

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 09/12/2025 2:46 PM from [REDACTED]

Application Summary

Address:	Land Adjacent To Longfield Road Meopham Gravesend Kent DA13 0EW
Proposal:	Outline application for the erection of up to 120 residential dwellings, public open space and associated works. Approval is sought for the principal means of vehicular access from Longfield Road and all other matters are reserved.
Case Officer:	Mrs Alison Webster

[Click for further information](#)

Customer Details

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

Comments Details

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

Reasons for comment:

Comments:	This development would create hazardous access conditions. With 120 homes likely generating more than 250 vehicles, plus delivery and service traffic, the proposed access point cannot safely handle the resulting volume or turning movements. Constructing housing directly beside the Helen Allison SEN School is entirely unsuitable. The pupils depend on a calm and consistent environment, and the extra traffic, noise and activity from this development would cause unnecessary stress and sensory overload, negatively affecting the well-being of vulnerable children. The development would permanently remove high-quality agricultural land that has supported farming for generations. This land is important for both local and national food production and should be protected rather than built on. Longfield Road is extremely narrow and further constrained by residents' parking on both sides. It becomes heavily congested during school drop-off and pick-up times, and any additional traffic from this development would worsen these already unsafe conditions. With a 50 mph speed limit starting close to homes and schools-and many drivers maintaining that speed into Meopham-Longfield Road is already unsafe. More traffic would increase these dangers and further compromise road safety.
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The land is still designated as part of the protected Green Belt and has not been taken out of that classification.

Collectively, the proposed developments in Meopham could result in around 1,400 additional vehicles using the A227 as their primary route in and out of the village, creating significant strain on the road network.

Even though the A227 is narrow and has limited pavement space, it carries through-traffic, including HGVs, and regularly becomes congested when diversions from neighbouring routes occur.

The nearby minor roads are wholly incapable of coping with diverted traffic during incidents or road closures.

The Lower Thames Crossing is expected to increase through-traffic, placing further pressure on the A227.

At peak times, trains from Meopham and Sole Street are already packed, with numerous passengers left standing, and local bus services remain limited and unreliable.

Altogether, the proposed developments could enlarge Meopham's population by roughly 33%, a level far beyond what the village can reasonably support, with major consequences for infrastructure, public services, and the area's rural character.

Kind regards