Client:

Richborough

Project:

Land south of Longfield Road Meopham

Project No:

T25526

Report Title:

Travel Plan

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1.0 Introduction

Background

1.1 Ridge and Partners LLP (Formerly Hub Transport Planning Ltd) has been commissioned by Richborough to provide transport advice in support of a proposed residential development on Land south of Longfield Road, Meopham.

1.2 The site location is shown in **Figure 1.1**.

1.3 This Travel Plan (TP) has been prepared to support an outline planning application for up to 120 residential dwellings and associated access. This TP is accompanied by a Transport Assessment (TA) which presents and assesses the relevant highway elements of the proposed development. Both documents should be read in conjunction with one another.

1.4 This Travel Plan has been revised following comments received from KCC on the interim Transport Assessment on 3rd December 2025 and updated Transport Assessment on 20th May 2026. Their responses are included within **Appendix A** of this Travel Plan.

Structure of the Report

1.5 The purpose of this report is to present a package of measures to encourage travel by sustainable transport modes, rather than the private car. The production of this report demonstrates the applicant's commitment to encouraging a culture of sustainable travel from early occupation of the development.

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

- Section 2.0 – Policy Review;
- Section 3.0 – Travel Plan Aim and Objectives;
- Section 4.0 – Sustainable Travel Opportunities;
- Section 5.0 – Travel Plan Targets;
- Section 6.0 – Travel Plan Measures;
- Section 7.0 – Travel Plan Implementation and Monitoring.

Limitations of the Report

1.7 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.

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

2.0 Policy Review

2.1 A review of key national, regional and local policy that is relevant to the proposed development has been undertaken and is presented in the accompanying TA. Those specific to travel planning are presented in this section of the report.

2.2 This TP has been prepared in conjunction with the subsequent travel planning policies and guidance.

National Planning Policy Framework

2.3 The National Planning Policy Framework (NPPF) was last updated in December 2024. It sets out the government's planning policies for England and provides a framework for delivering housing and other development in a sustainable manner.

2.4 With regards to travel planning, NPPF Paragraph 118 states:

"*All developments that will generate significant amounts of movements 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 proposals can be assessed and monitored*."

KCC Transport Assessment and Travel Plan Guidance

2.5 The KCC Transport Assessment and Travel Plan Guidance document, adopted in 2025, sets out the key requirements for the production of Transport Assessments and Travel Plans.

2.6 Specifically, the document states:

"*At the core of the planning system is a presumption in favour of sustainable development, which applies to both plan making and decision taking. A key tool to facilitate this positive planning approach is a Travel Plan. In this context a Travel Plan should be viewed as a development enabling tool*."

2.7 The document sets out what should be included within a Travel Plan. This includes:

- Introduction and Background – Information related to the site including location, size and access.
- Site details – Accessibility of the site by way of sustainable transport modes.
- Aims and objectives – Sets out a clear aim for the Travel Plan and how the aim will be achieved.
- Targets – Sets out targets to be achieved within the life of the Travel Plan. These should be SMART objectives (Specific, Measurable, Actionable, Realistic and Targeted).

2.8 The document also sets out the role of the Travel Plan Coordinator and outlines the formal monitoring and review process to be undertaken over the lifetime of the Travel Plan.

2.9 This document aligns with the requirements presented within the guidance.

3.0 Travel Plan Aim and Objectives

Aim of the Travel Plan

3.1 The aim of this TP is to encourage future residents of the site to use more sustainable methods of travel to and from the site in order to reduce dependency on single occupancy car use. As a result of the TP, a culture of sustainable travel can develop which will help to maximise the success of the proposed development.

3.2 TPs are site specific and tailored to the individual requirement of the type of development and its intended user. A successfully implemented TP can deliver substantial gains towards achieving the sustainable transport objectives of central and local government, by helping to provide:

- Reductions in car usage, particularly influencing levels of single occupancy car travel, with an increased number of journeys made by public transport, walking and cycling; and
- Improve road safety and personal security, particularly for pedestrians and cyclists.

Objectives

3.3 The objectives of this TP are outlined as follows:

- To minimise the percentage of single occupancy car trips to/from the site.
- To maximise the potential number of walking and cycling trips to/from the site.
- To maximise the potential for trips made by public transport to/from the site.
- To minimise the environmental impact of the proposals on the local area.

4.0 Sustainable Travel Opportunities

Accessibility by Active Travel

Accessibility by Walking

4.1 Walking and cycling provide important alternatives to cars and should also be encouraged to form part of longer trips via public transport. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice for sustainable travel infrastructure provision within new developments. The suggested walking distances to key facilities (e.g. healthcare, shops) are presented in **Table 1.**

Table 1: Suggested Walking Distances (CIHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

4.2 In addition to the CIHT guidance, 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.

4.3 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.

4.4 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.

4.5 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

4.6 Footways are present on either side of Longfield with a crossing facility provided in the form of a zebra crossing to the east of the site prior to the junction with Wrotham Road.

4.7 Footways on Longfield Road connect to footways on Wrotham Road. Here, footways generally measure c.2.0m and are provided either side of the carriageway towards Meopham Railway Station, with multiple dropped kerb facilities and pedestrian refuges along its length to facilitate crossing.

4.8 The walking distances from the site are presented in **Figure 4.1** which accounts for local footways and crossing facilities as well as the Public Rights of Way (PRoW) network within the vicinity of the site, including promoted walking routes such as along Camer Road and through Camer Park.

4.9 The walking distances are inclusive of the distance from the developable area of the site to all of the proposed access points.

4.10 The local facilities situated within the vicinity of the site are presented in **Figure 4.2** and summarised in **Table 2.**

Table 2: Local Facilities

Local Facility (Figure Reference)	Distance
Community Facilities	
St John the Baptist **(C1)**	800m
St Pauls Catholic Church **(C2)**	900m
Meopham Library **(C3)**	1.5km
Meopham Station Post Office **(C4)**	1.7km
Meopham Village Hall **(C5)**	1.8km
Southdown Shaw Allotments **(C6)**	2.3km
Meopham Green Baptist Church **(C7)**	2.3km
Education	
Helen Allison School **(E1)**	400m
Meopham Community Academy **(E2)**	550m
Meopham Secondary School **(E3)**	1.3km
Employment	
Bowes Industrial Centre **(EMP1)**	2.3km
Gravesend Town Centre **(EMP2)**	7.9km
Healthcare	
Meopham Medical Centre **(H1)**	1.3km
Meopham Pharmacy **(H2)**	1.7km
Meopham Dental Care **(H3)**	2.3km
Leisure	
Judsons Recreation Ground **(L1)**	1.2km
Camer Park Country Park **(L2)**	1.3km
Meopham Leisure Centre **(L3)**	1.5km
The Lab Performance UK **(L4)**	1.6km
Frank Mulley Combat Academy **(L5)**	1.6km
Royal Hounds Dog Park **(L6)**	2.0km
Meopham Cricket Club **(L7)**	2.1km
Retail	
Meopham Tandoori **(R1)**	600m
McCoy's Fish Shop **(R2)**	600m
Costa Coffee **(R3)**	600m
Café Lounge **(R4)**	600m
The Salon **(R5)**	650m
Meopham Shish Grill and Restaurant **(R6)**	650m
Tesco Express **(R7)**	650m
Sir Male Grooming (Barber Shop) **(R8)**	700m
Bartellas Mediterranean Restaurant **(R9)**	1.2km

Local Facility (Figure Reference)	Distance
George Inn Public House **(R10)**	1.0km
Valeries Sandwich and Coffee Shop **(R11)**	1.7km
Morrisons Daily **(R12)**	1.7km
Railway Tavern Public House **(R13)**	1.7km
The Cricketers Inn **(R14)**	1.8km
Minel Meze & Grill Restaurant / Bar **(R15)**	2.0km

4.11 Collectively, **Figure 4.1** and **Figure 4.2** demonstrate that there is a wide variety of local facilities that are likely to be used on a day-to-day basis by future residents of the site that are all reachable within the preferred maximum 2.0km walking distance.

