

MINUTES OF THE PLANNING, MAJOR DEVELOPMENTS, TRANSPORTATION AND ENVIRONMENT COMMITTEE HELD AT THE COUNCIL OFFICES, THE GROVE, SWANSCOMBE ON WEDNESDAY 15 OCTOBER 2025 AT 7.00PM

PRESENT: Councillor Richard Lees – Vice-Chairman in the Chair
Councillor Lorna Cross
Councillor Lesley Howes
Councillor Graham Taylor
Councillor Elizabeth Wickham

ALSO PRESENT: Graham Blew – Town Clerk
Martin Harding – ATC/Responsible Financial Officer
Indigo Allred – Administration Officer

ABSENT: There were none

232/25-26. ARRANGEMENTS AND CONSTRAINTS REGARDING FILMING OR RECORDING THE MEETING.

The Chairman explained the arrangements and constraints relating to the filming or recording of the meeting.

233/25-26. APOLOGIES FOR ABSENCE.

An apology for absence was received from Councillor Ann Duke, due to other commitments.

An apology for absence was received from Councillor Dawn Johnston, due to other commitments.

An apology for absence was received from Councillor Hazel Stephens, due to other commitments.

Recommended: That the reasons for absence, for the Councillor(s) listed, be formally accepted, and approved.

234/25-26. SUBSTITUTES.

There were none.

235/25-26. DECLARATIONS OF INTEREST IN ITEMS ON THE AGENDA.

There were none.

As per Standing Order 34 c) the Chairman adjourned the meeting at this point to allow members of the public to address the meeting in relation to the business being transacted at the meeting.

236/25-26. ITEMS DEEMED URGENT BY THE CHAIRMAN / MATTERS ARISING FROM PREVIOUS MINUTES AND THEIR POSITION ON THE AGENDA.

There were none.

237/25-26. TO CONFIRM AND SIGN THE MINUTES OF THE MEETING HELD ON 3 SEPTEMBER 2025.

Recommended: The Minutes of the meeting held on 3 September 2025 were confirmed and signed.

238/25-26 The following planning applications had been received from Dartford Borough Council / Ebbsfleet Development Corporation / Kent County Council/ Gravesham Borough Council for Members observations *(full details of these applications can be viewed via the Town Council, DBC, EDC GBC and the KCC websites).*

| | |
|-------------------|--|
| EDC/25/0171 | Garage Conversion to habitable room. 20 Tickner Drive Weldon Ebbsfleet Valley. |
| OBSERVATIONS: | The Town Council objects to this application as the proposed development would result in the loss of an off-street parking space and would be likely to result in undesirable on-street parking in an area with limited on street parking provision. The Town Council believes that the proposal would have a detrimental effect on the provision of parking in the vicinity. |
| DA/25/01073/FUL | Erection of a single storey rear/side extension. 44 Church Road Swanscombe. |
| OBSERVATIONS: | No observations, please ensure all neighbouring properties are consulted prior to the decision of the application. |
| EDC/22/0110/RVARA | Submission of a Verification Report confirming the completion and effectiveness of Phase 2 remediation works (Condition 12), and a Surface Water Drainage Verification Report (Condition 13), pursuant to planning permission reference EDC/22/0110 for a waste management facility. Unit 6 Rod End Estate, Northfleet Industrial Estate, Lower Road, Northfleet. |
| OBSERVATIONS: | No observations. |
| DA/25/01082/TPO | Application for 6 Maple trees - To reduce the lateral branches by 1-1.5m (spread approx. 3.5-5m from trunk to lateral ends), subject to Tree Preservation Order No.11 1990. Entrance Of Ingress Park Avenue (in front of Hyndford Crescent) Ingress Park, Greenhithe. |
| OBSERVATIONS: | No observations. |

| | |
|-----------------|--|
| DA/25/01083/TPO | Application to re-pollard one London Plane, subject to Tree Preservation Order No.11 1990 East of 8-20 Capability Way Ingress Park, Greenhithe. |
| OBSERVATIONS: | No observations. |
| DA/25/01174/FUL | Erection of single storey rear extension and front porch, and replacement of PRC walls with brick cavity walls. 3 Port Avenue, Greenhithe. |
| OBSERVATIONS | No observations, please ensure all neighbouring properties are consulted prior to the decision of the application. |

239/25-26. **The following Granted Decision Notices had been received from Dartford Borough Council / EDC for members information:**

| | |
|------------------|---|
| DA/25/00869/FUL | Erection of single storey rear extension for laundry room. Rosewood 28 Bean Road, Greenhithe. |
| DA/25/00958/PDE | Planning (General Permitted Development) (England) Order 2015 as to whether prior approval is required for the erection of a single storey rear extension. Will not require prior approval. 26 Gasson Road, Swanscombe. |
| DA/25/00876/CDNA | Submission of details relating to acoustic fencing pursuant to Condition 2 of planning permission DA/23/00664/COU for change of use of building/site to facilitate mixed use as a Scout Hall (Use Class F.2(b)) and a Pre-School (Use Class E(f)) (Retrospective) 110 Church Road, Swanscombe. |

240/25-26. **The following Refused Decision Notices had been received from Dartford Borough Council / EDC during the summer 2025 recess for members information.**

| | |
|-----------------|---|
| DA/25/00950/FUL | Erection of a part single storey/part two-storey rear extension and loft conversion comprising rear dormer window with Juliette balcony in rear elevation and roof lights in front roof slope in connection with providing additional rooms in the roof space 93 Knockhall Road, Greenhithe. |
|-----------------|---|

241/25-26. **KENT HIGHWAYS SERVICE – AMENDMENT 2 A PROHIBITION OF TRAFFIC MOVEMENTS ORDER ALKERDEN LANE & COLYER DRIVE – CONSULTATION.**

Kent Highways Service had provided the consultation for consideration.

