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traffic engineers & transport planners

M TAYLOR ESQ.

PROPOSED DWELLING TO THE SIDE OF

100 SEYMOUR ROAD TROWBRIDGE BA14 8LZ



SUPPORTING TRANSPORT STATEMENT

Technical Report 80400/1B

October 2023

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Introduction

1. This Supporting Transport Statement (STS) has been produced in support of a planning application submitted to Wiltshire Council (the Council) by M Taylor Esq for a residential dwelling off Parklands to the side of 100 Seymour Road, Trowbridge. The site being shown on **plate A** with the front of 100 Seymour Road viewed from Seymour Road being shown on the plate on the front cover of this STS.



Plate A: Side View of 100 Seymour Road Looking from Parklands

2. There is not proposed to be any alteration to the point of pedestrian access for 100 Seymour Road which would remain off Seymour Road with the new dwelling accessed off Parklands. A new vehicular access to 100 Seymour Road is proposed from Seymour Road to mirror the provision at other properties locally particularly numbers 35 to 41 Seymour Road. The access arrangements to both resulting properties would, it is opined, not be unusual or unexpected in the locality. Larner Sing Limited's (LSL's) **drawing 792/SP01** shows the proposal which is appended to this STS for ease of reference.
3. This STS should be read in conjunction with the various planning application drawings, and the "*Design, Access and Planning Statement*" (DAPS) prepared by LSL.

Pre-Planning Application Enquiry

4. The applicant submitted a pre-planning application enquiry, the Council's reference being 19/09133/PREAPP, for a 3 bedroomed home with two parking spaces for the existing and proposed home i.e: one parking space per unit. The Council's response dated 16th December 2019 indicated as a "*Summary of Officer View*" that:

> "*Submission of a planning application is not recommended. This response explains the reasons why the development is considered to be unacceptable."*

5. Under the heading "*Car Parking / Highway Safety*" the Council's response indicated:

> "*There is a requirement for the provision of 2 car parking spaces for each 2/3 bedroom dwelling, therefore in this instance I am of the opinion that there is a requirement for 4 off road car parking spaces which must have minimum measurements of 2.4 metres by 4.8 metres. From viewing the information as submitted I am of the opinion that insufficient turning space has been provided for the off road car parking serving number 100 Seymour Road."*

6. LSL's **drawing 792/SP01** indicates that the requisite number of required parking spaces based on the pre-planning application enquiry response can be achieved leaving in our opinion the issue of turning.

19 Murray Road

7. It should be noted that the pre-planning application enquiry response had been a number of years before the planning application at 19 Murray Road as detailed below.

8. Before considering the issues relevant to this planning application, it is prudent to consider the Case Officer's / Delegated Report for a very similar proposal, the Council's reference 21/00310/FUL, at 19 Murray Road for a new three bedroomed home to the side of, and in the part of garden of number 19 as shown on **plates B and C**. The principal issues were of the principle of development, the visual impact, the impact on neighbouring amenity, highways matters, drainage and CIL. The relevant highways / transport issues are considered at the outset in this STS in order to inform the content of this STS.

9. The report detailed the proposal as being:

> *"The proposed dwelling would comprise a two storey design to match the existing semi-detached pair (No.s 17 and 19). The proposed development would be finished in materials to match the existing*

dwellings with on-site car parking to be provided to the rear of the garden (accessed off Avonvale Road) for the proposed dwelling; with an area of on-site car parking as already existing and provided as found to the front of the existing dwelling utilised by No. 19"



Plate B: 19 Murray Road Development (Front View)

10. The report indicated that:

"The application site is located within an established residential area of Trowbridge and is located on a corner plot at the junction of Murray Road and Avonvale Road. The eastern boundary of No. 19 is defined by a brick wall of approximately 1.8 metres high. The area is predominately characterised by brick built semi-detached pairs or detached dwellings."

11. On the issue of the *"Principle of the Development"* the report indicated that*:*

"Trowbridge is identified as a 'principle settlement' in CP29. The subject site is located within the development limits of development of Trowbridge, where there is a presumption in favour of sustainable development within principle settlements. Therefore, the principle of developing this site for housing would comply with CP1, CP2 and CP29 of the adopted WCS."



