



Telereal Trillium

Residential Sites, Wye, Ashford
Transport Assessment
Former ADAS site

30827/D012b
August 2019

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1 INTRODUCTION

- 1.1.1 Transport Planning Practice (TPP) has been commissioned by Telereal Trillium to provide transport planning advice with regard to their development proposals for the former Agricultural Development and Advisory Service (ADAS) site located on Olantigh Road in Wye, Ashford. Figure 1 shows the site location plan and surrounding local road network.
- 1.1.2 A WYE3 Masterplan Transport Assessment was prepared by TPP to assess the cumulative impact of the Masterplan proposals and cumulative developments on the local transport network. This Transport Assessment should be read in conjunction with the Masterplan Transport Assessment, reference 30827/D008d, February 2018. The site is referenced as Site 4 within the Masterplan Transport Assessment.
- 1.1.3 Kent County Council (KCC) have been consulted on the scope and content of this Transport Assessment and on the layout of the development from a transport perspective. Their pre-application advice letter following submission of the draft Transport Assessment is contained within Appendix A.

1.2 Background

- 1.2.1 The ADAS site is located at the northern most point of the WYE3 development area and is bounded to the north, east and south by agricultural fields, and the west by Olantigh Road.
- 1.2.2 The site was last used as B1 Office use with a Gross Floor Area (GFA) of 3,961m² for the main office buildings and 1,380m² of ancillary outbuildings, glasshouses and storage.

1.3 Proposals

- 1.3.1 The proposals are to demolish the existing buildings and provide 20 residential units with associated on-site residential and visitor car parking. Parking provision for the residents will be in line with Ashford Borough Council (ABC) parking standards.

2 EXISTING CONDITIONS

2.1.1 This chapter describes the existing site and sets out existing conditions.

2.2 Site information

2.2.1 The site is currently vacant but was formerly occupied by ADAS under B1 Office planning use class. The office building itself has a GFA of 3,961m² and has sizeable hardstanding areas for parking and servicing.

2.2.2 The site was previously owned by Imperial College, London which was known as Imperial College at Wye or more commonly known simply as *Wye College*. The college closed in 2009 and it is understood that all the buildings have been largely vacant since then.

2.2.3 The site is located within the Ward of Wye and the Parish of Wye with Hinxhill, and is bounded to the north, east and south by agricultural fields, and the west by Olantigh Road.

2.3 Access and parking

2.3.1 The site is accessed from Olantigh Road via segregated pedestrian and vehicle gates. In addition, there is an unused pedestrian gate approximately 80m to the south of the main access. The site has approximately 75 car parking spaces. All delivery and servicing was undertaken on-site.

2.4 Local amenities

2.4.1 The nearest convenience store is the Co-Operative food store on Churchfield Way which is accessed from Olantigh Road and High Street. The store also has the nearest cash machine and is circa 785m from the main site entrance, which is approximately an 8-10 minute walk at an average speed of 100-80m/min. The Post Office is circa 785m from the site on The Green, which is also approximately an 8-10 minute walk away.

2.4.2 Wye Library is located at 6 Upper Bridge Street and is circa 840m from the site which is approximately an 8-11 minute walk away via Olantigh Road. Lady Joanna Thornhill Primary School on Bridge Street is circa 1.2Km from the site, via Olantigh Road, High Street, The Green, Church Street and Bridge Street. This equates to approximately a 12-15 minute walk from the site. The Wye School is a Free School offering secondary education for 11-18 year olds. The school is

circa 440m from the site via Olantigh Road which is approximately a 4-6 minute walk.

2.4.3 Wye Surgery is the nearest General Practitioner surgery and circa 1.2Km from the site via Olantigh Road, Upper Bridge Street and Oxeturn Road. This equates to approximately a 13-16 minute walk. Wye Dental Surgery is circa 1.2Km from the site on Little Chequers via Olantigh Road, High Street, The Green, Church Street and Bridge Street. This equates to approximately a 12-15 minute walk from the site. A pharmacy is located at the junction of Little Chequers and Bridge Street, and is circa 1.1Km from the site which approximately an 11-14 minute walk away.

2.4.4 The Institute of Highway's and Transportation's Guidelines for Providing for Journeys on Foot, published in 2000 states the acceptable walking distance for pedestrians is 800m with a preferred maximum of 1,200m. Whilst this is an older document, the distances and guidance set out within it are still relevant. The village local amenities are within these distance thresholds, demonstrating that the site is within walking distance of such facilities.

3 BASELINE TRANSPORT DATA

3.1.1 This chapter sets out the accessibility of the site.

3.2 Walking

3.2.1 The site is within a 15 minute walking distance of many local amenities as outlined under heading 2.4. The footway along Olantigh Road from the site access to the Wye School is approximately 1m wide with a 1m grass verge. Street lighting on Olantigh Road starts as the road passes Middlefield House.

3.2.2 Within the village centre, the footways are of reasonable quality with street lighting and dropped kerbs forming uncontrolled formal crossings over nearby roads and junctions. Many of these crossings have buff coloured blister type tactile paving to aid blind and partially sighted pedestrians.

3.2.3 It is noted that tactile paving is missing at the informal pedestrian crossing over High Street near its junction with Olantigh Road. However, the parking bay on High Street extends across the dropped kerb on its westbound carriageway and therefore, if a vehicle was parked in this location, the crossing would be unusable.

3.2.4 The nearest bus stop is approximately 760m from the site on High Street via Olantigh Road. This equates to an 8-10 minute walk from the site. Wye Station is approximately 1.5Km from the site via Olantigh Road, High Street, Churchfield Way and Bridge Street. This equates to a 15-19 minute walk from the site.

3.3 Cycling

3.3.1 National Cycle Route 18, which runs from Canterbury via Ashford to Royal Tunbridge Wells, runs through Wye along Olantigh Road, Scotton Street, Upper Bridge Street and Oxenturn Road. Whilst there are no off-road cycle routes within Wye, roads are relatively lightly trafficked.

3.3.2 A Sheffield type cycle stand is located next to the bus stop on High Street and outside of the Library on Bridge Street, each providing two secure cycle parking spaces. Two Sheffield type cycle stands are located outside of the Co-Operative food store and at Wye Station, each providing four secure cycle parking spaces.

3.4 Bus

- 3.4.1 The nearest bus stop is the 'Wye, adjacent Church' stop, 800m to the south west of the site on High Street. The stop has a bus flag with timetable information, a shelter, seating and a refuse bin.
- 3.4.2 The stop is served by bus routes 1, 1A, 1X, 15S and the WS1, WS2, WS3 and WS4. The services run on a one-way loop through the village from the A28 Canterbury Road.
- 3.4.3 Routes 1, 1A and 1X run between Ashford, Wye, Chilham, Chartham and Canterbury with a frequency of approximately two services an hour, i.e. one service in each direction, throughout the day between 07:00 and just after 19:00 Monday to Saturday. There is no service on Sunday.
- 3.4.4 Route 15S is a school bus service running between Towers School Kennington, Wye and schools in Ashford. There is one service at 07:12 and another at 17:06. The WS1, WS2, WS3 and WS4 are other school bus services running between Ashford and Wye School. For each route there is one service between 07:00 and 08:00 and 16:00 and 17:00.

3.5 Rail

- 3.5.1 The nearest rail station is Wye Station, 1.5Km to the west via Olantigh Road, High Street, Churchfield Way and Bridge Street. The station is managed by Southeastern and served by their rail services on the London and Tonbridge to Ashford International, Canterbury West, Ramsgate and Margate line, and London to Ashford International and Canterbury West via Maidstone East line.
- 3.5.2 The services are summarised in Table 3.1 below. The AM and PM peak hours are 08:00 – 09:00 and 17:00 – 18:00, with the Inter-peak 09:00 – 17:00.

Table 3.1 – Summary of rail services

Service & direction	Monday to Friday			Sat	Sun
	AM	Inter-peak	PM		
London & Tonbridge to Ashford International, Canterbury West, Folkestone, Dover, Ramsgate and Margate	3	2	2	2	2
Margate, Ramsgate, Dover, Folkestone, Canterbury West and Ashford International to Tonbridge & London	2	2	2	2	2
London to Ashford International and Canterbury West via Maidstone East	2	2	2	2	1
Canterbury West via Maidstone East and Ashford International to London	2	2	1	2	1
Total	9	8	7	8	6

3.5.3 As can be seen from Table 3.1 there are nine rail services in the AM peak hour, eight rail services per hour in the Inter-peak and seven services in the PM peak hour. On Saturday and Sunday, there are eight and six rail services per hour respectively throughout the day.

3.6 Local highway network

3.6.1 The site is accessed from Olantigh Road which runs through the centre of the WYE3 Masterplan area. The road has a speed limit of 30mph between its junction with High Street and the access of Middlefield House, and then continues as a single carriageway national speed limit road past the site up to where it turns into The Street. The Street is a 30mph road and joins the A28 Ashford Road via a simple priority junction. Olantigh Road has street lighting which stops near the 30mph cordon signs. The road is straight for the majority of its length providing good forward visibility and is the most direct route to Canterbury from the site via the A28.