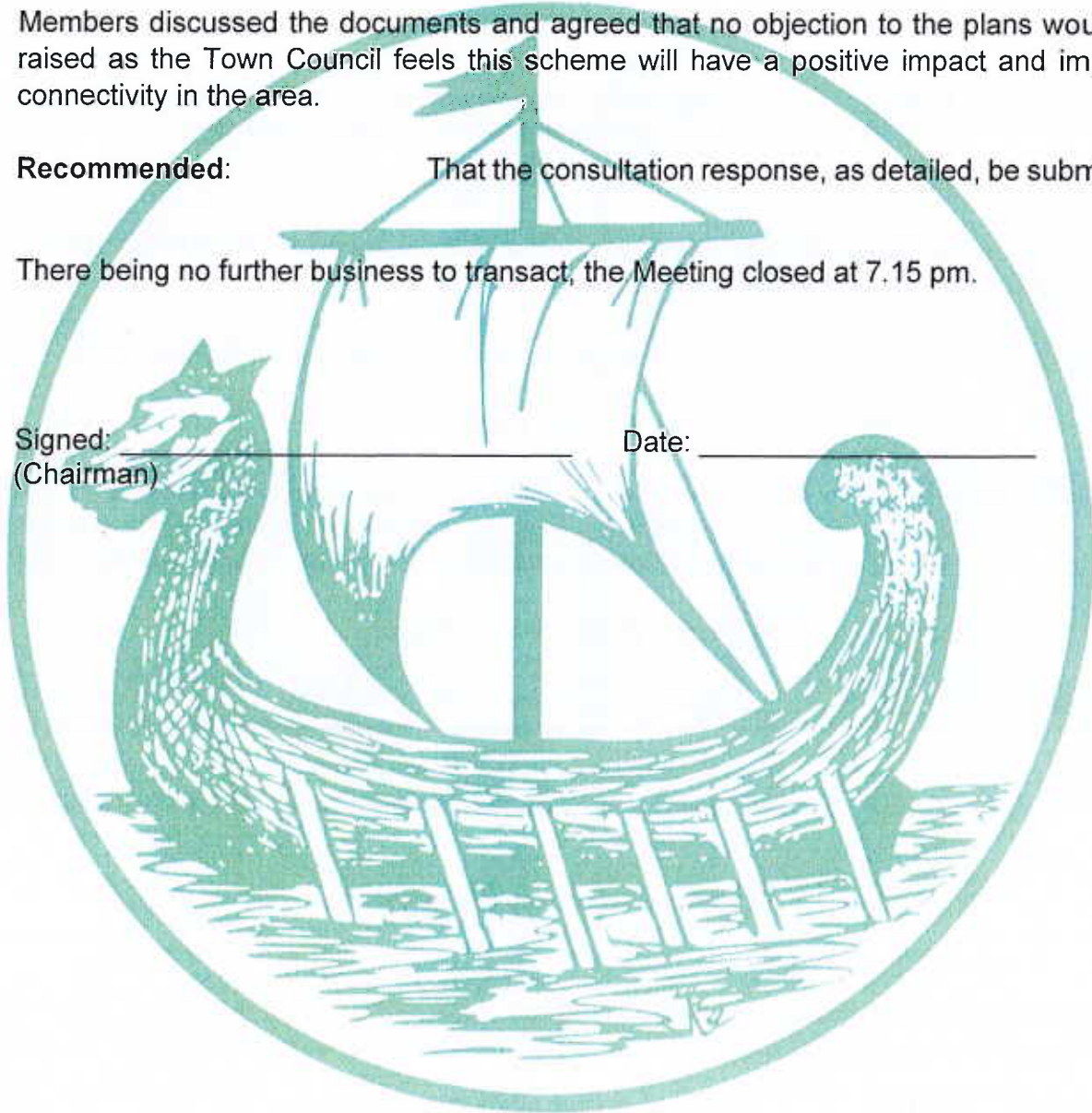
Members were forwarded the documents/information on 24 September 2025 with the deadline for responses being 20 October 2025.

Members discussed the documents and agreed that no objection to the plans would be raised as the Town Council feels this scheme will have a positive impact and improve connectivity in the area.

Recommended: That the consultation response, as detailed, be submitted.

There being no further business to transact, the Meeting closed at 7.15 pm.

Signed: _____ Date: _____
(Chairman)



Graham Blew

From: Graham Blew
Sent: 09 December 2025 10:47
To: Cllr BenMoussa, E; Cllr Cross, L; Cllr Duke, A; Cllr Harris, P; Cllr Howes, L; Cllr Johnston, D; Cllr Lees, R; Cllr Pearce, C; Cllr Reach, A; Cllr Stephens, H; Cllr Taylor, G; Cllr Wickham, E; Graham Blew; Info; Martin Harding
Subject: Notice of Making Two Directions Under Article 4(1)

TO ALL MEMBERS.

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) ORDER 2015 (AS AMENDED)
NOTICE OF MAKING TWO DIRECTIONS UNDER ARTICLE 4(1)
Schedule 3, Paragraphs 1 and 2

I write to inform you Dartford Borough Council is making/ has made Article 4(1) directions addressing proposed changes of use to small HMOs (Houses in Multiple Occupation).

These relate to the removal of the permitted development right for the material change of use from a use falling within Class C3 (dwellinghouse) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) to a use falling within Class C4 (Houses in Multiple Occupation) of the said Order and not being development comprised within any other Class.

1. An immediate Article 4(1) direction **was made on Tuesday 9th December 2025** (Reference: [25/01366/ARTIMM](#)) in accordance with Schedule 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). This direction covers parts of the **Borough of Dartford north of the A2 highway**.
2. Dartford Borough Council intend to **make a non-immediate Article 4(1) direction coming into force on 10th December 2026** (Reference: [25/01367/ARTNON](#)) in accordance with Schedule 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). This direction would cover the **Borough of Dartford south of the A2 highway**.

A copy of the directions including the maps defining the areas can be viewed on the Council's website (<https://publicaccess.dartford.gov.uk/online-applications/search.do>) by searching the appropriate references above. Hard copies can be seen, by appointment only, at the Council offices, Civic Centre, Home Gardens, Dartford DA1 1DR: Monday - Thursday from 8.45am – 5.15pm and Friday from 8:45 - 4:45pm.

Representations can be made regarding the Article 4 direction to the Council from **Tuesday 9th December 2025 to Tuesday 13th January 2026**. The Council will consider any representations submitted before 14th January 2026 in deciding whether to confirm the Article 4 direction. Representations should be made in writing and can be submitted via the Council's public access portal, using the appropriate references above. Or they can be sent by email to planning.reps@dartford.gov.uk or by post to Planning Services, Dartford Borough Council Civic Centre, Home Gardens, Dartford, DA1 1DR.

Sonia Collins

BA (Hons), Dip TP, MA UD, MRTPI

Head of Planning Services

www.dartford.gov.uk

DARTFORD
BOROUGH COUNCIL

Committed to our community

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AGENDA ITEM 7

RE 17-12-25

From: Michelle.Norris@kent.gov.uk <Michelle.Norris@kent.gov.uk>
Sent: 10 December 2025 15:23
To: Graham Blew
Subject: RE: Reply : Steering Group Invite re Stanhope Road (Galley Hill)

Dear Graham

Please find attached the feasibility assessment small works enhancements document which was the agenda for discussion at the steering group meeting. This was shared with Swanscombe and Greenhithe's Councillor Dawn Johnston (Town Mayor) so that she could feedback as she was in attendance of the steering group meeting on the 9th.

If you have any questions, please do shout. I understand there isn't any funding stream for any enhancements at this stage. It might be something that we look at with you through the HIP process, but as I say I am more than happy to chat over any of the ideas.

Kind regards

Michelle Norris | West Kent Highway Improvements Community Engagement |
Road Safety Engineering Project Manager | Road Safety & Active Travel Group |
Highways, Transportation & Waste | Kent County Council

Upcoming Absence: 12.12.25 – 12.01.26

Please note I am a part time member of staff: 32 weeks a year
Monday 9:00-3:30 Tuesday 09:00-13:00 Wednesday 09:00-16:30 Thursday 08:00-13:00

EXTRACT OF MINUTES

510/24-25. **HIGHWAYS IMPROVEMENT PLAN (HIP) – KENT COUNTY COUNCIL (KCC).**

Further to minute 104/24-25, Members considered the latest version of the HIP and asked for the following points to be raised with the West Kent Community Engagement Team Leader for possible inclusion on the HIP.

