If your planning application includes proposals to construct a new vehicular access, or there is a need to improve an existing access, there may be a requirement to provide vehicular visibility splays at the access. These are formed by lowering or setting back any existing boundary treatment (wall, fence or hedge) at each side of the access and ensuring that any new boundary treatment is set back (or is of a height) that ensures that drivers using the access will be able to see approaching vehicles when exiting the site (and vice versa). Unless full details of visibility splays were included on the plans submitted in support of the planning application, a condition will be attached to the planning approval requiring the submission of a detailed drawing/s showing how the visibility splays will be provided (as well as other details relating to how the access is to be constructed). To comply with the condition, a drawing should be produced (this can often be based on the layout plan submitted in support of the application), which shows the access and visibility splays. Drawing PS/H/01 provides advice on how to draw up pedestrian visibility splays and provide details of the dropped kerb footway crossing and the diagrams below show how to draw up vehicular visibility splays. Once the drawing has been produced, it should be submitted to the Council (Development Management), as part of the 'discharge of conditions' application. Once the plans have been approved, the access must be constructed in complete accordance with the approved plans and then retained in this way (with the vehicular visibility splays kept clear of any vegetation exceeding 1.0 m in height). Vehicular visibility splays **Boundary treatment** must be kept clear of walls, fences, hedges, vegetation Note: Any vegetation **Example 1: Access on a straight road** and other objects exceeding must be set back clear of the splays height (and pedestrian visibility splays Drive anything greater than Vehicular visibility splays: 0.6m in height). If a to be kept clear of all objects Note: The drawing should include open-plan frontage is not details of any boundary fence, and vegetation exceeding desired, any boundary wall or hedge - see notes on 1.0 m in height above the Option 1: Low wall treatment will need to be set boundary treatment to the right constructed within adjacent carriageway. back behind the splays or the splays constructed / maintained so  $\bigcirc$ that it does not exceed the 0 Option 2: Wall set back behind splays maximum permitted height. X-distance Footway Y-distance • Y-distance 0 Note: Refer to ó 0 drawing PS/H/01 for information on pedestrian Note: The dimensions viability splays and the Note: Occasionally of the splays (e.g. 2.4m Xthe left hand splay can be footway crossing/ Centre line markings dimension, 70 m Y-dimension) taken to the centre of the should be annotated on the plan road. If so, the condition will state this. Drive **Example 2: Access on a road with bends** Vehicular visibility splays: to be kept clear of all objects  $F_{0o_{t_{W_{a_{y}}}}}$ and vegetation exceeding 1.0 m in height above the adjacent carriageway. Note: When the road bends away from the access, draw the splay line Kerb line to the tangent point. Footway X-distance Y-distance 0 00 Note: The dimension Y-distance of the splays should be annotated on the plan Note: The notes in the clouds on the above diagrams provide information to assist in drawing up the detailed drawing but do not need to be included on the drawing. DRAWN CAD CHECKED APPROVED AJB Advice on the discharge of highways related planning conditions SCALE DATE METROPOLITAN BOROUGH COUNCIL NTS August 2015 Vehicular visibility splays Growth - Development Management DRAWING NUMBER PS/H/02 Rev A Stopford House, Piccadilly, Stockport. SK1 3XE