Client:

Richborough

Project:

Land off Chalk Road
Higham

Project No:

T25510

Report Title:

Transport Statement

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Rev:	A
Date:	02/09/2025

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1.0 Introduction

Background

1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development on land off Chalk Road, Higham.

1.2 This report has been prepared to support an outline application for the demolition of existing buildings and erection of up to 40 residential dwellings, public open space and associated works. Approval is sought for the principle means of vehicular access from Chalk Road and all other matters reserved.

1.3 The site location is shown on **Figure 1.1**, with the site boundary provided at **Appendix A**.

Structure of the Report

1.4 This Transport Statement (TS) is intended to present and assess the relevant highway elements of the proposed development to Kent County Council (KCC), as the Local Highway Authority, with reference to the potential level of impact on the local highway network.

1.5 Following this introduction, the report is set out as follows:

- Section 2.0 – Planning Context;
- Section 3.0 – Planning Policy and Guidance;
- Section 4.0 – Background Information;
- Section 5.0 – Sustainable Travel;
- Section 6.0 – Development Proposals;
- Section 7.0 – Traffic Generation, Distribution and Assignment;
- Section 9.0 – Summary and Conclusion.

Limitations of the Report

1.6 This report has been undertaken at the request of Richborough, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.

1.7 This report has been compiled using data from a number of external sources (such as TRICS and public transport information); these sources are considered trustworthy and therefore the data provided is considered accurate and relevant at the time of preparing this report.

2.0 Planning Context

Pre-Application Engagement

2.1 Hub produced a Transport Statement Scoping Report (TSSR) for KCC in April 2025, outlining the principles for the proposed development and the proposed methodology for assessment.

2.2 KCC provided a response to the TSSR on 16/05/2025 (Document Ref: PAP/2025/07). The key comments are summarised below with the full response included at **Appendix B**.

- Update the site access drawing to include visibility splays which accord with the prevailing 85th percentile speeds on Chalk Road, along with highway boundary data.
- Access to be taken from the existing farm access would be more beneficial given it is an established access and would reduce the number of potential conflict points.
- On-site provision for displaced parking of existing vehicles parked along the site frontage and potentially displaced, is welcomed.
- Proposals to be accompanied by a Stage 1 Road Safety Audit report and designers' response.
- Existing bus provision is not suitable and discussions with local bus operators should be undertaken to determine potential improvements that could be made to improve bus provision to the site.
- Provide a Walking and Cycling Audit of the routes to/from key local facilities. Any improvements to existing routes should be provided on a scaled plan so that they can be conditioned to any planning permission granted.
- The local highway safety analysis should be updated to include Personal Injury Accident data obtained directly from KCC.
- A Travel Plan is not required to be submitted, however it is requested that a Travel Information Pack (TIP) is distributed to residents at first occupation, to encourage sustainable travel, and a draft of the TIP is included within the Transport Statement.

2.3 A pre-application meeting was undertaken with KCC on 19/06/2025 with the key points summarised below. The agreed minutes from the meeting are provided at **Appendix B**.

- Raised a concern regarding the recorded speeds heading westbound (38mph) and stated that speeds above 34mph means that visibility splays should be calculated using DMRB. Requested that the methodology used to calculate the visibility splays is provided.
- Queried the location of the access in proximity to existing driveways south of Chalk Road and requested the driveways to be included on the plan.
- Requested a Stage 1 Road Safety Audit (RSA) to be submitted with the proposals.
- Clarification on the number of vehicles parking along Chalk Road.
- Consideration given to delivery vans parking on the highway to undertake deliveries to dwellings situated on the frontage.

2.4 This TS addresses the comments received from KCC during the pre-application stage along with the inclusion of additional data requested.

3.0 Planning Policy and Guidance

Introduction

3.1 A review of key, national and local policy and guidance that is relevant to the proposed development has been undertaken and is presented within this chapter.

National Planning Policy Framework

3.2 The latest National Planning Policy Framework (NPPF) was published in December 2024 and sets out the Government's planning policies and how these are expected to be applied.

3.3 The most relevant paragraphs to the proposed development are 109, 112, 115, 116, 117 and 118, which are detailed in **Table 1**.

Table 1: Relevant paragraphs from the NPPF relating to the proposed development

Paragraph Ref	Description
109	Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve: • making transport considerations an important part of early engagement with local communities; • ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places. • understanding and addressing the potential impacts of development on transport networks; • realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated; • identifying and pursuing opportunities to promote walking, cycling and public transport use; and • identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
112	If setting local parking standards for residential and non-residential development, policies should take into account: • the accessibility of the development; • the type, mix and use of development; • the availability of and opportunities for public transport; • local car ownership levels; and • the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
115	In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: • sustainable transport modes are prioritised taking account of the vision for the site, 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; 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 through a vision-led approach.

Paragraph Ref	Description
116	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, following mitigation, would be severe, taking into account all reasonable future scenarios.
117	Within this context [related to paragraph 116], applications for development should: • give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; • address the needs of people with disabilities and reduced mobility in relation to all modes of transport; • create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; • allow for the efficient delivery of goods, and access by service and emergency vehicles; and • be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
118	All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

3.4 This report is consistent with the statutory obligations outlined within the NPPF. This assessment considers how residents will be able to access the site safely and sets out the existing opportunities around the site to travel via alternative modes to the private car.

3.5 Notwithstanding this, the assessment also considers the level of vehicular trips to the site, and the potential level of impact this could have on the local highway network.

KCC Local Transport Plan (LTP5)

3.6 KCC's LTP5, adopted in December 2024, sets out the strategic long-term vision for transport and accessibility within the county over the plan period (2024-2037).

3.7 The LTP5 document focuses on the following ambitions:

"*We want to improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe, reliable, efficient and affordable transport network across the country and as an international gateway…*"

"*We will do this by delivering emission-free travel by getting dedicated infrastructure to electrify vehicles, increase public transport use and make walking and cycling attractive*."

3.8 The key transportation and highway policies that are most applicable to the proposed development are outlined in **Table 2**.

Table 2: Relevant paragraphs and policies from Kent Local Transport Plan 5

Policy Ref	Description
Policy Objective 2	A) Achieve a fall over time in the volume of people killed or very seriously injured on KCC's managed road network, working towards the trajectory set by Vision Zero for 2050. Outcome: Deliver our Vision Zero road safety strategy through all the work that we do.

Policy Ref	Description
Policy Objective 5	B) Reduce the amount of forecast future congestion and crowding on highways and public transport that is associated with demand from development by securing funding and delivery of our Local Transport Plan. Outcome: Deliver a transport network that is quick to recover from disruptions and future-proofed for growth and innovation, aiming for an infrastructure-first approach to reduce the risk of highway and public transport congestion due to development.
Policy Objective 8	A) We will aim to obtain further funding to deliver the outcomes our Bus Services Improvement Plan (or its successor) beyond its current horizon of 2024/25. We will ensure that our Local Transport Plan proposals are clearly evidenced in terms of their contribution towards achieving our Bus Service Improvement Plan. Outcome: A growing public transport system supported by dedicated infrastructure to attract increased ridership, helping operators to invest in and provide better services.
Policy Objective 9	A) We will aim to deliver walking and cycling improvements at prioritised locations in Kent to increase activity levels and support Kent's diverse economy, presented in a Kent Cycling and Walking Infrastructure Plan. Outcome: Health, air quality, public transport use, congestion and the prosperity of Kent's high streets and communities will be improved by supporting increasing numbers of people to use a growing network of dedicated walking and cycling routes.

KCC Design Guide

3.9 The KCC Design Guide (HDG), adopted in 2006, is the leading guidance document for highways design in Kent for new developments.

3.10 Considering the proposals are for outline permission, except for details of access, the design guide has been used to inform the access arrangements, detailed and referenced to later in this report.

3.11 Further use of (and reference to) the HDG will be undertaken as the proposals evolve to the detailed planning stage. The final proposals will be designed in accordance with the technical specifications presented in the HDG, including but not limited to, internal road layout, and servicing and delivery arrangements.

KCC Parking Standards

3.12 The KCC Parking Standards document was formally adopted in January 2025 and replaces the previously used standards adopted in 2006.

3.13 The guidance sets out the parking standards for new developments in Kent and seeks to balance the need to provide an appropriate parking provision, ensure the safe operation of the local highway and encourage sustainable travel.

3.14 It is not yet clear whether Gravesham Borough Council (GBC) has adopted the new parking standards, or whether they continue to utilise the superseded KCC standards from 2006.

3.15 Considering this, and from pre-application discussions with KCC, both documents will be reviewed as part of this TS to set out the principles for parking on site, however it is considered likely that the Gravesham standards will be used for assessment.

3.16 The detailed schedule of accommodation remains to be detailed as part of a reserved matters planning application. Once the detailed scheduled of accommodation is known, as well as the formal parking standards adopted by GBC, the finalised level and type of parking will be provided.

Gravesham Local Plan Core Strategy

3.17 The GBC Local Plan Core Strategy was formally adopted in September 2014 and sets out the long-term spatial vision for the Borough during its plan period (April 2011-March 2028).

3.18 The document outlines the strategic objectives for the borough based on the characteristics of the area and the key issues to be addressed.

3.19 Whilst the Local Plan Core Strategy is an overarching spatial document, it does include policies relating to transport.

3.20 The key policies relating to transport that are considered within this report are summarised in **Table 3**.

Table 3: Relevant paragraphs and policies from Gravesham Local Plan Core Strategy

Policy Ref	Description
Policy CS11 - Transport	New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel.
	Sufficient parking in new development will be provided in accordance with adopted parking standards which reflect the availability of alternative means of transport and accessibility to services and facilities.
	The council will support proposals which improve public transport provision and facilities in the Borough.
	The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate.

Gravesham Local Cycle and Walking Infrastructure Plan (LCWIP)

3.21 The Gravesham LCWIP, formally adopted in November 2022, identifies and prioritises investment for new infrastructure to support and encourage people to walk and cycle.

3.22 The LCWIP identifies infrastructure for a short, medium and long terms horizon to meet the active travel objectives of Gravesham.

3.23 The LCWIP identified the following schemes within the vicinity of the site.

- Route 6 – Higham – Meopham via Cobham and Sole Street: Primarily identified as a Leisure connection which utilises a number of rural routes and existing PRoW routes. The route commences in Meopham via Wrotham Road near to the junction with Norwood Lane.

3.24 It is acknowledged within the LCWIP that the route is constrained by narrow rural roads with no existing dedicated walking/cycling infrastructure and unsurfaced PRoWs, and therefore several possible routeing strategies are being considered.

4.0 Background Information

Site Location

4.1 The site is situated c.1.5km north of Higham and c.6.5km east of Gravesend (as the crow flies) on land north of Chalk Road, Lower Higham.

4.2 The site is bound by residential properties to the east, Chalk Road to the south, residential and agricultural land to the west, and agricultural land and an existing railway line to the north.

Local Highway Network

4.3 Chalk Road is a lightly trafficked local road measuring c.6.5m wide with a 30mph speed limit.

4.4 Within the vicinity of the site, a resident parking permit scheme is in force from 09:30-10:00 and 12:00-13:00, along with single yellow lines. This is likely to discourage commuter parking associated with Higham railway station situated c.480m to the south.

