

Technical Note

Land South of Longfield Road, Meopham
Richborough

18th June 2026



LAND SOUTH OF LONGFIELD ROAD RICHBOROUGH

Prepared for

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VERSION CONTROL

VERSION	DATE	DESCRIPTION	CREATED BY	REVIEWED BY
1.0	18/06/2026	Updated following client comments	MJ	GM

1. INTRODUCTION

- 1.1.1. Ridge and Partners LLP (formerly Hub Transport Planning Ltd) has been commissioned by the client, Richborough, to provide transport advice for a proposed residential development on land south of Longfield Road, Meopham, Kent.
- 1.1.2. The proposed development is for up to 120 dwellings and has been submitted as part of an outline planning application (Ref: GB/20250993) with all matters reserved except for details of access to the site.

2. PLANING CONTEXT

- 2.1.1. Ridge submitted a full Transport Assessment (TA) to Kent County Council (KCC), as the local highway authority, in support of the outline application on 27th April 2026.
- 2.1.2. KCC provided a response to the full TA on 20th May 2026. Comments were provided on the following elements which are detailed at Appendix A.
 - Highway Safety (Accident Data);
 - Walking, Cycling and Public Transport
 - Vehicle Access
 - Visibility Splays
 - Additional Parking
 - Trip Generation and Junction Modelling
 - Travel Plan
- 2.1.3. Ridge has considered the comments raised by KCC and have provided a response to these matters within this technical note.

3. HIGHWAY SAFETY

- 3.1.1. Table 1 summarises KCC comments relating to Highway Safety that require action. This also includes our response.

Table 1: KCC Comments on Highway Safety

KCC COMMENTS	RIDGE RESPONSE
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 ‘serios’ collisions occurred on the A227 Wrotham Road between Longfield Road and Melliker Lane (within 750m of the Longfield Road / A227 Wrotham Road junction). The latter two collisions both involved vulnerable road users (a pedestrian and motorcyclists) 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,	Comment accepted. An updated highway safety assessment is provided below.

KCC COMMENTS	RIDGE RESPONSE
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which prioritises vehicular movements and offers limited provision for pedestrians and cyclists.

3.1.2. Following KCC's comments, an updated review of Personal Injury Accident Data (PIA) on the local highway network surrounding the site has been undertaken using data obtained directly from KCC for the most recent five years of available data from January 2021 to December 2025. This supersedes the previous data provided within the interim TA (2019–2024).

3.1.3. The PIA results are summarised in Table 2 and included at Appendix B.

Table 2: Personal Injury Accident Data (01/01/2021–31/12/2025)

LOCATION	SLIGHT JUNCTIONS	SERIOUS	FATAL	TOTAL
Wrotham Road/Longfield Road	2	0	0	2
Wrotham Road/Camer Parade Egress	1	0	0	1
Wrotham Road/Denesway	1	0	0	1
Wrotham Road/Melliker Lane	1	0	0	1
Green Lane/Tradescant Drive	1	0	0	1
LINKS				
Wrotham Road	0	1	0	1
Longfield Road	0	1	0	1
Total	6	2	0	8

3.1.4. Table 2 demonstrates that a total of 8 PIAs have occurred within the most recent five years of available data, six of which were classified as 'Slight', and two classified as 'Serious'.

3.1. Wrotham Road/Longfield Road

3.1.1. Two PIAs were recorded at the Wrotham Road/Longfield Road junction, both of which have been classified as 'Slight'.

3.1.2. The description from PIA 1 indicates that the driver of the vehicle hit something in the carriageway causing them to correct the vehicle path. The driver over corrected, resulting in the vehicle colliding with the guard railing on the pedestrian refuge.

3.1.3. PIA 2 was as a result of a driver rear ending a stationary vehicle at temporary traffic lights on Longfield Road.

3.2. Wrotham Road/Camer Parade exit

3.2.1. One PIA was recorded at the Wrotham Road/Camer Parade exit and was classified as 'Slight'. This was as a result of a vehicle egressing Camer Parade to turn right and failing to give way to a vehicle heading southbound on Wrotham Road.

3.3. Wrotham Road/Denesway

- 3.3.1. One PIA occurred at the Wrotham Road/Denesway junction, classified as 'Slight'. This was due to a police vehicle being in pursuit of a suspect on foot. A member of the public tackled the suspect and hit their face on the number plate of the police vehicle.

