

Westmount New Homes Ltd

Land rear of 123 Chalk Road,
Gravesend, Kent, DA12 4UT

Highway Statement



Control Sheet

CLIENT: Westmount New Homes Ltd
PROJECT TITLE: Land rear of 123 Chalk Road,
 Gravesend, Kent, DA12 4UT
REPORT TITLE: Highway Statement
PROJECT REFERENCE: 403905
DOCUMENT NUMBER: 001
ISSUE NUMBER: 01
DATE: July 2026

Issue & Approval Schedule	Issue 01 Draft		Name		Signature		Date
	Prepared by		C Pulling		A signed copy is available on request		30/07/2026
	Checked by		I Ladbrooke				30/07/2026
	Approved by		I Ladbrooke				30/07/2026
Issue Record	Issue	Date	Status	Description	Name		
	02				Prepared		
					Checked		
					Approved		
	03				Prepared		
					Checked		
					Approved		

Sanderson Associates Consulting Engineers is a trading name of Fairhurst Group LLP, a limited liability partnership registered in Scotland with the registered number SO307306 and registered office at 4th Floor, 300 Bath Street, Glasgow, G2 4JR.

This document has been prepared in accordance with the Fairhurst Quality and Environmental Management System and in accordance with the instructions of the client, Westmount New Homes Ltd, for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk. Any information provided by third parties and referred to herein has not been checked or verified by Fairhurst unless otherwise expressly stated within this report.

Unless otherwise agreed in writing, all intellectual property rights in, or arising out of, or in connection with this report, are owned by Fairhurst. The client named above has a licence to copy and use this report only for the purposes for which it was provided. The licence to use and copy this report is subject to other terms and conditions agreed between Fairhurst and the client.

Acknowledgements

Google Earth has been used to generate figures included in this report for illustrative purposes only.

The Crashmap Pro Collision Analysis System has been utilised to carry out a road traffic incident review.

Extracts of Explore Kent Gravesend walking and cycling map and CIHT 'Buses in Urban Developments Guidance' have been included in this report.

The TRICS database v8.26.6 has been used in this report to calculate traffic generations.

Sanderson Associates drawings are based on proposed site drawings and topographical survey data provided by RT Drafting Solutions Ltd.

Vehicle swept path analysis has been undertaken using Autodesk AutoCAD and Vehicle Tracking 2023.

Contents

1. Introduction.....	5
2. Existing Situation	6
3. Development Proposals	9
4. Accessibility by Sustainable Modes of Transport.....	11
5. Trip Generations.....	15
6. Summary and Conclusions	17

List of Tables

Table 1 – Parking standards	9
Table 2 – Bus service information	13
Table 3 – Proposed Development Search Parameters.....	15
Table 4 – Multimodal Trips for Proposed Development (2 dwellings)	15
Table 5 – Vehicle Trips from Proposed Development (2 dwellings)	16
Table 6 – Hourly vehicle movements (3 dwellings).....	16

List of Figures

Figure 1 – Location of site in wider context [Google Earth].....	5
Figure 2 – Location of site in local context [Google Earth]	6
Figure 3 – 5-year collision plot [Crashmap].....	7
Figure 4 – Extract of Explore Kent Gravesend walking and cycling map.....	12
Figure 5 – Recommended Maximum Walking Distances to Bus Stops [CIHT]	13

List of Appendices

Appendix A

Crashmap Data

Appendix B

Proposed Drawings

Appendix C

Drawing 403905-001 Visibility Splays

Drawing 403905-002 Swept Path Analysis – Delivery Vehicle

Drawing 403905-003 Swept Path Analysis – Fire Appliance

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Westmount New Homes Ltd to provide highway consultancy services to support their planning application for two dwellings on land to the rear of 123 Chalk Road, Gravesend, Kent, DA12 4UT. The location of the site is shown in **Figure 1**.

