

**Your Reference:** 20260207 - Land North Of, Camer Road, Meopham, Gravesend Kent

**Proposal:** Outline planning application for up to 725 dwellings (Use Class C3), a new two-form entry primary school (Use Class F1), a Local Centre (up to 500sqm of Class E floorspace), the provision of Public Open Space including sport and recreation facilities alongside associated access, landscaping, parking, and infrastructure; with all matters reserved except for access

**Our Reference:** NH/26/15382

Dear Mrs Parkin,

Thank you for your mail consulting us on the above planning application on 13/08/2026 requesting our comments by 04/09/2026

We have reviewed NH Consultation response by ttc

We need further clarification as outlined below to assess the impact on SRN

### **Trip Distribution and Assignment: KTM Outputs**

#### Traffic Flow Changes

The TTC TN contains a series of tables (Tables 1.1 to 1.4) showing the turning movements at the two SRN junctions(A2/Henhurst Junction and A2/Wrotham Road junction), with the difference between the Reference Case and Scenario 2 being presented as the development impact.

However, no select link analysis has been provided. With regard to the reduction in flows, only a very general explanation has been provided.

**We therefore still require either the select link analysis of the relevant network or the VISUM .VER files for the scenarios mentioned so that we can review the trip distribution and assignment in more detail.**

#### Delay Plots

We previously requested delay plots be provided for the A2 eastbound off-slip at A227 Wrotham Road. No delay plots have been provided, instead the TTC TN states:

*'The delay identified on the westbound off-slip reflects the operation of the wider strategic highway network during peak periods and is present within both the reference case and development scenarios.*

*Comparison of the two scenarios demonstrates that the proposed development does not result in any material worsening of junction operation or queue lengths beyond those already forecast within the reference case.'*

**The response does not address our query regarding the A2 Eastbound off-slip. We would therefore re-iterate our request for delay plots for the A2 Eastbound off-slip to be provided.**

#### Committed Highway Schemes

We note that none of the two identified committed schemes for the A2/Wrotham Road junction were included as part of the KTM modelling:

*'Jacobs' reply: I can confirm that neither of these schemes has been included within the KTM forecast models. At the time the models were developed, these schemes were not considered committed and therefore were not incorporated into the forecasting assumptions.'*

**However, the response does not fully address our query regarding whether there are any other committed schemes included in the 2042 KTM models and confirmation of this should be provided.**

**Notwithstanding the above, should DfT Circular 01/2022 compliant local junction assessments of the A2/Wrotham Road junction be required, the committed schemes identified for this junction would need to be considered as part of the relevant future year scenarios.**

We have sent this response to the applicant on 13/08/2026 but have not received any response to our comments so our holding response that **planning permission not be granted for a period of three months until 24 September 2026** still holds.

This is to allow time for the applicant to address the action points identified in our response.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

Should you or any others have any queries regarding our response, please contact us via [planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk).