**HIGHWAY SAFETY**

**National Planning Policy Framework**

<http://planningguidance.communities.gov.uk/blog/policy/achieving-sustainable-development/delivering-sustainable-development/4-promoting-sustainable-transport/>

NPPF Section 4. Sustainable development.

Extract:

32. ‘Safe and suitable access to the site can be achieved for all people…’

**NHDC draft Local Plan 2011-31**

<http://www.north-herts.gov.uk/sites/northherts-cms/files/local_plan_preferred_options_december_2014_0.pdf>

Policy D1: Design and Sustainability (Page 45)

Extract:

7.11 The policy seeks to ensure that the design and location of new development makes it accessible to all potential users.

Policy 57 (‘…road and footpath layout provides safe and convenient pedestrian routes between homes and local community facilities’)

Section 12. Communities/Ashwell

Extracts:

 ‘1.10 Currently there is no pedestrian access along Claybush Road, therefore the development should deliver a pedestrian access route into the village to enable access to services and facilities.

1.11 The footpath network in Ashwell currently extends to the junction of Bear Lane and Ashwell Street and there may be opportunities to connect from here from the north of the allocated site.’

**Recent decisions in Ashwell**

NHDC Case Ref 15/00691/: Land rear of 39-59 Station Road.

Appeal against refusal by NHDC/refusal upheld by the Planning Inspectorate February 2016.

From the Planning Inspector’s report.

‘Highway safety 19; … the route a pedestrian may take cannot be controlled by planning condition.’

* Relevance to AS1; Concerns exist that the most direct route to and from the school would be via Claybush Road, a shared surface road with a blind corner; no land is available for the provision of a pavement.

‘Highway safety 20; Local residents have drawn my attention to the number of cars that park…given the nature of the junction, …, such a situation would be detrimental to highway safety.’

* Relevance to AS1; Concerns that the proposed pedestrian access is via a complex junction and a single track road where waste/recycling vehicles reverse in order to service this limb of Ashwell Street. The area has an existing off-street parking problem due to the large number of neighbouring properties with no, or inadequate, off-street parking; also overflow parking from the school. Development of the adjacent brownfield site (Cooke Engineering) will increase traffic flows and exacerbate the parking problems.

‘Highway safety 24. I therefore conclude, for the reasons outlined above, that satisfactory provision has not been made for access to the site, and as such the development would compromise highway safety. This is a matter which carries significant weight. Consequently the proposal would not be in accordance with Policy 57 of the Local Plan as set out above.

‘The Planning Balance and Conclusion 29; …However, the benefits of the scheme are significantly and demonstrably outweighed by the adverse impact of proposal in terms of its failure to provide a safe and suitable means of access for all people and its severe residual cumulative impact on highway safety.’