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Transport Statement

Proposed Two Storey Side Extension to Form New End of Terrace Dwelling

1, Braishfield Road, Havant, PO9 2HS



March 2011

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1. Introduction

1.1 Background

The development proposal involves extending the existing two bedroom end of terrace property (1, Braishfield Road) which comprises circa 82m² GIA over two storeys. The extension will also be circa 82m² GIA over two storeys and will be used to create a new two bedroom end of terrace dwelling. The existing end of terrace property benefits from 2 parking spaces. The proposed development will create 2 additional spaces providing 4 parking bays in total (2 for the existing property and 2 for the new dwelling).

This Transport Statement (TS) has been prepared to address the key highways issues in respect of the proposed development.

1.2 Scope of Works

The main areas for consideration within the TS are as follows: -

- Traffic impact of the proposed development.
- Discussion of proposed access arrangements.
- Parking provision and suitability to accommodate all vehicles on site in accordance with Havant Borough Council's Residential Parking SPD.
- Mitigation of traffic impact through S106 highways contributions.

2. Existing Environment

2.1 Existing Site

1, Braishfield Road lies in the middle of an established residential area. The property is bounded to the north and east with residential properties, to the south by Braishfield Road and to the west by Petersfield Road. The property has been used as a private residential dwelling with associated gardens since it was constructed in 1941. The garage and driveway to the property were constructed with all necessary consents in 1973.



The property is accessed via Braishfield Road. The line of posts on the above ProMap plan were relocated in 1973 to the property. Havant Borough Council included tarmacing over the triangular area and painting the newly laid tarmac with white lines. The existing access is shown in the below aerial photo.

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The white hatched areas show the existing access routes into the driveways of numbers 1 and 3 Braishfield Road. The non-hatched area in-between can be used as an on-street parking space. However, the use of this space is not essential given the large number of both on-street and off-street parking spaces nearby, and their associated infrequent usage (please refer to section 3.1 for further information).

The lack of traffic management and lack of double yellow lines in this locality should also evidence the wide availability of on-street spaces. Please refer to the below photos.

View of Southern Section of Braishfield Road

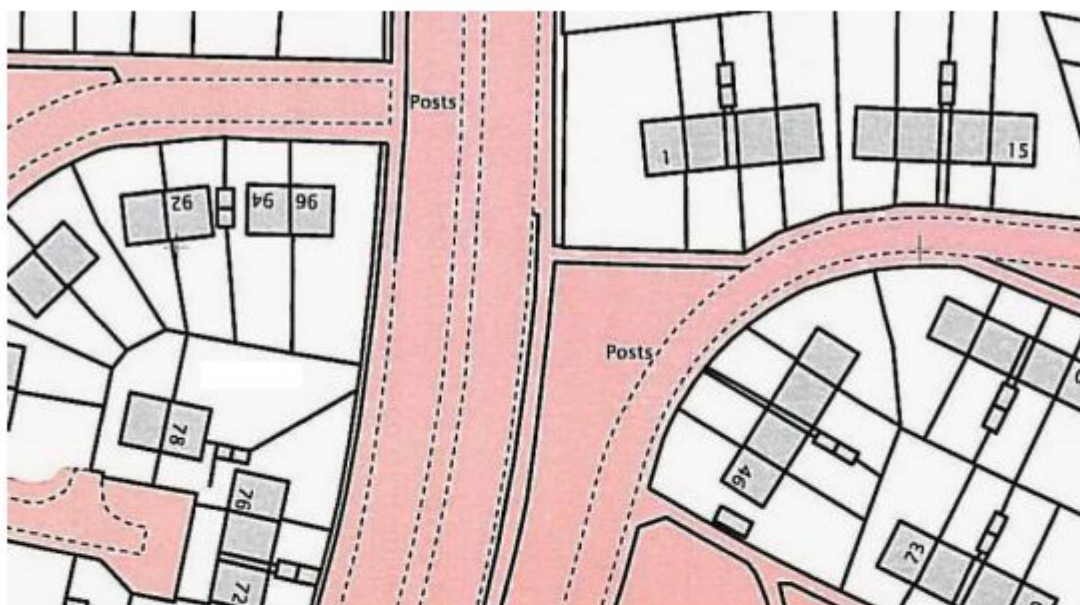


View of Eastern Section of Braishfield Road



2.2 Adopted Highway

The adopted highway comprises all the land adjoining the southern and western boundaries of 1, Braishfield Road. This includes the pavement, the grassed area bounded by posts, and both the hatched and non-hatched areas. Please see below Hampshire Highways plan.