4.12 Notably, there are a significant number of facilities situated on Camer Parade opposite the site, and along Wrotham Road and Longfield Lane, all within an 800m, and 1.2km walking distance of the site access points.

Accessibility by Cycling

4.13 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.

4.14 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)."

4.15 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."

4.16 The second Cycling and Walking Investment Strategy published DfT in 2022 does not specifically reference the statement in Paragraph 4.15, 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.

4.17 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.

4.18 The site is situated c.5.0km to the south of National Cycle Network (NCN) Route 177 which provides an east-west traffic-free route to Gravesend via NCN Route 1 and to Stroud.

4.19 Gravesham LCWIP cycle route 6 is situated to the east of the site on Green Lane. This route is proposed to link Meopham and Higham via Cobham and Sole Street.

4.20 The cycling distances from the site are presented within **Figure 4.3** and are inclusive of the distance from the developable area of the site to all of the proposed access points. This also includes the proximity of the site to promoted NCN routes and identified LCWIP schemes.

4.21 This shows that cyclists are able to reach key locations such as Gravesend, which provides a large variety of facilities typical of a large town centre.

4.22 Although there is no designated cycle infrastructure within the vicinity of the site, given the 30mph speed limit between the site and surrounding facilities, it is considered that the local network is generally suitable for cyclists of all abilities, although it is acknowledged that some routes may be catered towards more experienced cyclists.

Accessibility by Bus

4.23 The closest bus stops to the site are situated along Wrotham Road to the east of the primary access, c.500m from the developable area of the site.

4.24 Pedestrians are facilitated crossing over Wrotham Road to the southbound bus stop by a dropped kerb pedestrian crossing with a guarded pedestrian refuge.

4.25 **Table 3** presents the nearest local bus stops and their level of service. Bus service frequency has been taken from bustimes.org.

Table 3: Local Bus Services

Bus Stop (code)	Route (Operator)	Frequency (approx.)		
		Mon – Fri	Sat	Sun
Wrotham Road Northbound (kntapmga)	306 – Vigo – Gravesend (**1st Bus Stops Ltd**)	Two services per day (08:28, 15:49)	No Service	No Service
	308 – Sevenoaks – Gravesend (**Redroute Buses**)	Seven services per day (10:09, 11:34, 13:04, 14:34, 16:38, 17:36, 18:36)	Seven services per day (08:33, 10:04, 11:34, 13:04, 15:04, 16:36, 18:36)	No Service
	416 – Meopham – Gravesend (**Redroute Buses**)	Five services per day (07:18, 09:31, 11:01, 12:26, 16:36)	Three services per day (08:06, 11:01, 15:21)	No Service
Wrotham Road Southbound (kntapmdt)	306 – Gravesend – Vigo (**Redroute Buses**)	Two services per day (07:54, 15:18)	No Service	No Service
	308 – Gravesend – Sevenoaks (**Redroute Buses**)	Seven services per day (07:06, 09:35, 11:05, 12:35, 14:25, 17:07, 18:07)	Six services per day (09:35, 11:05, 12:35, 14:35, 16:08, 18:08)	No Service
	416 – Gravesend – Meopham (**Redroute Buses**)	Four Services per day (10:53, 12:18, 14:38, 16:18)	Two services per day (10:53, 15:13)	No Service

4.26 **Table 3** shows that there are a number of local bus services providing connections to Meopham Railway Station and into Gravesend and local surrounding villages.

4.27 In total, there are four morning peak hour services, and two afternoon peak hour services across both bus stops.

4.28 In addition to the above, there are several dedicated school bus services providing a morning and afternoon pick up/drop off service at both the northbound and southbound bus stops.

4.29 In total, there are eight dedicated bus services providing connections to local schools, including but not limited to, Dartford Boys Grammer School, Willmington Grammar School for Girls, Meopham Secondary School and Wrotham School.

Accessibility by Rail

4.30 Meopham Railway Station is situated within the preferred maximum 2.0km walking distance from the site, and within a 5.0km cycle distance.

4.31 The station provides 167 vehicle parking spaces (6 accessible) and 20 cycle parking spaces (stands).

4.32 It should be noted that no step-free access is provided to platform 2, however staff assistance is available.

4.33 As requested by KCC, it can be confirmed that the 306, 308 and 416 bus services provide access to Meopham Railway Station, calling on Wrotham Road (north of New Road) adjacent Station Road. Both northbound and southbound comprise of bus shelters, and flag and pole signs.

4.34 **Table 4** presents the key direct rail services from Meopham Railway Station and their frequency. Rail service frequency has been taken from Trainline.

Table 4: Meopham Railway Station Services

Destination (Key stops)	Average Frequency	Approx. Journey Time	First and Last Direct Services					
			Monday to Friday		Saturday		Sunday	
			Departures	Arrivals*	Departures	Arrivals*	Departures	Arrivals*
London Victoria (Longfield, Bromley South)	2 per hour (Mon – Sat) 2 per hour (Sun)	0 Hours, 56 Minutes (Maximum)	First Service: 05:20 Last Service: 23:40	First Service: 00:40 Last Service: 23:40	First Service: 00:13 Last Service: 23:47	First Service: 00:10 Last Service: 23:42	First Service: 07:02 Last Service: 23:32	First Service: 00:40 Last Service: 23:40
Gillingham (**Kent**) (Sole Street, Rochester, Chatham)	2 per hour (Mon-Sat) 2 per hour (Sun)	0 Hours, 19 Minutes (Maximum)	First Service: 06:31 Last Service: 23:43	First Service: 05:00 Last Service: 23:20	First Service: 00:13 Last Service: 23:43	First Service: 05:00 Last Service: 23:28	First Service: 00:29 Last Service: 23:59	First Service: 06:46 Last Service: 23:11
Dover Priory (Rochester, Gillingham)	1 per hour (Mon-Sat) 1 per hour (Sun)	1 Hour, 31 Minutes (Maximum)	First Service: 06:31 Last Service: 22:43	First Service: 07:45 Last Service: 17:48	First Service: 06:29 Last Service: 22:43	First Service: 05:12** Last Service: 22:17**	First Service: 09:00 Last Service: 22:00	First Service: 06:50 Last Service: 21:50

*Arrival services are the departure times to Meopham from destination.

**Connection service shown. No direct service to Meopham from Dover Priory on Saturdays and Sundays.

4.35 **Table 4** shows that there are regular rail services to key regional and national destinations including London and Gillingham, therefore offering future residents of the site opportunities to commute sustainably over longer distances.

Summary

4.36 This access appraisal demonstrates that there are a number of local facilities that can, and are likely, to be used on a day-to-day basis by local residents that can be accessed by active travel modes within recommended walking and cycling distances.

4.37 Additionally, there are local public transport opportunities for future residents to travel further afield to key regional and national destinations such as Gravesend, Gillingham and London, sustainably.

5.0 Travel Plan Targets

5.1 Following best practice, the TP targets will adopt an 'outcomes approach' by focusing on mode shift. Realistic and achievable targets should be selected for the site. Targets are set to reflect the uptake in sustainable travel that would be expected as a result of the TP measures.

5.2 To measure the effectiveness of the TP, SMART targets are identified. SMART targets are:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Timed.

5.3 Targets should relate directly to the objectives of the TP, which in this case are to maximise non-car use and promote the health benefits of traveling to the site on foot or by bicycle. Therefore, a sustainable and typical indicator of the success of a TP is the change in modal split of travel over time.

5.4 To inform the preliminary targets, an existing modal share of residents within proximity of the site needs to be understood. Census 2011 Method of Travel to Work by Middle Layer Super Output Area (MSOA) for Gravesham 012, has been collected to inform this.

