



itransport statement

Proposed 48 Residential Dwellings
Land North of Snowdon Coaches
Seaside Lane, Easington
SR8 3TW

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- i. iTransport Planning, a specialist member of iPRT Group of companies, has been commissioned by the Applicant to provide a Transport Statement Analysis (Analysis) for the proposed 48 residential dwellings on the land to the North of Snowdon Coaches, Seaside Lane, Easington, SR8 3TW <https://bit.ly/3y14Y3t> .
- ii. The proposed homes are located in a well-established residential community, in close proximity to employment and local amenities, all accessible on foot, by cycle and public transport. Therefore, the development proposals are in line with the relevant national, regional and local transport policies where, at the heart of the NPPF, is a presumption in favour of sustainable development.
- iii. Given the scale of the proposed development, we are not aware of any committed developments or highway infrastructure changes that may have an impact on the findings of this Analysis.
- iv. Car and cycle parking would be provided having regards to the July 2021 NPPF and Durham County Council Parking and Accessibility Standards 2019.
- v. It is anticipated that the development would attract the usual servicing requirements such as refuse collection, post and food; the development design and layout allow for all manoeuvres to take place within the site – vehicles will enter and egress in forward gear.
- vi. A Travel Plan Statement has been produced to promote the sustainable ethos and vision of the development proposals.
- vii. The Analysis has therefore demonstrated that:
 - All person trips can be accommodated within the existing infrastructure;
 - No additional mitigation proposals are required; and
 - The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 111 of the Revised NPPF.
- viii. It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact on the highway network and as such, there are no transport/highways reasons for refusal of planning permission.

Chapter 6

- Summary & Conclusions

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- Introduction
- Development Proposals
- Site Location

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- Preliminary Mitigation Proposals (if applicable)
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- Access Arrangements & Visibility Splays
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Chapter 3

- Existing Highway Conditions
- Non-Motorised Accessibility
- Committed Developments & Highway Network Changes
- Personal Injury Incidents (if undertaken)



Chapter 1

- Introduction
- Development Proposals
- Site Location

1.1 iTransport Planning, a specialist member of iPRT Group of companies, has been commissioned by the Applicant to provide a Transport Statement Analysis (Analysis) for the proposed 48 residential dwellings on the land to the North of Snowdon Coaches, Seaside Lane, Easington, SR8 3TW <https://bit.ly/3y14Y3t> (Figure 1.1)

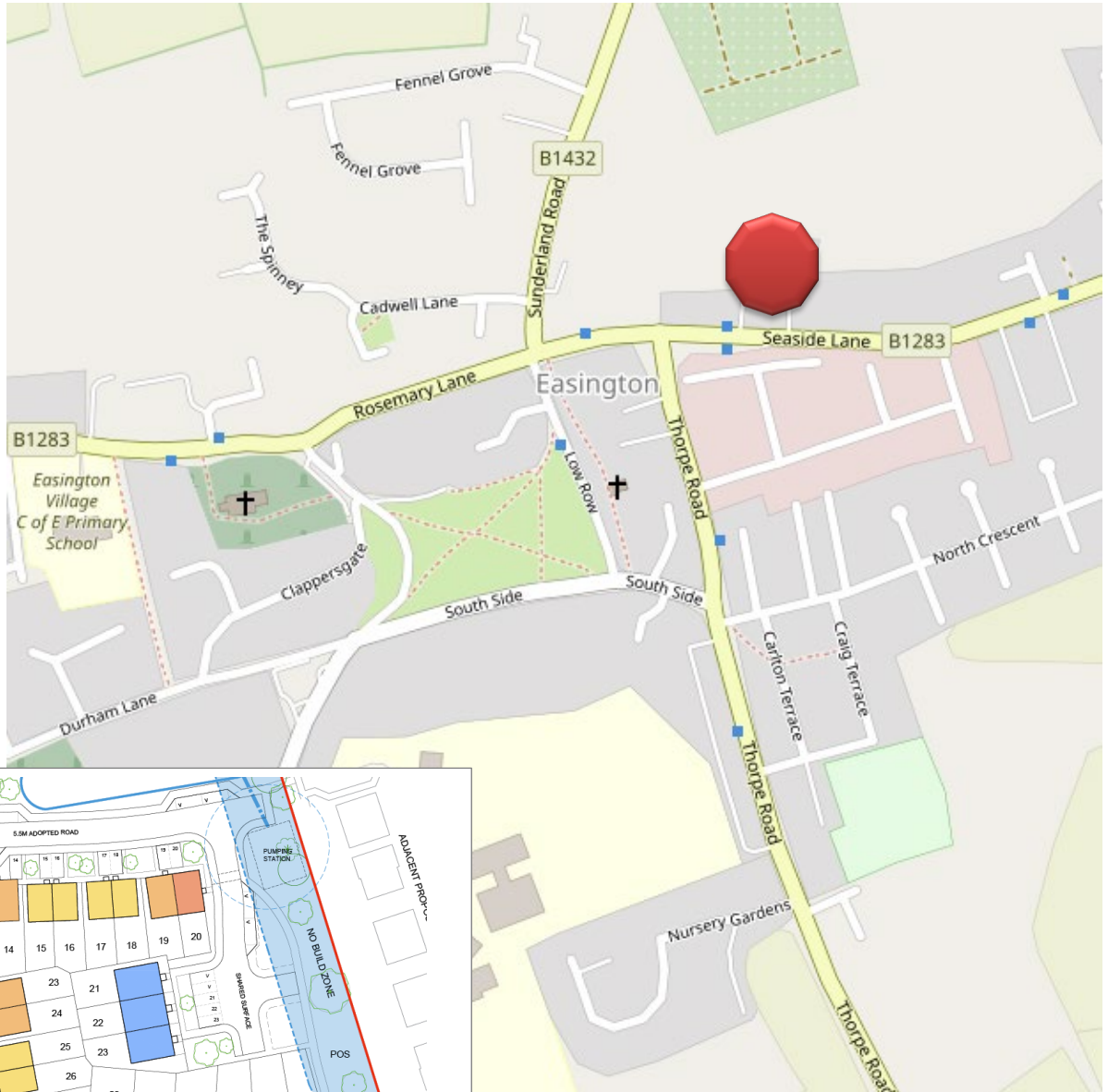


Figure 1.1
Illustrative site location



Chapter 2

- Scoping Study *(if undertaken)*
- References & Guidelines

2.1 This Analysis is in line with the Road Map and Contents on Page 5 which will in summary include:

Chapter 3

- A high-level review of the existing highway conditions;
- Site connectivity, accessibility and sustainability; and
- Consideration of any committed developments and associated highway network changes in the immediate vicinity of the site.

- Chapter 4

- Development proposals, access and servicing arrangements;
- Car and Cycle Parking provision; and
- Development trip rates, trip generation & multi-modal trips

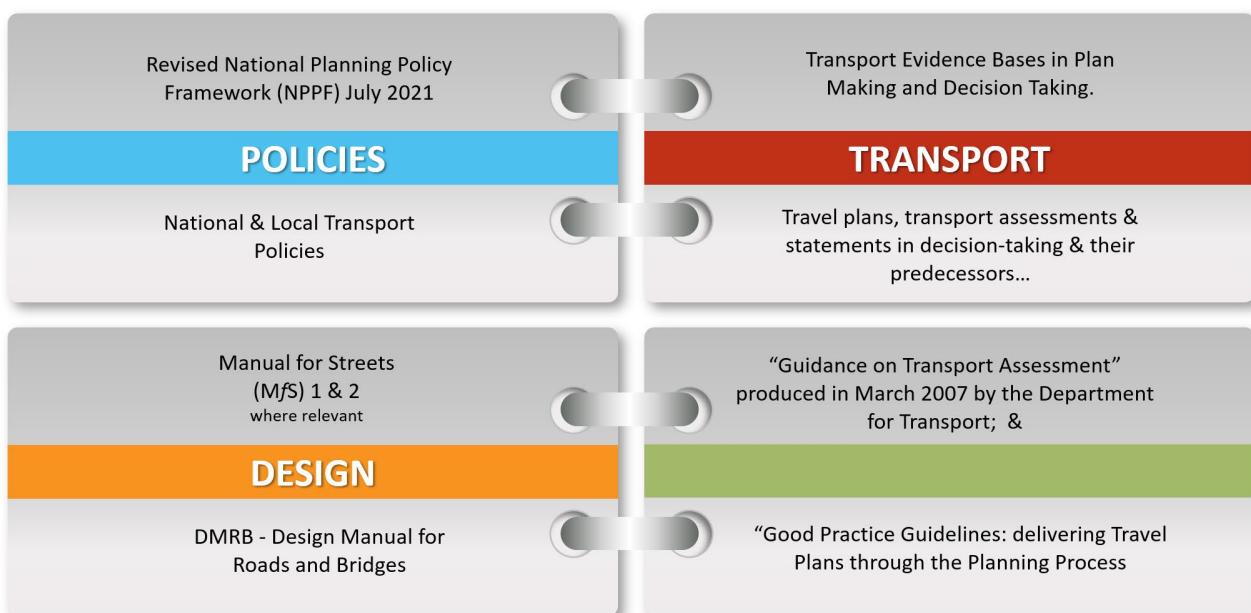
- Chapter 5

- Residual impact and if any, mitigation proposals.

REFERENCES & GUIDELINES

2.2 Technical References are annotated as (**Ref**) the details of which are attached in Volume 3 – Technical References.

2.3 Where relevant, relevant, the Analysis will be in line with DCC Parking and Accessibility Standards 2019, Sustainable Transport Delivery Plan, LTP3 and:





Chapter 3

- Existing Highway Conditions
- Non-Motorised Accessibility
- Committed Developments & Highway Network Changes
- Personal Injury Incidents (*if undertaken*)

STRATEGIC LOCATION

- 3.1 The Application site is currently used by Snowdon Coaches; the site access is cross-over arrangements as illustrated in Figure 3.1 below.
- 3.2 In the vicinity of the site access, Seaside Lane is a 2-way single carriageway, 30mph, street lighting present, paved footways (min 1.8m) on both sides and generally continuous throughout the adjoining roads network. Sheltered bus stops on both sides of the road. A pedestrian island is c. 30m to the west of the site access.

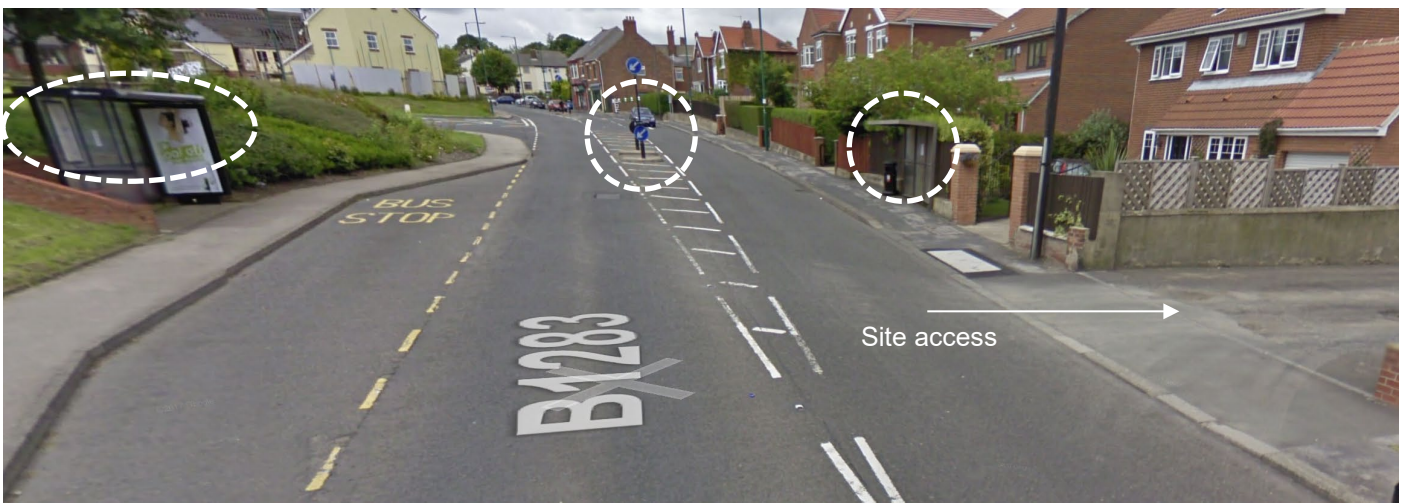
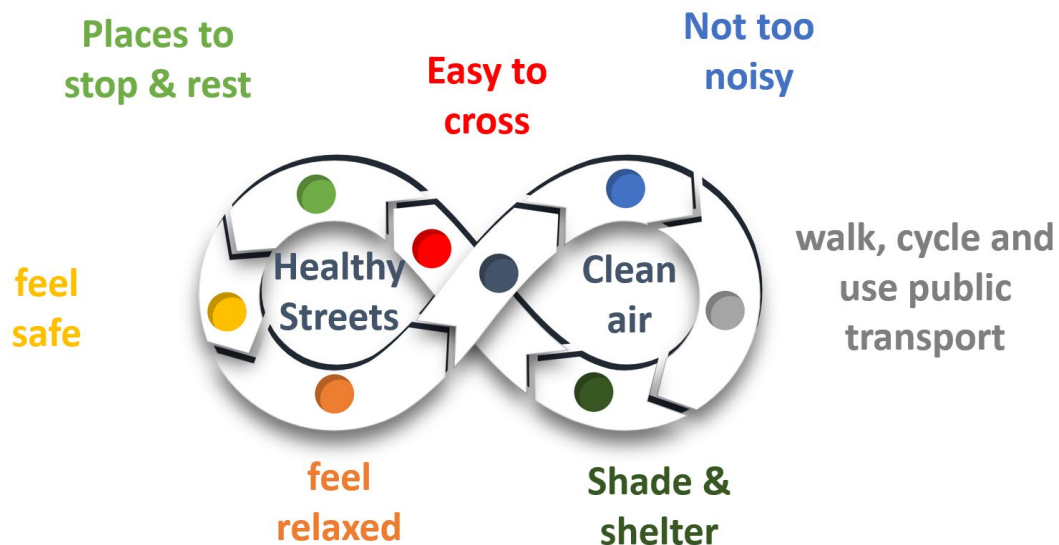


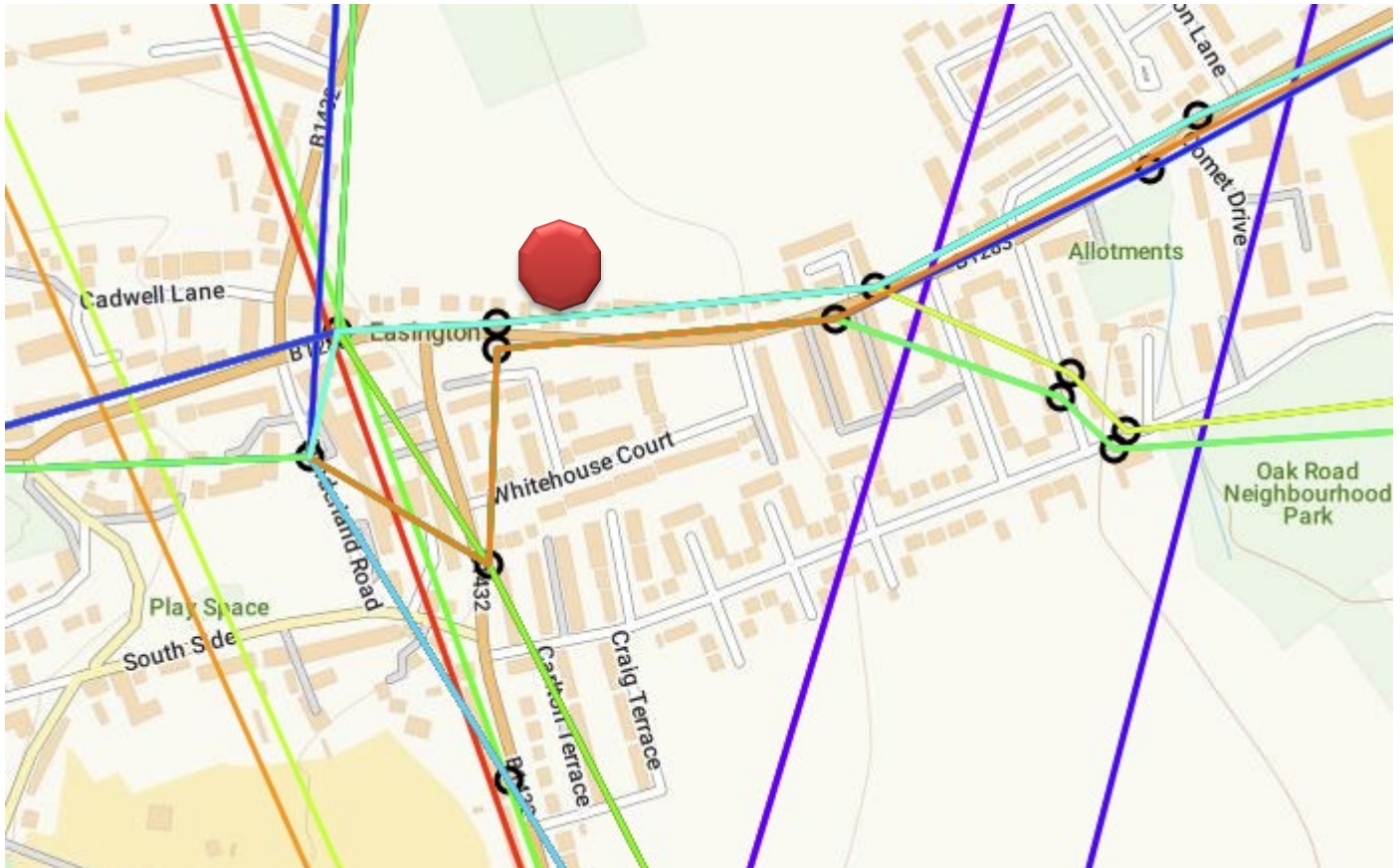
Figure 3.1
Illustrative Strategic site location