3.4. Wrotham Road/Melliker Lane

- 3.4.1. One PIA occurred at the Wrotham Road/Melliker Lane junction, classified as 'Serious'. This was as a result of vehicle turning right into Melliker Lane and failing to indicate and colliding with a motorcycle driver traveling northbound.

3.5. Green Lane/Trandescant Drive

- 3.5.1. One PIA occurred at Green Lane/Trandescant Drive, classified as 'Slight'. It is unclear from the details of the exact nature of the PIA, however it appears to have been as a result of a poorly executed driving manoeuvre.

3.6. Wrotham Road

- 3.6.1. One PIA occurred on Wrotham Road, south of Denesway, classified as 'Serious'. It appears that this was as a result of a vehicle towing a trailer egressing a layby without looking properly, causing a cyclist to be knocked off their bicycle by the trailer.

3.7. Longfield Road

- 3.7.1. One PIA occurred on Longfield Road, classified as 'Serious'. This was as a result of a vehicle egressing Huntingfield Road and collided head on with a vehicle on Longfield Road. This PIA occurred outside of the school drop-off and pick-up periods.

3.8. A2/Wrotham Road

- 3.8.1. Additional PIA data was obtained for the A2/Wrotham Road junction complex as requested by NH. This is presented in Table 3.

Table 3: A2/Wrotham Road PIAs (01/01/2021–31/12/2025)

LOCATION	SLIGHT	SERIOUS	FATAL	TOTAL
A2 Mainline EB	6	0	0	6
A2 Mainline WB	4	1	0	5
A2 EB Off slip	1	0	0	1
A2 WB Off slip	5	1	0	6
A2 EB On slip	0	1	0	1
A2 WB On slip	0	0	0	0
Wrotham Road (S)	2	0	0	2
Wrotham Road (N)	3	0	0	3
Internal Links	1	0	0	1
Northern Roundabout Circulatory	2	1	0	3
Southern Roundabout Circulatory	2	0	0	2

LOCATION	SLIGHT	SERIOUS	FATAL	TOTAL
Total	26	4	0	30

- 3.8.2. The results show that there has been a total of 30 PIAs over the most recent five-year period for which data is available, 26 of which were classified as 'Slight' and 4 classified as 'Serious'. The data refers to both roundabout junctions, the link road between the two junctions, the A2 on/off-slips and the A2 mainline in the vicinity of the junction complex.
- 3.8.3. The highest volume of PIAs has been recorded on the A2 mainline; 6 in the eastbound direction and 5 in the westbound direction (10 classified as 'Slight' and 1 classified as 'Serious'). From interrogation of the PIA details, these appear to be as a result of driver error with the majority resulting in rear-end shunts following poor observation of other traffic.
- 3.8.4. There has been a total of 6 PIAs recorded on the A2 WB off slip, 5 of which have been classified as 'Slight' and 1 which has been classified as 'Serious'. Again, the majority of these PIAs occurred as a result of driver error not observing traffic on the slip road. Notably, PIA 26 appears to be caused by a bike throttle being stuck causing the driver to lose control and PIA 27 details that the offending driver failed a breath test and was arrested for drink driving.
- 3.8.5. Two PIAs were recorded (13 and 15) on the Wrotham Road approach to the southern roundabout and both were detailed as rear end shunts. Notably, the details recorded for PIA 15 indicates that the driver was using their phone prior to colliding with the rear of the other vehicle in question.
- 3.8.6. The 'Serious' PIA on the northern roundabout appears to be as a result of a driver mistiming their entry into the circulatory carriageway from the internal link road and colliding with a vehicle already on the circulatory. The remaining 'Serious' PIA which occurred on the A2 EB on slip was due to a motorcycle towing another motorcycle via a tow rope. The tow rope snapped causing the towed motorcycle to fall and injure the pillion passenger.

3.9. Summary

- 3.9.1. Whilst all PIAs are regrettable, the volume and pattern of incidents recorded within the vicinity of the site do not give any undue cause for concern, with the data suggesting that the majority of PIAs have been caused by driver error and poorly executed manoeuvres rather than the layout and marking of the highway.
- 3.9.2. It should also be noted that the updated PIA data for the local road network within the vicinity of the site highlights a reduction of two PIAs compared to the proceeding five years of available data presented within the Interim TA.
- 3.9.3. In addition, the level of development traffic that is forecast to pass through the A2/Wrotham Road junction is negligible in comparison to the level of traffic already using the junction. As a result, it is concluded that the proposed development will not have an unacceptable impact on highway safety at the A2/Wrotham Road junction.

