



Highway Authority Standing Advice for small scale development Pre-application submissions to the Local Planning Authority

General Information

The main guidance on highway matters for small scale development can be found in various documents:

Design Manual for Roads and Bridges (DMRB)

<http://www.dft.gov.uk/ha/standards/dmr/vol6/section2/td4295.pdf>

Manual for Streets (MfS)

<https://www.gov.uk/government/publications/manual-for-streets>

Guidance on Transport Assessments.

<https://www.gov.uk/government/publications/guidance-on-transport-assessment>

Local Transport Plan – LTP3

<http://www2.eastriding.gov.uk/council/plans-and-policies/other-plans-and-policies-information/transport/local-transport-plan/>

What are the main highway issues that I will need to consider as part of the design of my development?

Is the access to the development safe for all road users. What evidence is there of any highway capacity or congestion issues. Does the highway network in the vicinity of the site have any record of personal injury accidents in the recent past. Is the development accessible by means other than the car.(bus frequency and cycle/pedestrian access)

What visibility splays are required and is there any further guidance?

Adequate sight lines that meet the guidance requirements must be provided and these can be viewed in the Design Manual for Road and Bridges (DMRB) and Manual for Streets (MfS). This could be 2.4m x 59m in a 30mph limit on a plot on a residential estate to 2.4m x 215m for an access in the open countryside on a road with a speed limit of 60mph. For residential streets, lightly trafficked rural lanes (see definition in MfS) Where traffic is seeking access rather than through movement, the junction/access and sight line requirements can be viewed in Section 7 (MfS) for streets subject to a maximum 30mph speed limit.

<http://www.dft.gov.uk/ha/standards/dmr/vol6/section2/td4295.pdf>

<https://www.gov.uk/government/publications/manual-for-streets>

<https://www.gov.uk/government/publications/guidance-on-transport-assessment>

What do I need to do with any pedestrian access from the development?

A principle of any scheme should always be to link all private footpaths with the adjacent adopted footway to ensure a safe and suitable access for all people to the development. Where footpaths provide more direct routes than the streets between the development and the wider highway network they should be built as cycleways.

What are the requirements for cycle parking and cycle storage?

All dwellings should be provided with covered, secure storage for cycles. The provision of a garage subject to minimum internal dimensions (see Manual for Street) (MfS) will be sufficient to provide an adequate facility.

<https://www.gov.uk/government/publications/manual-for-streets>

What is the Highway Authority's current guidance on the size of car parking spaces and the number of spaces required on developments?

Car parking provision on residential developments should be in accordance with the current minimum standards which are set out below:

Detached and semi detached dwellings

Two parking spaces within curtilage (200%)

Terraced Properties and Grouped dwellings

One assigned parking space per dwelling and one unassigned space per two dwellings (150%)

See Manual for Streets (MfS) for further information on parking, location and design arrangements. The minimum dimensions of a usable car parking space are 2.4m x 4.8m. Garages to be counted as parking spaces shall have minimum internal dimensions of 6.0m by 3.0m, with a min. 2.4m wide access. For communal residential car parking facilities, provision can be either parallel or angled arrangements and further information can be found in (MfS)

<https://www.gov.uk/government/publications/manual-for-streets>

What if my proposals affect the highway alignment or street lighting columns or signs?

Schemes which propose alterations to the existing public highway (including changes the carriageway, footway, cycleway, verge and street furniture) or proposing the adoption of highway should be referred to the Highway Authority for highways development management advice when the application for planning consent is submitted as part of the usual consultation process.

Can the surface water run off from paved areas discharge onto the highway?

No you must make adequate provision to ensure that surface water does not drain on to the public highway. Equally any new access should be designed to ensure that highway water does not drain on to the development site.

What access width and turning space is required for emergency service vehicles?

Turning facilities for accesses may be required for emergency service vehicles and in the case of the Fire Service this may affect your ability to secure building regulation approval (normal width for fire and rescue access road is 3.7m and generally the fire appliance needs to get within 45 metres of all parts of the building). Refer to B5 of the Building Regulations.

http://www.planningportal.gov.uk/uploads/br/BR_PDF_ADB_2000.pdf

Does the type of road my access connects with have any affect on my development?

Yes the Local Strategic Highway Network and A, B and C class roads will be subject to more stringent access restrictions in relation to the principle of any new access/increased usage of an access, highway safety, the maintenance of journey times and to ensure there is no adverse effect on traffic flow/congestion in connection with the Highway Authority's duty under the Traffic Management Act. Details on the extent of the network are include on page 5 Annex D of Council's Local Transport Plan (LTP3)

<http://www2.eastriding.gov.uk/council/plans-and-policies/other-plans-and-policies-information/transport/local-transport-plan/>

Can a sign or part of a building on my development overhang the highway?

Any proposed development which includes signs overhanging the highway must be over 2.4m above the level of the footway and must be no closer to the carriageway edge than 500mm. Any building that over sails the highway cannot be constructed without an application for a licence under Section 177 of the Highways Act 1980 and to carry out works on the building without such consent from the Highway Authority is an offence. You will need to show that the proposals will not impact on the usage of the highway or affect future maintenance arrangements for the Highway Authority.

<http://www.legislation.gov.uk/ukpga/1980/66/section/177>

Can my development include external lighting?

Normally yes but you must ensure that any external lighting systems do not interfere with or affect the safety of highway users.

What is the guidance for small scale commercial developments?

Commercial development shall provide at least the same level of visibility splays as residential development (see above) and vehicular access will need to provide vehicular accesses from adopted highway into privately owned which is capable of taking all types of vehicles to the type of development proposed. In addition the development shall make provision for adequate parking to cater for the likely demand in addition sufficient space shall be provided for loading off loading and manoeuvring areas for service vehicles within the curtilage of the site to avoid conflict with other users on the publicly maintainable highway network. It is also important to provide commercial development in sustainable locations which are easily accessible by pedestrians, cyclists and is close to public transport facilities with a good frequency of service. This will reduce dependency on the private car and particularly single occupancy vehicle trips. Commercial development should include arrangement to positively promote sustainable transport options and offer incentives to employees to travel by sustainable means.