



Transportation
Consultancy

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National Highways Consultation Response

Client: The McManus Family

Project: Land North of Camer Road, Meopham

Date: August 2026



1. Introduction

1.1 Consultation Feedback (National Highways Reference: #27254 NH/26/15382 – 2026/0207 Land North of Camer Road)

This Technical Note has been prepared as a response to the formal consultation received from National Highways (NH), via email dated 13th July 2026.

The purpose of this note is to address the comments raised by NH within its email of 13th July 2026 and to provide the additional information requested.

The note is intended to provide NH with sight of the additional information as part of the formal consultation response, allowing NH to confirm that the matters raised have been appropriately addressed.

Section 2 sets out the action points arising from the consultation, together with TTC's initial responses.

2. Response to National Highways Comments

2.1 Introduction

This section of the note sets out in turn each action point raised by NH in ***bold, italic*** font with our proposed feedback provided directly beneath each point.

2.2 Individual Response

1. Transport Vision

National Highways Comment

Ideally the requested information should be provided before determination. TTC have opted not to adjust trip generation to reflect the vision-led approach.

Response

The proposed development has been designed from the outset in accordance with the vision-led principles set out within DfT Circular 01/2022, whereby the masterplan seeks to prioritise sustainable travel choices before private vehicle use.

Unlike many traditional developments, the proposed development scheme has committed to significant accessibility improvements since the submission of the planning application, including the following;

- Additional dedicated Pedestrian Link to Sole Street Station
- Contribution to A227 Cycle Corridor
- Contribution to safe guard school transport
- Reduction of roundabout access into the site from Camer Road.
- Dedicated Bus starting and terminating on site
- Signalisation of the Green Lane and Wrotham Road signals.
- Upgrading of bus stop outside of Sole Street station.
- S106 contribution to Maintain PROW NS192 of £3,500.
- Car Club

The detailed delivery mechanisms, implementation programme and monitoring framework for these measures will be secured through the Full Travel Plan, which is proposed to be conditioned as part of any planning permission. This approach is consistent with standard planning practice, recognising that detailed agreements with infrastructure providers and operators continue to evolve throughout the determination period.

The Transport Assessment has intentionally been prepared using robust and observable trip generation assumptions, rather than reducing vehicular trip generation through assumptions regarding future behavioural change before such measures have been formally secured. The vision-led interventions are intended to maximise sustainable travel throughout the lifetime of the development and their effectiveness will be monitored and reviewed through the Full Travel Plan.

2. Trip Rates and Generation

Response

The proposed trip generation has been derived using robust evidence-based methodology and represents an appropriate assessment of the likely traffic impacts of the development.

Whilst the proposed development has been specifically designed to encourage significant levels of sustainable travel, it was considered more appropriate to assess the highway impact using robust baseline trip generation rather than applying reductions associated with future behavioural change which will be influenced by measures delivered throughout the occupation of the development.

This represents a robust and, if anything, cautious assessment of the likely highway impacts considering the improvements highlighted above which will be secured by planning condition.

3. Trip Distribution and Assignment

Response

The distribution and assignment of development traffic has been undertaken in accordance with the agreed strategic modelling methodology using the Kent Transport Model.

Whilst the proposed development seeks to achieve ambitious sustainable travel outcomes through the vision-led masterplan and Full Travel Plan measures, it was considered appropriate that the strategic highway assessment be undertaken using robust forecast traffic demand rather than assumptions regarding future behavioural change.

The distribution methodology therefore represents a robust assessment of the likely impacts on the Strategic Road Network.

3. 4. KTM Outputs

Reduced Traffic Flows

National Highways note that certain links demonstrate reductions in forecast traffic flows when compared with the reference case.

It should be recognised that the Kent Transport Model is a strategic assignment model which allocates traffic across the highway network based upon changing travel demand, route choice and network conditions.

As a consequence, forecast traffic is not expected to increase uniformly across every individual link. The introduction of development traffic results in redistribution of trips across the wider highway network, with some links experiencing increases whilst others experience marginal reductions due to changes in route assignment.

Accordingly, isolated reductions in traffic flow are an expected outcome of strategic modelling and do not indicate any inconsistency within the model.

Requests have been made for the number of development traffic and its impact at the two junctions with A2, **Tables 1.1 to 1.4** set out the impact on the SRN from the development. Traffic flows have been obtained from the Kent Traffic Model (KTM).

