



Land South of Holt Cottages, Ashford Hill

Transport Statement

Client: JPP Land Ltd / Rosemary Pelham and
Timothy Pyper

i-Transport Ref: TW/IN/PS/ITB16578-001b

Date: 11 August 2021

Land South of Holt Cottages, Ashford Hill

Transport Statement

Client: JPP Land Ltd / Rosemary Pelham and
Timothy Pyper

i-Transport Ref: TW/IN/PS/ITB16578-001b

Date: 11 August 2021

i-Transport LLP
The Square
Basing View
Basingstoke
RG21 4EB

Tel: 01256 338640
Fax: 01256 338644

www.i-transport.co.uk

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of i-Transport LLP

Quality Management

Report No.	Comments	Date	Author	Authorised
ITB16578-001	Draft	26/07/2021	PS/IN	-
ITB16578-001a	Client Draft	04/08/2021	PS/IN	TW
ITB16578-001b	For Issue	11/08/2021	PS/IN	TW

File Ref: T:\Projects\16000 Series\16578ITB - Ashford Hill Road, Ashford Hill\Admin\Report and Tech
Notes\ITB16578-001b Transport Statement.docx

Contents

SECTION 1	Introduction	1
SECTION 2	Transport Policy and Planning Considerations	4
SECTION 3	Existing Conditions	8
SECTION 4	Development Proposal	14
SECTION 5	Accessibility and Sustainability	21
SECTION 6	Traffic Impact	25
SECTION 7	Summary and Conclusions	33

Figures

FIGURE 1	Site Location Plan
FIGURE 2	Local Facilities Plan

Drawings

ITB16578-GA-001E	Proposed Site Access
ITB16578-GA-002A	Swept Path Analysis of Proposed Access – Refuse Vehicle
ITB16578-GA-003A	Potential Village Gateway Feature
ITB16578-GA-004C	Swept Path Analysis - Refuse Vehicle
ITB16578-GA-007A	Potential Village Gateway Feature With Virtual Narrowing
ITB16578-GA-008A	Swept Path Analysis – Fire Tender
ITB16578-GA-009	Swept Path Analysis of Proposed Access – Large Estate Car
ITB16578-GA-010A	Swept Path Analysis – Large Estate Car
ITB16578-GA-011A	Swept Path Analysis – Water Tanker

Appendices

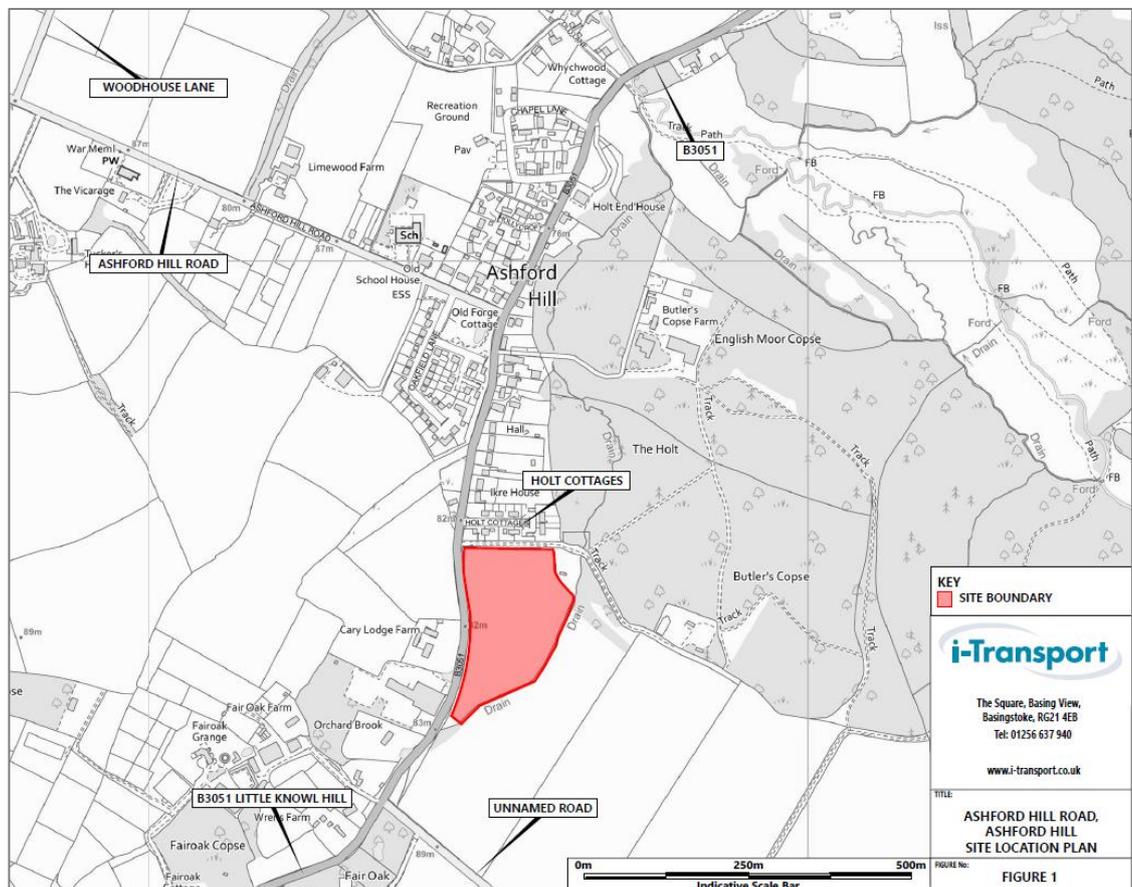
APPENDIX A.	Indicative Site Layout
APPENDIX B.	Traffic Data and COVID-19 Traffic Factors
APPENDIX C.	Personal Injury Accident Data
APPENDIX D.	Visibility Splay Calculations
APPENDIX E.	Stage 1 Road Safety Audit
APPENDIX F.	TRICS Outputs
APPENDIX G.	Distribution and Assignment Model
APPENDIX H.	Traffic Flow Diagrams
APPENDIX I.	Junctions 10 Outputs

SECTION 1 Introduction

1.1 Overview

- 1.1.1 JPP Land Ltd / Rosemary Pelham and Timothy Pyper (the 'Applicants') propose to develop Land to the south of Holt Cottages, Ashford Hill for residential use. The site is located towards the southern extent of the village of Ashford Hill. The location of the site in the context of the local highway network is presented as **Figure 1** and an extract is shown at **Image 1.1**.

Image 1.1: Extract of Site Location Plan



- 1.1.2 The development proposal comprises an Outline planning application for the erection of up to 45 dwellings, including affordable housing, with associated public open space and landscaping together with a means of access from the B3051 Little Knowl Hill. The proposed site layout is included as **Appendix A**.
- 1.1.3 Vehicular access is to be provided via a simple priority junction onto the B3051 to the west with pedestrian access to the north linking to the existing footway provision on the eastern side of the B3051, as well as the footpath (ref: 007/728/1) directly to the north.

1.2 Scope

1.2.1 Having regard to the requirements of the National Planning Policy Framework (NPPF), this Transport Statement (TS) has been prepared to consider the transport impacts that may arise from the proposed development.

1.2.2 The Transport Statement has been specifically prepared to consider the four key tests set out in the NPPF paragraph 110. These tests include:

- Will the opportunities for sustainable travel, relative to the location of the site, be taken up appropriately?
- Will safe and acceptable access be provided for all users?
- Does the design of streets, parking areas and other transport elements reflect current national guidance?
- Will the traffic impact be acceptable (and not 'severe' (Paragraph 111))?

1.2.3 This TS has been produced in accordance with the guidance contained in the National Planning Practice Guidance (Updated 2014) and other local and national guidance as necessary.

1.3 Public Consultation

1.3.1 An online public consultation exercise has been undertaken (given ongoing COVID-19 social distancing restrictions), providing local residents with the opportunity to provide comments and feedback on the emerging development proposals. Comments and feedback relevant to transport considerations obtained through the public consultation process have been addressed in this TS. The main transport comments raised are set out below:

- Concerns in relation to increased traffic on local roads; and
- Access to local facilities and services.

1.4 Structure

1.4.1 The remainder of this Transport Statement is structured as follows:

- **Section 2** – reviews current national and local transport policy and guidance;
- **Section 3** – summarises the existing transport conditions;

- **Section 4** – describes the development proposal and access arrangements;
- **Section 5** – considers the accessibility and sustainability of the site;
- **Section 6** – assesses the traffic impact of the development; and
- **Section 7** – provides the summary and conclusions.

SECTION 2 Transport Policy and Planning Considerations

2.1.1 This section of the Transport Statement summarises key Local and National Transport Policy.

2.2 National Policy

National Planning Policy Framework (NPPF, 2021)

2.2.1 The National Planning Policy Framework (NPPF) (July 2021) sets out the Government’s planning policies for England and how these are expected to be applied. It provides overarching guidance for local planning authorities and decision makers both in drawing up plans and in determining planning applications.

2.2.2 The specific transport policies are contained within Section 9 of the NPPF. This TS has been prepared in line with the requirements of the NPPF.