That the proposed bollards (item 1 on the existing HIP) for the western side of Swanscombe High Street be installed for the stretch of pathway not affected by the development of the former Wheatsheaf Public House, with the remainder being undertaken on completion of the construction works.

That a red route is considered for the entire length of both Swanscombe High Street and Stanhope Road between the junctions of London Road and Southfleet Road. This would be to mitigate the impact of on street parking in the area and traffic flow and the detrimental effect this has on pedestrians and vehicle users in relation to road safety.

Recommended:

That the proposed updates to the HIP, as detailed, be taken forward and submitted to West Kent Community Engagement Team.

Stanhope Road – Highway changes feasibility review

The suggested changes below have been considered and investigated by highways officers in response to the list of proposed changes put forward by Swanscombe and Greenhithe Town Councillor Graham Taylor, and some additional suggestions by KCC highways officers following review of Stanhope Road.

1. Installation of 20mph speed limit on Stanhope Road:

☒ Suitable for 20mph scheme

Total cost: Approximately £10,000 - £20,000

There is an existing 20mph speed limit in Swanscombe on various adjoining roads including Milton Road, Swanscombe Street and various side roads that directly adjoin Stanhope Road.

Measured speed data demonstrates that existing average speeds are low enough to support a 20mph speed limit on Stanhope Road and there are various traffic calming features already present by way of kerb build outs, on street parking and curvature of the road to help ensure ongoing compliance with a 20mph limit.

Any speed limit change requires a legal order to be written, advertised and public consultation to be carried out before any changes can be installed on the ground. All comments and objections that are received have to be reviewed in detail and if there are more than five objections then the proposed restrictions have to be reported to the Dartford Joint Transportation Board (JTB) to be reviewed, and the board then gives a recommendation as to whether or not the proposed restrictions can proceed and be made/installed. Unfortunately, this is not a cheap or quick process, and generally elected representatives are advised to carry out some pre-consultation engagement with residents first to avoid abortive costs should there be a high number of objections when the TRO is advertised.

The google image below shows the existing 20mph zone on Swanscombe Street. From the same roundabout junction it would be technically possible to install a 20mph zone on Stanhope Road and effectively extend the existing 20mph zone, through to the Milton Road junction.

Physical works would involve installation of 20mph speed limit gateways at each end of Stanhope Road, possible introduction of 20mph repeater signs and removal of all of the existing 20mph zone gateway signs on all side roads off Stanhope Road including Hope Road, Harmer Road, Albert Road Herbert Road.



2. Installation of single track road signs:

✗ Not Suitable for single track road signs.

☑ *Alternative available. Road narrows ahead warning signs*

Total cost: Approximately £500

According to the technical design of the road as reviewed against the Department for Transport (DfT) traffic signs manual criteria, Stanhope Road is not a single track road / lane. A single track lane is classified as a route which has limited to no passing places and permanent physical constraints (not on street parking) which cannot be widened or amended using land within the highway authorities control. Single track lanes are most often rural low traffic routes with hedgerows and private boundary fences directly alongside the carriageway with one lane for both directions of travel for extended lengths of road (more than 100 metres).

There are various localised sections or carriageway narrowing along Stanhope Road through on street parking and kerb build outs (chicanes). In these circumstances it is permissible to install road narrows ahead warning signs at either end of the route where the physical narrowing's are located. As such KCC have already began processing a scheme to install a road narrows ahead warning sign at each end of Stanhope Road. An example of what the sign will look like is shown below.



3. New kerb build out near no.58:

✗ Not suitable for additional kerb build outs and chicanes.

The current congestion issues are primarily due to the lack of available 2 lane carriageway width along parts of Stanhope Road. With higher volumes of traffic this means there are more frequent occasions where drivers are meeting at bottlenecks and having to give way, reverse or mount footways to pass one another. Introducing additional kerb build outs will exacerbate this issue further.

All kerb build outs must be of a sufficient width to accommodate a reflective bollard or post so the delineation of the kerb line is clearly visible to oncoming drivers, and at the same time be wide enough that the build out contains sufficient space for the bollard feature without impeding the available footway width for pedestrians. Any physical changes to Stanhope Road also need to allow sufficient space for buses and HGV's carrying out deliveries and (refuse) collections to be able to traverse the route.

KCC officers have reviewed the length of Stanhope Road, and without removing on street parking, or amending /removing existing kerb build outs, it would not be possible to install any further chicanes or kerb build out features.

4. Yellow box marking near Albert Road:

✗ Not Suitable for yellow box markings.

☑ Alternative available. White KEEP CLEAR road markings

Total cost: Approximately £600

Yellow box markings have strict criteria for their use on the public highway as outlined in the Traffic Signs Manual (TSM). They must only be used where there is a priority system or permanent traffic light system in place, which is not the case on Stanhope Road.

It should be noted that the KEEP CLEAR road markings are only advisory, and are used to discourage drivers from stopping / waiting in front of junctions and side roads to allow continued movement in and out of side roads. They are generally only used on the near side lane to the junction where highway authorities are trying to discourage vehicles from stopping / waiting. An example of a KEEP CLEAR road marking is shown below:



5. Reduction of footway width at Stanhope Road / High Street junction:

✗ Not Suitable for footway narrowing / junction widening at High Street / Stanhope Road.

Highways officers can understand what is trying to be achieved through the suggestion of amending the kerb lines at the High Street / Stanhope Road junction. However, reducing the footway width and as a result providing a greater carriageway width (and a larger junction bellmouth) will make it easier for vehicles to sweep into the junction which will encourage faster driver speeds. A reduced width footway also puts pedestrians and vulnerable road users at greater risk, as it means pedestrians have to spend longer in the carriageway when crossing, and they have less space to pass one another on the footway.

Wider junctions can also have negative impacts on drivers trying to exit onto the priority road, as vehicles approach the junction at higher speeds and this leaves less gaps in the traffic for drivers to exit.

Amending the kerb line at this particular junction would also require realignment of the existing gulleys and drainage system which may result in surface water ponding and potentially a very expensive scheme overall.

6. Traffic signals – shuttle working scheme:

✗ Not Suitable for traffic signals

The suggestion of installing traffic signals on Stanhope Road presents many challenges and potential conflicts.

When installing any traffic light system it is important to provide inter-visibility of all traffic signal heads connected to the system. This is to ensure that drivers can see when traffic is approaching so they do not take risks and make assumptions that the route ahead is clear. This issue often occurs with temporary lights when they are installed with poor intervisibility, drivers often take a chance to skip the lights or assume that the lights have malfunctioned and are stuck showing red.

Any system of traffic lights needs to take account all non-light controlled adjoining traffic. This includes from side roads and any traffic already stationary within the system such as in the form of on street parking and on driveways. In the suggested proposal from Cllr Taylor consideration has been given to this matter of non-controlled adjoining traffic in relation to Hope Road and the suggestion of making this road one way. However, there is still a number of on-street parking spaces that would need to be removed if permanent traffic signals were to be installed.

Refuse collections and deliveries which allow drivers to stop within close proximity of properties would not be able to safely operate with the introduction of a traffic light system on Stanhope Road. There is no practical way to hold traffic in both directions for a long enough period for refuse collections to service the number of properties located between the signal heads, this would lead to greater amounts of congestion and driver frustration.

Suggestions from highways officers:

1. Installation of one way systems on various side roads adjoining Stanhope Road:

☒ Suitable for side road one way systems

Total cost: Approximately £5,000 - £20,000 depending on number of roads included.

Making one or more of the smaller side roads from Stanhope Road one way could provide benefits to traffic flow and reduce congestion by utilising roads such as Hope Road, Harmer Road, Albert Road and Herbert Road better.

Taking away 2 way movements on the side roads would reduce two way traffic congestion completely and reduce the risk of drivers reversing back towards Stanhope Road or Church Road. Officers have also identified the possibility of increasing on street parking provision on some of the side roads, particularly Herbert Road if this were to be made one way, as there would not need to be such long lengths of double yellow line waiting restrictions (also known as corner protection) at the junctions with Stanhope Road and Church Road.

As with speed limit changes any proposed one way system requires a legal order to be written, advertised and public consultation to be carried out before any changes can be installed on the ground. All comments and objections that are received have to be reviewed in detail and if there are more than five objections then the proposed restrictions have to be reported to the Dartford Joint Transportation Board (JTB) to be reviewed, and the board then gives a recommendation as to whether or not the proposed restrictions can proceed and be made/installed. Unfortunately, this is not a cheap or quick process, and generally elected representatives are advised to carry out some pre-consultation engagement with residents first to avoid abortive costs should there be a high number of objections when the TRO is advertised.

2. Enhancements to existing signing and lining on Stanhope Road:

☒ Suitable for additional flecta bollards

Total cost: Approximately £1,000- £5,000 depending on number of flecta bollards.

Currently there are a number of existing kerb build outs and chicanes on Stanhope Road, these all include bollards with reflective bands and most include either yellow or white lining alongside them to help encourage drivers to slow down on approach and traverse around them safely. Although the existing bollards are safe and generally appear to be seen and adhered to, there are new products available which can enhance the conspicuity of build outs and potentially encourage safer driving in the area. One of these is the flecta bollard. These are high reflectivity low height sign faces, which are clearer for drivers to see, and rebound (pop back up) if hit so reduce ongoing maintenance for the highway authority. At the junction with Milton Road on the pedestrian refuge island some of these flecta bollards are already present, it may be possible to install more of these on the various kerb build outs along Stanhope Road.



3. Removal of sections of on street parking:

☒ Removal of localised sections of on street parking possible

Total cost: Approximately £5,000 depending on number length of parking removed.

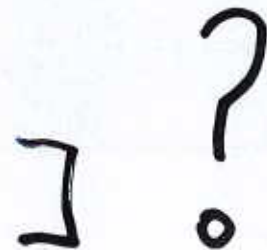
Removal of some lengths of on street parking would allow for more passing places to be available and allow smoother traffic flows along Stanhope Road.

KCC is aware of the offer from the Town Council for residents to utilise the town hall car park located at The Grove. If some sections of on street parking could be removed and replaced with double yellow lines this would increase two-way traffic flow and reduce congestion on Stanhope Road.

Longest section of narrowing due to the presence of on street parking is located at the northern end of Stanhope Road outside properties 1 to 41. It is recommended that some or all of this on street parking be removed to enhance traffic flow along the route, but maintain the kerb build outs to manage traffic speeds.

As with speed limit changes any proposed changes to parking restrictions requires a legal order to be written, advertised and public consultation to be carried out before any changes can be installed on the ground. All comments and objections that are received have to be reviewed in detail and if there are more than five objections then the proposed restrictions have to be reported to the Dartford Joint Transportation Board (JTB) to be reviewed, and the board then gives a recommendation as to whether or not the proposed restrictions can proceed and be made/installed. Unfortunately, this is not a cheap or quick process, and generally elected representatives are advised to carry out some pre-consultation engagement with residents first to avoid abortive costs should there be a high number of objections when the TRO is advertised.

Changes to the parking can be reverted if traffic flows on Stanhope Road are returned to normal in the future.



In addition to the above a previous study was carried out by the KCC Highway Improvements Team in relation to a one way / gyratory system utilising Swanscombe Street and Church Road, however this is not physically or safely possible to install as outlined in the findings of that study.

Commented [RS1]: Should we include the details of the one way system investigation in this document?

This review is solely based on Stanhope Road and does not involve or include any assessment of Galley Hill Road or surrounding routes. Any questions or comments regarding Galley Hill Road and the ongoing displacement of traffic should be directed to the KCC Strategic Resilience Team.

Review written by Ryan Shiel – West Kent Highway Improvements Programme Manager

RE: One Way System in Stanhope Road

From Toby.Howe@kent.gov.uk <Toby.Howe@kent.gov.uk>

Date Mon 10/03/2025 11:38

To graham@[REDACTED] <graham@[REDACTED]>

Cc Stephanie.Wadhams@kent.gov.uk <Stephanie.Wadhams@kent.gov.uk>; Thomas.Mallon@kent.gov.uk <Thomas.Mallon@kent.gov.uk>

Good morning Graham

Regarding the proposals for a one-way system in Swanscombe, please see a detailed response from our transportation team:

We do have various concerns and noted limitations as outlined below, these are not listed in any particular order.

1. Impact on bus services. A one-way system would require all buses that currently travel in two directions on Swanscombe Street and Stanhope Road to use the one-way system, and it appears due to turning movements required that it would not be possible for bus services to make some of the turns to accommodate this (more detail on this detailed below). Currently the 483 and GC1 services use the existing bus stops on Swanscombe Street. In the event of a one-way system being installed one of these bus stops will have to be relocated, which one would depend on the direction of any one-way system. This may be possible on Church Road, but would require removal of on street parking, and for a one-way operating in the alternate direction it may be possible to relocate a bus stop onto Stanhope Road where there are existing parking restrictions in place. Separate from whether these changes and movements are physically possible the bus service providers would need to be engaged with to ascertain if this would be feasible within their service timetable.
2. Impact on Church Road. Any one-way scheme would cause increased traffic volumes and vehicle class / size to use Church Road which would have a notable traffic impact. The greater volume of traffic and the presence of existing traffic cushions on Church Road would lead to an increase in noise and vehicle vibrations. There are more residential properties on Church Road than on Stanhope Road, and they are positioned much closer to the carriageway as none of them have large front gardens or driveways in Church Road. The properties at the southern half of Stanhope Road in particular all have front gardens / verges and many also have driveways. See below streetview image of Church Road carriageway width and on street parking.



3. Increased potential for property damage: Stanhope Road contains physical traffic calming measures by way of narrowings and chicanes which helps regulate traffic flow (albeit greater flows currently being experienced due to GHR closure), Church Road does not contain chicanes or narrowings, and the carriageway is much narrower overall which would increase risk of damage to private property (vehicles). See below streetview image of Stanhope Road chicanes and carriageway width.