4.5 It is noted several residential properties on both sides of Chalk Road, adjacent the site, do not have off-street parking facilities and therefore rely solely on on-street parking availability.

4.6 Footways of varying width, but generally above 1.6m, are provided along the northern side of the carriageway, connecting into Higham to the south via School Lane.

On-Street Parking

4.7 To understand the existing level of on-street parking along Chalk Road, specifically along the site frontage, a parking beat survey was undertaken.

4.8 The survey was conducted using the industry recognised Lambeth Methodology with a beat undertaken between the hours of 00:30 and 05:30, over two consecutive days (01/05/2025 – 02/05/2025) during school term time. This allows for a representative 'peak' number of parked vehicles to be recorded.

4.9 It was confirmed by the survey company, Auto Surveys Ltd, that all vehicles were parked on the northern side of Chalk Road, with a total of three vehicles parked at the eastern corner of the site frontage.

4.10 The level of on-street parking on Chalk Road is summarised in **Table 4** with the full survey and vehicle locations included at **Appendix C**.

Table 4: Parking beat survey results summary

Date	Total
Thursday 1st May 2025	
No. Spaces Available	**19**
No. Cars Parked	**10**

Date	Total
Friday 2nd May 2025	
No. Spaces Available	**19**
No. Cars Parked	**11**

Highway Safety

4.11 As requested by KCC, a review of Personal Injury Accidents (PIAs) has been undertaken using data obtained directly from KCC for the most recent five years of available data (Jan 2020 – Dec 2024).

4.12 The recorded PIAs are summarised in **Table 5** with the full details of PIAs included at **Appendix D**.

Table 5: Personal Injury Accidents (Jan 2020 – Dec 2024)

Ref	Location	Severity			Total
		Slight	Serious	Fatal	
Junctions					
1	Chalk Road / Chequers Street	1	0	0	**1**
2	Steadman Close / Reynolds Fields	1	0	0	**1**
Links					
3	Chalk Road	0	0	1	**1**
	TOTAL	**2**	**0**	**1**	**3**

4.13 The data received from KCC demonstrates that three PIAs have been recorded within the vicinity of the site access, two classified as 'Slight', and one classified as 'Fatal'.

4.14 The cause of the PIAs are as follows:

- PIA 1 - Caused by a vehicle rear-ending another vehicle waiting at the stop line on Chequers Street due to failed breaks;
- PIA 2 – Limited details other than a vehicle collided with a cyclist;
- PIA 3 – Vehicle heading westbound collided with a parked vehicle. It was recorded that the driver of the vehicle was under the influence of alcohol and died a week later.

4.15 Whilst all PIAs are regrettable, only three PIAs have been recorded within the vicinity of the site. The details of PIAs recorded do not suggest that these are as a result of the existing configuration of the local highway.

4.16 On that basis, the review of existing highway safety does not give any undue cause for concern, and it is considered that the limited scale of the proposals will not result in an unacceptable cumulative impact on highway safety.

5.0 Sustainable Travel

Accessibility by Active Travel

Accessibility by Walking

5.1 It is generally understood that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in **Table 6.**

Table 6: Suggested Walking Distances (CIHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

5.2 In addition to the CIHT guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which may be accessed comfortably on foot.

5.3 MfS also states that the 800m walking distance is not an upper limit and references the former Planning Policy Note 13: Transport (PPG13) guidance in respect of walking replacing short car trips, particularly those under 2km.

5.4 Table NTS0303 from the 2023 National Travel Survey (released August 2024) indicates that the national average walking trip distance in 2023 was 0.7 miles or 1.12km.

5.5 The 2023 National Travel Survey (Table NTS0308) also shows that walking was the most frequent mode used for short trips, with 81% of trips under one mile (1.6km) being completed by foot in 2023, which is very similar to 2022 (83%) and 2021 (82%).

Local Facilities and Accessibility

5.6 The walking distances from the site are presented in **Figure 5.1** which accounts for local footways and crossing facilities, as well as the Public Rights of Way (PRoW) network within the vicinity of the site.

5.7 The walking distances are inclusive of the distance from the centre of the site to the proposed site access.

5.8 The facilities situated within the vicinity of the site are summarised in and presented in **Figure 5.2**.

Table 7: Local Facilities

Facility	Distance (Approx)
Community	
Higham Memorial Hall **(C1)**	1.0km

Facility	Distance (Approx)
Higham Congregational Church **(C2)**	1.6km
Mid-Higham Post Office **(C3)**	1.8km
St John's Church **(C4)**	1.8km
Higham Village Club **(C5)**	1.8km
Higham Library **(C6)**	1.8km
St Mary's Church **(C7)**	1.9km
Education	
Higham Primary School **(E1)**	1.0km
Highcliffe Village Pre-School **(E2)**	1.0km
Employment	
Nuralite Industrial Estate **(EMP1)**	2.4km
Gravesend Town Centre **(EMP2)**	8.0km
Healthcare	
Higham Pharmacy **(H1)**	1.8km
Highparks Medical Practice **(H2)**	1.8km
Leisure	
Higham Recreational Grounds **(L1)**	1.0km
Retail	
Knowle Country House **(R1)**	1.3km
Haircare Hairdresser **(R2)**	1.8km
Village Fryers Fish and Chips **(R3)**	1.8km
Taste House Chinese Takeaway **(R4)**	1.8km
The Village Green Grocers **(R5)**	1.8km
Gardeners Arms Public House **(R6)**	1.8km
Higham Mini Market **(R7)**	1.8km
Premier Mini-Market **(R8)**	1.9km

5.9 **Table 7** demonstrates that there are several local facilities accessible within a 2.0km walking distance from the site that are likely to be used by future residents on a day-to-day basis.

Accessibility by Cycling

5.10 There is potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.

5.11 The CIHT Planning for Cycling document (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 (DfT, 2014a)."*

5.12 The Department for Transportation (DfT) Cycling and Walking Investment Strategy (2017) also refers to the threshold of five miles (or 8km), stating that *"two out of every three personal trips are within five miles – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."*

5.13 The second Cycling and Walking Investment Strategy published by DfT in 2022 does not specifically reference the statement in Paragraph 5.12, however one of the main objectives is to increase the percentage of short journeys (i.e. those under five miles) in towns and cities that are walked or cycled from 41% in 2018/19 to 46% in 2025.

5.14 The 2023 National Travel Survey also shows that the average cycle trip distance (for all purposes) was three miles (or 4.8km). Therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.

5.15 The cycling distances from the site are presented within **Figure 5.3** and are inclusive of the distances from the centre of the site to the proposed site access.

5.16 Whilst there is no specific cycle infrastructure within the vicinity of the site, Chalk Road is relatively rural and carries a low volume of traffic. Additionally, given the 30mph speed limit along the length of Chalk Road into Higham, it is likely that this could make cycling more attractive for future residents.

5.17 National Cycle Network (NCN) Route 1 is situated circa 500m from the site and provides a combination of on-road and traffic-free connections to Wainscot and Gillingham in the south, and to Gravesend in the West. NCN Route 1 is accessible via a short cycle from the site on Lower Rochester Road and is signed at the junction with Chalk Road.

5.18 NCN Route 155 is situated c.4.0km to the south of the site and provides an east-west connection to Stroud in the south and Gravesend in the west. Most of the route is a traffic free route between these locations.

5.19 Given the 30mph speed limit within the vicinity of the site, and the availability of future promoted cycle routes, it is not unreasonable to expect that some future residents of the site are likely to use cycling as a method of travel.

LCWIP Routes

5.20 As previously stated, LCWIP cycle route 6 is proposed to provide a link between Higham and Meopham. This is proposed to commence at Villa Road from the junction with School Lane, c.2.0km to the south of the site.

5.21 The LCWIP states that the overall audit results for Route 6 were generally low which indicates that cycling conditions in Gravesham are mostly sub-standards. Specifically, it states

"The lowest scoring route was route 6 which has limited dedicated cycling infrastructure, sections of high-traffic rural roads and unsurfaced public rights of way".

5.22 The LCWIP then goes on to state:

"*Along the more rural Route 6 where there is limited design scope due to narrow carriageways, reducing traffic flows and speeds is also recommended – likely through modal filtering and/or installation of Quiet Lanes.*"

5.23 On that basis, it is more likely that LCWIP Route 6 would be utilised as a leisure route by more experienced cyclists, should it be determined that a scheme will be progressed.

Walking and Cycling Audit

5.24 A Local Transport Note (LTN) 1/20 route audit has been undertaken using an adaption of the assessment framework provided in Appendix A of LTN 1/20. The scope of the route audit was:

- Route 1 – Chalk Road between site access and Higham railway station.
- Route 2 – School Lane between Higham railway station and Villa Road.

5.25 In LTN 1/20, a route comprises "street checks" (on road) and "path checks" (off-road). Therefore, in this instance, all routes are considered as "street checks" given facilities such as footways follow a road, and are not completely segregated; therefore, they have interactions with motor vehicles at junctions.

5.26 Where bus stops are not present along a route, these have been removed from the total score and the score has been recorded as a "-" in the full assessment.

5.27 Whilst the audit provides a scoring system, there is no set threshold for what determines a 'good' route or a 'bad' route as this is often relative to the context of the site. The tool acts as a framework to identify any potential off-site measures to improve active travel within an area and as part of a development proposal.

5.28 The audit is provided at **Appendix E** and summarised in **Table 8**.

Table 8: LTN 1/20 Route Audit

Key Requirement	Score	Key Comments
Route 1: Chalk Road between site access and Higham railway station		
Accessibility	3	• Gradient is less than 3%. • No tactile paving is provided between the site and Higham railway station. • No dropped kerb facility over Chequers Street.
Comfort	3	• Consistent, good quality surface material along Chalk Road. • Inconsistent footway surfacing on footways along Chalk Road. • Some vegetation and scrub growth over footways along Chalk Road, reducing working width.
Directness	6	• Route follows road and is very direct. • Pedestrians and cyclists give way at minor arm junctions; however, delay is low.
Attractiveness	6	• Some wayfinding signs to NCN routes. • No places to rest and shelter. • Cycle parking available at Higham railway station. • Route is well lit along Chalk Road.
Cohesion	3	• No transitions are provided for cyclists as there is currently no designated cycle infrastructure. • Infrastructure provision for pedestrians is generally consistent.
Overall Score	**21**	

Key Requirement	Score	Key Comments
Route 2: School Lane between Higham railway station and Villa Road		
Accessibility	5	• Gradient is between 3-5%. • Tactile paving provided at some points along the route. • No ramp facility is provided over Steadman Close for wheelchair users and pedestrians with pushchairs. • Vegetation and scrub growth over footways towards Higham Primary School, reducing working width. • Vehicles observed to park on footway south of Knowle Country House Wedding Venue.
Comfort	3	• Consistent, good quality surface material along School Lane. • Inconsistent footway surfacing on footways along School Lane.
Directness	7	• Route follows road and is very direct. • Pedestrians and cyclists give way at minor arm junctions; however, delay is low.
Attractiveness	3	• No wayfinding signs, places to rest and shelter, and no cycle parking available. • Route is partially lit along School Lane.
Cohesion	4	• No transitions are provided for cyclists as there is currently no designated cycle infrastructure. • Infrastructure provision for pedestrians is generally inconsistent.
Overall Score	**22**	

5.29 Based on the audit, the following aspects of local routes identified as the most appropriate to improve are:

- Useable width of existing footways:
- Signage towards interchanges and facilities; and,
- Crossing facilities along key desire lines.

