

**Transport Statement
Land at Abbey Way
Willesborough
Ashford
TN24 0HY**

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1. Introduction

RMB Consultants (Civil Engineering) Ltd has been appointed to carry out a Transport Statement to support a planning application for proposed development on land at Abbey Way, Willesborough, Ashford, TN24 0HY.

Site Location

The site is located at land at Abbey Way, Willesborough, Figure 1.



Figure 1. Site location with site edged red.

The site is an urban extension to the east of Ashford. It is a greenfield site and covers 1.25ha, Figure 2.

Development Proposals

The proposed development is for 26 dwellings, Figure 3. The site is allocated for residential development under Policy U1 of the Urban Sites and Infrastructure Development Plan Document which states that:

This site, adjoining the existing housing at Abbey Way, is suitable for residential development with an indicative capacity of 20 units. Allocation of this site provides the opportunity to extend the existing housing development originally proposed in the Borough Local Plan adopted in 1994.

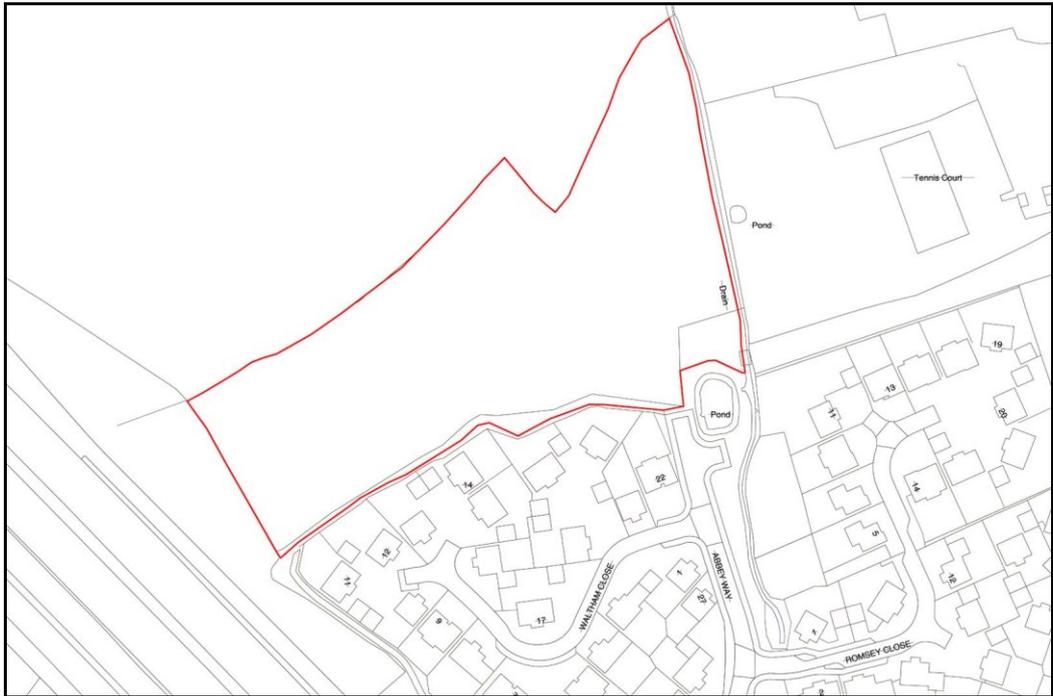


Figure 2. Existing site.



Figure 3. Proposed development.

2. Policy Framework

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It provides a set of core land-use planning principles that should underpin both plan-making and decision-taking. This includes the principle to;

- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

The NPPF gives the following guidance in promoting sustainable transport:

- All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether;
 - the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people; and
 - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to;
 - accommodate the efficient delivery of goods and supplies;
 - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- consider the needs of people with disabilities by all modes of transport.
- A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

Local Transport Plan for Kent 2011-16

Local Transport Plan 3 sets out Kent’s vision for 2011-2016. It identifies five themes, based on the National Transport Goals:

1. Growth Without Gridlock
2. A Safer and Healthier County
3. Supporting Independence
4. Tackling a Changing Climate
5. Enjoying Life in Kent

A number of Local Transport Plan Objectives and Transport Objectives have been identified within these themes. Table 1 lists the objectives that are relevant to the proposed development.

