Transport Statement

FDC GROUP

LAND AT WOODCHURCH ROAD, SHADOXHURST

APRIL 2018

SM/JW/12782

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1 Introduction

1.1.1 DHA Transport has been commissioned by FDC Group to provide transport planning advice in relation to the proposed residential development in Shadoxhurst, Kent.

1.1.2 This Transport Statement (TS) has been produced in accordance with the National Planning Practice Guidance (NPPG, March 2014). Following this introduction, the report is structured as follows:-

- Section 2 summarises the existing transport conditions local to the site;
- Section 3 sets out the proposed development;
- Section 4 assesses transport policy compliance;
- Section 5 assesses trip generation and transport impacts; and
- Section 6 provides a summary and conclusion.

2 Existing Transport Conditions

2.1 The Existing Site

2.1.1 The site is located within the village of Shadoxhurst, near Ashford, immediately to the north of Woodchurch Road. The site comprises an open field and an existing dwelling at the site frontage, as highlighted within Figure 2-1 below.

Figure 2-1: Site Location Plan (courtesy of Openstreetmap.org)

2.1.2 The site is bound to the south by Woodchurch Road, to the east and west by residential dwellings, with open fields bounding the site to the north. There is currently no formal access into the wider site. However access to the residential dwelling that will be demolished as part of the proposals is achieved via a private driveway to the north of Woodchurch Road.

2.2 Local Highway Network

2.2.1 Woodchurch Road is a local rural distributor road, which measures approximately six metres in width at the site frontage and takes a general east / west alignment. To the east Woodchurch Road turns through 90 degrees and connects with Tally Ho Road which continues north. Woodchurch Road is subject to a 40mph speed limit and there are no parking restrictions enforced in the locality of the site.

2.2.2 Woodchurch Road provides connectivity towards Ashford in the north east via Tally Ho Road and Woodchurch in the south west via Shadoxhurst Road. The M20 can be accessed via Junction 10 which is approximately nine kilometres to the north east of the site.

2.3 Walking and Cycling Infrastructure

2.3.1 Woodchurch Road is provided with footways on both sides of the carriageway, measuring approximately 1.2 metres in width and maintained to a reasonable standard. However, Woodchurch Road is not provided with street lighting, which is characteristic of the village location.

2.3.2 In addition to the above, a number of Public Rights of Way (PRoW) are provided within the vicinity of the site, as shown in Figure 2-2 below.