Figure 1 – Location of site in wider context [Google Earth]



- 1.2 A pre-application enquiry relating to the development of the site for residential use has been undertaken and a response received from Gravesham Borough Council dated 28th January 2026. However, no comments with regards to highways matters have been received from Kent County Council as the Highway Authority.
- 1.3 This Highway Statement has been prepared to support the application, and in accordance with Planning Practice Guidance '*Transport evidence bases in plan making and decision taking*' considers the following key aspects:
- The local highway network;
 - The existing use of the site, planning history, highway network and accidents;
 - The proposed development and its operational characteristics;
 - Access arrangements including parking and servicing;
 - Accessibility of the site by sustainable modes;
 - Impact of the proposed development traffic; and,
 - A summary and conclusion.

2. Existing Situation

2.1 Site

- 2.1.1 The land to be developed is to the rear of 123 Chalk Road which is located on the north side of the road, approximately 3km southeast of Gravesend town centre. The location of the site in relation to the local area is shown in **Figure 2**.

Figure 2 – Location of site in local context [Google Earth]



2.2 Highway Network

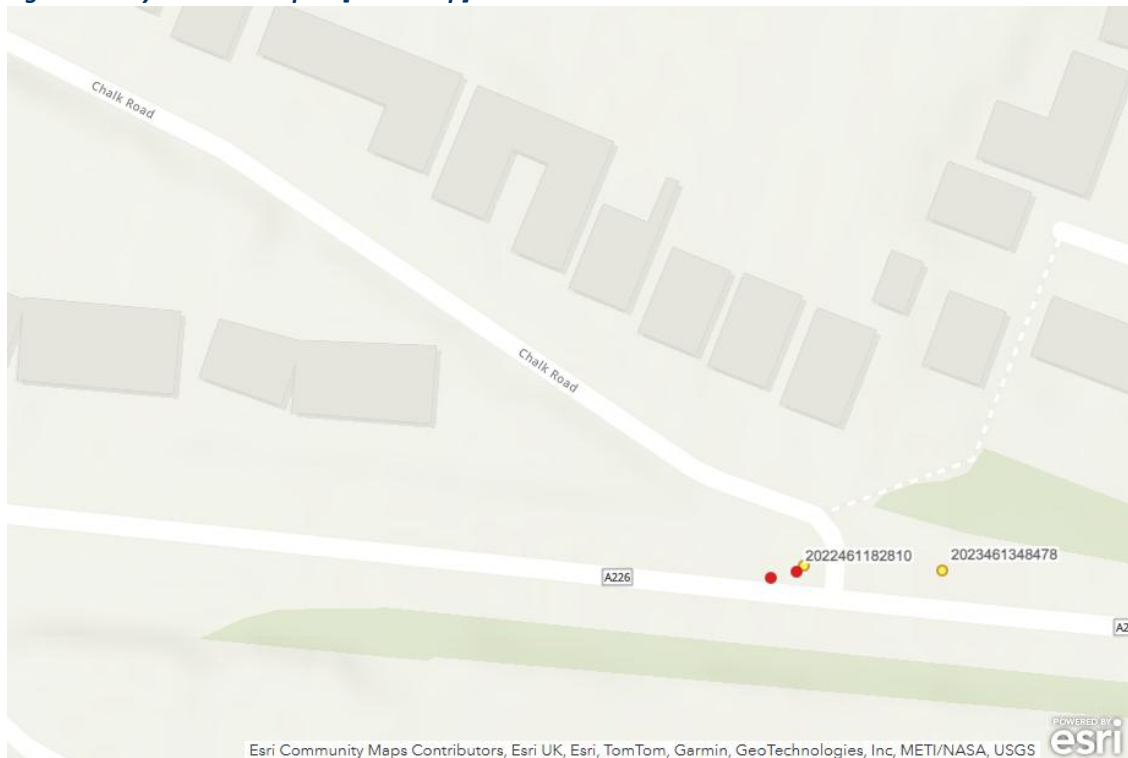
- 2.2.1 Chalk Road is a two-way road that is residential in nature, is subject to a 30mph speed limit and has streetlighting. In the vicinity of the site there is a footway present on the northern side (approx. 2.4-2.6m wide) and approximately 180m to the northwest of the site a footway begins on the southern side. From this point footways are present on both sides of the road, bar a 40m section between Forge Lane and Farriers Close, up to Lion Roundabout (Lower Higham Road/A226 Rochester Road/Old Road E/Dering Way). Dropped kerbs are present to aid pedestrian movements at side roads and accesses.
- 2.2.2 At Lion Roundabout, informal pedestrian crossings with dropped kerbs and tactile paving are present on all arms with the exception of Rochester Road (SE) which is a signal-controlled toucan (pedestrian and cycle) crossing. On Old Road East a zebra crossing is also provided approximately 45m from the junction. An information crossing with dropped kerbs and tactile paving is also present on Chalk Road adjacent to the junction with Lower Higham Road.