LPT3 Theme	LTP3 Objective	Transport Objective
Growth Without Gridlock	Tackling Congestion	to reduce journey times for personal travel, business and freight
	Supporting Regeneration	locate development near transport hubs
	Access to Jobs and Services	improve access to jobs and services by efficient means of transport like public transport, walking and cycling
A Safer and Healthier County	Active Transport	encourage and enable more physically active travel
Tackling a Changing Climate	Reducing Emissions	reduce the need to travel and minimise the distance of journeys taken
	Smarter Travel	encourage the use of more sustainable transport like public transport, walking and cycling

Table 1. LTP3 Themes and Objectives

Ashford Borough Council Adopted Core Strategy 2008

Transport is a key theme within Ashford Borough Council's Adopted Core Strategy.

Policy CS1 - Guiding Principles states the following key planning objectives relevant to these proposals;

- A wider choice of easy to use forms of sustainable transport to serve developments that generate significant demand for movement;
- Healthy sustainable communities that put human health and well being at their heart – fostering access to amenities, healthier forms of transport, and mixed and cohesive communities designed for social interaction.

Policy CS15 - Transport has the following requirements that are relevant to these proposals;

- The Council will seek to promote public transport and other non-car based modes of travel.
- Development proposals must show how all highway, public transport, walking and cycling needs arising from the development will be satisfied.
- Developments that would generate significant traffic movements must be well related to the primary and secondary road network, and this should have adequate capacity to accommodate the development. New accesses and intensified use of existing accesses onto the primary or secondary road network will not be permitted if a materially increased risk of road traffic accidents or significant traffic delays would be likely to result.

Urban Sites and Infrastructure Development Plan Document

The site is allocated for residential development under Policy U1 of the Urban Sites and Infrastructure Development Plan Document which states that:

Land off Abbey Way, Willesborough Lees is proposed for residential development with an indicative capacity of 20 dwellings.

Development proposals for this site shall:

- a) *ensure that any scheme is designed to protect the setting and character of the Willesborough Lees Conservation Area and the listed buildings contained within it;*

- b) provide suitable landscaping and a scheme for noise protection between the development and the M20 Motorway;*
- c) provide links to the existing footpath and cycleway network; and,*
- d) provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water.*

3. Existing Transport Conditions

Local Road Network

The site is accessed from the existing turning head at the end of Abbey Way. Abbey Way links to the A2070, Kennington Road. Kennington Road links to junction 10 of the M20 to the south and the A28 to the north, Figure 4.