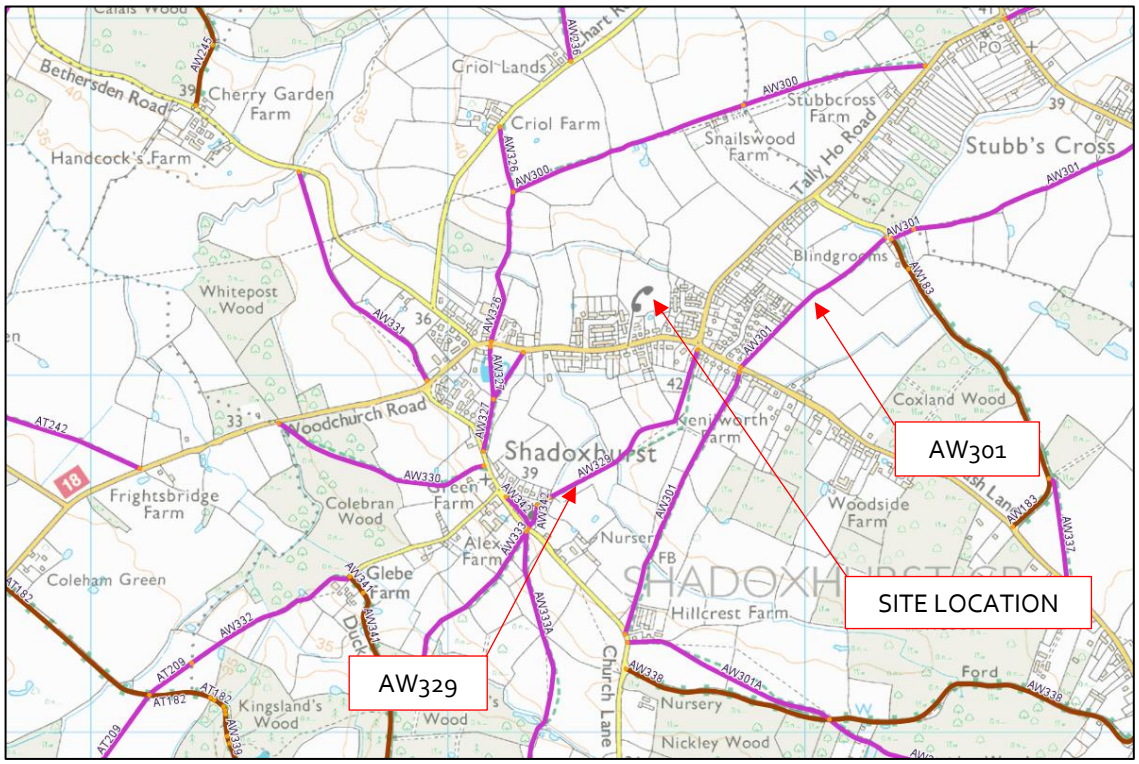

Figure 2-2: Local PRoW Network (courtesy of KCC)

2.3.3 As can be seen the site benefits from its rural location, with multiple PRoW's being provided within close proximity. Most notably AW329 is located to the south of the site, providing access to the wider village confines.

2.3.4 With regard to cycling infrastructure, the site is located within the vicinity of National Cycle Route 18, as shown in Figure 2-3 below.

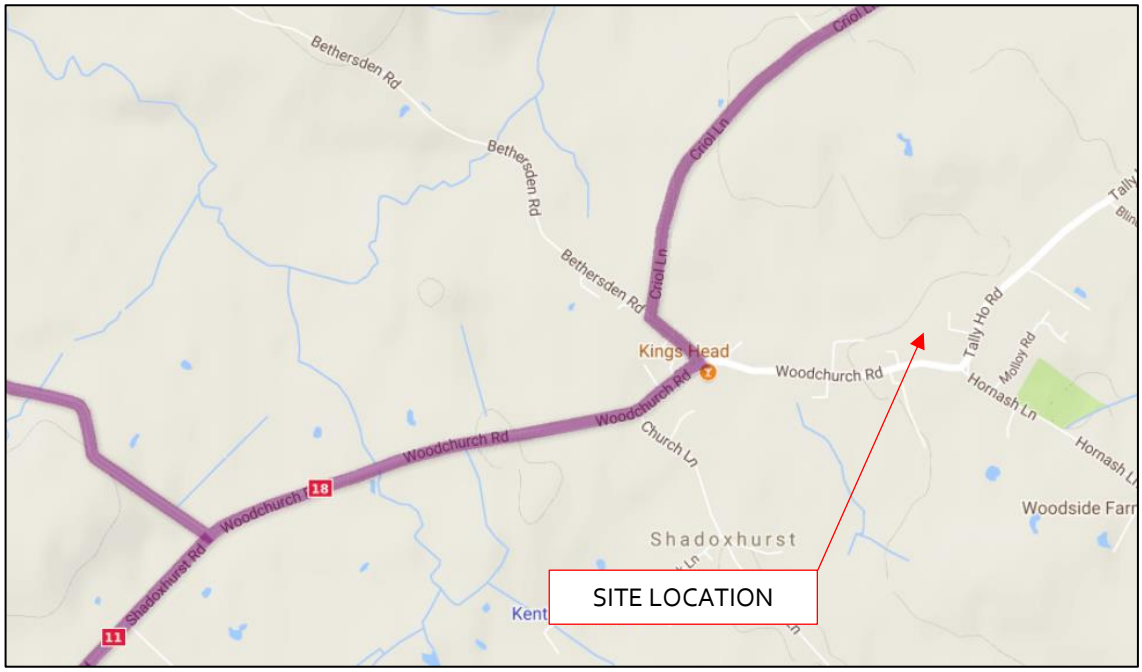

Figure 2-3: Local Cycle Network (courtesy of Sustrans)

2.3.5 Cycle route 18 provides links to Ashford, Royal Tonbridge Wells and Canterbury. There are no cycle lanes in direct contact with the site, however as noted above Woodchurch Road measures six metres in width and therefore provides a suitable link to cycle route 18 in the west.

2.4 Public Transport Infrastructure

2.4.1 A flag and post bus stop, as well as a bus shelter and layby are located to the east of the site on Tally Ho Road, approximately 145 metres from the site entrance (a two minute walk time). The frequency at which services at this stop operate is summarised in Table 2-1 below. With the full bus timetable attached at **Appendix A**.

