

CALDERDALE LOCAL PLAN

SITE ALLOCATIONS ASSESSMENT METHODOLOGY STATEMENT

APPENDIX 5 – CALDERDALE LOCAL PLAN - POTENTIAL DEVELOPMENT SITES -HIGHWAY ASSESSMENTS

Calderdale Metropolitan Borough Council

2018



CALDERDALE LOCAL PLAN - POTENTIAL DEVELOPMENT SITES - HIGHWAY ASSESSMENTS

The usual Highway Development Control criterion are utilised to assess each site on an individual basis solely in terms of access to each site. There is a high proportion of sites that require further technical assessment to ensure that mitigation work where appropriate is defined and is feasible. In that regard there is also merit in producing Development Briefs and Master Plans

Individual sites are categorised as detailed in the following definitions which refers to the overall number of sites in excess of 20 dwellings and include sites identified solely for employment; mixed/residential and Garden Suburbs.

Category Definitions:

(A) Developable - site appears to be capable of meeting the highway development control criterion.

(B) Developable with mitigation for example:

- Introduce turning lane on major highway.
- Create acceptable visibility splays by setting back boundary walls.
- Widen Carriageway
- Create footways

(C) Developable if Third Party Land available:

- Site may be land locked or requires access through an adjacent site identified in the Local Plan.

(D) Developable with reduced number of dwellings:

- Development generated traffic has to pass through an existing residential development and could cause safety hazards.
- Existing public highways congested to an unacceptable degree at present.
- Existing routes to/from site unacceptable to carry intensified traffic flows from development e.g. too narrow, forward visibility restricted

(E) New accesses directly linked to Class "A" public highways are not desirable because the function of an "A" Class highway is to provide uninterrupted traffic flows travelling through an area.

(F) Not developable;

- Site is too steep to allow access road to meet adoptable highway standards.

(G) Network impact is required to allow the combined effect of designated sites at specific highway network intersections that are presently overloaded to be understood.

It is advocated that accessibility assessments are carried out so that accessibility planning can be incorporated into the locational policies for new residential developments. The emerging techniques for measuring accessibility refer to the access to local services by sustainable travel modes. The main service areas are typically Health, Education, Fresh Food and employment. This type of assessment has been incorporated into the Accessibility Assessment.

The highway assessments are carried out using the conventional highway development control criterion as defined below:

- 1) Frontage required for the two visibility splays on entry to a major road from a minor road approximately 86 metres.
- 2) Maximum number of dwellings served by a single access 170 (Ref; Manual for Streets)
- 3) For sites having dwellings in excess of 170 the number of accesses required is at least that number divided by 170 or a high capacity junction.
- 4) Maximum gradient of access road 10 %
- 5) Internal access roads to be to adoptable highway standards for dwellings in excess of 5 in number in terms of geometric and construction.
- 6) New development sites to be directly linked to a public highway but not to a Class A Highway.
- 7) Footways over the length site frontage and on the opposite side if not currently available.
- 8) Current Government Policy is to require internal access roads to be in accordance with Manual for Streets requirements (i.e. 15 mph design speeds achieved by horizontal deflections) (NOTE: MFS is not formally adopted in Calderdale)