

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 15/12/2025 12:14 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:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	<p>POOR PUBLIC TRANSPORT LINKS</p> <p>The planning application is disingenuous in that it seeks to imply that public transport through the village is good. It is not good at all. Section 2.4 of the application is false, namely that 'there is good connectivity to the wider Towns, Villages and Cities'. Anyone who lives in Meopham will vouch that bus services are so infrequent and poorly-timed that barely anyone can actually use them. There are only four services a day to Sevenoaks and nine to Gravesend, apart from the odd school service on weekdays during term time only. The first bus to Gravesend doesn't leave Meopham until 9.30 so it won't work for commuters. There are no services in the evenings or on Sundays. The only buses to Wilmington and Rochester are a single school service during term time at either end of the day. No commuter buses to London run through the village; the nearest stop by the A2 which would still necessitate a car journey.</p> <p>In section 2.5 the planning application tries to imply that train services are good also. They are in fact poor. There is one direct fast service an hour which takes 35 minutes, not 30 as is stated in section 2.5. Another hourly direct service takes 55 minutes. Services are frequently cancelled or delayed and at weekends they are often affected by engineering works necessitating bus replacements.</p> <p>CONGESTION</p> <p>Because of poor bus services people in Meopham have to rely on their cars to get to work or to go shopping. So potentially there will be 300 extra cars on the road, many more if they're are children aged 17+ in any household. Because of poor transport links young people have to learn to drive to achieve any</p>

independence so the number will be significantly higher without doubt. Meopham is already a congestion blackspot.

Meopham already becomes gridlocked if there is an issue on the A2 or the M25 as drivers seek to avoid it. Our roads are already unsuitable for this increase in traffic. Outside of the A227 and Longfield Road all roads through the village are narrow, often single file, making it dangerous for residents, drivers, cyclists and pedestrians when traffic builds up. The increase in traffic that this development will cause will make these roads unacceptably more dangerous.

It has been publicly acknowledged that Lower Thames Crossing will also increase the traffic using the A227 so the situation is already due to get worse without this proposed development.

ACCESS

There is no appropriate access to this development as all available options are dangerous. Green Lane is narrow and winding with poor visibility and tight bends. Just short of its meeting point with the A227, close to where this proposed development would be, it is particularly narrow with cars generally unable to pass freely. This part of the road also attracts a backlog of traffic at certain times caused by too many vehicles trying to pull out onto the A227. Any increase in traffic such as this application would produce would make it dangerous for drivers, pedestrians, cyclists and residents.

Access onto Norwood Lane would likewise be dangerous as it is only single file at this point. The point where Norwood Lane meets the A227 also narrows; vehicles generally have to give way to oncoming traffic as it's difficult to fit past each other.

INAPPROPRIATE DEVELOPMENT ON GREEN BELT FARMLAND

This is top-grade agricultural land which is currently farmed so should be afforded the highest protection. There is no justification for building on useful farmland when there are other potential sites on land which is not being farmed. The development would be inappropriate.

Kind regards