

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 11:00 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] Longfield Road Meopham

Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application

Reasons for comment:

Comments:	<p>I live within 800 yards this development & object because:</p> <p>LOSS OF LAND & NATIONAL FOOD SECURITY</p> <p>- This is fertile & productive 'Green Belt' agricultural land. We all need to eat. Food production and security are essential, locally & nationally. This development will destroy it. Forever. This problem is doubly intensified by a similar loss of vital agricultural land beneath 'solar-farms'.</p> <p>EXISTING TRAFFIC HAZARDS:</p> <p>- This development will have access onto Norwood Lane. Norwood Lane is a rural country lane so narrow that, in places, cars have to pull into the sides to pass each other. At one end it has a rising junction, near a blind corner, with Green Lane. Pulling out is potentially hazardous. Green Lane then joins the busy Wrotham Road (A227) at a narrow junction with awkward access to the main road. At the other end, Norwood Lane also joins the Wrotham Road. Traffic on the A227 is constant especially at peak times - school-run & rush-hour. Access to it at junctions (Longfield Road, Green Lane & Norwood Lane) is already difficult. Congestion causes tail-backs. Crossing the A227 is hazardous. Pedestrian crossings have had to be installed to try to reduce these dangers.</p> <p>EXTRA CARS ESCALATE EXISTING PROBLEMS:</p> <p>- 150 new houses will mean at least 300 extra cars, plus delivery and service vehicles. They will all need access to the exceptionally narrow Norwood Lane.</p>
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Existing hazards will be worsened. It will be especially bad at peak times. Norwood Lane will be gridlocked. The length and duration of the traffic jams will increase. Road traffic accidents and the injury to pedestrians will become inevitable.

GREEN LANE JUNCTION 'BOTTLENECKS':

- The junction of Green Lane with Wrotham Road is already a 'bottle-neck'. This is undeniably true at peak times, especially during school-run and rush-hour. It is even worse when Green Lane and Wrotham Road are used as diversion routes during A2 / M2 motorway closures. The extra 300 cars from this development (plus the extra 940 cars from the other two developments - 20250992 & 20250993 - a total of 1240 extra cars) demanding access to Wrotham Road will exacerbate that 'bottleneck' problem. They will create noisy, polluting, immovable and hazardous gridlocks at their junctions with Wrotham Road.

SIDE ROADS & RAT RUNS:

- Meopham's existing country roads & lanes were built for a time of minimal rural traffic. The number of cars in Meopham has increased maybe 10 fold since then. So, drivers look for 'cut-throughs' and parking places in even narrower, residential side roads. This creates even more hazards, more pavement-parking, more pollution, more noise and blockage. The extra 1240 cars from these 3 developments would add to this problem, choking quiet residential roads and bringing movement to a standstill.

UNSUSTAINABLE POPULATION INCREASE:

- The population of Meopham was 6795 in 2021. The national average occupancy per household is 2.5 people. So, 150 new houses will add another 375 people. On top of this, the 470 houses in the other two developments will add a further 1175 people. In total, Meopham's population will be increased by 1550 people, or nearly 25%. Healthcare facilities, schools and other local amenities are already over-subscribed in Meopham. This influx of people would make those facilities inaccessibly inadequate.

OTHER PROPOSED DEVELOPMENTS:

Not mentioned so far is another proposed development - by Iceni Projects & the McManus family - in Meopham. This development - north of Norwood Lane and Camer Road - proposes the building of another 730 homes.

This would introduce another 1460 cars and 1825 people. Access will be via Camer Road. Camer Road is narrower and more rural than Longfield Road. It is barely wide enough for two cars to pass each other safely. One end is restricted by the small villages of Sole Street and Cobham. The other end is the bottle-neck junction of Green Lane with the Wrotham Road (A227) - shared with the 300 extra cars from the Norwood Lane development. Adding another 1460 cars at peak times would make it utterly impassable.

If all these developments are permitted then:

- Irreplaceable farmland will be lost forever;

- 1350 additional houses will be built in Meopham (existing houses 2718 - approx.);

- 2700 additional cars will create road hazards & congestion on narrow rural roads, near schools and at bottle-neck junctions with the Wrotham Road (A227);

- Meopham's population will increase by 50% from 6795 to 10,170;

These imposed increases of traffic & population will be unsustainable by the infrastructure and will overwhelm the community.

FINALLY - FINANCIAL INCENTIVES:

The average house price in Meopham is £600,000 and rising. The development of 150 houses off Norwood Lane is worth £90 million. If all developments (inc. Camer Road) are allowed then the total value will be £810 million. Unfortunately, the financial incentive - nearly £1 billion for all beneficiaries - will make allowing these developments hard to refuse.

Kind regards