4. WALKING, CYCLING AND PUBLIC TRANSPORT

- 4.11. Table 4 summarises those KCC comments relating to walking, cycling and public transport that require action. This also includes our response.

Table 4: KCC Comments on Walking, Cycling and Public Transport

KCC COMMENTS	RIDGE RESPONSE
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.	Comment accepted. We expect these to be secured as part of conditions/Section 106 agreement.
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.	Comment accepted. Dropped kerbs have been indicated over the Helen Allison School access and are shown in Drawing T25526.001.
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.	Comment accepted. The pedestrian access has now been shown on the plan. Given this is a footpath connection only, cyclists would not be permitted to use this, however they will be able to utilise both the emergency access and the main site access. Given the desire line towards local facilities, cyclists are more likely to use the main site access further east, especially given the greater visibility achievable and lower vehicle speeds as a result of the gateway entry feature and relocation of the speed limit. This will be facilitated through the internal site layout at the detailed design stage which will provide direct and legible routes.
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	Comment accepted. A 2.0m wide footway has now been shown on the plan along the site frontage, linking to all proposed access points. This is shown in Drawing T25526.001.

KCC COMMENTS	RIDGE RESPONSE
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.	Comment accepted. The applicant will discuss this provision with Network Rail as part of the reserved matters application to ensure these are delivered prior to first occupation. We can commence an initial dialogue with Network Rail and would welcome a contact KCC may hold that we can get in touch with.
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).	Comment accepted. Securing enhanced lighting along Longfield Road as a condition under a Section 278 agreement is acceptable to the client.

5. VEHICLE ACCESS AND VISIBILITY SPLAYS

- 5.1.1. Table 5 summarises those KCC comments relating to vehicle access, visibility splays and additional parking that require action. This also includes our response.

Table 5: KCC Comments on Vehicle Access, Visibility Splays, and Additional Parking

KCC COMMENTS	RIDGE RESPONSE
VEHICLE ACCESS	
The emergency access is now shown on the plan. However, this should be provided in the form of a vehicle crossover rather than a bell mouth 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.	Comment accepted. The emergency access has been updated as a vehicle crossover with bollards indicated on the plan to prevent vehicular movement. This is presented in Drawing T25526.001. The swept path analysis for the amended emergency access is presented in Drawing T25526.004.

KCC COMMENTS	RIDGE RESPONSE
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.	Comment accepted. The gateway entry feature has been changed to red surfacing in accordance with KCC's comment. This provides a highly noticeable feature for drivers heading eastbound. Potential locations of terminal signage have also been indicated. The amended gateway entry feature is provided in Drawing T25526.001.
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.	Comment accepted. This will be implemented by the client as part of Section 278 works and secured as a condition. A signage strategy will be presented as part of the detailed design work as part of any future reserved matters application.
VISIBILITY SPLAYS	
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.	The location of the speed transition is currently positioned west of the site access visibility splays to demonstrate that these are not reliant on a speed reduction to be deemed acceptable in planning terms. The movement of the speed limit is to encourage a reduction in speeds from those observed as part of the traffic survey to improve highway safety within the vicinity of the site. Local schools and properties to the east of the site will experience the greatest benefit from this as opposed to the site itself, given these front onto the carriageway. Forward visibility splays have been drawn which indicate 160m can be achieved on approach to the transition given the bend in the road to west. This is one step below the desirable minimum (215m) in DMRB terms for a design speed of 100kph (60mph). Additionally, given the bend in the road and reduced forward visibility, vehicles are already likely to be travelling below the

