

TRANSPORT ASSESSMENT

Hodson Developments

Land at North of Possingham Farmhouse

July 2022

Transport Assessment

Contents

1	Introduction	1
2	Existing Conditions.....	3
3	Policy Context.....	11
4	Development Proposals	15
5	Trip Generation.....	20
6	Traffic Impact	22
7	Summary and Conclusion.....	26

Figures

Figure 2.1	– Site Location Plan
Figure 2.2	– Strategic Site Location Plan
Figure 2.3	– 2km Walking Isochrone
Figure 2.4	– 5km and 8km Cycling Isochrone
Figure 4.1	– Illustrative Masterplan
Figure 4.2	– Primary Northern Access Arrangement
Figure 4.3	– Secondary South Access Arrangement
Figure 6.1	– Network Exit Points

Appendices

Appendix A	– Illustrative Masterplan
Appendix B	– Primary Access Drawing
Appendix C	– TRICS Report
Appendix D	– Traffic Flow Diagram
Appendix E	– Modelling Output

1 Introduction

- 1.1 Vectos is appointed by Hodson Developments (Applicant) to provide highways and transport advice in relation to a proposed development at Land at North of Possingham Farmhouse, Ashford Road Great Chart, Kent. Kent County Council (KCC) are the local highway authority.
- 1.2 The site is currently agricultural land with the eastern boundary edged by a hedgerow along the A28 Ashford Road and the southern boundary having a mature screen of vegetation centred around the (Grade II) listed building of Possingham Farmhouse. The south-eastern boundary of the site similarly has established mature tree/hedgerow boundary.
- 1.3 This outline planning application is for the development of up to 655 residential dwellings (including 30% affordable dwellings) the provision of new roads, footpaths, installation of appropriate utilities, infrastructure, Surface Water System (SuDS), car parking spaces, landscaping, within land north of Possingham Farmhouse, Ashford Road, Great Chart, Ashford.
- 1.4 The proposals are for a sensitively designed development that creates a logical and rational extension to the Chilmington Green development, completing the 'missing corner' adjacent to the A28. The site will address the A28 creating a new carefully considered approach to the south-west of Ashford.
- 1.5 The access strategy encourages sustainability by linking the development to the north to the Chilmington Green development and to the new amenities including the District Centre, Local Centres, Primary and Secondary Schools.
- 1.6 The primary access to the Site is from the new road from the A28 opposite Old Surrenden Manor Road. A secondary access to the A28 is also proposed along the western boundary of the site.
- 1.7 This Transport Assessment (TA) has been prepared to:
 - Assess the proposed development's accessibility from a sustainable transport perspective;
 - Review national, regional, and local policy;
 - Present the proposed access arrangements;
 - Set out the expected trip generation from the site; and
 - Assess the potential effects of the development proposals on the local transport network.
- 1.8 It has been prepared with reference to relevant national and local planning and highways policy and guidance.
- 1.9 A Travel Plan outlining a strategy to maximise sustainable travel to and from the site and minimise travel by private vehicle will be prepared by Vectos and submitted under a separate cover.

1.10 The remainder of this report is structured as follows:

- Section 2** - Existing Conditions
- Section 3** - Policy Context
- Section 4** - Development Proposals
- Section 5** - Trip Generation
- Section 6** - Traffic Impact
- Section 7** - Summary & Conclusions

2 Existing Conditions

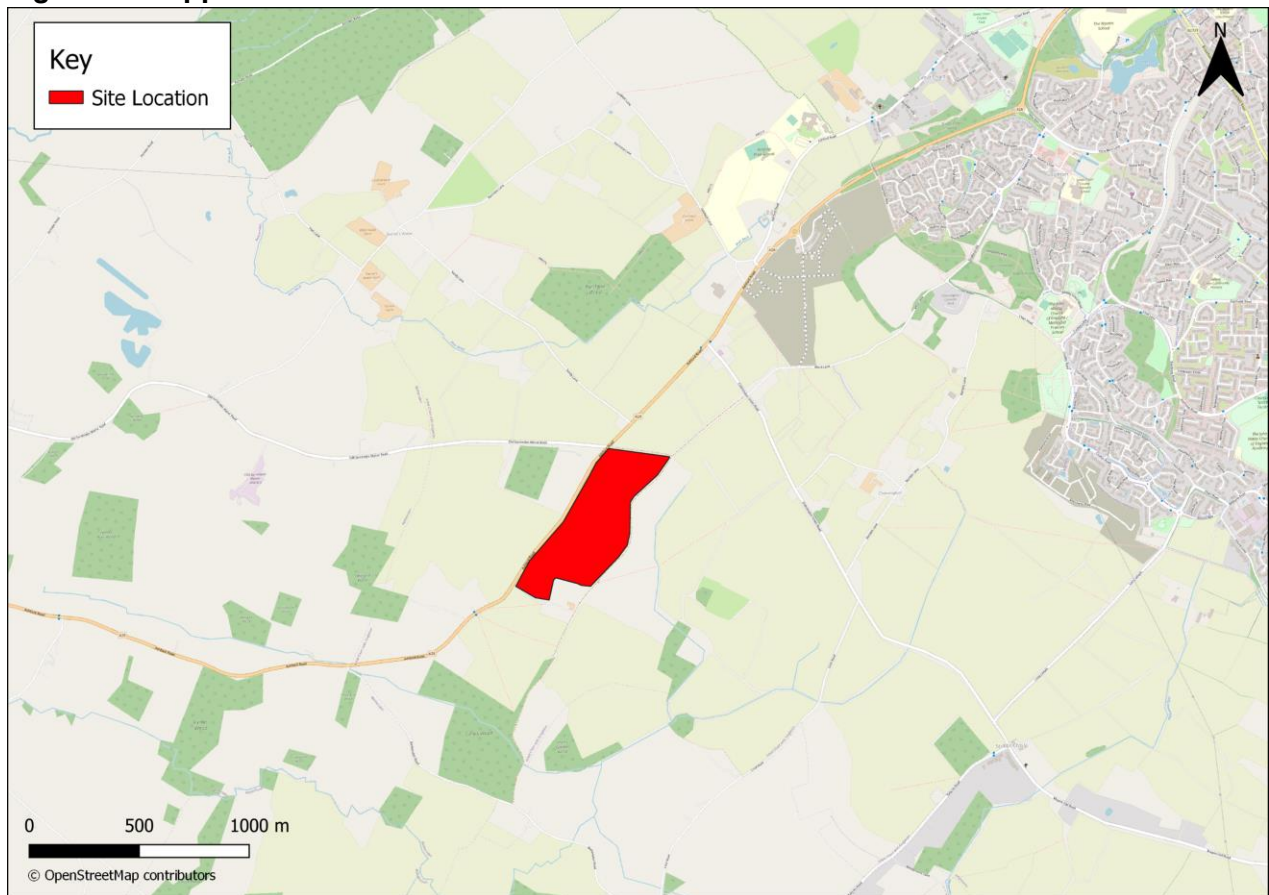
2.1 This section of the Transport Assessment provides a review of the existing transport conditions at the site, including its accessibility via sustainable modes of travel.

