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Highways and Transportation
Kroner House
Eurogate Business Park
Ashford
TN24 8XU
Tel: 03000 418181
Date: 12 October 2026
Our Ref: AC

Application -	GB/20250992
Location -	Land At, Wrotham Road, Meopham, Gravesend Kent
Proposal -	Outline application for the erection of up to 350 residential dwellings, public open space and associated works. Approval is sought for the principal means of vehicular access from Wrotham Road, and all other matters are reserved.

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

Proposed Site Access

Three of the minor issues previously highlighted by KCC, namely a) the unnecessary presence of dropped kerbs and tactile paving on the minor arm of the site access and emergency access, b) the lack of a dropped kerb on the western side of the A227 to facilitate cyclists crossing the A227 and continuing northbound on the shared route, and c) the presence of the 'Cyclists Dismount' sign, have now been resolved and the updated plan T25512.001 Rev H is generally acceptable.

With regard to the tactile paving proposed on the northern side of the Camer Parade access road associated with the build-out, the applicant has confirmed that this will be addressed during the detailed design stage following discussions with the relevant parties. This is acceptable.

KCC notes that there are currently three separate planning applications proposing alterations to the A227 / Green Lane junction, including GB/20251116 (scheduled for Public Inquiry in October 2026) and GB/20260207, which remains under consideration. It is therefore important that any planning permission granted includes appropriately worded conditions to ensure that multiple competing junction schemes cannot be implemented independently to satisfy separate planning requirements. A coordinated and deliverable highway solution will be required.

Visibility Splays

Visibility splays have been updated in line with KCC comments and can be seen on the updated plans T25512 001 Rev H, T25512 001.01 Rev A and T25512 005 Rev A. Whilst a small number of minor discrepancies remain, these are not considered material to the operation or safety of the proposals at this stage and can be addressed through detailed design. The applicant has also confirmed that no highway trees require removal in order to achieve the visibility splays. The updated visibility splays are acceptable.

Walking and Cycling

The applicant has not responded to KCC's request for confirmation that the widening of the footway between Camer Parade and Wrotham Road, from 1.5m to 2.0m, would be achieved through a reduction in the width of the A227 carriageway rather than through encroachment onto the Camer Parade access road. Clarification is therefore still required.

The applicant has confirmed that the cycle route along the A227 site boundary cannot be provided on the eastern side of the tree line, as suggested by KCC, due to the loss of trees and vegetation. This is disappointing. LTN 1/20 generally discourages shared-use facilities except in limited circumstances, and a segregated facility would be preferable given the strategic function of the proposed A227 cycle corridor. Given that the detailed design of the wider A227 cycle route has not yet been finalised, KCC considers that the opportunity to provide segregated pedestrian and cycle facilities should be retained wherever possible. The reserved matters layout should therefore not prejudice the future provision of segregated facilities and should safeguard sufficient width within the site frontage to accommodate them. The detailed design of the cycle and pedestrian route along the A227 frontage should take account of the final design of the strategic A227 cycle corridor and where segregate cannot be achieved, demonstrate that opportunities to provide it have been fully explored.

Bus Stops and Services

With regard to the proposed bus shelter at the northbound stop outside Camer Parade, and KCC's concerns regarding access, the applicant has widened the footway through the removal of a parking space at Camer Parade (to be replaced within the site) whilst maintaining a 3.0m footway to the rear. The shelter is proposed to be cantilever-style to allow suitable room for wheelchair users and other passengers to board and alight. However, KCC is concerned about the removal of a second parking space at Camer Parade, which experiences significant parking demand. The presence and location of a bus shelter in this position therefore requires further consideration, which may be undertaken during the detailed design stage if not resolved prior to determination. The final design of the bus shelter must be agreed by Gravesham Borough Council (GBC).

With regard to the southbound bus stop, the stop has been relocated further south to avoid the need to remove the existing tree, and the applicant has confirmed that this shelter will also be cantilever-style (to be agreed by GBC), allowing access for all users.

Trip Generation and Junction Capacity Modelling

KCC notes the applicant's response regarding the request for a 2025 base scenario. KCC's original comment reflected the expectation that local junction modelling should be supported by an assessment of existing operational conditions. Whilst such an assessment has not been provided, and would provide useful support for the modelling exercise, the applicant has clarified the agreed GTM methodology and undertaken forecast year assessments for both 2032 and 2042. On balance, having considered the implications of this omission, and the forecast year assessments undertaken, KCC raises no further comments on this matter.

KCC notes the applicant's response regarding the assessment of the A227 / Norwood Lane junction. The modelling has been undertaken in accordance with the methodology and assumptions agreed during the scoping process, and KCC raises no further comments on this matter.

Additional information and modelling results have been provided for the A2 / Wrotham Road junction. Having reviewed this information, KCC is satisfied that the 'final' committed mitigation scheme approved under application GBC/20141214 (Land at Coldharbour Road), and subsequently varied under application GB/20141214, would be capable of accommodating the anticipated traffic generation from the proposed development. However, as this scheme

has not yet been delivered, a Grampian condition would need to be applied, preventing occupation of the development until this third-party mitigation scheme has been implemented.

