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Transport Statement to accompany a full planning application proposing the erection of 15 new dwellings at Canfield Moat, High Cross Lane West, Little Canfield, Dunmow, Essex, CM6 1TD

On behalf of: Mr Andrew Smith

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Date: 06 June 2022

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## Introduction

This Transport Statement has been produced on behalf of the applicant, Mr Andrew Smith, in order to demonstrate that the proposed development of 15 new dwellings on the application site is considered to be fully compliant with national and local planning transport policies and should be viewed favourably by the relevant planning authorities.

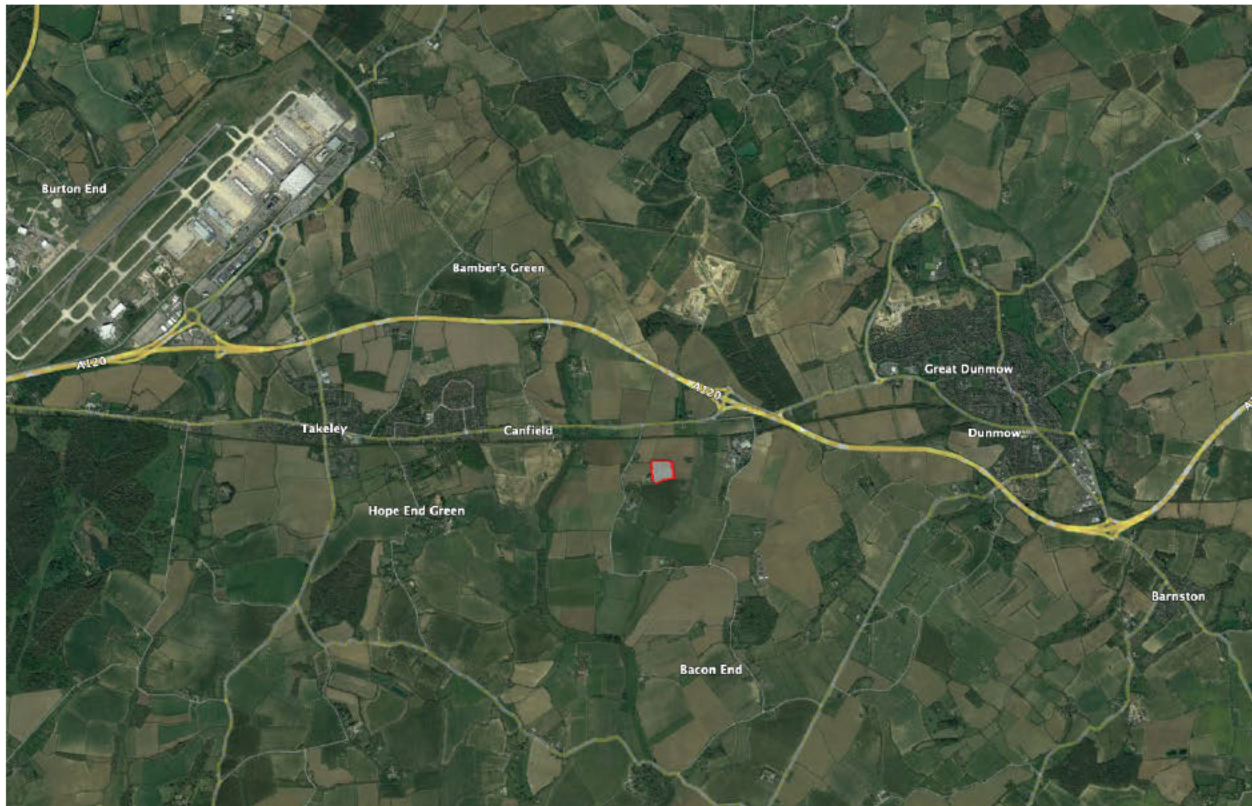
The planning application would deliver a significant contribution towards the housing supply on within a district afflicted by a dire shortage of new dwellings. Whilst at more than 10 units the application should be considered Major Development and a Transport Statement is sufficient to address the Local Planning Authority (LPA) and Highways Authority [the Councils] considerations and demonstrate that the development will produce minimal traffic, the impact will be negligible and mitigation is being made to further reduce any potential impact.