2.2.3 The Framework (paragraph 105) recognises that in accessibility and sustainability terms, opportunities to maximise sustainable transport solutions will:

***“vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*”**

2.2.4 Paragraph 110 of the NPPF identifies the four key transport tests, summarised as follows:

- Will the opportunities for sustainable travel be taken up appropriately taken up, given the type of development and its location?
- Will safe and acceptable access be provided for all people?
- Does the design of streets, parking areas and other transport elements reflect current national guidance?
- Will the traffic impact be acceptable?

2.2.5 Paragraph 111 provides the key determination test for development, identifying that:

***“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*”**

2.2.6 This sets a very high bar, where only very significant transport impacts should prevent otherwise acceptable development from being approved

2.3 Local Policy

Hampshire Local Transport Plan 2 2011 – 2031

2.3.1 The Hampshire Local Transport Plan 3 was approved in February 2011 and sets out the County Council's long-term strategy and implementation plan for improving the transport system over the next 20 years. The Local Transport Plan sets out the three main priorities for the transport network in Hampshire:

- ***“To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire;***
- ***Provide a safe, well-maintained and ore resilient road network in Hampshire at the basic transport infrastructure of the county on which all forms of transport directly or indirectly depend, and key to continued casualty reduction; and***
- ***Manage traffic to maximise the efficiency of existing capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods.***

Basingstoke and Deane Local Plan 2011-2029 (May 2016)

2.3.2 The Basingstoke and Deane Local Plan (2011 to 2029) is the overarching planning document that identifies where development will take place within the borough.

2.3.3 Policy CN9 – Transport identifies that development should seek to minimise the need to travel and promote opportunities for sustainable transport modes. It allows development proposals to be permitted where they:

- “a) Integrate into existing movements networks;***
- b) Provide safe, suitable and convenient access for all potential users;***
- c) Provide an on-site movement layout compatible for all potential users with appropriate parking and servicing provision;***
- d) Do not result in inappropriate traffic generation or compromise highway safety;***
- e) Does not have a severe impact on the operation, safety or accessibility to the local or strategic highways networks;***
- f) Mitigates impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, through the provision of, or contribution towards, necessary and relevant transport improvements, including those secured by algal agreements or through the Community Infrastructure Levy;***
- g) Protects and where possible enhance access to public rights of way;***

h) Provides appropriate parking provision, in terms of amount, design and layout, in accordance with the adopted parking standards;

i) Provides appropriate waste and recycling storage areas and accessible collection points for refuse vehicles, in accordance with the Design and Sustainability SPD; and

j) Ensures that all development proposals provide a coordinated and comprehensive scheme that does not prejudice the future development or design of suitable adjoining sites.

2.3.4 Section 4 of the Transport Statement confirms that suitable access is achievable for all potential users and explains how the site will be connected into the existing walking, cycling and public transport networks, including public rights of way. Section 4 also explains the transport principles behind the site layout, including car parking provision for refuse collection and how these elements comply with the above policies. Section 6 considers traffic generation and the impact on the local highway network, confirming that the site will not have a severe impact on the local network, or result in unacceptable safety impacts.

Basingstoke and Deane Residential Parking Standards (July 2018)

2.3.5 BDBC's Residential Parking Standards Supplementary Planning Document (SPD) was adopted in July 2018 providing guidance on the number and design of parking provisions.

2.3.6 The standards for 'rural' locations (which Ashford Hill falls within) are shown in **Table 2.1**. A minimum of 20% unallocated parking is required, and garages can be included if they are of a minimum size of 3.3m x 7m (internal dimension).

Table 2.1: Residential Car Parking Standards (Rural)

No. allocated spaces per dwelling	With more than 50% spaces unallocated	With between 20% and 50% spaces unallocated
1 bedroom	1.0	1.25
2 or 3 bedrooms	2.0	2.25
4 or more bedroom	3.0	3.25

Source: BDBC Residential parking Standards 2018

2.3.7 The guidance document also sets out the cycle parking standards for the Borough, as follows:

Table 2.2: Residential Cycle Parking Standards

No. allocated spaces per dwelling	Long term Secure Storage	Short Term Communal Storage
1 bedroom	1.0	1.0
2 or 3 bedrooms	2.0	1.0
4 or more bedroom	3.0	1.0

Source: BDBC Residential Parking Standards 2018

2.3.8 Guidance on electric vehicle parking provision is also set out in the SPD and states that:

“As a minimum all new developments should ensure that the electricity infrastructure for individual dwellings is sufficient to enable supply to be provided for electric vehicle charging. Developers are also encouraged to provide electric vehicle charging at the time of build in at least some of the visitor parking bays. If these facilities are not provided at the time of build then the design of parking arrangements and electrical connections should be configured in such a way that EV charging points can be retro fitted to parking bays without unreasonable levels of disruption”.

2.3.9 Whilst the application is in outline and details relating to site layout will be dealt with at the Reserved Matters stage, section 4 of this Transport Statement nevertheless confirms that parking is proposed to be provided in line with BDBC standards.

2.4 Relevant Planning Decisions

2.4.1 An Outline planning application for 27 dwellings and associated development works with all matters reserved except for access (planning ref: 19/02726/OUT) located to the south of Ashford Hill Road was submitted in October 2019.

2.4.2 Whilst the application was refused in March 2020, it is of note that none of the reasons relate to transport and highways. Through the application process, Hampshire County Council’s Highway Officer came to the position of no objection subject to a number of conditions.

2.4.3 With regards to the location of the proposed development, the Officers Report identifies that:

“The site is within walking distance to local facilities including the primary school, public house and village hall. Employment, retail and leisure facilities exist within a suitable cycling distance and the level of car parking proposed for the site will be provided in line with parking SPDs and the NPPS at the reserved matters. However, the majority of movements would be car based.”

2.4.4 The site shared the same locational principles as the scheme.

SECTION 3 Existing Conditions

3.1.1 This section of the Transport Statement provides a description of the existing transport conditions in the area, including opportunities for walking, cycling and using public transport, as well as the characteristics of the local highway network.

3.2 Site Location

3.2.1 The application site is located to the east of the B3051 towards the southern extent of the village of Ashford Hill. It is bordered by footpath ref: 007/728/1 directly to the north, woodland and agricultural land to the east and south respectively and the B3051 forms the western boundary. A site location plan is included as **Figure 1**.

3.3 Walking and Cycling

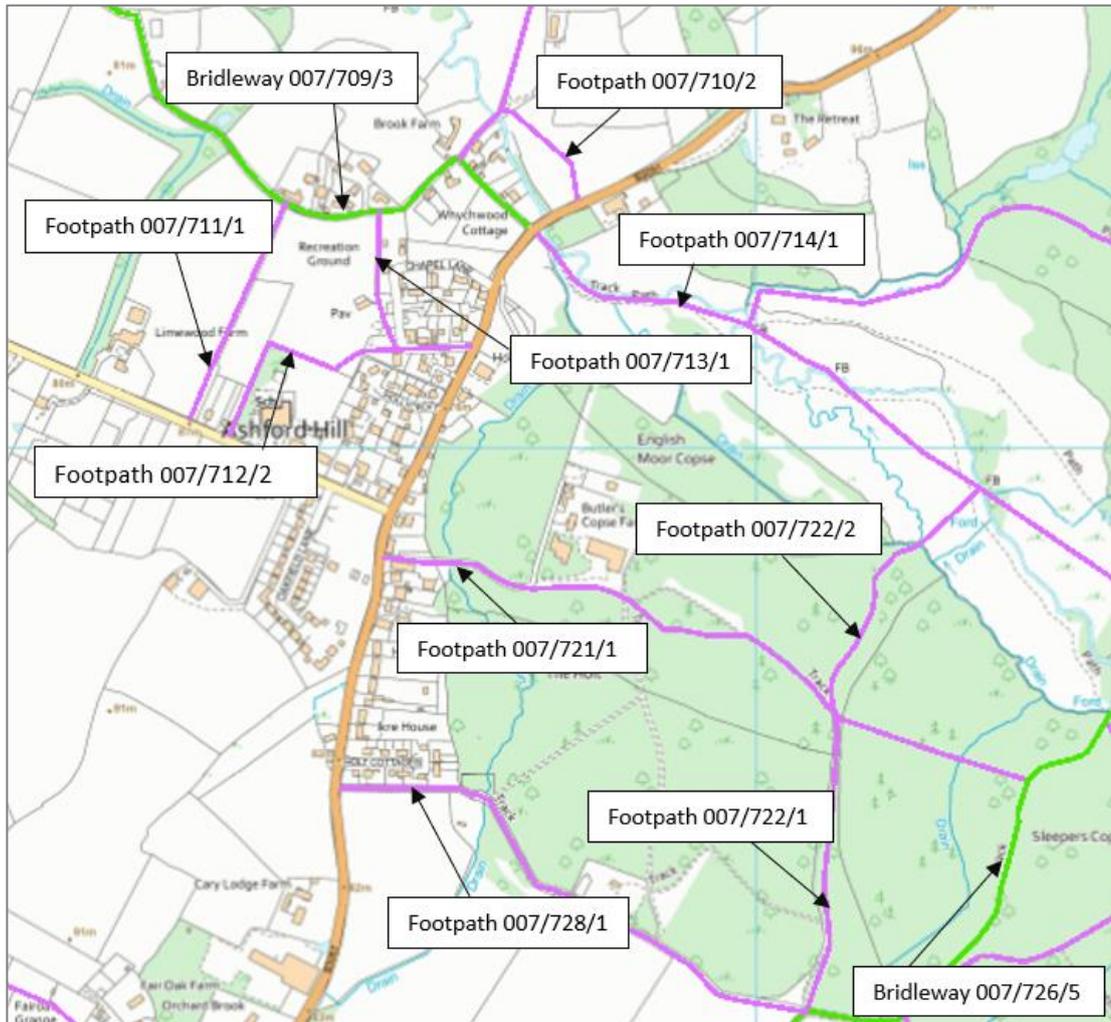
3.3.1 The proposed development will provide a footway connection north of the site to the existing footway provision on the eastern side of the B3051 in the vicinity of Holt Cottages (see Section 4 for further details).

