

DEVON COUNTY COUNCIL

**HIGHWAYS DEVELOPMENT
MANAGEMENT ADVICE FOR THE
DETERMINATION OF PLANNING
APPLICATIONS**

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INTRODUCTION

1.1 General

1.1.1 Devon County Council grants planning permission for a range of developments within Devon, including minerals extraction, waste management and disposal and the County Council's own developments (for example, schools and libraries). All other planning applications, including applications for residential, office, industrial, and retail development are determined by the ten Local Planning Authorities (LPA's).

1.1.2 Where development would have an effect on the transport network, the LPA's consult Devon County Council as Highway Authority on any relevant highway and transportation issues relating to the proposal.

1.2 Legislation

1.2.1 In response to Article 10 of the Town and Country Planning General Development Procedure 1995, and Amendment Order 2005, Devon County Council, as Local Highway Authority has resolved to dispense with the need for Local Planning Authorities to consult with the Highway Authority on minor planning applications.

1.2.2 This document sets out the selection criteria for providing highways advice determined by Devon County Council as Highway Authority and guidance for the District Councils as Planning Authorities for those minor planning applications which may contain highway elements.

1.3 Consultation Process

1.3.1 Up-to-date weekly lists of registered planning applications are provided to the County Council by the LPA's. In the future it is likely that this process will be undertaken by viewing the District Council websites.

1.3.2 The County Council will use the criteria included in Section 2 of this document to identify applications for which they will provide highways development management consultation advice.

1.3.3 Consultation responses are returned either by post, email or by hand.

1.3.4 There may be planning applications which may contain highway elements but are not selected by the criteria. In order that these highway elements can be considered then the LPA Planning Officers should use the guidance contained in Section 3 and the Appendices of this document.

2 HIGHWAY AND TRANSPORT CONSULTATIONS – CRITERIA TO BE APPLIED BY THE DEVON COUNTY COUNCIL OFFICER

2.1 General

2.1.1 If the planning application meets the following conditions the County Council will provide development control advice on the highway and transport aspects of the proposal. The Devon County Council Officer will apply these criteria and request further information as appropriate:

- a. the application site is adjacent to a Class ‘A’ road (except trunk roads), Class ‘B’ road, distributor road or transition road or traffic sensitive route, (but excludes the following minor developments/improvements: replacement windows/doors, replacement facia, facia signs, hanging signs, conservatories, erection of walls and retaining walls (below 1.37m and beyond 3.6m from the highway), porches, swimming pools, car ports, single and double garages, loft conversions, re-roofing/roofing improvements, re-cladding, erection of sheds/summerhouses, CCTV equipment, non-illuminated signs, demolition of sheds or outbuildings, single storey extensions to existing residential properties, vegetation removal, where they do not result in an unacceptable loss of existing parking.)
- b. the application site is adjacent to any other road and involves:

	Land Use	Use / Description of Development	Size
1	Food Retail (A1)	Retail sale of food goods to the public.	>50 sqm GFA
2	Non-food Retail (A1)	Retail sale of non-food goods to the public.	>100 sqm GFA
3	A2 (Financial & Professional Services)	Services to visiting members of the public. Banks, Building Societies, Professional Services (other than Health or Medical Services), Estate Agents, Employment Agencies, Betting Shops.	>200 sqm GFA
4	A3 Restaurants and Cafes	Use for the safe of food for consumption on the premises.	>50 sqm GFA
5	A4 Drinking Establishments	Public House, wine bar or other drinking establishment	>50 sqm GFA
6	A5 Hot Food Takeaway	The sale of hot food for consumption on or off the premises.	>50 sqm GFA
7	B1 Business	Offices	>200 sqm GFA
8	B2 General Industrial	General industry other than classified as B1	>250 sqm GFA
9	B8 Storage or Distribution	Wholesale warehouses, distribution centres & repositories.	>400 sqm GFA

10	C1 Hotel	Hotels, Boarding Houses, Guest Houses & Holiday Lets.	>6 Bedrooms
11	C2 Residential Institutions – Hospitals, Nursing Homes	The provision of residential accommodation & care to people in need of care	>6 Bedrooms
12	C2 Residential Institutions – Residential Education	Boarding schools & training centres	>650 sqm GFA
13	C2 Residential Institutions – Institutional Hostels	Homeless shelters, accommodation for people with learning difficulties & people on probation.	>24 residents
14	C2 Dwelling Houses	Dwellings for individuals, families or not more than six people living together as a single household, including the subdivision of dwellings.	>3 units
15	D1 Non residential institutions	Medical and Health Services – Clinics & Health centres, Crèche, Day Nursery, Day centres & consulting rooms, museums, public libraries, art galleries, exhibition halls, non residential education & training centres, places or worship, religious instruction & church halls.	>50 sqm GFA
16	D2 Assembly & Leisure	Cinemas, dance and concert halls, sports halls, swimming baths, skating rinks, gymnasiums, bingo halls & casinos. Other indoor & outdoor sports & leisure (not involving motorised vehicles.	>100 sqm GFA
17	Education	Primary & secondary & non-residential colleges & universities	>150 sqm GFA
18	Nursery Education	Nursery Education	>50 sqm GFA
19	Agricultural Access or property	Field accesses, agricultural buildings.	>24 two-way vehicles a day
20	Other Developments	Residential extensions and improvements, new accesses, erection of wind turbines, CCTV equipment, multiple garages, sports facilities.	>24 two-way vehicles a day

- c. the application site involves building structures on, over or under the highway,
- d. the application site involves a retaining wall (above or below) within 3.6m of the highway and higher than 1.37m,
- e. the application proposals involve any changes to the Adopted Highway (including changes to the carriageway, footway, cycleway, traffic signs, road markings, verge, street furniture or Traffic Regulation Orders) or proposes the adoption of new highway,
- f. the application site is within a residential parking scheme or is a location where vehicles are likely to be parked on the adopted highway in the vicinity of a junction,
- g. the application site will have the potential to exacerbate an existing operational or road safety issue, including water run off on to the public highway or where it might affect highway drainage. These existing operational or road safety issues could be identified by either the Planning Officer or Development Management Officer.

2.1.2 There are other circumstances which are not covered by the above selection criteria:

- h. the County Council Development Management – Highways and Transport team will provide a consultation response where the application affects any road improvement, traffic scheme, or ongoing transportation study. This will be identified by the local Council Development Management Officer,
- i. the County Council Development Management – Highways and Transport team will provide a consultation response when a written request to do so is made by a County Council member, within whose ward the development is located,
- j. the County Council's Director of Environment, Economy and Culture or his representative reserves the right to comment on any planning application that could potentially affect the operation or road safety of any highway under the control of the County Council. This is to allow for sites falling outside the above criteria which may have site-specific issues that could result in significant highway impacts,
- k. in some locations individual plots have previously provided small lengths of footway across their frontage. Any such future planning applications should be referred to the County Council for a consultation response.

2.1.3 The LPA will need to acquire certain basic information from the applicant about the highway elements of the planning application in order for the County Council to carry out the consultation. The County Council may request further information on the larger and more complex applications.

3 GUIDANCE TO LOCAL PLANNING AUTHORITIES ON PLANNING APPLICATIONS WITH HIGHWAY MATTERS NOT SELECTED BY THE CRITERIA

3.1 Introduction

3.1.1 The following best practice should be applied by LPA's to planning applications with highway matters not considered by the Devon County Council Officer.

3.2 Domestic Vehicular Accesses / Drives

3.2.1 For domestic vehicular accesses from adopted highway into privately owned property (serving up to 3 dwellings) the arrangement must comply with Part One, Sections 3.10, 3.11 and 7.4 of Devon County Council's Highways in Residential and Commercial Estates Design Guide. For driveway gradients a maximum of 10% is preferred although each site must be considered on its merits.

3.2.2 The relevant extracts from the Residential and Commercial Estates Design Guide are shown in Appendix I.

3.3 Commercial Vehicular Accesses / Drives

3.3.1 For commercial vehicular accesses from adopted highway into privately owned property the arrangement must comply with Part Two, Section 3.5 (Type 41 Private Commercial Access Way) or 3.6 (Type CP42 Private Commercial Courtyards) as appropriate, and paragraph 4.2.5 of Devon County Council's Highways in Residential and Commercial Estates Design Guide. For driveway gradients refer to Part Two, Section 4.3 (Commercial), of Devon County Council's Highways in Residential and Commercial Estates Design Guide.

3.3.2 The relevant extracts from the Residential and Commercial Estates Design Guide are shown in Appendix II.

3.4 Junction Visibility

3.4.1 The provision of adequate visibility between all highway users as a result of the development is vital for the safety of all road users.

3.4.2 For residential streets, lightly trafficked rural lanes (as defined in the Manual for Streets) and where traffic is seeking access rather than through movement, the junction/access visibility requirements in Section 7 of the Manual for Streets publication can be applied for streets with a design speed up to 60kph (37mph).

3.4.3 The relevant extracts from the Manual for Streets are shown in Appendix III.

3.4.4 Where vehicular speeds are believed to generally exceed 37mph the relevant County council officer should be consulted.

3.5 Agricultural Vehicular Accesses

- 3.5.1 For agricultural accesses from adopted highway into privately owned property the arrangement must comply with drawings shown in Appendix IV.

3.6 Pedestrian/Cycle Movement

- 3.6.1 Design of footways, footpaths and cycleways:

As identified in Section 2 of this document, schemes proposing alterations to the Adopted Highway (including changes the carriageway, footway, cycleway, verge and street furniture) or proposing the adoption of highway should be referred to the County Council for highways development control advice.

- 3.6.2 Improve existing highway and access continuity:

Always attempt to link all private (domestic and employment) footpaths and cycleways with the nearest adopted path provision.

- 3.6.3 Crime Prevention:

Footpaths and cycleways should not become back alleys, see Part One Section 2.8 of Devon County Council's Highways in Residential and Commercial Estates Design Guide. Part One Section 2.8 of Devon County Council's Highways in Residential and Commercial Estates Design Guide has been reiterated in Appendix V of this document.

The design of the living environment shall take due notice of the 'Secure by Design' principles as advocated by the Devon and Cornwall Constabulary.

- 3.6.4 Disability Access:

The requirements of the Disability Discrimination Act (DDA) have been introduced gradually since 1996. Part III of the DDA covering Disabled Access - officially called 'Rights of Access - Goods, Facilities, Services and Premises' covers those providing goods, facilities or services to the public and those selling, letting or managing premises.

The Act makes it unlawful for service providers, landlords and other persons to discriminate against disabled people in certain circumstances.

The duties on service providers are being introduced in three stages:

- Since 2 December 1996 it has been unlawful for service providers to treat disabled people less favourably for a reason related to their disability;
- Since 1 October 1999 service providers have had to make 'reasonable adjustments' for disabled people, such as providing extra help or making changes to the way they provide their services; and

- From 1 October 2004 service providers may have to make other 'reasonable adjustments' in relation to the physical features of their premises to overcome physical barriers to access.

The design of the living environment shall comply with current Disability Discrimination Act requirements.

3.7 Surface Water Drainage

- 3.7.1 Adequate provision should be made 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.

3.8 Rights Of Way

- 3.8.1 The planning application should identify if there is any effect on public rights of way. The need for stopping up or diversion orders should be identified. For further advice on the process please contact the Public Rights of Way section of Devon County Council.
- 3.8.2 The planning application should establish rights of access of others to highway and consider any subsequent effects. It should be noted however that in many cases private rights of access issues will be a civil matter.

3.9 Overhanging Signs, Buildings and Vegetation

- 3.9.1 Signs overhanging the highway must be over 2.4m above the footway level and no closer than 500mm from the carriageway edge.
- 3.9.2 Roots or overhanging vegetation which causes damage or obstruction to the highway can be removed by the appropriate order by the County Council. It is advised that any planting scheme, especially proposals for trees, allows sufficient clearance from the highway allowing for seasonal growth of vegetation.
- 3.9.3 In areas proposed for development it is strongly advised that it shall be inspected prior to any site clearance and, if any of the plants detailed in Part II of Schedule 9 of the Wildlife and Countryside Act 1981 are noted, this shall be disclosed within the application, and a method statement provided by the developer before work is commenced to ensure their eradication.

3.10 Lighting

- 3.10.1 Any development shall ensure that any external lighting systems do not interfere with the use of highway.

3.11 Parking

- 3.11.1 Parking provision should be in accordance with Devon Structure Plan Policy TR4 (see Appendix VI) and the Devon Local Transport Plan 2006 – 2011.
- 3.11.2 Parking standards should conform to the appropriate guidance given in each of the LPA's Local Plans/Local Development Frameworks.
- 3.11.3 Reference can also be made to the national maximum parking standards contained within Planning Policy Guidance 13 (PPG 13), however it should be noted that these parking rates are relevant to larger developments that would normally be considered by the County Council.
- 3.11.4 If the application is located within a residents parking scheme it should be referred to the County Council for consultation.
- 3.11.5 For parking space sizes refer to Part One, Section 4.5 of Devon County Council's Highways in Residential and Commercial Estates Design Guide (see Appendix VII). Disabled parking should be provided in accordance with the relevant District Council's Local Plan/Local Development Framework. More general guidance can be found in the Department for Transport publication "Inclusive Mobility".

3.12 Turning Areas

- 3.12.1 Unless a private residential drive accesses directly from a residential estate road or lightly trafficked road the appropriate turning space should be provided. For private residential drives the layout should conform to Part One, Section 7.4 (Residential) of Devon County Council's Highways in Residential and Commercial Estates Design Guide. For Private Commercial Courtyards a full-sized commercial turning facility will be required as detailed in Part Two, Section 4.3 of Devon County Council's Highways in Residential and Commercial Estates Design Guide.
- 3.12.2 The relevant extracts from the Residential and Commercial Estates Design Guide are shown in Appendix VIII.

3.13 Illuminated Signs

- 3.13.1 Illuminated signs visible from the highway must comply with the latest issue of the Institute of Lighting Engineers Technical Report No 5 Brightness of illuminated advertisements.

3.14 Reasons and Conditions for refusal.

- 3.14.1 Appendix IX of this document includes examples of Standard Highway Reasons and Conditions for applications dealt with by Local Planning Authorities. The list of examples in Appendix IX is not intended to be exhaustive. They provide a prompt for Local Planning Authorities to help them undertake their own assessment of planning applications not considered by the County Council.

- 3.14.2 In the event that the LPA is considering refusing an application on highways/transport grounds early discussion with County Council officers is strongly recommended. Support in the event of an appeal will only be provided if such liaison has taken place.



APPENDICES



Appendix I - Domestic Vehicular Accesses / Drives

PRIVATE DRIVES SERVING UP TO THREE DWELLINGS

Function

Private drives may serve up to three dwellings provided there is adequate provision for parking and turning private vehicles including vehicles of up to 3.5 tonnes maximum laden weight. If more than three dwellings are served off a private drive problems are likely to be created for future residents: therefore, private drives serving more than 3 dwellings are not acceptable. (Note that highways matters relating to planning applications for more than 3 dwellings will be considered by the County Council).

Residents should not be inconvenienced by awkward or substandard layouts that have been devised to avoid extending the length of adoptable roads. Communal or shared vehicle turning and servicing areas should be paved in a contrasting material to the individual private access drives and parking spaces.



Parking

Adequate parking spaces to the normal standard are required for each dwelling. See paragraph 3.11 and Appendix VII of this document.