5.30 These have been identified on the basis of likely residents of the site using this infrastructure, and the general benefit to existing residents of the local area. These aspects deliver the largest improvements in a manner which is proportional with the impact of the proposed development, supporting the principle of providing genuine modal choice for all and reducing private car dependency.

5.31 Proposed measures to improve active travel from the site are detailed in Section 6.0.

Accessibility by Bus

5.32 The nearest bus stops are situated c.480m to the south of the site on School Lane, adjacent Higham railway station.

5.33 Both bus stops provide access to several bus services, including the 111, 311 and 417. Collectively, these provide services to Higham, Gravesend, and Cliffe.

5.34 The 111 and 311 operate as a midweek school pick up and drop off service to local schools including St Georges Church of England School, Thames view Secondary School, Meopham Secondary School and Meopham Community Academy.

5.35 **Table 9** summarises the 417-bus service level of frequency. All times have been taken from bustimes.org and verified on the operator's website.

Table 9: Local bus service frequency

Bus Stop (code)	Route (Operator)	Frequency (approx.)		
		Mon – Fri	Sat	Sun
Northbound (**kntjmgjt**)	417 – Gravesend – Cliffe (**Redroute Buses**)	3 services per day (09:00, 13:25, 16:27)	3 services per day (09:05,12:55, 16:42)	No Services
Southbound (**kntatgaw**)	417 – Cliffe – Gravesend (**Redroute Buses**)	3 services per day (07:35, 09:30, 13:55)	3 services per day (09:35, 13:25, 17:11)	No Services

Accessibility by Rail

5.36 As previously stated, the nearest railway station to the site is Higham, which is situated a c.480m walk to the south of the site.

5.37 The station provides 90 vehicle parking spaces (5 accessible spaces), and 14 cycle parking spaces (stands).

5.38 It should be noted that no step-free access is provided to platform 2, however staff assistance is available to help passengers with disabilities onto a service, including ramped access for wheelchair users. It is recommended that assisted travel is booked at least 2 hours before travel.

5.39 According to the National Railway accessibility map, Highway railway station can arrange for a taxi service to take a person with disabilities to the nearest station with accessible facilities.

5.40 The key direct rail frequencies from Higham railway station are summarised in **Table 10**. All times have been derived from Trainline.

Table 10: Higham railway service frequencies

Destination	Average Frequency	Approx. Journey Time	First and Last Direct Services					
			Monday to Friday		Saturday		Sunday	
			Departures	Arrivals	Departures	Arrivals	Departures	Arrivals
London St Pancras International (Dartford, Greenwich, London Bridge, City Thameslink)	2 Per Hour (Mon – Sat) 2 Per Hour (Sun)	1 Hour 21 Minutes (Maximum	First Service: 04:52 Last Service: 22:22	First Service: 05:30 Last Service: 22:32	First Service: 04:52 Last Service: 22:22	First Service: 05:32 Last Service: 23:02	First Service: 08:52 Last Service: 22:22	First Service: 09:32 Last Service: 23:02

Destination	Average Frequency	Approx. Journey Time	First and Last Direct Services					
			Monday to Friday		Saturday		Sunday	
			Departures	Arrivals	Departures	Arrivals	Departures	Arrivals
Luton (St Albans, Luton Airport Parkway)	2 Per Hour (Mon – Sat) 0 Per Hour (Sun)	2 Hour 4 Minutes (Maximum)	First Service: 04:52 Last Service: 17:22	First Service: 06:28 Last Service: 18:50	First Service: 05:22 Last Service: 17:22	First Service: 07:20 Last Service: 19:20	No Service	No Service
Gravesend	2 Per Hour (Mon – Sat) 2 Per Hour (Sun)	0 Hour 7 Minutes (Maximum)	First Service: 04:52 Last Service: 23:52	First Service: 05:13 Last Service: 23:47	First Service: 04:22 Last Service: 23:52	First Service: 00:17 Last Service: 23:47	First Service: 07:22 Last Service: 23:52	First Service: 00:17 Last Service: 23:47
Gillingham (Strood, Rochester, Chantham)	2 Per Hour (Mon – Sat) 2 Per Hour (Sun)	0 Hour 16 Minutes (Maximum)	First Service: 05:19 Last Service: 23:53	First Service: 04:36 Last Service: 23:36	First Service: 00:23 Last Service: 23:53	First Service: 04:06 Last Service: 23:36	First Service: 00:23 Last Service: 23:23	First Service: 07:06 Last Service: 23:36

5.41 **Table 10** demonstrates that there is a regular level of service to local and regional destinations.

5.42 The station provides a high frequency rail service towards London, Luton, Gravesend and Gillingham. The station provides a sustainable option for travel for employment, retail, leisure and other purposes.

Summary

5.43 The site is situated near to local facilities that could be used by residents on a day-to-day basis within reasonable walking and cycling distances. For trips further afield, residents can travel to key regional and national destinations by public transport, with rail services offering a relatively frequent service towards key local and regional destinations.

5.44 Measures to improve active travel uptake are presented later in this report.

6.0 Development Proposals

Access Arrangements

Vehicular Access

6.1 Vehicular access will be taken from Chalk Road to the south of the site via a priority-controlled junction.

6.2 Initially, as part of the TSSR, the access was designed in accordance with the design parameters for a major access road as outlined within the Kent Design Guide '*Step 3 Designing for Movement*' document.

6.3 A road of this nature is noted to comprise the following elements:

- 5.5m carriageway;
- 6m kerbed radii;
- 1.8m wide footways.

6.4 It is acknowledged that a road of this nature is typically provided for sites comprising 50-300 dwellings, however for robustness, given the proposals are close to the lower threshold, this arrangement is considered suitable.

6.5 There is a legal requirement to retain an existing farm access and the track route between points A and B to the field to the north of the site, indicated on the extract below. It should be noted that the landowner is willing to accept a change to the track route and amendment of the access location so long as access to fields to the north is maintained.

6.6 It was suggested to KCC within the TSSR the potential to create a shared access as opposed to two separate accesses. Within the pre-application response, KCC stated:

"*Paragraph 4.6 suggests the access could also be taken from the existing farm access. This may be more beneficial given it is an established access and would reduce the number of conflict points in the immediate vicinity."*

6.7 On that basis, a shared access has been proposed to accommodate both the proposed development traffic, and the infrequent farm vehicle movements. This has been designed with the following parameters.

- 6.75m carriageway width;
- 6.0m kerbed radii;

6.8 The carriageway width has been widened above the parameters for a 'Major Access Road' to allow for larger farm vehicles to pass oncoming vehicles if necessary.

6.9 Within the pre-application meeting, KCC requested the number of farm movements to verify their frequency and suitability of a shared farm access. It was confirmed by the tenant farmer that they use the existing access 3 or 4 times a month on average.

6.10 As requested by KCC, a Stage 1 RSA has been undertaken with the full report and designer's response included at **Appendix F**. The junction design has been updated to reflect the comments made within the RSA.

6.11 The proposed access arrangement is presented in **Drawing T25510.001 Rev D** and the Illustrative Development Framework Plan is included at **Appendix G**.

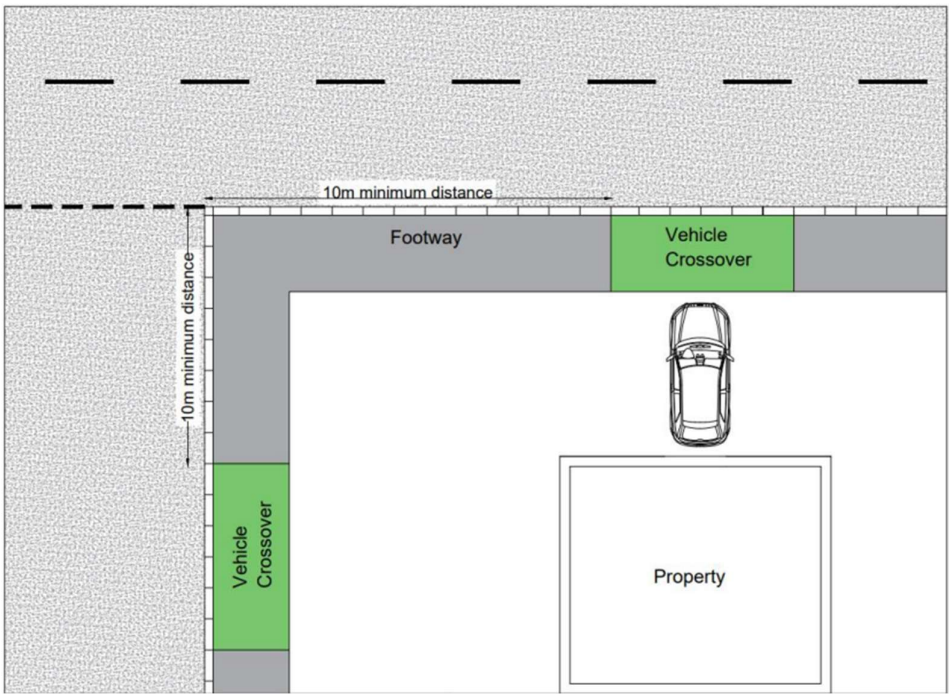
Vehicular Access Location

6.12 KCC raised a concern within the pre-application meeting that no driveways/dropped kerbed access should be within 10m of the proposed access junction.

6.13 The KCC guidance document '*Dropped Kerb Application Guidance'* (April 2025) states within section 5:

"*If the location of the proposed crossing is closer than 10 metres to a road junction and creates a major hazard, the application will be refused*".

6.14 The guidance indicates that this is only applicable for driveways on the same side of the access junction as indicated in the extract overleaf.



6.15 No driveways are proposed within 10m of the site access junction.

6.16 It is noted that there are two driveways opposite the proposed access junction. These are already situated opposite the existing farm access and will have full visibility of oncoming movements from the new access. As demonstrated later in this report, the proposals are only likely to generate one vehicle movement every three minutes which is unlikely to cause an issue for the existing residents in accessing and egressing their driveways.

6.17 Consideration has been given to the location of the proposed access to Taylors Lane. The proposals include an upgrade and relocation of the existing site access further to the east, away from Taylors Lane. Given that Taylors Lane is a very lightly trafficked, narrow, rural lane, coupled with the predicted low traffic movements from the proposed development, the proximity of the two junctions will not create a highway safety issue.

6.18 It should be noted that no comments were raised within the RSA1 regarding this matter.

Pedestrian Access

6.19 The proposed access, as shown on **Drawing T25510.001 Rev D**, will include a 2.0m wide footway provision along the site frontage (slightly higher than the required 1.8m width), connecting to existing footways on the northern side of Chalk Road, with a dropped kerb tactile crossing over the bellmouth.

Visibility Requirements

6.20 Visibility splays have been calculated using the MfS2 calculator based on 85th percentile speeds recorded on Chalk Road, within the vicinity of the site access.

6.21 MfS2 provides guidance on visibility requirements for design speeds up to 37mph (60kph) and also beyond this speed as outlined within Paragraph 10.1.3.