3.6.2 To the west of the village, Wye is linked to the A28 Canterbury Road via either Bramble Lane for northbound traffic or Harville Road for southbound traffic. Both roads are accessed from Bridge Street which crosses the Great Stour river via a road bridge and a level crossing over the railway. The A28 links Wye to Canterbury to the north east and Ashford to the south west. Also to the south west, the road links to the M20 motorway at junction 9 via the A20.

3.6.3 To the south of the village, Oxenturn Road provides an alternative route to the A28 to Ashford and the M20 Motorway. The road runs through the hamlet of

Hinxhill and continues as Hinxhill Road until its junction with The Street. The Street joins A20 Hythe Road at its eastern end and the A2070 at its western end. Both roads join the M20 Motorway's Junction 10 gyratory which provides access to the motorway itself and routes into Ashford.

- 3.6.4 Just to the south of the Wye Surgery, Oxenturn Road turns from a 30mph road into a single carriageway national speed limit road until its junction with The Street. Oxenturn Road has street lighting within the road's 30mph limit. The Street has a 30mph speed limit and street lighting.

4 PROPOSED DEVELOPMENT

4.1.1 This chapter sets out the development proposals.

4.2 Development proposals

4.2.1 The proposals are to demolish the existing office building and erect 20 residential units with on-plot residents parking and unallocated visitor parking in-line with ABC's parking standards. Table 4.1 sets out the schedule of accommodation for the proposed development.

Table 4.1 – Schedule of accommodation

Unit type	Number of units
3 bedroom unit	4
4 bedroom unit	8
5 bedroom unit	8
Total	20

4.3 Access

4.3.1 Vehicle access will continue to be from the existing vehicle access on Olantigh Road. The access road will retain the existing 6m width into the site and then reduce to a 4.8m carriageway around the site. The carriageway width has been based on providing access for an 11.4m refuse vehicle as advised by Ashford Borough Council and advice received from the design review panel. The design review panel stated the following based on the submitted pre-application scheme.

The carriageways feel quite wide and could be tightened up considerably. Around the green a more open landscape character might be important. Beyond that very narrow enclosed rural lanes with some pinch points and passing points would be very distinctive. It would be good to look creatively at the rural narrative here with verges and embankments, ditches/SUDs hedgerows and overhanging trees. I'd expect there to be no kerbs on this scheme.

4.3.2 Drawing 30827/AC/066_D shows the proposed site access arrangement with visibility splays based on the existing speed limit (national speed limit for single carriageway roads) and the proposed speed limit of 40mph which will start at a proposed village gateway entry treatment. The village gateway entry treatment will be located 155m to the north of the site access. See Chapter 7 which sets

out the proposed infrastructure improvements being brought forward as part of the WYE3 Masterplan and third parties.

- 4.3.3 Pedestrian access will continue to be from the two existing pedestrian access points on Olantigh Road.

4.4 Parking

Car

- 4.4.1 The minimum car parking requirements applicable to the proposed development site are set out in the Ashford Local Plan 2030, Chapter 8 Policy TRA3 (a) *Parking Standards for Residential Development*. Table 4.2 summarises the minimum car parking requirements.

Table 4.2 – Summary of minimum parking standards applicable to the site

Unit type	Number of spaces per unit
3 bedroom unit	2
4+ bedroom unit	3
Plus visitor parking at 0.2 spaces per dwelling where layout permits	

- 4.4.2 The proposed development will provide 56 on-site car parking spaces, providing a minimum of two spaces per unit for the 3 bedroom dwellings and three spaces per unit for the 4 & 5 bedroom dwellings. Four visitor parking spaces provided in unallocated laybys. Further visitor parking can be accommodated on each dwelling private driveways.

Cycle

- 4.4.3 The Ashford Local Plan 2030, Chapter 8 Policy TRA6 *Provisions for Cycling* sets out the parking standards. It states that 'it is expected that sufficient accommodation will be provided in any case for houses'.
- 4.4.4 Each dwelling will have a large car barn or garage able to accommodate one or more cars and provide secure and covered cycle parking.

4.5 Delivery & servicing

- 4.5.1 Delivery and servicing for the proposed development will be undertaken on-site. The internal road has been designed to accommodate a large 11.4m refuse collection vehicle as recommended by ABC. The swept path analysis for this

vehicle is shown on drawings 30827/AC/063_D and 30827/AC/064_D. The largest delivery vehicle is likely to be a 10.0m rigid HGV. Therefore, the refuse vehicle is likely to be the largest vehicle which will access the site.

- 4.5.2 Refuse collection will take place from the road with residents presenting their bins for collection at the edge of their property boundary. Units 14, 15 and 16 will present their bins within a Refuse Collection Point next to the entrance to the private courtyard. Appendix B contains a plan showing the refuse collection strategy.

5 TRIP GENERATION AND TRAVEL MODE SPLIT

5.1.1 This chapter sets out the multi-modal trip generation of the site's extant use and the proposed development, and then calculates the net effect of the proposed development on the local transport network. An assessment of the travel mode split has also been undertaken for the site's extant use and proposed development.

5.1.2 The full impact assessment for the proposed development and the other WYE3 Masterplan development proposals including cumulative developments is contained within the WYE3 Masterplan Transport Assessment, reference 30827/D008d, February 2018. The trip generation and impact assessment methodology has been agreed with KCC.

5.2 Extant use

Trip generation

Person trips

5.2.1 The estimated total person trips for the site's extant use are set out in Table 5.1 and Table 5.2 for the AM and PM peak periods respectively.

Table 5.1 – Site's extant use person trips - AM peak period

Time	Arrivals	Departures	Total
07:00 - 08:00	41	5	46
08:00 - 09:00	47	3	50
09:00 - 10:00	35	7	42

Table 5.2 – Site's extant use person trips - PM peak period

Time	Arrivals	Departures	Total
16:00 - 17:00	6	58	64
17:00 - 18:00	1	33	34
18:00 - 19:00	0	14	14

5.2.2 Table 5.1 shows that during what is generally considered as the morning peak travel hour of 08:00 – 09:00, there would have been 47 inbound person trips and 3 outbound person trips, resulting in a total of 50 person trips. Table 5.2 shows that during what is generally considered as the evening peak travel hour of 17:00 – 18:00, there would have been 1 inbound person trip and 33 outbound

person trips, resulting in a total of 34 person trips. It is worth noting that the hour of 16:00 – 17:00 has a total of 64 person trips which is higher than the typical commuter peak hour.

Vehicle trips

5.2.3 The estimated vehicle trips for the site’s extant use are set out in Table 5.3 and Table 5.4 for the AM and PM peak periods respectively. It should be noted that the vehicle trips are included in the total person trip generation.

Table 5.3 – Site’s extant use vehicle trips - AM peak period

Time	Arrivals	Departures	Total
07:00 - 08:00	38	5	43
08:00 - 09:00	39	3	42
09:00 - 10:00	31	6	37

Table 5.4 – Site’s extant use vehicle trips - PM peak period

Time	Arrivals	Departures	Total
16:00 - 17:00	4	49	53
17:00 - 18:00	2	29	31
18:00 - 19:00	0	12	12

5.2.4 Table 5.3 shows that during the morning peak travel hour of 08:00 – 09:00, there would have been 39 inbound vehicle trips and 3 outbound vehicle trips, resulting in a total trip generation of 42 vehicles. Table 5.4 shows that during the evening peak travel hour of 17:00 – 18:00, there would have been 2 inbound vehicle trips and 29 outbound vehicle trips, resulting in a total trip generation of 31 vehicles. Again, it is worth noting that the hour of 16:00 – 17:00 has a total of 53 vehicle trips which is higher than the typical commuter peak hour.

Mode share

5.2.5 The travel mode share for the existing office use would have mainly consisted of private car as can be seen from the estimated vehicle trip generation which accounts for 84% of the AM peak trips and 91% of the PM peak trips. Based on Census data, the remainder of the trips were likely to have consisted of car passenger and walking.

5.3 Proposed development

Trip generation

Total person trips

- 5.3.1 The predicted total person trips for the proposed development are set out in Table 5.5 and Table 5.6.

Table 5.5 – Proposed development person trips - AM peak period

Time	Arrivals	Departures	Total
07:00 - 08:00	1	9	10
08:00 - 09:00	4	18	22
09:00 - 10:00	6	8	14

Table 5.6 – Proposed development person trips - PM peak period

Time	Arrivals	Departures	Total
16:00 - 17:00	14	8	22
17:00 - 18:00	12	7	19
18:00 - 19:00	10	8	18

- 5.3.2 Table 5.5 shows that during the morning peak travel hour of 08:00 – 09:00, there is predicted to be 4 inbound person trips and 18 outbound person trips, resulting in a total of 22 person trips. Table 5.6 shows that during the evening peak travel hour of 17:00 – 18:00, there is predicted to be 12 inbound person trips and 7 outbound person trips, resulting in a total of 19 person trips. It is worth noting that the hour of 16:00 – 17:00 has a total of 22 person trips which is slightly higher than the peak hour.