- 2.2.3 To the southeast of the site, Chalk Road forms the minor arm of a priority junction with the A226 Rochester Road. The A226 is a two-way road with ghost island and right turn lane for vehicles turning into Chalk Road. It is subject to a speed limit of 50mph, a footway is present on the northern side and cycle lanes are present on both sides. Beyond the junction with Thong Lane, the cycle lanes cease and a segregated cycle/footway runs on the southern side up to Lion Roundabout and beyond as far as St John's Catholic Primary School.
- 2.2.4 To the south east, the A226 connects to Rochester and the A289, which in turn provides access to the M2 motorway. To the northwest, the A226 joins Lion Roundabout, continuing to the centre of Gravesend.

2.3 *Personal Injury Incident Review*

- 2.3.1 National guidance states that transport documents should include, "an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area."
- 2.3.2 Whilst the local network is not considered to be a 'high accident area,' in order to provide a robust assessment, the most recent 5-year period has been considered. Road traffic collision data has been obtained from the Crashmap database for the most recent five-year period available (January 2020 – December 2024). The incident plot diagram within the vicinity of the site is shown in **Figure 3**.

Figure 3 – 5-year collision plot [Crashmap]



- 2.3.3 No incidents have been recorded on Chalk Road in the vicinity of the site or within over 100m to the northwest. However, four incidents have been recorded in the vicinity of the junction with the A226. Two of these were recorded with the highest injury severity being 'slight' and two 'serious'. The full reports are included at **Appendix A** and summarised below.
- Incident reference 2022461214787 occurred on 15th August 2022 at 11:15am in fine and dry conditions. Two cars, both traveling from east to west, collided however little information is available. The driver of one car suffered slight injury.
 - Incident reference 2022451182810 occurred on 13th May 2022 at 4:05pm in fine and dry conditions. It is reported that motorcycle collided with a car waiting to turn right resulting in the rider suffering serious injury.
 - Incident reference 2021461061007 occurred on 9th June 2021 at 7:30am in dry and fine conditions. Two cars collided as one was moving off, the movement of the other car is unknown. Both drivers suffered injuries, one of these were reported as slight and one as serious.
 - Incident reference 2023461348478 occurred on 18th August 2023 at 3:20pm in fine and dry conditions. A car collided with the rear of a goods vehicle that was turning left. Both drivers suffered slight injuries as a result.
- 2.3.4 The review of road collision injury incidents has not identified a material highway safety problem on the local highway network within the vicinity of the site. The incidents which occurred are considered to be as a result of human error, rather than deficiencies in the highway network.
- 2.3.5 Based on the information and analysis it is considered that highway safety record would not be exacerbated by the proposed development.

3. Development Proposals

3.1 Overview

- 3.1.1 The proposed development comprises the erection of two 4-bed dormer bungalows within the land to the rear of the property at 123 Chalk Road. The proposed layout plans are included at **Appendix B**.

3.2 Access

- 3.2.1 Access for the existing and proposed dwellings is to be shared and in the location of the existing access to no. 123 Chalk Road.
- 3.2.2 The existing driveway is to be widened to 3.7m through reconfiguration of the existing dwelling which will also provide an additional bedroom to that property. The proposed layout of the reconfigured dwelling is included at **Appendix B**.
- 3.2.3 To the northwest of the site access (looking right) a visibility splay of 2.4 x 43m, in accordance with the plated speed limit of 30mph, is achievable.
- 3.2.4 To the southeast (looking left) a visibility splay of 2.4 x 26.6m is achievable to the kerb line and 29.9m measured 0.5m into the carriageway. Visibility of 2.4 x 50.9m is achievable measured to the adjacent A226 junction and 51.3m to a vehicle waiting to turn right into Chalk Road at the A226 junction. This equates to vehicle speeds of approximately 21mph, 23mph, 33.5mph and 34mph respectively. The proximity of the adjacent A226 junction will affect vehicle speeds north westbound on Chalk Road. The speeds for vehicles turning from the A226 to Chalk Road are likely to be low and lower than the range of speeds and visibility that can be achieved in this direction. Furthermore, when this visibility splay is extended to the junction it remains within the south eastbound lane where vehicles approaching from the east are extremely unlikely to be masked. For this to occur a vehicle would need to enter the junction on the opposite side of the road into oncoming traffic / traffic waiting to give way at the junction, which would be an unlikely manoeuvre. These visibility splays are shown on **Drawing 403905-001**, included at **Appendix C**.