5.5 The 2021 Census was undertaken during the Covid-19 pandemic, and therefore data from this is considered to be unrepresentative of true travel patterns. Notwithstanding some modal change may have occurred since the data was collected – especially since the Covid-19 pandemic; the use of 2011 Census data remains a useful proxy to understand the existing modal split of travel within the local area.

5.6 The baseline modal split for journey to/from work for the Gravesham 012 MSOA are presented in **Table 5**. It should be noted that this has been updated following an error in calculation was identified.

Table 5: Method of Travel to Work - (2011 Census) for Gravesham 012

Method of Travel to Work	No. of People	Modal Split (%)
Underground, metro, light rail or tram	9	0%
Train	412	14
Bus, minibus or coach	129	4%
Taxi	2	0%
Motorcycle, scooter or moped	36	1%
Driving a car or van	2,057	71%
Passenger in a car or van	116	4%
Bicycle	14	0%
On foot	109	4%
Other	2	0%
Total	**2886**	**100%**

*Figures are rounded.

5.7 **Table 5** demonstrates that almost two thirds of the population drive using single occupancy car and vans. It should be noted that this modal share may have decreased following the Covid-19 pandemic as hybrid working has become more typical.

5.8 Notably, there is a high propensity to travel via train. However, it should be noted that there is a low propensity to travel by bus, foot and cycle. Evidently, there is an opportunity to improve the use of public transport and active travel.

Targets

5.9 Since the previous version of the TP was submitted, a public transport note was provided by KCC's public transport team. The note determined that the existing level of bus services are insufficient to support proposals within the area and are therefore unlikely to encourage modal shift. This in part explains the low propensity for bus travel within the area.

5.10 The note sets out the required funding that KCC consider is needed to achieve a minimum level of service which would support the surrounding forthcoming developments along the A227 corridor.

5.11 Following review of the note, the client is prepared to make a proportionate contribution towards the delivery of the bus service improvements in line with that requested by the KCC public transport team.

5.12 Considering this, we envisage that a greater modal shift could occur given there will be a much-improved service along the A227 corridor for residents to travel to key destinations such as Gravesend and Meopham Station.

5.13 To ensure that travel plan targets are realistic and achievable, it is proposed that the targets are reviewed following baseline travel surveys undertaken within 3 months of first occupation. To ensure an effective pool of data is available to monitor travel patterns, an ambitious response rate target of 50% has been set.

5.14 Considering this, following preliminary targets are as follows:

- A 7% reduction (from baseline travel surveys) in residents traveling via single occupancy private car, within five-years of first occupation.
- A 7% increase (from baseline travel surveys) in residents traveling via sustainable transport modes such as walking, cycling, public transport and/or car sharing, within five years of first occupation.

6.0 Travel Plan Measures

6.1 To achieve the targets, set out within this TP, measures specific to the proposals have been set out.

6.2 The TP's measures will take the form of:

- 'Hard' infrastructure measures delivered within and around the site, such as integrated walking and cycling routes.
- 'Soft' measures that will encourage sustainable travel, such as the provision of information associated with travel choices.

'Hard' Travel Plan Measures

6.3 Although at outline planning stage, the following 'hard' measures can be confirmed that could help to encourage sustainable travel.

- Footway connection to existing footways along Longfield Road.
- Dropped kerb crossover with tactiles to facilitate access to the northern footway.
- Contributions towards lighting improvements along the A227 between the site and Meopham Station.
- Contributions towards bus service improvements along the A227.
- Contributions towards signage along Wrotham Road to guide pedestrians and cyclists to Meopham railway station.
- Contributions towards cycle parking capacity and infrastructure improvements at Meopham railway station.

'Soft' Travel Plan Measures

6.4 The residents of the site will be encouraged to travel via sustainable modes, particularly walking and cycling, to minimise traffic impacts of the proposals on the local area. This will predominantly be accomplished through the promotion of the following information.

- Encourage walking to/from the development by:
  - Provide a map of local walking routes and PRoW.
  - Promotion of walking information websites (e.g. Kent Connected)
  - Promoting the health benefits of walking.
- Encourage cycling to/from the development by:
  - Provide a map of local cycling routes.
  - Promotion of cycling information websites (e.g. Choose How You Move)
  - Highlight the benefits of the government's 'Bike to Work' scheme (if applicable).
  - Promote the health benefits of cycling.
- Encourage the use of public transport by:
  - Provision of detailed public transport information to residents, including interchange locations, timetables and fares.

- Offer of one six-month bus travelcard for each new household included as part of welcome packs. The amount will be confirmed with KCC through the planning process.

- Encourage sustainable car journeys by:
  - Making residents aware of car share schemes such as Liftshare.
  - Promoting the benefits of car sharing to residents.
- Promote the Travel Plan and its measures by:
  - Publicise the Travel Plan on the development's website.
  - Provide each dwelling with a Travel Information Pack (TIP) upon occupation which will include all 'soft' measures outlined above.

6.5 KCC queried the viability and appropriateness of car clubs within the area; a suggestion in the previous version of the TP. It is agreed that such a proposal is unlikely to be successful for this development and has now been removed. However, the applicant has now agreed to make contributions towards an improved bus service through Meopham.

Travel Information Packs (TIPs)

6.6 TIPs will be distributed to each resident upon initial occupation to encourage sustainable travel from the outset.

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

6.8 The TIPs will include all 'soft' measures aforementioned, including public transport and sustainable travel information, mapping, and information regarding the benefits of sustainable travel.

6.9 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.

7.0 Travel Plan Implementation and Monitoring

Developer

7.1 The developer will be responsible for ensuring that all matters agreed at the planning stage are delivered on site prior to occupation. The developer will act as the operator who will be responsible for the appointment of a Travel Plan Co-ordinator (TPC) and fund any future TP measures.

Travel Plan Co-ordinator

7.2 The TPC can be an integral role appointed by the developer or an external role that is sub-contracted to an external party. The TPC will be responsible for the implementation and management of the TP once the site is occupied.

7.3 The TPC's responsibilities will be to:

- Ensure the site design meets the access needs of the occupiers.
- Promote and market the TP to residents, offering tailored advice where possible.
- Implement and deliver the approved measures outlined within this TP.
- Undertake yearly surveys for comparison against Year 1 baseline surveys.
- Monitor the TP to ensure it is meeting its aim and objectives.
- Attend audit meetings will KCC as required.
- Produce and submit monitoring reports, as stipulated by KCC.
- Act as the main point of contact for all stakeholders regarding the TP.

7.4 The contact details of the TPC will be sent to KCC once they have been appointed.

Monitoring

7.5 The TP is a flexible document that adapts to changes overtime considering results gathered from regular reviews and reassessment. Having measurable aims and objectives enables flexibility when the objectives are assessed against the results of the yearly travel surveys. This enables a TP to remain an effective tool in generating a shift towards sustainable modes.

7.6 Yearly travel surveys will be undertaken to assess the modal change against the Year 1 travel surveys. The results of the surveys will be monitored and reviewed against the aim and objectives of the TP, identifying areas for improvement or where expectations are being surpassed.

7.7 The yearly surveys will also enable residents to express their views on the TP's effectiveness. This should provide the TPC with useful insights to feedback to KCC.

7.8 The Travel Plan monitoring will include details of the uptake of the free public transport tickets to allow the effectiveness of this measure to be addressed.