Service No.	Route	Service Frequency		
		Mon-Fri	Saturday	Sunday
2a	Ashford - Tenterden	Every hour	Every hour	Every two hours

Table 2-1: Local Bus Routes and Frequencies

2.4.2 Hamstreet railway station is situated approximately 5.5 kilometres south of the site (taking six minutes by car or 16 minutes to cycle). From this station, services between Brighton and Ashford International via Hastings are available at an hourly frequency.

2.4.3 Ashford International railway station is located approximately 7.7 kilometres from the site (taking 10 minutes by car or 26 minutes to cycle). Ashford International is served by a wide range of train services to destinations including London, Maidstone East, Tonbridge,

Canterbury West, Folkestone, Dover Priory, Ramsgate and Margate, as well as the aforementioned services to Hastings and Brighton. These services depart on a frequent basis throughout the day. Ashford International is also served by High Speed domestic and international train services between London, Paris and Brussels.

2.5 Accessibility

2.5.1 As referenced in Section 4 of this report, the National Planning Policy Framework (NPPF) recognises that opportunities for sustainable travel will differ for sites in urban and rural locations; therefore, the sites accessibility should be assessed reasonably considering this factor.

2.5.2 Notwithstanding this a number of local services can be accessed on foot, notably bus stops and the King's Head public house. Within a short drive / cycle of the site, additional facilities are available, including a post office (at Stubb's Cross), and a primary school, secondary school and place of worship (at Kingsnorth). Ashford town centre is located approximately 7.7km from the site and offers an extensive range of employment, education, retail and leisure facilities. As such, it is considered likely that the majority of everyday journeys made from the site will be relatively short in distance.

2.5.3 It is concluded that the development site is well located in terms of sustainable transport access, given its rural location, and would afford future residents a choice as to the mode of transport they use to access numerous everyday services, amenities and facilities.

2.6 Road Safety

2.6.1 Personal Injury Accident (PIA) data has been sourced from Kent County Council (KCC) for the area surrounding the proposal site for the most recent three-year study period up to 30th June 2017. The accident plot and D-print report are included at **Appendix B**.

2.6.2 A single, 'slight' incident was recorded within the assessed area, which occurred in light, fine and dry conditions. The accident occurred when a vehicle waiting to turn right into the Kings Head public house car park was overtaken by a cyclist, resulting in a collision.

2.6.3 Given only a singular incident has taken place in the local area it is not considered that the proposed development will exacerbate any pre-existing highway safety concerns.

2.7 Local Conditions

2.7.1 A site visit was undertaken on 6th March 2018 to observe the existing highway and transport conditions in the site locality. During this site inspection vehicle speeds on the local highway network were observed and local highway conditions noted. Appropriate measurements were recorded where necessary.

2.7.2 The weather conditions during the site visit were clear and the road surfaces were dry. As far as it is possible to tell, there were no abnormal activities taking place on the day of the site visit which would have affected that witnessed. It was evident that Woodchurch Road is lightly trafficked and experiences no traffic constraints.

3 Development Proposals

3.1 Overview

3.1.1 The application that this TS accompanies is in outline, however it is anticipated that the proposed development will comprise 14 dwellings, with a new access located on Woodchurch Road. This will be achieved through the demolition of the existing residential dwelling at the site frontage. The proposed indicative site layout is attached at **Appendix C**.

3.2 Access

3.2.1 As noted access to the site will be achieved via a new priority junction to the north of Woodchurch Road. The proposed access road will measure 5.5 meters in width allowing for two way traffic, with this widening to 16 meters at the bellmouth of the junction. The proposed junction layout has been assessed with the use of industry standard AutoTrack software assuming a large car and a refuse vehicle which has demonstrated that the junction layout works satisfactorily. This is shown in the plans attached at **Appendix D**.

3.2.2 A footway measuring approximately 1.6 metres in width will be provided on the eastern side of the proposed access road, with this linking to the internal site layout. Pedestrian crossings with dropped kerbs will also be provided at the site access.

3.2.3 During the aforementioned site visit visibility splays were measured and it was shown that 2.4 meters x 128 meters can be achieved to the right (to the west). To the left (to the east) 2.4 meters x 90 meters can be achieved. Given that Woodchurch Road is subject to a 40mph speed limit it would be appropriate to consider the DMRB standards for visibility which require 2.4 meters x 120 meters splays.

