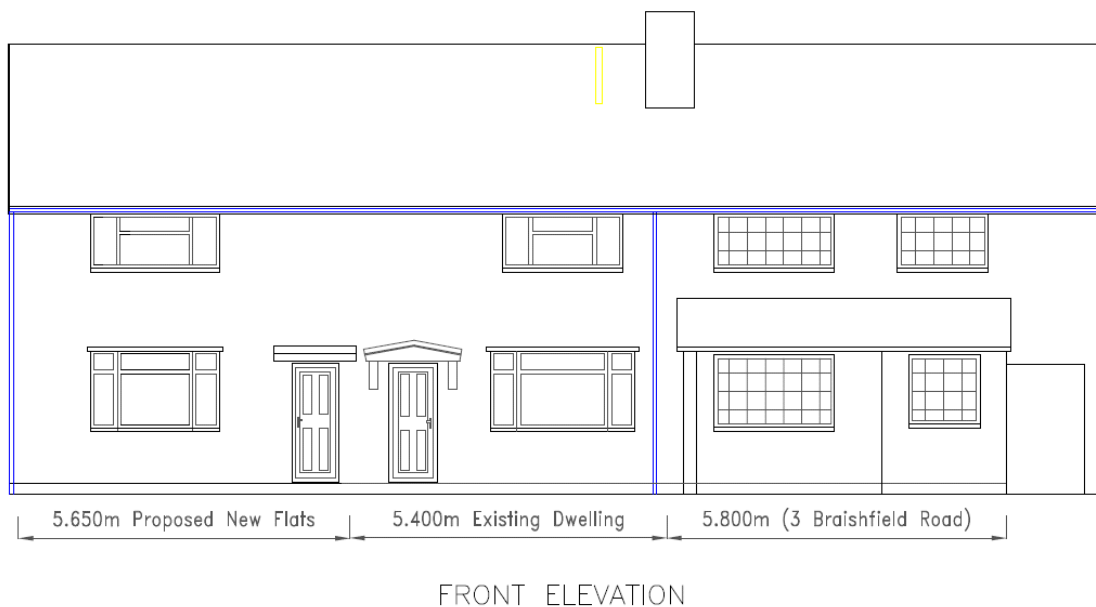


Transport Statement

**Construction of 2No. 2 Bed End of Terrace Maisonettes
(as Alternative to Previous Planning Permission
APP/11/01177), Together with Single Storey
Rear Extension to Existing House.**

1, Braishfield Road, Havant, PO9 2HS



October 2011

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1. Introduction

1.1 Background

Planning permission (APP/11/01177) was granted on 01/09/2011 for the construction of a 3 bed end of terrace house adjacent to 1 Braishfield Road in conjunction with a single storey rear extension to the existing property. The planning approved new end of terrace dwelling comprised 118m² GEA over two floors.

This development proposal involves subdividing the previously approved 3 bed dwelling into two self contained maisonettes. Each maisonette will have 2 bedrooms and comprise 61.5m² GEA. The single storey permitted development extension to the existing property will also be implemented to minimise overshadowing.

The resulting development will leave the existing 2 bed property plus single storey rear extension with 2 parking spaces. The new end of terrace maisonettes will be provided with 3 communal parking spaces. A total of 5 parking bays will be provided (2 for the existing property and 3 for the new maisonettes).

1.2 Scope of Works

The transport issues were considered in detail as part of the previously approved application APP/11/01177. Given the acceptability of the previous application, this Transport Statement considers the issues that arise due to the change from a 3 bed dwelling to 2no. 2 bed maisonettes.