6.22 The following midweek 85th percentile speeds were recorded from a seven-day Automatic Traffic Count Survey (ATC) undertaken from 01/05/2025 – 07/05/2025. The 85th percentile speeds recorded are as follows:

- Eastbound: 33mph
- Westbound: 38mph

6.23 The resulting visibility splay requirements based on the MfS2 calculation is 2.4m x 50m to the west, and 2.4m x 94.5m to the east. The full calculations are provided at **Appendix H**.

6.24 It should be noted that the visibility splay calculation to the east has been based on the MfS2 calculation for speeds above 37mph (60kph) given the recorded 85th percentile speed is just above this threshold and the access location is within the signposted 30mph speed limit. This is based on a two second reaction time and deceleration rate of 2.45 m/s in accordance with DMRB requirements and is outlined in Table 10.1 of MfS2.

6.25 Highway boundary data for the area within the vicinity of the site access has been obtained from KCC to verify that the visibility splays can be accommodated within land owned by the applicant and/or within highway extents. This is provided at **Appendix I**.

Deliveries and Refuse Strategy

6.26 Given the access will accommodate for infrequent farm vehicles, a swept path analysis of a tractor and trailer has been undertaken to demonstrate it can access and egress the site in a forward gear.

6.27 Refuse collection will take place via standard kerbside collection. It should be noted that as part of the initial response to the TSSR, KCC stated that the swept path analysis of the refuse vehicle was acceptable. This has been updated to account for the amended access location and wider carriageway width.

6.28 The swept path analysis is presented in **Drawing T25510.002 Rev E**.

6.29 Given the removal of existing on-street parking and the presence of dropped kerb facilities for frontage parking, it is likely that delivery vans will park on the single yellow lined section of Chalk Road, further east to deliver to dwellings on the frontage.

6.30 However, it should be iterated that deliveries will be infrequent and temporary and will operate in a manner similar to what exists currently for dwellings fronting onto Chalk Road.

Parking Arrangements

6.31 Although the schedule of accommodation remains to be detailed as part of a full planning application, the principles for on-site parking have been considered within this report.

6.32 As part of the pre-application process, it was agreed with KCC that the SPG4 standards should be used, alongside a comparison with the new KCC standards.

6.33 The parking standards from both documents for use class C3 Dwellings are summarised in **Table 11**. The parking standards under the new KCC guidance is based on a residential development situated within a 'Suburban' area.

Table 11: Parking Standards Comparison – C3 Dwellings

Parking Type	Parking Requirements			
	No. Bedrooms	KCC Parking Standards (2006) (SPG4)	No. Bedrooms	KCC Parking Standards (2025)
Car Parking	1 bedroom 2 and 3 bedrooms 4+ bedrooms	1 space per dwelling 2 spaces per dwelling 3 spaces per dwelling	1 and 2 bedrooms 3 bedrooms 4+ bedrooms	1 space per unit 2 spaces per unit* 2 spaces per unit**
Cycle Parking	All Dwellings	1 space per bedroom	All Dwellings	1 space per bedroom

*Allocation of one space per unit possible.

**Allocation of both spaces possible.

6.34 **Table 11** demonstrates that there is a greater flexibility under the new parking standards to not only to provide a lower number of vehicle parking spaces, but also in terms of how they are allocated either within curtilage or unallocated on local roads within the site.

6.35 The vehicular parking presented at **Appendix G** align with the standards presented within SPG4; however, it is recommended that this is reviewed as part of a reserved matters planning application should GBC adopt the latest KCC parking standards, or otherwise.

Cycle Parking

6.36 The standards for cycle parking remain consistent between both documents with 1 space per bedroom (including flats and maisonettes). On that basis, cycle parking at the proposed development will align with the following standards:

- Cycle parking provision will be provided within the curtilage of a dwelling, including secure rear gardens. Garages will be of a suitable size to accommodate the required cycle parking provision.
- A secure, sheltered, communal parking facility will be provided should suitable provision not be provided within the curtilage of a dwelling.

Electric Vehicle Parking

6.37 Given the advances in Electric Vehicle (EV) parking requirements since the production of the old standards, no guidance on EV parking was included.

6.38 It is envisaged that the proposed development will utilise the current guidance and principles presented within the new KCC parking standards. This includes:

- Each dwelling with on-plot parking will provide an electric vehicle charging-point within close proximity to the parking space.
- Where communal residential parking areas are present, a mix of 'active' charging spaces with charging infrastructure in place from occupation, and 'passive' charging spaces with wiring and ducting in place for future conversion.

Potential Mitigation Measures

6.39 Following the assessment of existing baseline conditions, several measures are proposed to improve connectivity and increase the potential for sustainable travel.

6.40 The following measures will be discussed further with KCC over the planning application process.

Speed Management

6.41 Considering the 85th percentile speeds for westbound traffic, speed management features are proposed on Chalk Road to encourage drivers to align with the sign posted speed limit of 30mph.

6.42 Speed bumps and accompanying signage are currently in place on Chalk Road to the south of the site. It is proposed that these are extended along Chalk Road to within the vicinity of the proposed access to maintain lower speeds in line with the signposted 30mph speed limit.

6.43 Along with an extension to the speed bumps, interactive speed signs are proposed on approach to the site access to ensure drivers remain mindful of the speed limit and encourage them to slow down should they exceed the limit.

6.44 The proposed speed mitigation is presented in **Drawing T25510.004**.

On-Site parking

6.45 On-site parking is proposed to cater for existing parking on Chalk Road along the site frontage to ensure the operation of the access is not impeded.

6.46 As previously discussed, the parking beat survey recorded three vehicles parked on the site frontage at the eastern most corner of the site.

6.47 As part of the proposals, a total of five parking spaces will be provided within the site at the south-eastern corner. This ensures that the location and distance of available parking remains similar for existing residents.

6.48 The parking spaces will be secured from any change of use by legal agreement as part of the planning process. The spaces will be allocated to existing residents by a permitting system to discourage unauthorised parking.

6.49 It is envisaged that the on-site parking will be maintained by an appointed site management contractor.

6.50 Whilst it is unlikely that vehicles would continue to park on Chalk Road along the site frontage given the proposed off-street parking facilities and dropped kerb access to frontage parking within the site, a contribution towards double-yellow line TROs could be provided should KCC deem them necessary.

Active Travel Improvements

6.51 Following the Walking and Cycling Audit, the following mitigation measures are proposed to assist with and potentially encourage active travel.

- Vegetation clearance on existing footways along Chalk Road towards the railway station to increase useable width.
- Resurfacing of Chalk Road between the site and towards the railway station to make walking a more appealing mode of travel, whilst also removing potential trip hazards for pedestrians.
- Vegetation clearance of existing footways along School Lane towards local facilities within Higham to useable width.

- Dropped kerb tactile crossover at the following locations to facilitate pedestrians with limited mobility and visual impairments. The proposed mitigation is presented in **Drawing T25510.003**.
  - Chalk Road/Chequers Street.
- An improved crossing facility on Steadman Close to cater for wheelchair users and pedestrians with pushchairs The proposed mitigation is presented in **Drawing T25510.003**.
- Formalisation of layby parking on School Lane south of Knowle Country House Wedding Venue to increase the working width of the footway. 3 vehicles were observed to park partially or entirely on the western footway with 7 vehicles observed to be parking within the informal layby opposite. The proposed mitigation is presented in **Drawing T25510.005**.
- Contributions towards cycle parking capacity and infrastructure improvements are proposed at Meopham railway station to make cycling a more attractive method of travel to the station.

Public Transport Improvements

6.52 As discussed, the site is situated close to Meopham railway station, within a c.480m walk, and provides access to key regional destinations and employment centres. These are therefore likely to be used for commuting purposes by future residents of the site.

6.53 Whilst the low level of bus service frequency is acknowledged, given the scale of the proposals, it is unlikely that improved long-term provision could be provided and therefore measures to encourage residents to use the railway station is a key focus.

6.54 Notwithstanding the active travel improvements proposed towards the station, additional signage is proposed along Chalk Road to the south of the site to help guide residents to the railway station and local bus stops and to increase their awareness of local public transport opportunities.

Travel Information Packs

6.55 Travel Information Packs (TIP) will be distributed to each resident upon initial occupation to encourage sustainable travel from the outset.

6.56 TIPs are a package of information on travel options for a new site/development, to assist residents with planning journeys from their new home.

6.57 The benefit of providing a TIP is that not only does it help a resident settle into their new surroundings, but in highways and transportation terms, it helps to create a culture of sustainable travel from the earliest point of occupation.

6.58 As requested by KCC, a draft of the TIP is included at **Appendix J**.

7.0 Trip Generation, Distribution and Assignment

Trip Generation

7.1 This report considers a proposed development of up to 40 residential dwellings.

7.2 The TRICS 7.11.4 database has been used to determine the potential vehicle trip generation for the proposed development; the output is provided at **Appendix K** of this report and is summarised in **Table 12**.

7.3 The following parameters have been used within the TRICS assessment:

- Land Use – Residential, Homes Privately Owned;
- Regions – England, Scotland and Wales (excl. Ireland & Greater London);
- Units – 0 to 100 (average: 50);
- Date Range – 01/01/2016 to 18/09/2024;
- Locations – Edge of Town, Neighbourhood Centre.

Table 12 – Vehicle Trip Generation - Residential (40 Dwellings)

Peak Period	Trip Rate (per dwelling)		Vehicle Trips		Total
	In	Out	In	Out	
AM	0.167	0.352	7	14	**21**
PM	0.339	0.160	14	6	**20**

AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips are rounded.

7.4 The vehicle trip generation detailed in **Table 12** indicates that the proposed development is forecast to generate 21 two-way vehicle trips in the AM peak hour and, 20 two-way vehicle trips in the PM peak hour. The forecast traffic generation is considered robust given the planned 50% affordable mix on the site.

7.5 This equates to approximately one additional two-way vehicle trips every three minutes during each peak hour period which is likely to be imperceptible to existing and future background traffic beyond the site access.

7.6 Given the level of anticipated vehicle trip generation and proposed future measures, it is considered that the proposals will have a negligible impact on the highway network. No off-site junction capacity assessments are considered necessary given the extremely limited impact of the development proposals.

Trip Distribution and Assignment

7.7 A distribution exercise has been undertaken using Census 2011 Method of Travel to Work data for MSOA Gravesham 010, where the site is situated. It is considered that the data remains suitable to use given the more up to date Census 2021 survey was undertaken during Covid-19 when more people were working from home and is likely to be unrepresentative of true travel patterns.

7.8 The distribution exercise is included at **Appendix L** and summarised in **Table 13** along with the subsequent assignment.

Table 13: Trip Distribution and Assignment

Route	Trip Distribution (%)	Trip Assignment AM	Trip Assignment PM
Chalk Road (E)	70%	15	14
Chalk Road (W)	30%	6	6
Total	**100%**	**21**	**20**

NB: Figure subject to rounding to avoid error.

7.9 The results of the distribution exercise shows that 70% of vehicles are likely to assign along Chalk Road East and 30% of vehicles are likely to assign along Chalk Road West.

8.0 Traffic Impact

8.1 Considering the level of vehicle trips are likely to be imperceptible to existing background traffic, no off-site junction capacity assessments have been undertaken.

8.2 As the proposed development will be served by a new access, a junction capacity assessment has been undertaken to demonstrate it will operate within capacity at a suitable future assessment year.

Assessment Scenario

8.3 The following scenario has been assessed for both the AM and PM peaks:

- 2030 Future Year + Proposed Development

TEMPro Growth Factors

8.4 The 2025 baseline flows recorded from the ATC survey have been uplifted to a 2030 future year using NTM adjusted growth factors obtained from the industry recognised TEMPro database for MSOA Gravesham 010.

8.5 The Growth Factors are summarised below with the detailed output included at **Appendix M**.

- 2025 to 2030 (AM Peak): 1.0574
- 2025 to 2030 (PM Peak): 1.0551

Junction Assessment

Site Access

8.6 The site access has been modelled using a PICADY assessment within the Junctions 11 software package.

8.7 The full junction model outputs are included at **Appendix N** and summarised in **Table 14**.

Table 14: Site Access PICADY Results

Approach	AM Peak 08:00 – 09:00			PM Peak 16:00-17:00		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
2030 Base + Proposed Development						
Site Access	0.02	0	6	0.01	0	6
Chalk Road	0.01	0	6	0.02	0	6

8.8 **Table 14** demonstrates that the proposed site access will operate with significant spare capacity during both the AM and PM peak period, with negligible queuing and delay.

9.0 Summary and Conclusion

9.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development on land off Chalk Road, Higham.

9.2 This Transport Statement has been prepared to support an outline application for the demolition of existing buildings and erection of up to 40 residential dwellings, public open space and associated works. Approval is sought for the principle means of vehicular access from Chalk Road and all other matters reserved.

9.3 The site is situated within a suitable walking and cycling distance to local facilities that could be used by residents on a day-to-day basis. For trips further afield, residents can travel to key regional and national destinations by public transport, with rail services offering a relatively frequent service towards employment centres in Gravesend, London, Luton and Gillingham. Given the proximity of the site to the railway station, and the destinations that are served, it is highly likely that future residents will use rail as a main method of travel, especially for commuting.

9.4 A review of PIAs obtained from KCC demonstrates that only three PIAs have been recorded within the most recent five-years of available data (Jan 2020 – Dec 2024). Whilst one fatal PIA was recorded, it appears to be as a result of the driver being under the influence of alcohol. Overall, the volume and nature of the PIAs does not give any undue cause for concern and it is considered that the limited scale of the proposals will not result in an unacceptable cumulative impact on highway safety.

9.5 The proposed site access will be taken from Chalk Road to the south of the site via a priority junction. This will become a shared access to cater for infrequent farm movements and therefore has been designed accordingly. The access comprises a 6m kerbed radii and a 6.75m carriageway.

9.6 Several mitigation measures have been proposed in response to comments raised by KCC as part of pre-application engagement. These include speed management features including extension of speed bumps on Chalk Road and interactive speed signs; active travel improvements such as resurfacing and vegetation clearance along key desire lines; additional signage towards the railway station; and on-site parking to accommodate existing on-street parking by residents on Chalk Road.

9.7 The proposed development is forecast to generate 21 two-way vehicle trips in the AM peak hour and, 20 two-way vehicle trips in the PM peak hour. This is a negligible amount and is likely to be imperceptible to background traffic beyond the site access. An assessment of the proposed site access demonstrates that it will operate well within capacity during both the AM and PM peak periods, with minimal queuing and delay.

Conclusion

9.8 The National Planning Policy Framework paragraph 116 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 impact on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*"

9.9 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the residual cumulative impacts on the road network will not be severe and there would not be an unacceptable impact on highway safety.

9.10 As such, it is considered that there are no reasons why the proposals should be resisted on transport, traffic capacity, or highway safety grounds.

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Figures

Legend

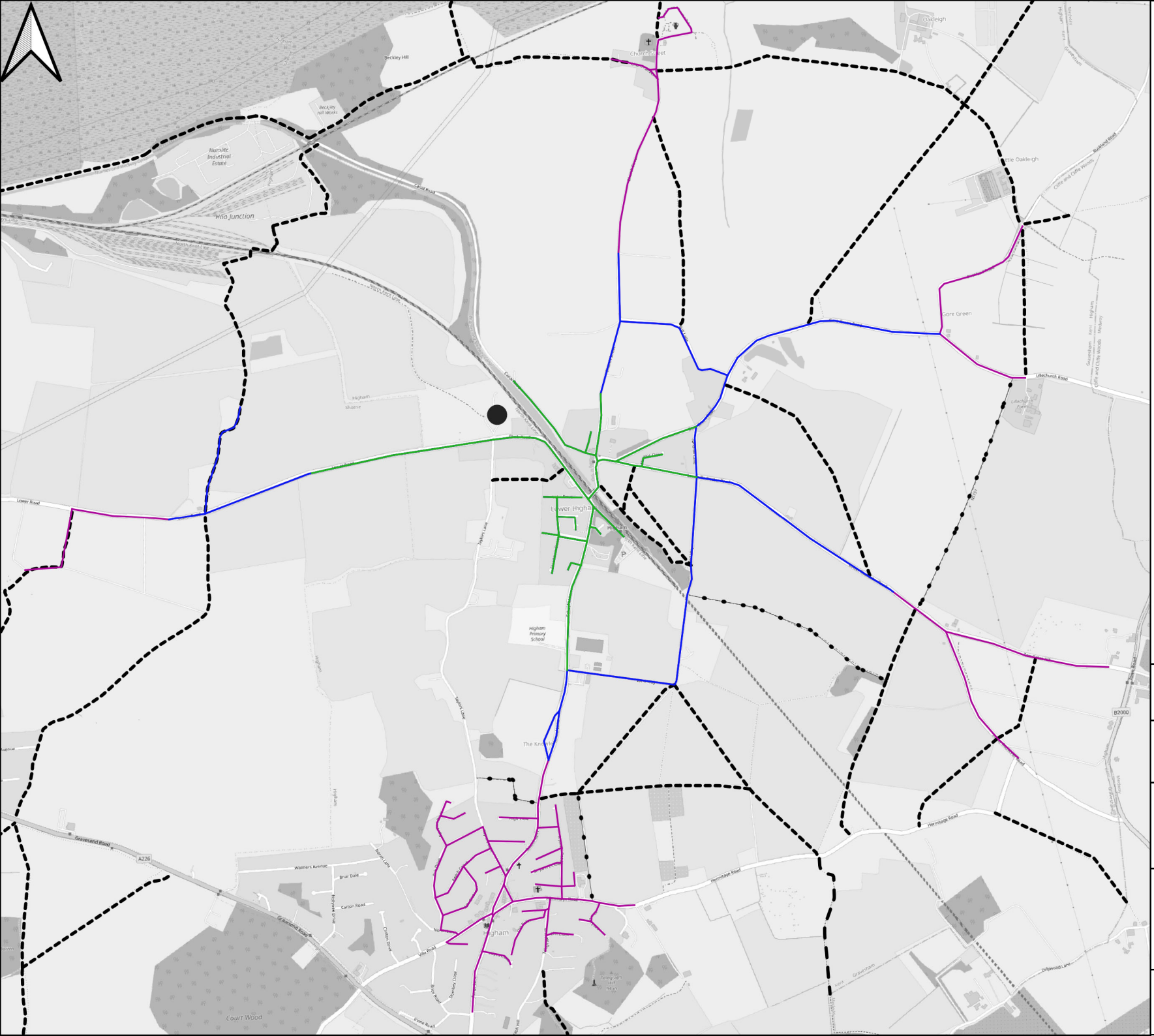
- Site Location
- Bus Stop
- Railway Station
- Railway Network

Figure 1.1 - Site Location

Richborough

hub TRANSPORT PLANNING LTD

0 400 800 m



Legend

- Site Location

Walking Distances

- 800m
- 1.2km
- 2.0km
- Public Bridleway
- Public Footpath
- Restricted Byway

Figure 5.1 - Walking Distances

Richborough

hub TRANSPORT PLANNING LTD

0 400 800 m

Legend

- Site Location
- Community
- Education
- Employment
- Healthcare
- Leisure
- Retail

