

TRANSPORT NOTE

Application Ref: 25/03014/PIP

Site: Land Adjacent to 4 Lower Titmore Green, Little Wymondley

Proposal: Permission in Principle for One Self-Build Dwelling

1. INTRODUCTION

This Transport Note has been prepared in support of a Permission in Principle application for a single self-build dwelling at Land Adjacent to 4 Lower Titmore Green.

The purpose of this note is to provide a **proportionate assessment** of transport and highway considerations, commensurate with the small scale of development.

2. SITE CONTEXT

The site is located at the end of Lower Titmore Green, a rural lane serving a small number of residential properties and agricultural land.

Key characteristics of the lane:

- Unclassified rural access road
- Lightly trafficked
- Serves a limited number of dwellings
- Existing shared access arrangements
- National speed limit (60mph), though actual vehicle speeds are significantly lower due to alignment and width

The road terminates near the site and connects to a Public Right of Way.

3. EXISTING HIGHWAY CONDITIONS

3.1 Traffic Levels

Traffic flows on Lower Titmore Green are **very low**, being limited to residents, visitors, and agricultural users.

Given the dead-end nature of the road, there is **no through traffic**.

3.2 Road Width and Passing

The carriageway is typical of rural lanes, with:

- Single-track sections
- Informal passing opportunities via verges and access points

Such arrangements are common and function effectively at low traffic volumes.

3.3 Accident Data

The Highway Authority confirms:

- **No recorded injury accidents within the vicinity over a 5-year period**

This demonstrates that the existing highway operates safely.

3.4 Public Right of Way

A bridleway is located adjacent to the site.

The proposed development:

- Does not obstruct or divert the PRow
 - Will not materially increase vehicle movements
 - Will not adversely affect its use
-

3.5 Surface Water and Maintenance

Localised surface water issues have been noted but appear to relate to **maintenance of drainage infrastructure** rather than inherent design deficiencies.

No evidence has been presented linking these conditions to safety incidents.

4. PROPOSED DEVELOPMENT TRAFFIC IMPACT

4.1 Trip Generation

A single dwelling is typically associated with:

- **6–8 vehicle movements per day** (based on TRICS database averages)

This equates to:

- Less than **1 vehicle movement per hour** across a typical day

This level of traffic is **negligible**.

4.2 Impact on Highway Network

Given the very low baseline traffic levels, the addition of one dwelling will:

- Not materially change traffic conditions
 - Not increase conflict risk
 - Not affect capacity or operation of the lane
-

5. ACCESS AND MANOEUVRING

The site benefits from an existing access arrangement shared with No. 4.

At Technical Details stage, access can be designed to ensure:

- Appropriate visibility splays
- Safe entry and exit
- Adequate on-site turning provision

This will allow vehicles to enter and leave in a forward gear.

6. SUSTAINABILITY

The site is located in a rural area where:

- Private car use is expected
- Walking and cycling provisions are available but limited

However:

- This is typical of rural settlements
- The scale of development (one dwelling) does not justify refusal on sustainability grounds

The NPPF recognises that opportunities for sustainable transport **vary between locations**, particularly between urban and rural areas.

7. RESPONSE TO HIGHWAY AUTHORITY CONCERNS

7.1 Highway Safety

No evidence has been provided to demonstrate that the proposal would result in:

- Increased accident risk
- Unsafe vehicle interactions
- Harm to road users

The absence of recorded accidents strongly supports this conclusion.

7.2 Sustainability

The application relates to a **single dwelling**, and the reliance on private vehicles is consistent with rural living patterns.

Refusal on sustainability grounds in this context would be **disproportionate**.

7.3 Road Conditions

Existing road characteristics are typical of rural lanes and function effectively at current traffic levels.

The negligible increase in traffic will not materially alter these conditions.

8. CONCLUSION

This Transport Note demonstrates that:

- The proposal will generate **minimal traffic**
- There is **no evidence of highway safety harm**
- The local highway network can safely accommodate the development
- Sustainability concerns are **not sufficient to justify refusal**

The proposal is therefore acceptable in transport and highway terms.