Table 1.1 – Henhurst Road / A2 Roundabout (North) AM & PM Peak

Movement	RC	Scen2	Development Trips
Henhurst Road / A2 Roundabout (North) – AM Peak (All Vehicles)			
Hever Crt Rd W → Hever Crt Rd E	208	205	-3
Hever Crt Rd W → Henhurst Rd	351	366	+15
Hever Crt Rd E → Henhurst Rd	717	736	+19
Henhurst Rd → Hever Crt Rd W	456	483	+27
Henhurst Rd → Hever Crt Rd E	456	529	+73
Off-slip → Hever Crt Rd W	30	30	0
Off-slip → Hever Crt Rd E	424	422	-2
Off Slip – Henhurst Rd	34	77	+43
Henhurst Road / A2 Roundabout (North) – PM Peak (All Vehicles)			
Hever Crt Rd W → Hever Crt Rd E	201	193	-8
Hever Crt Rd W → Henhurst Rd	421	457	+36
Hever Crt Rd E → Henhurst Rd	557	551	-6
Henhurst Rd → Hever Crt Rd W	362	373	+11
Henhurst Rd → Hever Crt Rd E	450	478	+28
Off-slip → Hever Crt Rd W	137	137	0
Off-slip → Hever Crt Rd E	688	672	-16
Off Slip – Henhurst Rd	92	154	+62

It can be seen from the table above that, during the AM peak hour, the proposed development has a negligible impact on the northern Henhurst Road/A2 roundabout, with no additional vehicles leaving the A2 and 43 additional vehicles joining the A2.

During the PM peak hour, traffic leaving the A2 reduces by 16 vehicles, while 62 additional vehicles join the A2. These changes are modest and are not expected to have any material impact on the operational performance of the A2 junction with Henhurst Road.

Table 1.2– Henhurst Road / A2 Roundabout (South) AM & PM Peak

Movement	RC	Scen2	Development Trips
Henhurst Road / A2 Roundabout (South) – AM Peak (All Vehicles)			
Henhurst Rd North → Henhurst Rd South	250	328	+78
Henhurst Rd North → A2 On-slip West	851	850	-1
A2 Off-slip East → Henhurst Rd North	90	90	0
A2 Off-slip East → Henhurst Rd South	3	7	+4
Henhurst Rd South → Henhurst Rd North	834	933	+99
Henhurst Rd South → A2 On-slip West	155	157	+2
Henhurst Road / A2 Roundabout (South) – PM Peak (All Vehicles)			
Henhurst Rd North → Henhurst Rd South	455	576	+121
Henhurst Rd North → A2 On-slip West	616	586	-30
A2 Off-slip East → Henhurst Rd North	244	237	-7
A2 Off-slip East → Henhurst Rd South	32	45	+13
Henhurst Rd South → Henhurst Rd North	576	627	+51
Henhurst Rd South → A2 On-slip West	121	184	+63

It can be seen from the table above that, during the AM peak hour, the proposed development has a negligible impact on the southern Henhurst Road/A2 roundabout, with just one additional vehicle joining the A2 and four additional vehicles leaving the A2.

During the PM peak hour, 33 additional vehicles join the A2, while only six additional vehicles leave the A2. These changes are minimal and are not expected to have any material impact on the operational performance of the A2 junction with Henhurst Road.

Table 1.3 –Wrotham Road / A2 Roundabout (South) AM & PM Peak

Movement	RC	Scen2	Development Trips
Wrotham Road / A2 Roundabout (South) – AM Peak (All Vehicles)			
Wrotham Road North → Wrotham Road South	624	650	+26
Wrotham Road North → A2 On-slip West	997	988	-9
A2 Off-slip East → Wrotham Road North	236	228	-8
A2 Off-slip East → Wrotham Road South	50	49	-1
Wrotham Road South → Wrotham Road North	507	545	+38
Wrotham Road South → A2 On-slip West	476	536	+60
Wrotham Road / A2 Roundabout (South) – PM Peak (All Vehicles)			
Wrotham Road North → Wrotham Road South	757	810	+53
Wrotham Road North → A2 On-slip West	553	520	-33
A2 Off-slip East → Wrotham Road North	355	328	-27
A2 Off-slip East → Wrotham Road South	97	114	+17
Wrotham Road South → Wrotham Road North	642	707	+65
Wrotham Road South → A2 On-slip West	226	264	+38

It can be seen from the table above that, during the AM peak hour, the proposed development has a negligible impact on the southern Wrotham Road/A2 roundabout, with nine fewer vehicles leaving the A2 and 51 additional vehicles joining the A2.