Figure 5.2 - Local Facilities

Richborough

hub TRANSPORT PLANNING LTD

0 300 600 m

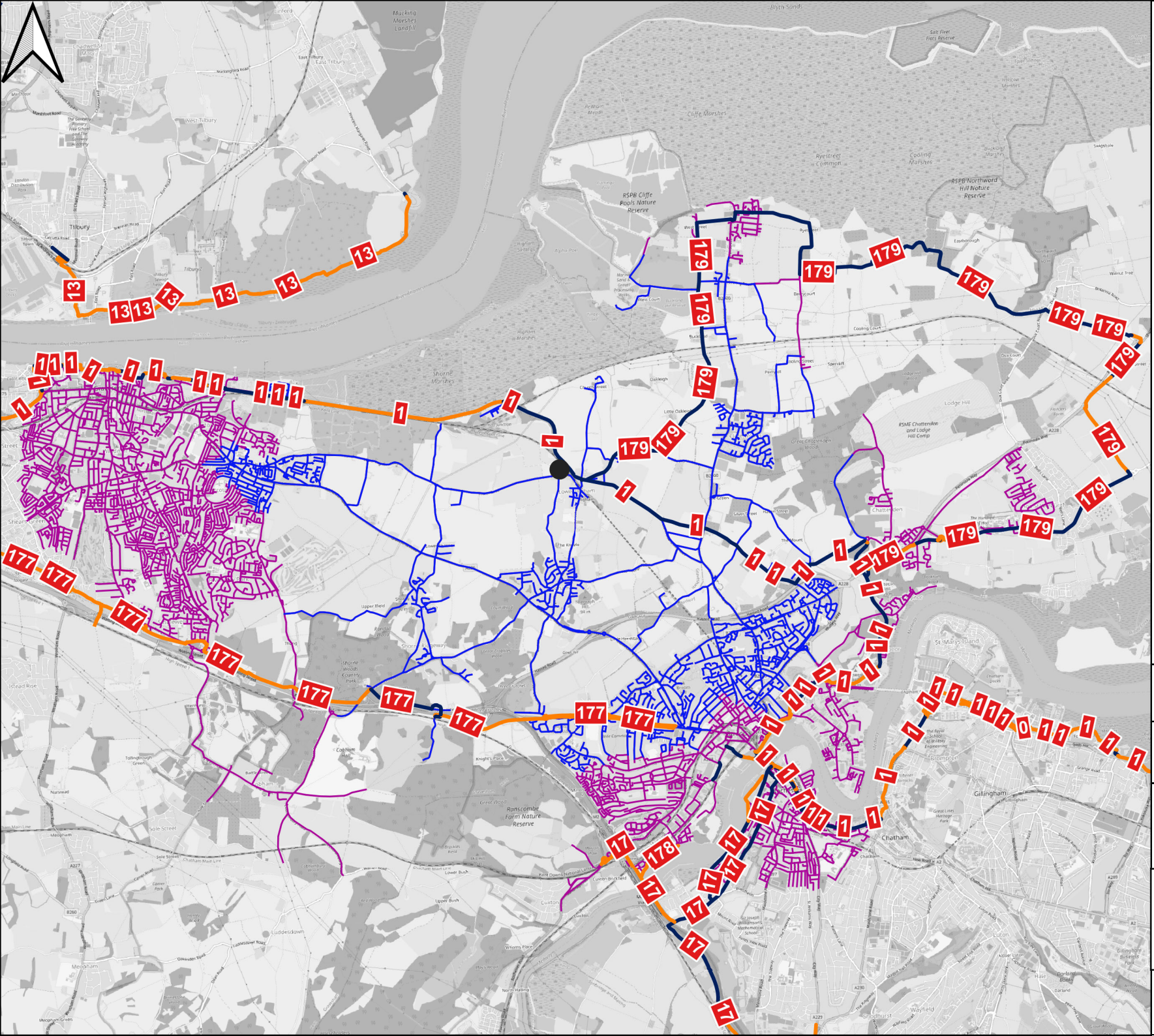


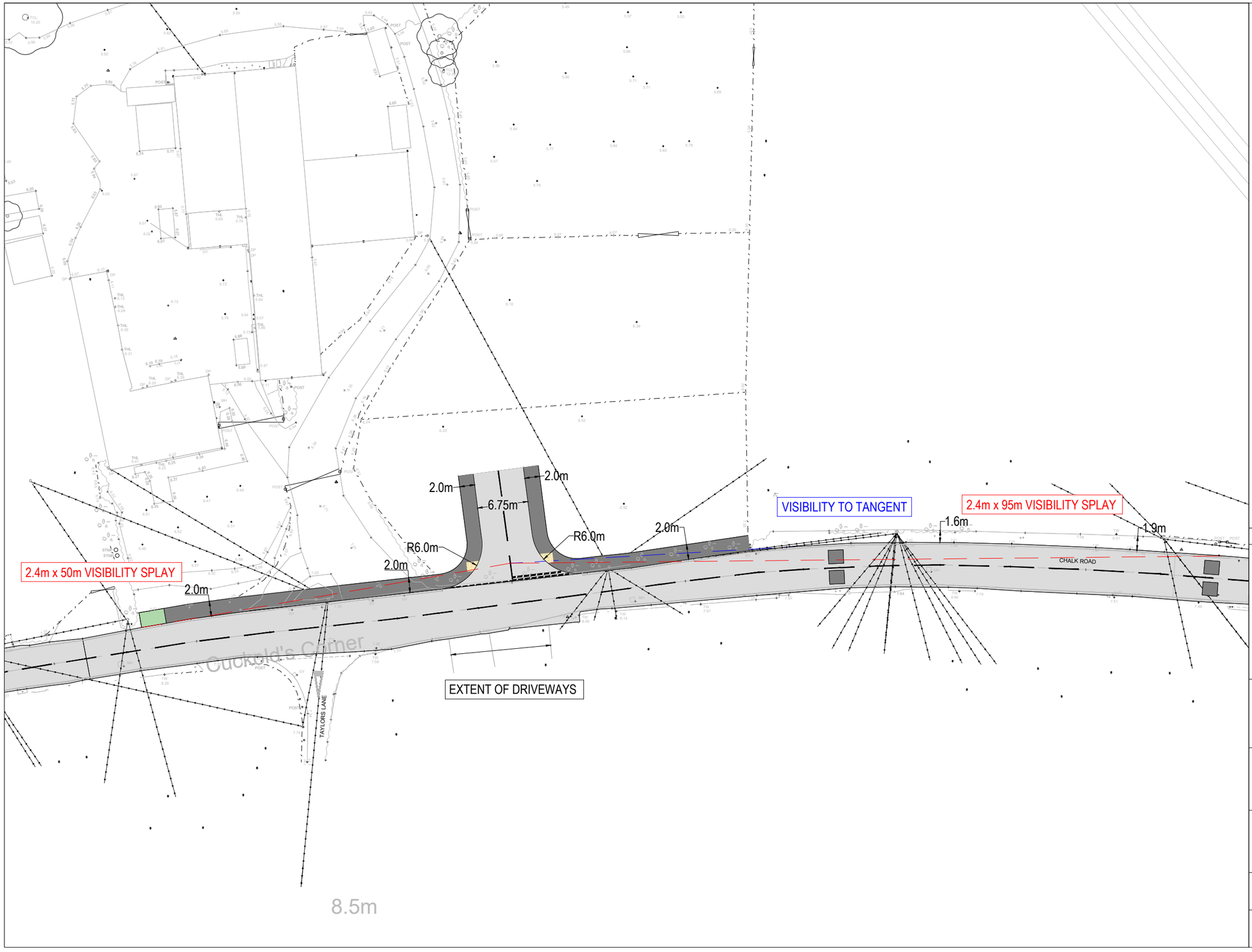
Figure 5.3 - Cycling Distances

Richborough

hub TRANSPORT PLANNING LTD

0 1.5 3 km

Drawings



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

D	FOOTWAY TERMINATED PRIOR TO HEDGEROW WITH VERGE PROVIDED FOLLOWING RSA1.	21.07.25	MJ	GM
C	FOOTWAY EXTENDED TO THE WEST ALONG ENTIRE FRONTAGE.	09.07.25	MJ	GM
B	REPOSITION CROSSING AND INCLUDE DRIVEWAYS OPPOSITE ACCESS.	03.07.25	MJ	GM
A	AMENDED JUNCTION LOCATION AND INCLUSION OF TOPO SURVEY.	10.06.25	MJ	GM

Hub Transport Planning Ltd
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4 Temple Row
Birmingham
B2 5HG

T : 0121 454 5530

CLIENT
RICHBOROUGH

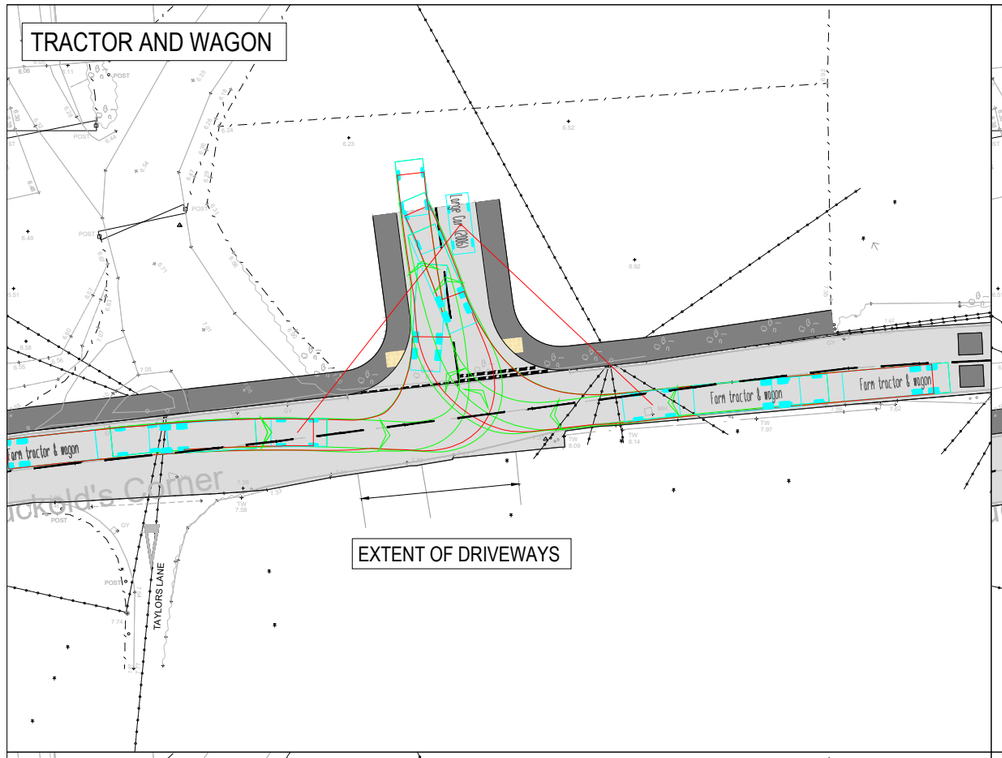
PROJECT
CHALK ROAD
HIGHAM

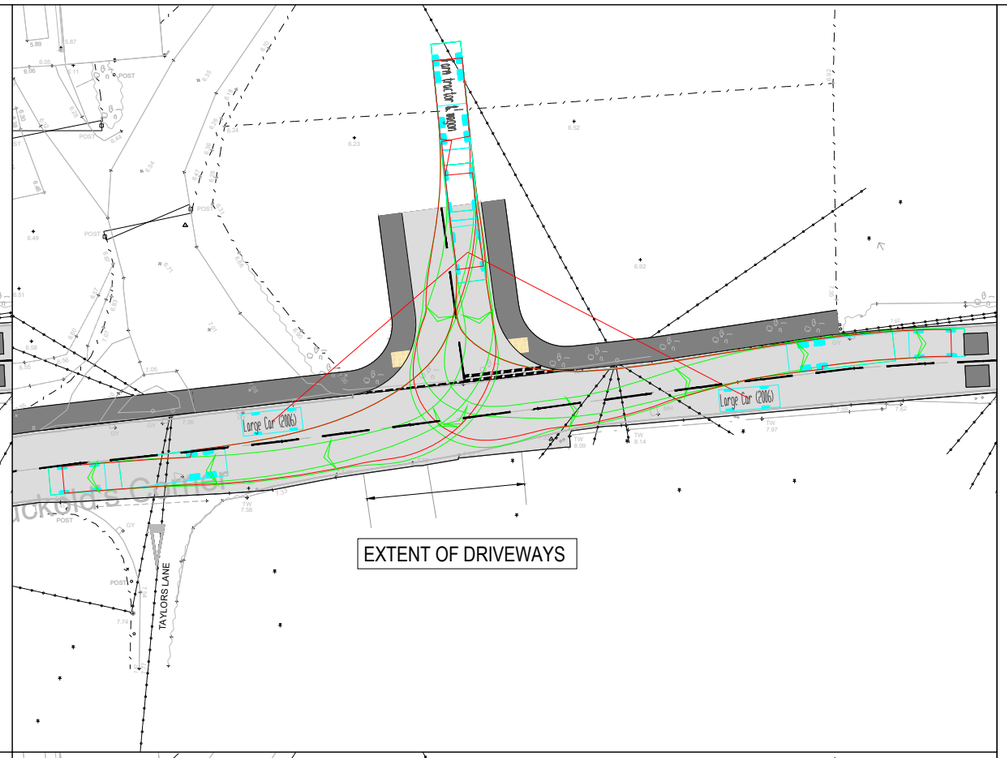
TITLE
PROPOSED SITE ACCESS WITH VISIBILITY SPLAYS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MJ	GM	1:500	A3	16.04.25