Reporting

7.9 An annual travel survey will be completed by the TPC which will provide results to form the basis of an annual report submitted to KCC. The report will provide the following:

- Introduction and background – This will provide information on the site to which the report relates and provide details of the site's residents.
- Results of the surveys – This will detail the results of the household and fully classified multi-modal surveys that have been undertaken and target levels, including identification of abnormal results.
- Initiatives undertaken – This will provide details on the measures and initiatives undertaken over the year.
- Problems and issues – This will highlight any problems encountered in implementing the TP and clarify any issues which remain unresolved and/or require additional attention.
- Specific measures from the Travel Plan – This section will detail how all the measures have been implemented.
- Travel Plan amendments – This section will propose changes to the TP where appropriate and provide justification for these changes, for agreement with KCC.
- Next steps – This will summarise the findings of the surveys and set out an implementation plan for the next monitoring period.

7.10 The results of the monitoring process should enable an effective review of the TP to be undertaken with the purpose being to ensure that the adopted measures are effective, and whether any remedial measures are necessary.

Action Plan

7.11 An Action Plan has been prepared to guide the TPC and the developer on the key milestones for future monitoring and reporting.

7.12 The Action Plan is detailed in **Table 6**.

Table 6: Action Plan

Action	Responsibility	Timescale	Notes
Appoint a Travel Plan Coordinator (TPC)	Developer	Prior to occupation	The TPC is to be provided with a copy of this TP.
Communicate the objectives of the Travel Plan to residents and initiate 'soft measures'	TPC	On-going	-
Year 1 of Site occupation – Monitor travel demand and travel modal split	TPC	Within 3-months of occupations (assuming 75% occupation is reached)	Circulate a travel survey questionnaire or alternative survey methodology (to be confirmed with KCC) to establish travel patterns and staff modal split.
Year 1 of Site occupation – Report outcome of Travel Plan monitoring to KCC.	TPC	Within three months of the travel surveys being undertaken.	Prepare a short report identifying the results of the travel survey questionnaire and confirm the Travel Plan measures that are being implemented to encourage sustainable travel patterns.

Action	Responsibility	Timescale	Notes
Travel Plan Review	TPC	On-going – as part of Travel Plan monitoring	The TPC will be allowed to review and change the 'measures' undertaken as part of the Travel Plan monitoring process, so that only effective measures are utilised as a means to encourage sustainable travel.
Year 2, 3, 4 and 5 of Site occupation – Monitor travel demand and modal split. Monitoring continues beyond Year 5 of ITP targets are not met.	TPC	Yearly – at the time of year broadly consistent with the timing of the Year 1 travel survey.	Circulate a travel survey questionnaire to establish travel patterns and modal split. The questionnaire should allow for a comparison to be made with the results of the Year 1 travel survey.
Year 2, 3, 4 and 5 of Site occupation (and additional years, if the adopted Travel Plan target is not met) – Report outcome of Travel Plan monitoring to KCC.	TPC	Within 3 months of the travel surveys being undertaken.	Prepare a short report identifying the results of the travel survey and confirm the Travel Plan measures that are being implemented to encourage sustainable travel patterns.

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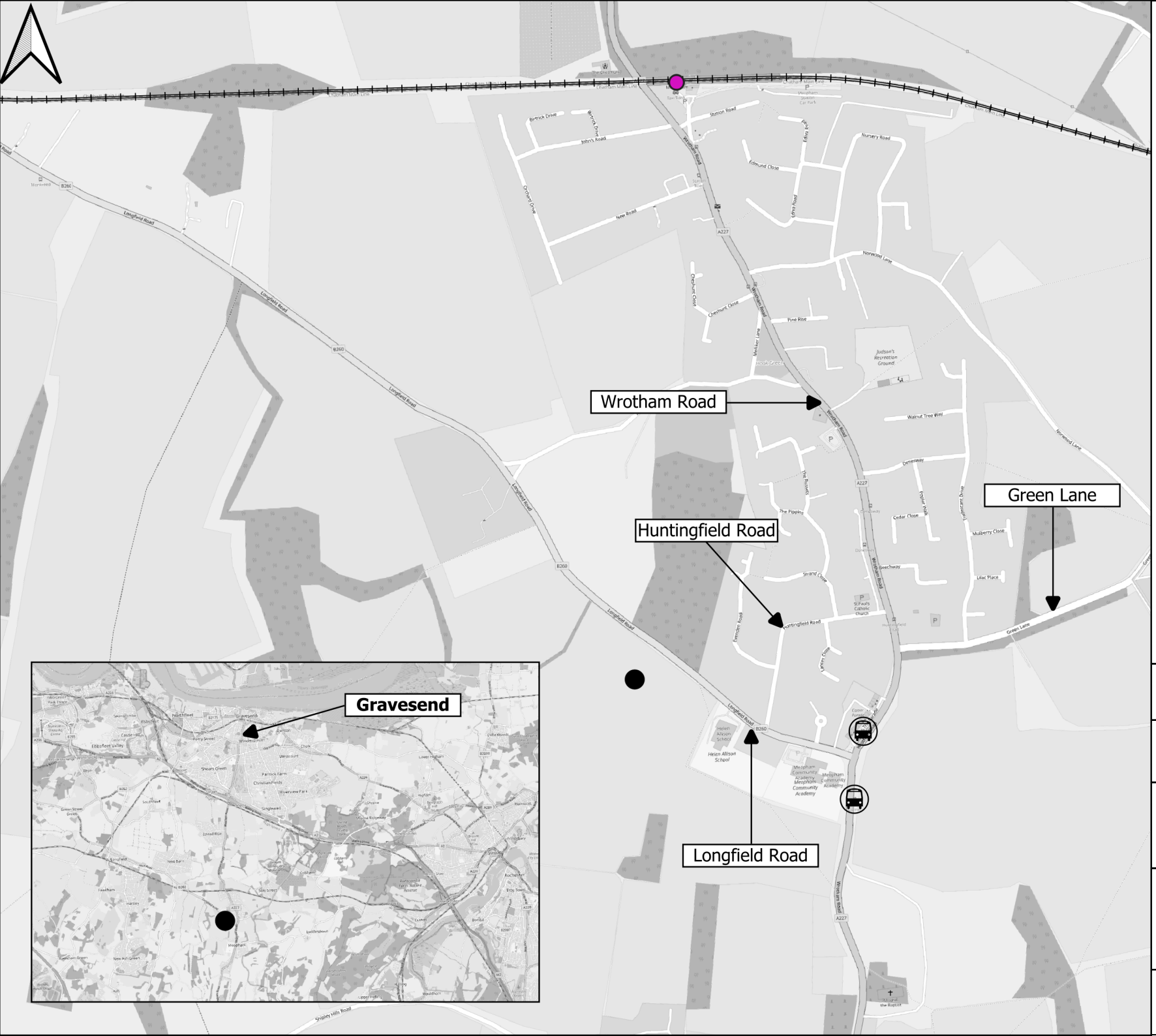
Figures