During the PM peak hour, traffic leaving the A2 reduces by 10 vehicles, while only five additional vehicles join the A2. These changes are minimal and are not expected to have any material impact on the operational performance of the Wrotham Road/A2 junction.

Table 1.4 –Wrotham Road / A2 Roundabout (North) AM & PM Peak

Movement	RC	Scen2	Development Trips
Wrotham Road / A2 Roundabout (North) – AM Peak (All Vehicles)			
Wrotham Road North → A2 On-slip East	571	568	-3
Wrotham Road North → Wrotham Road South	1,348	1,370	+22
Wrotham Road South → Wrotham Road North	619	644	+25
Wrotham Road South → A2 On-slip East	125	128	+3
A2 Off-slip West → Wrotham Road North	654	651	-3
A2 Off-slip West → Wrotham Road South	281	276	-5
Wrotham Road / A2 Roundabout (North) – PM Peak (All Vehicles)			
Wrotham Road North → A2 On-slip East	799	809	+10
Wrotham Road North → Wrotham Road South	928	929	+1
Wrotham Road South → Wrotham Road North	784	811	+27
Wrotham Road South → A2 On-slip East	212	222	+10
A2 Off-slip West → Wrotham Road North	946	922	-24
A2 Off-slip West → Wrotham Road South	376	394	+18

It can be seen from the table above that, during the AM peak hour, the proposed development has a negligible impact on the northern Wrotham Road/A2 roundabout, with no increase in traffic leaving the A2 and only five additional vehicles joining the A2.

During the PM peak hour, traffic leaving the A2 reduces by six vehicles, while movements joining the A2 increase by just 20 vehicles. Such changes are minimal and are not expected to have any material impact on the operational performance of the Wrotham Road/A2 junction.

5. Delay Plots

Westbound Off Slip

Response

The delay identified on the westbound off-slip reflects the operation of the wider strategic highway network during peak periods and is present within both the reference case and development scenarios.

Comparison of the two scenarios demonstrates that the proposed development does not result in any material worsening of junction operation or queue lengths beyond those already forecast within the reference case.

6. Committed Highway Schemes

National Highways Comment

We require clarification regarding the committed highway schemes which have been included in the 2042 KTM models. In particular, there are two committed schemes at the A2 / A227 Wrotham Road junction. The longer-term scheme is signalisation, and the short term scheme is modification of lane markings associated with the off-slip.

Response

Jacobs' reply: I can confirm that neither of these schemes has been included within the KTM forecast models. At the time the models were developed, these schemes were not considered committed and therefore were not incorporated into the forecasting assumptions.

7. Travel Plan

Response

It is proposed that the Full Travel Plan will be secured by planning condition.

The Travel Plan will include:

- detailed sustainable travel strategy;
- implementation programme;
- mode share targets;
- monitoring framework;
- remedial measures;
- Travel Plan Coordinator responsibilities;
- personalised travel planning;
- public transport initiatives;
- walking and cycling measures;
- car club provision;
- monitoring and review.

This is considered entirely appropriate given that detailed discussions with Kent County Council, public transport operators, Network Rail and other stakeholders remain ongoing and will continue throughout the determination period.

3.1 Summary and Closing Statement

TTC trusts that the above responses address National Highways' outstanding technical queries. The additional information demonstrates that the Transport Assessment has been prepared using a robust and proportionate methodology, with the proposed development assessed on the basis of conservative vehicular trip generation whilst simultaneously embedding a vision-led approach through significant sustainable transport enhancements to be secured via the Full Travel Plan.

The new measures which the development have committed to will provide and commit to a sustainable development.

The additional modelling outputs confirm that the proposed development does not give rise to a material impact on the operation of the Strategic Road Network.

However, as requested by NH, the development flows at both the Wrotham A2 and Henhurst A2 junctions have been provided. The level of impact from the development can be seen as non-material to impact the safety or operation of both junction.

It is therefore considered that the proposed development satisfies the requirements of DfT Circular 01/2022 and the National Planning Policy Framework.