Site Location

2.2 The site is currently agricultural land with the eastern boundary edged by a hedgerow along the A28 Ashford Road and the southern boundary having a mature screen of vegetation centred around the (Grade II) listed building of Possingham Farmhouse. The south-eastern boundary of the site similarly has established mature tree/hedgerow boundary.

2.3 The site's location is shown in **Figure 2.1** below.

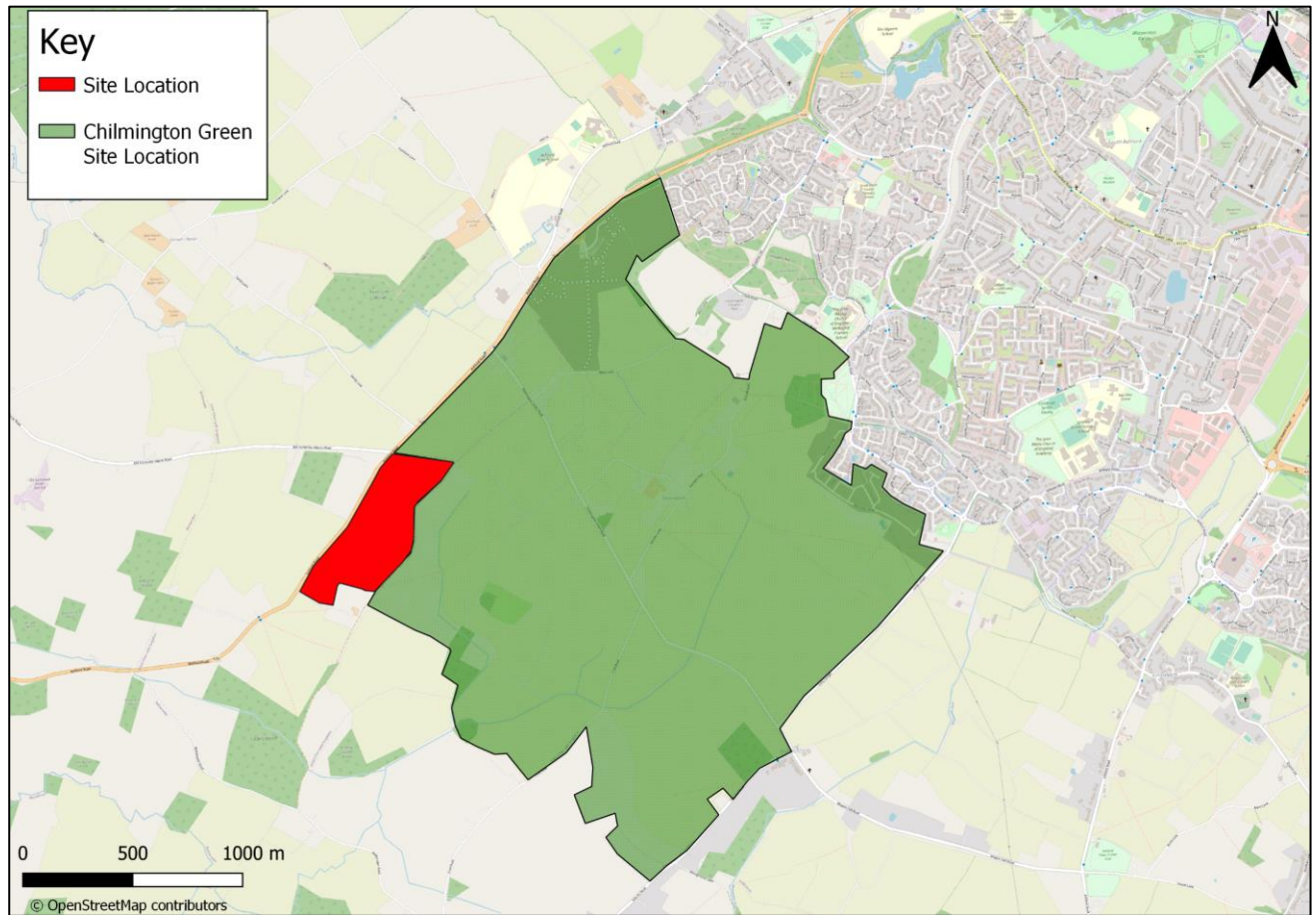
Figure 2.1: Application Site Location



2.4 It is important to note that the site's location is south of the Chilmington Green Development (ref 12/00400/AS), which is currently under construction. This development consists of 5,700 residential units as well as commercial and educational facilities. Therefore, it can be said that this development will benefit from the access and facilities provided by the Chilmington Green Development.

2.5 **Figure 2.2** shows the site alongside the Chilmington Green Development.