Legend

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

Figure 1.1 - Site Location

Richborough

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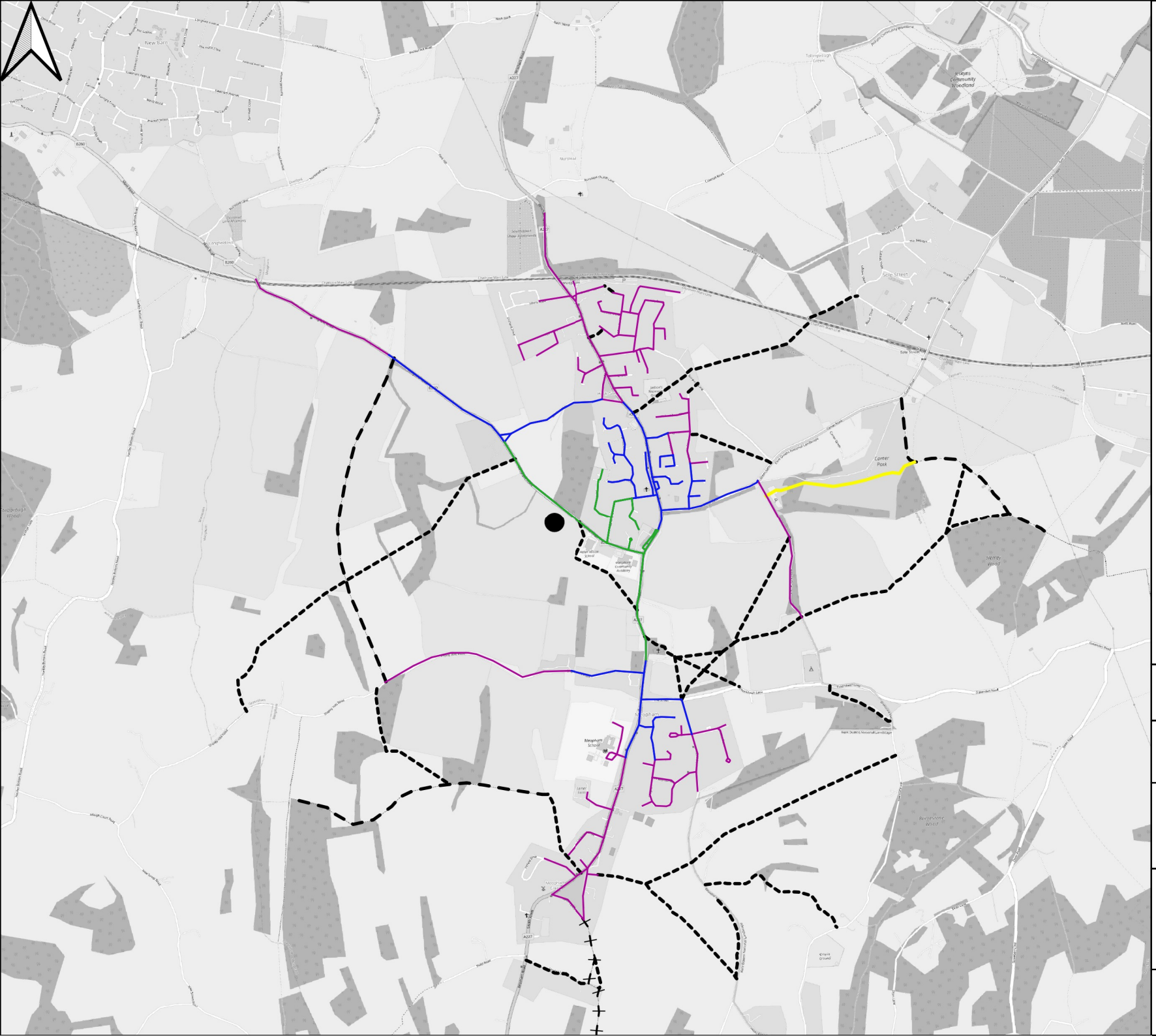
0 200 400 m



Legend

- Site Location

Walking Distances

- 800m
- 1.2km
- 2.0km

PRoW

- Byway open to all traffic
- Public Bridleway
- Public Footpath
- Promoted Route

Figure 4.1 - Walking Distances

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0 0.5 1 km

Legend

- Site Location

Local Facilities

- Community
- Education
- Employment
- Healthcare
- Leisure
- Retail

Figure 4.2 - Local Facilities

Richborough

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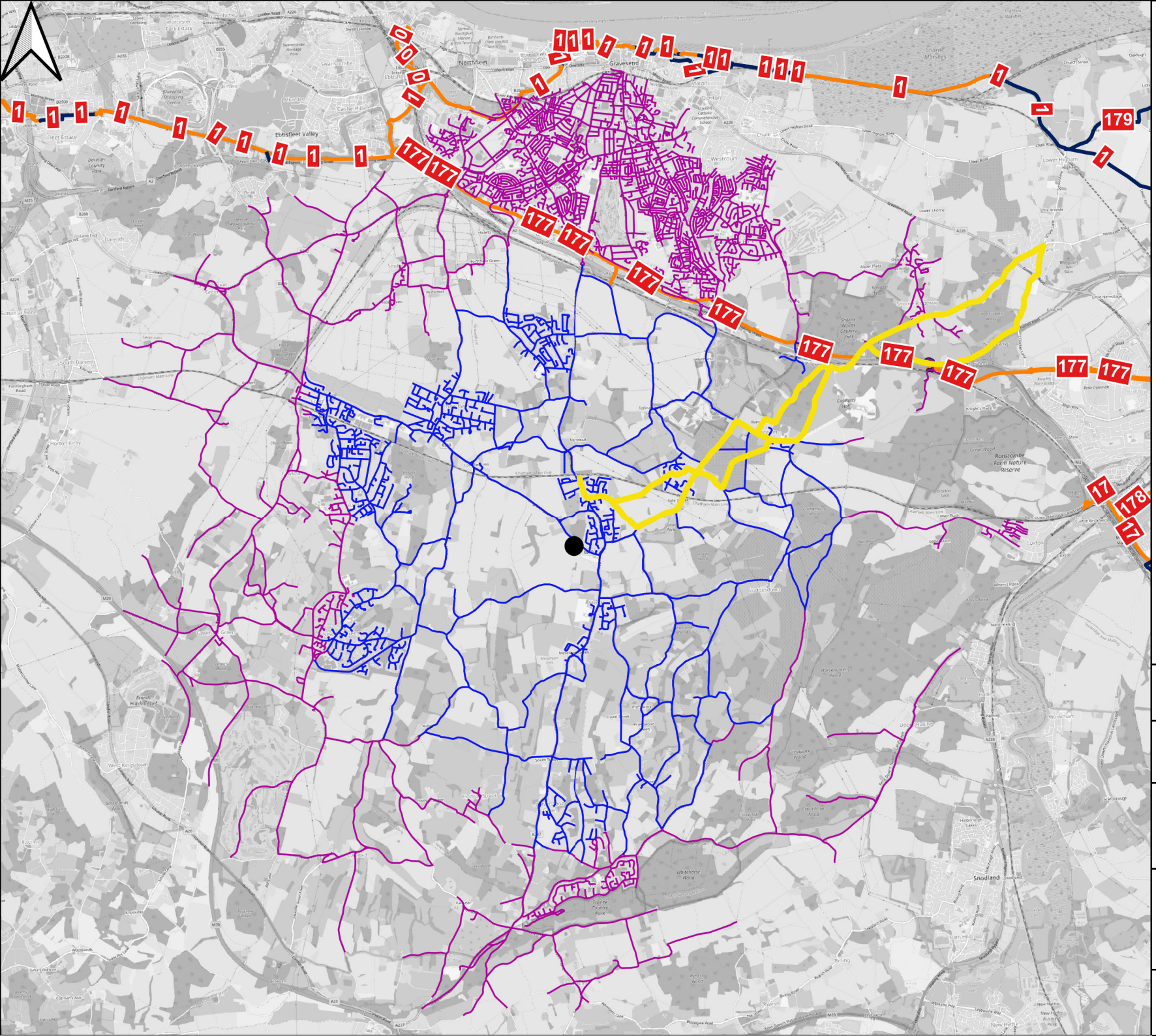
0 400 800 m



Legend

- Site Location

Cycling Distances

- 5.0km
- 8.0km
- LCWIP Routes

National Cycle Network

- On-Road Route on NCN
- Traffic-Free Route on NCN

Figure 4.3 - Cycling Distances

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0 1.5 3 km

APPENDIX A

KCC Comments on Initial and Updated Transport Assessments

Highways and Transportation
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Tel: 03000 418181
Date: 3 December 2025
Our Ref: AC

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

Application -	**GB/20250993**
Location -	**Land Adjacent To, Longfield Road, Meopham, Gravesend Kent**
Proposal -	**Outline application for the erection of up to 120 residential dwellings, public open space and associated works. Approval is sought for the principal means of vehicular access from Longfield Road and all other matters are reserved.**

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

Summary
Kent County Council Highways (KCC) has significant concerns regarding the sustainability and transport impacts of the proposed development of approximately 120 dwellings south of Longfield Road, Meopham. While the site is within walking distance of some local facilities, key issues include:

- Sustainability: Limited public transport provision, lack of safe and direct walking and cycling routes, and insufficient infrastructure to support modal shift away from private car use.
- Access and Safety: Existing speeds exceed limits; proposals for speed reduction and emergency access are incomplete. Off-site improvements to Longfield Road and the A227 are required.
- Public Transport: Bus services are infrequent and lack peak-time commuter options.
- Walking and Cycling: Deficiencies in local infrastructure, including lighting, cycle routes, and accessibility features. Proposed measures are inadequate.
- Policy Compliance: The application currently conflicts with NPPF requirements for sustainable transport and Gravesham Design Code principles.
- Further Information Required: Details on emergency access, off-site improvements, financial contributions, parking management, and modelling results.

Existing Access to the Site
Access is proposed to be taken from Longfield Road. Speed surveys indicate 85th percentile speeds currently exceed the 30 mph limit. Sections between Longfield Road and Meopham Station lack street lighting, and footway widths vary, with some narrow sections. Cyclists currently share the carriageway with motor vehicles, which is likely acceptable only to confident riders. This is evident in the Census data provided in the Travel Plan, which shows only 1% of people in the area currently cycle to work.

Access to Key Destinations

Table 8 of the Transport Assessment (TA) identifies walking distances to local facilities, including Meopham Community Academy at 550m from the site. Whilst the school is within an acceptable walking distance, its capacity for additional pupils is uncertain and should be clarified. If places are unavailable, residents may need to travel outside Meopham, likely by car due to limited cycling infrastructure and bus provision. Similar concerns apply to the medical centre and dentist. No supermarkets are listed, and weekly shopping at a convenience store is unlikely.

One of the key destinations for new residents is likely to be Meopham Station. Due to the lack of cycle infrastructure and lighting on the A227, the applicant proposes to direct cyclists to Tradescant Drive and Norwood Lane. The suitability of this route is questionable given that it is a 200m diversion from the A227, is not lit, and includes a PROW (public footpath) that prohibits cycle access. Requiring cyclists to dismount would be impractical and discriminatory, particularly for disabled cyclists who may struggle to do this. It is therefore likely that residents would want to stay on the direct route which is via the A227 and therefore cycle facilities should be provided. There is also a lack of cycle facilities and lighting on the A227 between the site and the secondary school.

Routes for pedestrians and cyclists should be direct, well-lit, and overlooked. While this may be achievable within the site, off-site routes lack sufficient infrastructure.

Walking and Cycling

A walking and cycling audit of the local area (Table 9 of the TA) highlights deficiencies such as an absence of cycle routes, inadequate lighting, cycle parking, wayfinding, shelter, rest areas, tactile paving at crossings and step-free access at Meopham Station, as well as inconsistent footway widths and surfacing. It does not specifically reference the lack of footway on approach to the station car park (which can be seen in 'View 14' in Appendix C), nor the lack of dropped kerbs across the Helen Allison school access. Proposed improvements include an uncontrolled crossing across Longfield Road, and financial contributions towards cycle parking at Meopham Station and Local Cycling and Walking Implementation Plan (LCWIP) Route 6. Additional improvements including dropped kerbs at the Helen Allison school access, and cycle facilities and lighting along Longfield Road and the A227 to Meopham Station and Secondary School, should be provided. Cycle parking should also be provided at Camer Parade.

A distance of 2km to Meopham Station is considered excessive for some residents, and therefore appropriate bus services and cycle facilities are required to facilitate trips to and from this key destination.

The KCC Public Rights of Way (PROW) team should be consulted on the PROW.

Bus Stops and Services

The site access is located within 500m of existing bus stops on Wrotham Road. This is already in excess of the generally recommended 400m distance, and residents would be travelling from further within the site to reach them. The stops serve three routes. Service 306 is believed to be a school service operating at full capacity. Services 308 (Sevenoaks) and 416 (Meopham) have limited frequency Monday to Saturday and no Sunday service. There is no commuter service during the AM peak and only one PM peak service at 17:36. Without enhancement, residents will have limited access to wider transport connections. Service 308 currently requires subsidy, indicating commercial unsustainability. The existing level of provision is inadequate for a development of this scale and must be improved. KCC seeks further discussion on this enhancement, in coordination with other sites coming forward.

Proposed Access
All mode access will be via a priority junction with Longfield Road and can be seen on plan 'Proposed Site Access with Visibility Splays' Ref 001 Rev D. There are no objections to the principle of this access, or the demonstrated visibility splays (although visibility splays for the crossings should also be provided).

However, there is concern that vehicles are currently travelling at 43-44mph past the site, within the 30mph zone. A change in roadside environment and relocation of the 30mph speed limit further west, is proposed, in order to help ensure that the speed limit is self-enforcing. However, the proposals are not shown. Access is not a reserved matter and these must be shown on the plan for further consideration, along with the appropriate forward visibility splay entering the 30mph zone from the west. Please note that vehicle activated signs are a maintenance liability for KCC and may be removed in future; the measures should be permanent and low maintenance.

An emergency access is required and needs to be shown on the plan. An additional footway / cycleway access to the eastern side of the site onto Longfield Road would increase permeability and reduce walking and cycling times for residents. One is indicated on the landscape plan but is not shown on the Site Access plan. An uncontrolled crossing is shown at the give way line of the site access. This should be relocated slightly further south so it is not on the radius. There is concern that the existing footway leading towards Wrotham Road is not to standard width and is reduced further by vehicles parking on the footway (see Route One View 3 in Appendix C). The proposed crossing of Longfield Road would permit residents to walk on the northern side of the carriageway to access Camer Parade. However, those travelling towards the schools would need to remain on the southern side and this is concerning.

A financial contribution is proposed to be provided towards cycling facilities at Meopham Station, and the Gravesham LCWIP Route 6. However, the proposed measures and the amount of contribution are not provided and are required.

No improvements are proposed to the A227 between the site and Meopham Station, or the site and Meopham Secondary School. These routes have narrow footways, intermittent lighting and no cycle facilities. As confirmed through speed surveys for the sister site – Land East of Wrotham Road, vehicles often travel in excess of the 30mph speed limit, making on carriageway cycling unattractive. Improvements are required to these routes.

The vehicle tracking shown on plan 002 Rev C is acceptable. Paragraph 6.15 of the Transport Assessment states "A swept path analysis of a fire tender has been undertaken through the emergency access." However, neither the emergency access nor the tracking of a fire appliance through it has been provided. This should be submitted for review and approval.

A Road Safety Audit was undertaken and the Designer's Response confirms that all recommendations have been addressed. However, access is not a reserved matter and therefore the lighting proposals for access to the site, raised in the audit and designers response, must form part of this Outline application.

Cycle and Vehicle Parking
Cycle parking will be provided on a one-per-bedroom basis, which is supported. Garden stores must allow direct access to the highway, and garages must be of a sufficient size to accommodate both a vehicle and a cycle. Ideally, cycle parking would be located at the front of the unit. Communal parking should include spaces for adapted bikes (approximately 5%), electric vehicle charging, and visitor parking.

At paragraphs 6.57 – 6.61 of the TA, the applicant proposes to provide additional offsite parking within the site to reduce the unlawful parking including footway parking, along Longfield Road. The parking is proposed to be allocated to Camer Parade or general unallocated parking for local schools. As the site is well within walking distance of the school and Camer Parade, new residents are unlikely to add to the on-street issue, and it is also considered to be too far from Camer Parade to be overflow parking for this facility. However, depending on location, the additional parking could help reduce footway parking along Longfield Road, which would enable new residents to access the school unimpeded, although there is concern that some of this parking is associated with the residential units rather than the school, and therefore is unlikely to use the new provision. Further information is to be provided regarding how pupils of the Helen Allison school access the school and could benefit from an off street drop off. Information related to how these spaces would be signed and managed is required.

