

**ASHFORD BOROUGH COUNCIL**  
**Examination of Ashford Local Plan 2030**

**Inspectors:** David Smith BA(Hons) DMS MRTPI  
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**Webpage:** [Local Plan to 2030](#)

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## **HEARING AGENDA**

**TUESDAY 12 JUNE at 2:00pm**

**Issue 15 (Transport)**

**Inspector: Steven Lee**

### **Issue 15:**

***Are the topic policies for transport justified, deliverable and consistent with national policy? Will they be effective?***

- i) Do policies TRA2-TR7 provide an effective basis to promote opportunities for sustainable transport modes and is the approach sufficiently aligned to the growth strategy?
- ii) Are the multi-storey car parks (MSCP) referred to in Policy TRA2 those identified in the Ashford Town Centre Area Action Plan? Is the policy justified and positively prepared in terms of meeting identified needs for additional MSCPs and would it be effective in delivering the need?
- iii) The WMS of 25 March 2015 introduced additional text to be read alongside paragraph 39 of the NPPF. In light of this, what is the clear and compelling justification necessary to include parking standards to manage the local road network? Are the individual standards in policies TRA3a, TRA3b and TRA9 justified? As the standards are expressed as minima, how would proposals which sought to provide higher levels of parking be assessed?
- iv) Is it the intention that exceptions to parking standards would only be allowed where *required* by the Council? Is this approach justified? Would applicants be permitted to make a case for a departure from the standards if the same circumstances applied? If so, should the policy be expressed differently? Should Policy TRA3b also refer to 'minimum' standards for consistency?
- v) Is Policy TRA4 consistent with paragraph 154 of the Framework in that the provision of bus services is not a Council function? How would it be used to react to a development proposal? Is it clear in what circumstances planning obligations would be required and is the approach consistent with legal and national policy requirements?

- vi) Is Policy TRA7 consistent with paragraph 32 of the NPPF, particularly in relation to the consideration of impact and mitigation? If the intention is that the effect of development is to be assessed through Transport Assessment or Statements, then would Policy TRA7 be more effective if the provisions and potential outcomes of Policy TRA8 were made clear?

Participants:

Ashford Borough Council

183 The Church Commissioners for England (Deloitte LLP)

925 Shadoxhurst Parish Council

793 Taylor Wimpey/Persimmon Homes (Barton Willmore)

736 Network Rail

433 Westwell Parish Council (Jolyon Drury)

461 Mr James Ransley

515 Mr John Crawford