3.3 Parking

- 3.3.1 Parking standards are contained within Kent County Council Parking Standards document, dated January 2025. Standards are given for dwellings in 'city/town centre', 'edge of centre', 'suburban' and 'rural' locations. In this context it is considered that the site is in a suburban location and, as such, the applicable standards are as shown in **Table 1**.

Table 1 – Parking standards

	Car parking	Cycle parking
3 bed houses	2 spaces per unit	1 space per bedroom
4+ bed houses	2 spaces per unit	1 space per bedroom

- 3.3.2 Electric vehicle charging facilities are also required to be provided in line with Building Regulations Approved Document S which requires one charge point for each new dwelling.
- 3.3.3 As such, the existing dwelling is to be provided with two car parking spaces, one of which is to have electric vehicle charging facilities. A store for three cycles is also to be provided in the rear garden.
- 3.3.4 Each of the new dwellings is also to be provided with two car parking spaces with electric vehicle charging facilities for one space. Stores with capacity for four cycles are also to be provided in the rear gardens of each property.

3.4 *Servicing*

- 3.4.1 Refuse collection is to be carried out kerbside, as is the case for the existing dwelling. To enable this, a bin collection point is to be provided to the front of 123 Chalk Road to allow residents of the existing and new dwellings to present their bins within acceptable carry distances for residents and operatives.
- 3.4.2 Delivery vehicles such as supermarket deliveries and parcel couriers are able to access the site, manoeuvre and leave in a forward gear, as demonstrated on **Drawing 403905-002**, included at **Appendix C**.

3.5 *Emergency Access*

- 3.5.1 **Drawing 403905-003**, included at **Appendix C**, demonstrates that a fire appliance is able to access the site, manoeuvre and leave in a forward gear.

4. Accessibility by Sustainable Modes of Transport

4.1 Overview

4.1.1 This section of the report includes an assessment of the accessibility of the site by the following sustainable modes of transport.

- Walking
- Cycling
- Bus
- Rail

4.2 Accessibility by Foot

4.2.1 Walking is the most common form of travel in Britain and has the potential to replace short car trips, particularly those under 2km.

4.2.2 It is important to consider the routes that would be taken to get to these locations as well as the distance. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice:

"Walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating."

4.2.3 The IHT publication 'Providing for Journeys on Foot' also identifies suggested acceptable walking distances for commuting, school and sightseeing as follows with times based on Manual for Streets.

- Desirable 500m – 6.25 -minute walk
- Acceptable 1000m – 12.5 -minute walk
- Preferred Maximum 2000m – 25-minute walk

4.2.4 Facilities and amenities located within acceptable walking distance of the site include:

- Bus stops on A226 Rochester Road (100-110m)
- Bus stops on Chalk Road (215-255m)
- Bespoke Dental Care (650m)
- Le Reve hair and beauty salon (650m)
- Jake barber shop (650m)
- Chalk Parish Hall (650m)
- Premier convenience store (700m)
- Harvester public house (1km)
- Asda Express convenience store & Greggs (1km)