KCC COMMENTS	RIDGE RESPONSE
	signposted speed limit prior to reaching the transition. As can be seen in Drawing T25526.001, the levels indicate that the transition is not at the bottom of the crest in the hill. Notwithstanding this, the terminal signage will be a minimum of 1.5m in height, which oncoming drivers will be able to see before the gateway entry feature itself. The speed transition is located c.140m west of the urban frontages, meaning drivers would have up to 300m of distance from the point at which drivers can first see the speed transition to reduce their speed prior to reaching properties and the schools to the east of the site. Considering this, the location of the speed transition is still deemed to be in the most suitable location.
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.	It is envisaged that the emergency access will only be used by emergency vehicles should the main access be inaccessible and therefore emergency vehicles would be directed to use the emergency access. This is likely to be an extremely rare occurrence and will perhaps never occur. Whilst on site, emergency services would likely clear any obstruction at the main site access and would then logically utilise this to egress the site. In the extremely rare event that emergency vehicles would need to use the emergency access to egress the site, this would be under blue light operation and therefore vehicles on the mainline would be required to slow on approach and give priority to emergency vehicles. Considering the above, we do not consider that applying the higher desirable minimum distance of 215m for a design speed of 100kph (60mph) to an emergency access is necessary in this instance. Nonetheless, we have shown that a 160m visibility splay to the west can be achieved (one step below the desirable minimum in DMRB

KCC COMMENTS	RIDGE RESPONSE
	terms) and 215m to the east, albeit it is unlikely vehicles will have reached the signposted limit at this point. This would be a relaxation as opposed to a departure from standard. The location of the proposed emergency access is considered to be in the most suitable location on crest of the hill, and also providing the shortest alternative link to the internal road network as indicated within the development framework plan. The visibility splays are shown on Drawing T25526.001 and the adopted highway extent is provided at Appendix C. As previously discussed, the link to the footway north of the emergency access is for pedestrians only and therefore visibility splays are not required here.
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.	The proposed uncontrolled crossing has been moved slightly east away from the utilities and prior to the guard railing situated outside of the pedestrian link to the Helen Alison school. The guard railing is likely present to stop children running into the carriageway and therefore we do not propose to remove this. From on-site observations, there are several vehicles observed to park on street on the southern side of Longfield Road between Huntingfield Road and Meopham Community Academy which will force westbound vehicles into the eastbound lane. Considering this, we believe this is the furthest east the crossing point could be safely located before the observed on-street parking. It should be noted that the landing point on the northern side of the carriageway is situated on the inside of the bend and by providing visibility splays to the kerb line as requested by KCC means overrunning third party land to the east. Considering this, a slight buildout (c.0.7m) into the carriageway, whilst still maintaining a 5.5m carriageway width has been proposed with a 1:20

KCC COMMENTS	RIDGE RESPONSE
	taper. This allows for a 53m visibility splay to be achieved to the kerb line to the east and 59m can still be achieved the west, both at an 'X' distance of 1.5m Notwithstanding this, we do not agree that applying visibility splays to the kerb line in this location is necessary. When vehicle visibility splays are drawn to the kerb line, this demonstrates that full visibility can be achieved of anything in the nearside lane including pedestrians entering the carriageway from the footway and overtaking vehicles. However, Pedestrians will not be looking out for other pedestrians on the footway as this is not a conflict point. Instead, they will be looking into the carriageway for vehicles navigating the parked vehicles. On that basis, a 59m visibility splay has been shown at an offset 1.0m into the carriageway to demonstrate the realistic location pedestrians will be looking (oncoming vehicle). This is considered to be more appropriate considering the surrounding constraints. Even still, the 53m visibility splays still assumes vehicles are approaching in excess of 30mph which is unlikely in this location given the presence of parked vehicles causing vehicles to slow down and navigate around them when heading westbound. Overall, the visibility splays provided at the pedestrian crossing are considered to be robust.

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.	Comment accepted. This will be reviewed as part of the detailed design stage.

6. TRIP GENERATION AND JUNCTION CAPACITY MODELLING

- 6.1.1. KCC acknowledge within their response that the proposed development impact on the local junctions assessed is negligible when using turning flows outputted from the Gravesham Transport Model (GTM) and therefore no mitigation is required. This is welcomed.
- 6.1.2. Notwithstanding this, KCC are aware that NH has requested further information on the strategic modelling methodology for the A2/Wrotham Road junction, notably regarding distribution and assignment of development traffic. Therefore, KCC will await their response prior to providing further comments on this matter.
- 6.1.3. At the time of writing, we are still waiting for the additional information from Jacobs, KCC’s modelling consultants, to forward on to NH. On that basis, we have submitted a manual sensitivity assessment of the A2/Wrotham Road complex to NH on 22/05/2026 including a calibrated model based on observed queue data, manual distribution using Census 2011 data which assumes no rerouting unlike the GTM, additional committed development, and assessment of an existing mitigation scheme for the southern junction.
- 6.1.4. We consider this to be a robust assessment of the junction which demonstrates that the proposals will cause a negligible impact on the operation of the A2/Wrotham Road junction complex.

