

7.0 APPENDIX A - TRAVEL STATEMENT

7.1 Policy Context

- 7.2 The NPPF states that the planning system should actively manage patterns of growth in order to reduce congestion and emissions, and improve air-quality and public health.
- 7.3 Paragraph 111 states that, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts of the road network would be severe.
- 7.4 Policy GEN1 Access of the Local Plan states that development will only be permitted if it meets all of the following criteria:
- Access to the main road network must be capable of carrying the traffic generated by the development safely.
 - The traffic generated by the development must be capable of being accommodated on the surrounding transport network.
 - The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.
 - It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.
 - The development encourages movement by means other than driving a car.

7.5 Scheme Response (to be read in conjunction with drawings 01AP(0)04 & 01AP(0)05)

- 7.6 The site is in one of the six hamlets of Wimbish and enjoys immediate access to a wide range of local services supporting the community's health, social and cultural well-being including (distance in miles):
- 7.7 Howlett Farm Shop and Cafe, Howlett End - 0.6m,
Barnards Farm riding school/stables - 0.6m
Redwing Sports Club - 0.8m
Wimbish Village Hall & Bowls Club - 1.0m
Wimbish Recreational Ground - 1.0m
Wimbish Primary School - 1.1m
Yuva Restaurant, Debden - 1.8m
Debden Post Office and store - 1.8m
Refill Barn store/cafe - 2.0m
Fitness Focus gym - 2.2m
Spriggs Nursery - 2.2m
Rosie's hairdressers - 2.2m
Thaxted recreation ground - 2.2m
Thaxted church - 2.5m
Thaxted surgery - 2.5m
Thaxted primary school - 2.8m
Aldi supermarket - 2.9m

Gold Street surgery - 3.8m
Newport village - 3.8m

- 7.8 While the above are all within immediate cycling/walking distance of the site, it is recognised that users of these services might also use bus connections or drive. The towns/villages of Thaxted, Newport and Saffron Walden are immediately accessible either by bus or car.
- 7.9 Uttlesford can be viewed in the context of being a rural district affording limited access. Bus services in the District are generally limited, but the B184 has reasonably good services as follows:
Bus 453 - Newport, Debden, Howlett End, Wimbish, Thaxted, at 7.45 am and in reverse in the afternoon, Monday to Friday,
Bus 314 - Wimbish, Saffron Walden, Howlett End, Wimbish, Thaxted, 7.45 and in reverse in the afternoon, Monday to Friday,
Bus 313 - Saffron Walden, Wimbish, Debden, Thaxted, Great Easton, Little Easton, Dunmow, 2-3 services a day Monday to Saturday and in reverse,
Bus 313a - Great Dunmow, Duton Hill, Wimbish, Howlett End, Saffron Walden, Thaxted, Great Easton, Little Easton, 3 services a day and in reverse.
- 7.10 The nearest bus stop is at the top of the lane on which the proposed site is located, less than 0.5m walk away. The 453, 314 and 313 bus routes provide easy public transport access to all of the services above as well as major schools/retail in Saffron Walden and Newport and direct rail connections to central London and Cambridge.
- 7.11 In addition there is a demand response service operated within Uttlesford District, called DART 1. Instead of using fixed routes, customers book journeys with the operator in advance and are picked up at an agreed point, which can be their own home. The service is funded by Essex County Council and operated by Arrow Cars.
- 7.12 It is recognised that the proposal would likely lead to an average of 2 extra vehicles making occasional movements to access services and facilities on the existing highway. However, paragraph 78 of the Revised NPPF recognises that where there are groups of smaller settlements, development in one village may support services in a village nearby and advises that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning Policies should identify opportunities for villages to grow and thrive, especially where this would support local services. Our proposed site sits within a cluster of 4 existing homes and 6 holiday lets, and it is our aim to integrate the new dwelling within this small settlement; and in turn, enhance and support local amenities and villages like Wimbish.
- 7.13 Furthermore, electric car charging points will be provided at the proposed house which will provide consistently sustainable means of transport. It can also be concluded that the social strand of sustainability would also be met in respect of providing accessible housing.
- 7.14 An entrance plan submitted with this application details current visibility splays on to the

public highway and access point. The development site is located off Pepples Lane. Visibility splays from the existing entrance are suitable and have been in use for the property for some time.

7.15 Access to the proposed dwelling and parking spaces would be via the existing gated entrance. There are footpaths and a wider walking network accessible direct from the site, and along with secure bicycle storage. The development encourages access and enjoyment of the area without the use of a private vehicle. Transport and access to the proposed development has been carefully considered to ensure safe movement of users and to ensure no negative impact on highways. The proposal utilises existing access which is adequate for the development therefore no additional access points are required.

7.16 As shown on drawing 01AP(0)04 & 01AP(0)05, the existing gated entrance on the southern corner of the development plot would easily accommodate the proposed vehicle entrance to the dwellinghouse. There is good visibility in both directions along Pepples Lane (refer to 01AP(0)05), where traffic consists of almost entirely local access, as well as farm traffic. In fact, the adopted highway ends at the entrance to The Conyards to the south. Given this and the nature of the road, speeds rarely exceed 20mph.

7.17 The threshold to the gravel driveway will be in line with the proposed gates - 7 metres from the road edge. A brick paved area of hard-standing is proposed between the gates and road edge to avoid material spilling onto the highway. This is an existing entrance into the client's site, which they currently use (and have used for 30 years) to no apparent detriment to themselves, their visitors, nor the safety of others using the road.

7.18 ULP Policy GEN8 takes into consideration vehicle parking standards, and is supported by the council's adopted neighbourhood residential parking standards supplementary guidance. As this is likely to be a 4+ bedroom house, 3 parking spaces have been allocated, including the single garage. The parking spaces are in accordance with Essex County Council Parking Standards and measure 2.9m by 5.5m. The parking needs of the proposal are entirely unlikely to cause any large increase in off-street parking.



View from Pepples Lane - existing gated entrance (looking north)



View from Pepples Lane - existing gated entrance (looking south)