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

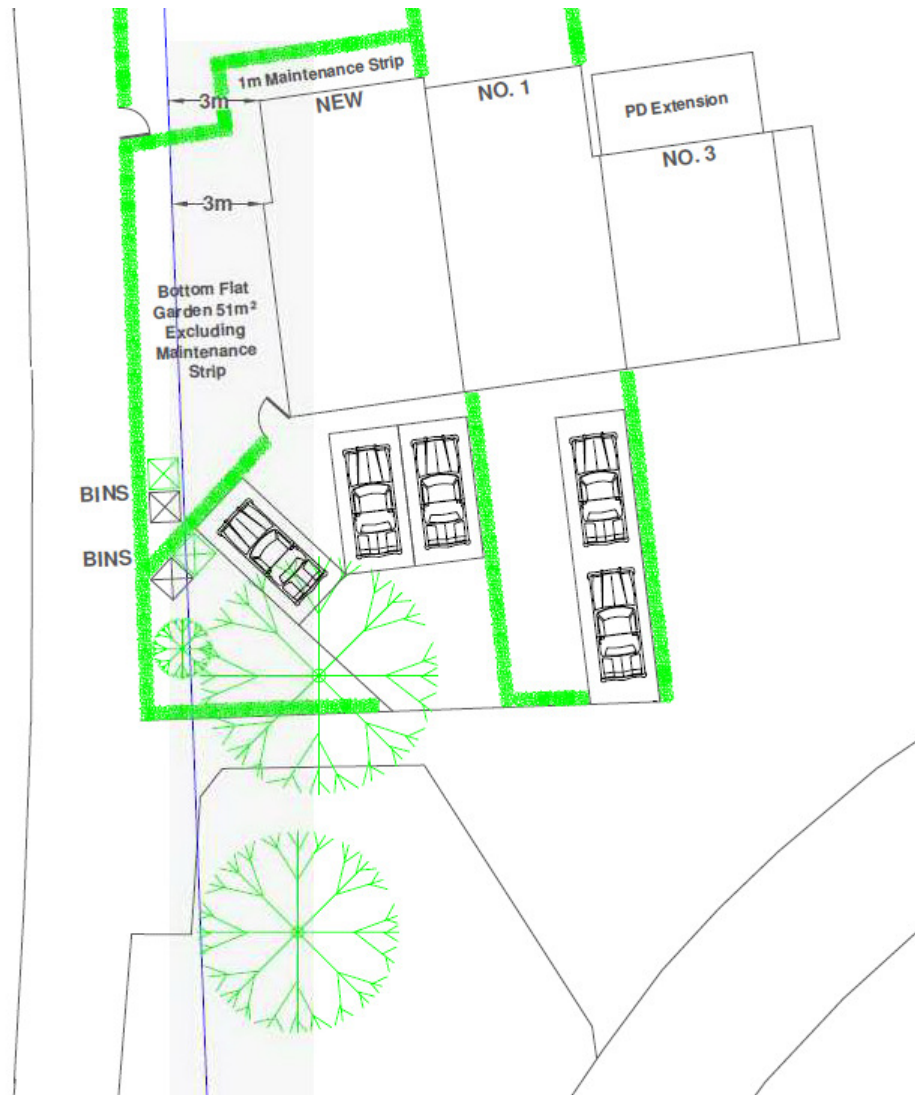
2.1 Proposed Access Arrangement

In exactly the same manner as the previously approved application (APP/11/01177), the newly built maisonettes 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

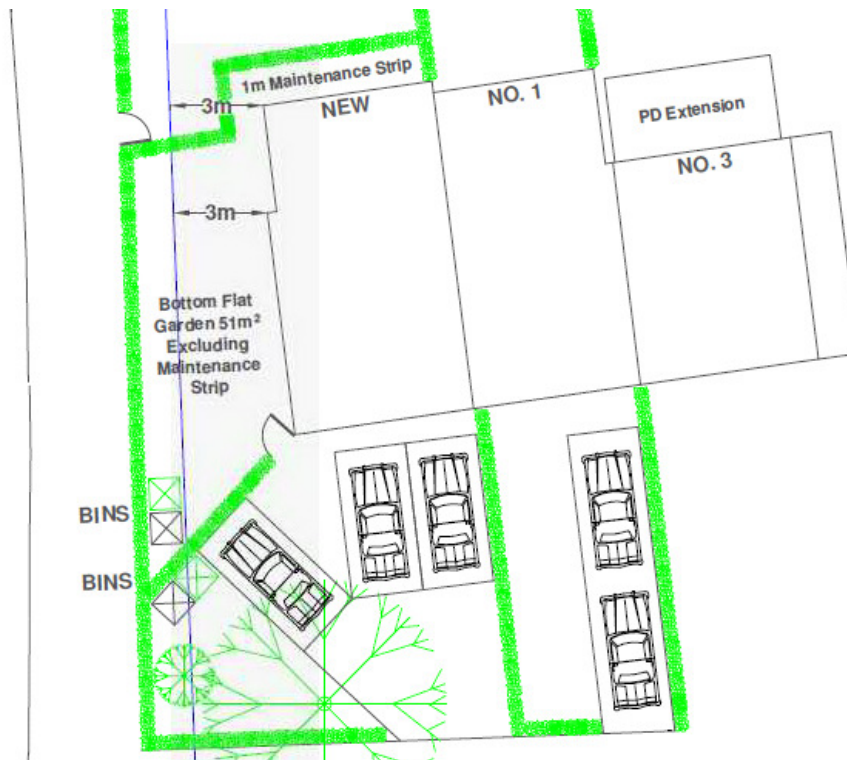
The existing property (2 bed) will be provided with 2 allocated parking spaces in accordance with Havant's Residential Parking SPD. These will be provided in a tandem parking configuration with the driveway measuring a minimum of 9.6m x 2.4m.