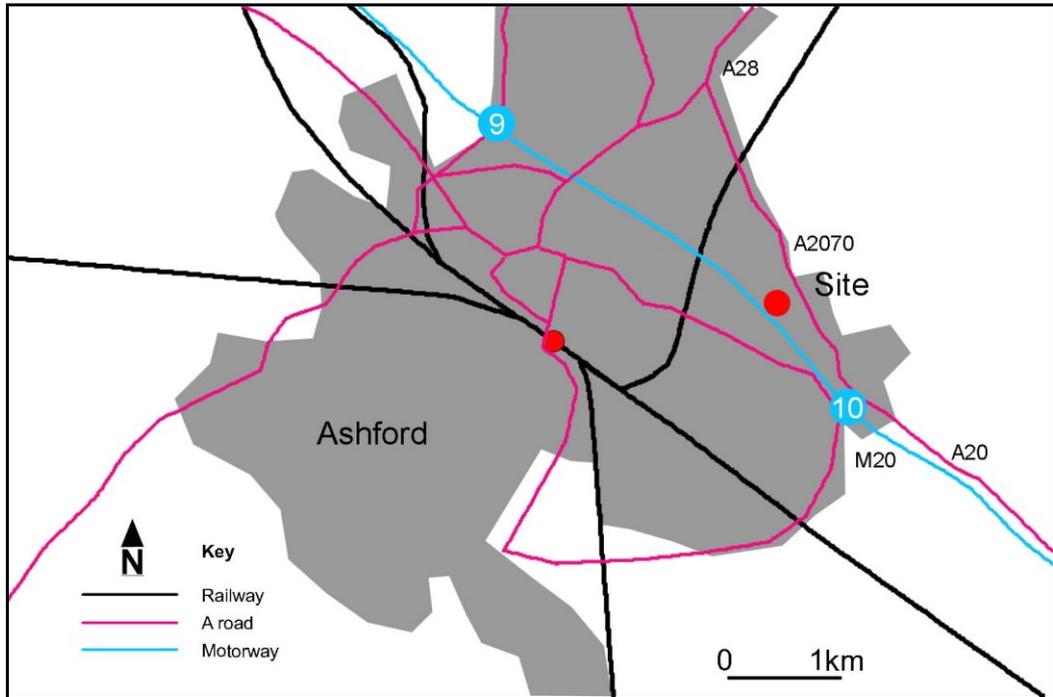


Figure 4. Local road and rail network.

Rail Connections

Ashford International has high speed services to London with journey times of 40 minutes.

Bus Connections

Bus services are available from Silver Hill Road, off Abbey Way, Figure 5.

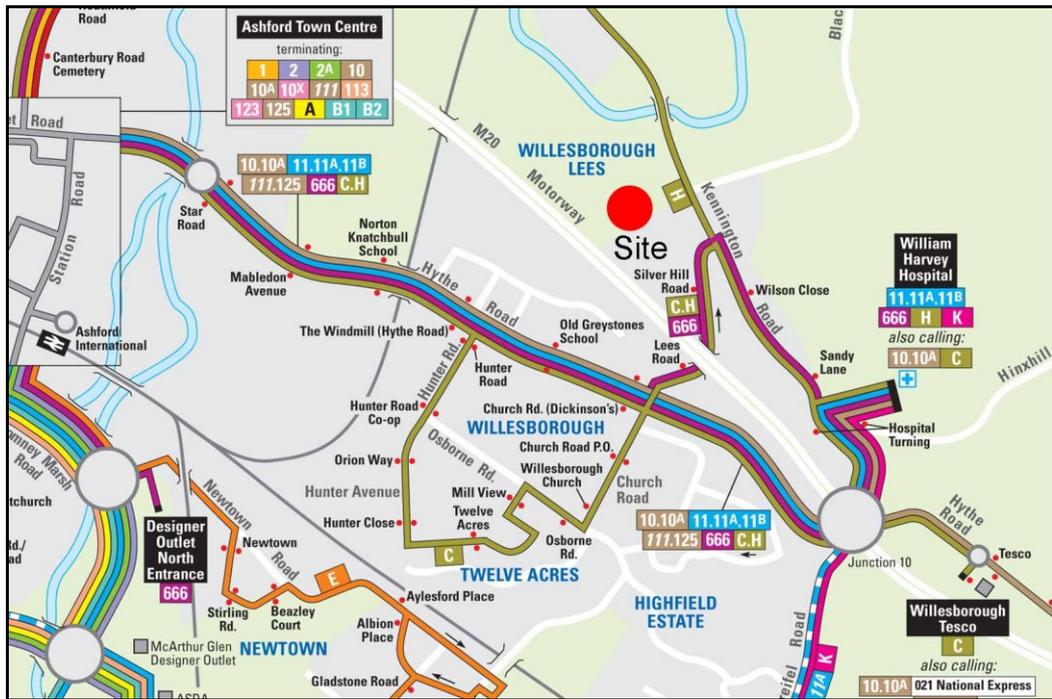


Figure 5. Local bus services.

Pedestrian and Cycle Connections

The Stour Valley Walk runs north of the site and gives access to Ashford town centre and the wider countryside.

4. Proposed Development

Trip Generation

The proposed development consists of 26 houses.

The potential traffic generation from the development is based on typical trip rates from the Trip Rate Information Computer Systems (TRICS). TRICS is a database of transport surveys and is used to validate assumptions about the transport impact of new developments. Typical trip rates generated by residential development are shown in Table 2. Trip rates for housing vary depending on tenure. The development provides 30% affordable housing. The tenure mix is assumed as 70% privately owned and 30% rented.

