



**RETROSPECTIVE PLANNING APPLICATION FOR
THE ERECTION OF A TEMPORARY STRUCTURE
FOR WORKSHOP/OFFICE TO INCLUDE
INSTALLATION OF FOUNDATION SLAB**

UNIT 23 APEX BUSINESS PARK, QUEENS FARM ROAD, LOWER SHORNE,
KENT, DA12 3HU

TRANSPORT STATEMENT
on behalf of
CROSS RENTAL LTD

APRIL 2026

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TRANSPORT STATEMENT

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1.0 Introduction

1.1 Background

- 1.1.1 This statement has been prepared by Vivid Infrastructure UK Limited in collaboration with Planning Geek Limited on behalf of Cross Rental Limited in support of a retrospective planning application for the erection of a temporary structure for workshop/office to include installation of foundation slab located at Unit 23 Apex Business Park, Queens Farm Road, Lower Shorne within the Gravesham Borough Council District.

1.2 Scope of Statement

- 1.2.1 This statement assesses the transport implications of the proposed development and demonstrates that it can be accommodated without intensification of traffic movements or any adverse impact on the local highway network, based on the sites previous use as a B8 Storage and Distribution Yard for a scaffold business.
- 1.2.2 It considers both the existing local highway network and business park service road arrangements.
- 1.2.3 It considers traffic generation from the proposed development and concludes that it can be accommodated with no recordable additional vehicular use or impact on the surrounding highway network, over and above site's existing Class B8 use.
- 1.2.4 This statement demonstrates that the proposed development does not pose an unacceptable impact on highway safety.
- 1.2.5 It records that the previous use of this area of the site generated higher traffic volumes than the current proposal and was not considered a breach of planning control by the local planning authority.
- 1.2.6 Therefore, a refusal on highway safety grounds for this particular development proposal cannot be substantiated.

2.0 Existing Conditions

- 2.1 The site is located at the southeastern end of Apex Business Park, Queens Farm Road, Shorne / Lower Shorne, Gravesend, Kent, DA12 3HU, in a rural area between Chalk and Higham, just off the A226 Gravesend Road. It sits around 3–4 miles east of Gravesend town centre with quick access to the A2/M2 (Junction 1). Apex Business Park is a commercial/industrial business park, providing a mix of workshops, storage yards, light-industrial units, and small offices.

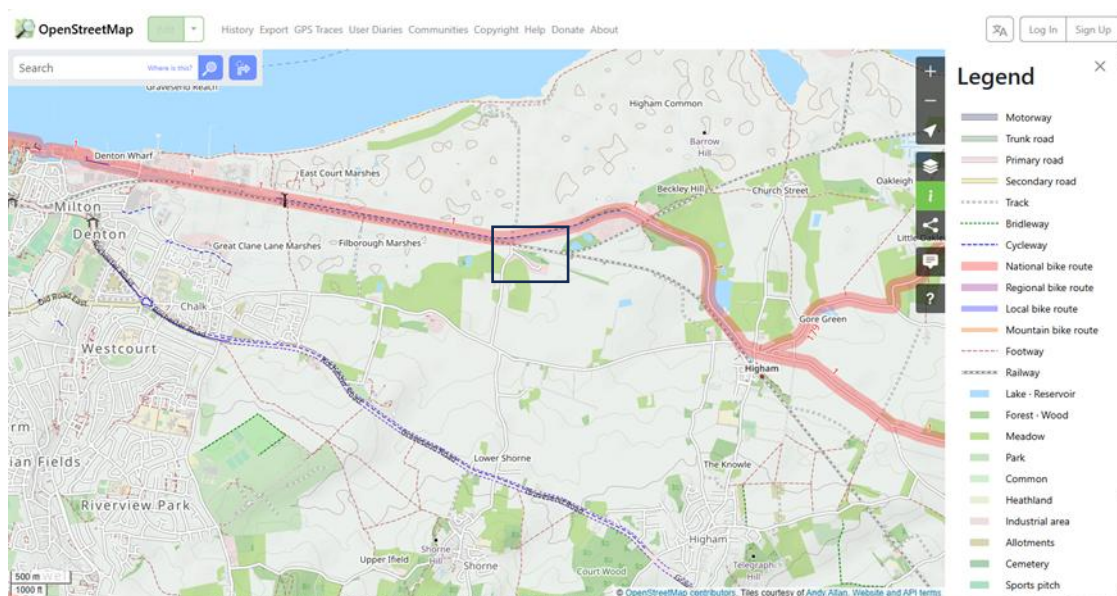


Figure 2.1 – Site context

- 2.2 Queens Farm Road is generally a 4.5 to 5m wide carriageway but reduces to 3m wide approximately 50m south of the existing vehicular access to the business park. Queens Farm Road is an unclassified local road adopted by Kent County Council as a public highway and is subject to the national speed limit.