Figure 2.2: Strategic Site Location



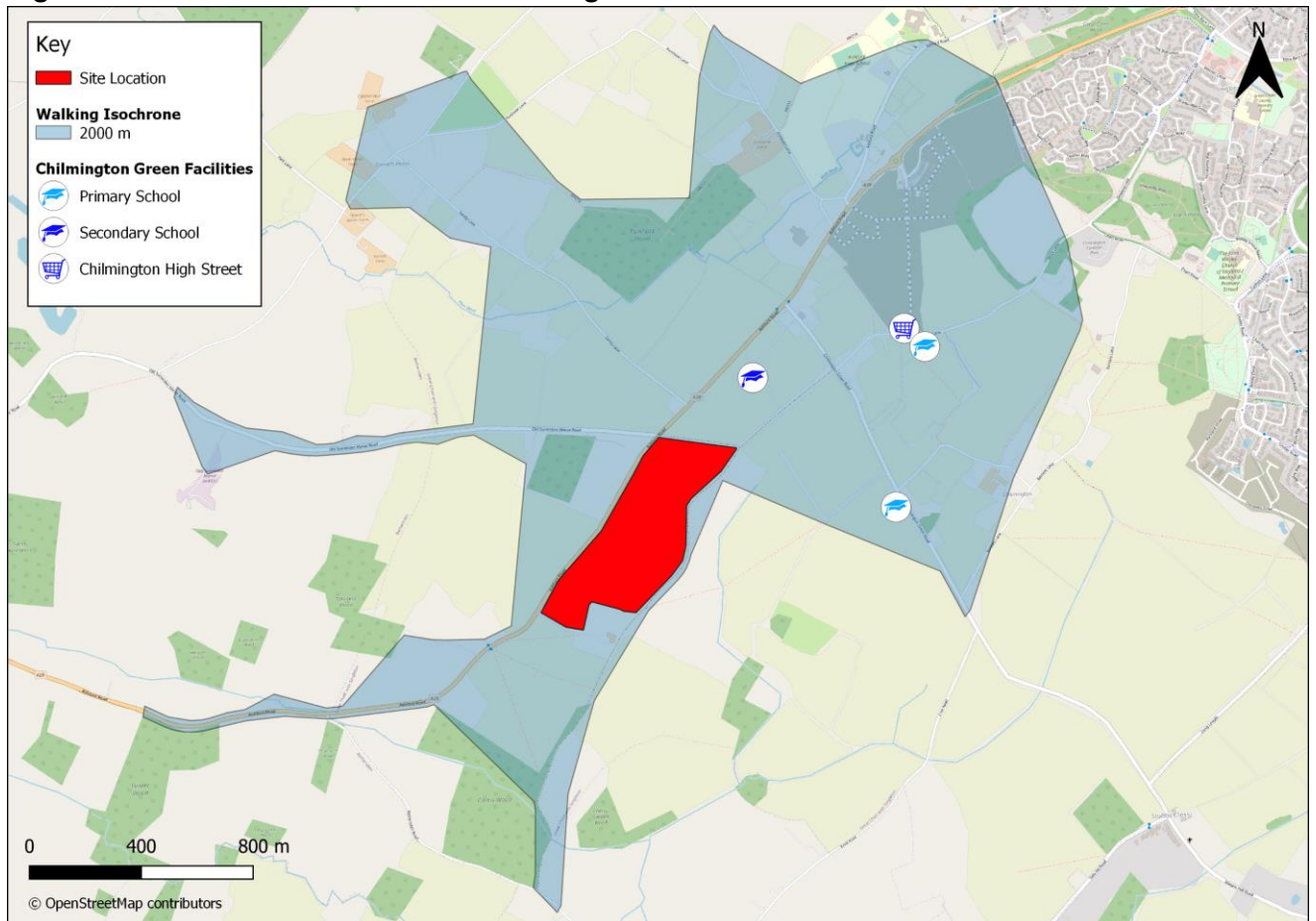
Local Facilities

- 2.6 As mentioned, the site benefits from the development of Chilmington Green to the east and north of the site. This development includes:
- “up to 5,750 residential units, in a mix of sizes, types and tenures; up to 10,000 m² (gross external floor space) of Class B1 use; up to 9,000 m² (gross external floorspace) of Class A1 to A5 uses; Education (including a secondary school of up to 8 ha and up to four primary schools of up to 2.1 ha each); Community Uses (class D1) up to 7,000 m² (gross external floorspace); Leisure Uses (class D2) up to 6,000 m² (gross external floorspace);”*
- 2.7 The Land Use Plan submitted as part of the Chilmington Green Development shows the planned location of these facilities. As set out below, Chilmington High Street will be located roughly 800m from the site. Chilmington High Street will be the location of commercial, educational, and community facilities. This area will include a supermarket of up to 2,000 sqm and up to 2,820 sqm of high street retail. It is expected that the high street will also include a community hub and primary school. It is also expected that there will be bus stops here serving Ashford and Ashford International.
- 2.8 Walking and cycling are considered the most suitable modes to replace short car trips particularly those under 2km for walking and 5km for cycling. More generally, 8km is widely recognised as an acceptable cycling distance.

2.9 The site is well located with respect to amenities residents would need access to on a day-to-day basis. Several amenities are located within walking and cycling distance of the site contributing to the site’s sustainability.

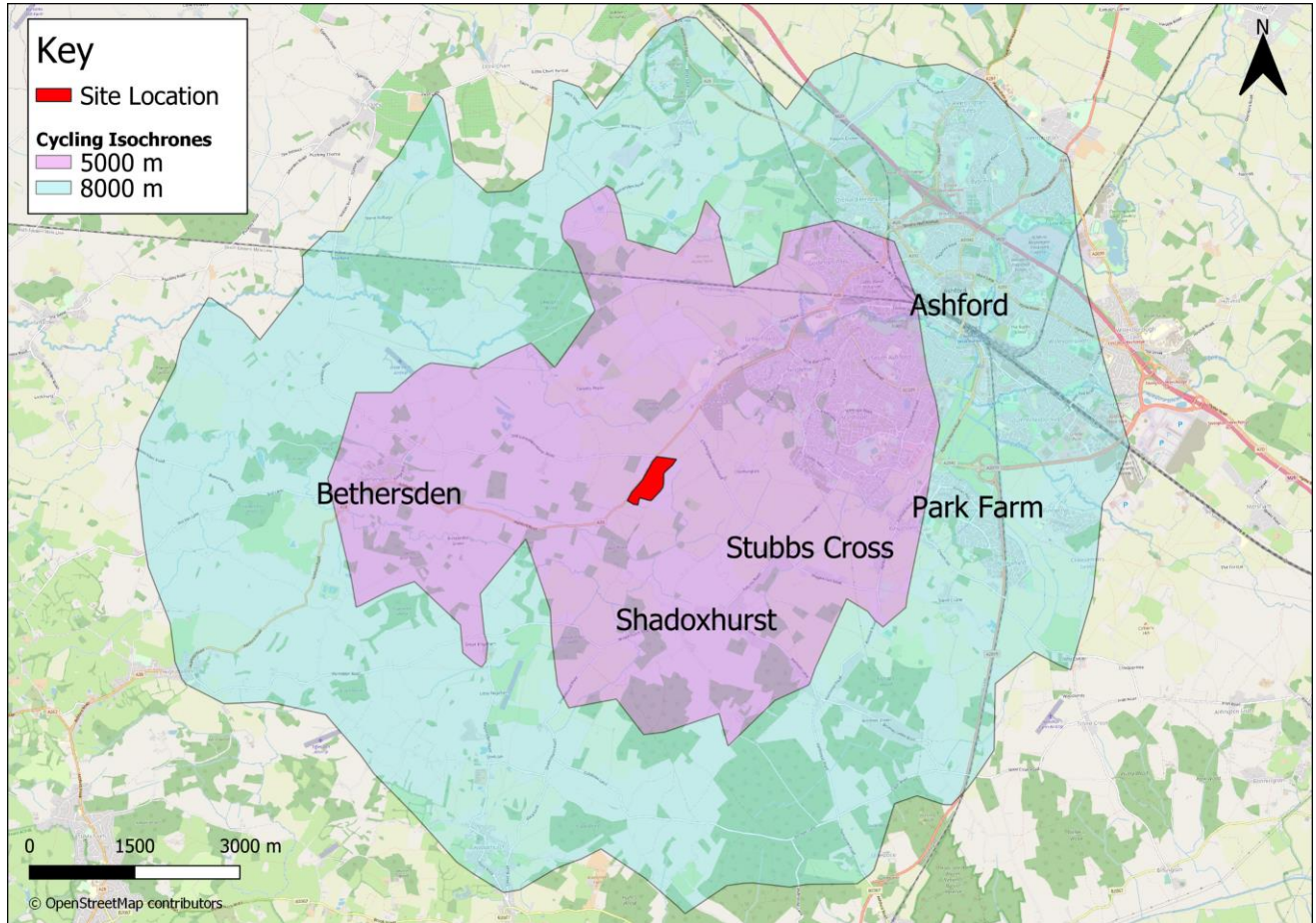
2.10 The amenities within a 2km walking distance and 5km and 8km cycling distance are shown in **Figure 2.3** and **Figure 2.4** respectively.