3.2.4 It is noted that the required visibility can be achieved to the west, however the visibility to the east is limited to 90 meters. This is not considered to be an issue however given the presents of the 90 degree bend in this location. The bend has a radius of approximately 30m and according to the Kent Design Guide this equates to a speed of 25mph. As a result of this the splay of 90m is considered to be more than adequate. All details regarding visibility splays can be seen in the drawings attached at **Appendix E**.

3.2.5 A Stage 1 Road Safety Audit has been undertaken by an independent auditor, M&S Traffic. A copy of the Road Safety Audit is attached at **Appendix F**. This has shown that additional details will be needed for the stage 2 RSA. A designer's response has been completed to address the points raised in the RSA, with a copy also attached at **Appendix F,** along with an email from M&S Traffic confirming there are no outstanding concerns.

3.3 Parking

3.3.1 As noted above this is an outline application and the site layout is indicative, however the proposed site will provide parking spaces to adhere to the Ashford Borough Council's (ABC)

guidance, with two spaces provided for each of the units. There will also be sufficient space on private driveways and across the entire site for visitor parking.

3.3.2 Cycle parking will be provided within the curtilage of the dwellings in accordance with ABC's guidance.

3.4 Site Servicing

3.4.1 To ensure that the proposed indicative site layout has the potential to serve large vehicles, swept path analysis has been undertaken. A refuse vehicle and a large car have been assessed. The associated drawings are also included at **Appendix D**, although it is acknowledged that these will need to be updated at the reserve matters stage.

3.4.2 As can be seen from the drawings, the current indicative site layout can comfortably accommodate these larger vehicle movements, ensuring that access to all properties is maintained.

3.5 Construction Traffic

3.5.1 Site offices and welfare facilities will be located on the construction site. Wheel washing equipment will be provided as necessary for the construction phases. Access to the construction site will be secured and operated in accordance with current health and safety legislation. Delivery and construction HGV traffic will be accommodated on the construction site, with no requirement for waiting on the public highway. Daily movements of goods vehicles in particular will be timed to avoid peak traffic periods.

3.5.2 As is common practice, a condition will be offered requiring the applicant to agree a Construction Management Plan (CMP), to satisfy the Local Planning and Highway Authorities that adequate measures are in place to ameliorate any temporary effects from construction activities and processes.

3.5.3 Third party suppliers and contractors visiting the site will be made aware of the construction access and routeing arrangements at the start of the project. Site management will ensure compliance with the construction access arrangements.

4 Transport Policy

4.1 National Planning Policy Framework (NPPF)

4.1.1 The NPPF was brought in with immediate effect on 28th March 2012 and sets out the Government's planning policies for England. It states that the NPPF must be taken into account in the preparation of Local and Neighbourhood Plans, and is a material consideration in planning decisions.

4.1.2 The role of sustainable transport is considered in Section 4 of the NPPF, with supporting policies seeking to promote a choice in travel modes and encouraging reductions in greenhouse gas emissions. Paragraph 29 notes the following:-

> *"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."*

4.1.3 Paragraph 32 advises that development plans that would be likely to generate a significant amount of movement should consider 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."*

4.2 National Planning Practice Guidance (NPPG)

4.2.1 In conjunction with the NPPF, the National Planning Practice Guidance (NPPG) was established in March 2014 as a supporting resource which is also a material consideration in determining planning applications. With respect to transport, the NPPG includes a section titled *'Travel Plans, Transport Assessments and Statements in Decision-Taking'*. This provides general guidance on the process of producing these documents, noting:-

> *"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."*

4.2.2 In terms of parking provision, the requirements are set out by the Local Authority (ABC in this case); however, further to the NPPF, the following should be taken into consideration (Paragraph 8):-

> *"Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable."*

4.3 Local Transport Plan 4 (LTP4)

4.3.1 The Local Transport Plan 4 (LTP4) was prepared by Kent County Council (KCC) and runs from 2016 to 2031. The Plan includes details on how KCC will meet their ambition for Kent, which is:-

> *"To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported".*

4.3.2 This ambition will be realised through five targeted, overarching policies which will aim to deliver specific outcomes for the county:-

> *"Outcomes 1: Economic growth and minimised congestion*
>
> *Policy: Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.*
>
> *Outcome 2: Affordable and accessible door-to-door journeys*
>
> *Policy: Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.*
>
> *Outcome 3: Safer travel*
>
> *Policy: Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.*
>
> *Outcome 4: Enhanced environment*
>
> *Policy: Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.*
>
> *Outcome 5: Better health and wellbeing*

Policy: Provide and promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality."