4.2.5 In addition, the parade of shops at Lion Roundabout, including Lion pharmacy, is within 1.2km

4.3 Accessibility by Cycle

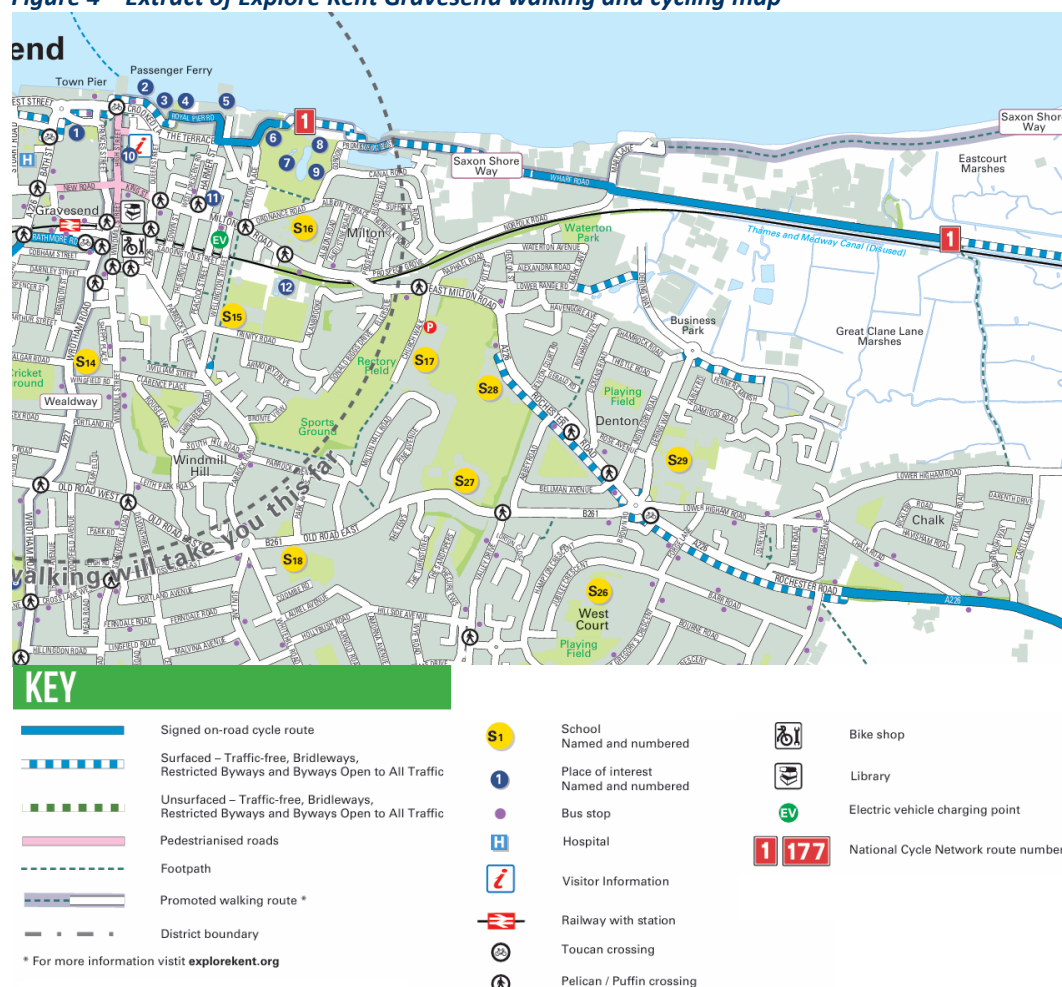
4.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.”

4.3.2 Gravesend town centre (approx. 4.0km) which includes Gravesend Medical Centre, Gravesend train station as well as various shopping and employment opportunities is beyond the acceptable walking distance of 1km but within 5 miles (8km) cycling distance. Cascades Leisure Centre is also within cycling distance (1.8km).

4.3.3 An extract of Explore Kent Gravesend walking and cycling map is shown at **Figure 4**.

Figure 4 – Extract of Explore Kent Gravesend walking and cycling map



- 4.3.4 This shows that cycle routes are present on the A226 Rochester Road in the direction of Gravesend and also southeast to Higham.

4.4 Accessibility by Bus

- 4.4.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, *“the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas.”* **Figure 5**, an extract from the guidance, outlines the maximum walking distance for different situations.