7. TRAVEL PLAN

- 7.1.1. Table 6 summarises those KCC comments relating to the Travel Plan and additional parking that require action. This also includes our response.

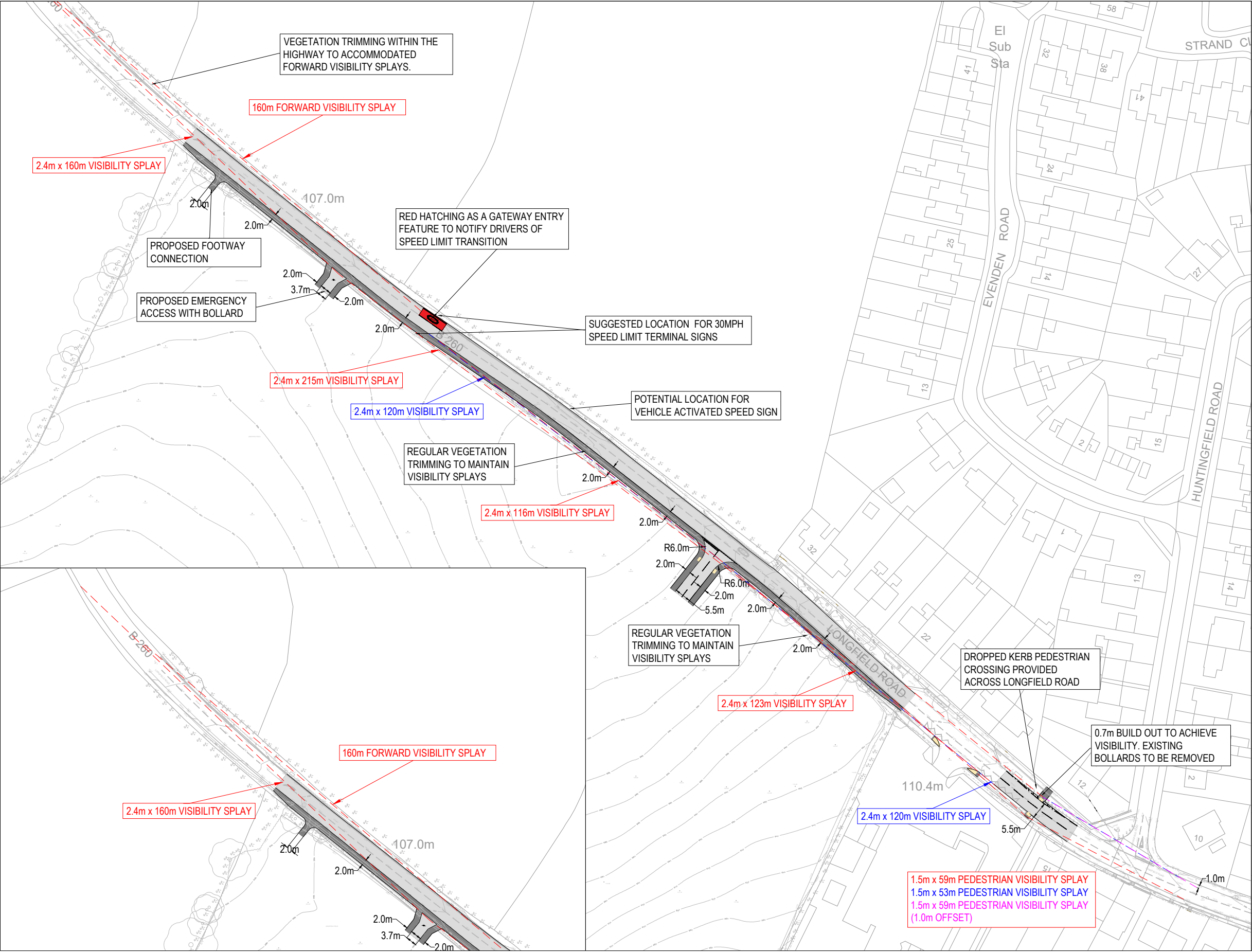
Table 6: KCC Comments on the Travel Plan

KCC COMMENTS	RIDGE RESPONSE
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.	Comment accepted. The Travel Plan monitoring has been updated to include uptake of the public transport tickets to monitor their effectiveness.
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.	The developer is willing to pay via Section 106 for the promotion of any TRO by the local highway authority.