Vehicle trips

- 5.3.3 The predicted vehicle trips for the proposed development are set out in Table 5.7 and Table 5.8.

Table 5.7 – Proposed development vehicle trips - AM peak period

Time	Arrivals	Departures	Total
07:00 - 08:00	1	7	8
08:00 - 09:00	2	9	11
09:00 - 10:00	4	5	9

Table 5.8 – Proposed development vehicle trips - PM peak period

Time	Arrivals	Departures	Total
16:00 - 17:00	8	5	13
17:00 - 18:00	8	4	12
18:00 - 19:00	6	5	11

5.3.4 Table 5.7 shows that during the morning peak travel hour of 08:00 – 09:00, it is predicted that there is predicted to be 2 inbound vehicle trips and 9 outbound vehicle trips, resulting in a total trip generation of 11 vehicles. Table 5.8 shows that during the evening peak travel hour of 17:00 – 18:00, it is predicted that there will be 8 inbound vehicle trips and 4 outbound vehicle trips, resulting in a total trip generation of 12 vehicles. As with the existing site, it is worth noting that the hour of 16:00 – 17:00 has a total of 13 vehicle trips which is one vehicle higher than the peak hour.

Mode Share

5.3.5 The travel mode share for the proposed development has been based upon the 2011 Census 'Method of Travel to Work' data which has been extracted for the Output Area of E00122059 in which the proposed development site is based. However, the vehicle mode share has been based on the trip generation calculated from the TRICS vehicle trip rates, with the remaining modes adjusted pro-rata. Table 5.9 summarises the proposed development travel mode share.

Table 5.9 – Proposed development travel mode share

Mode	08:00-09:00		17:00-18:00	
	Total Trips	Mode Share	Total Trips	Mode Share
Train	5	24.0%	3	17.7%
Bus, Minibus or Coach	1	5.0%	1	3.7%
Taxi	0	0.0%	0	0.0%
Motorcycle	0	0.0%	0	0.0%
Car	11	50.0%	12	63.2%
Car Passenger	2	7.0%	1	5.2%
Bicycle	0	0.0%	0	0.0%
On Foot	3	13.0%	2	9.6%
Other	0	1.0%	0	0.7%
Total	22	100.0%	19	100.0%

5.3.6 As can be seen from Table 5.9, the car represents the highest mode share, with train and walking being the next highest modes in the AM and PM peak hours.

5.4 Trip generation net impact

5.4.1 To calculate the net impact of the proposed development trip generation, the estimated extant site use trips have been subtracted from the predicted proposed development trips.

Total person trips

5.4.2 Table 5.10 and Table 5.11 show the net impact of the proposed development's person trip generation for the AM and PM peak periods respectively.

Table 5.10 – Net impact of person trips - AM peak period

Time	Arrivals	Departures	Total
07:00 - 08:00	-40	4	-36
08:00 - 09:00	-43	15	-28
09:00 - 10:00	-29	1	-28

Table 5.11 – Net impact of person trips - PM peak period

Time	Arrivals	Departures	Total
16:00 - 17:00	8	-50	-42
17:00 - 18:00	11	-26	-15
18:00 - 19:00	10	-6	4

5.4.3 Table 5.10 shows that in the AM peak hour of 08:00 -09:00 there is a total reduction of 28 person trips. Overall, across the three hour peak period, the proposed development will result in a reduction of 92 person trips when compared to the existing site.

5.4.4 Table 5.11 shows that in the PM peak hour of 17:00 -18:00 there is a total reduction of 15 person trips. Across the three hour peak period the proposed development will result in a reduction of 53 person trips when compared to the existing site.

Vehicle trips

5.4.5 Table 5.12 and Table 5.13 show the net impact of the proposed development's vehicle trip generation for the AM and PM peak periods respectively.

Table 5.12 – Net impact of vehicle trips - AM peak period

Time	Arrivals	Departures	Total
07:00 - 08:00	-37	2	-35
08:00 - 09:00	-37	6	-31
09:00 - 10:00	-27	-1	-28

Table 5.13 – Net impact of vehicle trips - PM peak period

Time	Arrivals	Departures	Total
16:00 - 17:00	4	-44	-40
17:00 - 18:00	6	-25	-19
18:00 - 19:00	6	-7	-1

5.4.6 Table 5.12 shows that in the AM peak hour of 08:00 -09:00 there is a total reduction of 31 vehicle trips. Overall, across the three hour peak period, the proposed development will result in a reduction of 94 vehicle trips when compared to the existing site.

5.4.7 Table 5.13 shows that in the PM peak hour of 17:00 -18:00 there is a total reduction of 19 vehicle trips. Overall, across the three hour peak period the proposed development will result in a reduction of 60 vehicle trips when compared to the existing site.

5.5 Summary

Trip generation

5.5.1 The net impact assessment demonstrates that the proposed development will have a beneficial impact on the local transport network with an overall reduction in trip generation during the peak periods when compared to the extant use of the site as an office. Overall, across the AM peak period, the proposed development will result in a reduction of 94 vehicle trips. Across the PM peak period, the proposed development will result in a reduction of 60 vehicle trips.

5.5.2 As characterised by a change of use from an employment site to a residential site, the tidality of trips will switch, i.e. there will be less arrivals in the morning but more arrivals in the evening and more departures in the morning but less departures in the evening.

5.5.3 The Masterplan Transport Assessment traffic impact assessment methodology for the local road links and junctions, and the level crossing was agreed with KCC.

The assessment undertaken within the Masterplan Transport Assessment demonstrates that the Masterplan proposals would not have a significant impact on the local road network.

Mode Share

- 5.5.4 Comparing the proposed development travel mode share to the existing travel mode share shows there will be a significant mode shift from private car to rail. Walking is also likely to increase as part of the proposals.

6 POLICY CONTEXT

6.1.1 This chapter summarises the national, regional and local transport policies relevant to the development proposals. The main policy documents in this regard are:

- National Planning Policy Framework (2019)
- The Kent Design Guide (November 2008)
- Ashford Local Plan 2030 (February 2019)
- Wye Neighbourhood Development Plan 2015-2030

6.2 National Policy

National Planning Policy Framework (NPPF) 2019

- 6.2.1 The updated NPPF is revised from the original in 2012, was released in 2019 and supersedes all previous national planning policy documents including Planning Policy Statements and Planning Policy Guidance. It focuses on a presumption in favour of sustainable development. One of the core planning principles relates to actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling and focusing significant development in locations which are or can be made sustainable.
- 6.2.2 The NPPF recognises that the transport system should be balanced in favour of sustainable transport modes so that people are given a real choice about how they travel. It encourages solutions which support reductions in both greenhouse gas emissions and congestion.
- 6.2.3 Developments which generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. All developments which generate significant amounts of movement should be supported by a Transport Statement or a Transport Assessment and be required to provide a Travel Plan. Planning decisions should then consider whether opportunities for sustainable travel modes have been taken up, whether safe and suitable access to the site can be achieved for all people and whether improvements can be undertaken within the transport network which cost effectively limit the significant impacts of the development.

6.3 Regional Policy

The Kent Design Guide (November 2008)

- 6.3.1 The Kent Design Guide seeks to provide a starting point for good design while retaining scope for creative, individual approaches to different buildings and different areas. It aims to assist designers and others achieve high standards of design and construction by promoting a common approach to the main principles which underlie Local Planning Authorities' criteria for assessing planning applications.
- 6.3.2 The design guide provides guidance on creating a sense of place, generating a layout and designing for movement. It also contains information on getting the detailing and planning right and provides supplementary guidance on quality audits and visibility distances.

6.4 Local Policy

Ashford Local Plan 2030 (February 2019)

- 6.4.1 Ashford Local Plan was adopted in February 2019 and covers the period between 2011 to 2030. The adopted Local Plan supersedes the Ashford Core Strategy 2008. Chapter 8 'Transport' sets out policies to ensure a sustainable transport network is delivered and maintained in the borough.
- 6.4.2 Policy TRA3 (a) 'Parking standards for residential development' sets out the minimum car parking standards for new residential developments. Parking should be provided at a minimum of two spaces per unit for 3 bedroom dwellings and three spaces per unit for 4 & 5-bedroom dwellings. Visitor parking should be provided on-site at 0.2 spaces per dwelling.
- 6.4.3 The proposed development will provide 56 on-site car parking spaces which is in-line with the minimum standards. Four visitor parking spaces provided in unallocated laybys. Further visitor parking will be available on several private driveways.
- 6.4.4 Policy TRA4 'Promoting the Local Bus Network' requires proposals to demonstrate whether modal shift in favour of public transport can be achieved through existing bus services or improvements to the network as a key determinant of the scheme's sustainability.