Access

Private drives may give direct access to dwellings from R1 Residential Transition Roads, Type R2 Access Roads and Type R31 / R33 Traditional or Shared Surface Access Ways, (see Devon County Council's Highways in Residential and Commercial Estates Design Guide).

Gradients

Gradients should ideally not be greater than 7% and a maximum of 10%. Cars should not ground when using private drives, so it is recommended that the first 6m should not be steeper than 5% to avoid this problem.

Drainage

Adequate drainage within the driveway must be provided where the gradient is such that rain water would otherwise flow on to the adjacent highway.

Layout

To enhance the entrance and to safeguard the private drive from flank frontage access, it is recommended that the gardens of the dwellings served by the drive be extended along the rear of the clearance strips.

Characteristics of a Private Drive Serving up to 3 Dwellings

Width	The drive is to be 3.0m wide, widened on bends as appropriate. However, where the private drive serves three dwellings, a minimum width of 4.1 metres should be provided between the highway boundary and the access to the first dwelling.
Passing Bays	Intervisible passing bays should be provided for drives longer than 25m
Edge Strips	1m wide edge clearance strips should be provided on both sides of the access drive.
Turning Heads	Communal vehicle turning head/ service area/ visitor parking is to be provided, in addition to the full parking standards of 2 or 3 spaces per dwelling.

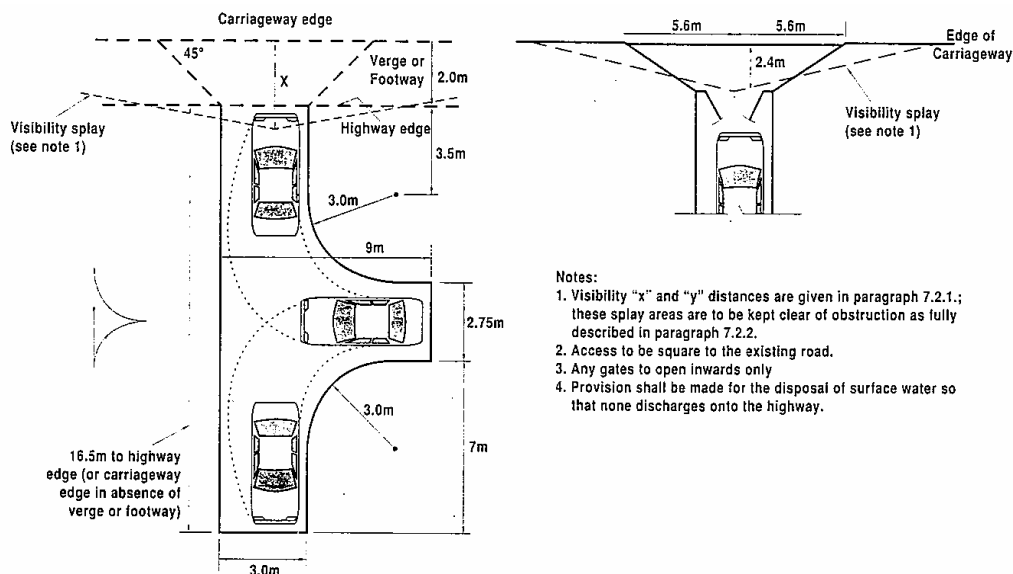
PRIVATE DRIVES SERVING SINGLE DWELLINGS

Recommended minimum widths and lengths of private drives serving single dwellings are given in Appendix VII. Driveways narrower than these would lead to unnecessary parking on the highway.

Similar requirements for gradient and drainage apply as for driveways serving up to three dwellings (see above).

Where a private drive provides access from a Residential Transition Road (or in other circumstances from existing County Roads), the ability to turn a vehicle within the curtilage must be provided (see Appendix VIII).

LAYOUT OF PRIVATE DRIVES



- Notes:
1. Visibility "x" and "y" distances are given in paragraph 7.2.1.; these splay areas are to be kept clear of obstruction as fully described in paragraph 7.2.2.
 2. Access to be square to the existing road.
 3. Any gates to open inwards only
 4. Provision shall be made for the disposal of surface water so that none discharges onto the highway.



Appendix II - Commercial Vehicular Accesses

TYPE CP41 PRIVATE COMMERCIAL ACCESS WAY

Function

A Private Commercial Access Way may serve up to three commercial units providing each has adequate off-street vehicle parking and turning facilities. Careful design is required to ensure that the pedestrian and vehicle access arrangements are adequate and safe and that a substandard arrangement has not been devised to reduce the length of adoptable street.

Shared off-street vehicle parking and turning facilities for the commercial units served by the shared access road may be acceptable.

Accesses

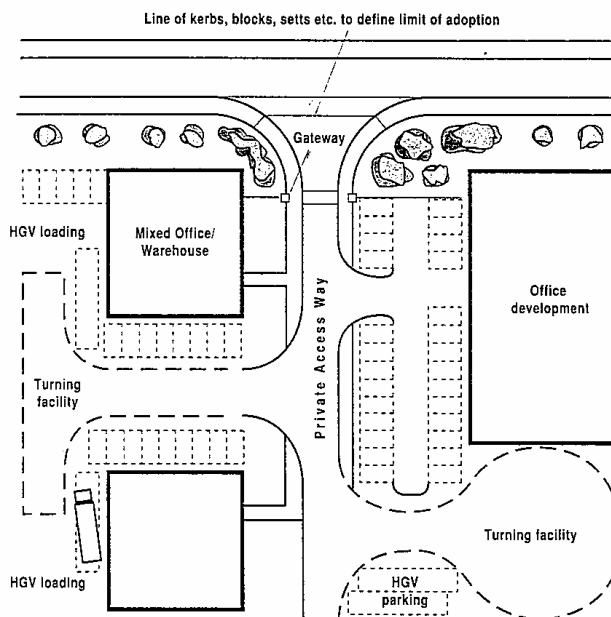
Private Commercial Access Ways may be directly accessed from Type C2 Commercial Access Roads.

Detailed Characteristics of These Roads Are:

Design Speed	24kph (15mph).
Entrance/Surfacing Material	The surfacing material is to differ from adjacent carriageways in order to indicate to the driver that a different environment is being entered; a dropped kerb with 6mm upstand is to be provided on the channel line of the main carriageway and demarcation provided where the adopted entrance changes to a private access way.
Carriageway Width	6.0m minimum with local widening at bends.
Radii of junctions	15m at all junctions
Turning Facilities	On-site vehicle turning facilities will need to accommodate the largest commercial vehicle.
Kerbs	150mm upstand using 300 x 150 kerbs at carriageway edge 12mm upstand at vehicle entrances 6mm upstand at pedestrian crossing points.
Footway/Service Margin	The footway service margins shall be a 2.5m wide footway on one side and a minimum 1m wide paved clearance service margin on the other side if this is adequate for services and pedestrians.
Vehicle Parking	On-site car and commercial vehicle parking and commercial vehicle loading and unloading facilities for all vehicles likely to attend the site(s) should be provided. Its design should be such that all vehicles can be parked within the site, with no necessity to reverse from or on to a public highway.
Surface Water Disposal	Adequate provision is to be made for the disposal of surface water from the access road, via a piped drainage system with an approved outfall, which is not to be an adoptable highway drain.

Private Commercial Access Roads will NOT be adopted by the Highway Authority and the Developer will be required to enter into a Legal Agreement to provide for future maintenance, either as landlord or as the originator of a properly constituted Management Company which consists of all Owners, Tenants and Occupiers of properties using the Access Road if liability to Advance Payment Code deposits are to be avoided.

Type CP41 Private Commercial Access Way



TYPE CP42 PRIVATE COMMERCIAL COURTYARDS

Function

A Private Commercial Courtyard is a cul-de-sac for the joint use of pedestrians and vehicles. It provides direct access to small starter commercial unit forecourts. The Commercial Courtyard may serve up to an overall area of 0.4 hectares (1 acre) of commercial development (including the buildings forecourt, vehicle facilities and courtyard). The size of the individual commercial unit can be up to 150m.

Layout and Construction

The Courtyard will take the form of an access road that terminates in a full-size commercial vehicle turning facility and may well be constructed in block pavements laid to herringbone pattern. Demarcation is to be provided where the adopted entrance changes to a private courtyard.

Parking

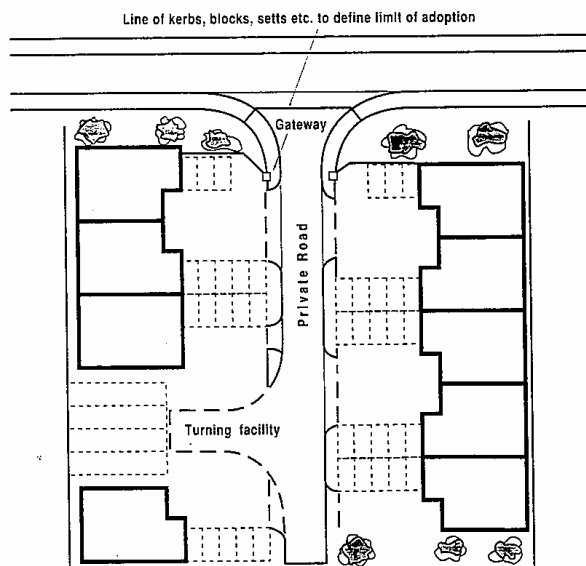
The forecourt of each unit will be accessed from the courtyard, which will provide delivery vehicle access and parking for the particular unit. The total parking requirement for a particular unit does not need to be provided in the individual forecourt; 50% of the parking requirement could be available in communal parking areas that also serve the neighbouring units, providing the parking area is directly accessed from the same courtyard.

A communal lorry parking area for a complex of small starter units with access from the courtyard should be provided. One lorry space for every 3 individual units is recommended.

Access

A Private Commercial Courtyard will be permitted off a local distributor road or lesser road if the entrance is laid out as detailed in the figure below which specifies a footway separate from the carriageway in the vicinity of the major road.

Type CP42 Private Commercial Courtyard



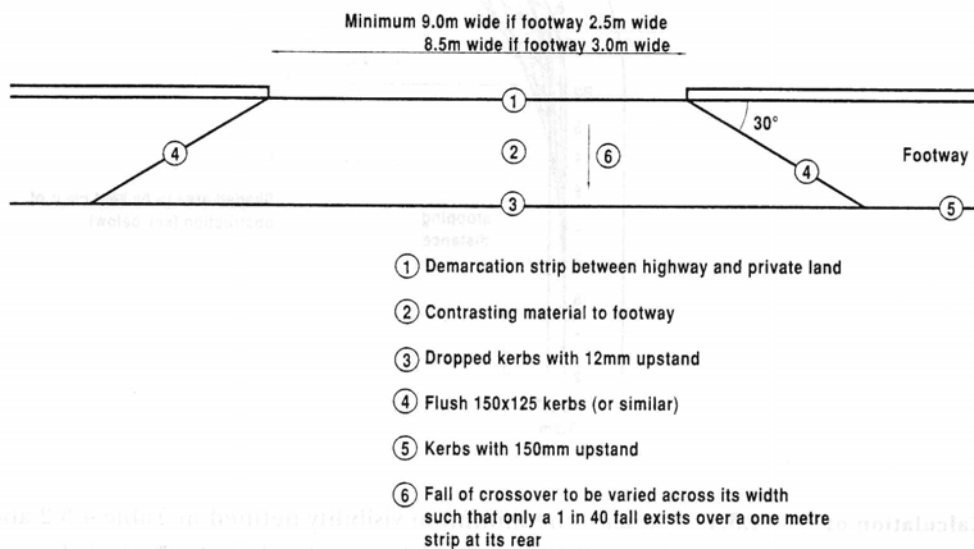
Detailed Characteristics of These Roads Are:

Design Speed	24kph (15mph).
Entrance/Surfacing Material	The surfacing material is to differ from adjacent carriageways in order to indicate to the driver that a different environment is being entered; a dropped kerb with 6mm upstand is to be provided on the channel line of the main carriageway and demarcation provided where the adopted entrance changes to a private access way.
Carriageway Width	The carriageway width shall be 6.0m widened on bends in accordance with paragraph. 4.3.7 of the design guide. The width may be reduced to 5.5m if turning is possible within the forecourt area.
	Radii of junctions Minimum 10m and 15m with a Local Distributor Road.
Kerbs	40mm upstand at the edge of the carriageway 12mm upstand at accesses, and 6mm upstand at pedestrian crossing points.
Footways	Not required

Clearance strips/service margins	The statutory undertakers mains and apparatus should not be accommodated in the spine road but alongside the courtyard carriageway in paved margins. The margins should be of minimum 2m width, but where no services are likely to be required it can be reduced to 1m wide.
Turning heads	A full size vehicle turning head is required at the end of the courtyard. The turning head within a Private Commercial Courtyard needs to only accommodate an 11m rigid vehicle if there is a full size commercial vehicle turning head at the courtyard entrance.
Vehicle Parking	On-site car and commercial vehicle parking, and commercial vehicle loading and unloading facilities for all vehicles likely to attend the site(s) should be provided: its design should be such that all vehicles can be parked within the site, with no necessity to reverse from or on to a public highway.
Surface Water Disposal	Adequate provision is to be made for the disposal of surface water from the access road, via a piped drainage system with an approved outfall, which is not to be an adoptable highway drain.

Private Commercial Courtyards will NOT be adopted by the Highway Authority and the Developer will be required to enter into a Legal Agreement to provide for future maintenance, either as landlord or as the originator of a properly constituted Management Company which consists of all Owners, Tenants and Occupiers of properties using the Courtyard if liability to Advance Payment Code deposits are to be avoided.

Individual (or shared) accesses must accommodate the largest vehicle likely to use them, which is unlikely to be less than an articulated or rigid lorry. Dimensions that accommodate such vehicles are shown below; however, each case should be considered on its own merits as angle of approach or the frequency of larger vehicles etc. may dictate other arrangements. The construction details shown below will distinguish an access from the adjacent footway.



CARRIAGEWAYS

General

Widths, lengths between traffic calming features, and minimum horizontal radii are given in the Table below.

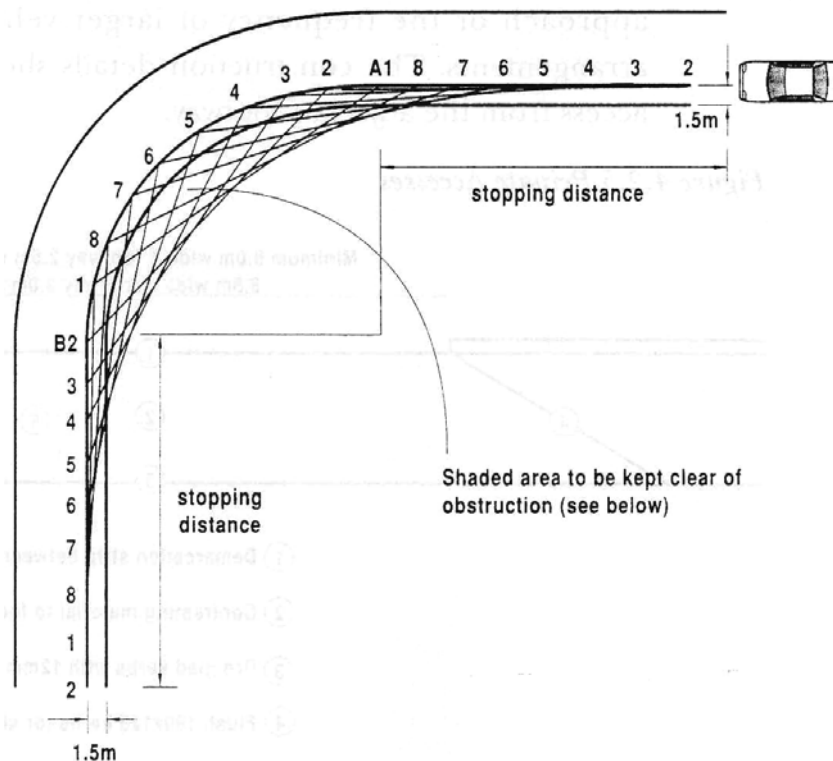
Forward visibility

The forward visibility required is the stopping distance needed by vehicles travelling along a road at the defined speed.

