

ASHFORD LOCAL PLAN 2030

EXAMINATION LIBRARY

ED/05

Statement of Common Ground

As agreed between

Ashford Borough Council

And

Kent County Council (Highways & Transportation)

April 2018



Introduction

1. Kent County Council (Highways & Transportation) (KCC H&T) has made a number of representations to the Regulation 19 Draft Ashford Borough Local Plan 2030. [refs + broad issues raised] These were addressed by the Council in the Main Changes [SD05]. KCC (H&T) sent in further representations during the proposed main changes consultation which again the Council sought to address in the Submission Local Plan 2030. These are set out in the schedule of Minor Amendments [SD01a].
2. A number of representations remain unresolved and the Council has therefore instigated discussions with the KCC H&T in an attempt to resolve these differences.
3. This Statement of Common Ground relates to the outstanding representations made by the KCC H&T to the Submission Ashford Local Plan 2030 in respect of policies **S3** (Court Lodge), **S14** (Park Farm South-East), **S33** (land at Hope House – High Halden), **S45** (Land south of Brockman’s Lane, Bridgefield), **S48** (Land rear of Holiday Inn, Hothfield), **S49** (land north of Tutt Hill, Westwell), **S55** (land adjacent to Poppyfields, Charing), **S56** (Branch Road, Chilham), **S58** (Stevenson Brothers site, High Halden), **S59** (Land at Rectory Close, Mersham), **S60** (Land at Pope House Farm, St Michaels), **S61** (land between Lloyds Green and Jubilee Fields, Wiitersham), **S62** (land at Appledore Road, Woodchurch) and the Monitoring chapter.
4. In respect of representation numbers 785 on MC19 (site S12), 813 on MC90 (Site S47) and 821 on MC97 (Site S54), the parties agree that these have been addressed in the Submission version of the Plan.

Site S3 (Court Lodge)

5. This relates to rep no 777 on MC10. KCC (H&T) has expressed concerns in their representations around the short term requirement for and deliverability of the Pound Lane Strategic Link Road.
6. Since the drafting of policy S3, further transport modelling work has been undertaken on behalf of the site promoters, Hallam Land. This is the subject of on-going discussions with the site promoters and their transport consultants in collaboration with the developers and consultants involved in sites S4 and S5. It is anticipated that the outcome of this work will be reflected in a separate Statement of Common Ground and the position of the respective parties in respect of Sites S3, S4 and S5 in advance of the Examination session on these policies.
7. Notwithstanding the above, the Council and KCC (H&T) agree that the Link Road should remain in the Local Plan in any event as an aspiration for a future strategic link especially to serve growing vehicular flows from the west as the Chilmington Green scheme is built out.

S14 (Park Farm South East)

8. This relates to rep no. 786 on MC21. KCC H&T has raised the issue of the ability to deliver an improved access directly off the existing signalised junction at Finn Farm road due to ownership issues.
9. The Borough Council is in discussion with Network Rail around the ownership of land and structures in the location to establish what, if any, ownership constraints or liabilities apply.
10. In the event that the proposed access arrangement in the Submission Local Plan cannot realistically or viably be achieved, the Council and KCC (H&T) agree that a suitable alternative access arrangement for the site can be delivered via Cheeseman's Green Lane and Brockman's Lane subject to detailed design of the road alignment and access to the site from the south, in accordance with the requirements of KCC Highways and Transportation to widen Brockman's Lane to a suitable standard. This would also involve the closure of Finn Farm Road on the eastern side of the railway line.

S33 (Land at Hope House, High Halden)

11. This relates to rep no.800 on MC37. KCC H&T has raised concerns regarding the access to the site and the provision in the policy to reduce the speed limit outside the site to 30mph.
12. It is recognised that the current planning application for development at the site (ref: 17/0952/AS) promotes an acceptable solution to achieving an acceptable vehicular access based on the current speed limit of 40mph. Nonetheless Kent County Council Highways and Transportation has agreed to the re-location of the 30mph speed limit approximately 80 metres to the south east of the existing 30mph speed limit terminal together with a new gateway feature at the new speed limit terminal. The parties therefore agree that it would be reasonable to amend the site policy S33 to read as follows:
13. Therefore, it is agreed that criterion c) should be amended to state:-

(c) Provide primary vehicle access onto the A28 Ashford Road, as shown on the policies map and include ~~the provision of traffic calming measures to slow the traffic to 30mph or less~~ an extended 30mph speed limit and a new gateway feature, in accordance with the recommendation of Kent County Council Highways and Transportation.

S45 (Land south of Brockman's Lane, Bridgefield)

14. This relates to rep.811 on MC88. KCC H&T consider that the reference in criterion (b) of the policy to making contributions towards the potential junction improvements at Finn Farm Road should be removed.

15. It is agreed that the delivery of 100 dwellings at this site on its own would not necessitate any specific improvements in the absence of the adjacent of the S14 allocation and hence it would not be justified to require a contribution from the development of this site towards the proposed junction / access arrangements necessary to serve site S14.