- 6.4.5 The mode share assessment for the development proposals indicates that bus use would account for 5.0% of the predicted person trips during the AM peak hour and 3.7% of the person trips during the PM peak hour. The majority of the modal shift for the proposals is from car to rail or walking.
- 6.4.6 Policy TRA5 'Planning for Pedestrians' states that development proposals shall demonstrate how safe and accessible pedestrian access and movement routes will be delivered and how they will connect to the wider movement network. Opportunities should be proactively taken to connect with and enhance Public Rights of Way whenever possible, encouraging journeys on foot.
- 6.4.7 The development proposals will reinstate the use of a pedestrian gate that will link the site to Olantigh Road further south than the main entrance. This will help to encourage pedestrians to walk to the village amenities, schools and public transport nodes.
- 6.4.8 Policy TRA6 'Provision for Cycling' outlines the minimum cycle parking standards for new developments. It states that 'it is expected that sufficient accommodation will be provided in any case for houses'. Each dwelling will have a large garage able to accommodate one or more cars and provide secure and covered cycle parking.
- 6.4.9 It also states the council will seek to improve conditions for cyclists through the following measures:
- Promoting and developing a Borough-wide network of cycle routes;
 - Developments should, where opportunities arise, include safe, convenient and attractively designed cycle routes, including, where possible, connection to the Borough-wide cycle network.
 - Promoting and providing cycle parking facilities in town centres, at railway stations and at major public buildings, and requiring new development to provide cycle parking facilities in agreement with the Council;
 - Taking opportunities to consider active travel when designing new routes and establishing connections with existing routes, encouraging journeys by bicycle.

- 6.4.10 Whilst there are no off-road cycle routes within Wye, roads are relatively lightly trafficked. National Cycle Route 18 runs through the village on the Canterbury via Ashford to Royal Tunbridge Wells route. Cycle parking stands are provided at public transport nodes and next to local amenities.
- 6.4.11 Policy TRA7 'The Road Network and Development' states that developments that would generate significant traffic movements must be well related to the primary and secondary road network. New accesses and intensified use of existing accesses onto the road network will not be permitted if a clear risk of road traffic accidents or significant traffic delays would be likely to result. Proposals which would generate levels and types of traffic movements, including heavy goods vehicle traffic, beyond that which local roads could reasonably accommodate in terms of capacity and road safety will not be permitted. Applicants must demonstrate that traffic movements to and from the development can be accommodated, resolved, or mitigated to avoid severe cumulative residual impacts. In some cases, this may require exploring the delivery of mitigation measures prior to the occupation of a development. Consideration of mitigation and impact will be assessed through the fulfilment of the requirements of Policy TRA8.
- 6.4.12 Policy TRA8 'Travel Plans, Assessments and Statements' states planning applications will be supported by either a Transport Statement, or a Transport Assessment 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. The recommendations of these studies, including Travel Plans, will be required to be delivered prior to or as part of the development and will be secured through condition or S106 agreement.
- 6.4.13 The proposed development site directly accesses Olantigh Road which directly accesses the A28 Ashford Road. The Masterplan Transport Assessment, reference 30827/D008d, February 2018 and this Transport Assessment demonstrate that the Masterplan proposals including those for the ADAS site would not have a significant impact on the local road network.

Wye Neighbourhood Development Plan 2015-2030

6.4.14 Objective 3 of the Neighbourhood Plan is “protection against the impacts of increased traffic”. The Neighbourhood Plan notes that traffic flow through Wye, parking difficulties and queuing at the level crossing were the most frequently highlighted issues in response to the household survey. Appropriate development is encouraged, but proposals for new business activities or housing must ensure that they will not create unacceptable levels of congestion, damage the quality of life in the parish or the character of Wye. Traffic management has been earmarked as a priority for developer contributions.

6.4.15 Policy WNP3 Traffic Impact states:

New development will only be permitted if they will not cause a significant increase in the volume of traffic leading to:

- Severe queuing along the roads leading to the level crossing (Harville Road, Bramble Lane, Bridge Street and Churchfield Way) as identified by the failure of queues to clear when the gates are open, or
- Serious harm to highway safety because of the overuse of Rural Roads leading to Wye from Bilting, Boughton Aluph, Godmersham, Hastingleigh and Naccolt.

To support control of the impact of increased traffic:

- Applications for development of business activity (involving more than 5 workers) or residential development of more than 10 dwellings must be supported by:
 - Traffic analysis including modelling of traffic flow at the level crossing and travel plans that encourage walking or cycling within the village; and
 - Analysis of impacts on the roads leading into and within the village, schools access and effects on neighbouring residents convenience.

6.4.16 The Neighbourhood Plan further notes that the Parish Council will provide access to its modelling studies to facilitate the application of this policy, where

significant new housing development takes place (10 plus houses) developers will be expected to fund traffic calming and parking improvements through the Section 278 Highway Agreement process. Details of any improvements should be agreed with Kent County Council, the Local Highway Authority.

- 6.4.17 Policy WNP11, the former Imperial College London Campus at Wye, notes at (k) that where appropriate, having regard to the statutory requirements, development of WYE3 will be subject to Section 106 Agreement to support traffic calming on Olantigh Road, Scotton Street and Oxenturn Road.

6.5 Compliance

- 6.5.1 Sustainable developments are encouraged in national, regional and local policies. This Transport Assessment demonstrates that the proposed development is compliant with policy in terms of its location and connectivity to local transport connections, schools and local amenities. Its low level of trip generation make the development compliant with policy.
- 6.5.2 The proposed development site has been assessed in terms of its parking strategy and cycle parking in line with the local and regional guidance. Residential and visitor car parking will be provided in line with the local parking standards. Therefore, each residential unit will have a minimum of two or three parking spaces depending on the unit type. In addition four unallocated visitor parking spaces will be provided. Further visitor parking will be available on several private driveways. Secure and covered cycle parking will be provided in line with the local standards.
- 6.5.3 The WYE3 Masterplan Transport Assessment was prepared by TPP to assess the cumulative impact of the Masterplan proposals and cumulative developments on the local transport network. It concludes the WYE3 Masterplan which includes the proposed development would not have a significant impact on the local road network and therefore, there is no reason not to grant planning permission for the proposed development on transport grounds.

7 INFRASTRUCTURE IMPROVEMENTS

7.1.1 As part of the Telereal Trillium Masterplan development proposals, a number of infrastructure enhancements to Olantigh Road and Occupation Road are proposed. These enhancements will improve junction inter-visibility, reduce vehicle speeds, widen footways and provide at grade crossing facilities. The infrastructure enhancements are summarised below. The locations of the proposed infrastructure improvements are shown on drawing 30827/AC/056_A.

7.2 Olantigh Road / Occupation Road junction

7.2.1 A new junction arrangement for the Olantigh Road / Occupation Road junction is proposed in order to bring the junction visibility splay to the south from Occupation Road in-line with the guidance set out in the Department for Transport's Manual for Streets. Therefore, for a 30mph speed limit, a visibility splay of 2.4m X 43m would be required. Drawing 30827/AC/049_D shows the proposed junction general arrangement.

7.2.2 The carriageway of Olantigh Road will be widened to 6.0m in order to provide more carriageway space for the school buses to pass each other. The footway adjacent to the northbound carriageway will be widened to 2.0m between the Masterplan's Site 3, Site 7's and Site 9's car parking access and Site 6's car park access. The width of a 2.0m footway has been requested by KCC in order to provide more space for pedestrian traffic associated with the Wye School and the other Masterplan development proposals including the ADAS site.

7.2.3 The new junction arrangement will provide raised table at grade pedestrian crossing facilities on Olantigh Road to the north and south of its junction with Occupation Road and a raised table at grade pedestrian crossing facility on Occupation Road opposite the Wye School's main pedestrian entrance. The raised tables provide vertical deflection to slow vehicles down approaching the pedestrian crossings and keep vehicle speeds low through the junction and past the school. The southern raised table provides an improved crossing facility for pedestrians walking on the North Downs Way.

7.3 Olantigh Road speed control

Village gateway entry treatment

- 7.3.1 In order to reduce vehicle speeds into the village from the north on Olantigh Road, it is proposed to introduce a phased speed reduction from the national speed limit of 60mph down to 40mph on the approach to the ADAS site access and then to 30mph within the existing limits of the village. In order to achieve this, a village gateway treatment will be located 155m to the north of the ADAS access where the speed limit will be reduced to 40mph.
- 7.3.2 The location of the village gateway has been based on an absolute minimum distance of 300m to the north of the existing 30mph speed limit signs which are located adjacent to the northern site boundary of Middlefield Cottage. This distance has been based on the Department for Transport Circular 01/2013, Setting Local Speed Limits document. The distance of 300m for a speed limit change is set out in paragraph 135 of the document where it states that this distance can be applied if the development density is to have 20 or more houses. Based on the proposed ADAS site having a development density of 20 residential units, this minimum distance could be applied. Applying the normal minimum distance of 600m or one step below of 400m would push the proposed village gateway treatment well beyond the limits of the village and too far north of the ADAS site access to be beneficial in reducing vehicle speeds near the access and making drivers aware of the access.
- 7.3.3 The proposed gateway treatment would be similar to that shown in Image 1. This treatment provides an entrance to the village with appropriate welcome signing and creates the illusion of a carriageway narrowing to help enforce the reduction in the speed limit.