8. SUMMARY

- 8.1.1. Ridge and Partners LLP (formerly Hub Transport Planning Ltd) has been commissioned by the client, Richborough, to provide transport advice for a proposed residential development on land south of Longfield Road, Meopham, Kent.
- 8.1.2. This technical note has been developed to address KCC's comments on the full TA.
- 8.1.3. As demonstrated, all comments have been addressed in full, where required. Notwithstanding some comments have been queried by Ridge, justification has been provided for alternative provision that remains suitable in highway safety terms.

DRAWINGS



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.
3. MFS VISIBILITY SPLAY IN RED CALCULATED FOR SPEEDS ABOVE 60KPH (TABLE 10.1.13).
4. DMRB VISIBILITY SPLAY IN BLUE FOR SPEED OF 40MPH (70KPH).

F	UPDATED FOLLOWING COMMENTS RECEIVED FROM KCC IN FULL TA RESPONSE.	05.06.26	MJ	GM
E	UPDATED FOLLOWING COMMENTS RECEIVED FROM KCC IN INTERIM TA RESPONSE.	23.04.26	MJ	GM
D	UPDATED FOLLOWING COMMENTS RAISED WITHIN STAGE 1 RSA.	11.09.25	MJ	GM
C	ADDITION OF DMRB VISIBILITY SPLAYS	28.08.25	MJ	GM
B	JUNCTION POSITION MOVED AND VISIBILITY SPLAYS EXTENDED. CROSSING POINT MOVED TO BELLMOUTH AND ADDITION CROSSING PROVIDED OVER LONGFIELD ROAD.	17.07.25	MJ	GM
A	UPDATED WITH TOPOGRAPHICAL SURVEY	15.05.25	MJ	GM

REV	DESCRIPTION	DATE	BY	AUTH
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CLIENT
RICHBOROUGH

PROJECT
LONGFIELD ROAD, MEOPHAM

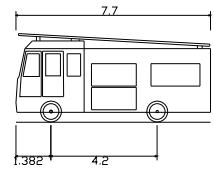
TITLE
PROPOSED SITE ACCESS WITH VISIBILITY SPLAYS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MJ	GM	1:1250	A3	15.05.25

PROJECT NO.	DRAWING NO.	REV
T25526	001	F



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



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

A	UPDATED FOLLOWING COMMENTS RECEIVED FROM KCC IN FULL TA RESPONSE.	05.06.25	MJ	GM
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REV	DESCRIPTION	DATE	BY	AUTH
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PROJECT
LONGFIELD ROAD, MEOPHAM

TITLE
**PROPOSED EMERGENCY ACCESS
WITH SWEEP PATH ANALYSIS**

DRAWN MJ	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 23.04.26
PROJECT NO. T25526		DRAWING NO. 004		REV A

Appendix A

KCC Response to Updated Transport Assessment



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: 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.

Appendix B

PERSONAL INJURY ACCIDENT DATA (2021-2025)