Figure 2.3: Amenities Within a 2km Walking Distance



2.11 **Figure 2.3** shows there will be several day-to-day amenities within walking distance of the site located on Chilmington High Street and new primary and secondary schools.

Figure 2.4: Amenities Within a 5km and 8km Cycling Distance



2.12 **Figure 2.4** shows that the town of Ashford and the villages of Bethersden, Shadoxhurst, Stubbs Cross, and Park are within cycling distance of the site.

2.13 The site therefore benefits from good accessibility by sustainable modes to many amenities suitable to support a residential development.

Walking and Cycling

2.14 Current access to the site is currently obtained via the Public Right of Way (PRoW) AW245. This is a bridleway providing access for pedestrians, cyclists, and horses.

2.15 This access is to be incorporated into the Chilmington Green Development and provide access between the site and the Chilmington Green Development.

Local Highway Network

2.16 The site is bound to the west by the A28, providing direct access to Ashford and the M20, to the north. The A28 also links the site to a number of rural locations west of the site, such as Bethersden.

2.17 The M20 links the site with Folkestone and Dover to the south-east, and Maidstone and London to the north-west.

- 2.18 To the north of the site, the A28 links with Chilmington Green Road. This is a single carriageway road connecting the A28 to Stubbs Cross in the south. This is a rural road with a 60mph speed limit.
- 2.19 There are a further two roads linking the site with rural areas in the west, both of these roads have a junction with the A28, Old Surrender Manor Road and Sandy Lane.
- 2.20 As part of the Chilmington Green Development, a new road will be constructed providing a link between the A28 and Chilmington Green Road to the east. This will be a single carriageway road with wider connections throughout the Chilmington Green Development. The northern access of the site will connect to this road, to the east of the A28.
- 2.21 Also, as part of the Chilmington Green Development, there will be improvements made to the A28. This involves road widening in certain areas as well as the introduction of signalised junctions along the A28. These improvements are intended to accommodate the level of traffic generated by the Chilmington Green Development and allow spare capacity for future developments.

Public Transport

Bus

- 2.22 The nearest bus stops are on Ashford Road. Spicer’s Hill stop is 200m south of the southern edge of the site. New Street Farm stop is 630m north of the northern edge of the site. Both of these services are served by bus service number 2, linking the site with Ashford and Ashford International.
- 2.23 The frequency of the bus services near the site is summarised in **Table 2.1**.

Table 2.1: Frequency of Bus Services

Bus Service	Route	Mon-Fri Times	Saturday Times
2	Tenterden & Rolveden – Ashford	07:08, 07:54, 09:37, 11:52, 13:52, 16:05, 18:08, 19:13, 21:16	07:38, 09:37, 11:52, 13:52, 16:05, 18:08, 19:13, 21:16

- 2.24 It is also worth noting the Chilmington Green Development will introduce a bus service from Ashford International Rail Station to its development. The nearest bus stop to the site will be roughly 500m north of the site on the junction with Mock Lane. There will also be a bus stop on the new road constructed to the north of the site. This will be approximately 300-400m from the site.
- 2.25 This service will provide regular busses to Ashford International rail station, from 2 to 4 per hour.

Train

- 2.26 The nearest railway station is Ashford International. This station is 4.8km away and is connected to the site by the number 2 bus service. However, with the development of Chilmington Green, further bus connections are expected to be completed. It is also important to note that the station is accessible by bicycle as shown in **Figure 2.4**.

2.27 This station provides frequent and direct connections with London city. The frequency of the rail services is summarised in **Table 2.2**.

Table 2.2: Frequency of Rail Services from Ashford International

Operator	Destinations	Frequency per hour		
		Mon-Fri	Sat	Sun
Southern	Eastbourne	1	1	1
Southeastern	St. Pancras International	4-6	2	2
	London Victoria	1	1	1
	London Charing Cross	2	2	1

