

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 8:20 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] Sole Street

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application

Reasons for comment:

Comments: Planning Application Objection - Local Resident

1. Hazardous Access and Unsafe Road Layout

The proposed access relies on narrow country lanes that already struggle with daily traffic from residents, school runs and agricultural vehicles. These lanes are too tight for increased car volumes, and they are entirely unsuitable for construction lorries, delivery vehicles or estate-level traffic.

Any attempt to funnel vehicles into or out of the site will create dangerous conditions, block sight lines and heighten accident risk. The A227 and the Meopham Parade junction are already overloaded, and the added pressure will increase collisions and delays.

2. Excessive Traffic Increase

The development of 150 houses amounts to roughly 300 new cars on top of what is already an overstretched network. In addition, cumulative development in the area means that local roads may ultimately face more than 700 extra vehicles. The A227 cannot support this, and surrounding country lanes will become spill-over routes, forcing traffic into roads never intended for such use. With current congestion driven by narrow road widths, school traffic and roadside parking, the increase will cause bottlenecks, accidents and long-term disruption.

3. Construction Phase Impacts

Construction vehicles will have no choice but to use the same restricted rural

lanes. This will block access in and out of Sole Street during busy periods, affecting residents, school drop-off traffic and emergency services. These roads are not built for HGV movement, meaning persistent disruption, increased risk of accidents and damage to the local road surface throughout the build period.

4. Encroachment on Sole Street and Loss of Hamlet Identity

As a resident of Sole Street, I am concerned that this development will threaten the physical and visual separation that defines the hamlet, effectively engulfing Sole Street into nearby villages.

This harms the quiet rural character of each independent area (sole street and hook green) and may negatively affect property values due to increased noise, traffic and reduced amenity.

5. Green Belt Harm and Loss of Productive Farmland

The site is part of the Green Belt and serves as active, high-grade farmland contributing to local food production. Green Belt policy is clear: such land should not be built on unless very special circumstances exist, and none have been demonstrated.

Replacing farmland with housing permanently erodes agricultural value, harms the rural landscape and removes a vital buffer between settlements.

6. Visual and Landscape Impact

Large-scale housing on open farmland will cause a significant visual intrusion, undermining the rural appeal of the surrounding villages. This development would replace open countryside with dense built form, affecting views, tranquillity and the character of the local landscape.

7. Pressure on Local Infrastructure

Schools, GPs and essential services in the area are already operating at capacity. The application does not present a credible plan to expand provision. Without significant investment, existing residents will face longer waiting times, reduced service quality and greater competition for limited resources.

8. Parking and Junction Pressure

The junction around Meopham Parade is already busy and difficult to navigate. Parking availability is insufficient for current demand. Additional residents will worsen congestion, increase the likelihood of collisions and push more vehicles into surrounding residential streets, which are already strained.

Conclusion

This proposal is not compatible with the local road network, the rural environment or the needs of the community. It endangers road users, overwhelms narrow lanes, strains public services, absorbs valuable farmland and threatens the local character and independence of sole street and hook green.

On planning, infrastructure, landscape and safety grounds, this application should be refused.

Kind regards