**Access and highway safety policy**

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​The design of roads and spaces within new developments, and those which are being substantially redeveloped, must take account of the urban environment and overall setting of the scheme.

Opportunities will be sought to remove unnecessary access points onto the principal or main distributor routes (as defined in the NATS route hierarchy). New vehicular accesses onto these routes will only be permitted where there is no practical alternative from a more minor route and accesses to single dwellings will be resisted. Any new access must allow for access and egress in a forward gear.

In other locations, accesses (including private driveways) will be acceptable where:

* Those onto local access routes can access and egress in a forward gear.
* They are not close to an existing junction, the inside bend of a road, within the limits of a pedestrian crossing or the brow of a hill.
* They would not result in the loss of street trees, a significant area of verge, or other landscape feature.
* There is sufficient space available within the curtilage of the site to accommodate the size of vehicle likely to be used by an existing or future occupier.
* The request relates to areas with existing on-street car parking pressure and where the gain in terms of off-street parking would significantly outweigh the loss of any existing on-street parking.
* The quality of the street scene is maintained.
* Appropriate adjustments are made to existing on-street waiting arrangements, at the developer’s expense.

Development within, over or adjacent to spaces or streets that form part of the public realm will ensure that adequate clearance either below or around the structure is available to allow the safe passage of pedestrians, cyclists and, where appropriate, vehicles.