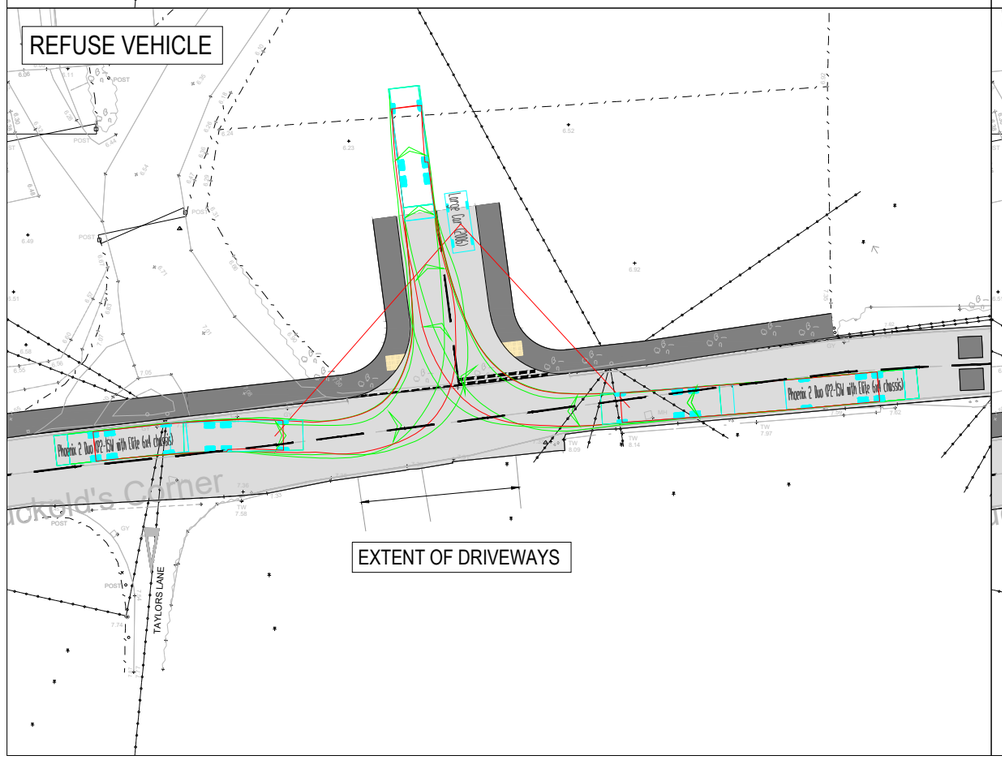
PROJECT NO.	DRAWING NO.	REV
T25510	001	D

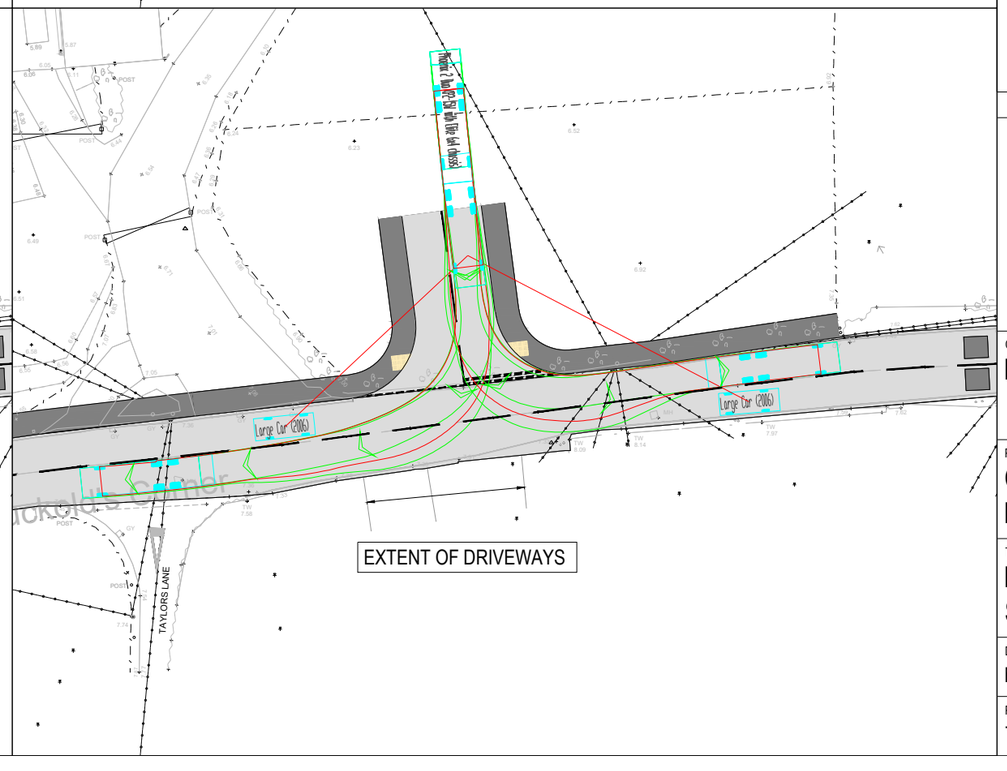
TRACTOR AND WAGON



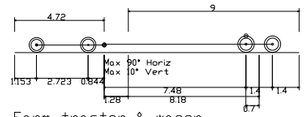


REFUSE VEHICLE



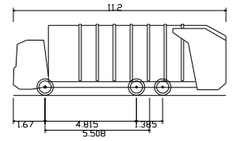


1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Farm tractor & wagon

Overall Length	15.000m
Overall Width	2.500m
Overall Body Height	0.438m
Min Body Ground Clearance	0.398m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

E	ADJUSTMENT OF VEHICLE TRACKING SPEED TO 15KPH.	29.08.25	MJ	GM
D	FORWARD VISIBILITY SPLAYS PROVIDED FOLLOWING RSA1.	21.07.25	MJ	GM
C	FOOTWAY EXTENDED TO THE WEST ALONG ENTIRE FRONTAGE.	09.07.25	MJ	GM
B	REPOSITION CROSSING AND INCLUDE DRIVEWAYS OPPOSITE ACCESS.	03.07.25	MJ	GM
A	AMENDED JUNCTION LOCATION AND INCLUSION OF TOPO SURVEY.	10.06.25	MJ	GM