4. Impact on residential side roads off Church Road. Residents and visitors to Hope Road, Harmer Road, Albert Road, Herbert Road, Vernon Road and Sun Road would all be impacted through having reduced options for direction of travel. All drivers using these roads would be forced to utilise the one-way system when arriving at and leaving properties.
5. Logistics of road / junction layouts. Most problematic would be the staggered priority junction of Milton Road / Church Road and Stanhope Road. Either direction of travel would require drivers to exit a priority junction onto Milton

Road and then wait on Milton Road till there is a clear gap in the traffic. If a one-way system heading north along Stanhope Road were to be considered this would impact drivers of larger vehicles due to the position of the existing pedestrian refuge/traffic islands on Milton Road, Church Road and Stanhope Road which narrow the available carriageway width and restrict the ability of larger vehicles (buses) to turn out of Stanhope Road onto Milton Road, then into Church Road. This almost U-turn manoeuvre is just not physically possible without a notable junction alteration and removal of one or more of the existing pedestrian refuge islands.

If a one-way system is implemented travelling north along Church Road towards Milton Road, this would require drivers to exit a priority junction from Church Road onto Milton Road, then wait on Milton Road for a gap in traffic flow to turn right into Stanhope Road. This would likely lead to queueing of not only the one-way system but through traffic on Milton Road as well. This junction is not appropriate for use in a one-way gyratory system.



Any one-way system would require a No Entry restriction to commence on one arm of each of the roundabout junctions of Swanscombe Street / Southfleet Road and, Swanscombe Street / Keary Road. These mini roundabouts are not large enough to allow most larger vehicles and HGVs to U-turn and change course to avoid joining one-way system which may cause vehicles to over-run footways and lead to highway safety issues. The aerial image below shows one of the roundabouts in question.



6. Other points of consideration:

Any one-way system would direct more traffic movements past Manor Community Primary School on Swanscombe Street, as all traffic using the one way system would have to utilise Swanscombe Street.

Residents of Stanhope Road would likely see a reduced volume of vehicles using this road by displacing them onto Church Road and Swanscombe Street, as well as displacing traffic trying to avoid one-way system by using Eglington Road and Ames Road, all of which are residential streets.

One-way roads increase driver speeds outside of peak periods as you remove the need to slow down for oncoming traffic.

One-way system may impact refuse collections depending on existing established routes, matter to be discussed with Dartford Borough Council.

The team have carried out an assessment of the reported crash data for all 3 roads, reviewing details for the most current available data for the 17 months since the Galley Hill Road closure and in the two years prior to the Galley Hill Road closure. The crash statistics are shown below.

30/03/2023 – 30/09/2024

Stanhope Road (between j/w Milton Road & Swanscombe Street)

2 x slight severity personal injury casualty collisions (1 x right turning vehicle out of Albert Road / 1 x rear shunt as vehicle ahead stopped to allow oncoming vehicle to pass)

1 x damage only incident (passing vehicle clipped another vehicle's open door)

Church Road (between j/w Milton Road & Swanscombe Street)

1 x slight severity personal injury casualty collision (impaired driver)

4 x damage only incidents (2 x damage to parked cars / 1 x vehicles passed too close to one another / 1 x rear shunt, failed to stop)

Swanscombe Street (between j/w Church Road & Stanhope Road)

1 x serious severity personal injury collision (vehicle failed to give way exiting Sun Road)

30/03/2021 – 30/03/2023

Stanhope Road (same extents as above)

4 x slight severity personal injury casualty (2 x at Albert Road junction / 1 x rear shunt at traffic calming feature / 1 x driver failed to stop for police)
1 x damage only collision (stolen motorcycle)

Church Road (same extents as above)

1 x serious severity personal injury collision / 1 x slight severity personal injury collision (1 x stolen motorcycle / 1 x pedestrian ran into road from between parked cars)
1 x damage only incident (U-turning vehicle)

Swanscombe Street (same extents as above)

No recorded collisions or damage only incidents

It is noted that the personal injury collision rate has actually gone down since the road closure and that the higher number of damage only incidents on Church Road since the closure suggest that this road is not appropriate for increased traffic flows due to the nature of the road environment (parked cars on both sides, narrow carriageway width as a result etc..). There are no discernible patterns in the crash data to prioritise works in this part of Swanscombe through the crash remedial measures (CRM) programme.

KCC officers do not recommend installing a one-way system on Stanhope Road, Church Road and Swanscombe Street.

As you can see, whilst in theory a one-way system would alleviate the flows, the reality is that it would in fact create far more problems

Kind regards

Toby

Toby Howe IEng MICE – Strategic Resilience Manager | Highways & Transportation | Kent County Council | 03000 410219 | [REDACTED]

From: graham@[REDACTED] <graham@[REDACTED]>
Sent: 26 February 2025 03:47
To: Toby Howe - GT TRA <Toby.Howe@kent.gov.uk>
Subject: One Way System in Stanhope Road

Hello Toby

I have been informed that a KCC Highways team is looking again at a One Way System in Stanhope Road and Church Road. Thank you.

Would you please pass on the attached document which I started to prepare last year but did not complete. It proposes a partial One Way system using Albert Road to link the two and although I have recently added more detail it is not as polished as I would wish. That said I hope it can be given some consideration.

Regards

Graham Taylor

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SGRA Proposal for a One Way system for part of Stanhope Road and Church Road



BACKGROUND

The collapse of the A226 at Galley Hill on 10th April 2023 severed the main route between Swanscombe and Northfleet which was used as a longer local route between Dartford and Gravesend. Although a major diversion has been put in place from Greenhithe to Northfleet via the B255, the A2, the A2260 and Thames Way significantly more traffic now uses the shorter route via Swanscombe High Street, Stanhope Road and the B259 Southfleet Road than before the collapse. It is also now a Bus route with at least 3 buses an hour in each direction.

Stanhope road is a residential street with traffic calming measures and although there is some room for 2 way traffic at the southern end its Northern end leading 2 and from Swanscombe High Street is only wide enough for single file traffic with very short passing places. This has resulted in traffic jams, incidents of road rage damage to parked cars and a very unpleasant environment for the residents. The original traffic calming measures may have been the appropriate solution when the road was more lightly used by cars and vans before the collapse but now it has heavier use and is also a busy bus route where buses travelling in opposite directions often meet it needs a better solution.

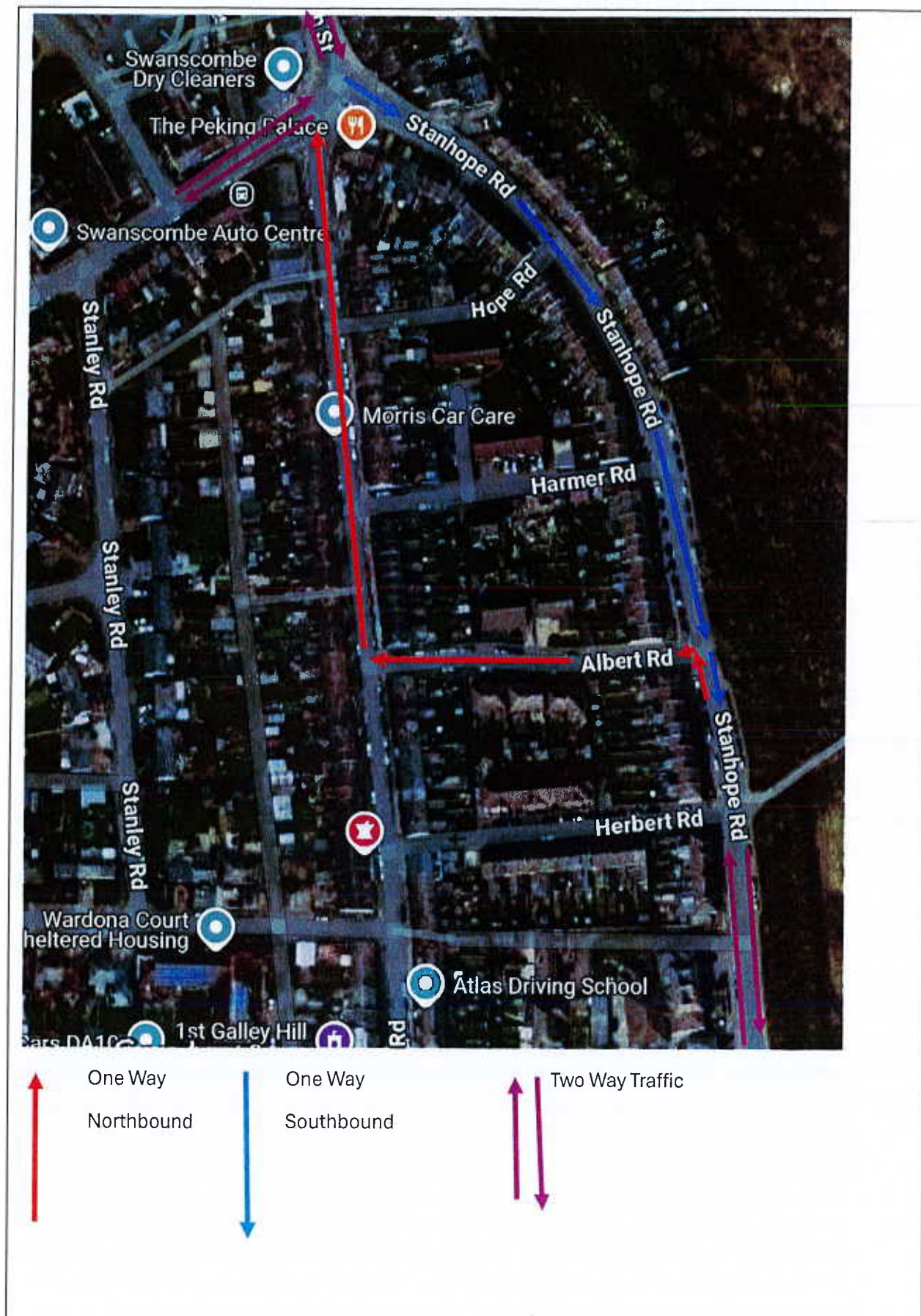
Last year some local people proposed that this situation might be mitigated by Stanhope Road becoming One Way Southwards and the parallel Church Road being One Way Northwards. This informal proposal put forward on social media and at public meetings was rejected by KCC on the grounds that long One Way streets tend to lead to speeding and traffic accidents.

THE PROPOSAL

The Swanscombe and Greenhithe Residents Association (SGRA) is putting forward this formal proposal to satisfy both the residents and KCC's concerns in a compromise solution that addresses the main pinch point in the narrow section of Stanhope Road from the High Street to Harmer Road. If residents are to keep their on street parking (and they have no where else) this part of the road is only capable of handling a single lane of traffic. The one passing place can fit 2 small cars at best and is nowhere near long enough for a bus. The rest of Stanhope Road down to Southfleet Road is less of a problem although if it had been a bus route when the traffic calming was proposed it would have been designed differently and improvements could still be made.

The only solution to ease traffic flow and reduce the potential for road rage and accidents is some form of One Way system. Harmer Road is too narrow but Albert Road is wide enough to accommodate buses if it was one way away from Stanhope Road. Church Road from Albert Road to Milton Road and the High Street could also just about accept buses if it was One Way. It has been a bus route in the past all be it with smaller bodied buses than those currently used on the 480 service. Arranging sufficient clearance for buses to turn into and out of Albert Road is possible with minimal impact on parking and in fact due to some pavements that are currently quite wide but protected by bollards with a bit of extra expenditure a few more on street parking places could be provided which would also help ease inconsiderate parking. This scheme would need some infrastructure work especially in Stanhope Road where the current chicane opposite Albert Road would need to be removed.

OVERVIEW OF THE ROUTE.



FINANCE

Dartford Borough Council could be approached for a contribution from the centrally held funds of Community Infrastructure Levy. Some of the through traffic is as a result of wider developments in the area. In addition the 480 bus service serves a wider community which will benefit from the improved reliability and journey times this scheme will allow. In addition these changes (coupled with others we are proposing) may free up enough road capacity for the 490 bus service to come through Swanscombe which will improve connectivity with Bluewater and, with a change of bus, Darent Valley Hospital not only for Swanscombe but also Knockhall.

ENVIRONMENTAL FACTORS

Reduced congestion and easier traffic flow should reduce pollution. There are opportunities to place some planters as part of the safety barriers and traffic management infrastructure which will enhance the environment.

EQUALITY IMPACT

Residents of Albert Road and the One Way portion of Church Road are going to experience greater traffic, noise and will find reversing into parking places more challenging. This is balanced by the residents of the One Way portion of Stanhope Road experiencing a reduction in these issues.

RISK FACTORS

The sections of One Way Road and the general easing of traffic flow could encourage more speeding. This could be countered by using the square speed humps as already used in Church Road. A local SPEED WATCH group could also be set up to deter and if necessary report speeding.

Easier traffic flow might encourage more people to use this as a through route rather than using the diversion via the A2. However traffic calming and a 20mph limit do not necessarily mean it will be quicker, just easier and safer to navigate.

Inconsiderate parking especially of vans could narrow the road (especially Church Road) to such an extent that buses can't get through. This can be mitigated by careful design of the junctions using bollards and hatching where necessary and painting "parking bay" lines on the road to indicate the edges of the through carriageway.

CONCLUSION

This partial One Way system in Stanhope Road and Church Road relieves a key bottleneck at the top of Stanhope Road and avoids making the situation in Swanscombe Street worse which a full One Way system might well do.

Although designed for the immediate need due to the A226 Galley Hill closure it has merit long term as well as it has the potential to provide more desperately needed on street parking.

It could also be paired with another proposed scheme which makes the Grove One Way Northbound and the High Street One way Southbound.

