

Issue 15 Policy TRA7 Week 7, Day 13, 12/06/18 pm.

Policy TRA7 Question vi) Ref MC85, ALP 2160, MCLP 896

Statement:

1. In ALP 2160 we objected to sites S3 and S4 in Kingsnorth Parish because of the lack of consideration for the impact on the roads of our village.
2. We also asked for an amendment to TRA7 to consider the routing of all major works' construction traffic. This was included through the Design Guide and has been achieved so far with the initial groundwork for Chilmington Green. This ethos must be continued for all the other large sites in the Borough and enshrined in the Local Plan. It is a simple addition to the Policy to include proper lorry routing for all major construction sites so that inappropriate rural roads are not impacted.
3. Some 10,000 new dwellings are scheduled for South Ashford areas, which loosely can be demonstrated as 20,000 new cars being parked on the developments. A significant amount of those cars will use South Ashford's roads daily either as commute journeys or be part of school runs. Indeed, it could add 40,000 car journeys per day to Ashford's roads with outward and return trips.
4. A considerable number of these will use Magpie Hall Road and a significant number will choose to come through our village perhaps as a rat run to avoid the eventual 20mph speed limit of Chilmington Green. Neither of these roads have been considered for this usage.
5. In MCLP 898 we reiterated about lorry routing and capacity and asked for a three tier Local Government Working Party to look holistically at transport in and around Ashford. Transport considerations are currently sporadic and not joined up. This needs to change and can be done through a positive Local Plan.
6. Overall with over 16,000 proposed new dwellings, some 32,000 cars will be introduced, with a likely additional 64,000 daily vehicle movements. Many Ashford roads are not up to this level of capacity. Infrastructure improvements have not been considered.
7. With this number of houses, employment growth needs to be underpinned and created. This too generates vehicle movements in addition to those in 6 above.

How can the Plan be made sound?

8. NPPF Paragraph 32 talks about: *"Plans and decisions should take account of whether ... improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development."*
9. Our suggestion to amend Policy TRA7 so that the construction traffic to large developments are properly controlled and routed to minimise the impact on inappropriate rural roads will provide a low cost improvement.
10. Include in the Plan, the proposal for a Working Party comprising all three tiers of Local Government, so that Parishes are represented in planning the infrastructure improvements required to make the Borough roads able to take the amount of likely traffic generated by the amount of Housing being proposed.