

Access to Roads

- 7.16 Whilst development should be well related to the existing highways network, in accordance with POLICY T1, it is equally important to minimise interference with traffic flows and the risk of accidents.
- 7.17 PPG13 (Transport 2001), Annex B, sets out a graduated approach to new connections with trunk roads or intensified use of existing ones. Access will be most severely restricted in the case of motorways and the highest standard strategic routes. The remainder of the trunk road network will be subject to a less restrictive approach to connections, particularly with a view to assisting development of urban brownfield sites.
- 7.18 PPG13 emphasises that, whatever the type of access, safety considerations will be paramount and that similar principles should be applied by local authorities when formulating policies for local roads. The Government's policy on the control of development adjacent to trunk roads is set down in full in DTLR Circular 04/2001 (Roads).
- 7.19 All proposals for new accesses will be assessed on the basis of potential accident risk, on the advice of the Highways Authority. The type of access provided should reflect the type of road involved and the volume and character of traffic likely to use the access and the road. In all cases, good visibility will be a prerequisite for the formation of a new access.
- 7.20 Wherever possible, the combining of individual access points along a road will be encouraged.

T2 Development proposals which would result in the creation of a new access or the intensification of the use of an existing access will be permitted provided:

- 1) There would be no detriment to highway safety; and**
- 2) The access can be created in a location and to a standard acceptable to the highway authority.**

Proposals which would result in the creation of a new access onto a primary road or district distributor road will not be permitted unless there is no feasible access onto a secondary road and the highway authority is satisfied that the proposal would not create conditions prejudicial to highway safety.