Speed - kph	48	40	32	24	16	8
- mph	30	25	20	15	10	5
Stopping Distance (m)	60	45	33	23	14	6

Forward Visibility on Bends

Forward Visibility on bends is to be provided as follows:



Calculation of Forward Visibility “Envelope”

At least the minimum visibility defined in the table above should always be available to the driver at the design speed of the road. The envelope of the area to be kept free of obstruction can be derived in following manner:

1. draw a line parallel to the inside kerb, 1.5m into the carriageway, to represent the path of an approaching vehicle.
2. Obtain the design speed for the type of road and the required stopping distance for this design speed from the table above.
3. measure the full stopping distance back from tangent point "A" above and divide the vehicle path into equal increments (say 3m), and numbered.
4. continue these increments sequentially around the curve until a full stopping distance beyond tangent point "B" above is achieved.
5. draw lines to connect increment points that are the stopping distance apart; the resultant envelope is that which should be kept clear of obstructions so that an object 0.25m high in the carriageway can be seen from the driver's height of 1.05m

Gradients and Crossfalls

Gradients and Crossfalls shall be in accordance with the following table:

	Carriageway		Cycleway		Footway Footpath
	Max	Min	Max	Min	Max
Longitudinal Gradient (general)	10% (note 1)	1% (note 2)	3% (note 3)	1%	8% (note 1)
Longitudinal gradient of side road at junction (for first 6m from main road channel)	5%				
Crossfall	3.3%	2.5%			2.5%

Notes:

- (1) increased gradients will be considered provided they are discussed and agreed with the engineer at the planning application stage together with any special details (including surfacing) which maybe required.
- (2) this gradient may be reduced to 0.67% if combined drainage and kerb block are used, except for block-paved roads.
- (3) The gradient of cycleways may be increased to 5% for lengths up to 100m, or 7% for lengths up to 30m.

Vertical Curves

Vertical curves shall be provided in all instances where the algebraic difference between adjoining straight gradients is in excess of 1%.

Widening on Bends

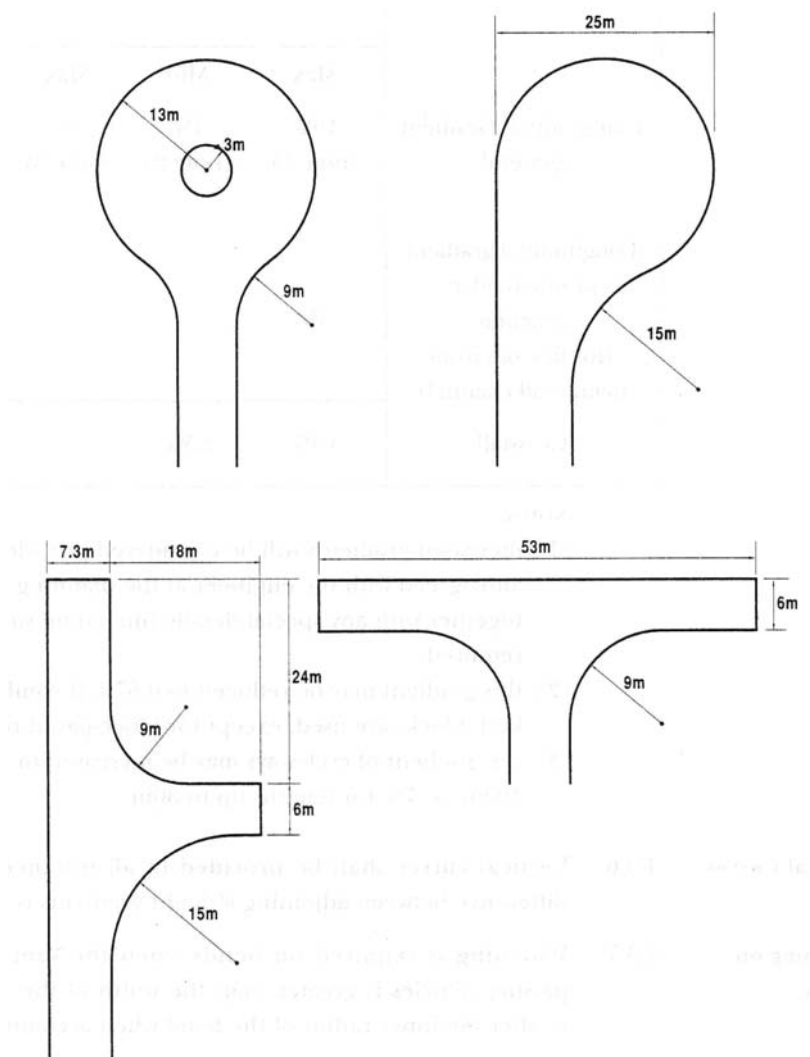
Widening is required on bends when the sum of the swept paths of passing vehicles is greater than the carriageway. It is better to alter the inner radius of the bend when accommodating this widening.

The following table gives the required width of the carriageway for bends of varying radii subject to the minimum widths and radii specified for each particular road type:

Inner Kerb Radius (metres)	30	40	50	60	70	80	90	100	110	120	130	140	150
Road to be widened to... ...for 6.0m wide roads. (metres)	9.6	9.3	8.8	8.5	8.2	7.9	7.7	7.3	7.0	6.7	6.5	6.3	6.1
...for 7.3m wide roads (metres)	9.6	9.3	8.8	8.5	8.2	8.0	7.9	7.8	7.7	7.6	7.5	7.4	7.3

Turning Heads

Full size commercial vehicle turning heads are to be located at the ends of all cul de sacs. The required dimensions are as follows:



Frequency

Commercial estate layouts shall be such as to ensure that there are full size commercial vehicle turning facilities at least every 300m within the highway system; for this purpose road junctions can provide the facility.

Kerbs

Kerbs shall be pre-cast concrete 300mm x 150mm bull-nosed. Upstands shall be:

150mm generally,
6mm at footway crossings and
12mm at vehicle accesses.



Appendix III - Junction Visibility

VISIBILITY ON “STREETS” – MANUAL FOR STREETS

Visibility splays at junctions

The visibility splay at a junction ensures there is adequate inter-visibility between vehicles on the major and minor arms.

The distance back along the minor arm from which visibility is measured is known as the X distance. It is generally measured back from the ‘give way’ line (or an imaginary ‘give way’ line if no such markings are provided). This distance is normally measured along the centreline of the minor arm for simplicity, but in some circumstances (for example where there is a wide splitter island on the minor arm) it will be more appropriate to measure it from the actual position of the driver.

The Y distance represents the distance that a driver who is about to exit from the minor arm can see to his left and right along the main alignment. For simplicity it is measured along the nearside kerb line of the main arm, although vehicles will normally be travelling a distance from the kerb line. The measurement is taken from the point where this line intersects the centreline of the minor arm (unless, as above, there is a splitter island in the minor arm).

When the main alignment is curved and the minor arm joins on the outside of a bend, another check is necessary to make sure that an approaching vehicle on the main arm is visible over the whole of the Y distance. This is done by drawing an additional sight line which meets the kerb line at a tangent.

Some circumstances make it unlikely that vehicles approaching from the left on the main arm will cross the centreline of the main arm — opposing flows may be physically segregated at that point, for example. If so, the visibility splay to the left can be measured to the centreline of the main arm.

X distance

An X distance of 2.4 m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of the car and the driver’s eye.

A minimum figure of 2 m may be considered in some very lightly-trafficked and slow-speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered.

Using an X distance in excess of 2.4 m is not generally required in built-up areas.

Longer X distances enable drivers to look for gaps as they approach the junction. This increases junction capacity for the minor arm, and so may be justified in some circumstances, but it also increases the possibility that drivers on the minor approach will fail to take account of other road users, particularly pedestrians and cyclists. Longer X distances may also result in more shunt accidents on the minor arm. TRL Report No. 18420 found that accident risk increased with greater minor-road sight distance.

Y distance

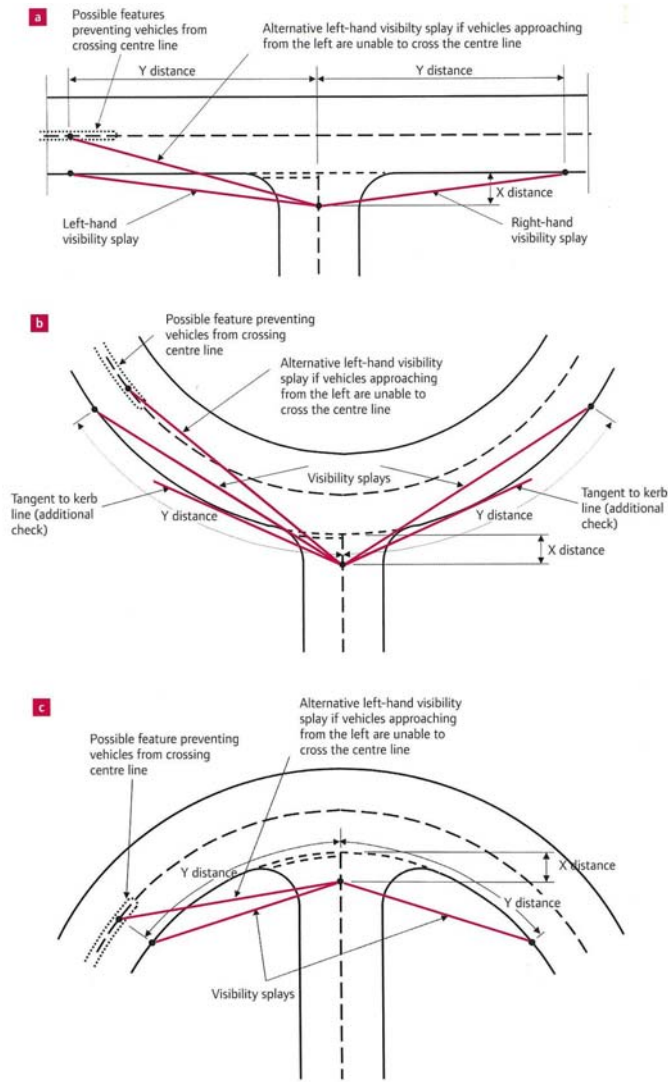
The Y distance should be based on values for SSD from the following table:

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

Clearance of Obstructions

Visibility splays should be clear of any obstructions that are higher than 300mm above the channel level. This will then allow any planting to grow a further 300mm, but in any case the overall height should never exceed 600mm at any time of year. Vertical obstructions to visibility such as lamp columns and trees will be accepted provided that in combination they do not create a solid visual barrier.



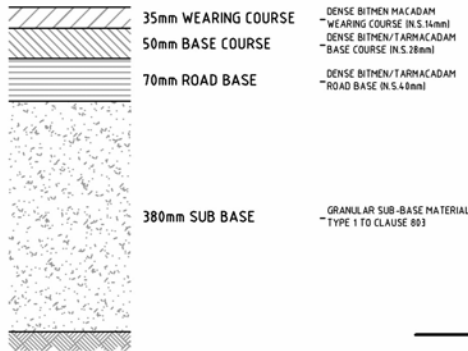


Appendix IV – Agricultural Vehicular Accesses

DEVON COUNTY COUNCIL

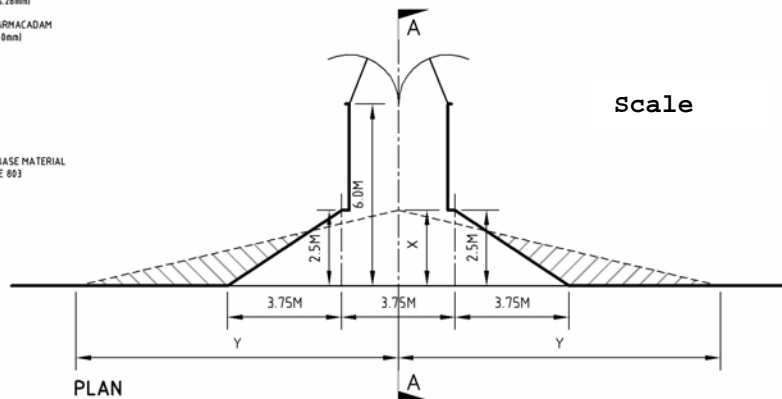
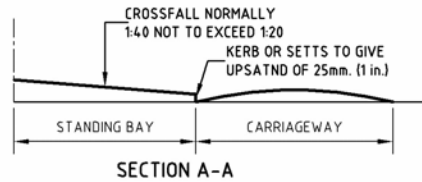
NOTES

1. SHADED AREAS TO BE KEPT CLEAR OF OBSTRUCTION BETWEEN 600mm AND 2000mm ABOVE ROAD LEVEL. VERTICAL OBSTRUCTIONS SUCH AS LAMP COLUMNS AND TREES WILL BE ACCEPTABLE PROVIDING THAT IN COMBINATION THEY DO NOT CREATE A SOLID VISUAL BARRIER FROM THE ACCESS.
2. ACCESS TO BE SQUARE TO THE EXISTING ROAD.
3. ANY GATES TO BE HUNG TO OPEN INWARDS ONLY.
4. PROVISION SHALL BE MADE FOR DISPOSAL OF SURFACE WATER SO THAT NONE DISCHARGES ONTO THE HIGHWAY.
5. CONSTRUCTION OF STANDING BAY.



THE CONSTRUCTION MAY BE VARIED IN ACCORDANCE WITH THE DEVON COUNTY COUNCIL SPECIFICATION- "RESIDENTIAL ESTATES - HIGHWAY AND FOOTPATHS - LAYOUT - DESIGN - CONSTRUCTION."

