

**ASHFORD LOCAL PLAN 2030  
EXAMINATION LIBRARY**

**ED/06**

# **Statement of Common Ground**

As agreed between

**Ashford Borough Council**

And

**Highways England**

**April 2018**





## Introduction

1. Highways England (HE) made representations to the Regulation 19 Draft Ashford Borough Local Plan 2030. These were principally related to larger site allocations in and around the Ashford urban area and the uncertainty at the time as to whether the development of these sites would have adverse impacts on the Strategic Road Network (SRN) for which HE is responsible.
2. In Ashford, the SRN consists of the M20 and its two motorway junctions (Junctions 9 and 10) as well as the A2070 Bad Munstereifel Road west of Junction 10 and the A2070 running south to the borough boundary and Romney Marsh south of Hamsteet.
3. In response to the proposed Main Changes consultation in 2017, HE responded (rep no. 589) on MC4. This reiterated HE's desire for appropriate evidence to be provided so that HE may understand the location, form and extent of any impacts on the SRN and the extent of any mitigation measures that may be necessary.
4. In response, the Borough Council (in collaboration with KCC Highways & Transportation) commissioned a technical study from Amey to specifically consider the impact on the SRN of proposed Local Plan development in 2030 compared to that which had been agreed and accepted as part of the adopted Core Strategy and its subsequent 'daughter' Development Plans relating to Ashford Town centre, the rest of the Ashford urban area and the Chilmington Green urban extension.
5. This exercise also took account of the SRN infrastructure improvements that either have already been implemented since the Core Strategy or are proposed to be, such as M20 Junction 10a and the consented, developer-funded scheme for the improvement of the Orbital Park / A2070 junction, the first phase of which has been completed. The assumptions underpinning the modelling for the Development Consent Order for the J10a scheme were also considered as part of this exercise.
6. Two reports have been produced by Amey. The first, published in October 2017, considered the position in respect of the SRN to the south of Ashford (i.e Junction 10 / 10a and the associated A2070 route). The second, published in February 2018, considered the position in respect of the SRN to the west of Ashford (i.e. M20 Junction 9 and the associated 'Drovers' roundabout where the A20, A28 and A292 meet). These are referenced as examination documents TBD06 and TBD06a respectively.
7. In the meantime, the DCO for the Junction 10a scheme was confirmed in December 2017 and works have now commenced on site. The agreed construction programme will see the scheme opened to traffic in August 2019.

## Common Ground

8. The Borough Council and HE agree that the assessment of the impacts of Local Plan development in 2030 contained within the studies by Amey satisfactorily demonstrate that the residual cumulative traffic impacts of the Local Plan Proposals over the Plan period do not require any further mitigation works on the Strategic Road Network over and above those required in connection with existing planning permissions. The Local Plan Proposals will not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT C2/13 para 10 and DCLG NPPF para 32).
  
9. With regards to the representations made to the Regulation 19 draft Plan in 2016 by Highways England in respect of proposed site allocations, the Borough Council and Highways England agree that the provisions of either the site specific policies and/or a combination of policies TRA1, TRA8 and COM1 in the Submission Local Plan provide for the ability to enable adequate mitigation of traffic growth on the SRN.

Signed	on behalf of	Date
 .....	Highways England .....	6 April 2018 .....
 .....	<i>Ashford Borough Council</i> .....	<i>6 April 2018</i> .....