Plate C: 19 Murray Road Development (Rear View)

12. Under the heading "*Highway Matters" the report indicated:*

"As part of this planning application and proposal, two car parking spaces would be provided to the front of No. 19, as already in place, and with two car parking spaces to serve the new dwelling to the rear of the proposed dwelling, as accessed off Avonvale Road. In line with the Council's car parking strategy, there is a requirement to provide 2 spaces for a 2 to 3 bed dwelling. It has been demonstrated that this required on-site car parking provision can be met for both No. 19 and the proposed dwelling on the submitted proposed site plan, with the new dwelling utilising the space as currently occupied by the detached single garage, which would be removed to accommodate two vehicles. This off road car parking area is already in place, extant and in use and is wholly acceptable. It has been demonstrated that adequate on-site car parking provision can be provided for the residents of both No. 19 and the new dwelling which would reduce the demand for on-street car parking. Therefore, this proposal is considered to comply with CP61 and CP64 of the adopted WCS."



Plate D: Seymour Road Comparison (39 and 41)



Plate E: Seymour Road Comparison (35 and 37)

National Planning Policy Context

13. The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social policies. The NPPF is committed to a "*presumption in favour of sustainable development".* Essentially, local planning authorities are required to

approve development proposals that accord with the Development Plan, and to grant planning permission where the Development Plan is absent, silent, indeterminate or where policies are out of date.

14. NPPF paragraph 110 indicates:

> *"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;"*

15. Bullet point c) is not relevant to this proposal whilst d) indicates:

> *"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."*

16. Whilst paragraph 111 indicates:

> *"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."*

17. Paragraph 112 indicates:

> *" within this context, applications for development should:*
>
> *a) give priority first to pedestrian and cycle movements, both within the scheme and with the 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."

18. In summary, there are the following key issues in the context of NPPF paragraphs 110 and 112 to consider:

i) Whether a safe and suitable access to the site can be achieved for all types of user,

ii) Whether there is an unacceptable impact of the development on the local and wider highway network, and

iii) The overall transport accessibility of the site by all modes of transport in order to encourage modes of transport other than single occupancy car use.

19. By reference to the NPPF paragraphs 110 to 112 by any reasonable interpretation there is not a *"severe*" residual cumulative impact particularly given the quantum of the development. In addition, a safe and suitable access for all users can be achieved as previously accepted by the Council for a similar proposal at 19 Murray Road The accessibility of the proposal in such a located site cannot be disputed, and no issue was raised in this regard by the Council for 19 Murray Road.