16. Therefore, it is agreed that it would be appropriate to remove the final sentence of paragraph 4.420 and amend criterion (b) of the policy as follows:-

b) be accessed from Brockman's Lane. ~~Potential contribution to junction with Finn Farm Road if required.~~

S48 (Land rear of Holiday Inn Hotel, Hothfield)

17. This relates to rep no.814 on MC91. KCC H&T consider that criterion (b) should be amended to refer to the provision of a right-turn lane, to eliminate the current lay-by arrangement.

18. The Borough Council is content with this proposal and both parties consider it would be appropriate for the following amendments to the supporting text and policy criterion (b):-

b) provide a primary vehicular access directly from the A20 Ashford Road, *including the provision of a right-turn lane*, to eliminate the current lay-by access arrangement whilst maintaining access to Ram Lane and the other commercial uses.

Add a sentence to the end of para. 4.446:-

This will include the provision of a right-turn lane facility for traffic travelling eastbound on the A20.

S49 (Land north of Tutt Hill, Westwell)

19. This relates to rep 815 on MC92. KCC H&T consider that criterion (b) should be amended to provide a right-turn lane from the A20.

20. The Borough Council is content with this proposal and both parties consider it would be appropriate for the following amendments to the supporting text and policy criterion (b):-

b) provide a primary vehicular access from the A20 Ashford Road, *including the provision of a right-turn lane*, in the location indicated on the policies map.

Add a sentence to the end of para. 4.457:-

This will include the provision of a right-turn lane facility for traffic travelling westbound on the A20.

S55 (land adjacent to Poppyfields, Charing)

21. This relates to rep no. 822 on MC98. KCC H&T has commented that an emergency access is required for the site as it would provide for over 50 dwellings and that a new footway is required along the southern part of the A20 to connect with existing pedestrian footpath connections. They also consider a right-turn lane on the A20 is required and criterion (d) should be amended.

22. Part of the site is subject to a current application for up to 135 dwellings with access from the A20 (ref:18/0029/AS). KCC H&T have made representations on the planning application in respect of the above matters. The parties agree that these matters apply to the development of the proposed allocation as a whole and consequently it is agreed that policy S55 may be amended as follows:-

(d) be accessed directly from the A20 including the provision of a right-turn lane.
(i) provide a new footpath along the southern side of the A20 to connect with existing footpath connections at the A20/A252 roundabout junction.
(j) provide a suitable emergency access either onto the A20 or to Poppyfields.

S56 (Branch Road, Chilham)

23. This relates to rep. no. 823 on MC99. KCC H&T have sought several amendments to the policy based on clarification of the need for additional parking for the doctor's surgery, the introduction of parking restrictions on Branch Road and traffic calming measures.

24. The Borough Council considers that the need for additional parking provision at the doctor's surgery is likely to be very limited given that it operates as a branch surgery on three mornings per week only but it is agreed that the provision of new residential development in this location could lead to the potential for additional on-street parking in an area where there is no public footway in place. Hence, in order to avoid a potential increase in the risk to pedestrians, additional on-site parking for surgery users should be provided and that the scale of such provision should be agreed between the parties following a survey of the parking practices of surgery users.

25. It is also agreed that the provision of appropriate traffic management measures, which may include on-street restrictions in the form of yellow lines would be necessary to encourage surgery users to use the additional parking facilities provided and hence consolidate the benefit of the mitigation to highway safety that the parking provides.

26. With respect to traffic calming measures, the parties agree that this is appropriate taking account of the concerns raised by the Kent Downs AONB Unit (see Document ED/01)) and hence it is proposed to amend criterion (d) as follows:- *(d) include the*

provision of ~~footpaths~~ traffic calming / management measures in Branch Road appropriate to its location within the Kent Downs AONB and the Chilham Conservation Area and in accordance with the recommendations of Kent County Council Highways and Transportation.

Amend para. 4.496 to read as follows:-

“...The parking area will provide a minimum of 5 *additional* spaces for the GP surgery in addition to retaining the existing spaces located at the front of the surgery *but the final number of additional spaces should be informed by a survey of parking practices by surgery users.* However, The existing spaces could be relocated within the new parking areas.”

Amend the last sentence of para. 4.502 to read as follows:-

“Enhancements to the pedestrian access around the area through the creation of traffic calming *management* measures, *which may include the use of additional on-street parking restrictions,* along Branch Road, should also be explored in consultation with Kent County Council Highways *and Transportation.*”

S58 (Stevenson Brothers, High Halden)

27. This relates to rep. no. 825 on MC101. KCC H&T has stated that they would seek the provision of a pair of new bus stops to serve the site and appropriate pedestrian linkages to serve the stops.
28. The Borough Council agrees that the enhancement of bus service provision to the site is important and whilst this could be considered at a detailed planning stage, if the Inspector is minded to agree that this should form part of the policy, the parties would support the following additional criterion as an amendment to policy S58:-

(h) deliver the provision of two new bus stops on either side of the A20 adjacent to the site to a specification to be agreed with the relevant bus operator.