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Photograph 2.1 – View of Queens Farm Road looking towards the business park



Photograph 2.2 – Queens Farm Road approximately 50m south of the business park looking northwards where the road reduces to 3m wide

- 2.3 Along Queens Farm Road there is evidence of vehicle over run of the highway verge at a number of locations. The locations of these overrun areas suggest they are being used as informal passing bays. Queens Farm Road could benefit from the localised improvement to these overrun areas making them into formal passing bays which would improve highway safety where two vehicles need to pass.

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Photograph 2.3 – Example of verge overrun along Queens Farm Road



Photograph 2.4 – Example of verge overrun along Queens Farm Road

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Photograph 2.5 – Example of verge overrun along Queens Farm Road close to the junction with the business park service road

- 2.4 The business park internal service road provides vehicular and pedestrian access from Queens Farm Road to the site. The service road varies in width from 4m to 6m along its length. The design of the access road at its connection to Queens Farm Road is a minimum of 6m for a distance of at least 10m from its junction with Queens Farm Road which provides sufficient width for vehicles to manoeuvre in and out of the business park service road.



Photograph 2.6 – The junction of the business park service road with Queens Farm Road

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Photograph 2.7 – The warning cones provide 6m clear width between parked cars on the immediate approach of the service road to the junction with Queens Farm Road



Photograph 2.8 – The business park service roads narrows to a pinch point of 4m in width at around its midpoint but good intervisibility is maintained

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Photograph 2.9 – View from the business park service road into the site

- 2.5 Apex Business Park is located almost adjoining the North Kent Line railway line providing rail services linking London with the towns of Gravesend, Rochester, Faversham and Ramsgate.



Photograph 2.10 – The North Kent Line Main to the left and Apex Business Park to the right

- 2.6 The National Cycle Network is located just to the north of the railway line and can be accessed from Queens Farm Road via a pedestrian footbridge or an at grade crossing of the railway line.

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- 2.7 Komoot¹ is a route-planning and navigation app designed for cycling, hiking, running, and outdoor exploration. It promotes walking and cycling routes in the area. Apex Business Park has good connectivity to the cycle network for commuting, however there are no significant desire lines that would appear to encourage the use of Queens Farm Road further south than the business park. No pedestrians or cyclists were observed using Queens Farm Road during a 2-hour site visit on 31 March 2026.

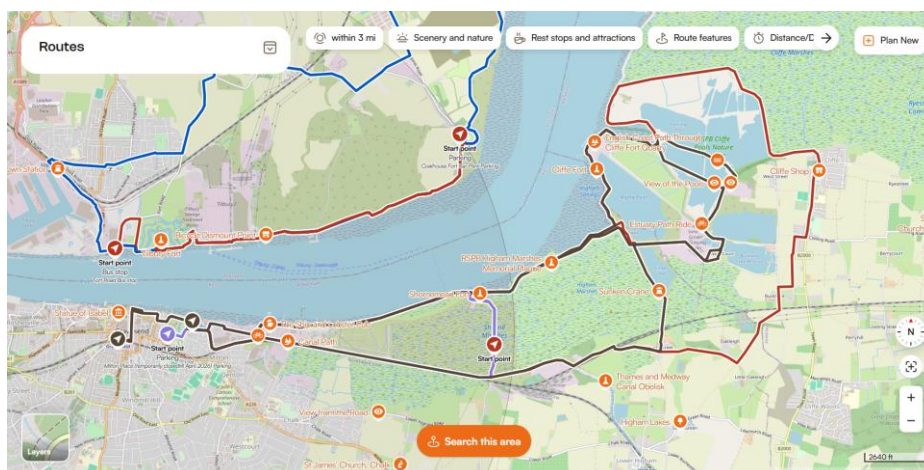


Figure 2.2 – Cycle routes promoted by Komoot.com within the vicinity of the site



Photograph 2.11 – National Cycle Network looking towards Gravesend

¹ www.komoot.com

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Photograph 2.12 – At grade crossing of the North Kent Line

3.0 Proposed Development

- 3.1 This application seeks planning permission for the retrospective erection of temporary structure for workshop/office to include installation of foundation slab.