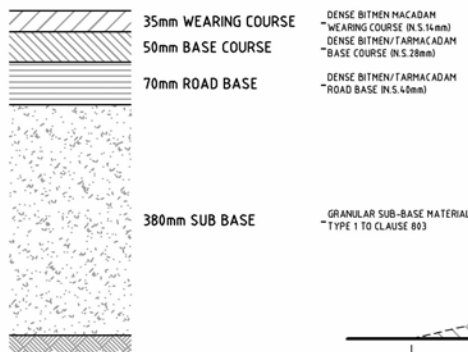
**SINGLE STANDING BAY (AGRICULTURAL)
DIA A TYPE 3**



DEVON COUNTY COUNCIL

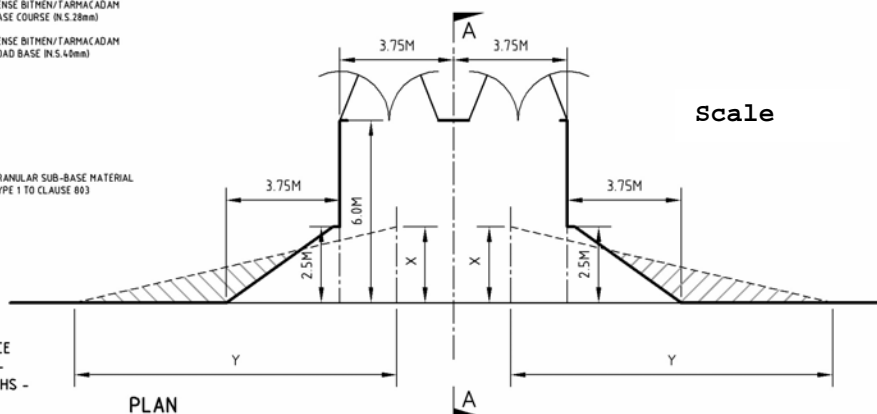
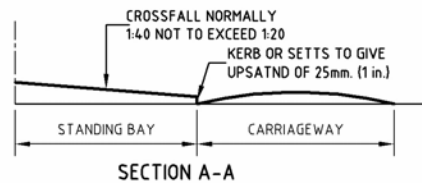
NOTES

1. SHADED AREAS TO BE KEPT CLEAR OF OBSTRUCTION TO VISIBILITY AT HEIGHTS BETWEEN 225mm AND 3000mm ABOVE THE ADJACENT ROAD LEVEL. VERTICAL OBSTRUCTIONS SUCH AS LAMP COLUMNS AND TREES WILL BE ACCEPTABLE PROVIDING THAT IN COMBINATION THEY DO NOT CREATE A SOLID VISUAL BARRIER FROM THE ACCESS.
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3. ANY GATES TO BE HUNG TO OPEN INWARDS ONLY.
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5. CONSTRUCTION OF STANDING BAY.



THE CONSTRUCTION MAY BE VARIED IN ACCORDANCE WITH THE DEVON COUNTY COUNCIL SPECIFICATION- "RESIDENTIAL ESTATES - HIGHWAY AND FOOTPATHS - LAYOUT - DESIGN - CONSTRUCTION."

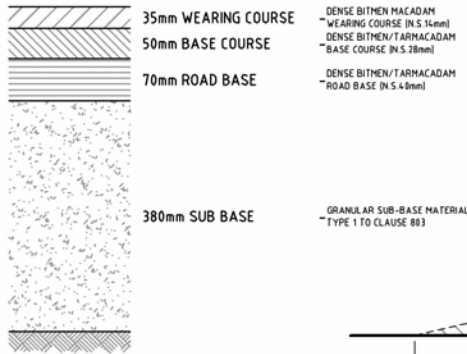
**DOUBLE STANDING BAY (AGRICULTURAL)
DIA A TYPE 4**



DEVON COUNTY COUNCIL

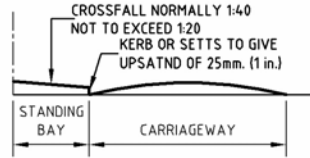
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1. SHADED AREAS TO BE KEPT CLEAR OF OBSTRUCTION TO VISIBILITY AT HEIGHTS BETWEEN 225mm AND 3000mm ABOVE THE ADJACENT ROAD LEVEL. VERTICAL OBSTRUCTIONS SUCH AS LAMP COLUMNS AND TREES WILL BE ACCEPTABLE PROVIDING THAT IN COMBINATION THEY DO NOT CREATE A SOLID VISUAL BARRIER FROM THE ACCESS.
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5. CONSTRUCTION OF STANDING BAY.



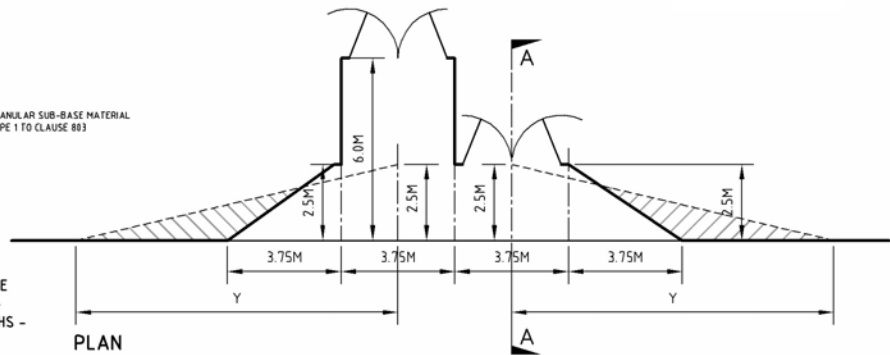
THE CONSTRUCTION MAY BE VARIED IN ACCORDANCE WITH THE DEVON COUNTY COUNCIL SPECIFICATION-- "RESIDENTIAL ESTATES - HIGHWAY AND FOOTPATHS - LAYOUT - DESIGN - CONSTRUCTION."

DOUBLE STANDING BAY (AGRICULTURAL/DOMESTIC) DIA A TYPE 5



SECTION A-A

Scale

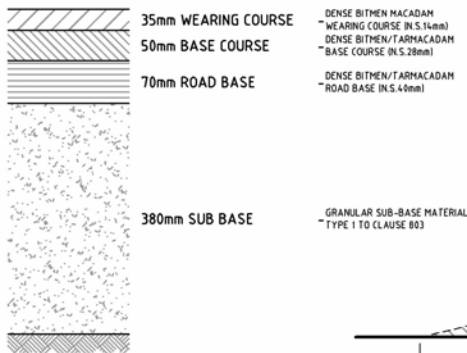


PLAN

DEVON COUNTY COUNCIL

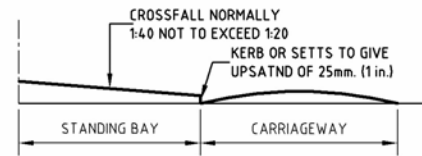
NOTES

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5. CONSTRUCTION OF STANDING BAY.



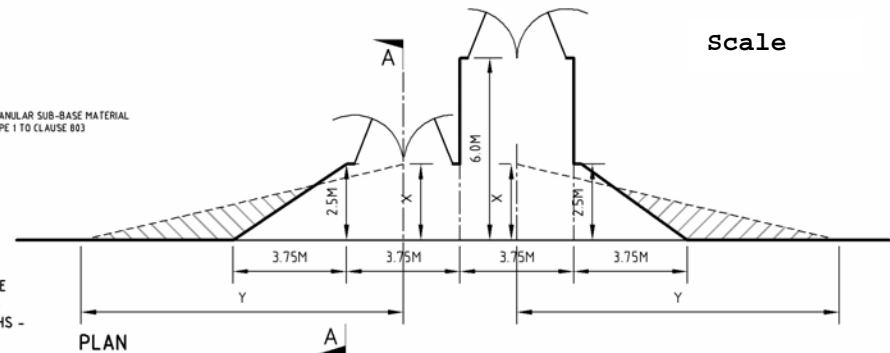
THE CONSTRUCTION MAY BE VARIED IN ACCORDANCE WITH THE DEVON COUNTY COUNCIL SPECIFICATION-- "RESIDENTIAL ESTATES - HIGHWAY AND FOOTPATHS - LAYOUT - DESIGN - CONSTRUCTION."

DOUBLE STANDING BAY (DOMESTIC/AGRICULTURAL) DIA A TYPE 6



SECTION A-A

Scale



PLAN

Appendix V - Pedestrian/Cycle Movement

CRIME PREVENTION

Crime and vandalism are major social problems that affect all areas, both city and country, and keeping their level as low as possible should be a major objective in designing the layout of the estate. "Defensible space" and "natural surveillance" are proven crime prevention measures: there is no doubt that the greatest deterrent to crime is the perceived risk of being caught in the act. The design of the road and footpath layout can have a significant impact on the opportunities for crime as well as the fear of being a victim of crime.

'Defensible space' is the combination of real or symbolic barriers, which bring the local environment under the control of its residents. "Natural surveillance" can be achieved by creating an atmosphere in which the criminal feels uncomfortable and exposed.

Risk Assessment	The advantages of a permeable estate where there are a number of accesses and ways through the development — are clear in highway terms. A permeable layout, however, may not be compatible with the objective of crime reduction. Therefore, the layout of the estate should be considered at an early stage relative to the risk of crime in the locality where the development is proposed. The Engineer will consult with the Police Architectural Liaison Officer at Police Headquarters, Middlemoor, Exeter, to discuss the level of risk, either real or perceived. The degree of permeability through the development will depend on this assessment, and also how footpaths and cycleways are treated.
Natural Surveillance	In any case, natural surveillance gives a sense of local ownership, and should be over a wider area than the individual home. Although the difference between public and private space should be clearly identifiable, public areas (roads, footpaths and footways) should be overlooked to give a sense of security. This can be achieved by the creation of small groups or clusters of dwellings where each dwelling can be viewed from others but without detriment to reasonable privacy. Narrowed entrances and gateways (as in the section dealing with traffic calming) deter intruders from entering the estate.
Footpaths & Cycleways	Dark alleys and narrow footpaths with opportunities to hide engender fear in many who use them. Therefore, if it is appropriate to include footpaths and cycleways after consultation with the Police and County Council, these should be open, with no hidden corners, be overlooked by properties adequately lit, and where short lengths are bounded with fences or walls. Pedestrians especially should be able to see from end to end.
Car Parking	Sections 2.5 and 4 of Part One of Devon County Council's Highways in Residential Commercial Estates Design Guide deal with car parking and state that the space provided for residents to park should be off the highway, preferably within sight of the kitchen or living room window. This has two purposes firstly so that the risk of theft is reduced, and secondly, so that the resident is encouraged to park off the highway. Parking areas that are remote are not used, as the risk and fear of crime is appreciably higher.

Appendix VI - Parking

DEVON STRUCTURE PLAN 2001 TO 2016

TR4

Parking Strategy, Standards and Proposals

5.31 Local Planning Authorities have the opportunity to influence travel demand choices by their approach to parking provision and management, and the availability and cost of car parking has a major effect on mode choice. In this context, there needs to be effective management of the total parking stock, including private non-residential, public off-street and public on-street parking.

5.32 Parking management strategies should therefore be developed for each of Devon's Principal Urban Areas, Sub Regional Centres and Area Centres in order to:

1. discourage car based commuting into central areas by reducing the availability of long stay parking spaces
2. encourage the use of alternative modes of travel into central areas for all users
3. provide adequate shared public parking facilities
4. reduce harmful competition between centres, particularly through levels of charging, and
5. reduce congestion and unnecessary traffic

5.33 Measures are also needed to reduce the availability of existing unrestricted parking within certain residential areas, in which provision should be

prioritised for local residents. The level of vehicle parking provision for new developments will also need to be controlled in accordance with parking strategies included in Local Plans and the Local Transport Plan.

5.34 **Policy TR4** provides for appropriate parking strategies to be developed through the Local Plan and Local Transport Plan processes.

Policy TR4
Parking Strategy,
Standards and Proposals

Parking strategies to be included within Local Plans and Local Transport Plans will contribute to the effective management of travel demand by:

- 1) reducing long stay parking capacity within town centres;
- 2) controlling parking provision within existing residential areas adjacent to town centres;
- 3) ensuring a consistent approach to charging and capacity management within competing centres;
- 4) requiring parking standards for new development to be at or below current regional guidance, with stricter parking standards applying in town and city centres.

PPG 13

Annex D: Maximum Parking Standards

This table should be read in conjunction with the text on parking in paragraphs 49 to 56.

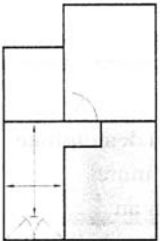
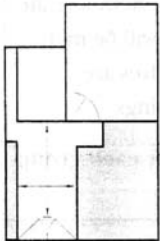
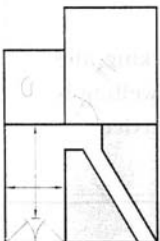
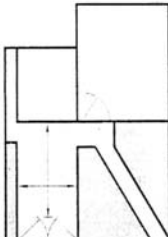
Use	National Maximum Parking Standard 1 space per square metre (m ²) of gross floorspace unless otherwise stated	Threshold from and Above Which Standard Applies (gross floorspace)
Food retail	1 space per 14m ²	1000m ²
Non food retail	1 space per 20m ²	1000m ²
Cinemas and conference facilities	1 space per 5 seats	1000m ²
D2 (other than cinemas, conference facilities and stadia)	1 space per 22m ²	1000m ²
B1 including offices	1 space per 30m ²	2500m ²
Higher and further education	1 space per 2 staff + 1 space per 15 students (see note 1)	2500m ²
Stadia	1 space per 15 seats (see note 2)	1500 seats

Notes:

1. The standard for students relates to the total number of students attending an educational establishment, rather than full-time equivalent figures.
2. For stadia, sufficient coach parking should be provided to the satisfaction of the local authority and treated separately from car parking. Coach parking should be designed and managed so that it will not be used for car parking.
3. Parking for disabled people should be additional to the maximum parking standards. Development proposals should provide adequate parking for disabled motorists, in terms of numbers and design (see Traffic Advice Leaflet 5/95, **Parking for Disabled People**).
4. For mixed use development, the gross floorspace given over to each use should be used to calculate the overall total maximum parking figure. For land uses not covered in these standards, the most stringent regional or local standards should apply.

PARKING SPACE DIMENSIONS WITHIN CURTILAGE

If the dimensions of the parking spaces provided within curtilage are inadequate the facility will be under-used and the street will become cluttered with parked cars. Therefore, the following minimum dimensions are suggested:

		Minimum Dimensions	
		Minimum width	Minimum length
	Garage		
	Gates, or the possibility that gates could be provided Drive also serves as a pedestrian access Access to only one side of car (e.g. wall on one side of drive)	3.2 metres	6.0 metres
	Garage		
	Gates, or the possibility that gates could be provided Drive also serves as a pedestrian access Access to both sides of car	3.2 metres	6.0 metres
	Garage		
	Gates, or the possibility that gates could be provided Separate pedestrian access Access to only one side of car (e.g. wall on one side of drive)	2.6 metres	6.0 metres
	Garage		
	Gates, or the possibility that gates could be provided Separate pedestrian access Access to both sides of car	3.0 metres	6.0 metres

		Minimum Dimensions	
		Minimum width	Minimum length
	No garage or gates, or the possibility that gates could be provided in the future	4.8 metres if spaces are arranged in parallel as shown	4.8 metres
	Separate pedestrian access	or	or
	Access to both sides of car	2.4 metres if the spaces are arranged in series	9.6 metres
	No garage or gates, or the possibility that gates could be provided in the future	5.8 metres if spaces are arranged in parallel as shown	4.8 metres
	Drive also serves as a pedestrian access	or	or
	Access to both sides of car	3.2 metres if the spaces are arranged in series	9.6 metres

Where a driveway has access on to a Residential Transition Road, a turning area as detailed in Appendix VIII should be included so that cars do not reverse on to the highway.

