

# Transport Statement

Proposed Development of Brownfield Site off  
Salisbury Place, Prestwick KA9 1JR

## Contents

### 1.0 Background

This Transport Statement is presented as supporting information in respect of the Planning Application to develop Class 2 Accommodation on land accessible via Salisbury Place.

The red line boundary of the site extends to approximately 0.106 Hectares.

The site remains unused with clear evidence of past buildings in the form of concrete floor slabs and hardstandings.

As such, the site is considered brownfield land.

Last known use included :-

Car storage/maintenance and valet bay by National Car Dealership

This previous operation generated a large capacity of traffic movements, as well as fumes, smells and noise.

### 2.0 Future Use

The intention is to construct a mix of single storey nest units, aimed at small to medium sized businesses. Some units will have a mezzanine floor plate.

All to form Class 2 Accommodation.

### 3.0 Nature of Development

The site is located within the town centre of Prestwick, clearly within the urban environment. It is located close to the Main Street of Prestwick.

Given the modest size and nature of the development is not felt to be a “significant travel generating development”.

### 4.0 Multi-Modal Links

The site benefits from substantial multi-modal links, which has been laid out below.

#### 4.1 Train Trips

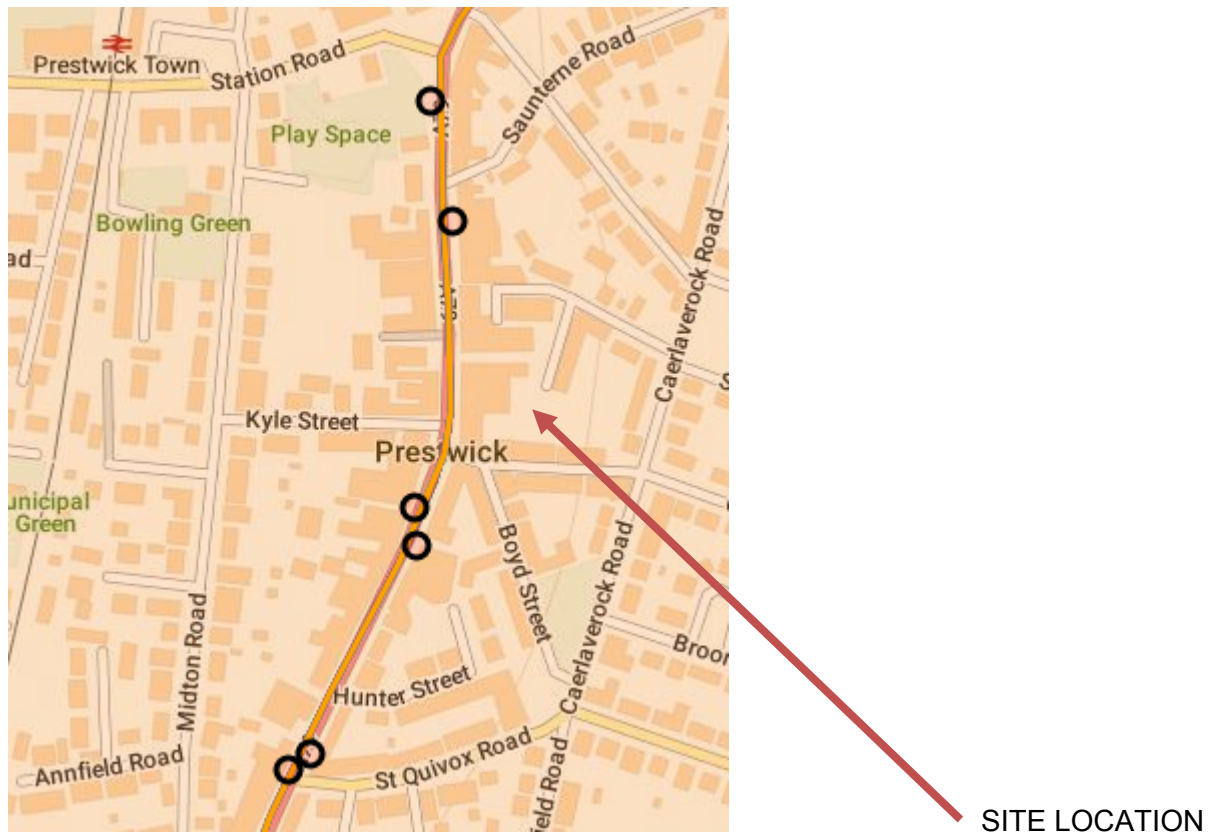
The site is located within 350m of Prestwick Railway Station, accessible along Station Road at the north end of the Main Street.

This is approximately a 12 minute walk or 5 minute cycle.

#### 4.2 Bus Trips

The site is served by both Local and National Bus Routes. It is noted that the X77 Ayr to Glasgow route passes in both directions along Main Street, Prestwick.