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## Location & Site Description

The application site is located outside a designated settlement boundary in accordance with the existing Local Plan and is therefore within the countryside. The site comprises a residential dwelling known as Canfield Moat (the host dwelling and referred to as Unit 9 on the accompanying site plans) which is a restored rectory and approximately 3.8 hectares of curtilage which includes garden land, numerous outbuildings and a small woodland copse.

The application site is located south of the B1256 between Canfield and Dunmow and some 2.8 km west-south-west of Great Dunmow and 4.5km south east of Stansted Airport.



*Satellite image showing the location of the site (marked in red) in the wider area.*

The host dwelling is served by a private access road which adjoins High Cross Lane West to the west and is lined by trees and leads to a large parking area between

Canfield Moat, the dance studio and The Coach House. Directly to the south of the site lies Langthorns Plantery, which is a large garden centre also accessed via High Cross Lane West. Directly to the north east lies further residential dwellings and farm/commercial buildings accessed via a track which runs alongside the northern boundary



*Satellite image showing the location of the site (marked in red) in the immediate area.*

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# Proposed Development

The applicant is proposing to deliver a total of 15 new dwellings on the site in accordance with the Proposed Site Plan, which would deliver additional housing at a location unencumbered by site constraints such as Green Belt designation.

The innovative design of the proposed development has been created in order to respond positively to the rural surroundings and in particular its location within the extensive curtilage of the main house, Canfield Moat. The parts of the site which would earmarked for new development are identified on the submitted plans. The two existing residential dwellings are identified as 8 and 9 and will be retained as part of the development proposals, with the associated land included within the blue line boundary. The existing access will be retained to serve the development, however the private driveway will be widened in order to enable vehicles to pass each other without obstruction to the benefit of existing and prospective users.

The proposed development has been sub-divided into four parts for ease of reference.

## **Part 1 - Gatehouse**

A pair of gatehouse dwellings (Units 1-2) would be constructed with one either side of the existing entrance into the site, to form a gated entrance which is considered to be typical of historical estate developments.

## **Part 2 - Workers Cottages**

Units 3-6 would comprise a terraced of cottage style dwellings which would be served via a newly created driveway within the site. The design has been crafted in such a way to create the impression that the terrace comprise four cottages for workers on the estate and is also referred to as the 'secret garden'.

## **Part 3 - Dance studio**

It is proposed that the existing dance studio (Unit 7) will be converted to form a single storey residential dwelling in relative close proximity to the workers cottages.



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#### Part 4 - Stable block

Units 10-17 would form a stable block around a courtyard, within the central eastern section of the site. A stable block is considered to be typical within a large rural estate and would be served by a block of garages.

The layout of the proposed development is set below.



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## Planning History

The following planning history of the site is considered to be relevant to the proposed development.

Reference no.	Description	Decision	Date
UTT/0020/10/ FUL	Erection of pool house	Approved	24/02/2010
UTT/0704/09/ FUL	Triple Garage and Detached Pool House	Approved	16/11/2009
UTT/1452/08/ CLP	Certificate of Lawfulness for proposed triple garage and pool house	Approved	03/09/2008
UTT/2020/07/ FUL	Erection of detached triple garage	Approved	03/01/2008

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# Policy Justification

## National Policy - National Planning Policy Framework 2021 (NPPF)

The following paragraphs of the NPPF within Section 9 are considered to be relevant to the proposed development in relation to transport issues.