Appendix VII - Turning Areas

TURNING AREAS - PRIVATE DRIVES

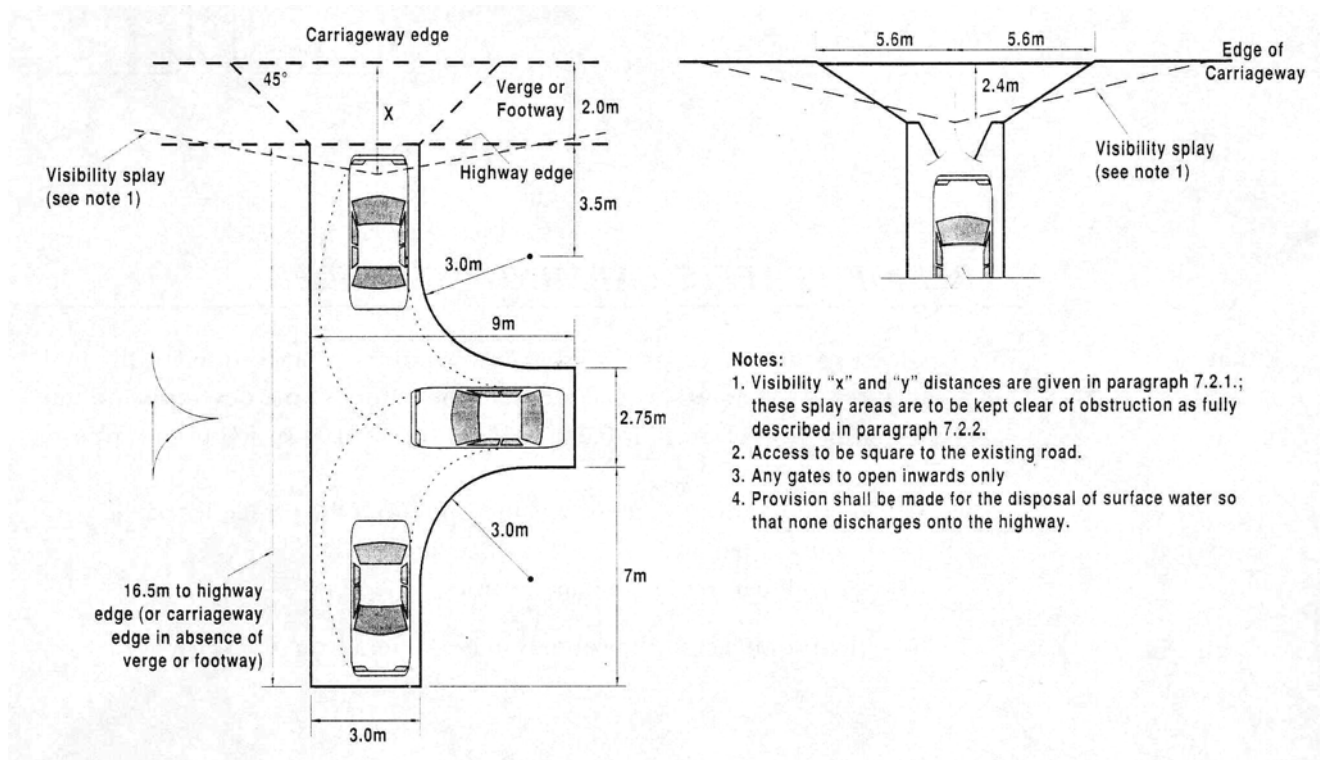
The layout and dimensions recommended for private drives serving up to three dwellings are given in the diagram below.

Turning Space for Private Vehicles

Generally, a private drive serving a single dwelling need not have a facility to turn a car within it in residential estates. An exception is where a private drive leads directly off a Residential Transition Road, when it shall have the minimum dimensions shown below, to enable vehicles to enter and leave the carriageway in forward gear.

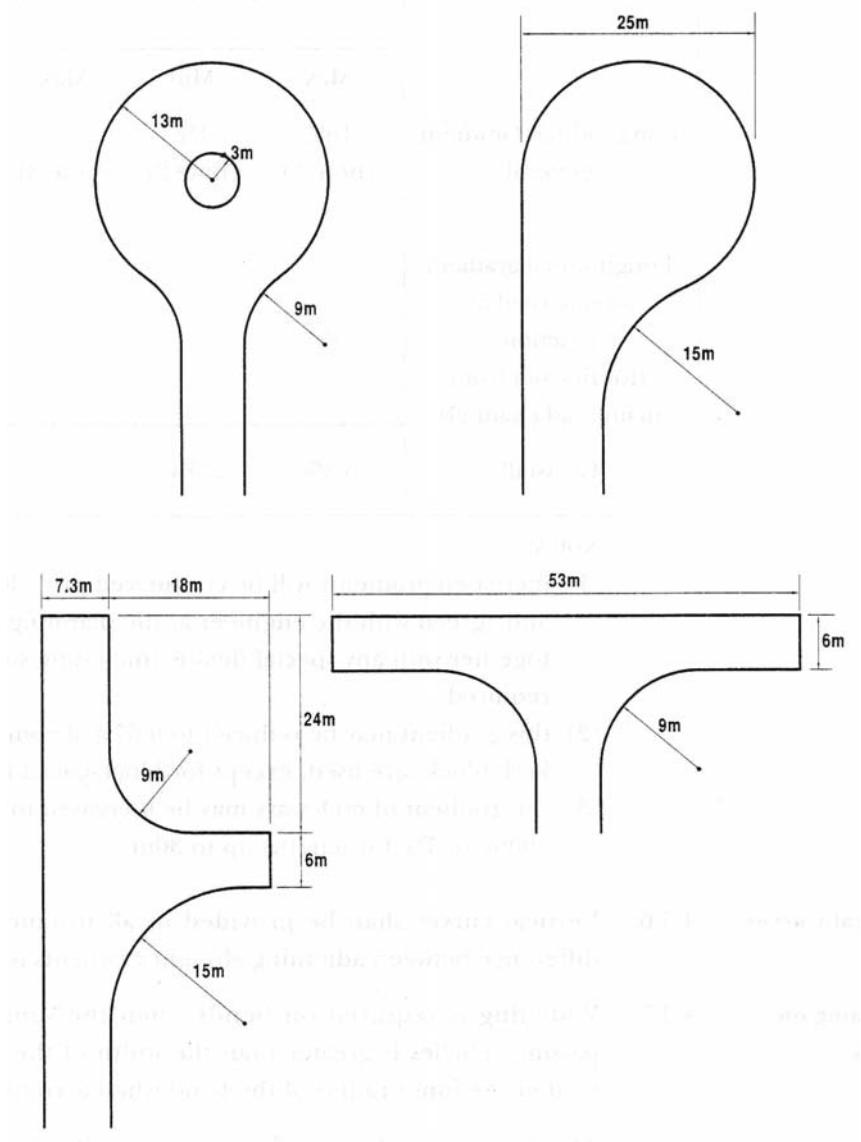
Access onto Existing Road

A similar arrangement is also required where an access is formed onto an existing road with or without a footway when directed by the engineer.



TURNING AREAS – COMMERCIAL

Full size commercial vehicle turning heads are to be located at the ends of all cul-de-sacs. The required dimensions are as follows:-



Frequency

Commercial estate layouts shall be such as to ensure that there are full size commercial vehicle turning facilities at least every 300m within the highway system; for this purpose road junctions can provide the facility.

Kerbs

Kerbs will be precast concrete 300mm x 150mm bull-nosed. Upstands shall be: 150mm generally, 6mm at footway crossings and 12mm at vehicle accesses.



Appendix VIII – Conditions and Reasons for refusal



DEVON COUNTY COUNCIL

ENVIRONMENT, ECONOMY AND CULTURE DIRECTORATE

STANDARD HIGHWAY REASONS AND CONDITIONS FOR
APPLICATIONS DEALT WITH BY LOCAL PLANNING AUTHORITIES
UNDERSTANDING ADVICE

October 2007

ENVIRONMENT, ECONOMY AND CULTURE DIRECTORATE

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STANDARD HIGHWAY CONDITIONS	Page 10
STANDARD HIGHWAY CONDITIONS RESIDENTIAL ESTATES	Page 21
STANDARD DIAGRAMS	Page 27

STANDARD HIGHWAY REASONS FOR REFUSAL

HR103	(Existing) Access Visibility	4
HR106	Inadequacy of Submitted Information	4
HR107	Access Gradient	5
HR108	Access Alignment	5
HR109	Pedestrian Access	5
HR110	Access Width	5
HR111	Access Route	5
HR113	Traffic Conflict - Commercial Use	5
HR114	Piecemeal Development	6
HR115	Isolated Land	6
HR116	Footway Deficiency	6
HR117	Contrary to Conditions of Outline Approval	6
HR118	Right of Way	6
HR119	Off-street Parking	6
HR121	Turning Space	7
HR122	Loss of Parking	7
HR123	Remote Parking	7
HR124	Garage Doors/Gate	7
HR125	Surface Water	7
HR129	Precedent for Conversion to Multiple Occupation	8
HR130	Precedent	8
HR131	Green Lanes	8
HR134	Sustainable Development	8
HR135	Sustainable Development	9
HR136	Insufficient Frontage	9

(EXISTING) ACCESS VISIBILITY

HR103 The (increased) use of the access onto the Public Highway, resulting from the proposed development would, by reason of the limited visibility from and of vehicles using the access, be likely to result in additional dangers to all users of the road [and interference with the free flow of traffic](#) contrary to Policy TR10 of the Devon County Structure Plan.

INADEQUACY OF SUBMITTED INFORMATION

HR106 Adequate information has not been submitted to satisfy the Local Planning Authority that the proposal is acceptable in terms of [access, visibility splays, off-street parking, road layout, road construction, road gradients, surface water drainage, and on site turning facilities](#) contrary to Policy TR10 of the Devon County Structure Plan.

ACCESS GRADIENT

HR107 The gradient of the access would be likely to result in additional danger to all users of the road contrary to Policy TR10 of the Devon County Structure Plan.

ACCESS ALIGNMENT

HR108 The geometry of the access as proposed is likely to result in unacceptable manoeuvring on the highway, with consequent risk of additional danger to all users of the road contrary to Policy TR10 of the Devon County Structure Plan.

PEDESTRIAN ACCESS

HR109 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 Policy TR10 of the Devon County Structure Plan.

ACCESS WIDTH

HR110 The inadequate width of the access is likely to cause congestion, with consequent risk of additional danger to all users of the road [and interference with the free flow of traffic](#) contrary to Policy TR10 of the Devon County Structure Plan.

ACCESS ROUTE

HR111 The road(s) giving access to the site [is / are](#) by reason of [its / their inadequate width, poor](#)

vertical alignment, poor horizontal alignment, gradient, junctions, and condition, unsuitable to accommodate the increase in traffic likely to be generated contrary to Policy TR10 of the Devon County Structure Plan.

TRAFFIC CONFLICT - COMMERCIAL USE

HR113 The proposed development is likely to result in a conflict between residential and commercial traffic which would be prejudicial to safety, amenity and convenience contrary to Policy TR10 of the Devon County Structure Plan.

PIECEMEAL DEVELOPMENT

HR114 The layout of the proposed development would prejudice the comprehensive development of the area in terms of vehicular and pedestrian access contrary to Policies TR2, TR5 and TR10 of the Devon County Structure Plan.

ISOLATED LAND

HR115 The land required to gain satisfactory access to a Public Highway is not included within the application site, nor is the land within the control of the applicant such as to ensure that a satisfactory access can be achieved contrary to Policy TR10 of the Devon County Structure Plan.

FOOTWAY DEFICIENCY

HR116 The proposed development is likely to generate an increase in pedestrian traffic on a highway lacking adequate footways with consequent additional danger to all users of the road contrary to Policies TR2, TR5 and TR10 of the Devon County Structure Plan.

CONTRARY TO CONDITIONS OF OUTLINE APPROVAL

HR117 The proposal does not comply with [Condition ****](#) of the Outline Approval [reference **** dated ****](#)

RIGHT OF WAY

HR118 The proposed development would result in an increase in vehicular traffic along a designated Public [Footpath /Bridleway](#) with consequent loss of amenity and risk of additional danger and inconvenience to all users of the designated right of way contrary to Policies TR2, TR5 and TR10 of the Devon County Structure Plan.

OFF-STREET PARKING

HR119 The proposed development does not make adequate provision for the parking of vehicles within the site and would therefore be likely to encourage parking on the highway, with consequent additional danger to all users of the road [and interference with the free flow of traffic](#) contrary to Policy TR10 of the Devon County Structure Plan.

TURNING SPACE

HR121 The proposed development does not make adequate provision for the manoeuvring of vehicles within the site and would therefore be likely to result in vehicles reversing onto or manoeuvring on the highway, with consequent risk of additional danger to all users of the road [and interference with the free flow of traffic](#) contrary to Policy TR10 of the Devon County Structure Plan.

LOSS OF PARKING

HR122 The proposal would result in the loss of vehicle parking facilities and would therefore encourage parking on the highway, with consequent risk of additional danger to all users of the road [and interference with the free flow of traffic](#) contrary to Policy TR10 of the Devon County Structure Plan.

REMOTE PARKING

HR123 The remoteness of the parking area from the development it serves would be likely to result in parking on the highway, with consequent additional danger to all users of the road [and interference with the free flow of traffic](#) contrary to Policy TR10 of the Devon County Structure Plan.

GARAGE DOORS/GATE

HR124

A) The [garage doors / access gate / windows](#) open over the [carriageway / footway](#) and therefore cause obstruction of the highway contrary to Policy TR10 of the Devon County Structure Plan.

SURFACE WATER

HR125 No provision has been made within the site for the disposal of surface water and it is therefore likely to discharge onto the Public Highway, which would be prejudicial to public safety and be likely to result in damage to the highway contrary to Policy TR10 of the Devon County Structure Plan.

PRECEDENT FOR CONVERSION TO MULTIPLE OCCUPATION

HR129 The proposal would set a precedent for the conversion of single units of residential accommodation to multiple occupation in an area where the demand for off-street parking is already above capacity, along a road which, by reason of the existing level of on-street parking and its width, would result in consequent additional danger to all road users, with consequent additional danger to all users of the road, contrary to Policy TR10 of the Devon County Structure Plan.

PRECEDENT

HR130 The proposal would constitute and establish a precedent for development along a road which, by reason of its inadequate width and poor alignment, is unsuitable to accommodate the additional traffic likely to generated, contrary to Policy TR10 of the Devon County Structure Plan.

GREEN LANES

HR131 The proposed development is likely to result in an increase in vehicular traffic using a road/ roads which is / are considered unsuitable for that purpose, due to its / their condition and the standard to which it is / they are maintained, contrary to Policy TR10 of the Devon County Structure Plan.

SUSTAINABLE DEVELOPMENT

HR134 The location of the proposed development is likely to create the need for additional travel by private vehicles due to its location and the lack of suitable access to alternative means of travel contrary to Policies TR2 and TR5 of the Devon County Structure Plan.