S59 (Land at Old Rectory Close, Mersham)

29. This relates to rep no. 826 on MC102. KCC H&T consider that a safe walking route from the site to Glebelands via the playing field should be provided. This should be in the form of a tarmac surface. A footpath connection should also be provided to the junction of Old Rectory Close with The Street.
30. The Borough Council agrees that a pedestrian link via the adjacent playing field to link to Glebelands is needed and criterion (e) refers to the provision of access through the site to the adjacent playing fields. The parties agree that pedestrian usage of such a link would be improved if a footpath across the playing field was suitably surfaced to enable easy all-year access but accept that, as the playing field lies within the ownership of the Parish council, it would be necessary to agree any solution with them. It is agreed that any surfaced footpath here would not need to be

lit. Therefore, it is agreed that criterion e) of policy S59 could be amended as follows:-

e) provide new pedestrian routes throughout the development and connections to existing rural routes and local services: in particular provide a pedestrian access through the site to the adjacent playing fields *and then, in consultation with the Parish Council, a suitably surfaced footpath across the recreation ground to connect to Glebelands.*

S60 (land at Pope House Farm, St Michaels)

31. This relates to rep no.827 on MC103. KCC H&T seek the provision of a right-turn lane to serve the development with a suitable pedestrian refuge island.
32. The Borough Council is content with this proposal and both parties suggest that the following amendments are made:

Amend criterion b) to read as follows:-

b) provide primary access from an Ashford Road, *including the provision of a right-turn lane with pedestrian refuge island*, as shown on the policies map.

Amend para. 4.532 to start as follows:-

“The primary vehicle access will be provided directly on to the A28, as shown on the policies map. *This will need to include a right turn lane for vehicles travelling from the south with a suitably designed pedestrian refuge island...*”

S61 (Land between Lloyds Green and Jubilee Fields, Wittersham)

33. This relates to rep. no. 828 on MC104. KCC H&T seek clarification of land ownership for the two potential access points. The Borough Council can confirm that these access points cross ABC owned land and hence both parties are satisfied that the proposed access arrangements are deliverable.

S62 (Appledore Road, Woodchurch)

34. This relates to rep. no. 829 on MC105. KCC H&T seek the requirement for an emergency access onto Appledore Road as part of the scheme.
35. The parties agree that, whilst an indicative emergency access could be shown on the Policies map, the eventual location is likely to be determined through a detailed layout for the site at planning application stage and hence there is no need to amend the policy or the supporting text.

Monitoring

36. This relates to rep. no. 830 on MC106. The representation is from the Public Rights of Way Unit but it has been agreed that it is appropriate to liaise with KCC H&T on the issue. The representation seeks a target for the ‘Sustainable Travel’ transport

indicator and suggests that this should be the improvement of existing non-car routes and no net loss of pedestrian and cycle provision.

37. The parties agree to liaise in respect of identifying appropriate indicators which are not resource intensive and fall within the reasonable bounds of the ability to collect and analyse data.

Signed

on behalf of

Date

[Redacted Signature]

KCC Highways & Transportation

05/04/18

[Redacted Signature]

Ashford Borough Council

05/04/18

Addendum

Cumulative Impact on the local road network



The Borough Council and KCC Highways & Transportation have given due consideration to not just the individual transport implications of the proposed site policies in the Local Plan but also the cumulative impact on the local road network. This has been considered in light of the proposed improvements to the strategic highway network, notably the M20 Junction 10a scheme and the improvement to the A2070 Orbital Park junction and the implemented improvement to M20 Junction 9 and the associated 'Drovers' roundabout at the junction of the A20 / A28 and A292 on the western side of Ashford.

Given the committed status of the Junction 10a and A2070 schemes, and the conclusions of the Amey study in respect of anticipated trips on the strategic road network by 2030, KCC H&T are content that the cumulative impact of site allocations on the network as a whole will be less than severe. Where localised impacts on junctions from allocated sites are shown to be significant through Transport Assessments, the parties agree that suitable mitigation measures can be delivered through discussion with KCC H&T and the Borough Council.

With respect to proposed Local Plan allocations outside the Ashford urban area, KCC H&T can also confirm that there are no issues of cumulative impact of any part of the local road network that would result in any concerns from a highway or junction capacity perspective that would not be capable of mitigation where it is demonstrated that mitigation was necessary.

Pre-Submission liaison

The Borough Council and KCC H&T confirm that informal views were sought and provided at various stages of the plan-making process on the ability of potential site allocations to be accommodated safely and satisfactorily in respect of the local highway network. This included advice on the number and design of potential points of vehicle access to the public highway, as well as matters relating to improving bus patronage and pedestrian walkability.

Signed	on behalf of	Date
	KCC Highways & Transportation	26/04/18
	Ashford Borough Council	26/04/18