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CLIENT
RICHBOROUGH

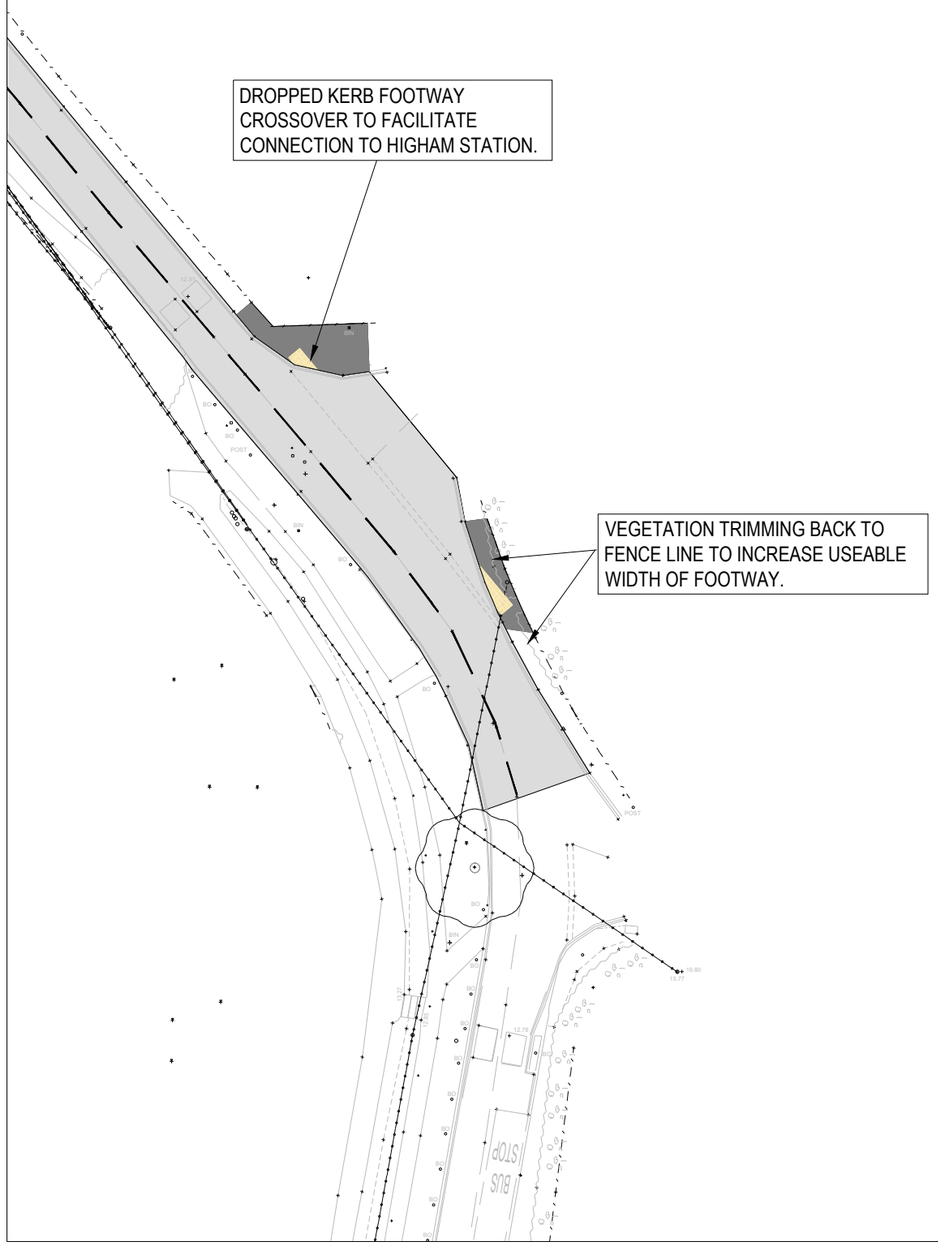
PROJECT
CHALK ROAD
HIGHAM

TITLE
PROPOSED SITE ACCESS WITH SWEPT PATH ANALYSIS

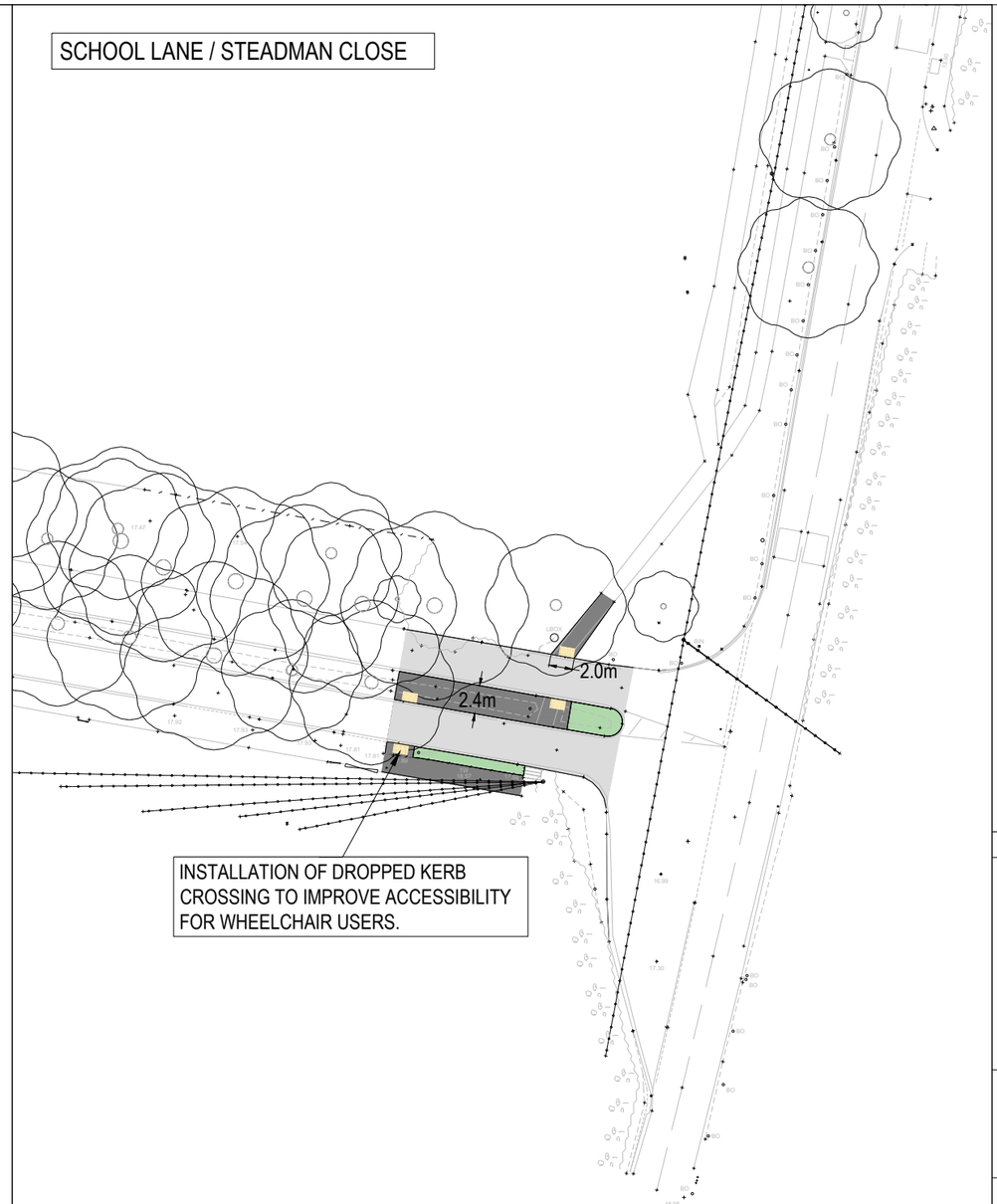
DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MJ	GM	1:500	A3	16.04.25

PROJECT NO.	DRAWING NO.	REV
T25510	002	E

SCHOOL LANE / CHEQUERS STREET



SCHOOL LANE / STEADMAN CLOSE



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

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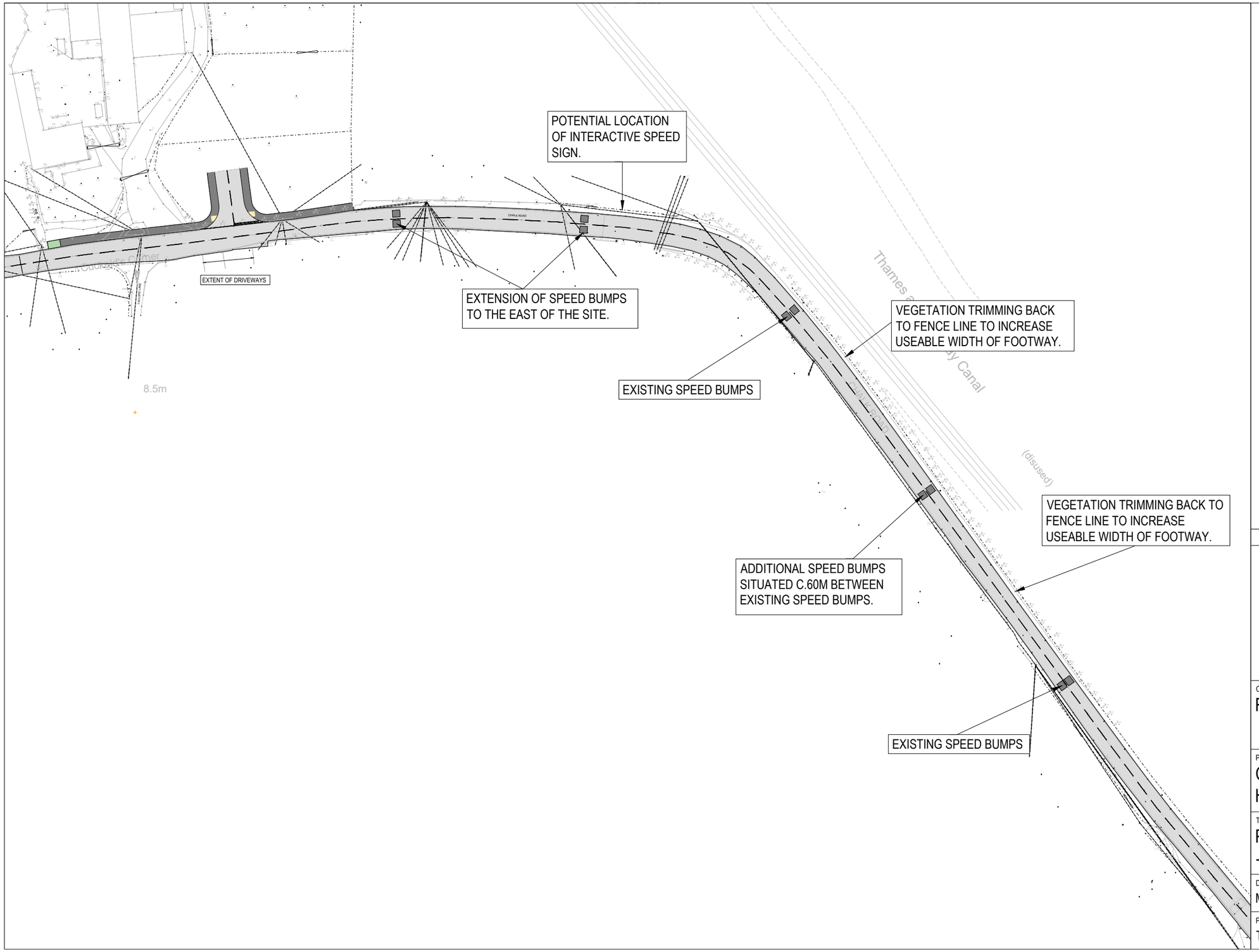
CLIENT
RICHBOROUGH

PROJECT
CHALK ROAD
HIGHAM

TITLE
POTENTIAL MITIGATION MEASURES - CROSSING POINTS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MJ	GM	1:500	A3	02.09.25

PROJECT NO.	DRAWING NO.	REV
T25510	003	-



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PROJECT
CHALK ROAD
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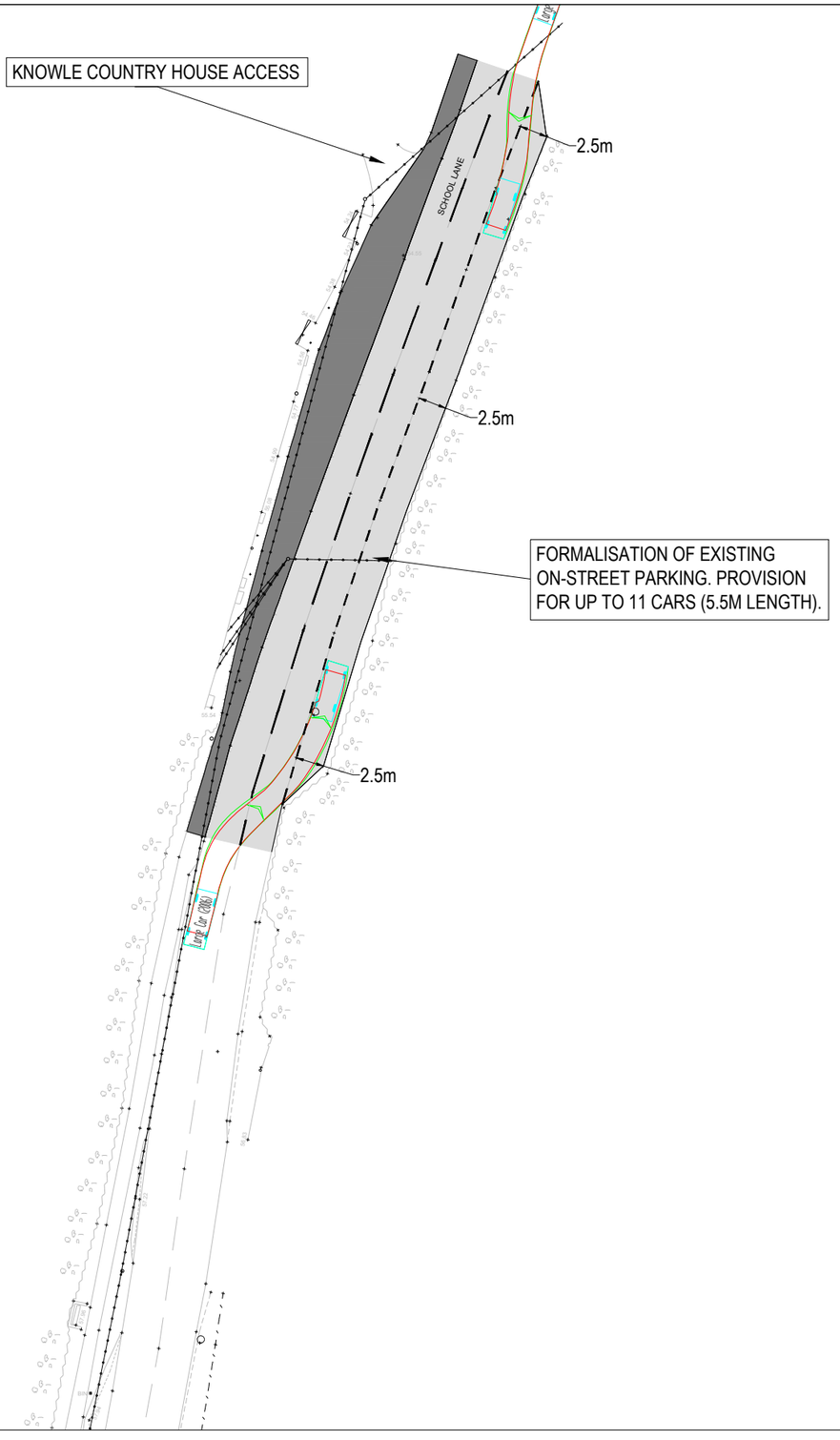
TITLE
POTENTIAL MITIGATION MEASURES - SPEED MITIGATION

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MJ	GM	1:1000	A3	02.09.25

PROJECT NO.	DRAWING NO.	REV
T25510	004	-

SCHOOL LANE SOUTH OF KNOWLE COUNTRY HOUSE

KNOWLE COUNTRY HOUSE ACCESS



FORMALISATION OF EXISTING ON-STREET PARKING. PROVISION FOR UP TO 11 CARS (5.5M LENGTH).

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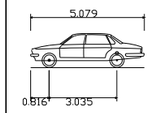

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

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TITLE
PROPOSED MITIGATION MEASURE
- FORMALISED ON-STREET PARKING

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MJ	GM	1:500	A3	02.09.25

PROJECT NO.	DRAWING NO.	REV
T25510	005	-