

# Comments summary

Dear Sir/Madam,

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

Comments were submitted at 12/12/2025 8:08 AM 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] Ediva Road Meopham Gravesend

## Comments Details

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

Reasons for comment:

Comments: This objection is submitted on the grounds that the proposed development poses unacceptable risks to highway safety, compromises vital Greenbelt land, and places an unsustainable burden on local infrastructure and community services.

### 1. Traffic Congestion and Highway Safety Failure

The proposed development of 150 houses will inevitably generate significant volumes of traffic, estimated to involve potentially 300+ private cars and a continuous flow of delivery and service vehicles. This increase will be highly detrimental to local highway safety and infrastructure.

A. Unsafe Access: The intended primary access point for this development is onto what is fundamentally a tiny, rural lane. Introducing high volumes of vehicle movements-potentially several hundred per day-into this unsuitable context constitutes dangerous access. This poses an unacceptable risk to pedestrians, cyclists, and existing residents, contrary to highway safety standards.

B. Critical Failure of Existing Infrastructure: The current road network serving the village of Meopham is already operating at or beyond capacity. Any increase in vehicular traffic will cause the existing infrastructure to completely fail. Local roads are inadequate to absorb this growth.

C. Unacceptable A227 Impact: It is projected that approximately 1440 additional daily vehicle movements will use the A227 as their main arterial route in and out of Meopham. The A227 is already severely compromised:

It is frequently utilized by vehicles, including Heavy Goods Vehicles (HGVs), as an unauthorized cut-through, despite its narrow carriageway and limited

pavements.

The road consistently becomes gridlocked whenever there is an incident on nearby major roads, such as the A2, demonstrating zero resilience in its current state.

Furthermore, the planned Lower Thames Crossing is predicted to significantly increase strategic traffic volumes using the A227, exacerbating current congestion problems well before this development's traffic is added.

D. Inadequate Diversion Routes: Should an incident occur, the local side routes relied upon for diversions are demonstrably totally inadequate to support the necessary traffic flow. This lack of resilience risks prolonged village isolation and hampers access for emergency services.

2. Environmental Impact and Loss of Greenbelt Land: This proposal directly conflicts with fundamental planning principles concerning land preservation and sustainability.

A. Unjustified Release of Greenbelt Land: The site is designated Greenbelt land. It has not been officially released from the Greenbelt boundary. Development in the Greenbelt should only occur in exceptional circumstances, and no compelling, exceptional case has been made to justify the irreversible loss of this protected land.

B. Loss of High-Grade Farmland: The land proposed for development is classified as high-grade farmland which actively contributes to domestic food production. The permanent removal of this agricultural capacity necessitates increased reliance on unnecessary food imports. This action runs contrary to national sustainability objectives and could place upward pressure on food prices.

C. Pollution Increase: The projected increase of 1440 additional daily car journeys will inevitably lead to a proportionate increase in air pollution (including NO<sub>2</sub> and particulate matter) within the village environment, negatively impacting public health and environmental quality.

### 3. Strain on Community Services and Quality of Life

The influx of a new population will critically overload local services and infrastructure which are already struggling to cope with existing demand.

A. Critical Strain on Public Services: The addition of 150 houses represents a potential population increase of up to one-third for the village of Meopham. This growth will place an intolerable and immediate strain on already overstretched, vital services:

Healthcare: GP surgeries and wider NHS services are already struggling with patient capacity and waiting times.

Education: Local school services will face pressure to accommodate the increased number of pupils.

B. Public Transport Inadequacy: The existing public transport network cannot accommodate this growth:

Rail Services: Commuters are already forced to stand on peak train times departing from Sole Street and Meopham Railway Stations, indicating capacity issues.

Bus Services: Current bus services are unreliable and severely limited, offering no viable alternative to private car use for the new residents.

C. Social and Amenity Impacts: The development is expected to lead to increased rubbish levels. Furthermore, the lack of provision for young people may exacerbate existing social issues, potentially leading to increased crime and violence levels.

4. Need for Cumulative Impact Assessment: It is essential that this application is not viewed in isolation. Planning authorities must take into account the combined, overall, cumulative impact of all current and recently

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Kind regards