The proposed new maisonettes (2 x 2 bed) will be provided with 3 communal parking spaces in accordance with Havant's Residential Parking SPD. Each of the 3 communal spaces for the maisonettes will measure a minimum of 4.8m x 2.4m.

Parking Layout Approved Under APP/11/01177



Proposed Parking Layout



The proposed communal parking layout for the 2 maisonettes has already been implemented using permitted development rights associated with the existing property. The 3 parking bays comprise a permeable gravel construction which allows rainwater to percolate down to the tree roots of the mature Whitebeam.

Photos of the Communal Parking Layout for the 2 Maisonettes



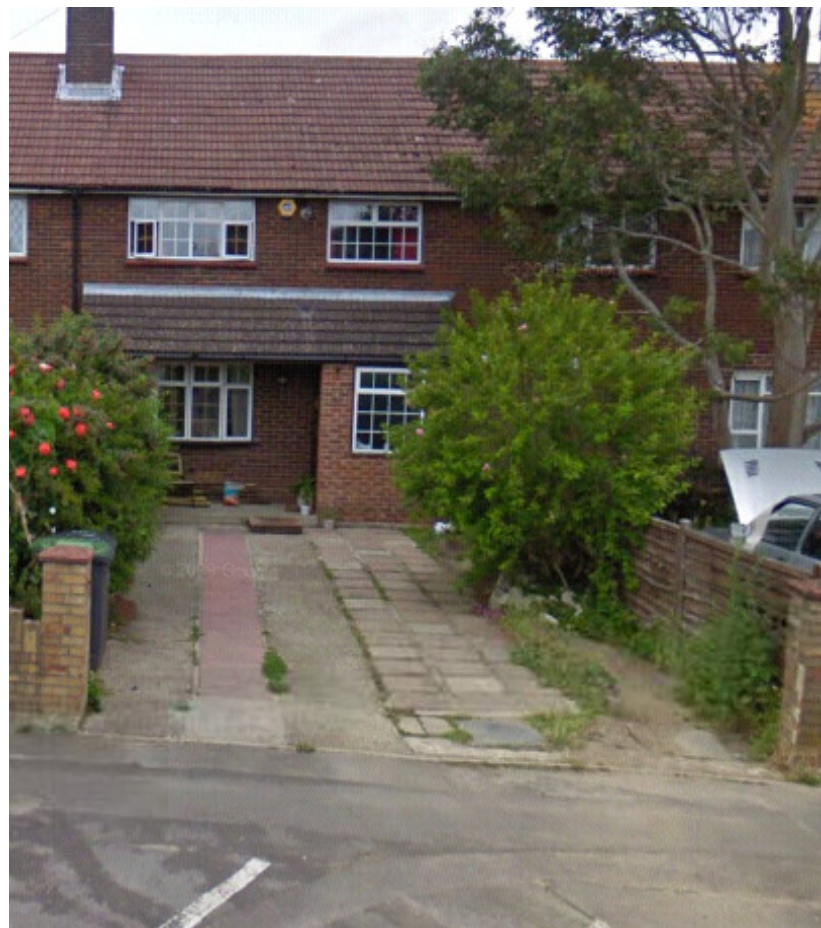


2.3 Character and Visual Amenity

The proposed new tandem 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, and compares property frontages dominated by vehicle hardstanding, in contrast with large frontages containing mature shrubs and trees as well as parking.

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.

