



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: 1 September 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:

Updated Proposals

The updated proposals and visibility splays are shown on drawing 'Proposed Site Access with Visibility Splays' T25526.001.Rev F in Technical Note 1, dated June 2026. The key amendments are as follows:

- Dropped kerbs and tactile paving to be provided across the Helen Allison School access to ensure accessibility and continuity of the pedestrian route.
- The pedestrian access to the north-west of the emergency access.
- The requested 2 metre footway along the site boundary with Longfield Road.
- The emergency access has been amended to a vehicle crossover with bollards.
- Amended gateway feature associated with the relocation of the 30mph speed limit.
- The forward visibility splay to the 30mph speed limit reduction is now shown correctly.
- The visibility splays to the pedestrian crossing are now shown correctly.

The access proposals and visibility splays are acceptable.

Trip Generation and Junction Capacity Modelling

Updated junction modelling for the A2 junction has been undertaken, and the results can be seen in Technical Note 4, dated August 2026. This is acceptable.

Travel Plan

The applicant proposes to provide a six-month bus ticket to each household upon first occupation of the site, and the Travel Plan has been updated to include monitoring of the uptake. This is welcomed.

In the previous response, KCC noted the Road Safety Auditor's comments regarding parking controls on Longfield Road to ensure that the site access visibility splays remain unobstructed, and requested the Travel Plan monitoring methodology be updated to include a requirement

to monitor on-street parking along Longfield Road between the site and Huntingfield Road, and implement parking restrictions, should these be required. This has not been reflected in the updated Travel Plan and should be incorporated into the Full Travel Plan. However, the applicant has confirmed that a Section 106 obligation can be secured requiring the applicant to fund the promotion and implementation of a TRO, should this be demonstrated to be necessary through Travel Plan monitoring.

Conclusion

Whilst the site's location is not optimal in sustainability terms, and existing opportunities to access services and facilities by sustainable modes are relatively limited, the applicant has committed to a package of mitigation measures intended to improve travel choice and reduce reliance on the private car. Having regard to the site's allocation within the emerging Local Plan, the proposed transport mitigation, and the securing of appropriate financial contributions towards public transport and active travel improvements, KCC Highways is satisfied that the residual transport impacts would not be severe. Accordingly, and subject to the recommended conditions and obligations, no objection is raised on highway grounds.

Planning Conditions and Section 106 Obligations

- Lighting design along the A227 (between Meopham Station and Meopham Secondary School) and Longfield Road (extending the existing lighting west to the site, as per the RSA recommendations), to be submitted to and agreed by the LPA prior to commencement of development, and implementation of the scheme under a S278 Agreement, prior to first occupation, unless already implemented, or due for implementation imminently, by third parties.
- A wayfinding strategy along Longfield Road and the A227 (between the site and Meopham Station), to be submitted to and agreed by the LPA prior to commencement of development, and implementation of the scheme prior to first occupation, unless already implemented, or due for implementation imminently, by third parties.
- 10 secure, covered cycle stands to be provided and installed at Meopham Station, prior to first occupation of the site, subject to agreement by Network Rail and / or the train operating company.
- The site access points and off-site highway works shown on plan Drawing T25526.001.Rev F, shall be constructed and available for use prior to first occupation of the site. All access points shall thereafter be retained and remain available for use in perpetuity.
- Relocation of the 30mph speed limit in accordance with Drawing T25526.001.Rev F, and implementation of the associated gateway feature, prior to first occupation of the site.
- 2.4 metre x 160 metre visibility splay to the west and 2.4 metre x 215 metre visibility splay to the east at the emergency / pedestrian / cycle access shall be provided prior to first occupation and thereafter maintained free from obstruction exceeding 1.05 metres in height, or 0.6m where it crosses the footway. 2.4 metre x 116 metre visibility splay to the west and 2.4 metre x 123 metre visibility splay to the east at the site access shall be provided prior to first occupation and thereafter maintained free from obstruction exceeding 1.05 metres in height, or 0.6m where it crosses the footway.
- A financial contribution of £3,819 per dwelling (index linked) shall be paid to Kent County Council prior to first occupation of the site towards the enhancement of the local bus services. The contribution shall be subject to proportionate reduction where other suitable non-Local Plan sites secure planning permission and make appropriate financial contributions towards the same public transport corridor prior to the payment trigger being reached.
- A per-dwelling financial contribution (index linked) to be paid to KCC prior to first occupation of the site, towards the design and implementation of a cycle route between (i) Istead Rise and Meopham Station and (ii) Meopham Station to Meopham Secondary

School, in order to increase the attractiveness of this mode and reduce reliance on the private car. The contribution amount shall be confirmed through the Section 106 agreement.

- A six-month bus ticket to be provided to each household upon first occupation of the associated dwelling.
- A Full Travel Plan, prepared in accordance with the Framework Travel Plan and including annual vehicle surveys at the site access, monitoring of bus ticket uptake, and monitoring of on-street parking within and adjacent to the approved visibility splays associated with the site access, shall be submitted to and approved by the Local Planning Authority prior to first occupation of the site. The Travel Plan itself is to be implemented upon first occupation and maintained for a minimum of five years post full occupation.
- A KCC Travel Plan monitoring fee of £1,422 shall be paid to KCC prior to the first Travel Plan monitoring period.
- The Owner shall undertake annual monitoring of on-street parking activity within and adjacent to the approved visibility splays associated with the main site access on Longfield Road as part of the approved Travel Plan monitoring process. Where such monitoring identifies that parked vehicles are regularly obstructing the approved visibility splays, and KCC, in its capacity as Highway Authority, considers that parking restrictions are necessary to maintain highway safety and the operation of the access, the Owner shall submit an application for a Traffic Regulation Order within three months of written notification from KCC that parking restrictions are required, to prohibit parking within the affected area, and shall pay a financial contribution of up to £4,150 (index linked from the date of the agreement, with the final amount subject to the number of objections received and the actual cost of promoting and implementing the Order) to KCC towards the costs of preparing, promoting, consulting upon and implementing the Traffic Regulation Order and any associated lining and signing works.
- A Construction Management Plan to be submitted to and approved by the Local Planning Authority prior to commencement of development, and shall include, as a minimum:
 - a) Routing of construction and delivery vehicles to and from the site (vehicle tracking may be required);
 - b) Details of the 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) Provision of measures to prevent the discharge of surface water onto the highway;
 - f) Details of any temporary traffic management / signage 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 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.