

Transport Statement **PERMIT**

**Two Storey Rear Extension to APP/11/00288 in
Conjunction with Permitted Development Single Storey
Rear Extension to Existing End of Terrace Dwelling**

1, Braishfield Road, Havant, PO9 2HS



June 2011

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1. Introduction

1.1 Background

Planning permission (APP/11/00288) was granted on 16/06/2011 for a two storey side extension to 1, Braishfield Road to form a new 2 bed end of terrace dwelling. Both the existing property and the approved new end of terrace comprise 82m² GIA over two storeys.

This development proposal involves using permitted development rights to create a 16m² GIA single storey rear extension to 1, Braishfield Road. This will allow a new dining room to be added to the existing property. In addition, a 33m² GIA two storey rear extension will be added to the previously approved new end of terrace dwelling. This will allow an increase in the size of the kitchen, dining and living areas along with the provision of 3 bedrooms instead of 2.

The resulting development will leave the existing 2 bed property with 2 parking spaces. The new end of terrace property will increase in size to 3 bedrooms and will also be provided with 2 parking spaces. A total of 4 parking bays will be provided (2 for the existing property and 2 for the new dwelling).

1.2 Scope of Works

The transport issues were considered in detail as part of the previously approved application APP/11/00288. Given the acceptability of the previous application, this Transport Statement considers the issues that arise from the increase in floorspace and associated change from a 2 bed to a 3 bed dwelling.

The main areas for consideration are as follows: -

- 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.
- Traffic impact of the proposed development.
- Mitigation of traffic impact through S106 highways contributions.

2. Proposed Development

2.1 Proposed Access Arrangement

In exactly the same manner as the previously approved application (APP/11/00288), 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.

Existing Access Arrangements



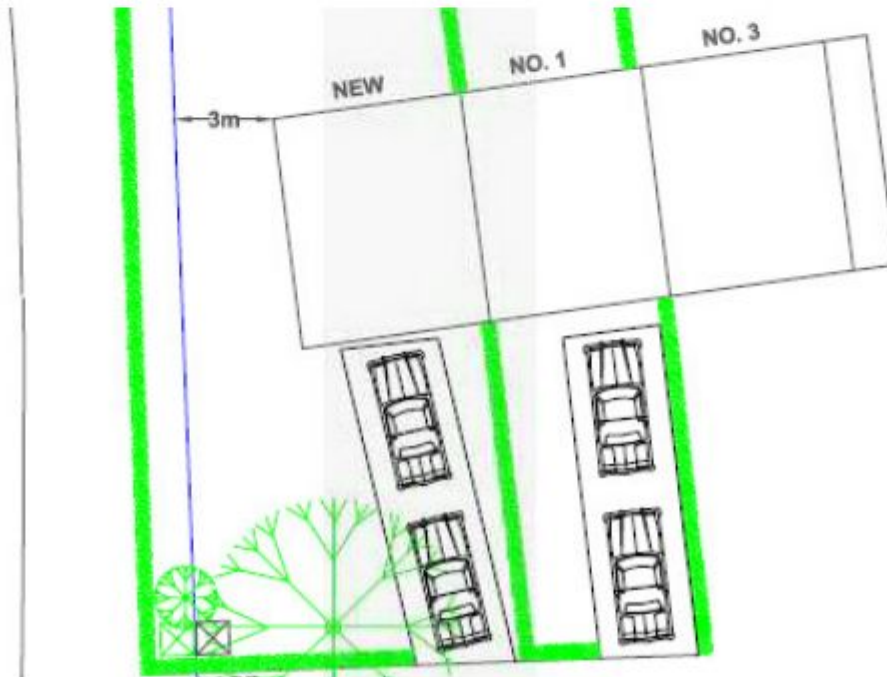
Proposed Access Arrangements



2.2 Parking and Internal Layout

Both the existing property (2 bed) and the proposed new dwelling (3 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.

Parking Layout Approved Under APP/11/00288



Proposed Parking Layout



3. Development Impact

3.1 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.

3.2 S106 Contributions

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. An upfront £3745 S106 contribution was paid to Rosa Finden at HCC prior to the release of APP/11/00288. Given that the contribution for this new application is the same, and given that only one of the consents can be implemented, the S106 contribution should be considered paid in full. However, I am happy to complete a new S106 agreement relating to the new application.

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.

4. 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.

5. 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: -

- APP/11/00288 was deemed acceptable in terms of highway safety and capacity. This new application creates a larger property with one additional bedroom.
- The likely additional traffic generated by the development remains the same as the previous application - 7 daily trips.
- 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 and has already been accepted under APP/11/00288.
- A £3,745 S106 contribution has already been paid to Rosa Finden at HCC. 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.