**Figure 1** – Location of Bus Stops within walking distance of Development.



**Figure 2** – Bus Routes in Prestwick

- 263 - Dundee - Ayr
- 14 - Douglas Street, Ayr - High Street, Irvine
- 2 - Carrick Street, Ayr - Carrick Street, Ayr
- 302 - Marchburn, Ayr - Hillfoot Road, Ayr
- 306 - Marchburn, Ayr - Hillfoot Road, Ayr
- 4 - Buchanan Bus Stn, Glasgow - Bus Station, Ayr
- 585 - Main Street, Largs - Bus Station, Ayr
- 6 - Boswell Park, Ayr - Boswell Park, Ayr
- X77 - Ayr - Glasgow

**Nearest Bus Stop ID and distance from Development.**

Northbound Bus Stop AtcoCode 6190255 is approx. 160m walk.

Southbound Bus Stop AtcoCode 6190256 is approx. 100m walk.

Southbound Bus Stop AtcoCode 6190254 is approx. 170m walk.

**4.3 Cycle Routes**

The site is fortunate in it's location in relation to both national and local cycle routes.

**National Cycle Network**

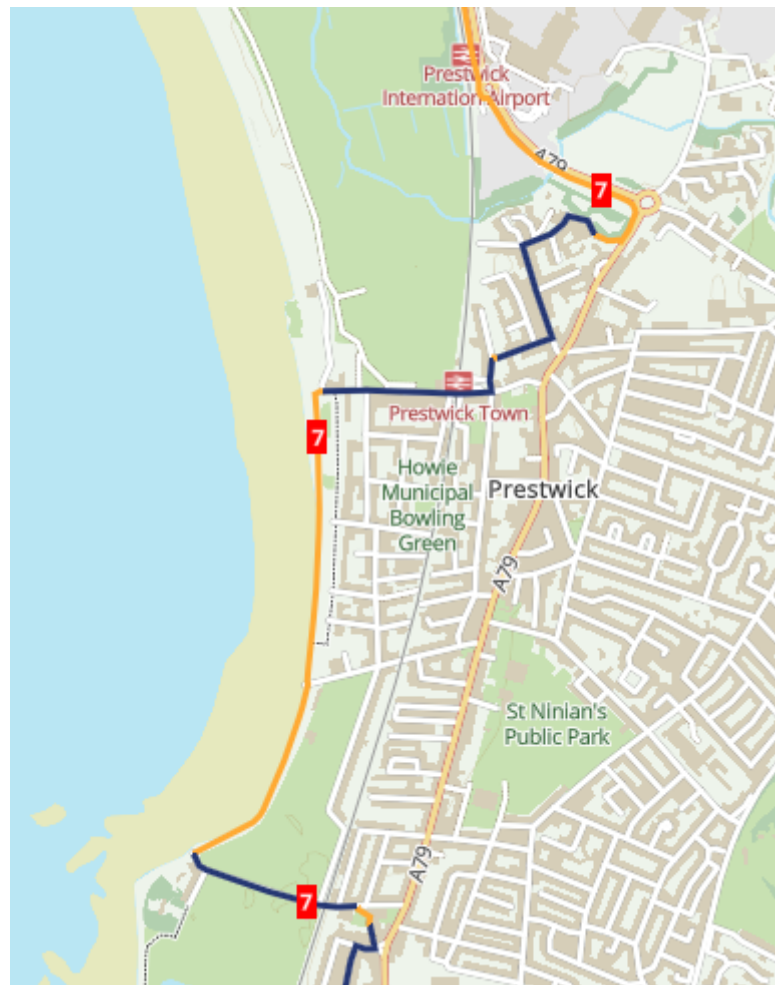
The Sustrans mapping shows that the site is close to the National Cycle Rote 7 (NCR7).

Which is designated a "Traffic-Free route on the National Cycle Network.

From the south cyclists would leave NCR7 at Bruce Avenue and then join Ayr Road and Main Street to gain access to the site.

From the north cyclists would leave the site at Kirk Street and then join Main Street to gain access to the site.

As the NCR7 is relatively flat, the site will be easily reached from Ayr and Troon.

**Figure 5 - Sustrans**

### Local Cycle Route

The site is accessed from Salisbury Place. Which in turn is accessed via Ladykirk Road from Caerlaverock Road.

There is a lane at the west end of Ladykirk Road linking with Main Street for use by pedestrians and dis-mounted cyclists.



### Cycle Storage Facility

The Development allows for the provision of a secure bike storage facility to encourage the use of the existing cycle routes adjacent the site as a sustainable alternative for daily commuters.

### 5.0 Car Parking

The Development allows for 11No. parking spaces, which includes 2No. accessible parking spaces.

The Development will be Use Class 2. Therefore the parking standard within the site will be an A2 Development, as defined by section 3.7 of the National Roads Guide.

The site will provide sufficient parking spaces along with an area set-aside for PTW's and a secure 2 tier storage shelter for cycles.

Furthermore, it could be a controlled incentive to improve the alternative modal split for the site, in particular the excellent bus and cycle routes nearby.

### **6.0 Internal Circulation**

The site layout allows for a generous hammerhead for ease of refuse collection and access for a fire-fighting pumping appliance, should it be required. All to allow all traffic movements to enter and leave the development in forward gear.

### **7.0 Working Habits & Trends**

With the current trend of remote-working and the level of technology available, this may reduce the frequency of the need for staff to be located on site 100% of time during a normal working week. With a certain percentage of work being carried out at home.

The likelihood is that not all occupiers will remain on site 100% of time during a normal working week and will be working elsewhere. This is probably more relevant to the Financial and Professional consultants.