**Paragraph 104** - *Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

**Paragraph 105** - *The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*

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**Paragraph 106** - *Planning policies should:*

*a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*

*b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*

*c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*

*d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*

*e) provide for any large scale transport facilities that need to be located in the area<sup>44</sup>, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*

*f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.*

**Paragraph 107** - *If setting local parking standards for residential and non-residential development, policies should take into account:*

*a) the accessibility of the development;*

*b) the type, mix and use of development;*

*c) the availability of and opportunities for public transport;*

*d) local car ownership levels; and*

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e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

**Paragraph 108** - *Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.*

**Paragraph 109** - *Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.*

**Paragraph 110** - *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;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *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** - *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.*

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112. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive—which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

**Paragraph 113** - All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

## **Transport Statement Guidance - <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>**

Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.

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*Travel Plans, Transport Assessments and Statements should be:*

- *proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the [strategic road network](#) and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).*

### **What information should be included in Transport Assessments and Statements?**

*The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:*

- *information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)*
- *information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
- *data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;*
- *a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;*
- *an assessment of trips from all directly relevant committed development in the area (ie development that there is a reasonable degree of certainty will proceed within the next 3 years);*
- *data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;*
- *an analysis of the injury accident records on the public highway in the vicinity of the*

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*site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;*

- an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);*
- measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;*
- a description of parking facilities in the area and the parking strategy of the development;*
- ways of encouraging environmental sustainability by reducing the need to travel; and*
- measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.*



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## Local

### Uttlesford Local Plan 2005

The Uttlesford Local Plan is out of date as referred to within the Planning Statement and inconsistent with the provisions contained within the NPPF. Given the status of the local plan, policies GEN1, GEN6 and GEN8 can only be given weight where they accord with the NPPF.

### GEN1 Access

#### Policy GEN1 – Access

**Development will only be permitted if it meets all of the following criteria:**

- a) **Access to the main road network must be capable of carrying the traffic generated by the development safely.**
- b) **The traffic generated by the development must be capable of being accommodated on the surrounding transport network.**
- c) **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.**
- d) **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.**
- e) **The development encourages movement by means other than driving a car.**

### GEN6 Infrastructure Provision to Support Development

#### Policy GEN6 –Infrastructure Provision to Support Development

**Development will not be permitted unless it makes provision at the appropriate time for community facilities, school capacity, public services, transport provision, drainage and other infrastructure that are made necessary by the proposed development. In localities where the cumulative impact of developments necessitates such**



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**provision, developers may be required to contribute to the costs of such provision by the relevant statutory authority.**

Policy GEN8 – Vehicle Parking Standards

**Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in Supplementary Planning Guidance “Vehicle Parking Standards”, a summary extract of which is reproduced in Appendix 1 to this Plan.**

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## Transport Statement Scope

Whilst the development proposed is a Major Development it is not considered that a Transport Assessment or Travel Plan for 15 residential units would be proportionate. It is however considered that a Transport Statement is required in order to satisfy the LPA that the proposed development would not result in an adverse impact upon the capacity and safety of the road traffic network.

Given the limited additional traffic likely to be generated and Local Plan policy it is considered that the following elements should be addressed in the Statement:

- information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)
- information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
- data about existing public transport provision, including provision/frequency of services and proposed public transport changes;
- an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;
- measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;
- a description of parking facilities in the area and the parking strategy of the development;
- ways of encouraging environmental sustainability by reducing the need to travel; and
- measures to mitigate the residual impacts of development (such as improvements

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to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.

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# Commentary

## Site and Access

The development proposed has already been outlined in this report. All access to the site will be via the main gate (between the gatehouses) and onto Canfield Moat, a private drive, direct to High Cross Lane. It is proposed that the private driveway is widened in order that there is sufficient space for a two way traffic flow. Although the private driveway is not a public highway for vehicles, this will significantly improve the access provisions for the existing development and also ensure that the proposed dwellings benefit from a more suitable internal access.



The access onto High Cross Lane is excellent with clear views in both directions (see below).



High Cross Lane is classified as a local road, with a carriageway width of 4.4 metres, allowing cars to pass, and is maintained by Essex County Council Highways. Traffic levels are low. At its northernmost end High Cross Lane accesses the wider road network via the B1256 (see below).



Neighbouring the application site is Moat Farm (See overleaf).

