

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 25/08/2026 1:45 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:	The applicant proposes widening a short section of Newlands Lane between the development entrance and the A227 and providing a new footway. While this improves the immediate access, it does not address the suitability of Newlands Lane as a whole to accommodate the substantial increase in traffic generated by 67 dwellings. Beyond this Newlands Lane remains a narrow rural lane which operates as single track, despite carrying two-way traffic, with inadequate passing opportunities and no pedestrian footway. Vehicles use private driveways, to pass approaching traffic. With the additional traffic using the lane current traffic issues will be worsened. The lane is regularly used by pedestrians, families and dog walkers accessing Culverstone playing fields. The applicant's survey records vehicles consistently exceeding the speed limit on Newlands Lane, which should be taken into consideration when assessing the risk. The additional traffic generated from the development according to the applicant's own data predicts approximately 50 additional vehicle movements between 08:00-09:00 and 59 between 17:00-18:00. This results in 3.8 times the existing flow in AM and 2.8 times the existing flow during PM. The Transport Statement concludes that this additional traffic would be unlikely to be noticeable on the "wider highway network". This conclusion does not reflect the impact on Newlands Lane. An increase which appears small compared with thousands of vehicles using the A227 becomes an almost fourfold increase when
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concentrated onto this narrow rural lane during the morning peak. The increased risk of extra traffic posed to pedestrians on the unwidened section of Newlands lane has not been considered or mitigated.

2 The applicant's survey records approximately 9,830 vehicle movements per average day on the A227.

It also demonstrates that prevailing speeds exceed the 40 mph limit.

The Newlands Lane/A227 junction is already difficult during busy periods.

Widening the short section of Newlands Lane does not reduce the risk of substantially more vehicles entering and leaving a heavily trafficked A-road.

Newlands lane will back up and a traffic accident on the A227 is likely especially considering 1,112 vehicles were recorded at 50mph or more.

3 The junction between Newlands Lane and Whitepost Lane is narrow and requires a three-point manoeuvre on the highway to complete a left turn. The effect of increased traffic on this end of Newlands lane has not been considered. The highway assessment hasn't included the whole local road network/alternative routes new residents will use.

4 The nearest railway station is 6 km from the development. The principal local public transport consists of Redroute 306 and 308 bus services. Meopham Parish Council has previously raised concerns regarding these services, including volatility and reductions in schedules.

The frequency, future proofing, and operating hours of these services should be considered when determining whether they provide realistic alternatives to private-car travel for commuting, education, shopping, healthcare and access to rail services.

There is a serious pedestrian-safety issue when accessing the bus services in the opposite direction which has not been considered. To access this bus stop pedestrians would be required to cross the A227, yet there is no pedestrian crossing proposed. In addition the applicants traffic survey found the average speed to be in excess of 40mph, with 1,112 vehicle movements at 50mph+.

The physical proximity of a bus stop therefore does not in itself constitute a safe/realistically accessible sustainable transport option, yet the applicant relies upon nearby bus stops as evidence of sustainable transport accessibility. This is a flawed particularly for children, elderly residents/people with reduced mobility/families with pushchairs.

Additionally the applicant proposes 131 parking spaces for 67 dwellings, which demonstrates their understanding of the importance of private vehicles to future residents.

The surrounding road network is not equipped to accommodate this substantially increased car use.

5 The site lies within the Kent Downs National Landscape (AONB).

A development of 67 dwellings, together with its roads, parking, lighting and associated infrastructure, represents a substantial urbanisation of this nationally protected landscape.

National planning policy requires great weight to be given to conserving and enhancing landscape and scenic beauty within National Landscapes. The Council must consider whether this constitutes major development within the National Landscape and, if so, whether the required exceptional circumstances and public-interest tests have been met.

The development would also be substantially out of scale with the dispersed, low-density character of the immediate area.

6 Newlands Lane experiences surface water and drainage problems.

This will likely worsen. Foul waste capacity is also a valid concern.

Kind regards