3.3.2 To the north of the site, footways are provided on the eastern side of the B3051 which measure circa 1.2m – 1.5m in width and extend northwards for circa 250m to Butlers Garden Machinery, the landscaping supply unit. A footway then commences on the western side of the carriageway just to the north of the village hall (circa 100m to the south of the junction between Ashford Hill Road and the B3051, where a dropped kerb crossing is provided for pedestrians. The footway on the western side of the carriageway continues northwards to Old Lane. Dropped kerb crossings, some of which provide tactile paving are provided across the minor arm of junctions.

3.3.3 Footways are provided on both sides of Ashford Hill for circa 275m to the west of Ashford Hill Road. An uncontrolled pedestrian crossing with dropped kerbs and tactile paving is provided across Oakfield Lane. Uncontrolled pedestrian crossing facilities are also provided across Ashford Hill Road in the vicinity of Ashford Hill Primary School. The crossing incorporates pedestrian build outs on both sides of the carriageway to provide localised narrowing and dropped kerbs and tactile paving are provided. The footway on the southern side of Ashford Hill Road continues for a further circa 240m to St Paul's Church. As such there is a continuous footway connection to all the local facilities and services within the village.

3.3.4 There are also a number of public rights of way in the vicinity of the site, as shown on **Image 3.1**. The footpaths offer alternative off-road routes and provide opportunities for future residents to undertake walks for leisure purposes.

Image 3.1: Extract of Public Rights of Way Map



3.4 Public Transport

Bus

3.4.1 Whilst there is a bus stop located on Ashford Hill Road circa 500m from the proposed development (which provides a shelter and seating), there are currently no bus routes which serve Ashford Hill.

Rail

3.4.2 The nearest railway station to the site is Midgham station located approximately 6.5km northwest of the site, as such the station is within a reasonable cycling distance. Station facilities at Midgham include:

- 4 cycle storage spaces; and
- 12 car parking spaces.

3.4.3 A summary of key direct services from Midgham railway station is provided below in **Table 3.1**.

Table 3.1: Midgham Rail Service Summary

Destination	Frequency of Services		Journey Time (minutes)
	Peak	Off-Peak	
Newbury	2	2	12 minutes
Reading	1	1	18 minutes

Source: National Rail

3.4.4 Thatcham railway station is located circa 10km from the site and provides 53 cycle parking spaces and 90 car parking spaces. A summary of key direct services from Thatcham railway station is provided below in **Table 3.2**.

Table 3.2: Thatcham Rail Service Summary

Destination	Frequency of Services		Journey Time (minutes)
	Peak	Off-Peak	
Newbury	2	2	8 minutes
Reading	2-3	2	18 minutes
London Paddington	1	1	45 minutes

Source: National Rail

3.4.5 The railway stations within the vicinity of the site provide an opportunity for residents of the proposed development to undertake journeys by rail to destinations including Newbury, Reading and London Paddington.

3.5 Local Highway Network

- 3.5.1 The site is located adjacent to the B3051, which in the vicinity of the site provides a route from Kingsclere to the southwest to Baughurst to the northeast.
- 3.5.2 The B3051 is subject to a 40mph speed limit along the site frontage, which reduces to 30mph at the northern extent of the site. The carriageway measures between 5.5m – 6.6m and no street lighting or footways are provided on the site frontage.
- 3.5.3 Traffic surveys were undertaken in May 2021 to understand traffic flows in the vicinity of the site. Due to the ongoing Coronavirus pandemic whilst preparing this planning application, some travel restrictions were still in place when the surveys were undertaken.
- 3.5.4 However, traffic survey data has been obtained from a Department for Transport traffic count point (ref: 945128) located just to the north of Ashford Hill and factored using growth rates from TEMPRO to represent 'neutral' 2021 traffic flow conditions which was then compared with the survey data to enable a Covid-19' uplift factor to be derived, i.e. by comparing the flows in 2019 (and factored to 2021 using TEMPRO growth rates) and Spring 2021.
- 3.5.5 Traffic flows in the morning peak were recoded to be at circa 95% of pre-pandemic levels, whilst flows in the evening peak were higher than pre-pandemic levels. As such a factor of 1.053 has been applied to the morning peak hour to represent 'neutral' traffic conditions, whilst traffic flows in the evening peak have not been factored.
- 3.5.6 A summary of the factored 2021 data which reflects neutral conditions is summarised in **Table 3.3**, whilst the raw data and factor calculations are provided in **Appendix B**.

Table 3.3: B3051 Flows – 2021

Time	Northbound (vph)	Southbound (vph)	Total (vph)
07:30 – 08:30	255	147	402
16:30 – 17:30	128	236	364

Source: May 2021 Factored Traffic Surveys.

- 3.5.7 Traffic flows are tidal, with more vehicles travelling northbound in the morning peak hour and the reverse during the evening peak.
- 3.5.8 The surveys also recorded vehicle speeds as summarised in **Table 3.4**.

Table 3.4: Speed survey results

Direction	2021 Data
	85 th percentile (mph)
Northbound	36.7mph
Southbound	34.6mph

Source: ATC Surveys / Consultant's Calculations.

3.5.9 It can be seen from the speed survey results that vehicles travelling along the B3051 along the site frontage are travelling comfortably within the posted 40mph speed limit.

3.5.10 These vehicle speeds have been used to inform the site access design set out in Section 4 of this Transport Statement.

3.6 Accident Record

3.6.1 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the local highway network within the vicinity of the site within the most recent five-year period from 1 January 2016 to 31 December 2020.

3.6.2 In total there were four collisions recorded in the latest available five-year period, all of which were recorded as 'slight' in nature. The data has been analysed and the summary of the collisions is provided below, whilst a full copy of the data is provided in **Appendix C**:

- One collision occurred at the priority junction between the B3051 Fair Oak Road and the unnamed road which provides a link to Wolverton Road when a car turned right out of the minor arm on to the B3051 and collided with an oncoming car;
- One collision occurred on the B3051 circa 100m to the north of The Ship Inn when a car travelling north failed to notice traffic slowing ahead and swerved to prevent a collision with the vehicle in front and collided with a road sign and tree instead;
- One collision occurred at the junction between Ashford Hill Road and the B3051 when a car lost control and failed to stop at the give way line, colliding with and lamppost;
- The final collision occurred along the site frontage when a driver who was impaired by alcohol and drugs lost control on a bend and left the carriageway.

3.6.3 Taking into contributory factors into account as well as the geographic and temporal spread of accidents within the study area, there is no established pattern of accidents in the area that are likely to be impacted by the proposed development.

3.7 **Summary**

3.7.1 Pedestrian and cycle facilities within Ashford Hill are typical of a rural location, with footway provision adjacent to the B3051 and Ashford Hill Road. New footway connections are proposed.

3.7.2 The site is within cycling distance of Midgham Railway Station providing rail services to central London as well as additional services to Reading can be accessed from Thatcham Railway station and provides frequent connections to destinations further afield.

3.7.3 The B3051 accommodates two-way traffic flows of circa 300-400 vehicles in the peak hours with recorded 85th percentile speeds of some 34-37mph in both directions. The B3051 has a good highway safety record, with no identified patterns of accidents in the local area.

SECTION 4 Development Proposal

4.1.1 This section of the Transport Statement summarises the development proposal, the proposed site access arrangements to the local highway network, along with layout considerations including provision to be made for servicing and parking provision.

4.2 Development Proposal

4.2.1 The development proposal comprises an Outline planning application for the erection of 45 dwellings, including affordable housing, with associated public open space and landscaping together with means of access from the B3051. An indicative site layout is included as **Appendix A**, although only means of access and the principle of development is to be determined.

4.3 Access Strategy

Vehicular Access

4.3.1 It is proposed that there will be a single vehicular point of access to the site from the B3051 to the west, located approximately central along the site frontage.

4.3.2 The proposed access onto the B3051 will take the form of a simple priority junction. The access road will measure 5.5m in width, with 6.0m radii and 2.0m service margins on both sides.

4.3.3 As described in **Section 3.5**, a speed survey was undertaken in May 2021. The 85th percentile speeds recorded are shown in **Table 4.1**, along with visibility requirements calculated in accordance with Hampshire County Council's guidance on Technical Guidance Note 'TG3 - Stopping Sight Distances and Visibility Splays' (2019) and the Stopping Sight Distance Calculator Tool (included at **Appendix D**).

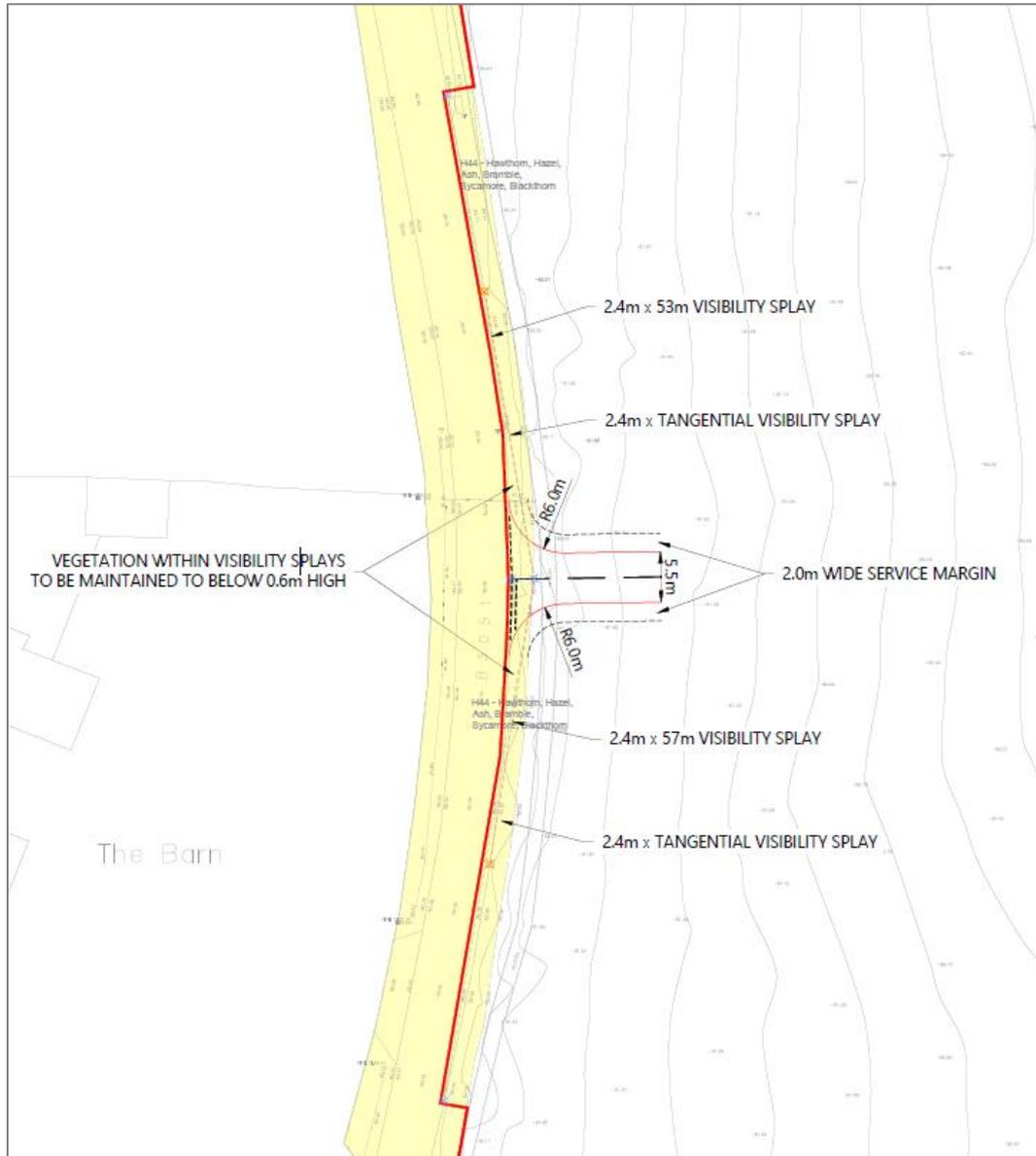
Table 4.1: Speed survey results and visibility requirements

Location	Direction	Mean Speed	85 th percentile (mph)	Visibility requirement based on MfS / HCC criteria (m)
ATC 1 (North of access)	Southbound	30.1mph	34.6mph	53m
ATC 2 (South of access)	Northbound	32.1mph	36.7mph	57m

Source: ATC Surveys / HCC Visibility Splay Tool.

4.3.4 Drawing ITB16578-GA-001E (Image 4.1) shows the proposed vehicular access arrangements.

Image 4.1: Extract of Proposed Access Arrangement



4.3.5 Swept path analysis for a super large (11.35m) refuse vehicle has been undertaken at the proposed access, as shown on drawing **ITB16578-GA-002A**, which demonstrates that this vehicle can safely access and egress the junction. A swept path analysis for two cars travelling in opposite directions has also been undertaken, which demonstrates that the proposed access road can accommodate two-way traffic without any issues as show on drawing **ITB16578-GA-009**.

- 4.3.6 It is also proposed to relocate the existing 30mph speed limit (located at the northern extent of the site) circa 230m to the south and provide a new gateway feature (to the southern extent of the site) to encourage slower speeds on approach to the village.
- 4.3.7 Potential gateway features have been drawn up and designed to be in keeping with a village location and are presented for discussion and agreement with HCC, as outlined below:
- Drawing **ITB16578-GA-003A** comprises of a village gateway feature with fences, coloured road surface, and speed roundels (similar to the existing feature to the north); and
 - Drawing **ITB16578-GA-007A** comprises of virtual carriageway narrowing achieved through the use of white edge of carriageway markings. Coloured road surface and roundels would also be provided.
- 4.3.8 An additional gateway feature which proposed a build out with a single-way working priority arrangement was also initially considered, however, due to issues raised in the Road Safety Audit (see section 4.4) this option has no longer been pursued.
- 4.3.9 The existing gateway feature at the northern extent of the site would be retained as a 'repeater', however, given the proposed relocation of the speed limit change the 40mph signs and roundels would be replaced with 30mph signs instead.
- 4.3.10 The developer has agreed that a contribution towards the Traffic Regulation Order and gateway features (subject to a successful TRO) would be provided.
- 4.3.11 As outlined in **Table 4.1** and shown on **drawing ITB16578-GA-001E**, visibility splays in accordance with recorded 85th percentile speeds can be achieved, therefore, the gateway feature and proposed relocation of the speed limit is not required to achieve a suitable access arrangement should the TRO not be approved.

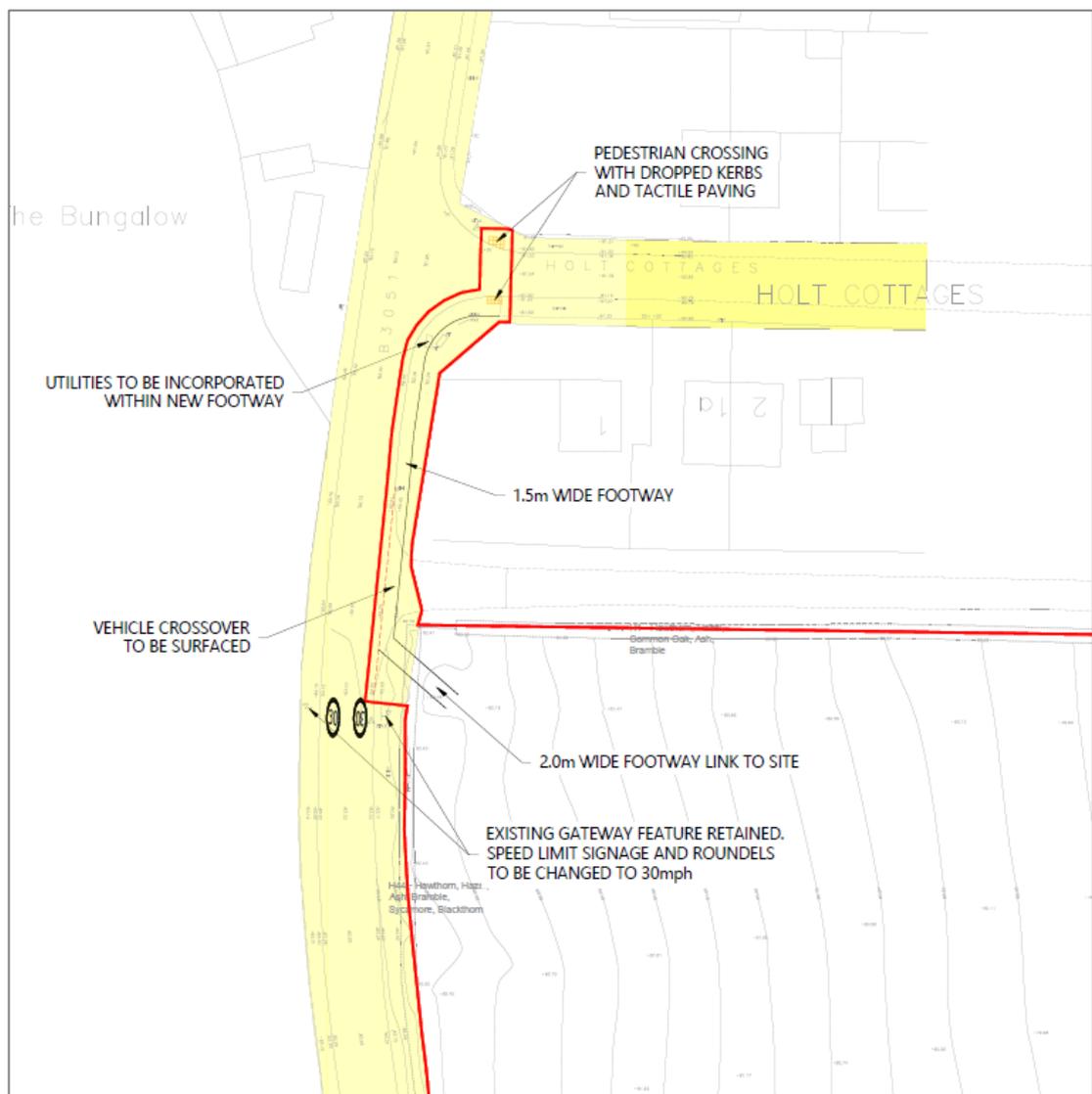
Pedestrian / Cycle Access

- 4.3.12 It is proposed to provide a 2.0m wide pedestrian access to the north of site as well as a new 1.5m wide footway along the verge to the north of the site to provide a connection to the existing footway on Holt Cottages and along the eastern side of the B3051. The 1.5m wide footway is in keeping with existing footway widths around the village which typically measure between 1.2-1.5m A 1.5m wide footway is in accordance with guidance on footway widths set

out in inclusive mobility and would enable a wheelchair user and an ambulant person to pass side-by-side.

- 4.3.13 A new crossing point with dropped kerbs and tactile paving is proposed across Holt Cottages to help enable safe pedestrian crossing.
- 4.3.14 It is also proposed to provide a pedestrian connection to public footpath 007/728/1 from the site, thereby proving a permeable and well linked development for future residents and improving access to public right of way network.
- 4.3.15 The new section of footway will not only benefit residents of the new development accessing the local facilities and services within the village, but also existing residents of the Ashford Hill who wish to access public footpath 007/728/1.

Image 4.2: Extract of proposed pedestrian access arrangements



4.4 Road Safety Audit

1.1.1 To consider the safety of the proposed junction arrangement and proposed gateway features, an independent Stage 1 Road Safety Audit (compliant with GG119) has been completed by Fenley Road Safety Engineering. This is presented in **Appendix E**.

1.1.2 The RSA identified the following issues:

- Forwards visibility gateway features with build outs / physical measures;
- Surface water drainage for the new section of footway to the north of the proposed development;
- Swept paths analysis of refuse collection vehicles at the proposed access;
- Maintenance of vegetation within the visibility splays; and
- Surfacing of the vehicular crossover to the north of the site.

1.1.3 As such the issues raised have been suitably addressed through the RSA process, such that there are no residual safety concerns with the proposals. This is confirmed by the Auditor.

4.5 Internal Site Layout

4.5.1 The site layout will be confirmed at the reserved matters stage. Issues relating to access for refuse and emergency vehicles and car parking etc will therefore be considered in detail at that time. Nevertheless, an Illustrative Layout has been prepared to demonstrate that an acceptable scheme is deliverable.

Access Roads

4.5.2 Beyond the initial part of the access road, the internal access road will continue either as a 5.5m wide carriageway with footways on at least one side of the carriageway or as a shared surface, in common with other local residential roads. Manual for Streets (paragraph 7.2.14) sets out at the situations where shared surface works effectively:

- ***“in short lengths, or where they form cul-de-sacs”*** – the proposed site will form a cul-de-sac;
- ***“where the volume of motor traffic is below the 100 vehicle per hour (vph) (peak)”*** - Section 6 identifies peak hour traffic flows of some 23-24vph; and

- ***“where parking is controlled or takes place in designated areas”*** – As set out below, it is intended that a mixture of allocated and unallocated parking will be provided across the site in line with BDBC’s residential parking standards guidance.

Car Parking

- 4.5.3 Site layout is a reserved matter and therefore issues relating to car parking will be considered in detail at that time. However, it is intended that car parking will be provided in line with Basingstoke and Dean Borough Council’s Residential Car Parking Standards SPD (July 2018), both in terms of quantum and design as shown on illustrative site layout in **Appendix A**.

Cycle Parking

- 4.5.4 Cycle parking will be considered in detail at the RM Stage. However, it is intended that cycle parking will be provided in full accordance with BDBC’s standards. Cycle parking for the proposed development will either be provided in garages (which meet the minimum dimension of 3.3m by 7m internally) or in garden sheds (with rear garden access).

Electric Vehicle Charging

- 4.5.5 Basingstoke and Deane’s Parking standards in relation to electric vehicle parking state that:

“As a minimum all new developments should ensure that the electricity infrastructure for individual dwellings is sufficient to enable supply to be provided for electric vehicle charging. Developers are also encouraged to provide electric vehicle charging at the time of building in at least some of the visitor parking bays. If these facilities are not provided at the time of build then the design of parking arrangements and electrical connections should be configured in such a way that EV charging points can be retro fitted to parking bays without unreasonable levels of distribution”.

- 4.5.6 This application is in outline and as such detailed layout matters such as electric vehicle charging strategies will be determined at the Reserved Matters stage. Nevertheless, a commitment is made to provide electric vehicle charging points within the development in line with the prevailing standards at the time of the reserved matters application.

Servicing and Refuse Arrangements

- 4.5.7 Whilst the roads within the site are likely to remain private, the access road has been designed to an adoptable standard which will enable a refuse vehicle to enter and turn safely within the site. A swept path analysis of a super large refuse collection vehicle is shown on drawing **ITB16578-GA-002A** and **GA-004C**. The swept path analysis shows that the refuse vehicle is able to manoeuvre into and out of the proposed site access and that the turning heads provided within the site are sufficient to allow the refuse vehicle to turn and exit in a forward gear.

Emergency Vehicle Access

- 4.5.8 A fire tender can enter and egress the proposed development in forward gear and manoeuvre effectively within the development to reach each property, as required by the Building Regulations Approved Documents H and B and Section 6.7 of MfS. Swept path analyses for a fire tender is provided on drawing **ITB16578-GA-008A**.

4.6 Summary

- 4.6.1 The proposal is an outline application for up to 45 dwellings, with vehicular and pedestrian access taken from the B3051.
- 4.6.2 The access strategy has been designed in accordance with design standards and prevailing highways conditions. All relevant highways design standards have been met.
- 4.6.3 Whilst the application is made in outline only, and layout is not for determination, it is demonstrated that the site can be delivered in a manner that ensures:
- The proposed roads and movement network are appropriate to the site and in accordance with design guidance and standards;
 - Car and cycle parking are provided in line with BDBC's parking guidance; and
 - Refuse and emergency vehicles can safely and efficiently access the site.
- 4.6.4 Overall, the proposed access arrangements are safe and suitable and will create a sustainable pattern of development.

SECTION 5 Accessibility and Sustainability

5.1 Paragraph 110 of the NPPF requires that development proposals ensure that:

“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its locations”

5.2 This section of the Transport Statement considers the accessibility of the site to key local services and facilities by walking and cycling. The opportunities for sustainable travel to the site are identified along with measures / initiatives to ensure these opportunities are taken up.

5.2.1 It is of note that the proposed development site is located in proximity to the recently built development of 35 residential dwellings at adjacent to the junction of Ashford Hill Road and the B3051 Little Knowl Hill (planning ref: 15/01224/FUL) and the application site for 27 dwellings on the southern side of Ashford Hill Road (planning ref: 19/02726/OUT). Whilst the later application was refused, it is of note that none of the reasons relate to transport and highways and the Officers Report stated that:

“The site is within walking distance to local facilities including the primary school, public house and village hall. Employment, retail and leisure facilities exist within a suitable cycling distance ... ”

5.2.2 These developments, which were considered acceptably sustainable, are in a very similar location to local facilities and services within the village, as such the same conclusion should be drawn for the proposed development site.

5.3 Journey Purpose

5.3.1 When considering sustainable transport, it is important to consider the reasons why future residents of the proposed development will make journeys.

5.3.2 The Department for Transport’s (DfT) National Travel Survey identifies the reasons why people travel. The proportion of all trips by purpose (by all modes) is summarised in **Table 5.1**.

Table 5.1: Proportion of Trips per year by Journey Purpose (All Modes)

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting / Business	18%
Education / Escort Education	13%
Personal Business	9%
Other Escort	9%
Other (Including Just Walk)	6%

Source: Table TSGB104 (NTS0409) of Transport Statistics Great Britain – 2019 Edition

- 5.3.3 On this basis, leisure, shopping and education journeys will account for more 76% of all journeys made by future residents on the site. Travel purpose is therefore well spread across a number of different journey purposes, and each type of journey will have different requirements in terms of destination, time constraints and route choice.

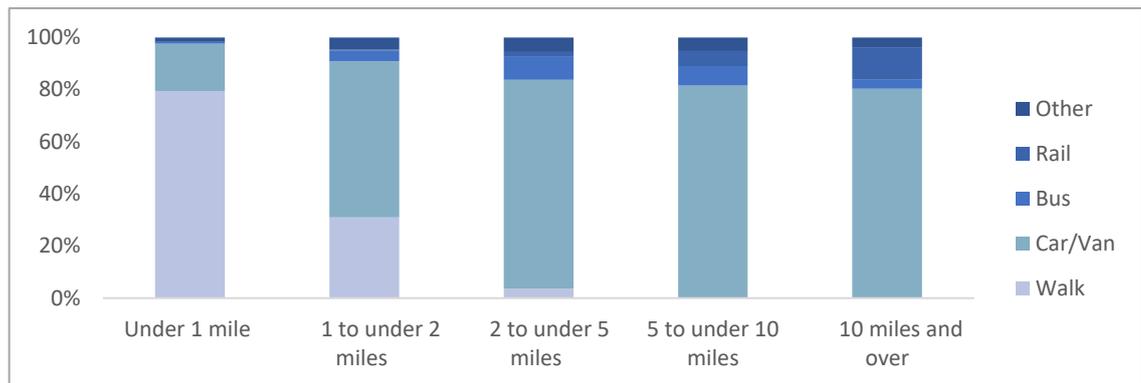
5.4 Walking and Cycle Distances

- 5.4.1 The Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015) states:

“Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive.”

- 5.4.2 This is consistent with the year-on-year findings of the National Travel Survey (NTS) which identifies the mode share of journeys of different lengths (**Image 5.1**)
- 5.4.3 The NTS finds that the vast majority (80%) of trips up to one mile (1.6km) are undertaken on foot, and that approximately 31% of journeys between one and two miles (3.2 km) will also be on foot, i.e., a significant proportion of people are prepared to walk for journeys up to two miles.

Image 5.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England



Source: National Travel Survey: England 2019

5.4.4 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking. That is not to say that one mile is the maximum that people are prepared to walk, or that development must be located within a mile of everything as it is clear from the NTS data that around one-third of journeys between one and two miles (1.6km-3.2km) are undertaken on foot. Against this background, the following walking distances are identified:

- 800m – A comfortable walking distance which provides a walkable neighbourhood as identified in the Manual for Streets guidance.
- 1,600m - a distance where most people (circa 80%) will walk and offers “the greatest potential to replace short car trips”; and
- 3,200m – i.e., the distance within which a significant proportion (circa one-third) of journeys will be on foot.

5.4.5 Data provided within the National Travel Survey (2019) demonstrates that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km. For the purpose of this assessment, a 5km cycle distance will be used to represent a ‘reasonable’ cycle distance.

5.4.6 A cycling distance of up to around 5km (3 miles) therefore offers the greatest potential to replace cars trips and is therefore a “reasonable” cycling distance, although commuter journeys may be longer at 8km (5 miles). Cycling also regularly forms part of a longer journey in combination with public transport.

5.4.7 By having regard to the main journey purposes of future residents and the main routes for pedestrians, **Table 5.2** summarises the pedestrian and cycle accessibility of the site. **Figure 2** provides an accessibility plan showing the locations of the identified facilities.

Table 5.2: Key Destination and Services

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Leisure	Ashford Hill Village Hall	370	4	1
	Ashford Hill Cricket Club	850	10	3
	Chapel Lane Play Park	850	10	3
	Ashford Hill Football Pitches	850	10	3
	Ashford Hill Nature Reserve	900	11	3
Employment	Sarsons Car Dealership	320	4	1
	Butler R A & M D	400	5	2
Education	Ashford Hill Primary School	650	8	2
	Jimney Crickets Nursery	850	10	3
Other	St Paul's Church	1,100	13	4

Source: Consultants Estimates

5.4.8 **Table 5.2** demonstrates that many of the local facilities are accessed within a comfortable walking distance (800m) including the village hall, primary school, and village employment opportunities, whilst the remaining village facilities are located well within a 'reasonable' walking distance (less than 20-minute walk). All facilities in Ashford Hill are located within a short cycle journey of generally less than 5 minutes.

5.5 Summary

5.5.1 The Transport Statement has demonstrated that in the context of a village location, the site offers good opportunities to use sustainable travel modes. The proposal will connect the site into the local footway network, from which a village facilities and services including a pre-school, primary school and leisure facilities can be accessed within a reasonable walking distance.

5.5.2 The site is therefore well located for a range of everyday facilities and amenities within the village, such that walking and cycling will represent realistic alternatives to car use for many of these journeys. Given the village location some journeys by car are still anticipated, however, the proximity to neighbouring settlements means that any car journeys will be short.

5.5.3 On this basis, the development proposal complies fully with guidance in the NPPF on promoting development in sustainable rural locations.

SECTION 6 Traffic Impact

6.1.1 This section of the TS summarises the traffic impact appraisal of the proposed development.

6.2 Development Trip Generation

6.2.1 The potential traffic generation of the development has been calculated using the TRICS trip rate database, applying the rates used for the consented development at the junction of Little Knowl Hill and Ashford Hill Road (planning ref: 15/01224/FUL).

6.2.2 The previously agreed trip rates and associated trip generation for the proposed development are summarised in **Table 6.1**. The full TRICS outputs are included in **Appendix F**.

Table 6.1: Trip Rates and Traffic Generation – up to 45 dwellings

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Trip rate (per Dwelling)	0.144	0.392	0.536	0.315	0.197	0.512
Traffic Generation (45 dwellings)	6	18	24	14	9	23

Source: TRICS

6.2.3 A development of up to 45 dwellings at this location is expected to generate some 23 to 24 vehicle trips during the network peak hours – i.e., less than 1 vehicle every two minutes during the busiest periods of the day, with lower levels of traffic throughout the rest of the day.

6.3 Traffic Distribution and Assignment

6.3.1 The likely journey purpose for the generated car driver peak hour trips can be identified using the National Travel Survey (NTS) 2019 (DfT). The proportion of peak hour trips by journey purpose by car is presented in **Table 6.2**.

Table 6.2: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	Morning Peak Hour	Evening Peak Hour
Commuting / Business	37.6%	43.9%
All Other Journey Purpose	62.4%	56.1%
Total	100%	100%

Source: Car driver trip start time by trip purpose (Monday to Friday only): Great Britain, 2014/18, National Travel Survey, DfT, 2019.

6.3.2 Some 38% of the total vehicular trips generated by the residential development will be for employment journeys in the morning peak hour period. The remaining 62% of the vehicle trips will be all other purposes, including education, shopping, leisure and personal business trips. In the evening peak hour, 44% of journeys are employment related with other journeys comprising 56% of the total vehicular trips.

6.3.3 For the purpose of this assessment, the analysis has been undertaken on the basis that 44% of the total vehicular trip generated by the residential development will be for employment journeys and the remaining 56% of the vehicle trips will be for all other purposes for both the morning and evening peak hours. This provides a robust estimate because it assumes a greater proportion of non-local journeys.

6.3.4 In order to provide an accurate assessment of the likely distribution of traffic from the site, separate methodologies will be applied to consider the destinations of commuting and business trips to other trip purposes from Basingstoke and Deane 004 MSOA:

- For commuting and business trips, the National Census Journey to Work statistics (for car drivers) is to be used. These identify the location of existing resident's employment locations and so identify existing commuting patterns; and
- For other journey purpose trips a P/T² gravity model will be undertaken using the population of key urban areas (from the 2011 census) within a 40 minute drive from the site (estimated from Google Maps Direction facility).

6.3.5 A summary of the combined distribution is provided in **Table 6.3**, whilst the full distribution and assignment model is included as **Appendix G**.

Table 6.3: Traffic Distribution

Destination	Work Trips (44%)	Non-Work Trips (56%)	Total
Newbury	8%	9%	17%
Aldermaston	4%	-	4%
Basingstoke	4%	15%	19%
Kingsclere	3%	4%	7%
Reading	2%	7%	9%
Tadley	2%	7%	9%
Lychpit	1%	-	1%
Wokingham	1%	1%	2%
Popley	1%	-	1%
Winklebury	1%	-	1%
Fleet	1%	1%	2%
Woolton Hill	1%	-	1%
Theale	1%	-	1%
Bracknell	1%	2%	2%
Winchester	1%	1%	1%
Stratfield Mortimer	1%	-	1%
Farnborough	1%	6%	6%
Other*	11%	3%	14%
Total	44%	56%	100%

Notes * Other consists of multiple destinations each with a percentage of trips <1%

Source: Consultant Calculations

- 6.3.6** The traffic expected to be generated by the site (see **Table 6.1**) has been assigned to the local highway network using the distribution identified in **Table 6.3**.
- 6.3.7** To determine the routing of trips to these destinations, reference has been made to the Google Maps 'Directions' Facility. Within the Directions facility, a morning peak hour start time for journeys was utilised to ensure that peak period traffic conditions are reflected.
- 6.3.8** **Table 6.4** provides a summary of the distribution and **Table 6.5** provides assignment of development generated trips.

Table 6.4: Traffic Assignment (Trip Distribution)

Route 1		Route 2		Route 3	
B3051 North of Site Access	66%	Ashford Hill Road	21%	A339 Northwest	21%
		B3051 North	45%	B3051	45%
B3051 South of Site Access	34%	B3051 Little Knowl Hill	34%	A339 Northwest	5%
				A339 Southeast	22%
				St George St	7%
Total	100%	Total	100%	Total	100%

Source: Consultant Estimates

Table 6.5: Traffic Assignment (Trip Assignment – Two Way)

Route 1		Route 2		Route 3	
Morning Peak					
B3051 North of Site Access	16	Ashford Hill Road	5	A339 Northwest	5
		B3051 North	11	B3051	11
B3051 South of Site Access	8	B3051 Little Knowl Hill	8	A339 Northwest	1
				A339 Southeast	5
				St George St	2
Total	24	Total	24	Total	24
Evening Peak					
B3051 North of Site Access	15	Ashford Hill Road	5	A339 Northwest	5
		B3051 North	10	B3051	10
B3051 South of Site Access	8	B3051 Little Knowl Hill	8	A339 Northwest	1
				A339 Southeast	5
				St George St	2
Total	23	Total	23	Total	23

Source: Consultant Estimates

Note – errors may occur due to rounding.

6.3.9 **Table 6.5** demonstrates that the proposed development would increase two-way traffic movements on the B3051 Little Knowl Hill to the north of the site by circa 15-16 vehicle movements in the peak periods, equating to one vehicle movement on average every four minutes. To the south of the site the proposed development would increase two-way traffic

movements on the B3051 Little Knowl Hill by circa 8 vehicle movements in the peak periods, equating to on average one vehicle movement every 7-8 minutes.

6.3.10 Traffic Flows Diagrams for the proposed development traffic are included at **Appendix H**.

6.4 Percentage Impact Assessment

6.4.1 A percentage impact assessment has been undertaken based on the observed traffic flows collected in May 2021 and factored to represent neutral conditions, this is presented below in **Table 6.6**.

Table 6.6: Percentage Impact Assessment

Movement / Direction	Morning Peak Hour			Evening Peak Hour		
	2021 Factored Two-Way Traffic Flows	Two-Way Development Traffic	% Impact	2021 Factored Two-Way Traffic Flows	Two-Way Development Traffic	% Impact
B3051 North of Access	402	16	4.0%	364	15	4.1%
B3051 South of Access	402	8	2.0%	364	8	2.2%
Ashford Hill Road	319	5	1.6%	286	5	1.7%
B3051 North of Ashford Hill Road	620	11	1.8%	594	10	1.7%
A339 North of Ashford Hill Road	1,747	5	0.3%	1,499	5	0.3%
A339 South of Ashford Hill Road	1,495	0	0.0%	1,242	0	0.0%
A339 East of Little Knowl Hill	1,473	5	0.3%	1,223	5	0.4%
A339 West of Little Knowl Hill	1,485	0	0.0%	1,237	0	0.0%
St Georges Street	340	3	0.9%	409	2	0.5%

Source: Traffic survey data 2021 and consultants' calculations

6.4.2 It can be seen from **Table 6.6** that the proposed development is predicted to have a limited impact on the local road network when compared to existing flows with generally less than a 2% impact on local conditions. The main exception to this is the B3051 to the north of the site, which has a circa 4% impact. In real terms the development impact on the B3051 to the north of the site is small, adding circa one vehicle every four minutes during the busiest periods of the day.

6.4.3 The development will have a negligible (less than a 1% impact) on the A339 and St Georges Street, adding less than one vehicle every 10 minutes during the busiest periods of the day.

6.4.4 As such it can be seen that the development will have a limited impact on the local highway network. Nevertheless, operational assessments of the key junctions on the local highway network have been undertaken to provide a robust assessment.

6.5 Assessment Scenarios and Traffic Growth

6.5.1 Baseline assessments will be undertaken based on observed (and factored) 2021 traffic flows for the morning and evening peak hours. The methodology for indexing the traffic flows to pre-pandemic levels is set out in **Section 3.5** of the report.

6.5.2 Further to this, future year assessments will be undertaken for the anticipated year of opening of the development, which is expected to be 2024.

6.5.3 No committed developments in the vicinity of the proposed site have been identified. To account for this, it is proposed that unadjusted TEMPRO growth rates will be used to calculate future growth which includes land assumptions.

6.5.4 Using this methodology, **Table 6.7** below summarises the growth factors which will be applied to the 2021 observed traffic flows to derive the 2024 peak hour traffic flows.

Table 6.7: Traffic Growth Factors

Growth Period	Time Period	Growth Rate
2021-2024	Morning Peak Hour	1.0232
	Evening Peak Hour	1.0249

Source: TEMPRO 7.2c

6.6 Junction Capacity Assessments

6.6.1 The following junctions have been assessed to test the impact of the proposed development:

- Site Access / B3051 Little Knowl Hill; and
- B3051 / Ashford Hill Road.

6.6.2 Junction Capacity assessments have been undertaken for the following scenarios:

- 2021 Factored Flows;

- 2024 'Without development'; and
- 2024 'With Development'.

Site Access / B3051 Little Knowl Hill

6.6.3 A junction capacity assessment has been undertaken for the proposed site access using Junctions 10. The results of the junction capacity assessment are summarised in **Table 6.8** and the full Junctions 10 outputs can be found in **Appendix I**.

Table 6.8: Site Access Junction Assessment

Arm	Morning Peak Period			Evening Peak Period		
	RFC	Queue (veh)	Delay (s/veh)	RFC	Queue (veh)	Delay (s/veh)
2024 With Development						
Site Access	0.04	0	8	0.02	0	8
B3051 Little Knowl Hill Road	0.00	0	5	0.01	0	5

Source: Junctions 10

6.6.4 **Table 6.8** demonstrates that the proposed site access will operate well within capacity in both the morning and evening peak hours with negligible delays and no queueing.

Ashford Hill Road / B3051 Little Knowl Hill

6.6.5 A junction capacity assessment has been undertaken for the Ashford Hill Road / B3051 simple priority junction to the north of the site. The results of the junction capacity assessment are summarised in **Table 6.9** and the full Junctions 10 outputs can be found in **Appendix I**.

Table 6.9: Ashford Hill Road / B3051 Little Knowl Hill

Arm	Morning Peak Period			Evening Peak Period		
	RFC	Queue (veh)	Delay (s/veh)	RFC	Queue (veh)	Delay (s/veh)
2021 Factored Flows						
Ashford Hill Road	0.40	1	11	0.27	<1	9
B3051 Little Knowl Hill	0.23	<1	8	0.30	1	7
2024 Without Development						
Ashford Hill Road	0.41	1	12	0.27	<1	9
B3051 Little Knowl Hill	0.23	<1	8	0.31	1	7
2024 With Development						
Ashford Hill Road	0.42	1	12	0.28	<1	9
B3051 Little Knowl Hill	0.24	<1	8	0.31	1	7

Source: Junctions 10

6.6.6 **Table 6.9** demonstrates that the junction will operate comfortably within capacity under all scenarios, without material queuing or delay. The proposed development will have a marginal impact on the operation of the junction.

6.7 Summary

6.7.1 The proposed development is predicted to generate circa 23-24 two-way vehicle movements during the morning and evening peak hour periods. This equates to on average, less than one additional movement every 2 minutes which will be a small and limited impact and will not have any noticeable impact on the safety or operation on the wider local highway network.

6.7.2 Operational junction assessments show that both the proposed site access and the Ashford Hill Road / B3051 Little Knowl Hill junction will operate well within capacity in the morning and evening peak hours without any queuing or delay.

6.7.3 No highway improvements are needed to mitigate the impact of the development as the impact is very small and well below a level that could be considered 'severe' in line with the requirements of the NPPF.

SECTION 7 Summary and Conclusions

7.1 Summary

7.1.1 i-Transport LLP has been appointed by JPP Land Ltd to provide transport and highways advice in respect of a proposed residential development on Land east of the B3051, Ashford Hill. The development proposal comprises an Outline planning application for up to 45 residential dwellings.

7.1.2 This Transport Statement provides an assessment of the transport and highways aspects of the proposal, in particular considering the following key tests set out in paragraph 110 of the NPPF:

- Will the opportunities for sustainable travel be taken up appropriately taken up?
- Will safe and acceptable access be provided?
- Does the design of streets, parking areas and other transport elements reflect current national guidance?
- Will the traffic impact be acceptable?

7.1.3 This Transport Statement demonstrates that:

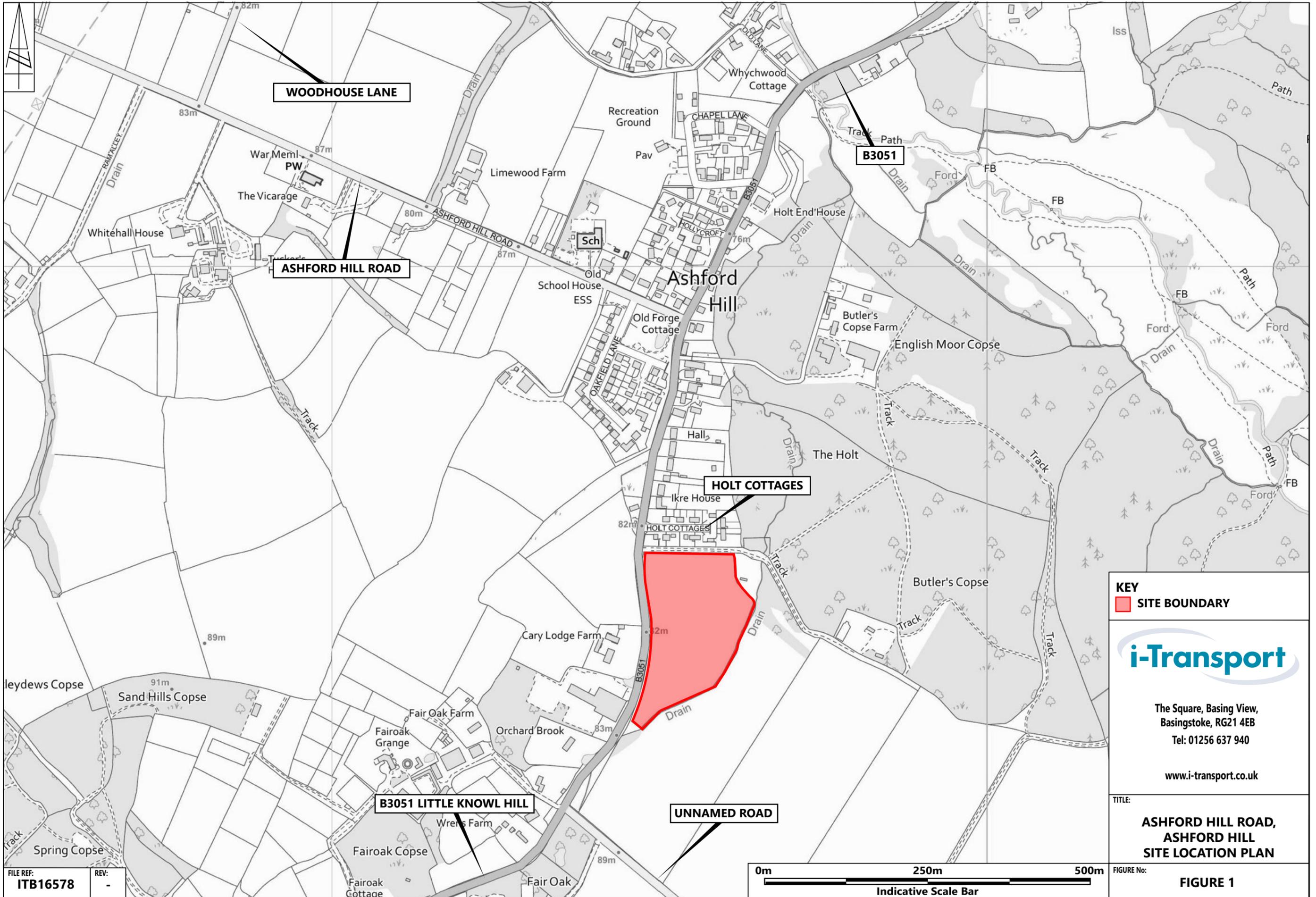
- Appropriate vehicular access arrangements can be achieved onto the B3051 via a proposed 5.5m wide access road. Visibility splays commensurate with the observed vehicle speeds can be achieved in both directions;
- Whilst the proposed development does not rely on the relocation of the speed limit on the site frontage to deliver a safe and suitable access, to help address local residents' concerns, it is proposed to relocate the speed limit circa 230m to the south (to the southern extent of the proposed development) and provide gateway traffic calming features to slow vehicles on approach to the village;
- The proposed development also provides a footway connection to the existing footway network to the north of the site on the eastern side of the B3051, beyond which residents will be able to access the existing network of footways within Ashford Hill;
- An Independent Stage 1 Road Safety Audit of the site access arrangements has been undertaken which has thoroughly reviewed the safety of the proposed access and traffic calming works and raises no residual safety concerns;

- Ashford Hill is a sustainable rural settlement, many everyday services such as a primary schools and leisure facilities can be accessed, all within a reasonable walking distance and a short cycle trip. The Officer's Report for the for the nearby residential proposal to the south of Ashford Hill Road stated that: ***"The site is within walking distance to local facilities including the primary school, public house and village hall. Employment, retail and leisure facilities exist within a suitable cycling distance ..."***. The proposed development site is comparably accessible to this site. As such, the proposed development site is considered to be sustainable in the context of a rural area.
- The proposed development is predicted to generate 23-24 vehicle movements in each of the morning and evening peak hours, which equates to less than one additional vehicle movement on the local highway network every two minutes. This level of increase is minimal and will not have any noticeable impact on the safety or operation of the local highway network during the peak hours. Junction capacity assessments at the proposed site access and the B3051 / Ashford Hill Road junction have been undertaken which show the junctions will operate well within capacity with minimal queueing and delays in all scenarios.

7.2 Conclusion

- 7.2.1 The site is in a suitable, accessible location for a residential development and complies with local and national transport policies. The proposal can be accessed safely by both car and non-car modes and the vehicular trips generated by the development can be accommodated satisfactorily on the local highway network.
- 7.2.2 Therefore, considered against the key transport tests set out in the NPPF, the proposal is fully acceptable in transport and highways terms and there are no reasons that the development should be prevented or refused on highways grounds.

FIGURES



KEY
■ SITE BOUNDARY



The Square, Basing View,
 Basingstoke, RG21 4EB
 Tel: 01256 637 940
 www.i-transport.co.uk

TITLE:
**ASHFORD HILL ROAD,
 ASHFORD HILL
 SITE LOCATION PLAN**

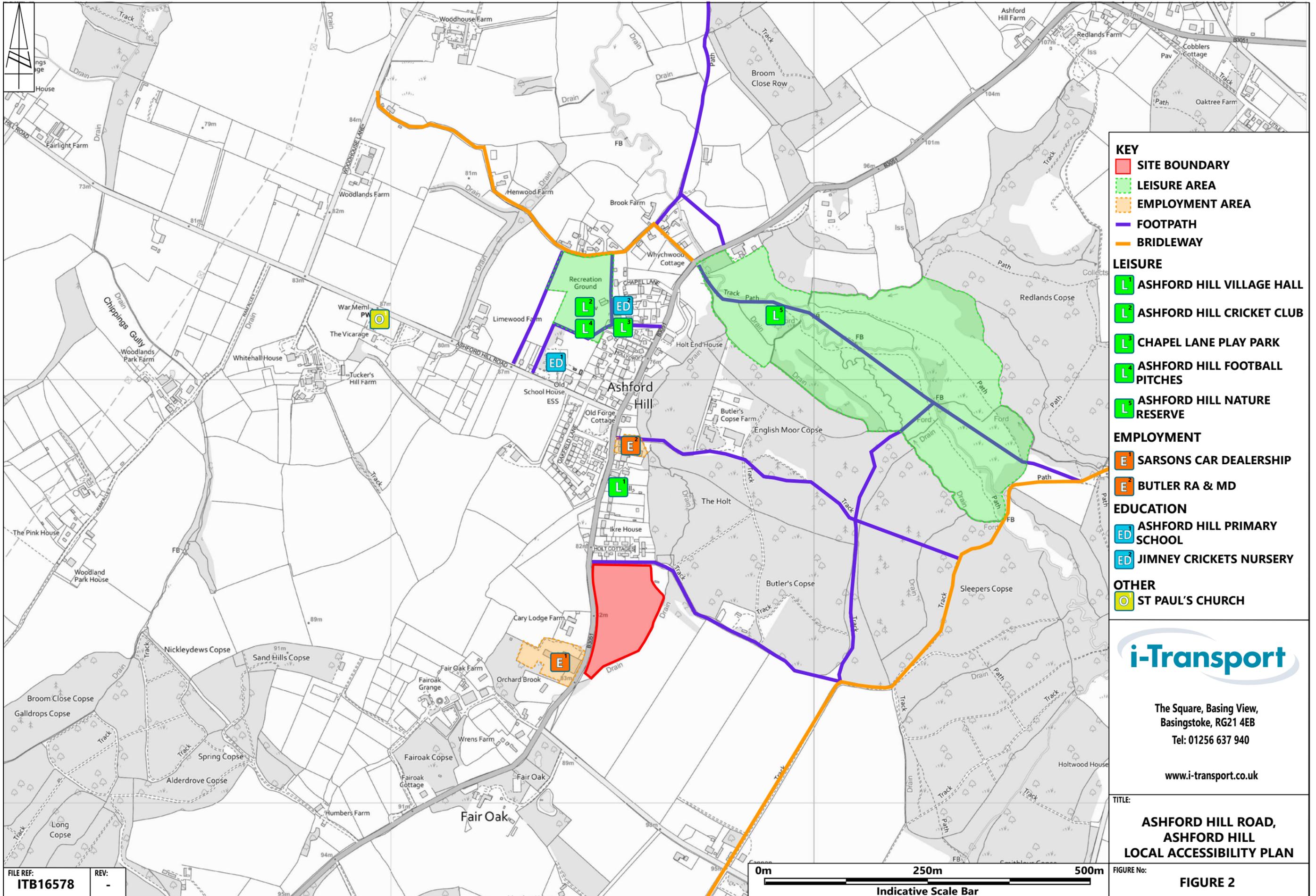
FIGURE No:
FIGURE 1

FILE REF:
ITB16578

REV:
 -



Reproduced from ordnance survey by the permission of the controller of her majestys
 stationery office. Crown copyright. All rights reserved. Licence number 100022432



- KEY**
- SITE BOUNDARY
 - LEISURE AREA
 - EMPLOYMENT AREA
 - FOOTPATH
 - BRIDLEWAY
- LEISURE**
- L ASHFORD HILL VILLAGE HALL
 - L ASHFORD HILL CRICKET CLUB
 - L CHAPEL LANE PLAY PARK
 - L ASHFORD HILL FOOTBALL PITCHES
 - L ASHFORD HILL NATURE RESERVE
- EMPLOYMENT**
- E SARSONS CAR DEALERSHIP
 - E BUTLER RA & MD
- EDUCATION**
- ED ASHFORD HILL PRIMARY SCHOOL
 - ED JIMNEY CRICKETS NURSERY
- OTHER**
- O ST PAUL'S CHURCH



The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637 940

www.i-transport.co.uk

TITLE:
**ASHFORD HILL ROAD,
ASHFORD HILL
LOCAL ACCESSIBILITY PLAN**

FIGURE No:
FIGURE 2

FILE REF:
ITB16578

REV:
-