Image 1: Typical village gateway entry treatment



- 7.3.4 This type of gateway entry treatment is appropriate for the proposals in Wye due to the need to locate it on a straight road where vehicle speeds can be high and there is no street lighting.

Double kerb buildouts

- 7.3.5 In addition to the village gateway entry treatment, as part of the Masterplan development proposals two double kerb buildouts will be implemented on Olantigh Road to provide horizontal deflection and carriageway narrowing. These will encourage drivers to slow down on approach to the village.
- 7.3.6 The northernmost double kerb buildout will be located to the north of Middlefield Cottage's access and to the south of the existing 30mph speed limit signs which are located adjacent to the northern boundary of Middlefield Cottage. Drawing 30827/AC/053_A shows the proposed general arrangement of the northernmost double kerb buildout on Olantigh Road. This double kerb buildout has been designed to encourage speed reduction when entering the developed area of the village.
- 7.3.7 The southernmost double kerb buildout will be located adjacent to the existing lamppost located to the south of Middlefield Lodge's access. Drawing 30827/AC/048_A shows the proposed general arrangement of the southernmost double kerb buildout on Olantigh Road. This double kerb buildout has been designed to enforce speed reduction as vehicles approach the Wye School.

7.4 Future improvements brought forward by third parties

William Harvey Hospital / A20 Hythe Road link road

- 7.4.1 The U14 Land at Willesborough Lees residential development is required to deliver a new link road between the William Harvey Hospital and the A20 Hythe Road. This new link road will result in the closure of Hinxhill Road adjacent to the Hospital to through traffic.
- 7.4.2 The proposed route of the link road would run between the northernmost access of the hospital on Hinxhill Road through the proposed residential development to the A20 Hythe Road. The Hythe Road junction will be fully signalised providing pedestrian and cycle crossing facilities and located approximately equidistant from the existing M20 junction 10 and the proposed M20 junction 10a
- 7.4.3 The new link road is likely to reduce journey times to Ashford and the M20 Motorway and would by-pass the narrower sections of Hinxhill Road. Therefore, this is likely to provide a more desirable route to these locations.

M20 Motorway Junction 10a

- 7.4.4 A new junction proposed by Highways England on to the M20 motorway to the south east of junction 10 was granted development consent on 1st December 2017 by the Secretary of State for Transport. The M20 motorway is an international route and is used by large volumes of heavy goods and holiday traffic. Long distance traffic from the M20, A20 and A2070 (south of Ashford) conflicts with local traffic from Hythe Road and Kennington Road. Highways England predict that the existing M20 junction 10 will suffer from congestion and long delays in the future if additional capacity is not created. Therefore, they have identified the scheme as essential to the future development of South Ashford.
- 7.4.5 Highways England's preferred scheme is to provide a new junction called 10a, 700m to the south east of junction 10. The new junction will include a roundabout over the motorway, new slip roads and a new link road to the A2070 Bad Munstereifel Road, with traffic signals on parts of the junction and two three lane bridges. The east facing slip roads at the existing junction 10 would be removed. The A20 Hythe Road will be incorporated in to the new junction so that the traffic in both directions would travel via the new roundabout.

- 7.4.6 In addition, a new pedestrian and cycle bridge over the M20 from Kingsford Street to the A20 will be constructed with the existing Highfield Lane Bridge demolished. The Church Road footbridge will also be replaced with a new bridge for cyclists and pedestrians. Highways England states that the scheme is due to be complete by May 2020.
- 7.4.7 The new junction is likely to improve journey times to Ashford and increase local network capacity and therefore, is likely to provide a more desirable route to Ashford and the M20 Motorway

8 SUMMARY AND CONCLUSION

8.1 Summary

- 8.1.1 TPP has been commissioned by Telereal Trillium to provide transport planning advice with regard to their development proposals for the former ADAS site located on Olantigh Road in Wye, Ashford. A WYE3 Masterplan Transport Assessment was prepared by TPP to assess the cumulative impact of the Masterplan proposals and cumulative developments on the local transport network. This Transport Assessment should be read in conjunction with the Masterplan Transport Assessment, reference 30827/D008d, February 2018.
- 8.1.2 The trip generation impact assessment of vehicle and person trips has been undertaken using trip rates obtained from TRICS, the UK and Ireland's national system of trip generation analysis. The impact assessment demonstrates that the proposals would result in an overall reduction in vehicle and person trips in the AM and PM peak period when compared to the extant office use.
- 8.1.3 A number of transport infrastructure improvements would be brought forward as part of the Telereal Trillium Masterplan proposals. The main benefits for the proposed development would be the village gateway and the new arrangement of the Olantigh Road / Occupation Road junction. The village gateway and new speed limit would reduce the speed limit in front of the site from 60mph to 40mph on Olantigh Road. The new junction arrangement would slow down vehicle speeds on Olantigh Road and provide an improved pedestrian connection between the site and the village centre and local public transport nodes.

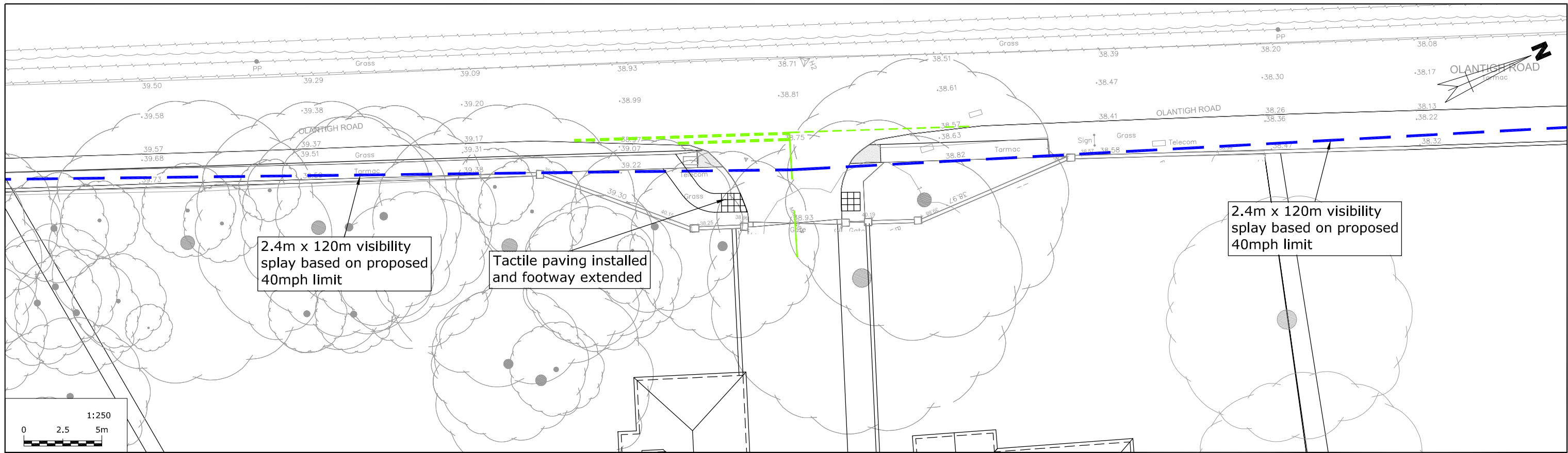
8.2 Conclusion

- 8.2.1 This Transport Assessment demonstrates there is no reason not to grant planning permission for the proposed development on transport grounds.



Figures

Drawings



T:\30000_Projects\30827 Residential Sites, Wye, Ashford\ACAD\063_D - 066_D.dwg

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP document D012b

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RESIDENTIAL SITES, WYE, ASHFORD