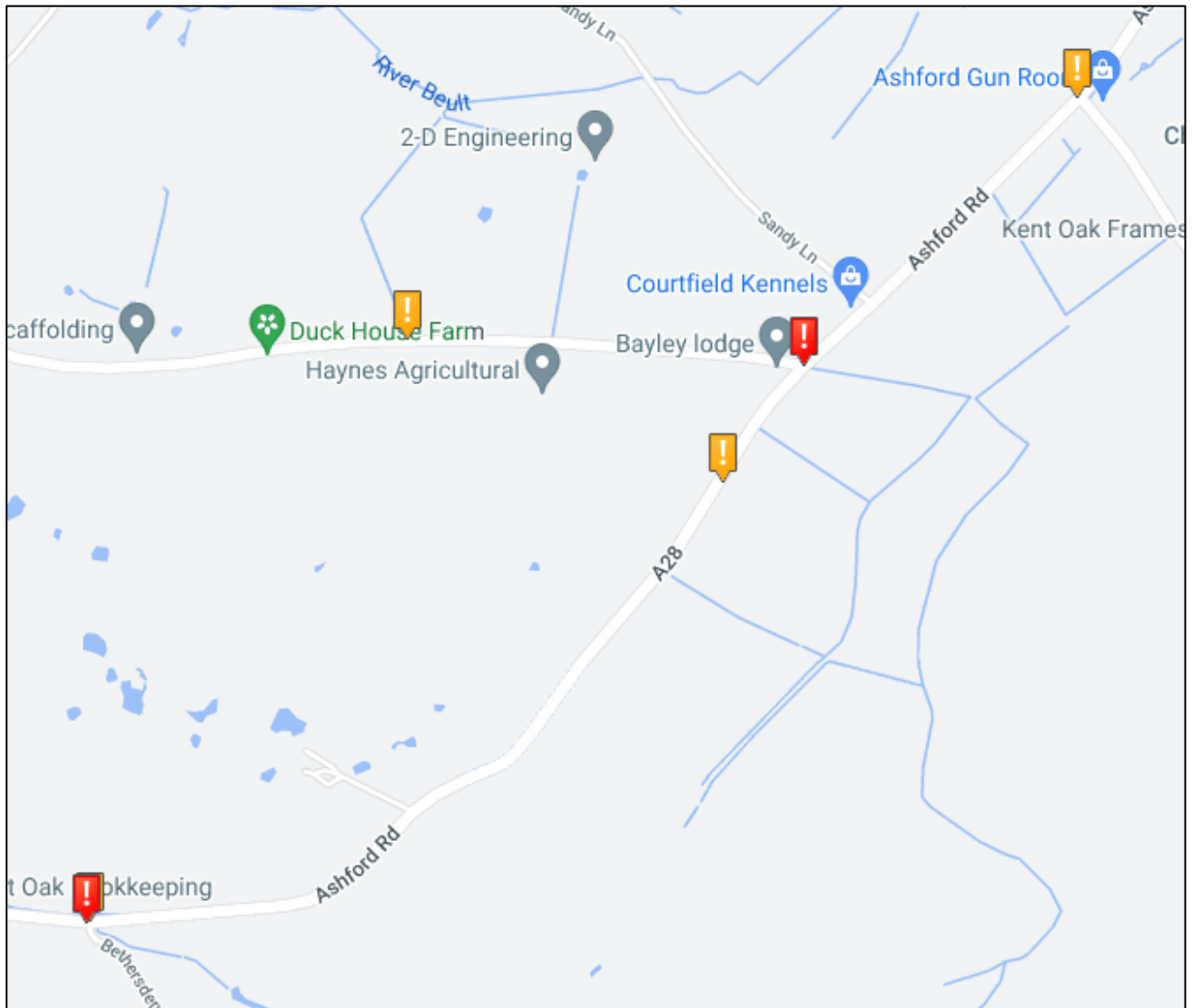
Road Safety

2.28 A high-level assessment of Personal Injury Collision (PIC) data held on the CrashMap database has been undertaken along the road network in the vicinity of the site to determine if there are any collision clusters that might indicate existing road safety issues. This is based on data held for the most recent 5-year period and is shown in **Figure 2.5**.

2.29 The CrashMap website uses data collected by the police regarding road traffic incidents occurring on British roads where someone is injured. The data is then compiled to show the location of each incident on a map.

2.30 **Figure 2.5** shows an extract taken from CrashMap of the incidents that have occurred on the local road network.

Figure 2.5: Collision Data Extract



- 2.31 As can be seen from **Figure 2.5**, there has been six collisions recorded in the most recent 5-year period around the site. Four of these incidents have been marked as slight (yellow markers), two incidents have been marked serious (red markers). None of these incidents have been marked as fatal (black markers). The most recent accident was in 2020, with the remaining accidents recorded in 2017 and 2018.
- 2.32 The serious collision on the junction of the A28 and Old Surrenden Manor Road occurred approximately 0.5km from the southern access. The other serious collision, on the junction of the A28 and Bethersden Road, is 1.1km from the southern access, and 1.9km from the northern access. The local highway network is therefore considered not to pose a safety risk to residents.

Summary

2.33 The review provided in this chapter demonstrates that:

- the application site is accessible by a range of sustainable transport modes which will be upgraded as part of the Chilmington Green development;
- collision data from the latest 5-year period shows the surrounding road network did not give rise to any fatal collisions and only two serious collisions in this time period;
- the local area has good standard of pedestrian infrastructure from which access to the site can be provided which will be upgraded as part of the Chilmington Green development; and
- a number of key day-to-day services and facilities are available within walking and cycling distance of the site.

3 Policy Context

National Policy

National Planning Policy Framework (July 2021)

- 3.1 The National Planning Policy Framework (NPPF) is a central government planning document produced by the Department for Communities and Local Government. The revised NPPF was updated in July 2021 and sets out the government’s planning policies for England and how these are expected to be applied. This revised framework replaces the previous NPPF published in March 2012, July 2018 and February 2019.
- 3.2 Section 9 of the NPPF deals with ‘Promoting sustainable transport.’ Paragraph 105 states that:
- “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This is with the initiative to reduce congestion and emissions, and to improve air quality and public health. Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, which should be considered in both plan-making and decision making”.*
- 3.3 Paragraph 106 states that planning policies should:
- “Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned; Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; Provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); and Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.”*
- 3.4 Paragraph 110 sets out the transport issues which should be addressed within Development Plans and decisions. These are:
- *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*

- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost-effectively mitigated to an acceptable degree.”*

3.5 Finally, the NPPF states 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.”

Local Policy

Kent Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031

3.6 Kent County Council (KCC) adopted its fourth Local Transport Plan (LTP4) in April 2011. LTP4 presents KCC’s transport priorities for the fifteen-year period 2016 – 2031 and also gives an idea of the priorities for transport in the country beyond that period.

3.7 LTP4 specifies five ‘Outcomes’ which link into national transport goals. These are:

- Economic growth and minimised congestion;
- Affordable and accessible door-to-door journeys;
- Safer Travel;
- Enhanced environment; and
- Better health and wellbeing.

3.8 The LTP4 notes the history of Ashford as a railway town and it’s excellent regional connections by rail. There is also a mention of the promotion of Ashford as a Cycling Town.

3.9 The LTP4 also emphasises the importance of the A28 improvement works to the development of Chilmington Green and by extension, Possingham Farm.

Ashford Local Plan 2030 (2019)

3.10 Ashford Borough Council (ABC) adopted the Ashford Local Plan 2030 in February 2019. The local plan sets out to manage and direct the growth of Ashford until 2030 and supersedes the Ashford Core Strategy 2008.

3.11 It is important to note that the Local Plan does not cover the area covered by the Chilmington Green Area Action Plan (2013). Though this site is not within this area, this site is anticipated to form part of the larger Chilmington Green area.

3.12 The local plan notes the importance of encouraging alternative modes of travel wherever possible.

3.13 Policy TRA3 sets out the parking standards for residential and non-residential developments. For residential developments. These standards set out the minimum number of parking spaces per unit and have been outlined in **Table 3.1** below.

Table 3.1: Parking Standards for Residential Development

Dwelling Type	Spaces per unit
1-bed dwelling	1
2-bed dwelling	2
3-bed dwelling	2
4-bed house	3

3.14 Policy TRA4 – Promoting the Local Bus Network outlines the necessity for developments to encourage the use of public transport:

“The potential for bus patronage should be considered as part of any proposal for new residential or commercial development. Applications should demonstrate whether modal shift in favour of public transport can be achieved through existing bus services or improvements to the network as a key determinant of the scheme’s sustainability. This should be demonstrated through a Travel Plan, Assessment or Statement (submitted under Policy TRA8).”