It is important to note that the hatched and non-hatched adopted highway areas have no special allocation or applicable Traffic Regulation Order. This is important with respect to the non-hatched area as there is no legal basis for the reservation of this area as a parking space.

In contrast, the hatched areas of adopted highway have been in long term use as access ways for the drives of 1 and 3 Braishfield Road. A Statutory Declaration to this effect has been provided by the previous long term owners of 1 Braishfield Road, and it is likely that a similar Declaration could be obtained from the owners of number 3.

The Statutory Declaration(s) along with the adopted highway status should be sufficient to prevent any future obstruction of these access ways.

2.3 Local Highway Network

Braishfield Road is a single carriageway quiet residential road subject to a 30 mph speed limit. It is well lit and provides good access for pedestrians, cyclists and vehicular traffic.

Braishfield Road is situated in close proximity to the main Petersfield Road dual carriageway. Petersfield Road runs north to south linking Rowlands Castle with the Civic Offices and Havant Town Centre.

2.4 Current Traffic Patterns

Given the quiet residential nature of Braishfield Road, and the limited trip generation associated with one additional residential dwelling, no traffic data has been obtained. A simple visual observation of traffic flows on Braishfield Road at peak morning and evening periods shows no noticeable signs of traffic congestion. It is therefore assumed that Braishfield Road is currently operating well within its design capacity.

There are currently 23 surrounding properties with driveways that allow parked vehicles to reverse out onto Braishfield Road. Given that there are currently only 38 properties in total on Braishfield Road, 60% of properties have driveways that necessitate reversing out onto the adopted highway. This established method of highway access provides further evidence of the low traffic flows being experienced.

2.5 Accessibility

The site is located in an established and densely populated residential area. The site is approximately 500 metres away from Leigh Park District Centre. There are ample opportunities for accessing local services by non car modes of travel. These include wide well lit footways, on and off street cycleways in the vicinity, and regular local bus services to a variety of destinations.

3. Proposed Development

3.1 Proposed Access Arrangement

The newly built end of terrace dwelling will be accessed via the existing hatched area of adopted highway. The existing property (1, Braishfield Road) will be accessed via the informal on-street parking bay in-between the two hatched areas. As previously mentioned, there is no Traffic Regulation Order in place and therefore no legal reservation of the non-hatched area as an on-street parking bay.

Existing Access Arrangements



Proposed Access Arrangements



The loss of the informal on-street parking bay should not cause any concern with respect to parking capacity on Braishfield Road. The closest properties to this parking bay are numbers 1 and 3 Braishfield Road, both of which have drives suitable for tandem parking of 2 cars.

When taking a wider view of the surrounding terraced properties 1-9 and 46-52, it is clear that 75% have dedicated off-street driveways. If door-to-door parking is an aspiration for the two properties without driveways (numbers 9 and 48), Class B of the GPDO could be used to create new driveways. This would involve sacrificing part of the front gardens of these properties in a similar manner to 60% of the house owners on Braishfield Road.

It is also important to note that the loss of this one on-street bay will have a negligible impact on overall parking capacity. 60% of properties have their own dedicated driveways, and there are dozens of on-street parking bays with free spaces constantly available. This is evidenced by recent observations at a variety of different times throughout the day, and more importantly, the lack of traffic management in this area. Please see below aerial photo.



In addition to the widely available on-street parking bays, there are also 2 dedicated off-street parking areas with sufficient parking for around 30 cars. The first is located to the eastern end of Braishfield Road and has capacity for 10 cars. The second is

located to the rear of the Braishfield Road terraced properties 1-15. This has further capacity for approximately 20 cars. Please see below aerial photo.