SUSTAINABLE DEVELOPMENT

HR135 The proposed development would be located where it is remote from adequate services, employment, education, public transport etc., and would therefore increase the need for travel by private vehicles contrary to Policies TR2 and TR5 of the Devon County Structure Plan

INSUFFICIENT FRONTAGE

HR136 The application site has insufficient frontage with the County Road to provide an access with adequate visibility for and of emerging vehicles, with consequent additional danger to all users of the County Road, contrary to Policy TR10 of the Devon County Structure Plan



STANDARD HIGHWAY CONDITIONS

HC101	Site Access	Page	11
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HC104	Forward Visibility Splays at Accesses		12
HC105	Treatment of Visibility Splays		12
HC106	Access Details		13
HC108	Access Details - Pedestrian Visibility		13
HC109	Access Details - Diagram F		13
HC111	Access Restrictions - Adjacent Roads		14
HC112	Access Closure		14
HC113	Site Frontage - Treatment		15
HC114	Completion of Access and Parking Facilities		15
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SITE ACCESS

HC101

The site access and visibility splays shall be constructed, laid out and maintained for that purpose in accordance with the attached Diagram **** where the visibility splays provide intervisibility between any points on the X and Y axes at a height of **** metres above the adjacent carriageway/drive level and the distance back from the nearer edge of the carriageway of the public highway (identified as X) shall be **** metres and the visibility distances along the nearer edge of the carriageway of the public highway (identified as Y) shall be **** metres in both directions / in both directions as far as the application site is affected / in a **** direction and **** in the other direction

REASON

To provide a satisfactory access to the site with adequate facilities for short term parking and to provide adequate visibility from and of emerging vehicles

VISIBILITY SPLAYS AT ACCESSES

HC103

Visibility splays shall be provided, laid out and maintained for that purpose at the site access in accordance with the attached diagram C where the visibility splays provide intervisibility between any points on the X and Y axes at a height of **** metres above the adjacent carriageway/drive level and the distance back from the nearer edge of the carriageway of the public highway (identified as X) shall be **** metres and the visibility distances along the nearer edge of the carriageway of the public highway (identified as Y) shall be **** metres in both directions in so far as the application site is affected / in a **** direction and **** metres in the other direction

REASON

To provide adequate visibility from and of emerging vehicles

FORWARD VISIBILITY SPLAYS AT ACCESSES

HC104

A forward visibility envelope shall be provided in the position indicated on the submitted

plan along the site frontage in accordance with the attached diagram where the stopping distance shall be **** metres

REASON

To provide adequate forward visibility from and of vehicles using the road

TREATMENT OF VISIBILITY SPLAYS

HC105 No part of the development hereby approved shall be commenced until details of the treatment of the visibility splays required by condition **** above and the means of defining the boundary between the visibility splay and the remainder of the application site have been submitted to and approved by the Local Planning Authority

REASON

To ensure that the visibility splays are provided to a standard acceptable to the Local Planning Authority

ACCESS DETAILS

HC106 The site access road shall be hardened, surfaced, drained and maintained thereafter to the satisfaction of the Local Planning Authority for a distance of not less than **** metres back from its junction with the public highway

REASON

To prevent mud and other debris being carried onto the public highway

ACCESS DETAILS – PEDESTRIAN VISIBILITY

HC108 The site access shall be provided with visibility splays in accordance with the attached diagram F which shall thereafter be maintained to that standard

REASON

To safeguard pedestrians by providing adequate visibility

ACCESS DETAILS - DIAGRAM F

HC109 The site access shall be constructed, laid out and maintained thereafter in accordance with the attached diagram F.

REASON

To provide a satisfactory access to the site and to protect the pedestrian priority on the footway

ACCESS RESTRICTIONS - ADJACENT ROADS

HC111 There shall be no direct access either vehicular or pedestrian from the application site onto the [Class ****/ Unclassified](#) County Road other than that shown on the submitted plan

REASON

To discourage vehicles from parking on the County Road and to minimise access in the interest of public safety

ACCESS CLOSURE

HC112 The existing [access/ accesses](#) shall be effectively and permanently closed by [****](#) in accordance with details which shall previously have been submitted to and approved by the [Local Planning Authority](#) as soon as the new access is capable of use

REASON

To prevent the use of a substandard access and to minimise the number of accesses on to the public highway

SITE FRONTAGE - TREATMENT

HC113 The frontage of the site shall be set back [****](#) metres from the [centre line/ nearer edge](#) of the existing carriageway and the land in front of this new boundary shall be cleared of any obstruction to visibility and the level reduced to [****](#) mm above the carriageway level

REASON

To provide adequate visibility from and of emerging vehicles and to allow for future improvement of the road

COMPLETION OF ACCESS AND PARKING FACILITIES

HC114 No [other](#) part of the development hereby approved shall be [commenced/ brought into its intended use](#) until the [access, parking facilities, commercial vehicle loading/unloading area,](#)

visibility splays, turning area, parking space and garage/hardstanding, access drive, and access drainage have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times

REASON

To ensure that adequate facilities are available for the traffic attracted to the site

SURFACE WATER

HC115 In accordance with details that shall previously have been submitted to, and approved by, the Local Planning Authority, provision shall be made within the site for the disposal of surface water so that none drains on to any County Highway

REASON

In the interest of public safety and to prevent damage to the highway

ANCILLARY USERS

HC116 The development hereby approved shall be used solely as additional accommodation ancillary to **** and for no other purpose

REASON

To control the character, and to minimise the volume, of traffic attracted to the site

DOMESTIC RESTRICTION

HC117 The accommodation hereby approved shall be restricted to domestic use

REASON

To control the character, and to minimise the volume, of traffic attracted to the site

SINGLE UNIT RESTRICTION

HC118 The residential accommodation hereby approved shall be **designed and** occupied and maintained as an integral part of the existing dwelling and shall not be sold or let off as a separate unit of accommodation

REASON

To control the character, and to minimise the volume, of traffic attracted to the site

PERSONAL PERMISSION

HC120 This permission shall inure for the benefit of the applicant only

REASON

In granting this permission the Local Planning Authority has had regard to the applicant's special circumstances

TEMPORARY PERMISSION

HC121 The buildings and works hereby permitted shall be removed and the land reinstated to its former condition on or before ****

REASON

- A) Permission is only granted having regard to the special circumstances of the case
 - B) To enable the Local Planning Authority to maintain control of the development with particular regard to the traffic generated by the proposal
 - C) The site lies within an area defined by the development plan as one for comprehensive development. It is expected that the site to which the application relates, together with certain neighbouring buildings, will have to be cleared within the foreseeable future to allow the development plan proposals to be carried out
 - D) The Local Planning Authority considers that the proposed development should be reviewed in the light of the effect that the traffic generated by the proposal has had during the specified period upon the roads in, and traffic conditions of, the surrounding area
-

DISCONTINUED PERMISSION

HC122 The use hereby permitted shall be discontinued and the land reinstated to its former condition on or before ****

REASON

- A) Permission is only granted having regard to the special circumstances of the case
 - B) To enable the Local Planning Authority to maintain control of the development with particular regard to the traffic generated by the proposal
 - C) The application was made to carry out the development for the specified period
 - D) The Local Planning Authority considers that the proposed development should be reviewed in the light of the effect that the traffic generated by the proposal has had during the specified period upon the roads in, and traffic conditions of, the surrounding area
-

MUTUALLY EXCLUSIVE PERMISSIONS

HC123 This permission shall be effective only so long as it is not exercised in addition to or in combination with the planning permission(s) reference ******/****/****** dated ********

REASON

The satisfactory achievements of the developments to which the ******** permissions relate are mutually exclusive

AMENDED DRAWINGS

HC124 This permission shall relate to the amended drawing No. ******** received by the Local Planning Authority on ********

REASON

For the avoidance of doubt

TURNING AREAS ETC.

HC125

A **turning area / parking space and garage/hardstanding** and access drive shall be laid out and maintained for those purposes in accordance with the attached diagram Z.

REASON

To ensure the provision of adequate facilities within the site for the traffic generated by the

development

ON SITE FACILITIES

HC126 The garage/hardstanding and parking space required by this permission shall be provided in addition to and separate from the required turning space

REASON

To ensure that vehicles parked on the site are able to enter and leave in forward gear

PRIVATE GARAGES

HC127 The garage hereby approved shall be used solely for the storage of private motor vehicles and shall not be used in connection with any trade or business

REASON

To control the character, and to minimise the volume, of traffic attracted to the site

LAYOUT PLAN

HC129 This permission shall not constitute an approval of the layout plan No. **** submitted with the application, because it has been treated as being for illustrative purposes only

REASON

For the avoidance of doubt

APPROVAL OF ON SITE CARAVAN

HC130 The caravan hereby approved shall be occupied only during the construction of the dwelling on the site, and shall be removed as soon as the dwelling is first occupied

REASON

To minimise the volume of traffic attracted to the site

COMMUNAL CAR PARKING

HC131

Spaces within the communal car parking facilities provided as part of the development shall be retained as such, and should not be allocated to individual dwellings. They should be maintained free of obstructions such as chains or bollards, so as to enable their use by all occupiers of the estate and their visitors.

REASON

To ensure that adequate off street parking facilities are available for all traffic attracted to the site

Appendix IX – Standard Diagrams

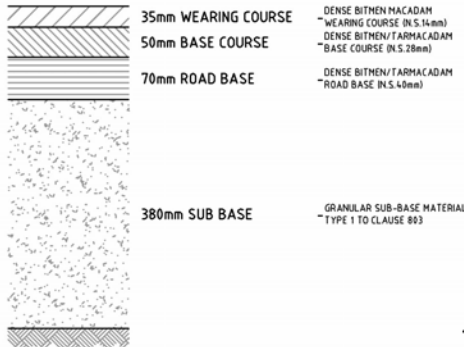
STANDARD DIAGRAMS

- Diagram A : Type 1. Single Standing Bay (Domestic)
 Type 2. Double Standing Bay (Domestic)
 Type 3. Single Standing Bay (Agricultural)
 Type 4. Double Standing Bay (Agricultural)
 Type 5. Single Standing Bay (Agricultural/Domestic)
 Type 6. Single Standing Bay (Domestic/Agricultural)
- Diagram B : Turning Space
- Diagram C : Visibility Splays
- Diagram D : Turning Space for Commercial Vehicles
- Diagram E : Turning Heads
- Diagram F : Footway Crossing & Pedestrian Visibility Splay
- Diagram G : Forward Visibility on Bends
- Diagram Z : Car Turning Area
 Car Parking/Garage Space
 Access Drive

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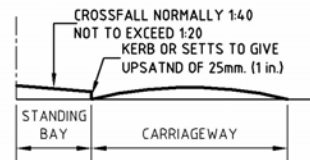
NOTES

1. SHADED AREAS TO BE KEPT CLEAR OF OBSTRUCTION BETWEEN 600mm AND 2000mm ABOVE ROAD LEVEL. VERTICAL OBSTRUCTIONS SUCH AS LAMP COLUMNS AND TREES WILL BE ACCEPTABLE PROVIDING THAT IN COMBINATION THEY DO NOT CREATE A SOLID VISUAL BARRIER FROM THE ACCESS.
2. ACCESS TO BE SQUARE TO THE EXISTING ROAD.
3. ANY GATES TO BE HUNG TO OPEN INWARDS ONLY.
4. PROVISION SHALL BE MADE FOR DISPOSAL OF SURFACE WATER SO THAT NONE DISCHARGES ONTO THE HIGHWAY.
5. CONSTRUCTION OF STANDING BAY.

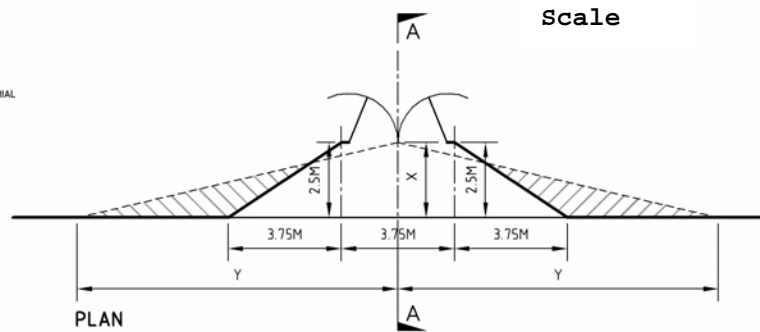


THE CONSTRUCTION MAY BE VARIED IN ACCORDANCE WITH THE DEVON COUNTY COUNCIL SPECIFICATION- "RESIDENTIAL ESTATES - HIGHWAY AND FOOTPATHS - LAYOUT - DESIGN - CONSTRUCTION."

SINGLE STANDING BAY (DOMESTIC) DIA A TYPE 1



SECTION A-A

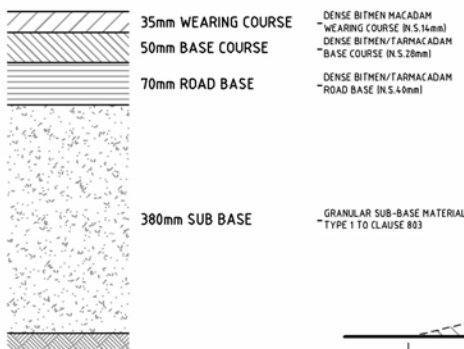


PLAN

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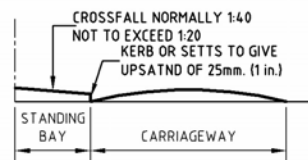
NOTES

1. SHADED AREAS TO BE KEPT CLEAR OF OBSTRUCTION BETWEEN 600mm AND 2000mm ABOVE ROAD LEVEL. VERTICAL OBSTRUCTIONS SUCH AS LAMP COLUMNS AND TREES WILL BE ACCEPTABLE PROVIDING THAT IN COMBINATION THEY DO NOT CREATE A SOLID VISUAL BARRIER FROM THE ACCESS.
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3. ANY GATES TO BE HUNG TO OPEN INWARDS ONLY.
4. PROVISION SHALL BE MADE FOR DISPOSAL OF SURFACE WATER SO THAT NONE DISCHARGES ONTO THE HIGHWAY.
5. CONSTRUCTION OF STANDING BAY.

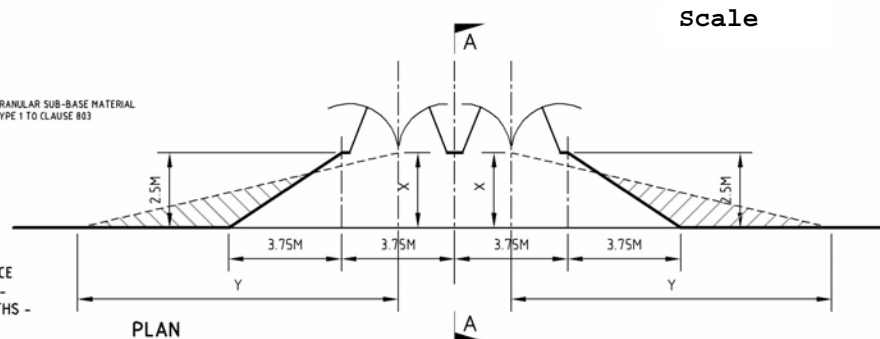


THE CONSTRUCTION MAY BE VARIED IN ACCORDANCE WITH THE DEVON COUNTY COUNCIL SPECIFICATION- "RESIDENTIAL ESTATES - HIGHWAY AND FOOTPATHS - LAYOUT - DESIGN - CONSTRUCTION."