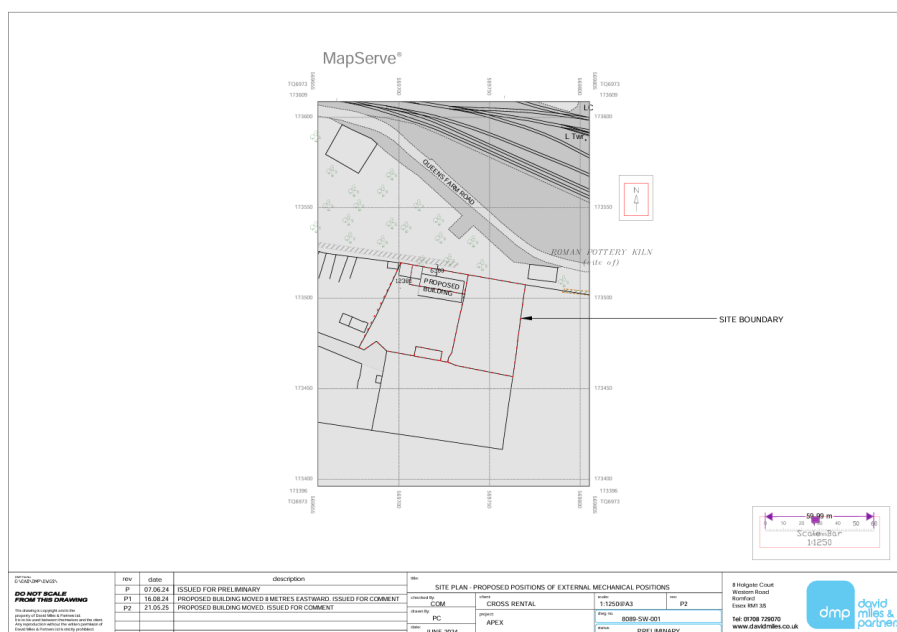


Figure 3.1 – Site boundary

- 3.2 The building consists of stacked storage containers to the sides with a roof on top. The building is shown on the plans supporting the application and would measure approximately 480.2 sqm. Two of the double stacked containers will be used as offices.



Photograph 3.1 – The temporary structure

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- 3.3 Erection of the temporary structure was completed in March 2025 and the site has been operating as a business related to the hire, fabrication and refurbishment of mobile boiler plant rooms since June 2025. Storage of the mobile boiler plant rooms is accommodated on the site to the immediate west of the temporary structure.
- 3.4 The site is operated between the hours on 8am and 5pm Monday to Friday with four permanently based staff. The offices are only used to support the operations of the business at the site and are not open to the general public.



Photograph 3.2 – Storage of the mobile boiler plant rooms on site

- 3.5 A parking area for vehicles is located to the east of the temporary structure with approximately 10-12 parking spaces.
- 3.6 The main vehicular access arrangements from Queens Farm Road into the site will remain unchanged.

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Photograph 3.3 – Parking area within the site

4.0 Traffic Assessment

- 4.1 The site area in question, and subject to this current planning application, was previously used as an unrestricted B8 Storage and Distribution Yard for a scaffold business for a period in excess of 10 years on a continuous basis with a typical 24 hour cycle vehicle movements comprising of 8 HGV's and 12 LGV. This previous use was not considered a breach of planning control by the local planning authority.
- 4.2 Whilst the nature of the site's new use may vary on a given day, since it commenced operating in June 2025 it has generated on average the daily vehicular movements set out in Table 4.1 below.

Vehicular type	Average daily arrivals	Average daily departures	Notes	Average Total trips
Car	3	3	Car sharing by two staff	6
Van/LGV	0.3	0.3	Occasional infrequent basis up to 3/day	0.6
HGV	0.6	0.6	2-3 deliveries and collections per week	1.2
TOTAL	3.9	3.9		7.8

Table 4.1 – Site traffic generation

- 4.3 The above table aligns well with the trip generation set out in the Planning Statement which supported the planning application, and which was based on the nationally accepted TRICS database.
- 4.4 Compared to the previous use of the site as a scaffolding yard the total trips generated from this development have significantly reduced. Furthermore, where possible the applicant transports the smaller mobile boiler plant rooms using smaller vans/LGV to avoid the need to bring HGV's into the site.
- 4.5 The level of vehicular trip generation is insignificant in comparison to the general vehicular trip generation from the wider business park. The data in the Table 4.1 shows that there is no intensification of vehicle movements resulting from the erection of the temporary building on the site and there is no basis to support comments received during the planning application consultation that the traffic information presented was incorrect or that the erection of the temporary building would increase traffic movements.
- 4.6 It is noted that Kent County Council in their letter dated 11 September 2025 in response to the planning application consultation stated:

'In the submitted Planning Statement, in paragraph 6.27, it states that there is unlikely to be any change in vehicle movements

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generated from this proposal from the existing (B8) use. It also shows that the proposal is likely to generate 8 two-way trips per day which is not considered to have any significant impact on the local highway network.

I would therefore raise no objection to this proposal on highway grounds.'

5.0 Conclusion

- 5.1 There is no intensification of vehicle movements resulting from the erection of the temporary building on the site and the main vehicular access arrangements into the site will remain unchanged.
- 5.2 Compared to the previous use of the site as a scaffolding yard the total trips generated resulting from this development have significantly reduced.
- 5.3 Kent County Council in their letter dated 11 September 2025 in response to the planning application consultation have raised no objection.
- 5.4 Given there is no intensification of vehicle movements resulting from this development there is no justification for the applicant to fund possible localised improvements to Queens Farm Road as mitigation for this development.
- 5.5 The proposal is therefore considered acceptable in terms of highways safety considerations applicable to a planning application.
- 5.6 Consequently, it can be recorded that the proposed development can be accommodated within the existing infrastructure with no significant or additional impact on the surrounding highway network.
- 5.7 Development should only be prevented or refused on highways grounds if there would be a new unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is not considered to be the case in respect of this planning application.