4.3.3 Within LTP4, KCC outlines Strategic, Countywide and Local strategies for achieving the above outcomes, whilst continuing to promote and deliver 'Growth without Gridlock'.

4.4 Ashford Core Strategy

4.4.1 The Core Strategy for Ashford, adopted by Ashford Borough Council (ABC) in July 2008, is a central part of the Local Development Framework for the period 2006-2021 and sets out the Council's vision and spatial objectives for the Borough. With regard to transport, Policy CS15 states that:-

"The Council will seek to promote public transport and other non-car based modes of travel especially in the Growth Area…

Within this context, development proposals must show how all highway, public transport, walking and cycling needs arising from the development will be satisfied and provide for the timely implementation of all necessary infrastructure.

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.

Where development sites include part of an identified key transport infrastructure route or facility, the land required should be reserved and the scheme designed to accommodate this. Proposals which are likely to prejudice such infrastructure being provided will not be permitted."

4.5 Ashford Draft Local Plan to 2030

4.5.1 ABC's Draft Local Plan establishes a policy and delivery framework for the Borough's planning and land use needs from 2011 to 2030. The Local Plan was submitted to the Secretary of State in late 2017 for Examination, having undergone a public consultation process.

4.5.2 Draft Policy TRA8 relates to the road network and development, where it is stated that:

> *"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 risk of road traffic accidents or significant traffic delays would be likely to result.*
>
> *In rural area, proposals which would generate levels and types of traffic movements, including heavy goods vehicle traffic, beyond that which the rural roads could reasonably accommodate in terms of capacity and road safety will not be permitted."*

4.5.3 For planning applications, Draft Policy TRA9 states that:-

> *"Planning applications will be supported by either a Transport Statement, a Transport Assessment or a Travel Plan depending on the nature and scale of the proposal and the level of significant transport movements generated. Where appropriate, the Council will liaise with the relevant authority in relation to what sort of evidence is required."*

4.6 Ashford Parking Standards

4.6.1 ABC's parking standards are outlined within the Local Development Framework: Residential Parking and Design Guidance Supplementary Planning Document (SPD). For '*Rural (B): Larger schemes creating new streets'*, it is stated that the parking standards are as follows:-

- 2 bedroom houses – 2 spaces per house, 1) single or both spaces could be allocated, although unallocated second space is more flexible and preferred and 2) tandem parking accepted but add 0.5 spaces per tandem relationship towards unallocated flexible on-street resource;
- 3 bed dwellings – 2 spaces per dwelling, 1) allocated and 2) tandem parking accepted but add 0.5 spaces per tandem relationship towards unallocated flexible on-street resource; and
- 4+ bed houses – 2 spaces per dwelling, 1) allocated, 2) may be 'side by side' in locations where this makes placemaking / character area sense and 3) tandem parking accepted but add 0.5 spaces per tandem relationship towards unallocated flexible on-street resource.

4.6.2 In addition, it is noted that car barns are considered acceptable parking provision as allocated parking spaces both on and off plot. Garages are not included within the parking allocation but may be provided as an additional resource. In addition, for five dwellings and above, 0.2 visitor parking spaces should be provided per dwelling in on-street areas and on private drives but not within private car courts.

4.6.3 Cycle parking standards are also outlined within the Residential Parking and Design Guidance SPD, which states that for two to three bedroom dwellings, cycle storage for two cycles should be accommodated, with four cycle spaces required for units of four or more bedrooms.

4.6.4 On this basis, the site should be provided with 28 parking spaces for the individual dwellings plus the relevant provision for visitors and any tandem layouts. Cycle parking spaces will need to be calculated at the reserved matters stage depending on the accommodation schedule.

4.7 Policy Compliance

4.7.1 The proposed development is seen to comply with all levels of transport planning policy. The NPPF accepts that levels of access by sustainable travel modes will reflect the rural setting of the site, and given that the site lies within walking distance of an hourly bus service with wider amenities located within a short driving distance, it is considered that it has good accessibility in the context of its location.