Graham Taylor

THE ROUTE IN MORE DETAIL



ALBERT ROAD



One Way North Bound Traffic

New One Way Southbound carriageway

in place of existing pavement



No Parking



New On Road Parking



New barrier positions of appropriate shape



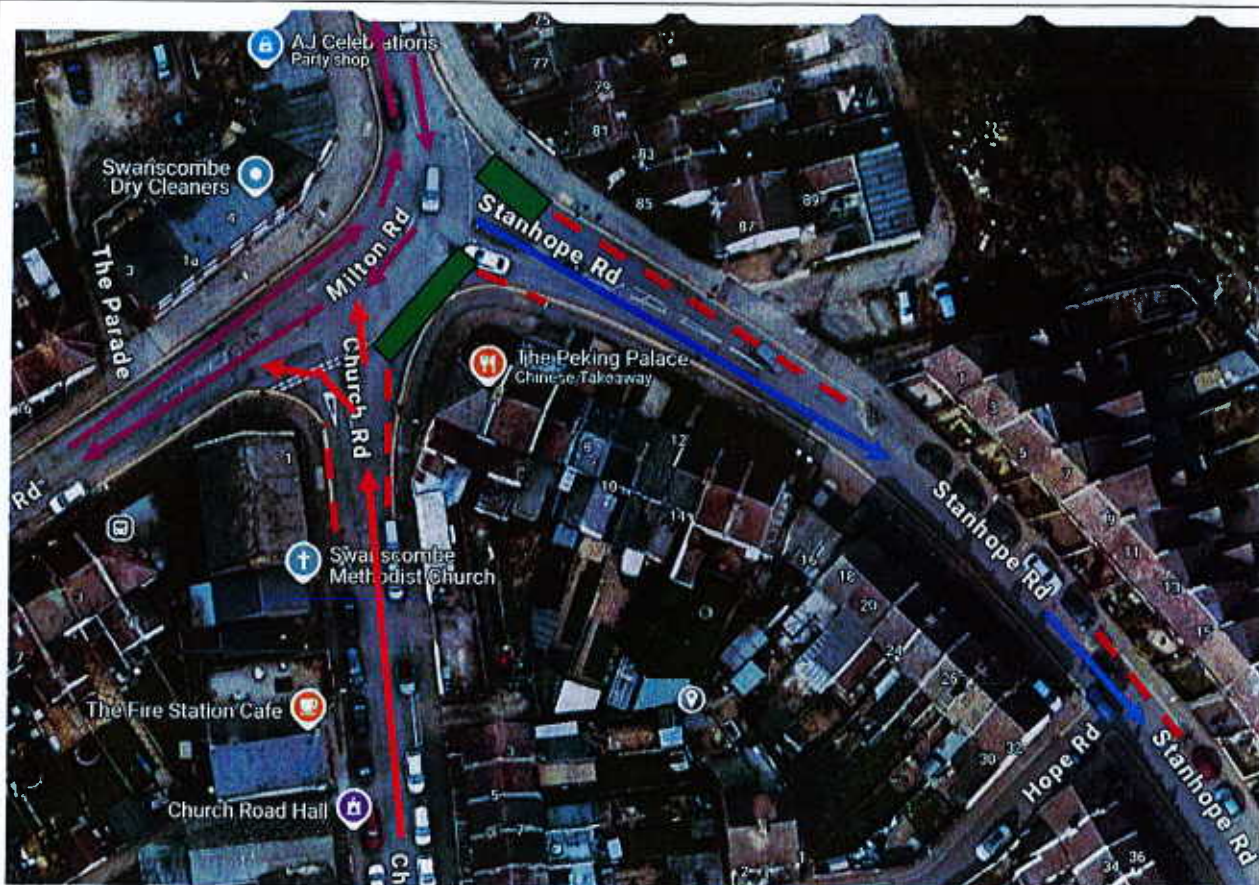
An addition to the scheme could be to make Church Road from Albert Road to Ames Road One Way South Bound. This could smooth traffic flow at the Church Road/Albert Road Junction and might allow more on street parking by more efficient road use.

The major piece of construction would be to remove the footpath in Stanhope Road by the Albert Road junction. The current Chicane may well have been a useful feature in the past but it currently forms a bottleneck. In this scheme the space is required to move the southbound traffic as far away from the Northbound traffic as possible so that Northbound buses can have enough room to make an unhindered turn into Albert Road. It also allows room for a clear barrier to mark the start of the One Way system blocking further Northbound progress on Stanhope Road.

There will need to be suitable barriers at the Albert Road/Church Road junction to protect parked cars and to ensure that there is a clear route and space for buses to make the turn.

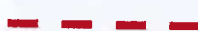
The areas marked No Parking are in fact designated as such but the one way nature of Albert Road means that there is scope for some much needed additional on street parking at the Stanhope Road end as a consequence of becoming One Way.

Church Road may lose some parking at the junction of Albert Road which will not be popular but might possibly gain some at the junction with Milton Road as less width is needed for one way traffic at the junction.



MILTON ROAD JUNCTION

Scope for more On Street Parking



With suitable Barriers



One Way Traffic Southbound



One Way Traffic Northbound



Two Way Traffic



150 to 164 Stanhope Road

The existing chicane which is part of the traffic calming is now unfortunately a major constriction to traffic flow especially when buses meet.

However residents will not want to lose on street parking in favour of 2 way traffic.



VERSION 1

Moving the parking

to the side of the road with houses and sacrificing the pavement to carriageway is one (expensive) solution but would also restrict existing off street parking on the grass verge.



VERSION 2

Allowing Parking on the pavement opposite the houses and removing some of the obstructing pavement and bollards is cheaper but also less safe when accessing parked cars.

Ultimately it might be better to leave things as they are at this point in Stanhope Road.

445/24-25. TO CONFIRM AND SIGN THE MINUTES OF THE MEETING HELD ON 5 FEBRUARY 2025

Recommended: The Minutes of the meeting held on 5 February 2025 were confirmed and signed.

446/24-25. UPDATE PRESENTATION FROM EBBSFLEET DEVELOPMENT CORPORATION (EDC).

The Head of Strategy & Placemaking and Placemaking Officer (EDC) both attended the meeting to provide a general update to members and to address any enquiries members had.

After the presentation members asked questions about various aspects of the development which included: Alkerden Barn, Medical Facilities, Transport and Ebbsfleet Car Park D.

Recommended: That the Head of Strategy & Placemaking and the Placemaking Officer be thanked for their attendance at the meeting and that the item be noted.

447/24-25. TEMPORARY CLOSURE OF A226 GALLEY HILL ROAD.

Further to the ongoing correspondences (minute 361/24-25) members considered the response that had been received from Mr Thomas Mallon, KCC Member for Swanscombe and Greenhithe, Councillor Graham Taylor and Toby Howe, KCC Highways, for a proposed one-way system in Swanscombe to take the pressure off Stanhope Road and Swanscombe High Street.

After lengthy discussion it was agreed that the committee was extremely unhappy at the lack of work towards a solution being provided by Kent County Council and the general lack of support the community had received from them as the responsible authority.

Members also expressed their grave concern with the current levels of safety on the road network being greatly impacted by both poorly scheduled maintenance and the greater impact when the A2, A226 and Stanhope Road were congested

Recommended: To note the correspondence received and the concerns and unhappiness of members in relation to the current position with the closure of the road and the lack of information and actions from Kent County Council.

448/24-25. INQUIRY – SECRETARY OF STATE – NORTHFLEET HARBOURSIDE – LAND SURROUNDING EBBSFLEET UNITED.

The Secretary of State had called-in the application made to Gravesham Borough Council under application 20221064 - SCON.