Site 4 Site access and visibility splays

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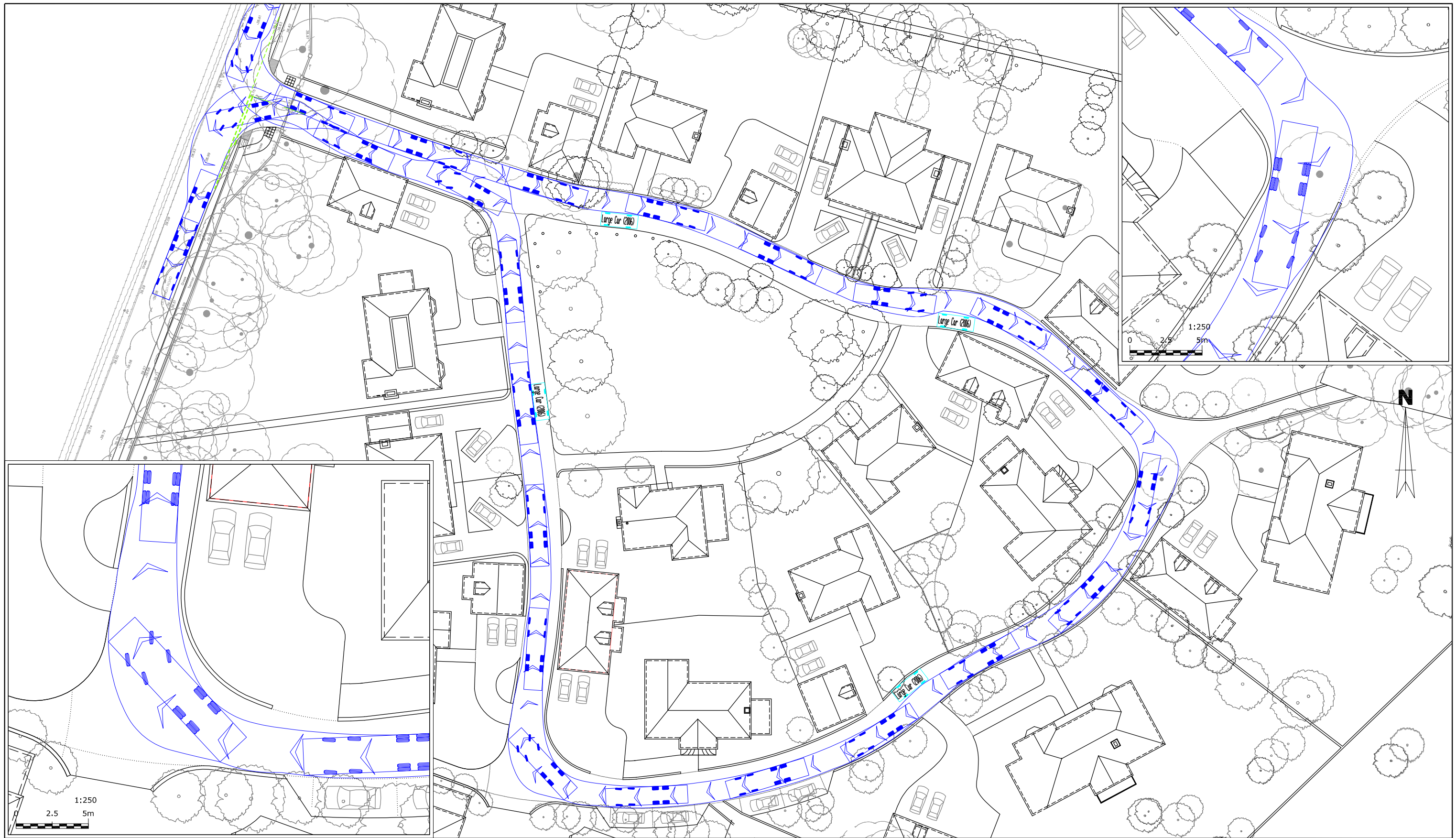
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AS SHOWN	29/08/19	LD	CWP

DRAWING NUMBER	REV
30827/AC/066	D

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Vehicle used	
Large Refuse Vehicle (4 axle)	11.347m
Overall Length	2.500m
Overall Width	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

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RESIDENTIAL SITES, WYE, ASHFORD

Site 4
Swept path analysis of 11.4m refuse vehicle circulating site in clockwise direction

SCALE @ A3 1:500
0 5 10m

DATE 29/08/19

DRAWN BY LD

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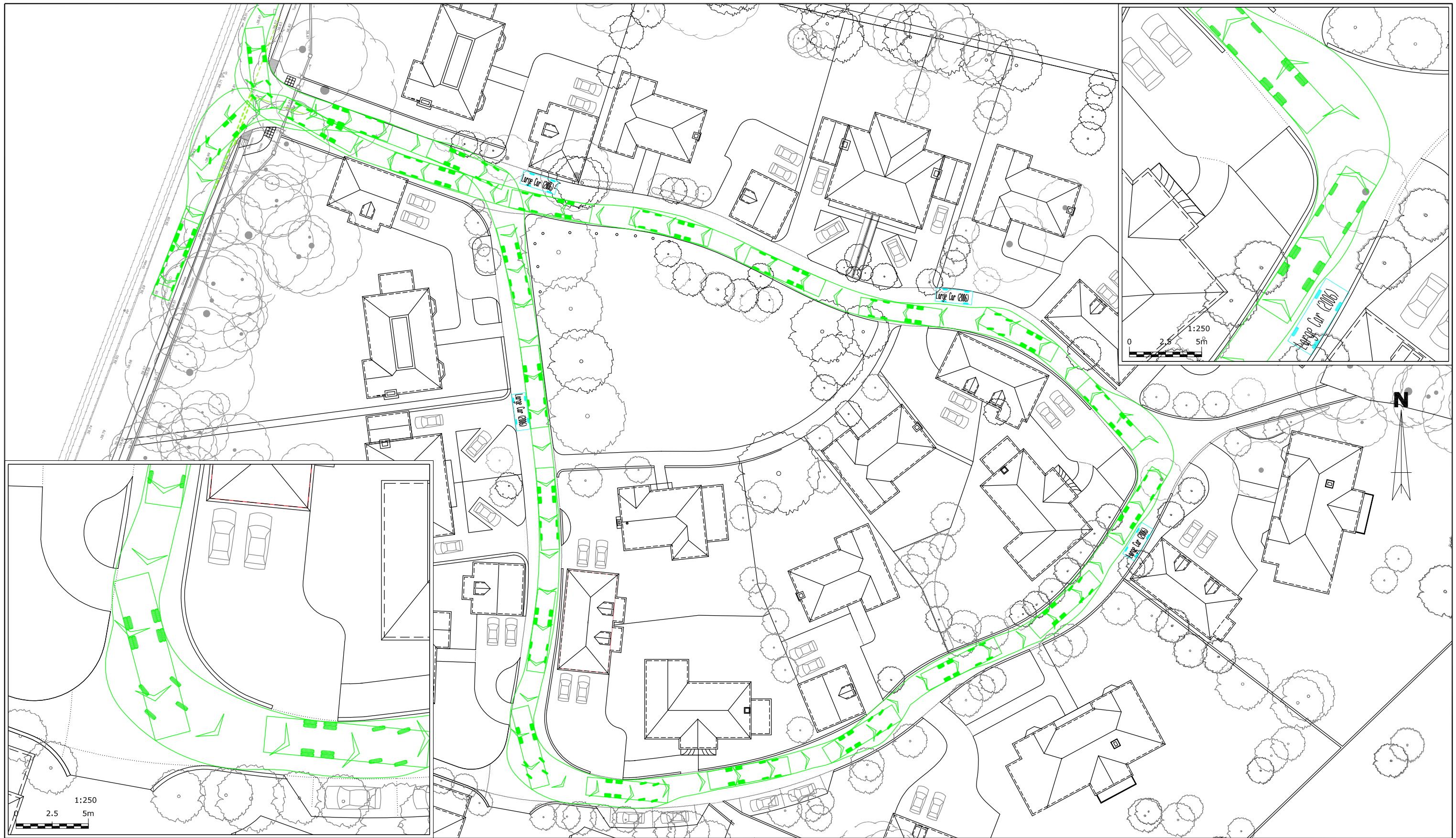
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Vehicle used	
Large Refuse Vehicle (4 axle)	11.347m
Overall Length	2.500m
Overall Width	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
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RESIDENTIAL SITES, WYE, ASHFORD

Site 4
Swept path analysis of 11.4m refuse vehicle circulating site in anti-clockwise direction

SCALE @ A3 1:500
0 5 10m

DATE 29/08/19

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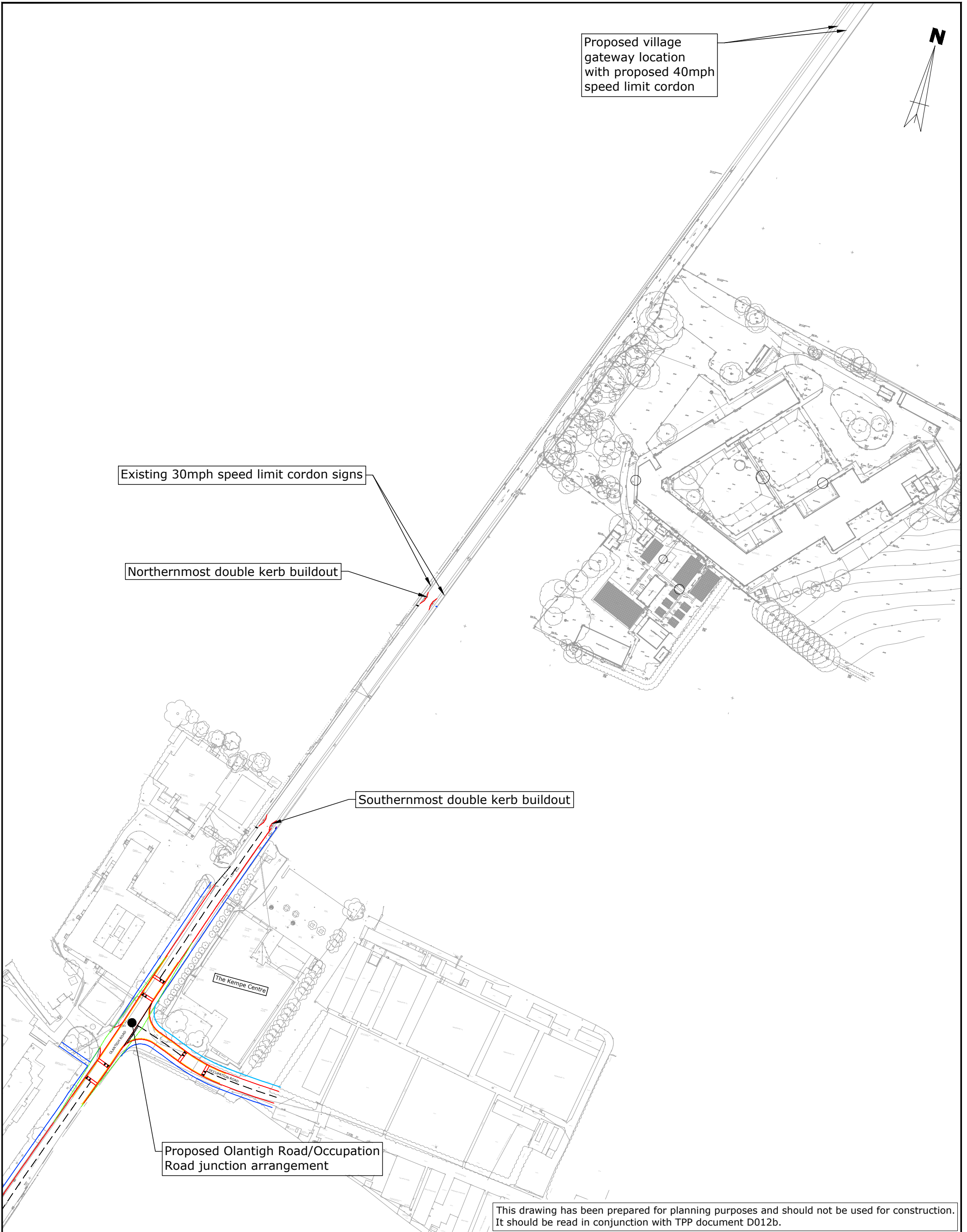
DRAWING NUMBER

