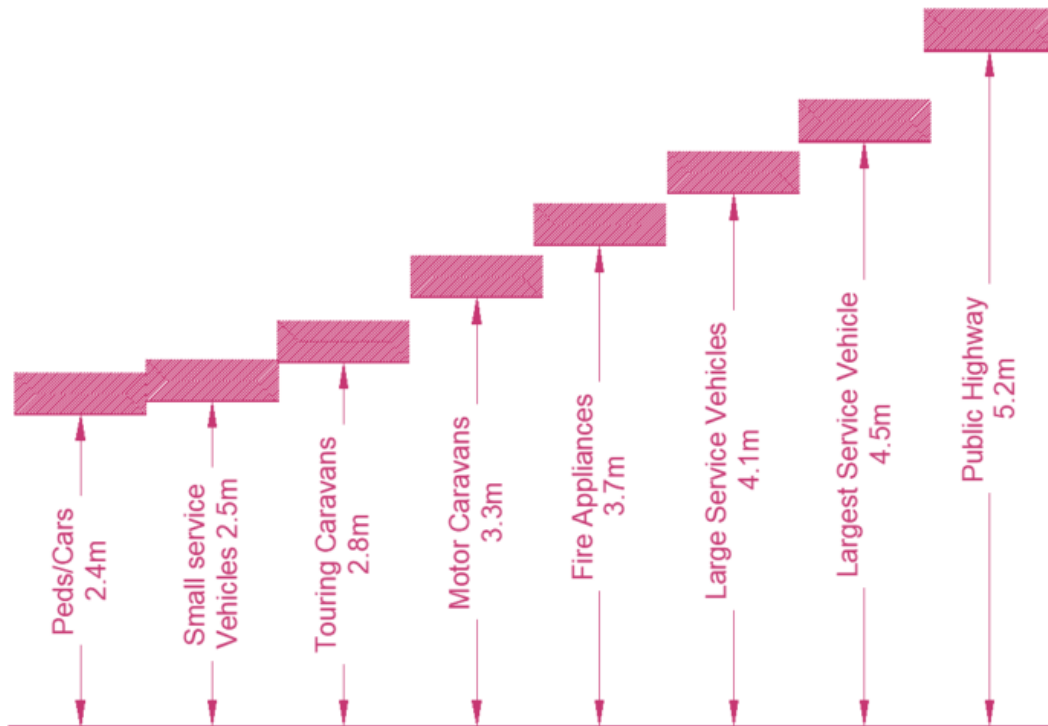
8.1 Signage Details

- 8.1.1** Any developer shall ensure that illuminated installations accord with the terms as detailed in the Institute of Lighting Engineers' current guidance with regard to zone and luminance levels and are so shielded or positioned as to not interfere with the use of the highway or prejudice highway safety by distracting or confusing road users; or by causing dazzle, glare, etc., due to their size, detailing and/or proximity to the public highway.

9 ADDITIONAL INFORMATION

9.1 Overhanging Signage, Vegetation, Structural Elements etc.

9.1.1 Signs, awnings, etc. overhanging the highway must have a minimum clearance to the bottom edge of 2.4m and must be no closer than 450mm to the carriageway edge.



9.1.2 Roots or overhanging vegetation must not cause damage or obstruction to the highway. Planting schemes (especially those with trees) must allow sufficient protection from roots damage, as well as sufficient clearance from the highway that the seasonal vegetation growth will not become an issue or obstruct required visibility splays.

9.1.3 No structural aspect of any development should over-sail land covered by highway rights. However, where this is permitted the developer will be required to enter into a licence under s177 or 178 Highways Act 1980.

9.2 Residential Parking Zones

9.2.1 Where a proposal relates to the formation of a vehicular access in a Residential Parking Zone. You would be need to contact Traffic Management and Parking Services at the County Council to make them aware of the proposal.

9.2.2 They are contactable on the following e mail addresses
TrafficManagement@somerset.gov.uk and Parking@somerset.gov.uk.

10 NOTIFICATIONS AND REASONS FOR REFUSAL

10.1 Conditions and Notes

10.1.1 Where it is determined that an application does not lead to a highway safety concern, it may be necessary to condition those elements that should be secured in perpetuity. These are likely to be visibility, layout, parking, turning, etc and suggested conditions are included throughout this document.

