



Active
Travel
England

Active Travel England
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Your Ref: 20250992
Our Ref: ATE/25/01695/OUT
Date: 08/07/2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Spatial Planning Service, Active Travel England

To: *Alison Webster - Gravesham Borough Council*

Application Ref: 20250992

Site Address: *Land At Wrotham Road Meopham Gravesend, Kent, DA13 0AA*

Description of development: *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.*

Notice is hereby given that Active Travel England's formal recommendation is as follows:

Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

Background and Summary

ATE welcomes this response from the applicant.

ATE has visited the site, which has informed this response.

It is critical that the applicant works with KCC Highways and the applicants for the nearby development sites to ensure both that the developments represent a coherent urban fabric, and that the highways proposals are consistent. This is especially important with the McManus development coming forward since the previous round of consultation.

ATE is satisfied with the proposed toucan crossing at Camer Parade, and with the updated narrowed bellmouth for the emergency access and shared foot/cycle way.

It is welcomed that tactile paving has been updated to allow cyclists. It is recommended that metal railings are removed, except where safety critical.

ATE notes from the site visit that the Green Lane crossing still presents a blind spot for pedestrians crossing

The LHA (KCC) currently has plans to deliver a walking and cycling route between Istead Rise and Meopham Secondary School. ATE considers the delivery of this route to be of critical importance to this scheme and therefore requests a proportionate contribution to be agreed with the LHA. It is understood the applicant is satisfied with this arrangement, however, ATE recommends this to be secured by condition.

It is accepted that the existing footpath cannot be widened sufficiently to create a suitable segregated provision adjacent to the road.

In order to maintain LTN 1/20 compliant levels of cycle provision, and more effectively separate pedestrians and cyclists, the applicant should endeavour to provide this within the site boundary and behind the tree line. Note that overlooking should be provided here as much as possible.

Key outstanding issues

-Provision of LTN 1/20 compliant dedicated cycle infrastructure within the site to ensure continuous walking and cycling connectivity is maintained with the KCC cycle scheme.

-Agreement to funding for the KCC cycle scheme, to be agreed with the LHA and secured by an appropriate mechanism or planning obligation.