SUSTAINABLE MODES OF TRAVEL



Existing Bus services

3.3 As demonstrated in Figure 3.1, bus stops are in the immediate vicinity of the site access; a summary of the bus services is attached in Figure 3.2 with full timetables found at <https://www.gonortheast.co.uk/services> and <http://www.cartogold.co.uk/durhamPT/>

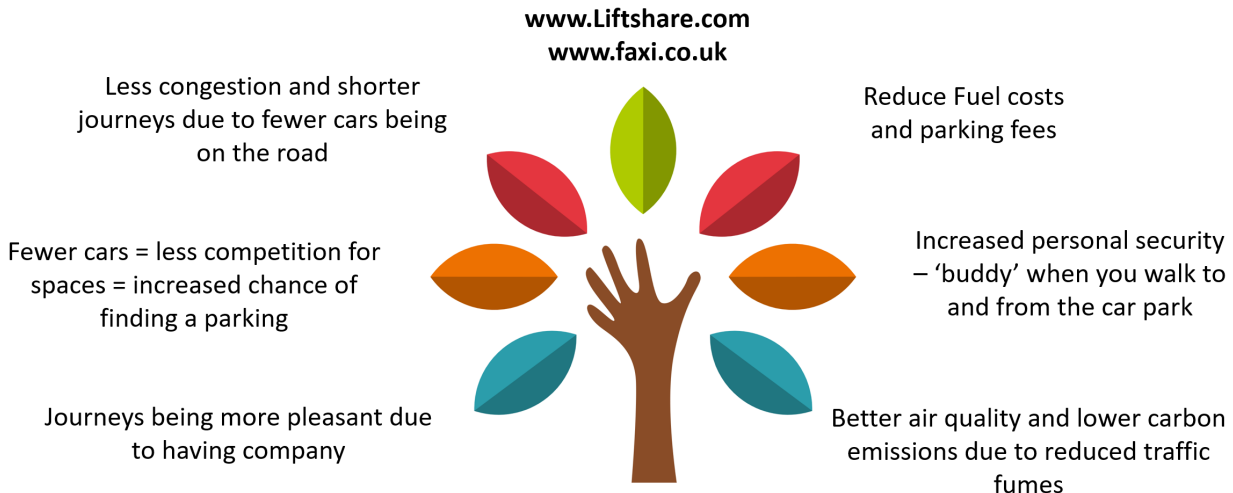


BUS SERVICE	ROUTE	*DAYTIME FREQUENCY (MINS)		
		M-F	SAT	SUN
22	Durham – Easington - Sunderland	30	30	60
23	Hartlepool – Sunderland	30	30	-
62 / 62A	Peterlee to Sunderland via Horden, Easington Village, Easington Lane, Murton, Dalton Park, Seaham, Ryhope, Grangetown	30-60		-
208	Peterlee, Easington, South Hetton, Durham (hourly to Durham)	30	30	-
239	Easington, Peterlee, Wingate, Sedgefield (evenings only)	60	60	-

Figure 3.2
Summary Bus Services

Car Sharing

3.4 Liftshare.com and taxi.co.uk are examples of many car-sharing platforms operating throughout the UK. The programmes allow residents to sign up and view any car-sharing opportunities in their area.



NON-MOTORISED ACCESSIBILITY

Walking & Cycling

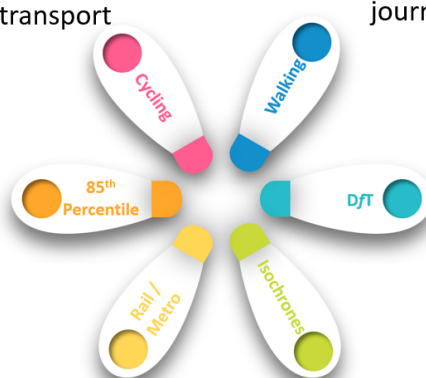
NTS, CIHT & Sustrans
Cycling substitute for short car trips, particularly under 5km (**Ref. 6**) & form part of a longer journey by public transport

- Bus** 810 m (**Ref. 4**)
- Walking** 1.95 km (**Ref. 5**)
- Cycling** 7.25 km (**Ref. 6**)
- Rail** 1.61 km (**Ref. 4**)

Reasonable walking distances to **“Rail”** is 1000m with 85th percentile **1.61km**

NTS & CIHT
Walking is a viable travel choice up to 2000 m (25 mins) where short journeys are required (**Ref. 4, 5**)

Cycling & walking to become the norm by 2040 (**Ref. 6**)



400m, 800m, 2km & 5km isochrones attached in Appendices 3 & 4

- 3.5 As discussed in earlier sections, footways are continuous throughout the adjoining roads network with numerous crossings and dropped kerbs where required.
- 3.6 Although there are no dedicated cycle routes in the immediate vicinity of the site, however, there are Local and National cycle routes in close proximity as shown in Figure 3.3.

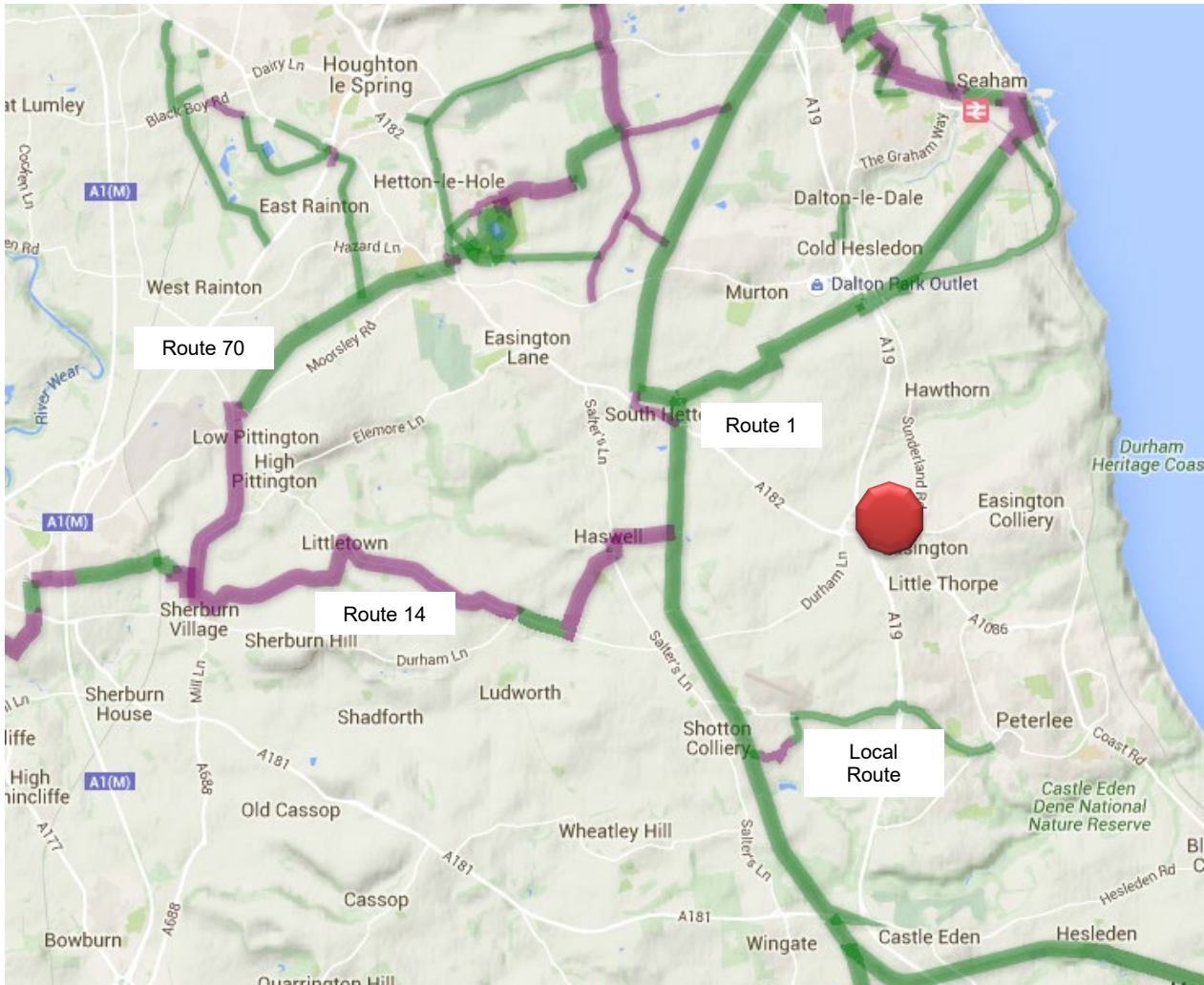


Figure 3.3
Indicative cycle routes in the vicinity of the site [ref: Sustrans]

- Route 1 is a long-distance cycle route connecting Dover and the Shetland Islands - via the east coast of England and Scotland - that also forms the majority of the British section of the North Sea Cycle Route.
 - Route 14 This route runs from Darlington in County Durham north-east to Hartlepool, then north-west through Durham to Consett and routing back north-east to South Shields along the south side of the River Tyne.
 - National Route 70 forms the principal route of the Walney to Wear (W2W) long-distance coast to coast cycle route. National Route 70 links the coast at Walney Island by Barrow-In-Furness to Sunderland.
- 3.7 During a site visit, cyclists were observed using the adjoining roads network where drivers are accustomed to their presence and are courteous towards them.

3.8 Therefore, in view of the range and quality of facilities and amenities available for pedestrians and cyclists in proximity to the site, it is considered that the site is accessible on foot and by cycle and offers significant opportunities for access by sustainable modes of travel.

LOCAL AMENITIES

3.9 The July 2021 NPPF continues to introduce the presumption in favour of sustainable development. **Ref: 5** is the National Travel Survey (Table 0403) that outlines the average distances people will travel to undertake activities such as employment, shopping leisure, education and other key activities.

3.10 As such, to assess the sustainability of the site in relation to local amenities and employment opportunities, reference is made to the Government’s index of multiple deprivation statistics which comprise four indicators of “Transport Inclusion”. These indicators are defined as four essential types of facilities in which access is required and comprise:

- Schools;
- Health Centres;
- Convenience Stores; and
- Post Offices

3.11 With the NTS findings in mind:

- | | | |
|---|---------------------|---------------------------|
| • Easington Academy | Stockton Road | 800m (10 mins walk) |
| • Easington CoE Primary | Hall Walks | 640m (8 mins walk) |
| • Easington Colliery Primary | Whickham St | 800m (10 mins walk) |
| • Doctor Surgery | Paradise Lane | 1km (12 mins walk) |
| • Convenience Store, Fish n Chips Takeaway | Sunderland Rd | 250m (3 mins walk) |
| • Co-op with Post office, Boots, general food and non-food retails including takeaway shops | Seaside lane (east) | within up to 20 mins walk |

Accessibility Summary & Compliance with Policy

3.12 This Chapter described the surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrated that the development proposal complies with the NPPF and national guidelines and policies detailed in Appendix 1.

3.13 In particular, the development is well served by public transport. The infrastructure surrounding the site provides safe links to other sections of the town centre and the wider area for pedestrians and cyclists.

3.14 Page 73 of the NPPF defines Sustainable transport modes as:

“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero-emission vehicles, car-sharing and public transport.