4.7.2 Access to the site is proposed via a priority junction on Woodchurch Road which has been designed to the relevant standards in terms of safety and suitability. Pedestrian access will be achieved via the main access allowing for connections with the existing bus stops and pedestrian links.

4.7.3 The site layout is currently indicative as this is an outline application, however the current plans show that the parking meets the minimum standards outlined within the ABC Residential Parking and Design Guidance SPD. Visitor and cycle parking will be accommodated within the site so that it accords with the ABC standards.

4.7.4 Given the above, the proposed development is not expected to cause 'severe' residual transport impacts, as per the guidance outlined within the NPPF.

5 Trip Generation and Transport Impacts

5.1 Overview

5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip generation as a result of the proposed development at Woodchurch Road, Shadoxhurst. Given that the current site comprises an open field, there is assumed to be no existing vehicle trips associated with it. To be robust the existing dwelling at the site frontage has been excluded.

5.2 Proposed Development Vehicle Trip Generation

5.2.1 The vehicle trip generation of the proposed development has been ascertained from the national TRICS trip rate database. To provide the most robust assessment, the selection of *'03-RESIDENTAL, A-HOUSES PRIVATELY OWNED'* has been made. Only areas outside of London, in England, Scotland and Wales, have been considered, with dwelling numbers between 5 and 50 in edge of town and neighbourhood centre locations to provide a sufficiently large dataset. Weekday periods have been assessed to provide a robust consideration of the peak travel periods. A summary of the resulting TRICS trip rates is provided below in Table 5-1 with the full details included at **Appendix G**.

Period	Arrivals	Departures	Total
0800-0900	0.134	0.385	0.519
1700-1800	0.308	0.147	0.455
0700-1900	2.174	2.259	4.433

Table 5-1: TRICS Trip Rates - Houses Privately Owned (per dwelling)

5.2.2 These trip rates have been factored against the total number of dwellings proposed for the site (14 units). A summary of the vehicle trip generation is outlined below in Table 5-2. Please note that any inaccuracies are the result of rounding errors within MS Excel.

Period	Arrivals	Departures	Total
0800-0900	2	5	7
1700-1800	4	2	6
0700-1900	30	32	62

Table 5-2: Trip Generation - Houses Privately Owned (14 dwellings)

5.2.3 It is noted that the proposed development has the potential to generate 62 vehicle trips across the 12-hour weekday, of which seven would take place during the morning peak hour and six in the evening peak hour. This equates to an average of five trips per hour across the 12-hour day. Given the location of the site, it is not considered that these trips will result in 'severe' residual impacts on the local highway network.

6 Summary and Conclusion

6.1.1 This Transport Statement has been prepared on behalf of FDC Group in relation to the proposed residential development on land north of Woodchurch Road in Shadoxhurst, Ashford, Kent.

6.1.2 The proposed development comprises the construction of 14 dwellings, with details to be confirmed at the reserved matters stage. A new access to the site will be taken from Woodchurch Road, through the demolition of an existing dwelling, which is considered to be appropriate for the needs of the development. Visibility at the site access has been assessed and the splays provided are deemed to be adequate given the location of the site. Furthermore, a Stage 1 RSA has been completed on the proposed site access which shows that it complies with the relevant standards.

6.1.3 From a review of Personal Injury Accident data for the local highway network, it has been demonstrated that the proposed development is unlikely to exacerbate the existing highway safety record.

6.1.4 The proposals are seen to comply with all levels of transport planning policy. An hourly bus service is available within walking distance of the site, with access to wider services and facilities achievable within a short driving / cycling distance. It is considered that the short nature of such trips is unlikely to have adverse impacts on the local highway network. Furthermore, a number of Public Rights of Way and a National Cycle Route lie within the vicinity of the site, providing enhanced local connectivity.

6.1.5 The indicative site layout accords with Ashford Borough Council's parking standards and it has been shown that the layout can be accessed by larger vehicles. However as noted the site layout will be subject to further details at the reserved matters stage.

6.1.6 The proposed development has the potential to generate in the region of 62 vehicle trips across the 12-hour weekday period. This equates to approximately five movements per hour on average. It is considered that the surrounding highway network is suitable to accommodate this expected uplift and that vehicles will readily dissipate onto the wider network.

6.1.7 On this basis, the proposed development should not result in significant detrimental impacts in transport terms and therefore there should be no sound transport based objection to the proposals.