

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 19/11/2025 8:26 PM from [REDACTED]

Application Summary

Address:	Former Tollgate Hotel Watling Street Gravesend Kent
Proposal:	Demolition of existing buildings to provide an EV charging hub and petrol filling station, including 24 charging bays and supporting electrical infrastructure (12 charging upstands, three substations and two network cabinets), six pump islands with canopy above, a forecourt shop/amenity building, customer parking, two air and water spaces and associated hardstanding and landscaping, accessed from the Wrotham Road/eastbound A2 roundabout junction.
Case Officer:	Mrs Alison Webster

[Click for further information](#)

Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	[REDACTED] Northfleet

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	As a local Chartered Surveyor and Project Manager I am generally in favour of a development of the Tollgate site and I will let others determine the appropriateness of the use of the site. My concern is safety as a result of a greater flow of traffic, particularly the A2 westbound off-slip. I'm aware of the National Highways Planning Response (NHPR 25-01) dated 29 August 2025 and the improvement scheme identified for the A227 Wrotham Road/A2 Roundabout (westbound off-slip) as shown in drawing reference 22052-MA-XX-DR-C-0102 P07 in the Stage 1 Road Safety Audit Response Report dated 29 August 2025. However, under no circumstances will this alleviate sufficiently the danger of traffic queuing back up onto the A2. There are regularly accidents on this off-slip (including 18.11.25) as a result of queuing traffic, and this is before the development has taken place. Every evening after 4pm the traffic queues almost back to the A2 causing traffic to break sharply and sometimes back onto the A2 causing traffic to use the hard shoulder. Allowing both the left and right lane to turn right, improved signage, and improved visibility splays will not solve the dangerous issue and it is only a matter of time before there is a very serious injury, death or deaths. There needs to be more fundamentally improvements to the off-slip/A2 to create a safe means of exiting the westbound A2 at this point.

Kind regards