Figure 5 – Recommended Maximum Walking Distances to Bus Stops [CIHT]

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

- 4.4.2 The nearest bus stops to the site are located on the A226 Rochester Road at a distance of 100-110m. The westbound stop is served by the 111, 416, 417 and 736 whereas the eastbound stop is also served by the 190 and 668. Additional stops are located on Chalk Road at a slightly greater distance of 215-255m which provide access to the westbound 190 and 668 services. All these stops are pole stops with timetable information.

- 4.4.3 Details of the services available from the stops are shown in **Table 2**.

Table 2 – Bus service information

No	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
190	Gravesend – Chatham	30 mins	No service	30 mins
736	Higham – London	2 services to London AM 2 services to Higham PM (M-F)	No service	No service

- 4.4.4 The 111, 416, 417, 736 and 668 provide limited services however destinations include St George School, North Kent College and Rochester Grammar Schools.

4.5 Accessibility by Rail

- 4.5.1 The closest train station to the site is Gravesend station, located at a cycling distance of approximately 4.1km and can be accessed using the 190 bus service.
- 4.5.2 The station provides step-free access, ticket office, ticket machines, toilets and sheltered cycle parking for 280 cycles.

- 4.5.3 Services are available to London Charing Cross, London St Pancras, London Victoria, Ebbsfleet, Stratford, Rainham and Maidstone West as well as other local destinations.

4.6 *Accessibility Summary*

- 4.7 The site is considered to be accessible by sustainable modes with a variety of facilities and amenities to cater for day-to-day needs of residents located within walking distance. Gravesend town centre is located within cycling distance and cycle routes are present on the A226. Bus stops within 110m of the site provide access to a half-hourly service and school services are also available. Gravesend train station which provides a variety of services is also located within cycling distance and can also be accessed by bus.
- 4.7.1 Therefore, residents and visitors of the proposed development would have realistic access to various sustainable transport options that would reduce reliance on the private car.

5. Trip Generations

5.1 Overview

- 5.1.1 In order to predict the number of trips that the two additional dwellings would generate, the TRICS v8.26.6 database has been used to derive average trip rates. The search parameters for the two uses are set out in **Table 3** and the full output is included at **Appendix D**.

Table 3 – Proposed Development Search Parameters

Land Use	Trip Rate Selection Criteria
Residential	→ Land Use Category: 'Residential – Houses Privately Owned' → Multimodal trip rate surveys → Average number of dwellings: 8 → All regions included (as per latest guidance) → Saturday and Sunday surveys were excluded → Edge of town and suburban area sites were included. → Sites comprising solely of terraced houses were excluded as it is considered that these would likely be smaller dwellings with lower trip rates. Therefore, excluding these provides a robust assessment.

5.2 Multimodal Trip Generations

- 5.2.1 **Table 4** provides details of the multimodal two-way trip rates along with the corresponding modal percentage split and generated trips for the two additional dwellings. The data is split between weekday AM (08:00-09:00) and PM (17:00-18:00) peaks as well as daily (07:00-21:00).

Table 4 – Multimodal Trips for Proposed Development (2 dwellings)

Time Period	Mode of Travel	Trip Rate per unit	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.186	16.7%	0
	Cyclists	0.019	1.7%	0
	Public Transport Users	0.000	0.0%	0
	Vehicle Occupants	0.907	81.6%	2
	Total People Trips	1.111	100.0%	2
PM Peak 17:00-18:00	Pedestrians	0.148	13.8%	0
	Cyclists	0.000	0.0%	0
	Public Transport Users	0.000	0.0%	0
	Vehicle Occupants	0.926	86.2%	2
	Total People Trips	1.074	100.0%	2
Daily 07:00-21:00	Pedestrians	1.650	16.0%	3
	Cyclists	0.318	3.1%	1
	Public Transport Users	0.019	0.2%	0
	Vehicle Occupants	8.314	80.7%	17
	Total People Trips	10.297	100.0%	21

5.2.2 From the above table it can be seen that in the AM and PM peak hours no trips are expected by foot, cycle and public transport. Over the course of a day four trips are expected by these modes and it is considered that the additional demand for walking, cycling and public transport in the network peak hours is negligible and could be easily accommodated by the existing infrastructure.