3.15 Policy TRA5 – Planning for Pedestrians notes the importance of a pedestrian network:

“Development proposals shall demonstrate how safe and accessible pedestrian access and movement routes will be delivered and how they will connect to the wider movement network. Opportunities should be proactively taken to connect with and enhance Public Rights of Way whenever possible, encouraging journeys on foot.”

3.16 Policy TRA7 – The Road Network and Development outlines the importance that traffic generated from developments impact the road network as little as possible:

“Applicants must demonstrate that traffic movements to and from the development can be accommodated, resolved, or mitigated to avoid severe cumulative residual impacts. In some cases, this may require exploring the delivery of mitigation measures prior to the occupation of a development. Consideration of mitigation and impact will be assessed through the fulfilment of the requirements of Policy TRA8.”

3.17 Policy TRA8 – Travel Plans, Assessments and Statements specifies that planning applications be supported by:

“either a Transport Statement, or a Transport Assessment 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 recommendations of these studies, including Travel Plans, will be required to be delivered prior to or as part of the development and will be secured through condition or S106 agreement.”

Summary

- 3.18 This section has reviewed key land use planning and transport planning policy. The proposed development takes account of government priorities for encouraging active travel by walking and cycling. The site is well located with a respect to a range of public transport services and services and facilities more generally. It is therefore a sustainable location for residential development in transport terms.

4 Development Proposals

- 4.1 This section of the report provides details of the proposed development including the proposed access arrangements for all modes of transport.

Overview

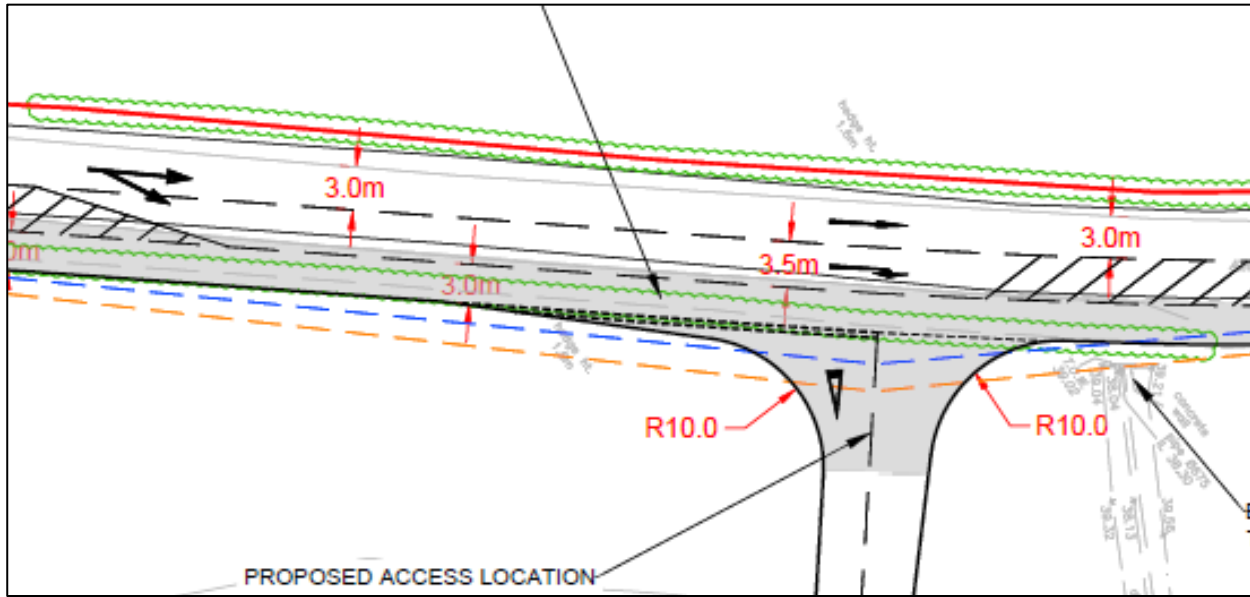
- 4.2 This Outline planning application is for the development of up to 655 residential dwellings (including 30% affordable dwellings) the provision of new roads, footpaths, installation of appropriate utilities, infrastructure, Surface Water System (SuDS), car parking spaces, landscaping, within land north of Possingham Farmhouse, Ashford Road, Great Chart, Ashford.
- 4.3 The proposals are for a sensitively designed development that creates a logical and rational extension to the Chilmington Green Development, completing the 'missing corner' adjacent to the A28. The site will address the A28 creating a new carefully considered approach to the south-west of Ashford.
- 4.4 The outline nature of the planning application is such that the precise development mix is not fixed nor is the overall layout.
- 4.5 The illustrative masterplan prepared by the scheme architect is provided at **Appendix A** with an extract of this masterplan illustrated in **Figure 4.1**.

Figure 4.1: Illustrative Masterplan



4.6 Matters associated with the vehicular and pedestrian accesses to the site from Ashford Road and the proposed new road to the north of the site are detailed as part of the application and are therefore presented and described in this section. The principles of other aspects of the proposed access arrangements (secondary vehicular and pedestrian accesses and proposed east-west vehicular route through the site) are also set out. The detail of these will be provided through any subsequent reserved matters planning application(s).

Figure 4.3: Secondary South Access Arrangement



Pedestrian and Cycle Access

- 4.12 Pedestrian and cycle access is shared with the road accesses mentioned above, as well as links with nearby PROWs. As mentioned, the primary access corridor will have one 2m footway and one 3m cycle/footway providing access to the site.
- 4.13 There is also a dedicated footpath/cycle path link between the A28 and the internal site network. This access would be from the junction of the A28 and the Old Surrenden Manor Road.
- 4.14 Within the site, there is a proposed cycleway providing a more direct route through the site. This cycleway is proposed to bypass much of the priority access corridor, linking residential areas through the secondary access roads within the site.
- 4.15 Furthermore, there are proposed footpath/cycleway links to Ashford Road as well as pedestrian links to surrounding PROWs and public byways. PROW AW245 to the north-east provides access between the site and the Chilmington Green development, as well as Chilmington Green Road to the north. This PROW also links the site with rural amenity areas to the south, such as Calais Wood.
- 4.16 As previously mentioned, this site will benefit from connections to the Chilmington Green development to the north and east of the site. This development will incorporate the existing PROWs into the street network, ensuring pedestrian access throughout.

Parking

- 4.17 Parking will be provided in compliance with Ashford Local Plan 2030. The housing mix is expected to be between 1 to 5 bed dwellings.
- 4.18 Policy TRA3 of the Ashford Local Plan 2030 outlines the parking standards for the site, as has been shown in **Table 3.1**.

Servicing and Refuse Collection

- 4.19 All servicing and refuse collection will be undertaken within the site. To ensure that the proposed site accesses can accommodate refuse and servicing vehicles, swept path analysis has been completed.
- 4.20 The swept path analysis assessment as shown in the Primary Access drawing (**Appendix B**) confirms that a refuse vehicle and a 16.5m articulated vehicle can access and exit the site in forward gear.