DOUBLE STANDING BAY (DOMESTIC) DIA A TYPE 2



SECTION A-A

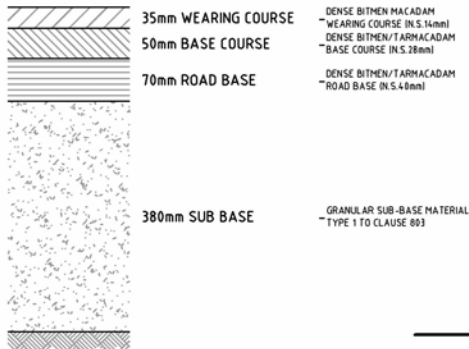


PLAN

DEVON COUNTY COUNCIL

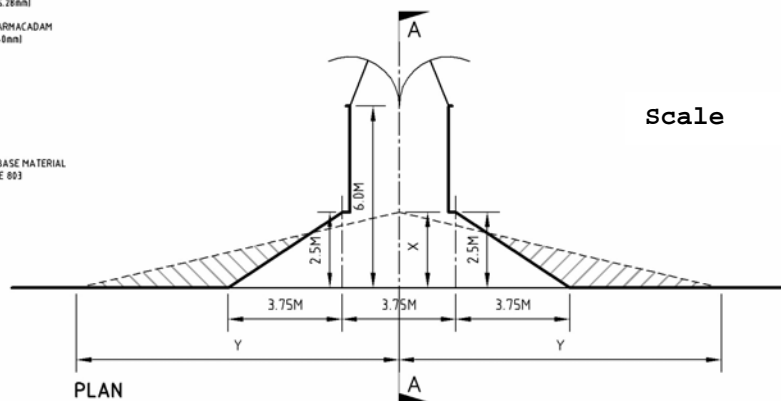
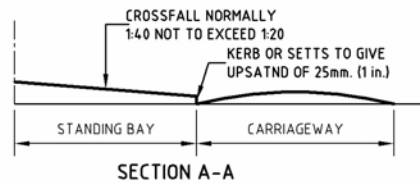
NOTES

1. SHADED AREAS TO BE KEPT CLEAR OF OBSTRUCTION BETWEEN 600mm AND 2000mm ABOVE ROAD LEVEL. VERTICAL OBSTRUCTIONS SUCH AS LAMP COLUMNS AND TREES WILL BE ACCEPTABLE PROVIDING THAT IN COMBINATION THEY DO NOT CREATE A SOLID VISUAL BARRIER FROM THE ACCESS.
2. ACCESS TO BE SQUARE TO THE EXISTING ROAD.
3. ANY GATES TO BE HUNG TO OPEN INWARDS ONLY.
4. PROVISION SHALL BE MADE FOR DISPOSAL OF SURFACE WATER SO THAT NONE DISCHARGES ONTO THE HIGHWAY.
5. CONSTRUCTION OF STANDING BAY.



THE CONSTRUCTION MAY BE VARIED IN ACCORDANCE WITH THE DEVON COUNTY COUNCIL SPECIFICATION - "RESIDENTIAL ESTATES - HIGHWAY AND FOOTPATHS - LAYOUT - DESIGN - CONSTRUCTION."

**SINGLE STANDING BAY (AGRICULTURAL)
DIA A TYPE 3**

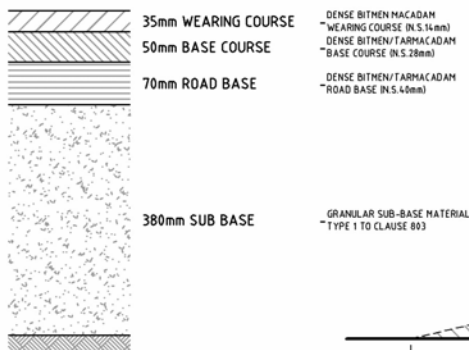


Scale

DEVON COUNTY COUNCIL

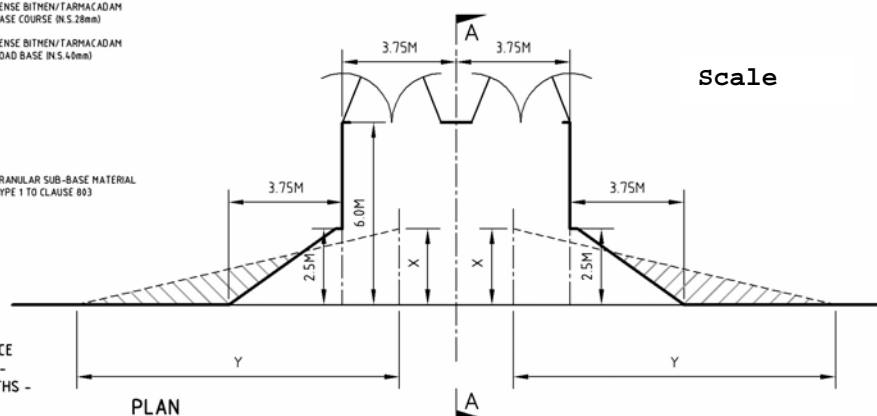
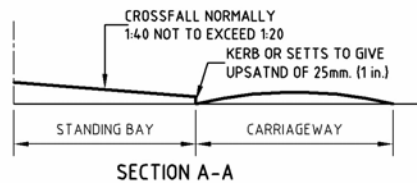
NOTES

1. SHADED AREAS TO BE KEPT CLEAR OF OBSTRUCTION TO VISIBILITY AT HEIGHTS BETWEEN 225mm AND 3000mm ABOVE THE ADJACENT ROAD LEVEL. VERTICAL OBSTRUCTIONS SUCH AS LAMP COLUMNS AND TREES WILL BE ACCEPTABLE PROVIDING THAT IN COMBINATION THEY DO NOT CREATE A SOLID VISUAL BARRIER FROM THE ACCESS.
2. ACCESS TO BE SQUARE TO THE EXISTING ROAD.
3. ANY GATES TO BE HUNG TO OPEN INWARDS ONLY.
4. PROVISION SHALL BE MADE FOR DISPOSAL OF SURFACE WATER SO THAT NONE DISCHARGES ONTO THE HIGHWAY.
5. CONSTRUCTION OF STANDING BAY.



THE CONSTRUCTION MAY BE VARIED IN ACCORDANCE WITH THE DEVON COUNTY COUNCIL SPECIFICATION - "RESIDENTIAL ESTATES - HIGHWAY AND FOOTPATHS - LAYOUT - DESIGN - CONSTRUCTION."

**DOUBLE STANDING BAY (AGRICULTURAL)
DIA A TYPE 4**

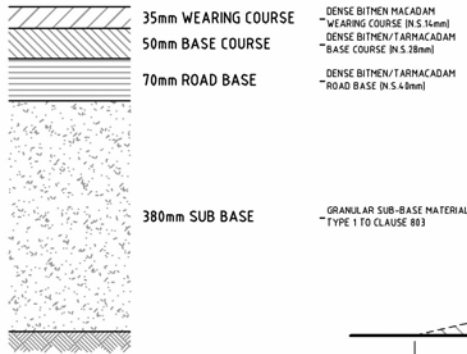


Scale

DEVON COUNTY COUNCIL

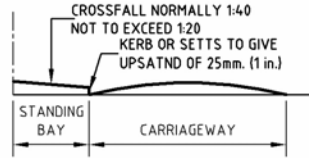
NOTES

1. SHADED AREAS TO BE KEPT CLEAR OF OBSTRUCTION TO VISIBILITY AT HEIGHTS BETWEEN 225mm AND 3000mm ABOVE THE ADJACENT ROAD LEVEL. VERTICAL OBSTRUCTIONS SUCH AS LAMP COLUMNS AND TREES WILL BE ACCEPTABLE PROVIDING THAT IN COMBINATION THEY DO NOT CREATE A SOLID VISUAL BARRIER FROM THE ACCESS.
2. ACCESS TO BE SQUARE TO THE EXISTING ROAD.
3. ANY GATES TO BE HUNG TO OPEN INWARDS ONLY.
4. PROVISION SHALL BE MADE FOR DISPOSAL OF SURFACE WATER SO THAT NONE DISCHARGES ONTO THE HIGHWAY.
5. CONSTRUCTION OF STANDING BAY.

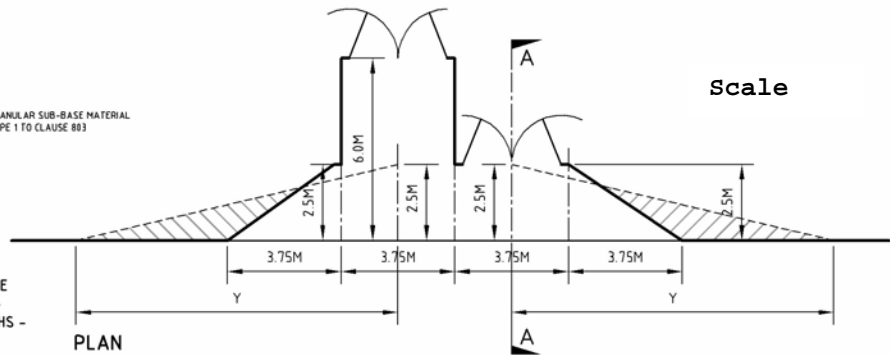


THE CONSTRUCTION MAY BE VARIED IN ACCORDANCE WITH THE DEVON COUNTY COUNCIL SPECIFICATION- "RESIDENTIAL ESTATES - HIGHWAY AND FOOTPATHS - LAYOUT - DESIGN - CONSTRUCTION."

DOUBLE STANDING BAY (AGRICULTURAL/DOMESTIC) DIA A TYPE 5



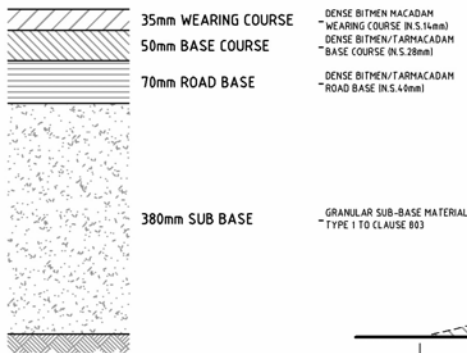
SECTION A-A



DEVON COUNTY COUNCIL

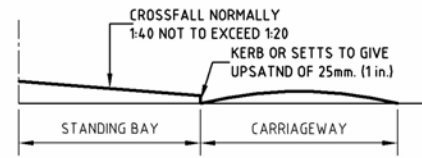
NOTES

1. SHADED AREAS TO BE KEPT CLEAR OF OBSTRUCTION TO VISIBILITY AT HEIGHTS BETWEEN 225mm AND 3000mm ABOVE THE ADJACENT ROAD LEVEL. VERTICAL OBSTRUCTIONS SUCH AS LAMP COLUMNS AND TREES WILL BE ACCEPTABLE PROVIDING THAT IN COMBINATION THEY DO NOT CREATE A SOLID VISUAL BARRIER FROM THE ACCESS.
2. ACCESS TO BE SQUARE TO THE EXISTING ROAD.
3. ANY GATES TO BE HUNG TO OPEN INWARDS ONLY.
4. PROVISION SHALL BE MADE FOR DISPOSAL OF SURFACE WATER SO THAT NONE DISCHARGES ONTO THE HIGHWAY.
5. CONSTRUCTION OF STANDING BAY.

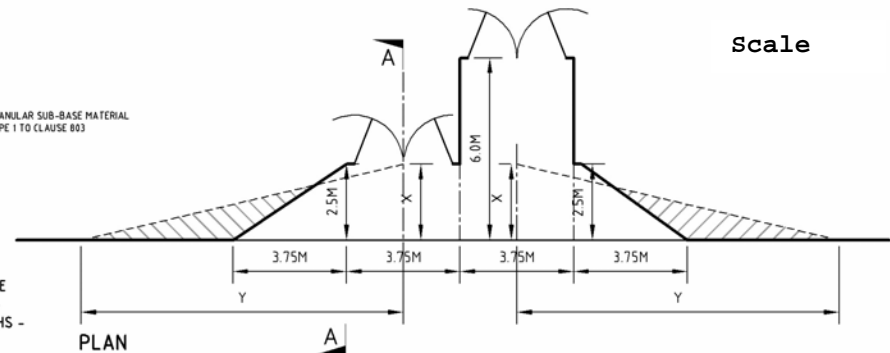


THE CONSTRUCTION MAY BE VARIED IN ACCORDANCE WITH THE DEVON COUNTY COUNCIL SPECIFICATION- "RESIDENTIAL ESTATES - HIGHWAY AND FOOTPATHS - LAYOUT - DESIGN - CONSTRUCTION."

DOUBLE STANDING BAY (DOMESTIC/AGRICULTURAL) DIA A TYPE 6

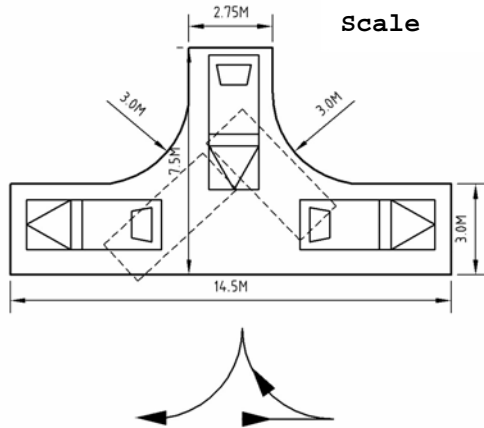


SECTION A-A



DEVON COUNTY COUNCIL

DIA B



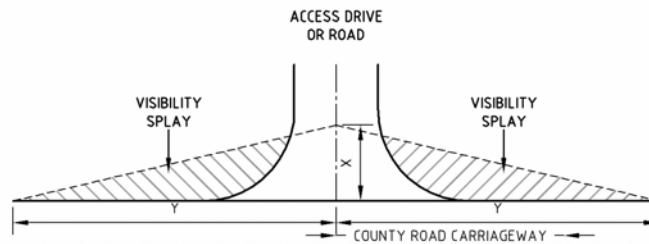
1. WHEN A CAR IS TURNING IN REVERSE THE FRONT SWINGS OUT OWING TO THE FACT THAT THE WHEEL TRACKS ARE ON A MUCH LARGER TURNING CIRCLE THAN THE REAR WHEELS, SO THAT EXTRA WIDTH IS REQUIRED WHEN MAKING A TURN. IT FOLLOWS, THEREFORE THAT THE CLEAR WIDTH OF THE AVERAGE GARAGE ENTRANCE DOES NOT EXCEED 8 FEET. IT IS NORMALLY NECESSARY FOR THE CAR TO BE DRIVEN CLEAR OF THE DOORS BEFORE ANY TURNING MOVEMENT CAN BE COMMENCED.
2. A VEHICLE DOES NOT TURN FROM A STRAIGHT PATH OVER TO FULL LOCK INSTANTANEOUSLY.
3. THE 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 TO COMPLICATED OR IRKSOME WILL LEAD TO VEHICLES BEING REVERSED DIRECTLY INTO THE ADJOINING ROADWAY.

TURNING SPACE

SUGGESTED MINIMUM DIMENSIONS FOR USE WITHIN CURTILAGE OF DWELLING HOUSES, ETC.
NB. IT IS ADVISABLE TO PROVIDE FOR AT LEAST 0.5M WIDE VEHICLE OVERHANG AROUND THE TURNING SPACE.

