



Gravesham Borough Council  
Civic Centre  
Windmill Street  
Gravesend  
Kent  
DA12 1AU

Highways and Transportation  
Kroner House  
Eurogate Business Park  
Ashford  
TN24 8XU

Tel: 03000 418181  
Date: 31 March 2026  
Our Ref:

|               |                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Application - | GB/20260223                                                                                                                                                                                                                                                                                                                                                                         |
| Location -    | Land North Of High View, School Lane, Higham, Rochester Kent                                                                                                                                                                                                                                                                                                                        |
| Proposal -    | Application for Outline application with all/some matters reserved for the development of up to 50 residential dwellings (including affordable housing), vehicular access road from School Lane, internal roads, car parking, landscaping, public open space, and other associated works and infrastructure. All matters to be reserved with the exception of the main site access. |

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters:

This proposal was the subject of pre-application highways advice from KCC which in turn informed the Transport Assessment which was submitted in support of this application. The submitted TA is considered to be a robust assessment of the highway impact of the proposal and I would make the following comments on its content.

### Sustainable Location

The site is located on the edge of the village of Higham which has a limited number of facilities including a primary school, medical practice, minimart etc. which are within a reasonable walking distance. However, travel for other facilities found in town centres such as Gravesend and Chatham are possible via bus services (every 30 minutes), and train services (again every 30 minutes). Whilst the location is not ideal in terms of travel by sustainable means, there is a continuous footway along the western side of School Lane to the primary school and railway station to the north of the site, both of which are within a reasonable walking distance.

I note that the TA states that there is a vision that a reduction of private car use of 5% from the development. Whilst this is welcomed, other than the provision of a Travel Information Pack being supplied to every house upon first occupation, no proposals are identified to encourage the use of non-car-based travel. I would suggest that the applicant should propose a scheme to provide new residents with a one year season ticket for bus or train travel to help encourage the use of public transport. **This should be Conditioned.**

The proposal for an informal pedestrian crossing of high view to the south of the site along School Lane is welcomed to make the walking route into the village more attractive. **This should be Conditioned.**

### **Highway Safety**

An analysis of crashes over the past 5 years reveals no issues with the incidents all caused by driver error and not highway layout.

### **Development Proposals**

This is an outline application with all matters reserved other than access. Since the proposal is for 50 dwellings, a single access is acceptable and complies with the requirements of Kent Design.

Traffic speed surveys along School Lane reveals an 85<sup>th</sup> %ile speed of 32mph in both directions. The proposal for visibility splays of 2.4m x 48m as shown on the submitted junction drawing is therefore acceptable and should be conditioned. This complies with the advice provided in Manual for Streets.

The layout of the proposed access junction with School Lane shown on Drawing 35728 - T-01 /P1 is acceptable with 8m radii, a 5.5m road width and 2.0m wide footways on both sides. **This should be Conditioned.**

### **Road Safety Audit**

The Stage 1 Road Safety Audit undertaken by an independent auditor reveals no issues of concern.

### **Parking**

Since this is an outline application no parking provision is provided but any future Reserved Matters Application should include car and cycle parking at a level recommended in Kent Parking Standards (2025). **This should be Conditioned.**

### **Construction Traffic Management**

A **Condition** requiring a Construction Traffic Management Plan to be submitted prior to any works commencing should be applied to any consent granted.

### **Transport Planning Policy**

The proposal appears to comply with all National and Local Transport Planning Policy.

### **Trip Generation**

Using the TRICS database it is estimated that the traffic generation from the development is expected to be 23 vehicles in the AM peak hour, 24 vehicles in the PM peak hour and 206 vehicles per day. This is considered to be a reasonable estimate. When it is considered that this equates to one vehicle movement every 2-3 minutes on average, this is not seen as excessive and is not expected to have any major impact on the local highway network.

### **Conclusion**

Provided the issues commented on above where recommended Conditions are noted are applied to any consent granted I see no reason why I can object to this application on highway grounds other than the sustainability of the location which is possibly acceptable. Provided that the Travel Information Pack and the Bus / Train Season Tickets are Conditioned I consider the Vision of a 5% reduction in car travel is possible in location. The trip generation is not excessive and not considered to be "severe" in consideration of the requirements of NPPF Paragraph 116 which states that proposals should not be refused on highway grounds provided that there is no unacceptable impact on highway safety or congestion.

**It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.**

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens and near the highway that do not look like roads or pavements but are actually part of the public highway.

Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>.

This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Further details on this are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information>

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority.

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Further guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

Yours faithfully

**Director of Highways & Transportation**

\*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.