Trip Generation and Junction Capacity Modelling

The development is anticipated to generate 62 two-way trips in the AM peak and 62 two-way trips in the PM peak. This is reasonable. However, strategic highway modelling has not yet been completed, preventing KCC from forming an opinion on the highway impact of the site, including the cumulative impacts with other Local Plan sites coming forward ahead of the Regulation 19 Local Plan consultation.

The traffic surveys showed the peak hours on the network are 08:00-0900 and 15:00-16:00. However, as the flows are similar to the typical PM peak hour (both of the network and the site - 17:00-18:00) the applicant proposes to assess the typical peak hour. The flow differences between the current and assessed PM peak hours should be set out within the forthcoming TA Addendum to justify this approach.

Initial local junction capacity modelling has been undertaken, although this will be updated following the results of the strategic modelling. Table 17 of the TA shows initial queue results for the A227 Wrotham Road / Longfield Road junction. The modelled queues are lower than the observed queues and this should be investigated prior to them being re-run in order to ensure the model is representative of existing conditions.

Table 18 shows the modelling results for the Longfield Road / Site Access junction. The results show the junction is anticipated to operate well within capacity during the peak hours. Table 19 shows the initial modelling results for the A227 Wrotham Road / Longfield Road junction. The results show the junction currently operates within capacity in both peak periods but is anticipated to operate above capacity in the '2030 Base' AM peak scenario onwards, as well as in the 2039 'With Development' PM peak scenario. Mitigation is likely to be required for this junction.

Please note, the table in Appendix K of the TA shows 350 units instead of 120, and should be revised accordingly to ensure the traffic generation is not overestimated. In addition, the model outputs in Appendix M show a start and finish time of 00:00 and 01:30 respectively for the site access, instead of the AM and PM peaks, and the geometry and flows for both junctions does not accord with that shown on plan 003 and in the turning movement diagrams. This should be corrected prior to re-running the models.

Travel Plan

The Travel Plan (TP) aims for a limited target of 5% reduction in car trips, which reinforces KCC concerns regarding sustainability.

Sustainable measures proposed to be provided include: a Car Club (including one year's free membership for residents and driving credit), public transport seasons tickets (although it does not state how long the season ticket would cover), parcel lockers, public transport timetable and

route information, active travel events and promotion, and signage along the route to the Station. These measures are supported. However, it is questioned whether a car club would be commercially successful in this location given the relatively low number of dwellings. Discussions with a car club operator should be undertaken to confirm.

The Travel Plan review should include information on the uptake of the public transport tickets and use of the car club.

With regard to the Action Plan at Table 6 of the TP, the timescale for the monitoring report should be “Within three months of the travel surveys being undertaken”.

The contact details of the Travel Plan Coordinator should be sent to KCC once they have been appointed: travelplans@kent.gov.uk.

Policy
The Gravesham Local Plan Regulation 19 consultation has not yet taken place and the application is therefore considered to be premature. A number of applications have recently been submitted in this area, but without an updated Local Plan in place the required infrastructure to cater for such a large cumulative increase in houses, cannot be coordinated, making it difficult for single sites to be acceptable based on what they alone can provide. Further discussions with KCC on a coordinated strategy are sought.

The Design for Gravesham Design Code, 2024 (Supplementary Planning Document) is not referenced in the TA. However, it provides confirmation that development in rural areas require appropriate sustainable infrastructure. Section 3.11 relates to the “Future for the rural areas?” and states “a. Promote a sustainable network of unique villages co-locating key community facilities and commercial activities and better connected by pedestrian and cycling routes and by excellent, cost-effective public transport” and “b. Improved pedestrian and cycling permeability throughout each village” .

A predict-and-provide approach has been undertaken rather than a vision-and-validate approach. This is contrary to policy. However, the proposals do provide a number of active travel measures to achieve a modal shift away from the private car.

With regard to the National Planning Policy Framework (NPPF), and in particular, policies 77 (suitable location), 115 (safe and sustainable access), 117 (safe sustainable transport for all, both internal and external to the site), 148 and 155 (sustainable locations required for green belt sites), the compliance of the proposal is questioned. Whilst the site is within walking distance of some local facilities, additional facilities (such as a supermarket) are likely to require a car to access them. The lack of high frequency bus services serving key destinations, the lack of cycle infrastructure and lighting along the A227 between the site and the station, is a contradiction of NPPF in that there is not a “genuine choice of transport modes” available. It is unclear how the Travel Plan will effectively encourage sustainable travel without the necessary off-site infrastructure and services to key local facilities such as Meopham Station, to support these modes. The proposed measures go some way to resolving this, but further measures to the local highway network and bus service, are required.

Conclusion
KCC would like to place a holding objection on the application until the above issues have been resolved.

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.

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DA12 1AU

Highways and Transportation
Kroner House
Eurogate Business Park
Ashford
TN24 8XU
Tel: 03000 418181
Date: 20 May 2026
Our Ref: AC

Application -	**GB/20250993**
Location -	**Land Adjacent To, Longfield Road, Meopham, Gravesend Kent**
Proposal -	**Outline application for the erection of up to 120 residential dwellings, public open space and associated works. Approval is sought for the principal means of vehicular access from Longfield Road and all other matters are reserved.**

Thank you for your re-consultation in relation to the above planning application. KCC Highways (KCC) has the following comments to make with respect to highway matters:

Crash Data
The crash data assessment within the Updated Transport Assessment (UTA) covers the period October 2019 to September 2024, resulting in the omission of over a year's worth of data. A review of the most recent data available to KCC indicates that there have been no recorded injury collisions on Longfield Road within this omitted period. However, two 'slight' collisions occurred at the Longfield Road / A227 Wrotham Road junction, and two 'serious' collisions occurred on the A227 Wrotham Road between Longfield Road and Melliker Lane (within 750 m of the Longfield Road / A227 Wrotham Road junction). The latter two collisions both involved vulnerable road users (a pedestrian and a motorcyclist) and, together with other incidents identified within the assessment involving vulnerable road users, may be indicative of the wider road environment along the A227 corridor, which prioritises vehicular movement and offers limited provision for pedestrians and cyclists.

Walking, Cycling and Public Transport
The site is located approximately 2 km from Meopham Station (which is beyond a comfortable walking distance for many users), and is poorly served by public transport, with bus stops located over 400 m from parts of the site, limited service frequency, no Sunday provision, and no effective AM peak commuter service. The 308 bus service also requires KCC financial subsidy and is therefore at risk of removal should future funding not be secured. Without enhancement, future residents would have limited realistic alternatives to private car use.

In addition, the A227 corridor, which provides the primary connection to key local destinations, is characterised by high traffic volumes, recorded vehicle speeds above the posted limit, limited street lighting, narrow footways and an absence of dedicated cycling infrastructure. The applicant's own evidence demonstrates very low 'attractiveness' ratings in the Walking and Cycling Audit (17–33%), indicating that existing routes are not attractive and are unsuitable for users of all abilities. This is further evidenced by the recorded personal injury collisions.

KCC therefore welcomes the applicant's proposals and agreement to provide essential mitigation in the form of proportionate financial contributions towards the enhancement of local bus services (including a six-month season ticket proposed by the applicant), walking and cycling improvements on the A227 (or LCWIP Route 6), and wayfinding.

In addition to the above financial contributions, the applicant proposes to provide a two-metre footway along the site boundary with Longfield Road and an uncontrolled crossing over Longfield Road, east of the site. However, dropped kerbs are also required across the Helen Allison School access to ensure accessibility and continuity of the pedestrian route.