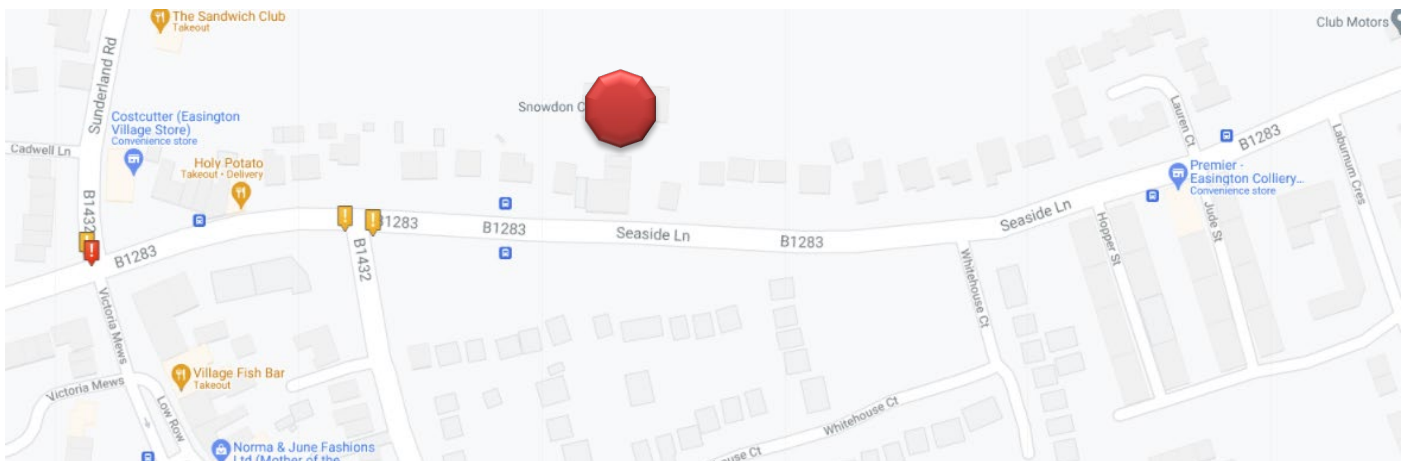
3.15 Para 152 of the NPPF states:

“The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

3.16 In conclusion, in line with the NPPF, it has been demonstrated that the development is situated in a sustainable location offering staff and residents of the development access to employment and local amenities from 400m walking up to 5km cycling distance from the site; therefore, it is considered that the site is accessible on foot, by cycling and public transport and offers opportunities for access by sustainable modes of travel other than a car.

PERSONAL INJURY INCIDENTS [PIIS]

3.17 Crashmap is an online database of Department of Transport road casualty statistics which uses data collected by the police about road traffic incidents occurring on British roads where someone is injured. It has been used here to identify the timing and number of incidents over the most recent five year period to Aug 2021.



3.18 The review indicates that there has been no PIIs in the vicinity of the site access with the nearest being at the junctions of Thorpe Rd (2019 and 2019 both being slight) and Sunderland Rd (2017 and 2018 – the latter being serious). The type of PIIs is typical of junctions; driver error, following too close, failure to stop and similar.

- 3.19 In view of the existing PII records obtained and the development scheme proposed it is considered that the proposals will not have any significant effect or 'severe' impact on the local highway network, in terms of road safety.
- The proposed residential use will not generate a significant number of additional trips on the local highway network;
 - suitable links to local facilities for pedestrians, cyclists and public transport users are provided within a short walking distance;
 - A review of the causations factors indicated that whilst all PIIs are regrettable, there doesn't appear to be any discernible patterns to incidents at any of the junctions or carriageways in the vicinity of the proposed development; The incidents were due to road user error and there is no apparent issue in the area that would affect, or be affected by, the proposed development; therefore
 - Any additional/new safety schemes are not considered to be warranted as part of the development proposals.



Chapter 4

- Development Proposals
- Movement & Accessibility Strategy
- Access Arrangements & Visibility Splays
- Parking Provision & Servicing Arrangements
- Trip Generation & Multi-Modal analysis

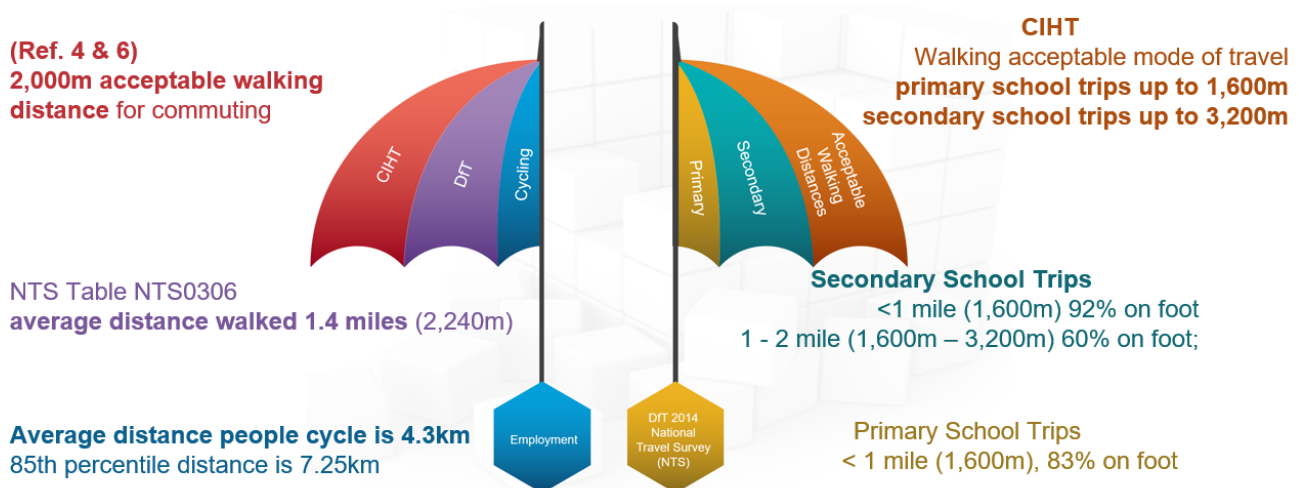
4.1 The development proposals of 48 residential dwellings comprise:

- Bungalows 5No.
- 2-Bed 17No.
- 3-bed 22No.
- 4-bed 4No.

MOVEMENT AND ACCESSIBILITY STRATEGY

- 4.2 Sense of place is fundamental to a richer and more fulfilling environment; the Application site and the adjoining residential community achieve placemaking and meets the ethos of MfS for residential development.
- 4.3 Further, well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics in the Government’s latest National Design Guide help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the NPPF.

Accessibility Audit



Pedestrian, Cycle and Public Transport Accessibility

- 4.4 As discussed in Chapter 3, paved footways are generally provided within the Application site, on both sides of the ‘estate’ roads and the site access bellmouth linking to those along Seaside Lane.
- 4.5 The existing infrastructure has safely met the resident demands towards local amenities and employment centres.

