

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 10/12/2025 7:41 PM from [REDACTED]

Application Summary

Address:	Land West Of Norwood Lane Meopham Gravesend Kent DA13 0YE
Proposal:	Outline application with all matters reserved (except access) for a development of up to 150 dwellings (Use Class C3), including affordable dwellings, and associated landscaping, public open space and infrastructure works.
Case Officer:	Mrs Alison Webster

[Click for further information](#)

Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	[REDACTED]

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	Escalating Pressure from Multiple Development Schemes

Before considering the specifics of this application, it is essential to recognise the broader backdrop. Meopham is currently facing a surge of large-scale proposals, each adding substantial population growth and infrastructure demands. Individually, they raise concerns; collectively, they amount to a profound transformation of the village.

If these schemes proceed piecemeal, the outcome will be an uncoordinated sprawl that overwhelms the road network, places intolerable demands on essential services and slowly erodes the rural character that defines Meopham. The proposal in question forms a significant component of this cumulative strain and cannot sensibly be assessed in isolation.

Deteriorating Transport Conditions and Highway Safety Risks

One of the most immediate consequences of the development would be a substantial increase in traffic. A scheme of 150 homes would introduce several hundred new vehicles, along with a constant flow of deliveries, service traffic and unavoidable construction movements during the build phase.

The planned access point opens onto a narrow rural lane already challenged by poor visibility and inadequate protection for pedestrians. Adding estate-level

traffic onto such a constrained route presents avoidable and unjustifiable safety risks. This localised problem sits alongside the wider fragility of the A227. Even at present, Meopham's main north-south route frequently stalls at peak times and becomes gridlocked whenever regional traffic is displaced from nearby strategic roads. The advent of the Lower Thames Crossing is widely expected to worsen volumes further.

With all current applications considered together, the A227 could face an influx of as many as 1,500 extra vehicles. Side roads-narrow, winding and residential-are simply not capable of absorbing overflow traffic. These conditions represent a major and unresolved highway concern.

Inadequate Public Transport and Overloaded Local Services

Public transport within the village is already insufficient for existing needs. Rail services at Meopham and Sole Street are routinely overcrowded, with standing commuters a daily occurrence on peak trains. Most rail users must travel to the station by car, feeding further traffic into an already constrained network.

The bus service offers irregular and unreliable connections, leaving residents with no realistic alternative to private vehicles for most journeys.

At the same time, core public services-especially GP surgeries and wider NHS providers-are operating at or beyond capacity. There is no clear strategy or infrastructure investment plan that would accommodate the substantial population increase associated with this development, let alone the cumulative total of all concurrent proposals.

Environmental, Ecological and Flood-Related Impacts

The proposed site forms part of a continuous green corridor that supports a variety of wildlife species and provides essential ecological connectivity. Successive intrusions into this corridor, including this proposal, threaten to fragment habitats irreversibly and undermine local biodiversity.

Beyond its ecological value, the land plays a crucial hydrological role. Residents are well aware of how quickly roads and ground conditions around Norwood Lane and Meopham Green become saturated after heavy rain. Paving over a functioning field system like this would diminish natural water absorption and increase the likelihood of surface-water flooding-risks that have not been convincingly addressed.

Loss of Green Belt and Productive Agricultural Land

Equally troubling is the proposal's direct impact on both Green Belt land and high-quality farmland. The site remains a functioning part of the Green Belt, providing open space, safeguarding settlement separation and preserving the rural setting. No release from the designation has taken place, and no "very special circumstances" have been advanced that would justify building here, as required by national policy.

Furthermore, the field represents productive agricultural land-precisely the type of resource the UK should be protecting as food security concerns continue to mount. Displacing fertile farmland for a speculative housing estate undermines long-term sustainability and represents a permanent loss of a valuable local asset.

Conclusion

When the scheme is assessed in terms of its environmental impact, its strain on services, its contribution to worsening traffic and safety conditions, and its

erosion of both Green Belt and productive farmland, the outcome is clear. The proposal is not simply imperfect-it is fundamentally unsustainable. Set against the backdrop of numerous other developments currently advancing across Meopham, its cumulative impact becomes even more unacceptable.

For these reasons, I strongly object to this planning application as it is wholly unsuitable for the village.

Kind regards