Date: 27-May-2026

Time: 15:49:22

Title: **Meopham**

Requested output: **D - Print Crash Report**

Date: 27-May-2026

Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

There were 8 reported crashes resulting in injury

D-PRINT CRASH REPORT

27-May-2026
15:49:22

Meopham

Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A227 Grid 564393E Section 142 Ref 166651N	SLIGHT	27/09/2023	4	07:49	L	Dry	Fine		S.VEH	
	A227 WROTHAM ROAD PED RAILINGS NEAR J/W B260 LONGFIELD ROAD, MEOPHAM								Gravesham		
	BASED ON DRIVERS ACCOUNT AT THE SCENE, THEY STATED THAT WHEN DRIVING THEY HIT SOMETHING WITH THE LEFT HAND SIDE OF CAR CAUSING THEM TO CORRECT. HOWEVER THEY OVERCORRECTED AND OVERTURNED (WHEELS) WHICH CAUSED THEM TO DRIVE UP INTO PEDESTRIAN CENTRAL CROSSING, WITH THE RAILINGS GOING THROUGH THEIR BONNET.						Veh1, car, S -> N			Casualties 2 Vehicles 1	
2	Road No A227 Grid 564392E Section 142 Ref 166661N	SLIGHT	01/11/2024	6	22:05	DRK STL	Dry	Fine Wind			
	A227 WROTHAM RD J/W B260 LONGFIELD RD, MEOPHAM								Gravesham		
	OLR: V2 stationary at temporary traffic lights at junction when it was struck from behind by V1. V1 failed to stop.						Veh1, car, S -> NE Veh2, car, S -> NE			Casualties 1 Vehicles 2	
3	Road No B260 Grid 564263E Section 070 Ref 166707N	SERIOUS	25/10/2023	4	19:32	DRK STL	Dry	Fine			GV
	B260, LONGFIELD RD J/W HUNTINGFIELD RD, MEOPHAM,								Gravesham		
	V1 HAS PULLED OUT OF JUNCTION FROM HUNTINGFIELD RD TO LONGFIELD RD AND HAS COLLIDED FRONT ON WITH V2. V1 HAS SPUN AND LANDED OUTSIDE OF NO 7 WHILST V2 HAS SPUN AND MOUNTED THE KERB.						Veh1, goods < 3.5t, NE -> SW Veh2, car, SE -> NW			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

27-May-2026
15:49:22

Meopham

Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No U Section 179 Grid 564458E Ref 166773N	SLIGHT	08/05/2025	5	07:50	L	Dry	Fine		R.TURN	M/C
	WROTHAM RD J/W A227 WROTHAM RD, MEOPHAM								Gravesham		
	V2 has pulled out of the junction wanting to turn right onto the A227 Wrotham Rd and into the path of V1 who was unable to avoid collision.						Veh1, m/cycle 50 - 125cc, SW -> NE Veh2, car, NW -> SW			Casualties Vehicles	1 2
5	Road No C492 Section 002 Grid 564597E Ref 166877N	SLIGHT	02/02/2023	5	15:30	L	Dry	Fine		R.TURN	
	C492, GREEN LANE J/W TRADESCANT DRIVE, MEOPHAM.								Gravesham		
	V1 and V2 were travelling in opposite directions along Green Lane towards the junction at Tradescant Drive. V3 was waiting at this junction to pull out onto Green Lane. The junction is on V2's offside. V1 has moved to the nearside following other traffic. D1 has gone wider than appropriate and collided with V2. V1 has then spun clockwise and collided with their back offside with V3 front nearside.						Veh1, car, W -> NE Veh2, car, NE -> W Veh3, car, N -> W			Casualties Vehicles	2 3
6	Road No A227 Section 147 Grid 564428E Ref 167108N	SERIOUS	03/03/2025	2	11:58	L	Dry	Fine			P/C
	A227 WROTHAM RD, MEOPHAM (MAPPED TO DESCRIPTION)								Gravesham		
	V2, is a vehicle towing a trailer, which was travelling S on the main carriageway. R2/pedal cycle stated that whilst riding V1, they pulled out from a layby/bus stop in Wrotham Rd, in the same direction, when they collided with the n/s of the trailer of V2 resulting in being knocked off V1. No VRMS or postcodes given.						Veh1, pedal cycle, N -> S Veh2, car, N -> S			Casualties Vehicles	1 2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
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D-PRINT CRASH REPORT

27-May-2026
15:49:22

Meopham

Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No A227 Grid 564408E Section 148 Ref 167188N	SLIGHT	09/08/2021	2	22:50	DRK STL	Wet/Damp	Fine	S	S.VEH	
	A227 WROTHAM ROAD NEAR J/W DENESWAY, MEOPHAM									Gravesham	PED
	Police vehicle was in pursuit of suspect who was on foot. Police vehicle stopped ready to engage with suspect. Member of public has rugby tackled the suspect ending up hitting their face on the number plate of police vehicle.						Veh1, car, S -> N			Casualties 1 Vehicles 1	
8	Road No A227 Grid 564305E Section 150 Ref 167347N	SERIOUS	26/03/2025	4	18:30	L	Dry	Fine		R.TURN	M/C
	A227, WROTHAM RD J/W MELLIKER LANE, MEOPHAM									Gravesham	
	CAD: V1 has turned into Melliker Lane without indication and knocked R2 off motorcycle causing rider to slide along the road and hit roadside furniture.						Veh1, car, NW -> W Veh2, m/cycle > 500cc, SE -> NW			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
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FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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RD WRKS Road Works
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Appendix C

HIGHWAY EXTENT