30827/AC/064

REV

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Proposed village gateway location with proposed 40mph speed limit cordon



Existing 30mph speed limit cordon signs

Northernmost double kerb buildout

Southernmost double kerb buildout

Proposed Olantigh Road/ Occupation Road junction arrangement

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP document D012b.

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RESIDENTIAL SITES, WYE, ASHFORD

Infrastructure improvements location plan
Should be read in conjunction with drawings
48_A, 49_D and 53_A

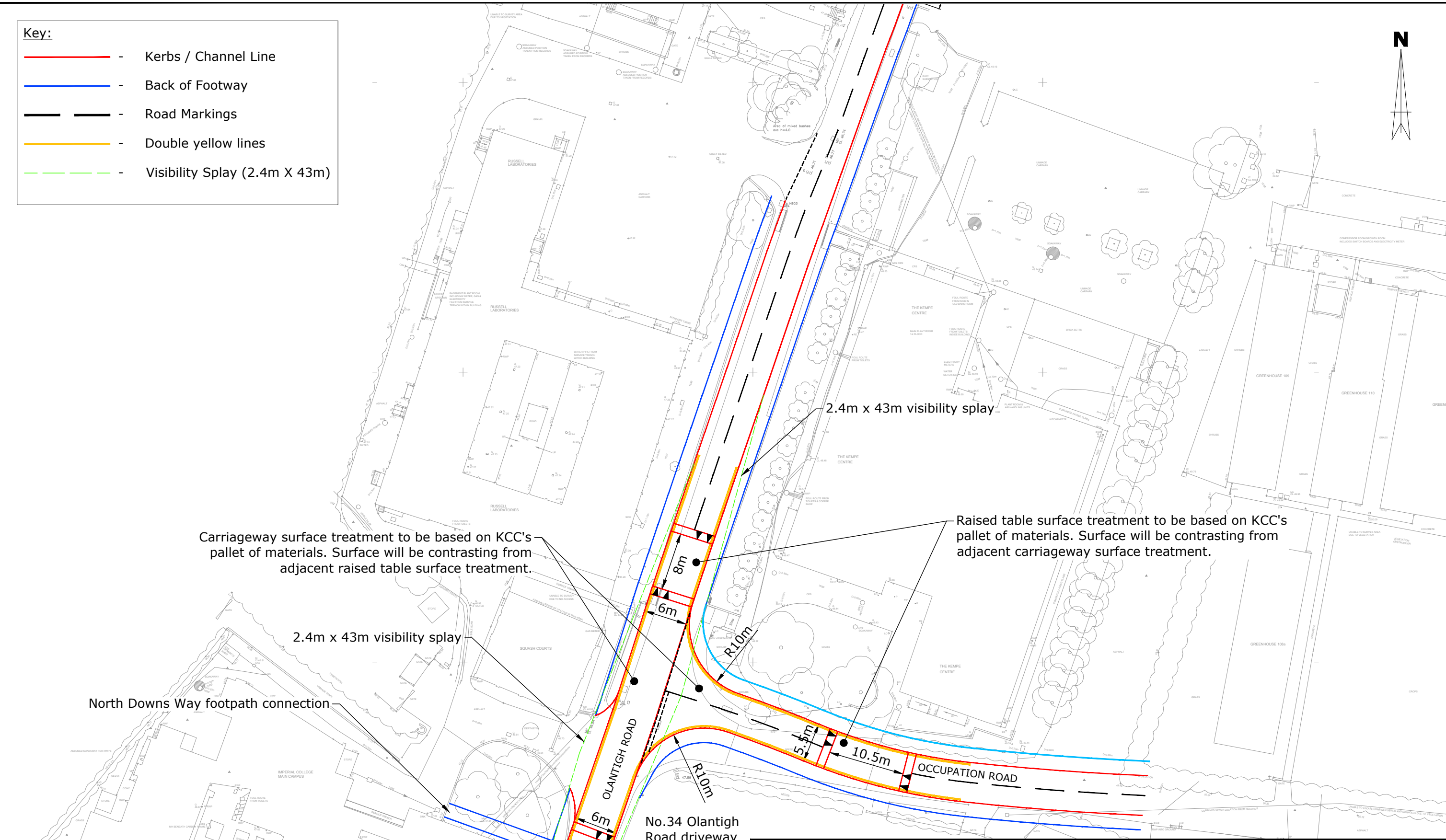
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SCALE @ A3 1/1500	DATE 29/01/18	DRAWN BY CWP	CHECKED CWP	DRAWING NUMBER 30827/AC/056	REV A
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- Key:**
- - Kerbs / Channel Line
 - - Back of Footway
 - - - - Road Markings
 - - Double yellow lines
 - - - - Visibility Splay (2.4m X 43m)



Carriageway surface treatment to be based on KCC's pallet of materials. Surface will be contrasting from adjacent raised table surface treatment.

Raised table surface treatment to be based on KCC's pallet of materials. Surface will be contrasting from adjacent carriageway surface treatment.

Raised table surface treatment to be based on KCC's pallet of materials. Surface will be contrasting from adjacent carriageway surface treatment.

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Proposed Olantigh Road /Occupation Road junction general arrangement

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0 5 10m

DATE 18/01/18

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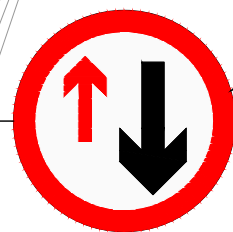
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Existing speed limit changed from 60mph to 30mph

Bollard to clients requirements

Middlefield Cottage

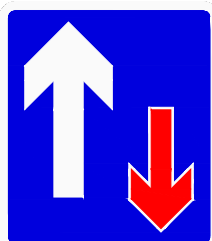


Dia.615 Priority must be given to vehicles from the opposite direction

Give way to oncoming vehicles

Dia.615.1 Give way to oncoming vehicles

Dia.811 Traffic has priority over vehicles from the opposite direction



Dia.811.1 Give way to oncoming vehicles

Priority over oncoming vehicles

New lamp post

Bollard to clients requirements

ddlefield

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Vehicle used	
4.72	
Farm tractor & hay wagon	19.020m
Overall Length	2.500m
Overall Width	0.438m
Overall Body Height	0.398m
Min Body Ground Clearance	2.500m
Max Track Width	4.00s
Lock to lock time	4.620m
Kerb to Kerb Turning Radius	

RESIDENTIAL SITES, WYE, ASHFORD

Proposed Olantigh Road Northernmost double kerb build out general arrangement and swept path analysis