- 4.6 Bus stops are in the immediate vicinity of the site access which, in line with Ref: 4, is an acceptable walking distance to bus stops.
- 4.7 It is therefore considered that the development site could be integrated with existing pedestrian and cycle infrastructure in the area and is highly sustainable and accessible on foot, by cycle and public transport.

Access Local Amenities

- 4.8 The site accessibility audit confirmed that the site is within an acceptable walking distance of local amenities, food and non-food retail, schools, and Easington village centre.
- 4.9 In conclusion, it is considered that there are opportunities to encourage walking, cycling and public transport users between the site and the adjoining local services.

SITE ACCESS ARRANGEMENTS

- 4.10 The Application site will make use of the existing site access arrangements however improved; at present, the form of junction / access is cross-over however, this will be kerbed with **7.5m radii** on both sides, **1.8m footways** into the site and **5.5m wide access** road.
- 4.11 It is understood that DCC preference is for 10m kerblines radii however, in this specific location, this is difficult to introduce due to land ownership issues. If the kerbs are to be realigned to form 10m kerblines radii, the footway width at the bellmouth bend will reduce to c. 1.2-1.4m
- 4.12 Indeed, small corner radii are supported in MfS and are preferential (MfS page 66, Figure 6.3);

“With small corner radii, large vehicles may need to use the full carriageway width to turn. Swept-path analysis can be used to determine the minimum dimensions required. The footway may need to be strengthened locally in order to allow for larger vehicles occasionally overrunning the corner (para 6.3.13).

The design of junctions affects the way motorists interact with cyclists. It is recommended that junctions are designed to promote slow motor-vehicle speeds. This may include short corner radii [1m] as well as vertical deflections (para 6.4.6)

Junction design should facilitate direct pedestrian desire lines, and this will often mean using small corner radii. The use of swept path analysis will ensure that the junctions are negotiable by vehicles (para 7.3.6)

Small corner radii minimise the need for pedestrians to deviate from their desire line (para 6.3.12)

- 4.13 it is also considered acceptable that the occasional large vehicles, such as refuse HGVs to cross the centreline:

“The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street

infrequently, such as pantechnicians, need not be fully accommodated – designers could assume that they will have to reverse or undertake multipoint turns to turn around for the relatively small number of times they will require access. (para 6.8.1)

- 4.14 It is therefore concluded that the proposed access arrangements would adequately meet the operational and safety requirements of the development.

Visibility Splay

- 4.15 'Manual for streets 2 - wider application of the principles is a companion guide to 'Manual for streets' and **extends its practices beyond residential streets to encompass both urban and rural situations**. It is intended to assist those in the planning, construction and improvement of our streets to deliver more contextually sensitive designs.
- 4.16 MfS2 explores in greater detail how and where its key principles can be applied to busier streets and non-trunk roads, thus helping to fill the perceived gap in design guidance between MfS1 and the Design Manual for Roads and Bridges (DMRB).
- 4.17 Seaside Lane is 30mph and falls within the definition of Street:
- It has a speed limit of 40 mph or less;
 - It is mainly built up on both sides with residential or a mix of residential and local facilities, shops and so on;
 - It has a high place function eg direct frontage access, on-street parking etc
- 4.18 As such, it is appropriate to implement MfS visibility splay and SSD calculations and in line with **Ref:2**, 2.4m x 43m visibility splay and SSD are provided (Appendix 2).

PARKING

- 4.19 Car and cycle parking would be provided having regards to DCC Parking and Accessibility Standards 2019 which require 1 in-curtilage space per dwelling (1-3 bed units) and 2 spaces thereafter. 1 passive charge point per dwelling will be provided plus a garden shed for bicycle storage if a garage of minimum dimensions (3m x 6m for single and 5.5m x 6m for double) is not provided.
- 4.20 In addition:
- 1 visitor parking bay per 3 dwellings will be provided 1,2,4+ bed units; and
 - 2 spaces per 3 dwellings for 3-bed units.
- 4.21 Based on the development mix in para 4.1, the visitor parking provision is equivalent to 23 spaces, 24 spaces are provided. Please note: the two VP bays to the east of plot 20 will include 1m hard strip to the side.

VEHICULAR TRIP GENERATION

4.22 In order to establish the potential trips generated by the proposed development, estimates were prepared using the TRICS computer database. The TRICS database contains vehicle count surveys from existing developments across the United Kingdom and was searched for similar developments to give estimated trip generation for the Statement.

4.23 The main selection parameters used in the trip rate calculations for the existing development were:

- 03 - Residential A – Houses Privately Owned [to be robust, and as a sensitivity test, any affordable element is ignored and the existing commercial use as bus depot is also ignored]
- The TRICS database version used was 2021 v7.8.2;
- Sites in London, Northern Ireland, Republic of Ireland and the Isle of Man were excluded;
- The busiest AM and PM peak hours between 07:00 – 09:00 and 16:00 – 18:00 is considered;
- Re-surveyed sites were filtered and the older data excluded; and
- The data was 'cross tested'.

4.24 A summary of the TRICS output is shown in Figure 4.1 and a full set of printouts is included in Appendix 5.

Time Period			Arrival		Departure		
			TRICS Rate	Vehicles	TRICS Rate	Vehicles	
0700	▶	0800	0.074	4	0.31	15	18
0800	▶	0900	0.143	7	0.381	18	25
0900	▶	1000	0.17	8	0.194	9	17
1000	▶	1100	0.135	6	0.169	8	15
1100	▶	1200	0.149	7	0.169	8	15
1200	▶	1300	0.168	8	0.165	8	16
1300	▶	1400	0.169	8	0.169	8	16
1400	▶	1500	0.159	8	0.194	9	17
1500	▶	1600	0.271	13	0.187	9	22
1600	▶	1700	0.303	15	0.159	8	22
1700	▶	1800	0.348	17	0.165	8	25
1800	▶	1900	0.255	12	0.139	7	19

Figure 4.1
Peak hour trips generated by the proposed development

4.25 Figure 4.1 demonstrated that the 48 dwellings are predicted to generate 25 movements (in+out), one every 2 minutes, in the AM and PM peak hours which is not material.