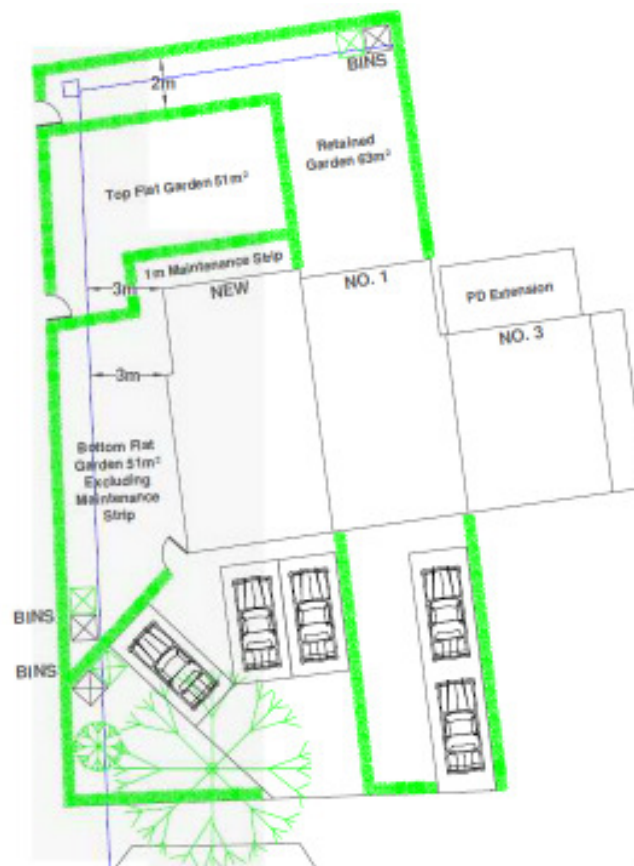




It is therefore clear that property frontages dominated by vehicle hardstandings are an established part of the local street scene and character. In contrast, 1, Braishfield Road has a substantial amount of landscaping on a spacious plot.



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 x 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 40% of landscaping coverage, in contrast to several neighbouring properties with 80% or more hardsurfacing. 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 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.

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 development comprises 2no. 2 bed maisonettes and Circular 05/2005 confirms that S106 obligations must be: -

- Directly related to the proposed development.
- Fairly and reasonably related in scale and kind to the proposed development.
- Reasonable in all other respects.

It is my view that the use of an average occupancy level relating to both 2 and 3 bed dwellings, is not directly related to 2no. 2 bed dwellings, and is not fair and reasonable when considering 2no. 2 bed dwellings.

This view is supported by London Development Research Ltd's Appeal Comparables report in 2008. The report analyses 252 planning appeals and provides clear evidence showing how key planning issues are treated by Planning Inspectors.

Notably, London Development Research Ltd conclude "in permissions that include the payment of financial obligations, Planning Inspectors secure £1,500 per home. Boroughs permit schemes with financial obligations closer to £3,600 per home".

Havant's Draft Developer Contributions SPD dated April 2011 confirms occupancy numbers for various dwelling sizes which have been taken directly from UK National Statistics. A 2 bedroom dwelling is confirmed as having an average occupancy of 1.7 people.

Page 9 of HCC's Transport Contributions Policy (September 2007) confirms the daily trip rate of a 1 occupant household to be 2.9 trips, and a 2 occupant household to be 5.9 trips. The pro rate trip rate of a 2 bedroom 1.7 occupancy household (using HCC SPD figures) is 5 trips.

The proposed new maisonettes are therefore likely to average 5 new trips per day, making a total of 10 additional trips.

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 10 multi-modal trips for 2no. 2 bed maisonettes, the associated S106 standard charge is £5,350. An upfront £3,745 S106 contribution was paid to Rosa Finden at HCC prior to the release of APP/11/01177. This leaves a deficit of £1,605 to be paid in respect of the new maisonettes application. I am therefore happy to complete a new S106 agreement relating to the new application and offer a further £1,605 contribution.

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.

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 £5,350 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 two additional maisonettes with an average of 10 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/11/01177 was deemed acceptable in terms of highway safety and capacity. This new application creates 2no. 2 bed maisonettes instead of the previously approved 3 bed dwelling.
- The likely additional traffic generated by the development is a negligible 10 daily trips. This will have no significant detrimental effect on the safe and reliable operation of Braishfield Road.
- The proposed new maisonettes will be provided with 3 communal parking bays, and the existing property will be provided with 2 tandem parking bays (5 parking spaces in total). This fully accords with Havant's Residential Parking SPD.
- A £3,745 S106 contribution has already been paid to Rosa Finden at HCC. A further £1,605 S106 contribution will be paid as part of this new maisonettes application resulting in a total payment of £5,350. 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.