Moat Farm contains a gym approved via planning application UTT/19/2050/FUL on 20 December 2019. It should be noted that Essex County Highways raised no objection to the levels of traffic considered acceptable. A Transport Assessment produced for that application<sup>1</sup> noted that in the vicinity of High Cross Lane junction speeds at the 85th percentile were 30mph northbound and 24 mph southbound, considerably below the 60 mph limit. The assessment went on to conclude that the existing junction (and visibility splays) were sufficient. Accordingly it is considered that the access complies with local policy GEN1

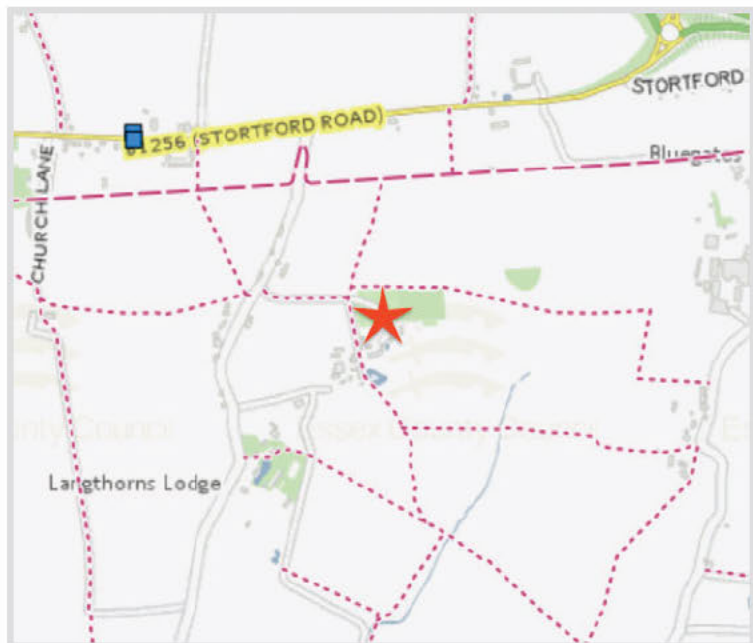
<sup>1</sup> Transport Planning Associates (2019)



## Public Transport

Given the rural location it is not considered that the site will be readily accessible via cycles or walking. There is however a significant footpath network - see below.

There is a bus service and the nearest stop is approximately 500 metres from the application site on the B1256 (see blue bus on map). This is relatively close and with an hourly service (42A) to Chelmsford, Great Dunmow, Stansted Airport and an hourly service (133) to Stansted Airport, Briantree and Chelmsford bus provision is very good for such a rural location.



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## Accident Data

From March 2017 to April 2022 there has only been one slight accident on the B1256 toward the junction with the A120. There is no record of any other accidents in that time period.

## Sources of Traffic

The only nearby sources are Moat Farm, Moat Farm Gym and Canfield Moat itself.

Moat Farm Gym has between 1 and 25 people attending classes with an associated number of car journeys for those classes. At peak this would be many more car movements than those associated with the 15 residential units proposed due to the more spread out nature of domestic journeys. Accordingly as there have been no issues with the car movements associated with the Moat Farm Gym it is not anticipated the lower levels of car use from the proposed residential units would be an issue.

In addition it should be noted that peak domestic car use (morning and afternoon pre and post work peaks) will not coincide with the classes which are predominantly later in the evening and during the day.

Overall the lack of issue with car movement associated with Moat Farm Gym has demonstrated in practice that the lower level of peak movements associated with the 15 residential units would not be an issue.

## Car Parking Spaces

Policy GEN8 adopted in 2008 provides that development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in Supplementary Planning Guidance “Vehicle Parking Standards set out in Appendix 1 of the Uttlesford Local Plan. The LPA requires a maximum of 3 car parking spaces for dwellings with 4 or more bedrooms and 2 spaces for dwellings with fewer than 4 bedrooms.