Time	Typical Rates		Proposed Development Trips		
	Rate per house (privately owned)	Rate per house (rented)	Houses privately owned (18)	Houses rented (8)	Total
AM peak hour	0.6	0.4	11	3	14
PM peak hour	0.6	0.5	11	4	15
Daily	5.0	4.0	90	32	122

Table 2. Typical trip rates from the TRICS database for housing development.

The development of 26 houses would be expected to generate 15 peak hour movements and 122 daily movements. Vehicle flows along the A2070 are measured at a Department for Transport traffic count site at Blackwall Road. The Annual Average Daily Traffic is approximately 13,000 vehicles. The trips generated by the development represent an increase of less than 1% and will therefore have a negligible impact on the local highway network.

Car Parking

The proposed development incorporates car parking in accordance with Ashford Borough Council's Residential Parking SPD for residential parking, Table 3.

	With tandem parking	With parallel parking	With shared parallel parking	With visitor parking on plot	Total
Houses	8	2	8	8	26
Spaces per unit	2	2	1.5	3	-
Total spaces	16	4	12	24	56
Visitor spaces per unit	0.2	0.2	0.2	0	-
Total visitor spaces	1.6	0.4	1.6	0	3.6
Visitor uplift per tandem spaces	0.5	-	-	-	-
Visitor uplift from tandem spaces	4	-	-	-	4
Required parking					63.6
Proposed parking					67

Table 3. Car parking provision.

Cycle Parking

Cycle parking is provided in accordance with the higher requirements of the Code for Sustainable Homes by providing adequately sized, secure and convenient cycle storage at the rate of two cycles per dwelling for 2 and 3 bed dwellings and four cycles per dwelling for 4+ bedroom dwellings.

Internal Layout

Access is from the turning head at the end of Abbey Way. The access road is 4.8m wide. A 2m wide footway is provided along one side of the road forming a continuation of the footway within Abbey Way.

A visibility splay of 2.4m x 25m is available from Waltham Close as recommended within the Manual for Streets for the target design speed of 20mph for vehicles exiting the proposed development, Figure 6.