5.3 Vehicular Trip Generations

5.3.1 **Table 5** provides details of the vehicular trip rates, along with the corresponding generated trips for the two additional dwellings. The data has been split between weekday AM (08:00-09:00) and PM (17:00-18:00) peaks as well as daily (07:00-21:00).

Table 5 – Vehicle Trips from Proposed Development (2 dwellings)

Time Period	Trip Rates per unit		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.204	0.333	0	1	1
PM Peak 17:00-18:00	0.500	0.241	1	0	1
Daily 07:00-21:00	2.890	3.037	6	6	12

5.3.2 The two additional dwellings are predicted to generate one vehicle movement in the AM and PM peaks. Over the course of a day 12 vehicle movements are expected. It is considered that this number of vehicle movements would not have an adverse impact on the operation of the local highway network and would not be discernible amongst daily fluctuations in traffic on the surrounding roads.

5.3.3 In addition, **Table 6** shows the number of vehicle arrivals and departures that could be expected for the existing and proposed dwellings combined. This shows that the number of opposing vehicle movements in any hour are very low and therefore the probability of conflicts between vehicles will be very low.

Table 6 – Hourly vehicle movements (3 dwellings)

Time period	Arrivals	Departures
07:00-08:00	0	1
08:00-09:00	1	1
09:00-10:00	0	1
10:00-11:00	1	0
11:00-12:00	0	1
12:00-13:00	1	1
13:00-14:00	1	1
14:00-15:00	1	1
15:00-16:00	1	1
16:00-17:00	1	1
17:00-18:00	2	1
18:00-19:00	1	1
19:00-20:00	0	0
20:00-21:00	0	0

6. Summary and Conclusions

- 6.1 Sanderson Associates Consulting Engineers has been appointed by Westmount New Homes Ltd to provide highway consultancy services to support their planning application for two dwellings on land to the rear of 123 Chalk Road, Gravesend, Kent, DA12 4UT.
- 6.2 The land to be developed currently forms the garden of 123 Chalk Road which is located on the north side of the road, approximately 3km southeast of Gravesend town centre.
- 6.3 The proposed development comprises the erection of two 4-bed dormer bungalows that are to have shared access with the existing dwelling. To accommodate this, the existing access is to be widened through reconfiguration of the existing dwelling.
- 6.4 Appropriate visibility splays are achievable from the site access and no road traffic incidents have been recorded in the vicinity. The incidents recorded at the junction with the A226 are considered to be as a result of human error, rather than deficiencies in the highway network.
- 6.5 The proposed and existing dwellings are to be provided with car and cycle parking in line with standards and servicing arrangements have been demonstrated.
- 6.6 The site is considered to be accessible by walking, cycling and public transport therefore residents and visitors of the proposed development would have realistic access to various sustainable transport options that would reduce reliance on the private car.
- 6.7 The number of trips predicted by all modes is low and it is considered that these could be accommodated by the existing infrastructure and would not have an adverse impact.
- 6.8 Therefore, this Highway Statement demonstrates that the development would not result in an unacceptable impact on highway safety and the residual cumulative traffic impacts on the local road network would not be severe. As such, there are no transport reasons why planning permission should not be granted.



Appendix A

Crashmap Data



Appendix B

Proposed Drawings



Appendix C

Drawing 403905-001 Visibility Splays

Drawing 403905-002 Swept Path Analysis – Delivery Vehicle

Drawing 403905-003 Swept Path Analysis – Fire Appliance



FAIRHURST



Sanderson House, Jubilee Way, Grange Moor,
Huddersfield, WF4 4TD



01924 844080



mail@sandersonassociates.co.uk



www.sandersonassociates.co.uk

CIVIL ENGINEERING • STRUCTURAL ENGINEERING • TRANSPORTATION • ROADS & BRIDGES
PORTS & HARBOURS • GEOTECHNICAL & ENVIRONMENTAL ENGINEERING • PLANNING &
DEVELOPMENT • WATER SERVICES • HEALTH & SAFETY / CDM SERVICES



Sanderson Associates Consulting Engineers is a trading name of Fairhurst Group LLP, a limited liability partnership.
Registered Office: 4th Floor, 300 Bath Street, Glasgow, G2 4JR | Registered No: SO307306 | VAT No. 259 9411 23