

It is also the most preferred route to/from Sole Street, Cobham and Meopham, A2 and Gravesend. Not only because it is the road that provides easiest and shortest access to the closest amenities, but most significantly it is the least-winding road in the vicinity.

This observation is not supported with any recent traffic-count surveys as none exist that are in the public domain. Similarly, there is no evidence that the “No HGV” signs installed at north & south ends of Henley Street, are often ignored by HGV drivers. However, evidence would be readily available from any randomly selected Henley Street resident, one cares to ask.

Increasing the production capacity at Brookers Farm, proposed in the application, would have a significantly negative effect on the vast majority of Luddesdown residents and especially at peak times, and during school term-time. The likely increased traffic volume related to the development will further exacerbate traffic congestion currently experienced along Henley Street. Permitting the proposed development will result in more vineyard agricultural and administrative staff vehicles travelling to and from the Brookers Farm the site and Silverhand offices. More intrusively would be the increased number of larger vehicles including HGVs transporting shipments to and from the winery.

Although no information is available on the number of SH personnel commuting to Luddesdown Rd, the capacity and usage of a recently constructed large capacity car park for administrative and agricultural staff, working at Brookers Farm and Luddesdown Court, suggests personnel account for a significant proportion of peak time, weekday traffic along Henley Street.

Traffic congestion caused by vehicles waiting to pass each other along Henley Street has a negative impact on the local environment and well being. Motor exhaust fumes emitted from waiting vehicles (with engines running) will increase air pollution. This will take place throughout Luddesdown but especially those living along Henley Street, virtually the entire population of the parish. by degrading air quality.

4 “A forever Industrial-scale development ” within a National Protected Landscape.

If the 42 wine tanks under “Temporary” planning permission until summer 2026 are given “permanent” planning approval, irrespective of the additional to the 5 tanks already granted “permanent approval “ status, and whether or not the additional 10 new tanks, are permitted, it gives a green light to wine processing on an industrial scale to exist within a National Landscape forever. Such an outcome makes a mockery of National Landscape Protection.

It sets a precedent for others wine producers and others, to set up industry where ever they might wish. It will provide no check against others having the opportunity to profit at the expense of the environment, even those designated as “special” and to tear apart village settlements for money. In the Languedoc France, a massive wine region, production is often at a farm scale, or in village/ town communes where processing is sited within and around settlements. However, is a huge country, almost five times the size of the UK with a similar population. It has magnificent landscapes in abundance, where as in the UK, and especially south east England we have few such areas. Unlike France, our nation is forced to protect the few exceptional landscapes. North Kent Downs Landcapes, Gravesham Planning Department and those with the final say, Gravesham Borough Council have a duty to protect the Luddesdown landscape and reject the planning application.