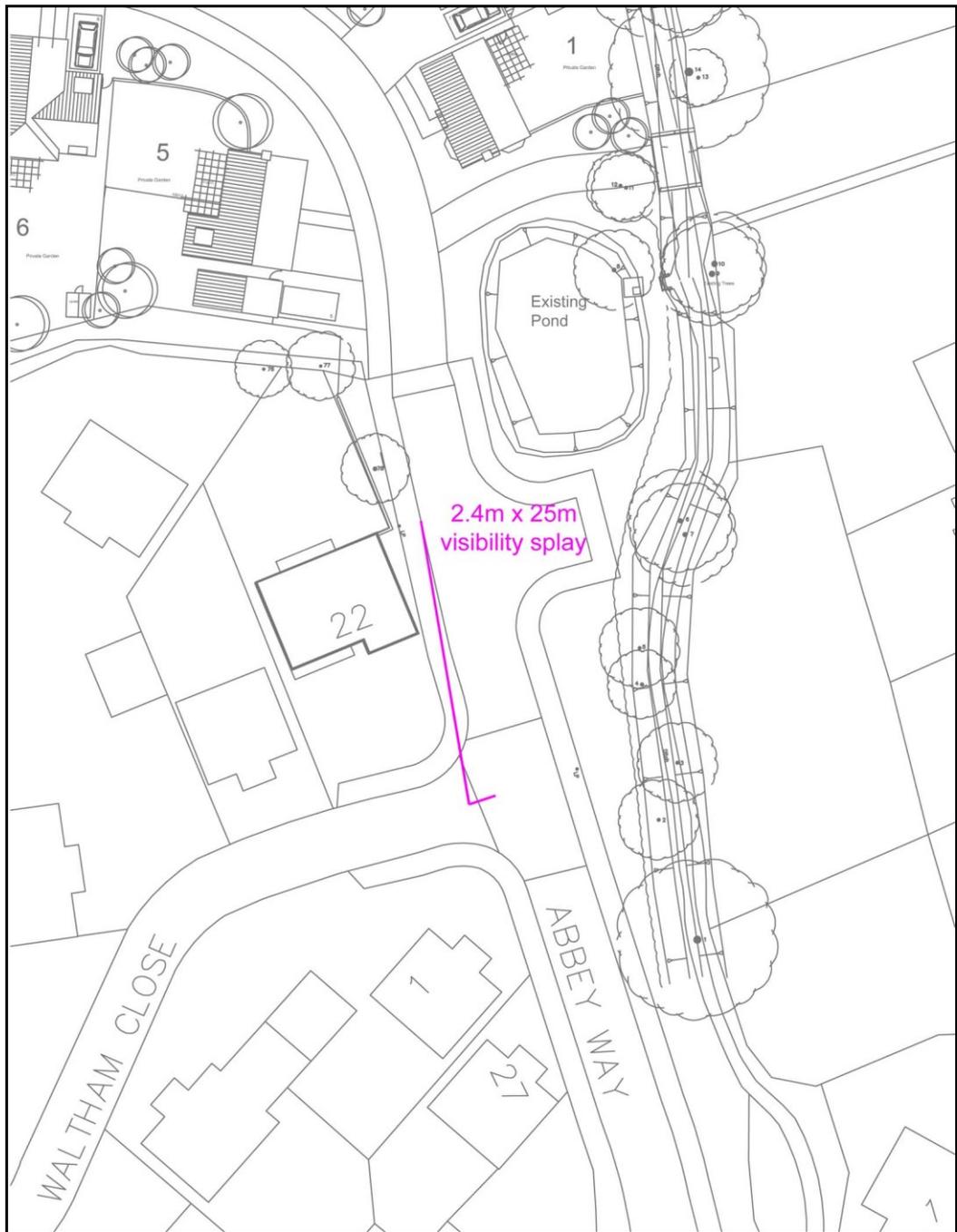


Figure 6. Visibility splay from Waltham Close.

The layout has been designed to allow a refuse vehicle to turn within the site, Figure 7. This will also allow access by a fire appliance.

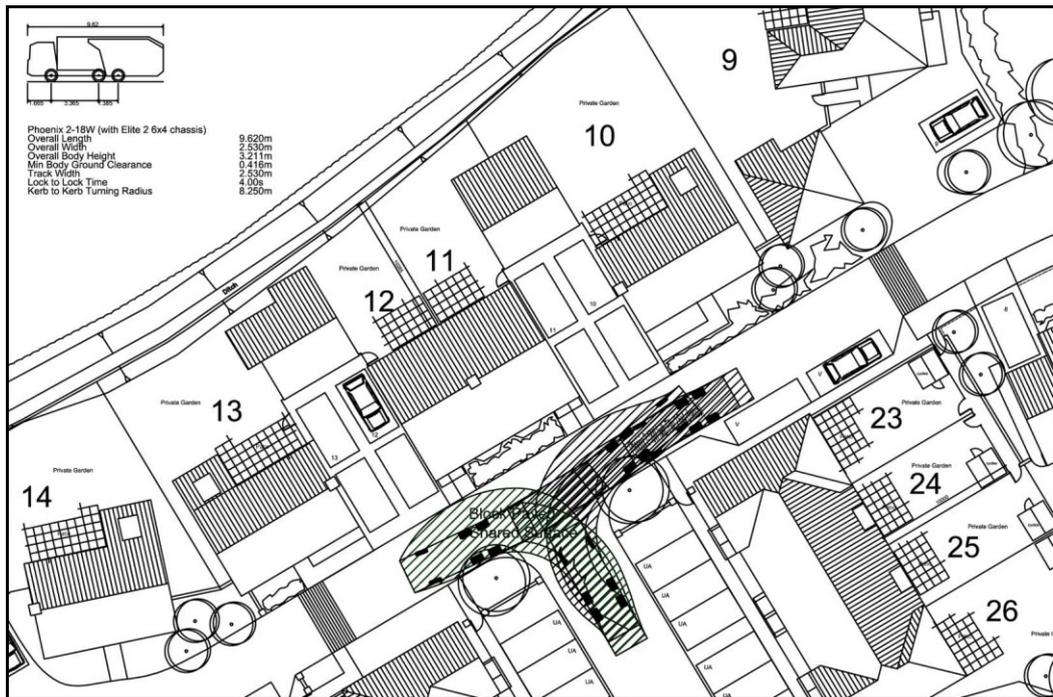


Figure 7. Refuse vehicle swept path.