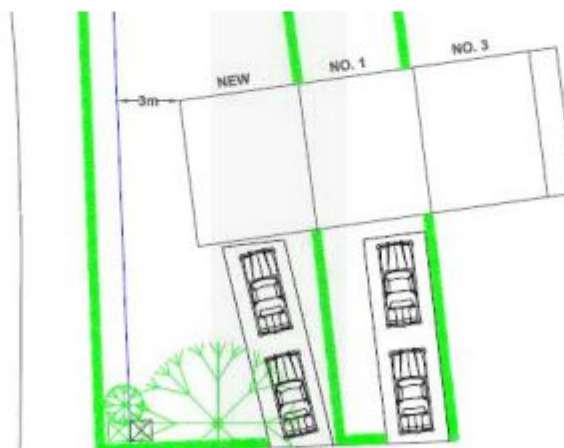


Suffice to say, given the informal nature of the on-street parking bay between the hatched accessways to 1 & 3 Braishfield Road, and when considering the tandem driveways serving 1, 3 and 5 Braishfield Road, along with the vast number of widely available on-street and off-street parking bays in the vicinity, the hatching out of this informal parking bay to create a new access to 1 Braishfield Road should not be of any cause for concern.

3.2 Parking and Internal Layout

Both the existing property (2 bed) and the proposed new dwelling (2 bed) will be provided with 2 allocated parking spaces in accordance with Havant's Residential Parking SPD (4 parking bays in total). The 2 spaces for each dwelling will be provided in a tandem parking configuration with each driveway measuring a minimum of 9.6m x 2.4m.

Proposed Parking Layout



Part of the existing 4.3m wide tandem driveway will be retained to facilitate parking for the proposed new dwelling. The new driveway to serve the existing property will be constructed over part of the existing front garden. Paragraph 7.18 of HBC's Residential Parking SPD deals with the character and visual amenity of roads.

It compares residential areas with a large amount of on-street parking, against areas with little or no on-street parking. This section of the SPD also looks at property frontages dominated by vehicle hardstanding, in contrast with large frontages containing mature shrubs and trees as well as parking.

Paragraph 3.1 previously demonstrated the proposed development is in a locality with a reasonable level of on-street parking and a choice of spaces available at all times of day. In terms of vehicle hardstandings, 60% of the properties on Braishfield Road have their own front driveways. In many cases (including adjacent and opposite neighbouring properties), the vehicle hardstanding dominates the property frontage with 80% or 90% hard cover. Please see below photos.

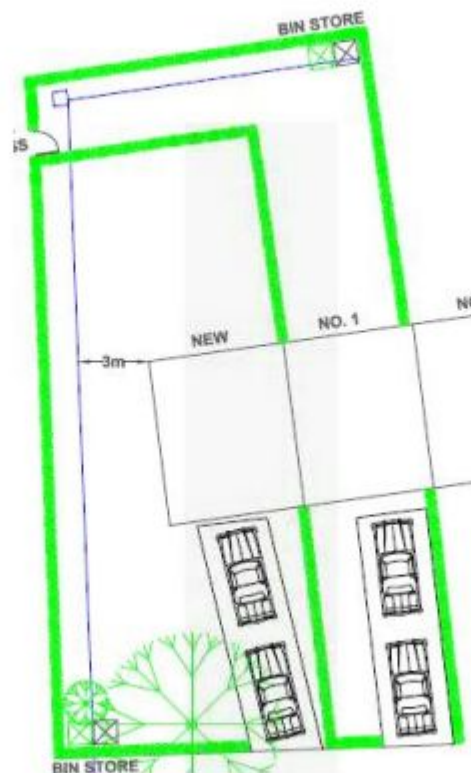




It is therefore clear that property frontages dominated by vehicle hardstandings are an established part of the local street scene and character. In contrast, 1, Braishfield Road has a substantial amount of landscaping on a spacious plot.



Given the significant level of mature shrubs and trees and the overall size of the existing plot, it seems fair to say that one additional 9.6m by 2.4m tandem driveway will not completely dominate the streetscene. As mitigation, evergreen hedge rows or shrub borders can be planted to provide separation between the driveways.