This application would now be determined by inquiry and the Town Council, as a previous consultee, were being given the opportunity to make representations to the Planning Inspectorate by 27 March 2025

AGENDA

1. To receive Apologies for Absence (*Local Government Act 1972, s.85*).
2. Substitutes.
3. Declarations of interest in items on the Agenda (*Localism Act 2011, s.31*).
- * ***As per Standing Order 34 c), and at the Chairman's discretion, the meeting will be adjourned at this point to allow any members of the public to address the meeting in relation to the business to be transacted at the meeting. Members of the public are allowed to (i) make representations, (ii) answer questions and (iii) give evidence relating to the business being transacted.***
4. Items as Deemed Urgent by the Chairman / matters arising from previous minutes and their position on the Agenda (*for discussion/information only, not for decision*).
5. To confirm and sign the Minutes of the Meeting held on 5 February 2025 (p) (*Local Government Act 1972, Sch 12, Para 41 (1)*).

6. UPDATE PRESENTATION FROM EBBSFLEET DEVELOPMENT CORPORATION (EDC).

It has been arranged with the Community Development Manager (EDC) for them to attend the meeting to provide a general update to members and to address any enquiries members may have.

Recommended: That the item be noted.

7. TEMPORARY CLOSURE OF A226 GALLEY HILL ROAD (p).

Further to the ongoing correspondences (minute 398/24-25) the attached response has been received from Mr Thomas Mallon, KCC Member for Swanscombe and Greenhithe, with a proposed one-way system around Swanscombe to take the pressure off Stanhope Road and Swanscombe High Street.

Recommended: To discuss and advise accordingly.

COPY



Mr Graham Blew

Sent via secure email.

graham.blew@swanscombeandgreenhithetowncouncil.gov.uk

Cabinet Member for
Highways & Transport
Sessions House
Maidstone Kent
ME14 1XQ

Date: 20 February 2025

Reference: 53550921

Dear Mr Blew

Thank you for your further enquiry.

As previously mentioned, options for changes to the traffic around Swanscombe were investigated after an initial request from the late Peter Harman. At the time, it was shown that any changes would ultimately cause more issues than they would resolve.

However, following your requests, the local Highways Improvements Team are revisiting the area to see if anything has changed. A request has been made to turn Stanhope Road & Church Road into a one way street, to relieve the pressures on Stanhope Road & Swanscombe High Street. This option is being reviewed. As with any Highway scheme proposed, there is public consultation if the scheme is viable.

All initial surveys and reports are under legal privilege whilst legal discussions continue, therefore they cannot be shared.

Yours sincerely

Neil Baker
Cabinet Member for Highways and Transport

Member for Whitstable East and Herne Bay West
Kent County Council

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From: Thomas.Mallon@kent.gov.

Sent: 07 February 2025 10:37

To: Graham Blew

Subject: Re: Temporary Closure of A226 Galley Hill

Hello Graham,

Yes, I can assist where possible. Is a new one-way system something town hall would be willing to be pushed for as I think it could be a great idea ?

Thomas Mallon

County Councillor for Swanscombe and Greenhithe

- Extract of 5 February 2025 minutes.

398/24-25.

TEMPORARY CLOSURE OF A226 GALLEY HILL ROAD.

Further to the ongoing correspondences (minute 361/24-25) members considered the response that had been received from the MP for Gravesham and from the Cabinet Member for Highways & Transportation, Kent County Council (KCC).

Following discussion, it was agreed that all the correspondence sent and received between the Town Council and the KCC Cabinet Member for Highways & Transportation regarding the closure of Galley Hill be forwarded onto the KCC Member for Swanscombe, Greenhithe and Ebbsfleet to request answers to the points raised regarding the recent reports and request for further traffic surveys.

Recommended:

That the correspondence be sent to the KCC Member for Swanscombe, Greenhithe and Ebbsfleet as detailed.

COPY



Mr Graham Blew

Sent via secure email.

graham.blew@swanscombeandgreenhitetowncouncil.gov.uk

**Cabinet Member for
Highway & Transport**
Sessions House
County Hall
Maidstone Kent
ME14 1XQ

Date: 22 January 2025

Reference: 53550921

Dear Graham

Thank you for your further enquiry regarding the temporary closure of the A226 Galley Hill Road, Swanscombe.

When the road was first closed, a number of options including creating a one way system around Swanscombe to take the pressure off Stanhope Road and Swanscombe High Street was considered. In addition, parking restrictions along Stanhope Road was also looked into. Peter Harman was actively involved with these early discussions, and appreciated the fact that a solution for one issue may well cause further problems. For the options discussed, it was determined that they would cause a detrimental effect to the community. Whilst I fully appreciate that there is already a negative impact on the area, due to the closure, making changes will frequently make the situation worse.

In regard the reports, as soon as we have information that may be shared, please be assured, you will be included.

I will ensure that when there are updates available, the town council will be informed.

Yours sincerely

Neil Baker
Cabinet Member for Highways and Transport

Member for Whitstable East and Herne Bay West
Kent County Council

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360/24-25. TO CONFIRM AND SIGN THE MINUTES OF THE MEETING HELD ON 18 DECEMBER 2024.

Recommended: The Minutes of the meeting held on 18 December 2024 were confirmed and signed.

361/24-25. TEMPORARY CLOSURE OF A226 GALLEY HILL ROAD.

Further to minute 324/24-25 Members were sent the response that had been received from the Cabinet Member for Highways & Transportation, Kent County Council (KCC).

As agreed, a letter had also been sent to Councillor Lesley Howes in her role as parish representative on the Joint Transportation Board (JTB).

After discussion it was proposed, duly seconded and agreed that a reply be sent to the KCC Cabinet Member for Highways & Transport requesting further detail and clarification on the points raised in the original letter regarding additional traffic surveys / modelling and the release of information from the recent reports on geotechnical data and repair options.

It was also requested that the reply include that any update to local councillors, mentioned within the letter, should include Town Councillors.

Recommended: That a Town Council response, as detailed above, be sent.

362/24-25 The following planning applications had been received from Dartford Borough Council / Ebbsfleet Development Corporation / Kent County Council/ Gravesham Borough Council for Members observations (full details of these applications can be viewed via the Town Council, DBC, EDC GBC and the KCC websites).

| | |
|-----------------|--|
| DA/24/01421/FUL | Erection of a single storey extension to existing garage/store with a car port and vehicular access, gates and alterations to fencing. 41 Valley View, Greenhithe. |
| OBSERVATIONS | <p>The Town Council object to this application on the grounds that the proposed vehicular access is limited and with the close proximity to the junction, would constitute safety concerns.</p> <p>The proposed construction, whilst single storey, appears to be the first steps in creating a separate living space as it is disjointed from the existing dwelling and has no direct links with the outside space it is replacing.</p> <p>This development, with its loss of outside space, is contrary to both paragraph 75 of the National Planning Policy Framework and section M1 of the Dartford Local Plan in relation to inappropriate development of a garden space.</p> <p>The Town Council strongly urge that the applicant must take into account, and include mitigating provisions regarding the environmental impact on, and the needs of, the community for</p> |