DEVON COUNTY COUNCIL

VISIBILITY SPLAY
DIA C



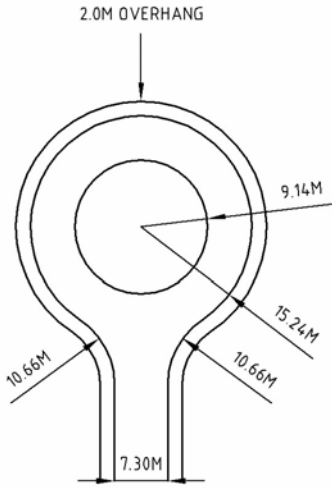
VISIBILITY SPLAYS TO BE CLEARED AND MAINTAINED CLEAR OF ANY OBSTRUCTION TO VISIBILITY SUCH THAT ANY PART ABOVE THE CARRIAGEWAY / DRIVE

225mm
600mm
1.05m

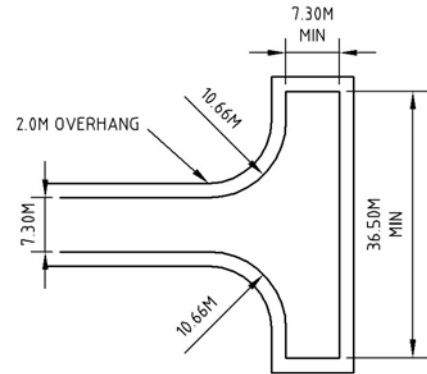
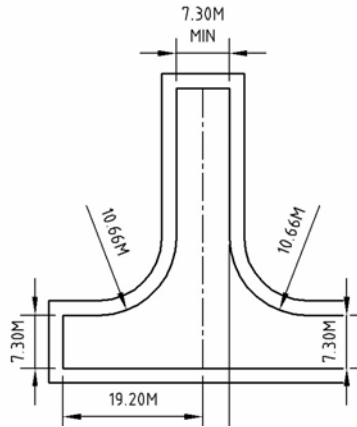
LEVEL ON LINE A-B AND ANY POINT 225mm ABOVE THE CARRIAGEWAY LEVEL ON LINE B-C IS INTER VISIBLE
1.05m

VERTICAL OBSTRUCTIONS TO VISIBILITY SUCH AS LAMP COLUMNS AND TREES WILL BE ACCEPTED PROVIDING THAT IN COMBINATIONS THEY DO NOT CREATE A SOLID VISUAL BARRIER.

**Scale 1:1000
Approx.**



TURNING SPACE FOR COMMERCIAL VEHICLES IN SERVICE YARDS, REAR SERVICE ROADS ETC. BASED ON CARRIAGEWAY WIDTH OF 7.30M



DEVON COUNTY COUNCIL

**TURNING HEADS
MINIMUM DIMENSIONS
DIA E**

**Scale 1:500
Approx**

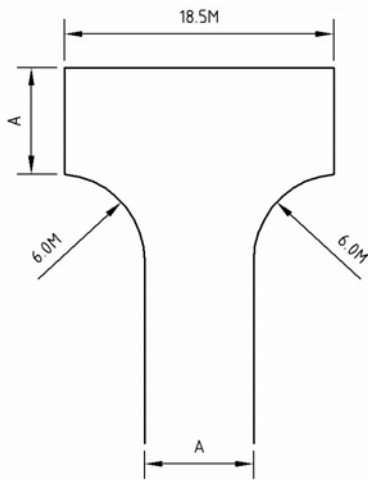


FIGURE 13

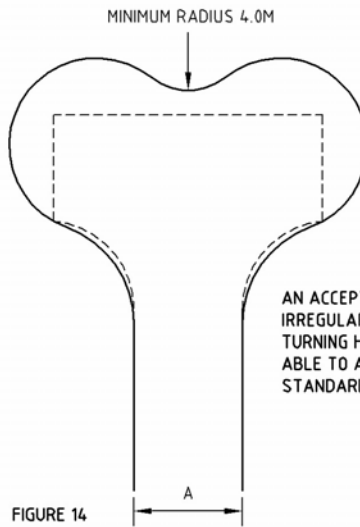


FIGURE 14

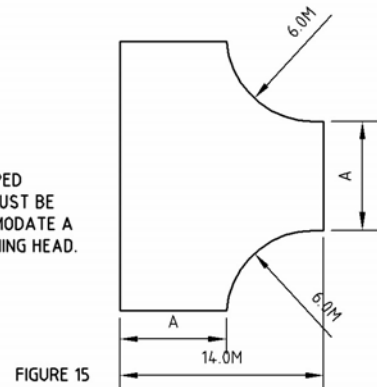


FIGURE 15

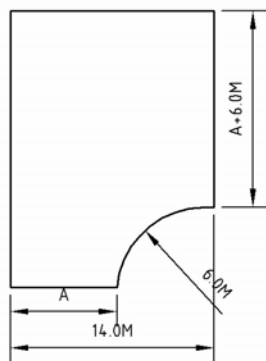


FIGURE 16

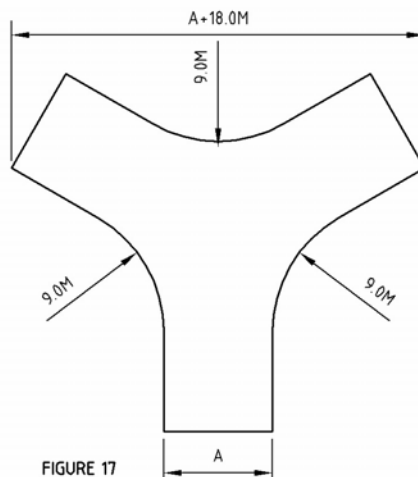


FIGURE 17

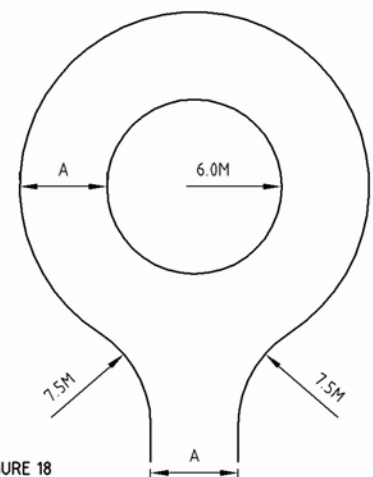
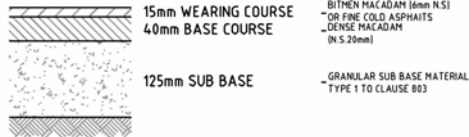


FIGURE 18

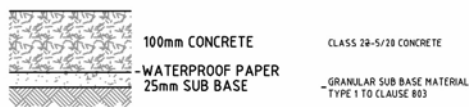
DEVON COUNTY COUNCIL

NOTES

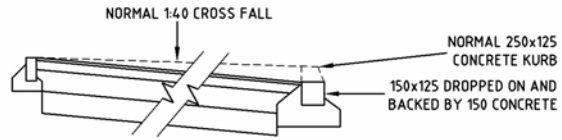
1. DRIVE TO BE SQUARE TO FOOTWAY AT POINT OF CROSSING.
 2. ANY GATES TO BE HUNG TO BE OPEN INWARDS ONLY.
 3. PROVISIONS TO BE MADE FOR THE DISPOSAL OF SURFACE WATER SO THAT NONE DISCHARGES ONTO OR UNDER THE HIGHWAY.
 4. THE COUNTY ENGINEERS DIVISIONAL SURVEYOR IS TO BE NOTIFIED PRIOR TO ANY WORK BEING COMMENCED ON THE FOOTWAY.
 5. THE NUMBER OF DROPPED KERBS MAY BE INCREASED UP TO A MAXIMUM OF 8 AT THE DISCRETION OF THE DIVISIONAL SURVEYOR.
 6. CONSTRUCTION OF FOOTWAY CROSSING.
- a) OVER FLEXIBLE FOOTWAY.



b) OVER PAVED FOOTWAY

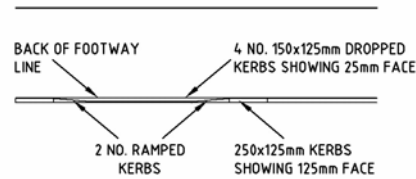
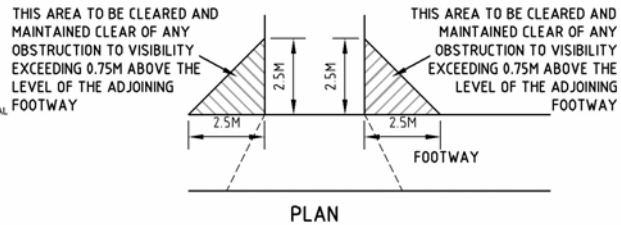


FOOTWAY CROSSING & PEDESTRIAN VISIBILITY SPLAY
DIA F



SECTION THROUGH FOOTWAY

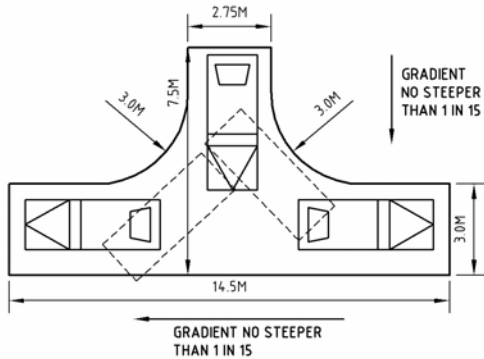
Scale



ELEVATION OF KERBS

DEVON COUNTY COUNCIL

DIA Z

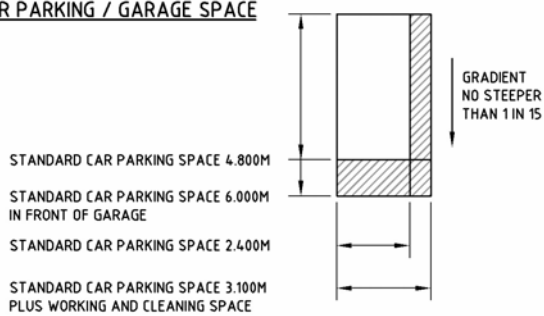


Scale

CAR TURNING SPACE

MINIMUM DIMENSIONS FOR USE WITHIN CURTILAGE OF DWELLING HOUSES, ETC.
NB. IT IS ADVISABLE TO PROVIDE FOR AT LEAST 0.5M WIDE VEHICLE OVERHANG AROUND THE TURNING SPACE.

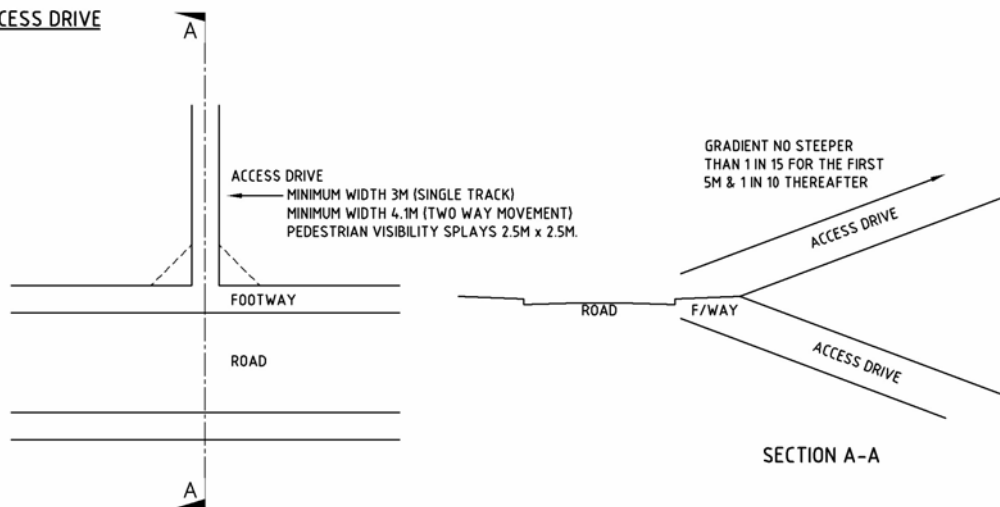
CAR PARKING / GARAGE SPACE



Scale

- STANDARD CAR PARKING SPACE 4.800M
- STANDARD CAR PARKING SPACE 6.000M IN FRONT OF GARAGE
- STANDARD CAR PARKING SPACE 2.400M
- STANDARD CAR PARKING SPACE 3.100M PLUS WORKING AND CLEANING SPACE

ACCESS DRIVE



SECTION A-A

Appendix X

Institute of Lighting Engineers

Technical Report No 5 (2001)

BRIGHTNESS OF ILLUMINATED ADVERTISEMENTS

Even before the term “Light Pollution” was coined, the effects of artificial light have raised conflicting issues. The fact that something which may be a requirement, or desirable, for one party may be viewed equally validly as a nuisance by another party has given rise to a host of issues. Some of these issues have yet to be resolved in a global or general sense and can only be settled on a case by case basis, whilst others have been the subject of industry or cross party guidelines, to enable those interested to determine what might be considered reasonable.

One area which has received attention over the years is that concerning the effect of illuminated advertisements. As long ago as 1973 the Institution of Lighting Engineers produced recommendations for the brightness of illuminated advertisements in order to provide guidance for lighting & advertisement designers, advertisement manufacturers and local authorities, in particular local planning authorities.

Illuminated advertisements create a particular dichotomy in that on the one hand the advertisement needs to stand out sufficiently in order to be noticed and therefore satisfy the aim of the advertisement in the first place. On the other hand, the illuminated advertisement needs to be designed, positioned, operated and maintained in such a way that it does not cause a danger or nuisance, whilst still satisfying its primary purpose.

A specific concern in setting recommendations for the brightness of illuminated advertisements is the relationship between brightness, the subjective visual sensation associated with luminance, and the measured luminance of the advertisement itself. This was dealt with in the various editions of the ILE Technical Report No.5 – The Brightness of Illuminated Advertisements – by taking many luminance measurements of differing illuminated advertisements in a number of different environments and cross-referencing these with subjective views from different observers, to establish whether the illumination of the advertisement in question was acceptable or not. In this way it was possible to produce recommendations on the luminance of advertisements linked to brightness on an empirical basis.

The Third Edition of the ILE Technical Report No. 5 has just been published and builds on the work of the preceding two editions. In particular, the opportunity has been taken to reconcile the environmental zones in which a particular advertisement might be situated with those used in the ILE Guidance Notes for the Reduction of Light Pollution, as well as in CIE documents. In principle, a local planning authority can define any location within its jurisdiction as falling within one of the four defined zones E1, E2, E3 or E4 and this then enables the maximum luminance of any proposed advertisement to be established by reference to Technical Report No. 5.

Much thought and work was put into the recommendations of maximum luminance themselves and, based on measurements taken recently, these have been considerably simplified in order to assist in the practical application of ILE Technical Report No.5. In addition consultation with DTLR should allow the revisions to the Town & Country Planning (Control of Advertisements) Regulations on the “deemed consent” requirements for illuminated advertisements to be aligned with the new recommendations within ILE Technical Report No.5.

ILE Technical Report No.5 – The Brightness of Illuminated Advertisements – has proved an essential tool in the establishment, application and enforcement of planning guidelines and rules whilst ensuring that illuminated advertisement designers and manufacturers are able to achieve their

desired aims. The Report is required reading for anyone working in this area, either within the local planning authority or within the local authority itself, as well as advertisement designers, manufacturers, lighting engineers and lighting or planning consultants.

However, in practical terms it is essential that a dialogue is created and maintained between planning officers and lighting professionals, whether they be in-house lighting engineers or external lighting consultants, in order for best practice and consistency to be achieved. In this way the detail of ILE Technical Report No.5, above and beyond the recommendations of maximum luminance for illuminated advertisements, can be applied, measured and reviewed using sound engineering principles and judgement.