Even with the inclusion of 2 driveways, the front of the property will still have circa 60% of landscaping coverage, in contrast to several neighbouring properties with 80% or more hard surfacing. The purpose of paragraph 7.18 of the SPD is to ensure that new development respects the distinct character of property frontages and street views. The inclusion of 2 tandem driveways within the proposed development's frontage, along with new hedgerows and the retention of the mature trees, will ensure that the local street character is respected.

It should also be noted that the existing driveway and curved footpath to the front door of 1 Braishfield Road cover an area of 51m². The post development scenario will result in 2 driveways measuring 9.6m by 2.4m. The resulting 46m² of hard surface will actually be less than the current situation.

4. Development Impact

4.1 Traffic Generation

Hampshire County Council's Transport Contributions Policy sets a framework for calculating likely traffic generation from residential development. Page 15 of Appendix 3 suggests that a 2-3 bed residential dwelling will have a household occupancy of 2.42 people and generate on average 7.0 multi-modal trips. The proposed new dwelling is therefore likely to average 7 new trips per day.

4.2 S106 Contributions

Given that the proposed development is located within a quiet residential area, 7 additional daily car trips (in the worst modal case) will have no significant detrimental effect on the safe and reliable operation of Braishfield Road.

However, Hampshire County Council have deemed that the pooling of S106 contributions based on formulae and standard charges broadly accords with the policy tests in Circular 05/2005. Page 5 of HCC's Transport Contributions Policy has analysed the average cost per trip of providing transport infrastructure to serve new development. The rounded cost per residential multi-modal trip has been calculated and rounded to £535.

Based on the average 7 multi-modal trips for a new 2-3 bed dwelling, the associated S106 standard charge is £3745. Given that the standard formulae are contained within HCC's Adopted Transport Contributions Policy, I am happy to commit to this payment via a S106 legal agreement.

It is important to highlight two of the Circular 05/2005 policy tests which are that the S106 legal obligation must be: -

- Necessary to make the proposed development acceptable in planning terms.
- Directly related to the proposed development.

I fully understand and accept the principle of standard formulae to generate pooled contributions. However, in light of the above two policy tests, any works associated with white lining the adopted highway, installation or replacement of drop kerbs, providing new tarmac overlay, or any improvement to the property access, should be funded from the £3745 S106 contribution in the first instance.

I would appreciate early clarification of any works deemed necessary to make the development acceptable. In particular, tarmac and white lining works.

5. Travel Plan

The Department for Transport issued Guidance on Transport Assessment in March 2007. This document includes indicative thresholds for transport assessments in Appendix B.

Section 14 in the first table indicates that no assessment is strictly necessary for applications involving less than 50 dwelling houses. Section 3 in the second table indicates that no assessment is strictly necessary for applications that generate less than 100 vehicle trips per day.

Given that the proposed development comprises one additional dwelling with an average of 7 additional daily trips, no Travel Plan is considered necessary to support this application.

6. Summary and Conclusions

Based on the evidence presented within this report, the proposed development at 1 Braishfield Road will not have a detrimental impact on highway safety or capacity. This is based on the following conclusions of the above report: -

- The site is well located in terms of its proximity to local amenities and public transport. This reduces the need for future occupants to travel by car.
- The likely additional traffic generated by the development is a negligible 7 daily trips. This will have no significant detrimental effect on the safe and reliable operation of Braishfield Road.
- The proposed new dwelling and the existing property will both be provided with 2 tandem parking spaces (4 parking spaces in total). This fully accords with Havant's Residential Parking SPD.
- The internal layout of the site has been designed to allow all parked vehicles to reverse out onto Braishfield Road. This is a long established method of access to the adopted highway, given 60% of existing properties have driveways that necessitate reverse access onto Braishfield Road.
- A £3,745 S106 contribution will be provided in accordance with HCC's Transport Contributions Policy. Part of this money should be reserved for any tarmac and white lining works that are necessary to make the proposed development acceptable in planning terms.

In light of this Transport Statement, Havant Borough Council are respectfully requested to confirm that the proposed development accords with local and national transport planning policy and is therefore acceptable.