Travel Plan

- 4.21 A Travel Plan will be produced which will set out key aims and objectives for reducing travel to and from the proposed development by private car. It will provide a framework for managing and introducing incentives for the use of sustainable travel modes and discouraging, where possible, single occupancy vehicle trips.

5 Trip Generation

5.1 This section presents the results of a trip generation assessment for the proposed development.

Existing Trip Generation

5.2 The existing site is an undeveloped parcel of land and as such does not generate any trips.

Forecast Trip Generation

5.3 The proposals are for the development of the site to provide up to 655 dwellings. The total person trip generation for the proposed residential units has been calculated using TRICS. 2011 Census 'method of travel to work' has then been used to derive multi modal trips.

5.4 The TRICS database has been interrogated using the following search parameters:

- Category: Residential – Mixed Private Houses (Flats and Houses);
- Region: All England, except London;
- Location: Suburban Area, Edge of Town, Neighbourhood Centre;
- Days: Weekdays; and
- Dates: 01/01/14 to 02/12/21

5.5 The full output report from TRICS is provided at **Appendix C. Table 5.1** below summarises the total person trip rates and trip generation for 655 units.

Table 5.1: Proposed Residential Total Person Trip Rates and Trips

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.213	0.611	0.824	0.481	0.243	0.724
Trips	140	400	540	315	159	474

5.6 **Table 5.1** shows that in the AM and PM peaks a total of 540 and 474 two-way total person movements are anticipated to be generated respectively.

5.7 In order to anticipate how the residents will likely travel to and from the site during these periods the 2011 Census has been used to calculate the potential mode split. This was undertaken using dataset WU03EW (Method of Travel to Work) for MSOA E02005007 (Ashford 012) location.

5.8 The resultant mode share has been applied to the anticipated residential trips shown in **Table 5.1**, the resultant peak hour trips are provided in **Table 5.2**.

Table 5.2: Anticipated Residential Multi-Modal Trips

Mode	Mode Split %	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	9%	12	35	48	28	14	42
Bus, minibus, coach	3%	5	14	19	11	6	16
Taxi	0%	0	0	0	0	0	0
Motorcycle, scooter or moped	1%	1	4	6	3	2	5
Driving a car or van	75%	105	301	406	237	120	357
Passenger in a car or van	5%	7	21	29	17	8	25
Bicycle	2%	3	9	12	7	3	10
On foot	4%	5	16	21	12	6	19
Total	100%	140	400	540	315	159	474

5.9 **Table 5.2** shows that it is anticipated that a number of residents will be able to travel by active modes (6%), this is reflective of its proximity to the town centre and local areas of employment.

5.10 Public transport modes are anticipated to account for 12% of the mode split. The remaining trips are anticipated to occur by vehicular modes (taxi, motorcycle/scooter/moped and car passenger) accounting for 6% of peak hour trips.

Summary

5.11 The proposed development is forecast to generate 540 and 474 two-way total person movements in the morning and evening peak periods respectively and 406 and 357 two-way vehicle movements. The impact of the vehicle movements are discussed further in Section 6.

6 Traffic Impact

- 6.1 A capacity assessment has been undertaken of the two vehicle access junctions to the site. The southern access from the A28, and the northern access from the new road to the north. The assessment considers the impact of development traffic.
- 6.2 It is also important to note that the Sandy Lane roundabout to the west of the site was considered as part of this assessment. This roundabout was included in the Chilmington Green Development transport assessment. The modelling results from this transport assessment have been replicated here to show the impact the development will have on the operation of this junction.
- 6.3 The application seeks planning permission for up to 655 dwellings. In order to test parameters associated with the site the capacity assessment detailed below is achieved using the forecast vehicle movements presented in **Table 5.2**.
- 6.4 Traffic flow diagrams are provided at **Appendix D** which show the proportions of existing and future traffic associated with the new western site access junction.
- 6.5 A capacity assessment has been undertaken of the two new site access junctions using the Junctions 9 software.