Wider Highway Network

The development is well related to the primary road network with good access to the M20, A20 and A28. There is a local pinch point on Kennington Road to the north of the site which currently constrains capacity. Kent County Council has identified improvement works to widen the road and remove the pinch point.

Travel Plan

Kent County Council has published 'Guidance for Planning Officers on Transport Assessment and Travel Plans' (October 2008) and this advises that the need for a residential travel plan will be required for housing development over 100 units.

Whilst a Travel Plan is not required under those criteria the following initiatives limit the use of cars and promote more sustainable travel options;

- secure cycle storage will be provided for all dwellings;
- broadband internet connections can facilitate home working; and
- pedestrian links are provided linking the development to local bus routes and Ashford town centre.

5. Compliance with Transport Policy

The proposed development is considered against the requirements of national and local transport policy.

National Planning Policy Framework

The proposed development is an extension of the existing urban area of Ashford and is allocated for residential development.

The location is sustainable as it is served by local bus services from Silver Hill Road, and has good pedestrian and cycle links to the local area and wider footpath/cyclepath network. This is in accordance with the NPPF which includes the principle to *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling* and indicates that *decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure*.

The footway link means that *safe and suitable access to the site can be achieved for all people*.

The NPPF states that *development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*. The impacts of the development on the transport network will be limited to an increase in vehicle trips using Abbey Way and Kennington Road. The increase is less than 1% of the vehicles using currently using Kennington Road. The site is allocated for development and therefore this impact is considered acceptable.

Local Transport Plan for Kent 2011-16

The proposed development meets the LPT3 themes by;

- locating development close to existing bus routes;
- supporting opportunities for walking and cycling in the wider countryside around the site by providing footway links and cycle storage for all dwellings;

Ashford Borough Council Adopted Core Strategy 2008

The development is considered to meet the transport themes within Ashford Borough Council's Adopted Core Strategy by;

- being an extension to the urban area of Ashford;
- being close to a bus route;

- providing pedestrian links to the wider existing footways and footpaths; and
- providing cycle storage and cycling links to existing cycle routes.

This offers a *wider choice of easy to use forms of sustainable transport* and offers *healthier forms of transport* in accordance with Policy CS1.

It also promotes public transport and other non-car based modes of travel and satisfies highway, public transport, walking and cycling needs arising from the development in accordance with Policy CS15.

Urban Sites and Infrastructure Development Plan Document

The site is allocated for residential development and meets the requirements of Policy U1 by providing *links to the existing footpath and cycleway network*.

6. Conclusion

This Transport Statement supports proposed residential development on land at Abbey Way, Willesborough, Ashford, TN24 0HY.

The site is allocated for residential development under Policy U1 of the Urban Sites and Infrastructure Development Plan Document. The site covers 1.25 ha and the proposed development is for 26 dwellings.

The development would be expected to generate an additional 15 peak hour vehicle movements and 122 daily vehicle movements. The site has good links to the primary road network and this additional traffic is considered to have a negligible impact on the local highway network.

The proposed development incorporates car parking in accordance with Ashford Borough Council's Residential Parking SPD for residential parking and cycle parking in accordance with the higher requirements of the Code for Sustainable Homes.

Pedestrian and vehicle access is a continuation of the turning head at the end of Abbey Way. Visibility from Waltham Close is in accordance with the Manual for Streets. The layout has been designed to allow a refuse vehicle to turn within the site.

The site is has good pedestrian links to the bus routes along Silver Hill Road which give access to the centre of Ashford. There are also pedestrian and cycle links to the wider footpath/cyclepath network. The development is considered to be sustainable in transport terms.

The development meets the requirements of national and local planning policy with respect to transport and travel. The NPPF states that *development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*. This transport statement demonstrates that the impacts are negligible and the site is therefore acceptable on transport grounds.