

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 27/08/2026 9:17 PM from [REDACTED]

Application Summary

Address:	Woodlands Farm Wrotham Road Culverstone Gravesend Kent DA13 0RQ
Proposal:	Outline planning application for the development of 67 dwellings, public open space and associated works, with approval sought for the principal means of vehicular access from Newlands Lane. All other matters are reserved.
Case Officer:	Ms Amanda Cue

[Click for further information](#)

Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	[REDACTED] Newlands Lane Meopham

Comments Details

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

Reasons for comment:

Comments:	I object to this application. The proposal would introduce 67 dwellings onto a rural-edge site and materially increase traffic and pedestrian activity on Newlands Lane. The submitted information does not demonstrate that this can be accommodated safely or sustainably, or without unacceptable pressure on local infrastructure. 1. Highway and pedestrian safety Newlands Lane is a rural lane with no continuous footway. Although pedestrian infrastructure is proposed within the development, this does not address how residents will safely continue their journeys beyond the site boundary. The applicant relies on walking routes and bus stops approximately 75m and 120m away as evidence of sustainable accessibility. Proximity to a bus stop is not meaningful without a safe, continuous pedestrian route to reach it. The principal access is being determined as part of this outline application. A technically compliant junction does not demonstrate that Newlands Lane itself is suitable for the additional traffic and pedestrian movements generated by 67 homes. 2. Significant increase in traffic The applicant's own surveys show the very different character of Newlands Lane and Wrotham Road. Newlands Lane carries only a few hundred vehicle movements in the surveyed direction over 24 hours, compared with several thousand on Wrotham Road. The Transport Statement predicts approximately 50 development vehicle movements in the AM peak and 59 in the PM peak. This represents a significant
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intensification of traffic on a lightly trafficked rural lane.

The impact should not be obscured by comparing these movements with the much greater flows on the A227. Development traffic must first travel along Newlands Lane.

The Highway Authority should also ensure that the TRICS assessment is genuinely representative of this rural location, where limited pedestrian infrastructure and distance from services are likely to increase car dependency.

3. Car dependence and accessibility

The illustrative scheme provides 131 parking spaces for 67 predominantly family homes - almost two spaces per dwelling.

The applicant's own assessment records walking times of approximately 50 minutes to Meopham Medical Centre and 51 minutes to Meopham Secondary School, with Meopham railway station approximately 6km away.

These distances, together with the lack of a continuous footway, indicate significant reliance on private cars for healthcare, education, shopping and rail travel. Nearby bus stops do not overcome the need for residents to reach them safely.

4. Pressure on local infrastructure

Sixty-seven additional households would increase pressure on local infrastructure. The capacity of local GP provision should be properly assessed rather than assuming existing services can absorb further population growth. The cumulative impact on healthcare, schools, highways and public transport should be considered alongside other committed and proposed development across Meopham and Culverstone, rather than considering this site in isolation.

5. Rural character and Green Belt

The applicant describes Woodlands Farm as a "contained rural-edge site" at the edge of Culverstone Green. This is not ordinary infill but substantial residential development affecting the relationship between settlement and countryside. Sixty-seven dwellings, roads, parking, lighting, traffic and domestic activity would inevitably alter the rural character of the site. Landscaping cannot remove that fundamental change.

The proposal should therefore be rigorously assessed against applicable Green Belt, countryside and settlement policies, including its effect on openness, settlement pattern and the rural character of the Meopham/Culverstone area.

6. Outline application

Layout, scale, appearance and landscaping are reserved matters. The attractive masterplan, landscaping and pedestrian environment shown by the applicant are therefore illustrative rather than the detailed scheme currently being approved. These benefits should not be given undue weight when the principal access onto Newlands Lane is being fixed now.

Conclusion

The central issue is whether 67 additional households can safely and sustainably be served from a rural lane without a continuous footway.

The applicant's own evidence shows substantial additional peak-hour traffic, high provision for private cars and lengthy walking distances to important services.

The application has not demonstrated that the development can be accommodated without unacceptable effects on highway and pedestrian safety, sustainable accessibility, local infrastructure and rural character.

I therefore respectfully request that Gravesham Borough Council REFUSE planning permission.

Kind regards