

## Assessing transport needs

5.278 Travel plans, assessments and statements are all ways of assessing and mitigating the negative transport impacts of development in order to ensure that sustainable development is delivered.

5.279 The Planning Practice Guidance effectively sets out that there is a hierarchy of evidence that is needed to support a planning application, depending on its scale and likely transport impact. Transport Statements should be used where development has a limited transport impact. Transport Assessment should be used where more impact is likely and that mitigation measures are probably needed. Travel Plans are required when long term management strategies are needed to deal with significant transport impact. For development that has no significant transport impact in that they don't generate significant amounts of movement then no statement, assessment or plan is required.

5.280 Where appropriate, the Council will liaise with the relevant transport authorities in relation to what sort of evaluation is needed when a planning application is submitted. Should a proposal fall within a designated neighbourhood plan area then liaison with the relevant neighbourhood body will also take place.

### **Policy TRA8 - Travel Plans, Assessments and Statements**

**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.**

## The approach to Heavy Goods Vehicles

5.281 The Borough lies in a strategic position in the South East of England and the town of Ashford lies at the confluence of key railway routes and the main highway route to the Channel Tunnel and Dover - the busiest ferry port in the UK. This, combined with the increase of more distribution reliant industries means that the movement of lorries will increase over the plan period.

5.282 In response the Local Plan provides a policy framework to cater for this increase in movements so they can be suitably planned for, where those issues are relevant to planning and where the Council remain the determining authority for planning applications. **Specifically, this Local Plan allocates provision for a doubling in size of the existing overnight lorry park at Waterbrook (policyS15) to around 600 spaces.**

5.283 Otherwise, proposals that generate significant HGV parking shall be expected to take into account the location, the nature of the proposed use and the impact on the local road network. Proposals will need to be supported by evidence which can demonstrate that the:

- scheme provides HGV parking to at least meet the Highway Authority's adopted standards (currently in KCC SPG4 - Kent Vehicle Parking Standards (July 2006). These should be provided on-site or in any communal HGV parking area. Parking on

the public highway will not be regarded as a means of meeting HGV parking standards;

- size of the site is large enough to cater for the HGV movements envisaged, including space for loading and unloading and adequate turning circles on site so that the public highway is not needed to serve these functions as this can lead to unnecessary congestion and safety issues;
- movement and operations of any HGVs is limited to suitable times;

**Policy TRA9 - Planning for HGV movement**

**Proposals which generate significant heavy goods vehicle (HGV) movements will only be supported where the use is acceptable in planning terms, and:-**

**a. sufficient HGV parking spaces are provided in a way that is consistent with the Highways Authority's adopted standards and where possible exceeded, unless exceptional circumstances dictate a departure from these standards in line with policy TRA3(b) above;**

**b. the size and layout of the site is sufficient to accommodate HGV movements and parking in a way that does not lead to the public highway being used for either purpose; and,**

**c. HGV movements are limited to appropriate times of operation given the context of the site.**