The Illustrative Development Framework Plan (Appendix F) and the Parameter Plan indicate an additional pedestrian and cycle access to the north-west of the emergency access. However, this connection is not shown on the Site Access Plan. Should this form part of the access strategy, the Access Plan should be updated to clearly reflect all proposed points of connection to the highway network. If cyclists are permitted to use this access, a dropped kerb will be required to access and egress the carriageway and appropriate visibility splays will be required. It is questioned whether appropriate splays are achievable given the requirements of DMRB for high speed roads.

In this context, it is also noted that the red line boundary along the western site frontage does not appear to include the existing footway. Clarification is required for its omission. If no constraint exists, the applicant should extend the proposed two-metre footway along the full site frontage to provide a continuous, compliant pedestrian route linking the site access, emergency access and the additional pedestrian/cycle connection. This approach would improve permeability for non-motorised users and could also contribute to a change in the character of Longfield Road at this location, supporting the proposed speed reduction measures through increased visual enclosure and frontage activity.

At paragraph 6.56 of the UTA the applicant proposes to fund an additional ten cycle parking spaces at Meopham Station to further encourage cycling. This is welcomed. However, this must be discussed with Network Rail, who would receive the contribution / install the stands. The stands should be covered, secure and located in a convenient and well-overlooked position.

The applicant also proposes to enhance lighting along the A227 to improve the attractiveness of this route. However, in line with the recommendations from the Safety Auditor, as accepted by the applicant in the Designer's Response (Appendix H of the UTA), lighting along Longfield Road must also be provided. The applicant proposes this as a financial contribution; however, KCC requires a condition securing a lighting strategy, with the works to be delivered by the applicant under a Section 278 agreement (unless otherwise agreed with KCC due to the wider coordinated cycle scheme on the A227).

Vehicle Access

The updated site access proposals are shown on drawing 'Proposed Site Access with Visibility Splays' (T25526-001 Rev E).

The access has been relocated 10 metres west in order to avoid conflicts with parked vehicles on the opposite side of Longfield Road. This is welcomed.

The emergency access is now shown on the plan. However, this should be provided in the form of a vehicle crossover rather than a bellmouth junction, with the footway continuing across the crossover to give priority to pedestrians. A bollard should be shown on the plan, preventing general vehicular access whilst permitting pedestrian and cycle movements.

In response to observed vehicular speeds along Longfield Road being in excess of 30 mph, and in line with the recommendations from the Road Safety Auditor (Appendix H of the UTA), the applicant proposes to extend the 30 mph speed limit further west and introduce a gateway feature to indicate entry into a lower speed environment. The plan indicates that the gateway feature will include 'dragon's teeth'. However, KCC does not generally support the use of dragon's teeth on the highway. Alternative measures, such as virtual carriageway narrowing using edge of carriageway markings, red surfacing, speed roundel markings (within the 30 mph section), and appropriate terminal signage, should be considered as alternatives.

At paragraph 6.75 of the UTA the applicant proposes to provide contributions towards wayfinding signage along the A227 between the site and Meopham Station. This is welcomed, however, this should be implemented by the applicant.

The swept paths of a refuse vehicle and fire tender travelling through the emergency access have been provided on drawing T25526-004 and are considered acceptable.

Visibility Splays
The visibility splays are shown on drawing 'Proposed Site Access with Visibility Splays' (T25526-001 Rev E).

The forward visibility relating to the change in speed limit is incorrect and should be measured for vehicles approaching from the west, travelling towards the 30 mph zone, rather than from the east as currently shown on the plan. The required distance should be based on the DMRB stopping sight distance appropriate to a derestricted road. In accordance with this guidance, and having regard to the presence of a slight crest in the vertical alignment to the west, the applicant should update the visibility plans and demonstrate that the required sight distance is achieved with an unobstructed line of sight in both the horizontal and vertical alignment.

Visibility splays at the emergency / pedestrian / cycle access, and the additional cycle access to the north, are also required, based on the derestricted approach speeds. Where the splays cannot be achieved, robust justification must be provided to demonstrate that any departure from standard is acceptable, or cycle access at these locations may need to be restricted, which would be contrary to the site's proposed active travel connectivity.

An uncontrolled crossing is shown to the east of the Helen Allison School. However, the visibility splays are incorrectly shown. The 'X' distance should be 1.5 m, and the 'Y' distance should extend to the nearside kerb, rather than into the carriageway. It is also noted that the crossing is located in close proximity to existing utilities, which may raise issues at detailed design.

Additional Parking
Paragraphs 6.77–6.80 of the UTA refer to the provision of additional on-site parking intended to alleviate existing on-street parking stress. However, the number of spaces to be provided is not specified. As this relates to an internal site layout detail and is not required to demonstrate the acceptability of the development in highway terms, this can be reviewed at the detailed design stage.

Trip Generation and Junction Capacity Modelling
The development is anticipated to generate 62 two-way trips in both the AM and PM peak hours. This is considered reasonable for a development of this size.

As requested, the applicant has assessed the impact of the development on the highway network using the Kent Transport Model (KTM), for the following six scenarios:

1. 2032 Reference Case (assumed opening year)

2. 2032 Reference Case + Development
3. 2032 Reference Case + Development + Site GB/20250992 (sensitivity assessment)
4. 2042 Local Plan
5. 2042 Local Plan + Development
6. 2042 Local Plan + Development + Site GB/20250992 (sensitivity assessment)

Based on the KTM outputs, 13 junctions are predicted to experience flows of over 30 two-way trips in scenarios three and six during the AM and/or PM peak periods. These are as follows:

1. Longfield Road / Site Access
2. Wrotham Road / Longfield Road
3. Wrotham Road / Green Lane
4. Wrotham Road / Huntingfield Road
5. Wrotham Road / Lewis Road
6. Wrotham Road / Istead Rise
7. Wrotham Road / Station Road
8. Wrotham Road / A2 (double roundabout)
9. Camer Road / Norwood Lane
10. Sole Street / The Street / Jeskyns Road
11. Longfield Road / Huntingfield Road
12. Main Road / Manor Road
13. Main Road / Nurstead Lane

The above junctions have been assessed further using approved local junction modelling software. The modelling results show that junctions 3, 5, 6 and 10 are predicted to operate over capacity in either the AM peak, PM peak, or both, under scenario 4 (2042 Local Plan). The addition of the development in scenario 5 is shown to result in a negligible increase in delay and queueing at these locations.

Whilst further deterioration may occur under scenario 6, this impact will be considered as part of the associated application (GB/20250992). For the purposes of this application, the impact of the proposed development is considered negligible and no mitigation is therefore required.

It is understood that National Highways has requested further information in relation to the A2 junctions on the Strategic Road Network. KCC will await this information before providing further comments in this regard.

Travel Plan
The Travel Plan has been updated. Paragraph 5.8 states "…*It should be noted that there is a low propensity to travel by bus, foot and cycle. Evidently, there is an opportunity to improve the use of public transport and active travel*." This supports the need for contributions to enhance the existing public transport offer, which the applicant has agreed to in principle at paragraph 5.11.

Travel Plan monitoring should include details of the uptake of the free public transport tickets, to allow the effectiveness of this measure to be assessed.

The Road Safety Auditor has recommended parking restrictions along Longfield Road to ensure that visibility splays remain unobstructed. In the Designer's Response (Appendix H), the applicant notes that such restrictions may displace existing parking, but confirms that this can be discussed with KCC. The Travel Plan monitoring methodology should therefore include a requirement to monitor on-street parking along Longfield Road between the site and Huntingfield Road. In consultation with KCC, consideration should be given to the introduction of parking restrictions, with the application for and implementation of such measures to be

funded by the applicant, should parking issues arise that affect the operation of the visibility splays following occupation of the development.

Conclusion
KCC would like to place a holding objection on the application until the above issues have been resolved.

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.