

# 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 8:23 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 cobham

## Comments Details

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

Reasons for comment:

Comments:	<p><b>1. Inappropriate Access and Road Safety Concerns</b> The proposed access point feeds directly onto a narrow rural lane that already carries more traffic than it was ever designed for. These lanes cannot safely accommodate estate traffic, turning movements or increased daily flows. Introducing additional vehicles here will heighten accident risk, slow movement and make it harder for residents and emergency services to move freely. The existing layout simply cannot cope with the pressure this development would generate.</p> <p><b>2. Construction Traffic Impact</b> The construction phase poses a serious concern. Heavy lorries would be forced to use the same restricted rural roads, causing long delays for residents and school traffic entering and leaving Sole Street. These lanes are not built for HGV use, meaning blockages, road damage and increased collision risk will be unavoidable throughout the build period.</p> <p><b>3. Excess Traffic Volume on Local Roads</b> One hundred and fifty new homes will introduce roughly 300 additional cars. When combined with other nearby proposals, the area could face more than 700 extra vehicles. The A227 is already heavily congested, particularly around Meopham Parade, and additional demand will push the network beyond safe operation. Narrow adjoining lanes will be used as shortcut routes, creating further hazards and</p>
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worsening peak-time gridlock.

#### 4. Strain on Local Infrastructure

Schools, GPs and essential services in the local area are stretched to their limits. This proposal offers no realistic plan to increase capacity.

A large rise in population without matching infrastructure investment will reduce the quality of services for existing residents and increase pressure across the board.

#### 5. Loss of Productive Agricultural Land

The land forms part of a high-grade agricultural area and is used for active food production. Removing this for housing undermines local farming, eliminates productive farmland and goes against wider efforts to protect domestic food supply.

Once built over, this land cannot be recovered.

#### 6. Green Belt Conflict

The site falls within the Green Belt. National policy states clearly that development here is inappropriate unless exceptional circumstances are proven, which they are not.

Building on this land weakens the purpose of the Green Belt, reduces openness and sets a damaging precedent for future encroachment.

#### 7. Visual Impact and Rural Character

Replacing open countryside with dense development would fundamentally alter the landscape. The rural setting would be replaced by an urban edge, harming views and eroding the countryside character valued by local residents.

The loss of open farmland would diminish the area's identity and create a permanent change to the local environment.

#### 8. Impact on local Identity

As a resident of Sole Street, I am concerned that this development will push the village boundary towards each other, effectively merging Sole Street and Hook Green.

The hamlet's separation, quietness and rural feel will be lost, and the increased noise and traffic may negatively affect property values and residential amenity.

#### Conclusion

This proposal is unsuitable for its location. It places unsafe pressure on narrow lanes, intensifies already severe congestion, overloads local services, removes valuable farmland and erodes both the rural character and independence of Sole Street. The development conflicts with Green Belt policy, highway safety principles and the long-term interests of the community.

For these reasons, the application should be refused.

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Kind regards