10.1.2 Further, any permission granted should have the following notes attached.

NOTES:

- If the internal layout of the site results in the laying out of a private street, under Sections 219 to 225 of the Highways Act 1980, it will be subject to the Advance Payments Code (APC). In order to qualify for an exemption under the APC, the road should be built and maintained to a level that the Highway Authority considers will be of sufficient integrity to ensure that it does not deteriorate to such a condition as to warrant the use of the powers under the Private Streetworks Code.
- All works which affect an existing highway must be undertaken in accordance with a suitable agreement under s106 of the Town and Country Planning Act 1990 citing s278 Highways Act 1980, or under appropriate licence and the developer should contact the Highway Authority at their earliest convenience to discuss the details required.
- Where there are structural aspects of the development site which over sail the highway, these may require a licensed under s177 or 178 of the Highways Act 1980.
- The creation of the new access will require a suitable licence. This must be obtained from the Highway Authority and application for such a permit should be made at least four weeks before access works are intended to commence.
- Works which involve retaining walls, bridges or structures may need to be secured under an Approval in Principle in addition to any agreement to undertake works within or adjacent to existing highway.
- Under Section 23 of the Land Drainage Act there is a requirement to seek a consent when culverting or obstructing a watercourse, whether permanent or temporary. It is important to note that under no circumstances will retrospective consent be given for unconsented works. If unconsented drainage works have occurred, the developer will be responsible for restoring

the watercourse to its original condition. Failure to obtain Land Drainage Consent prior to carrying out the works may result in a fine.

- The Highway observations and comments are based on the information provided by/on behalf of the applicant as verified by the Local Planning Authority, and such information is deemed true and accurate at the time of assessment. Should any element of the supporting detail, including red and blue line landownership or control details, subsequently prove to be inaccurate, this may partially or wholly change the view of the Highway Authority for this (or any associated) application. As such the Highway Authority reserves the right to revisit our previously submitted comments and readdress where deemed necessary. Where planning permission has already been granted, any inaccuracies which come to light may seriously affect the deliverability of the permission. If this includes highway works either on or adjacent to the existing public highway that may be the subject of a specific planning condition and/or legal agreement attached to the aforementioned consent, it may result in a situation whereby that condition cannot then be discharged.

10.2 Reasons for Refusal

10.2.1 Where the requirements of this Standing Advice cannot be satisfied, it may be necessary to refuse the planning application on highway safety grounds.

10.2.2 Should the Local Planning Authority decide to refuse an application for highway reasons in accordance with this Standing Advice, it is recommended that officers confer with the Highway Authority prior to issuing a refusal notice. This should assist in the event of an appeal being made.

Suggested Reasons – Conflict with Traffic

The proposal is contrary to Section 9 of the National Planning Policy Framework (NPPF) and Policy ***** of the ***** District Local Plan/Core Strategy (adopted *** **) since the formation of an access together with the introduction of conflicting traffic movements onto and from the (...fill in...), such as would be generated by the proposed development, would be prejudicial to highway safety.

Pedestrians

The proposed pedestrian access is likely to encourage vehicles to park on the highway, with consequent risk of additional danger to all users of the road contrary to Section 9 of the National Planning Policy Framework (NPPF) and Policy ***** of the ***** District Local Plan/Core Strategy (adopted *** **).

Visibility

The proposal is contrary to Section 9 of the National Planning Policy Framework (NPPF) and Policy ***** of the ***** District Local Plan/Core Strategy (adopted *** **) since the proposed access to the (…fill in…) does not incorporate the necessary visibility splays which are essential in the interests of highway safety.

Intensification in use

The proposal is contrary to Section 9 of the National Planning Policy Framework (NPPF) and Policy ***** of the ***** District Local Plan/Core Strategy (adopted *** **) since the increased use of the existing access together with the generation of additional conflicting traffic movements, such as would result from the proposed development, would be prejudicial to highway safety.

Gradient

The proposal is contrary to Section 9 of the National Planning Policy Framework (NPPF) and Policy ***** of the ***** District Local Plan/Core Strategy (adopted *** **) since the proposed access by reason of its steep gradient is likely to be a source of hazard and inconvenience to the users of the adjoining highway.

Lack of Information

The submitted plans are not of sufficient quality and accuracy and/or the submitted supporting documents are insufficient to enable the Local Planning Authority to make a full assessment of the traffic impact of this proposal.

APPENDIX A Somerset County Council Parking Strategy

Details of the Somerset County Council – Parking Strategy adopted September 2013

[Transport Strategy, Policies and Plans \(somerset.gov.uk\)](https://www.somerset.gov.uk/transport-strategy-policies-and-plans)