SCALE @ A3 1:200
0 2 4m

DATE 03/11/17

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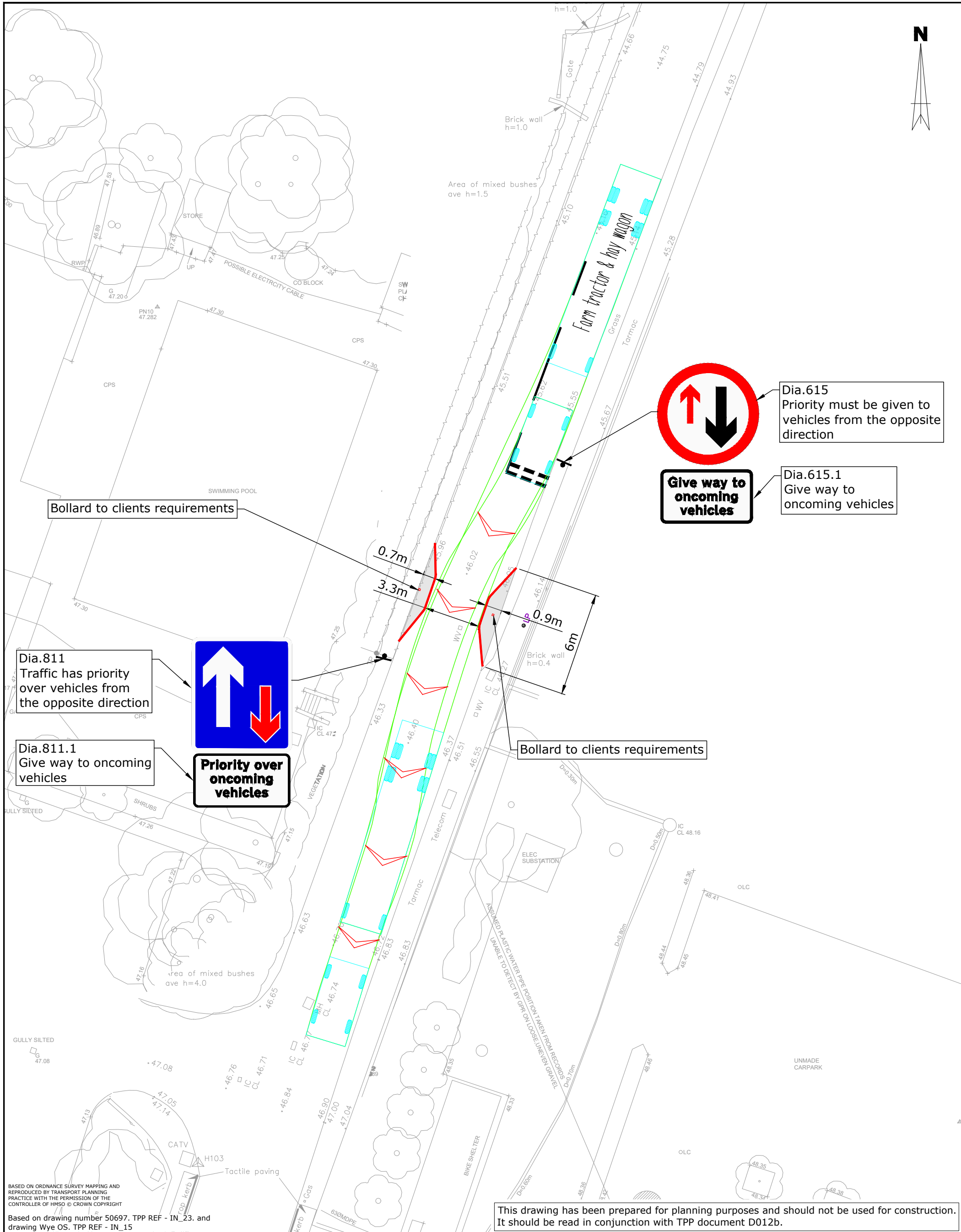
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Bollard to clients requirements

Dia.811
Traffic has priority over vehicles from the opposite direction

Dia.811.1
Give way to oncoming vehicles



Dia.615
Priority must be given to vehicles from the opposite direction

Dia.615.1
Give way to oncoming vehicles

Bollard to clients requirements

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP document D012b.

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Vehicle used	4.72
Overall Length	12.2
Overall Width	2.500m
Overall Body Height	0.438m
Min Body Ground Clearance	0.398m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m

RESIDENTIAL SITES, WYE, ASHFORD

Proposed Olantigh Road Southernmost double kerb build out general arrangement and swept path analysis

SCALE @ A3	1:200	DATE	01/11/17	DRAWN BY	CWP	CHECKED	CWP
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Appendices

Appendix A

Kent County Council
pre-application advice
letter



Chris Pringle
Senior Transport Planner
Transport Planning Practice Ltd
70 Cowcross Street
London
EC1M 6EL

Highways and Transportation
Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD
Tel: 03000 418181
Date: 12 August 2019

Pre - Application Advice: Ref: PAP/2018/158

Location - Land at Former ADAS Office Site, Olantigh Road, Wye, Ashford. TN25 5EN
Proposal - Residential development of 20 dwellings.

Dear Chris,

Thank you for your request for pre-application advice in relation to the above proposal. I have reviewed the draft Transport Assessment (TA) and have the following comments to make with respect to highway matters :-

As outlined in para. 1.1.2. the WYE3 Masterplan Transport Assessment was previously agreed with KCC Highways and Transportation and discussed the cumulative impact of the Wye 3 sites on the public highway network. This proposal of 20 dwellings is not of a scale which would normally warrant the provision of full Transport Assessment as has been presented, however I am aware that your client is keen to provide transparency with their proposal and clearly demonstrate the limited level of impact that the transport elements would have on the wider highway network.

The ADAS site has previous been used as office accommodation and currently carries planning permission for conversion to 52 residential units via permitted development rights. As demonstrated within the TA, office accommodation of this scale in this location would generate significantly more movements in the peak traffic hours than the proposed 20 dwelling residential development. This is highlighted well in table 5.1.2 where the 8:00-9:00 AM peak has 31 less trips and the 17:00-18:00 has 19 less trips; with the 3 hour spread peaks showing considerable reduction in movements.

As above with the comparison to office accommodation, the additional sensitivity testing detailed in section 6 demonstrates that the potential change from the approved 52 flats to the proposed 20 dwellings will also generate less vehicle trips and as such have a lesser effect on this highway network.

In comparison, flat/apartment accommodation tend to have lower vehicle ownership and thus lower vehicle trip rates than houses. However considering the volume of accommodation within the approved conversion application of 53 flats verses the proposed 20 houses added to the the rural location, the development of flats in this location would clearly output more vehicle movements.

The tidal flow of these peak hour movements would effectively be reversed by the site switching from employment to residential use, however the potential volume of traffic generated by the site as 20 houses is limited and as such this change is not seen to be problematic

I understand that you have already received detailed comments from Matt Hogben with regard to the internal layout of the proposed development.

The proposed highway revisions will need to be accompanied by a safety audit to demonstrate their acceptability.

The existing access location as retained with visibility splays as shown is acceptable. The proposed revision of the speed limit on Olantigh Road, although slightly out of keeping with the street scene, will provide a buffer when approaching the 30mph limit make turning manoeuvres in and out of site as well as improve pedestrian safety when walking to the village.

I understand the difficulties in delivering the original aspiration of one large table junction at the Occupation Road / Olantigh Road junction and the 3 smaller tables/raised crossing features seem a reasonable alternative that would improve junction visibility, slow traffic and provide improved crossing points for pedestrians.

The proposed alteration to the 40mph limit on Olantigh Road will need to be accompanied by an ATC speed survey to demonstrate current driven speeds. This would also be required as part of the consultation process with Kent Police in the processing of any future traffic regulation order to enable a change to the speed limit.

Subject to satisfactory supporting information for the highway revisions, taking account of the above issues, I cannot see any highways related impact of the proposal which would warrant any recommendation of refusal on highway grounds.

If you have any queries, please come back to me.

Yours faithfully

Tony Jenson
Senior Development Planner

INFORMATIVE: Any advice given by Council officers for pre-application enquiries does not indicate a formal decision by the Council as the Highway Authority. Any views or opinions are given in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application.

The final decision on any application that you may then make can only be taken after the Planning Authority has consulted local people, statutory consultees and any other interested parties. The final decision on an application will then be made by senior officers or by the respective Local Planning Authority and will be based on all of the information available at that time.

You should therefore be aware that officers cannot guarantee the final formal decision that will be made on your application.

Any pre-application advice that has been provided will be carefully considered in reaching a decision or recommendation on an application; subject to the proviso that circumstances and information may change or come to light that could alter that position.

It should be noted that the weight given to pre-application advice will decline over time.

Appendix B

Refuse collection
strategy

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Refuse Strategy Key:

- - - Refuse Vehicle Route
- - - ← Occupant route from dwelling to collection points
- - - Refuse personnel route
- Bin collection point for farmstead

Rev	Date	Note	Initial
A	29.04.19	Amendments to landscaping	NF
B	22.05.19	Amendments to bin collection and addition of red line boundary	NF
C	29.05.19	Removal of red line boundary	NF
D	14.06.19	Amendment to parking provision	NF



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Project
PROPOSED RESIDENTIAL DEVELOPMENT
ADAS, GOVERNMENT OFFICES, WYE

Client Details
TELEREAL TRILLIUM

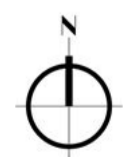
Drawing Title
Proposed Refuse Strategy

BIM Number

Scale: 1:500@A1 **Date:** March 2019 **Drawn By:** NF **Checked By:** LH

Drawing Status
PLANNING

Project No. 18.011 **Drawing No.** 000-040 **Revision** D



Proposed Refuse Strategy