Travel Plan

Regarding KCC's request for the Travel Plan Co-ordinator to continue to seek agreement to install cycle parking outside Camer Parade, the applicant has stated that "*There could be an opportunity to provide some parking on the footway (within the highway extent) directly south of the Camer Parade access and directly north of the Longfield Road junction*" and that the Travel Plan Co-ordinator will continue to investigate the potential to provide this, with progress reported through the annual monitoring reports. This is welcomed.

Conclusion

Having reviewed the additional information submitted by the applicant, KCC raises no objection to the application, subject to the following conditions and obligations being secured in line with policy and the justifications set out in previous responses.

Draft Conditions / S106 Obligations

- The site access points and off-site highway works shown on plans T25512.001 Rev H and T25512 001.01 Rev A, or such alternative arrangements as may subsequently be approved by the Local Planning Authority in consultation with Kent County Council to facilitate the delivery of the strategic A227 cycle route, associated highway improvements, bus stop infrastructure and a coordinated scheme at the A227 / Green Lane junction, shall be constructed and made available for use prior to first occupation of the site. Any alternative arrangement shall not prejudice the future implementation of a coordinated highway solution at the A227 / Green Lane junction, and the provision of segregated pedestrian and cycle facilities where required as part of the final A227 cycle corridor design.
- Prior to first occupation of the site, vehicle, pedestrian and cycle visibility splays within the applicant's control, as shown on plans T25512.001 Rev H, T25512.001.01 Rev A and T25512 005 Rev A, shall be provided and thereafter maintained. No obstruction exceeding 0.6 metres in height shall be permitted where visibility splays cross a footway, and no obstruction exceeding 1.05 metres in height shall be permitted elsewhere within the visibility splays.
- Bus shelters (subject to detailed design and agreement by GBC), together with associated flagpoles, seating and real-time passenger information, shall be provided at the northbound (Camer Parade) and southbound (south of Camer Parade) bus stops prior to first occupation of the development, unless otherwise agreed in writing by the Local Planning Authority in consultation with Kent County Council.
- A six-month local bus ticket shall be provided to each household upon first occupation. A financial contribution of £2,417 per dwelling (index linked) shall be paid to Kent County Council within six months of commencement of development towards the enhancement of bus services serving the A227 corridor.
- A per-dwelling financial contribution shall be paid to Kent County Council within six months of commencement of development towards the design and implementation of a strategic A227 cycle route between Meopham Station and Meopham Secondary School, in order to increase the attractiveness of cycling and reduce reliance on the private car. The contribution amount shall be confirmed through the Section 106 Agreement.
- A signage strategy for the A227 corridor between the site and Meopham Station shall be submitted to and approved by the Local Planning Authority prior to commencement of development. The approved signage shall be installed prior to first occupation of the development unless otherwise agreed in writing by the Local Planning Authority, where equivalent signage has already been implemented or is due to be implemented imminently by a third party.

- A lighting strategy for the A227 corridor between (and including) the proposed toucan crossing and Meopham Station, together with the Green Lane raised table, shall be submitted to and approved by the Local Planning Authority prior to commencement of development. The approved lighting shall be installed prior to first occupation of the development unless equivalent lighting has already been implemented, or is due to be implemented imminently, by a third party.
- Ten additional cycle parking stands shall be provided at Meopham Station (subject to the agreement of Network Rail and the station operator) prior to first occupation of the development.
- Tactile paving shall be provided across Green Lane, Huntingfield Road, Pine Rise, Norwood Lane, St John's access road, Shipley Hills Road and The Street prior to first occupation of the development.
- The development shall not be occupied until the mitigation scheme approved under application GBC/20141214 (Land at Coldharbour Road), and subsequently varied under application GB/20141214, has been implemented and is available for use.
- Any vehicle parking spaces removed at Camer Parade to facilitate the implementation of the toucan crossing and associated bus stop improvements shall be replaced on a like-for-like basis within the development site, in close proximity to the toucan crossing, prior to first occupation of the development.
- A Full Travel Plan, prepared in accordance with the approved Framework Travel Plan and including a methodology for annual vehicular traffic counts at the site access, together with remedial measures to be implemented should the agreed targets not be achieved, shall be submitted to and approved by the Local Planning Authority prior to first occupation of the development. The Travel Plan shall be implemented upon first occupation and monitored for a minimum period of five years post full occupation.
- A Travel Plan monitoring fee of £1,422 shall be paid to Kent County Council prior to first occupation of the development.
- Electric vehicle charging provision shall be provided in accordance with the Building Regulations.
- A Construction Management Plan shall be submitted to and approved by the Local Planning Authority in consultation with Kent County Council, prior to commencement of development. The Construction Management Plan shall include, as a minimum:
 - a) Routing of construction and delivery vehicles to and from the site (tracking may be required);
 - b) Details of parking and turning areas for construction and delivery vehicles and site personnel;
 - c) Timing of deliveries, avoiding network and school peak hours where possible;
 - d) Provision of wheel washing facilities;
 - e) Measures to prevent discharge of surface water onto the public highway; and
 - f) Details of any temporary traffic management, signage and highway safety measures required.

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 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.