



TRANSPORT STATEMENT

The National Planning Policy Framework [NPPF] states in regard to Highway Impact in paragraph 110 that;

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network

(in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

Paragraph 111 of the NPPF then goes on to state:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

The net increase of two dwellings in this location will not give rise to any unacceptable highway implications, particularly given that visibility splays can be achieved in excess of the required standard. Furthermore, two dwellings have been approved at this site, therefore the principle has been agreed and the impact of this proposal is zero. It is not therefore, expected that the proposals will have any unacceptable impacts upon highway safety.

The NPPF and the Practice Guidance acknowledge a need for rural housing and accept that transport solutions will vary between urban and rural areas. In this instance there will be some reliance on the private motor car, however, modern families do generally own a motor vehicle, this in itself does not make the development unsustainable, the tilted balance in favour therefore applies in this instance. Furthermore, for a rural district like Uttlesford, the site is particularly sustainable. A full assessment is contained within the Planning Statement.