

POLICY 34: HIGHWAYS CONSIDERATIONS IN DEVELOPMENT CONTROL

Development likely to generate a significant amount of traffic, or which involves the creation or improvement of an access onto the public highway, will not normally be permitted unless acceptable in terms of the following highway considerations:

- (i) Road Safety. Particular requirements are adequate visibility, turning radii and provision for pedestrians and cyclists and for disabled and other disadvantaged people;
- (ii) Environmental impact of traffic, especially in residential areas;
- (iii) Road capacity, including present and predicted future year assessments;
- (iv) Road hierarchy. New roads shall be of a design appropriate to their position in the hierarchy. New accesses to primary roads and main distributor roads (*see Figure 8*) will normally be resisted, but where access is permitted a high standard of provision will be required;
- (v) Car parking provision. See Policies 39 - 50;
- (vi) St. Albans City Centre restraint on development. See Policy 30;
- (vii) Local rural roads. Particular regard will be had to increases in:
 - a) the risk of accidents, especially to pedestrians and cyclists;
 - b) the use of roads that are poor in terms of width, alignment or structural condition;
 - c) adverse impact on the local environment, either to the rural character of the road or residential properties alongside it.

This particularly applies to recreational developments which could attract large numbers of visitors, even if only on one or two occasions a year.

POLICY 34 (Cont.)

In assessing applications, account will be taken of the advice contained in current documents prepared by Department of the Environment, Department of Transport, Hertfordshire County Council and this Council.