Plate F: Parking for Adjacent Property on Parklands

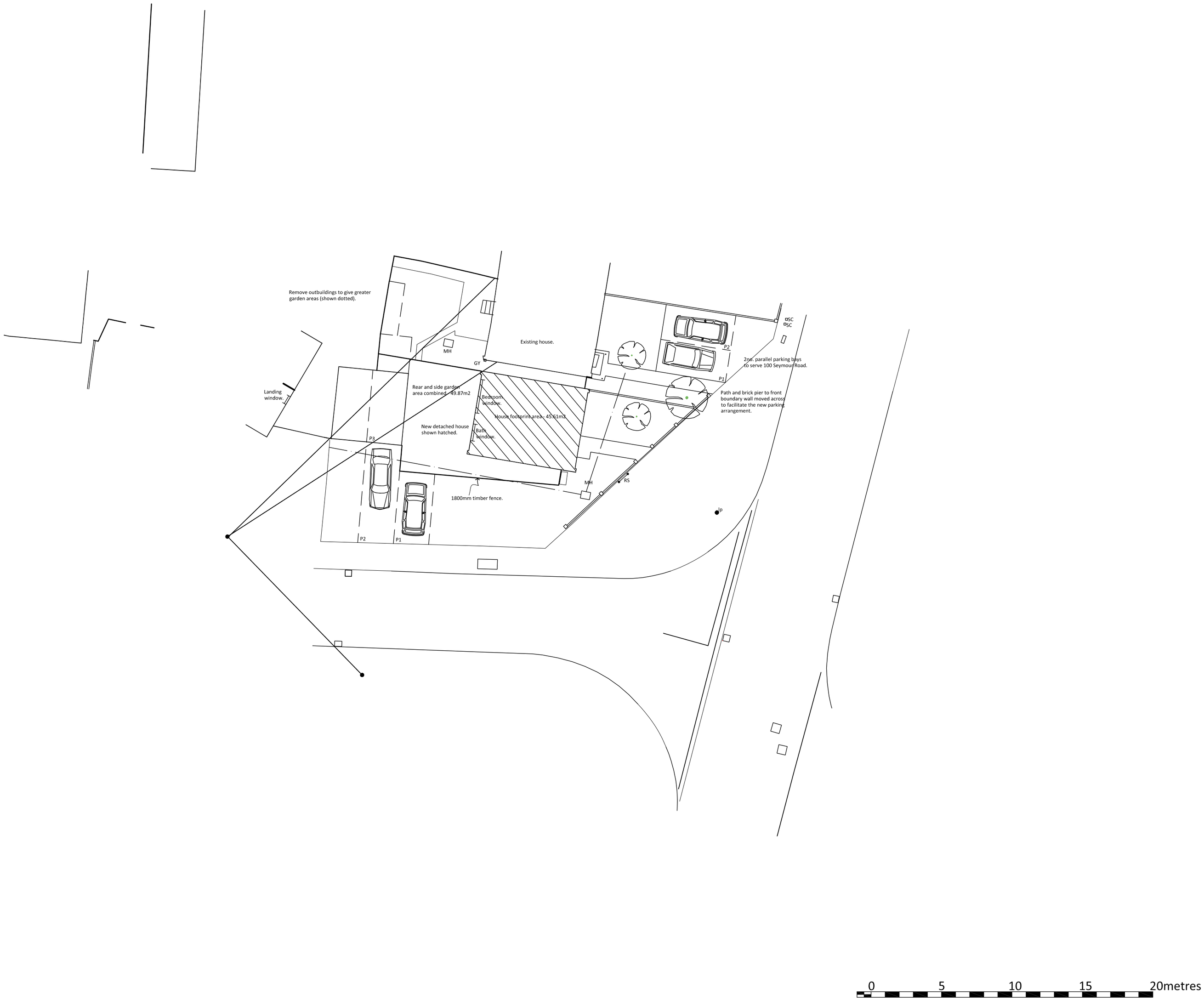
The Proposal

20. The proposal as shown on LSL's **drawing 792/SP01** is for a single residential dwelling to the side of 100 Seymour Road with a new access off Seymour Road to 100 Seymour Road. The proposal would be off Parklands as shown on **plate F** where vehicles would like others locally reverse on or off the drive, and such has been accepted by the Council further along Seymour Road towards the centre of Trowbridge as detailed below. There is nothing unusual in this arrangement locally.
21. A total of 4 car parking spaces are shown for the two properties which will be adequate given the site's location to facilities, and this level of provision accords with the Council's pre-planning application enquiry response's requests.
22. An issue raised in the pre-planning application enquiry response was turning. **Plates D and E** show the tandem parking arrangement, and no provision for turning of vehicles off road at 35 to 41 Seymour Road, which are mirrored by the proposal here. The Council have accepted four new dwellings which were constructed post 2011 in a similar policy and guidance context to currently.

Conclusions

23. The summary and conclusion of this STS are that there is none other than a de minimis level of impact due to the additional single residential unit proposed, and that in the context of NPPF paragraphs 110 to 112 with cognisance of an approval of a similar scheme at 19 Murray Road that a safe and suitable access to the site can be achieved, that the site is accessible by a choice of modes of travel, and that there is not a severe residual cumulative impact of the proposal.

FIGURE



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Revisions

Project Title

100 SEYMOUR RD., TROWBRIDGE

Drawing Title

PROPOSED SITE PLAN

This drawing is copyright

Contractors must verify all dimensions at the site before setting out, commencing work or making any shop drawings. Do not scale off the drawing. Only figured dimensions are to be worked from. Any discrepancies must be reported to the consultant immediately.

Sheet Size
A2

Date
JULY 23

Scale
1:200

Prepared by
IDS

Drawing No.
792/SP01