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Policy GEN8 is somewhat out of date and the 2009 The Essex Parking Standards document, published by the Essex County Council Highways Authority supersedes it and provides that a minimum of 2 spaces per dwelling (2 + bedrooms) should be provided and 0.25 visitor spaces per dwelling,

The submitted plans demonstrate that there is sufficient car parking provision available to serve each of the proposed dwellings to meet the minimum requirements as set out within the Essex Parking Standards document. Furthermore there would still be sufficient parking areas dedicated to Canfield Moat (Unit 9) and The Coach House (Unit 8) in order to satisfactorily serve the occupants of these existing dwellings.

### **Part 1 - Gatehouse**

The pair of gatehouse dwellings (Units 1-2) would benefit from three car parking spaces each within private driveways to be constructed alongside the eastern elevations of the properties.

### **Part 2 - Workers Cottages**

Units 3-6 would benefit from two car parking spaces per dwelling accessed off an internal driveway.

### **Part 3 - Dance studio**

The dance studio conversion (Unit 7) would benefit from two car parking spaces within its proposed curtilage.

### **Part 4 - Stable block**

Parking spaces to serve Units 10-17 would consist of a large garage block and two detached double garages, in addition to an external parking area in front of the garage. The largest dwellings within the stable block would benefit from four car parking spaces (two external and two internal).

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Due to the size of the site there is more than sufficient space within the curtilage for cars to manoeuvre within and exit on to the highway in a forward gear, and the proposed layout ensures that turning circles can be achieved for all prospective occupants.

## Mitigation

It cannot be claimed that the development would not be accessible in the main by motor car given the location of the site within the countryside and it is inevitable that the proposals would result in the generation of additional vehicular movements.

Nevertheless the applicant is committed to incorporating measures that will encourage people to travel using non-car modes to access services and facilities. The Glossary of the NPPF identifies that cycling and low and ultra low emission vehicles are defined as sustainable transport modes.

It is recognised that the UK Government has recently published its Transitioning to Emission Cars and Vans 2035 Delivery Plan, which sets out its approach to decarbonising cars and vans. All new petrol and diesel cars are to be phased out by 2030. Although the Government will legislate accordingly in order to achieve this goal it is recognised that it is the private sector that will lead the charge towards mass ownership of zero emission vehicles. It is also recognised that the role of local planning authorities is fundamental and planning policy at a local level can support the provision of zero emission vehicles by ensuring the infrastructure is put in place.

All dwellings on the proposed development site will be provided with electric charging points in order to encourage the use of hybrid and electric cars. The applicant is willing to ensure that before the development is commenced above slab level, details of the specification and location of the electric vehicle charging points shall be submitted to and approved in writing by the LPA. The proposed development is therefore considered to contribute towards the Government's policy of moving to zero emission vehicles by 2030 by delivering the means to charge vehicles within the curtilage of the site.

The applicant is also committed to incorporating cycle storage within the development to serve the new dwellings, thus encouraging the use of cycling as an alternative mode of transport to the motor car.

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The location of the cycle storage provision is identified on the proposed site plan and would provide spaces for each dwelling created on the site and this provision can be secure by condition.

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## Conclusion

This Transport Statement has concluded that the proposed development has adequate access and the local road network has sufficient capacity to absorb the additional traffic without need for upgrading.

The internal driveway which serves both the application site and existing development to include a gymnasium, would be widened in order to create dual access for the benefit of existing users and prospective occupants of the proposed dwellings.

There is sufficient provision within the proposed development for vehicles to park in accordance with the minimum requirements as set out within the Essex Parking Standards document.

Provision has been made to mitigate, as much as possible, the number of vehicle movements to and from the site by incorporating provisions in place for cycle storage. The provision of electric charging points for every dwelling will ensure that the infrastructure is designed into the proposed development from the outset to encourage the use of electric cars as a viable alternative to the petrol and diesel motor car.

It is demonstrated that the proposed development is fully compliant with local transport policy in relation to access, infrastructure and car parking standards, and from this perspective should be assessed favourably by the LPA.