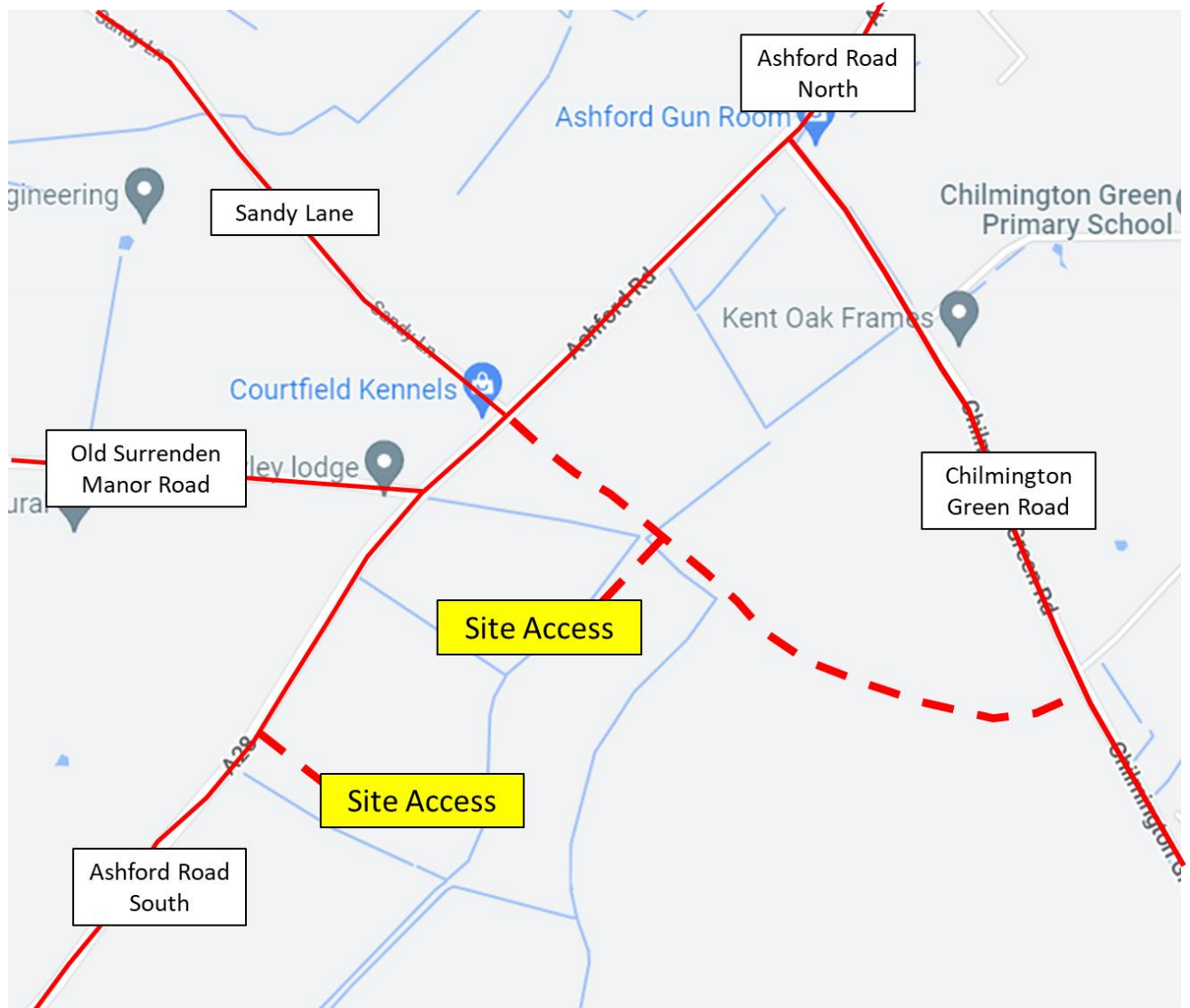
Assessment Years

- 6.6 The traffic forecast scenarios and forecast years associated with the development are as follows:
- Future Base (2031) + Development
 - Sandy Lane Roundabout (2031) + Development

Development Trip Distribution

- 6.7 In order to understand the impact of the development on the existing traffic levels, an analysis of the distribution of trips was undertaken. This involved retrieving 'Travel to Work' Census data from 2011 for MSOA 'Ashford 012' and using this to show the percentage of trips made on each road.
- 6.8 **Figure 6.1** below shows the network exit points from the site.

Figure 6.1: Network Exit Points



- 6.9 It should be noted that the dashed line representing the rough outline of the new road to be constructed to the north of the site. As this road links with Chilmington Green Road, the exit point is the same for both roads.
- 6.10 It is also important to note the distribution of these trips across both access points to the site. As mentioned, this development will have two access points, one on the north side of the site and one on the southwestern side of the site.
- 6.11 The distribution of these trips is shown in **Table 6.1** below.

Table 6.1: Trip Distribution

Network Exit	Distribution	South Access	North Access
Ashford Road North	67%	13%	54%

Network Exit	Distribution	South Access	North Access
Ashford Road South	21%	18%	3%
Chilmington Green Road	11%	0%	11%
Sandy Lane	0%	0%	0%
Old Surrenden Manor Road	1%	0%	0%
Total	100%	32%	68%

6.12 The distribution of development trips is also shown in the flow diagram provided at **Appendix D**.

Modelling Output

6.13 The proposed site access junction modelling has been modelled using the PICADY and ARCADY Junctions 9 software. The modelling results are summarised **Table 6.2**, **Table 6.3**, and **Table 6.4**. The full report is contained in **Appendix E**.

Table 6.2: New Road / Primary Site Access – Proposed Layout Junction 9 Summary

Stream	AM (08:00 – 09:00)			PM (17:00 -18:00)		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
2031 Base + Development						
Stream B - C	0.2	7.28	0.19	0.1	5.96	0.09
Stream B – A	0.1	12.71	0.08	0.0	12.32	0.04
Stream C – AB	0.1	7.48	0.09	0.3	7.07	0.19

6.14 **Table 6.2** above shows that the highest RFC level is 0.19, showing no issues in with the junction.

Table 6.3: A28 / Secondary Site Access – Proposed Layout Junction 9 Summary

Stream	AM (08:00 – 09:00)			PM (17:00 -18:00)		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
2031 Base + Development						
Stream B - C	0.1	7.29	0.07	0.0	6.24	0.03
Stream B – A	0.1	14.09	0.10	0.0	13.26	0.05
Stream C – AB	0.0	7.13	0.03	0.1	6.68	0.07

6.15 **Table 6.3** above shows that the highest RFC level is 0.10, showing no issues in with the junction.

6.16 For the Sandy Lane Roundabout, the 2031 + Development Flows were analysed. This was undertaken to assess the modelling approved within the Chilmington Green Development with the addition of the forecast Possingham Farm development traffic.

Table 6.4: Sandy Lane Roundabout Junctions 9 Summary

Stream	AM (08:00 – 09:00)			PM (17:00 -18:00)		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
2031 Base + Development						
Arm 1	1.4	5.89	0.58	2.5	8.68	0.72
Arm 2	1.0	7.72	0.51	0.7	6.52	0.41
Arm 3	0.7	4.98	0.40	1.0	5.65	0.50
Arm 4	0.1	7.97	0.06	0.1	8.79	0.10

6.17 The junction capacity results indicate that the proposed vehicle access points will operate within capacity.

Summary

6.18 A capacity assessment of the proposed site accesses, and the approved Sandy Lane Roundabout, indicate that all junctions will operate well within capacity with the addition of the Possingham Farm development traffic

7 Summary and Conclusion

- 7.1 Vectos is appointed by Hodson Developments (Applicant). to provide highways and transport advice in relation to a proposed development at Land at North of Possingham Farmhouse, Ashford Road Great Chart, Kent. Kent County Council (KCC) are the local highway authority.
- 7.2 This Transport Assessment (TA) has been prepared to:
- Assess the proposed development’s accessibility from a sustainable transport perspective;
 - Review national, regional, and local policy;
 - Present the proposed access arrangements;
 - Set out the expected trip generation from the site; and
 - Assess the potential effects of the development proposals on the local transport network.
- 7.3 The proposals are for a sensitively designed development that creates a logical and rational extension to the Chilmington Green Development, completing the ‘missing corner’ adjacent to the A28. The site will address the A28 creating a new carefully considered approach to the southwest of Ashford.
- 7.4 The access strategy encourages sustainability by linking the development to the north to the Chilmington Green development and to the new amenities including the District Centre, Local Centres, Primary and Secondary Schools.
- 7.5 The primary access to the Site is from the new road from the A28 opposite Old Surrenden Manor Road. A secondary access to the A28 is also proposed along the western boundary of the site.
- 7.6 It has been prepared with reference to relevant national and local planning and highways policy and guidance.
- 7.7 The proposed development is forecast to generate 406 and 357 two-way vehicle movements in the morning and evening peak periods respectively. The development is forecast to generate 12 and 10 two-way cycle movements in the morning and evening peak periods respectively with 21 and 19 two-way walking trips in the morning and evening peak periods.
- 7.8 A capacity assessment of the proposed site accesses, and the approved Sandy Lane Roundabout, indicate that all junctions will operate well within capacity with the addition of the Possingham Farm development traffic.

Conclusions

- 7.9 In light of the findings of this Transport Assessment it is considered that the development is acceptable from transport and highways perspective and offers significant transport and highways benefits.