4.26 As a sensitivity test, the 85th percentile is considered and the vehicular movements associated with 48 dwellings are:

	AM PEAK				PM PEAK			
	ARRIVAL		DEPARTURE		ARRIVAL		DEPARTURE	
Unit = dwelling	Factor/unit	Trips	Factor/unit	Trips	Factor/unit	Trips	Factor/unit	Trips
Proposed								
48 dwellings	0.143	7	0.536	26	0.609	29	0.130	6
Residual peak hour trips	33				35			

Figure 4.2
Peak hour trips generated by the proposed development

- 4.27 Figure 4.2 demonstrates that the 85th percentile vehicular trips associated with the development proposals are 33 and 35 however, once the trips associated with the existing use as a coach depot / station, it is improbable that the 30 vehicular movements threshold is exceeded. Further, away from the site access, even if the existing use is ignored, vehicular trips will be diluted and it is improbable that the 30 movements threshold
- 4.28 Therefore, in line with the Technical References **Ref: 9**, since the 30 movements threshold is not exceeded in any one direction, no highway or junction capacity assessment is required and the proposed development would, in highway terms, have no material impact on the highway network in terms of its capacity and safety.

MULTI-MODAL TRIPS

- 4.29 To estimate the likely modal split associated with travel to/from the proposed development, the 2011 Travel to Work census data for MSOA County Durham 025 (entire Easington) and 025D where the site is located (which includes a wider rural and commercial areas to the north, west and east) were obtained.
- 4.30 The percentage modal split has been applied to the total calculated vehicular generated trips (Figure 4.2) to derive the total number of multi-modal person trips associated with the proposed development as shown in Figure 4.3.
- 4.31 The Census Data indicates that, based on Easington village, 72.1% of staff travel by single-occupancy vehicle (SOV) followed by car-sharing, walking and public transport.
- 4.32 This data would be useful to benchmark the development and undertake steps to promote the sustainability and accessibility of the site.

<i>Database QS701EW</i>				<i>Two-way Trips</i>	
<i>Mode of Travel</i>	<i>Co D'ham 025</i>	<i>025D</i>	<i>Average Percentage</i>	<i>AM Peak</i>	<i>PM Peak</i>
<i>Tram / Metro</i>	0.2%	0.6%	0.4%	0	0
<i>Train</i>	0.5%	0.6%	0.5%	0	0
<i>Bus</i>	4.3%	3.8%	4.0%	2	2
<i>Taxi</i>	1.9%	1.2%	1.6%	1	1
<i>Motorcycle</i>	0.6%	0.7%	0.7%	0	0
<i>Car</i>	72.1%	78.1%	75.1%	33	35
<i>Passenger</i>	9.8%	6.5%	8.2%	4	4
<i>Cycle</i>	0.9%	0.9%	0.9%	0	0
<i>Walking</i>	8.7%	6.8%	7.8%	3	4
<i>Other</i>	0.8%	0.9%	0.9%		
Total	100.0%	100.0%	100.0%	44	47

Figure 4.3
2011 Census Data – Method of Travel to Work
Person Trips by Mode

SERVICING

- 4.33 It is anticipated that the development would attract the usual servicing requirements such as refuse collection stationery and post.
- 4.34 The development's design and layout allow for all turning manoeuvres to take place within the site; swept path drawings for an 11.2m 3 Axle Refuse Collection Vehicle is attached in Appendix 2. The drawings demonstrate that vehicles will arrive / depart in a forward gear from the adopted highway and utilising proposed turning heads.

Chapter 5

- Multi-Modal Development Impact
- Preliminary Mitigation Proposals *(if applicable)*
- Travel Plan / Welcome Pack recommendations
- Residual Impact



EXTENT OF IMPACT

- 5.1 Figure 4.1 demonstrated that the 48 dwellings are predicted to generate 25 movements (in+out), one every 2 minutes, in the AM and PM peak hours which is not material.
- 5.2 Figure 4.2 demonstrates that the 85th percentile vehicular trips associated with the development proposals are 33 and 35 however, once the trips associated with the existing use as a coach depot / station, it is improbable that the 30 vehicular movements threshold is exceeded. Further, away from the site access, even if the existing use is ignored, vehicular trips will be diluted and it is improbable that the 30 movements threshold
- 5.3 Therefore, in line with the Technical References **Ref: 9**, since the 30 movements threshold is not exceeded in any one direction, no highway or junction capacity assessment is required and the proposed development would, in highway terms, have no material impact on the highway network in terms of its capacity and safety.

Sustainable Modal Impact Assessment

- 5.4 Taking into consideration the existing well-established sustainable infrastructure (footways, cycle routes, proposed car club and public transport), the level of new person trips (Fig 4.3), i.e. 3 pedestrians, 3 public transport users and 4 car-sharers will have no material impact on the highway network and is well within the hourly variations in movements.

TRAVEL PLAN STATEMENT

- 5.5 A Travel Plan Statement is produced with an offer to produce a Welcome Pack and provide Personalised Travel Planning to all residents. The TPS aims to promote and enhance the accessibility and sustainability of the development.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

- 5.6 A CTMP will be produced in satisfaction of any planning conditions imposed and pre-commencement (**Ref: 13**).

Chapter 6

- Summary & Conclusions



- 6.1 This Analysis assessed the impact of the proposed development on the highway network and concluded that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - The highway network in the area can accommodate the anticipated trip generation; and
 - The highway remains unobstructed for the safe passage of all users of the highway and that any development does not have an adverse impact on the safety of all users of the highway.
- 6.2 The Analysis described the development proposals and surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrate that the development proposal complies with the local and national guidelines and policies.
- 6.3 Additionally, the Analysis tests the impact of the development on the highway network to establish the extent of any significant highway impacts and evaluates compliance with the NPPF transport planning ‘test’ which prevents refusal on transport grounds unless the impacts of development are ‘severe’.
- 6.4 The Analysis has therefore demonstrated that:
- All person trips can be accommodated within the existing infrastructure;
 - No additional mitigation proposals are required; and
 - The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 111 of the Revised NPPF.
- 6.5 It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact on the highway network and as such, there are no transport/highways reasons for refusal of planning permission.



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