



Active
Travel
England

Active Travel England
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Your Ref: 20250992
Our Ref: ATE/25/01695/OUT
Date: 13/10/2026

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:

Conditional approval: ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.

ATE has reviewed the updated plans and has engaged with the LHA. ATE welcomes the response from the applicant.

The applicant has agreed to provide contributions towards the KCC A227 walking and cycling scheme, and towards bus services. This is welcomed and ATE recommends these contributions are secured by an appropriate mechanism.

ATE remains disappointed by the applicants' comments surrounding the provision of a segregated shared use path. Given the emerging but not finalised plans for a strategic cycle route along the A227, ATE maintains the position that segregated cycle provision should be provided within the site boundary, minimising the loss of trees as far as possible. LTN 1/20 is clear that efforts should be made to deliver segregated walking and cycling provision as far as reasonably possible, and that shared use is not generally suitable, particularly as this forms part of a strategic route. Likewise, the NPPF (2026) TR4 states developments should: "*b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficiently secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport.*" ATE strongly encourages this to be delivered to a high standard as the land is available in this location.

However, on the basis of the strategic cycle scheme being early in development and with a design not yet finalised, ATE supports the view of the LHA, and requests that the applicant should safeguard sufficient land for a segregated cycle facility along the frontage (within the site) as to not prejudice a future cycle scheme here should the KCC/GBC schemes come forward. This can be considered a reserved matter, however, ATE wishes to make it clear this provision should be included.

Whilst ATE maintains some reservations about the sustainability of the site and high private vehicle use, between revisions to the plans (outlined in the summary), detailed engagement with the LHA and contributions to walking, cycling and public transport ATE considers the revised plans do enough to provide people with a "a genuine choice of transport modes for residents and users," as outlined in NPPF policy TR3, subject to the above comments and submission of a suitable reserved matters application including a site layout which should "a. Give priority first to walking, wheeling and cycle movements," to satisfy NPPF (2026) TR4. ATE wishes to emphasise the importance of site permeability and adequate cycle parking to ensure this is carried through to reserved matters stage.

Summary

ATE wishes to summarise the changes which have been agreed since the first round of consultation

- addition of a toucan crossing at Camer Parade to provide a safe crossing point between the site and local shops and to the primary school.

- Updates to the tactile paving to permit cyclists on areas marked as shared use, and to improve the pedestrian experience.

- Narrowing of the bellmouth for the emergency site access

- Contributions to improved bus service (to be secured by an appropriate mechanism.)

- Contributions to broader walking and cycling infrastructure (to be secured by an appropriate mechanism.)

Conditions

ATE supports the following conditions outlined by the LHA in the latest response letter (12/10/2026), including the condition wording on the following matters:

- Site access points and off site highway works as shown in T25512.001 Rev H and T25512 001.01 Rev A

- Bus shelters

- A financial contribution to KCC to support enhanced bus services

- A financial contribution to support the A227 strategic cycle scheme

- Provision of tactile paving

- A suitable lighting plan to be provided

-Ten additional cycle parking stands at Meopham Station.

-Implementation of a full travel plan

ATE has also included some examples wording for lighting and cycle parking below:

Decision Detail Type	Title	Description
Condition	Lighting scheme	Condition: No development shall commence until <i>[or other relevant timescale]</i> a scheme setting out how the streets, footways and cycle routes are to be adequately lit at night to provide safety and security for all users has been submitted to and approved in writing by the Local Planning Authority. The scheme shall accord with the guidance in PLG23 Lighting for Cycling Infrastructure. The development or any phase of the development, whichever is the sooner, shall not be occupied until the lighting scheme has been constructed in accordance with the approved scheme. Development shall be carried out in accordance with the approved details. Reason: In order to ensure that streets, footways and cycle routes are adequately lit at night to provide safety and security for all users.
Condition	Cycle parking	Condition: No development shall commence until <i>[or other relevant timescale]</i> details of the cycle parking have been submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shall accord with the guidance in LTN 1/20 on Cycle Infrastructure Design unless there are local adopted cycle parking standards. The development or any phase of the development, whichever is the sooner, shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only. Reason: To comply with <i>[insert relevant policy or policies...]</i> of the <i>[insert development plan document reference xxxxxxx]</i> and/or the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum.