

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 08/12/2025 8:48 PM from M [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]

Comments Details

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

Reasons for comment:

Comments:	<p>1. Loss of Green Belt and Productive Farmland</p> <p>The land identified for development sits within the Green Belt and continues to function exactly as such-open, undeveloped countryside acting as a buffer between settlements. No release from this designation has been secured, nor have "very special circumstances" been demonstrated, as required by national policy.</p> <p>Moreover, the site comprises high-quality, food-producing agricultural soil. At a time of growing concern over food security and an increasing reliance on overseas imports, the irreversible loss of productive farmland is short-sighted and contrary to national sustainability goals.</p> <p>Removing both Green Belt protection and fertile farmland for a speculative housing estate is an unjustifiable trade-off.</p> <p>2. Severe Traffic Pressures and Highway Safety Failures</p> <p>Traffic impacts represent one of the most serious and immediate consequences of the proposal. A development of this scale would inevitably introduce several hundred additional vehicles, along with service vans, deliveries and heavy construction traffic.</p>
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The proposed, and indeed only possible, access point feeds directly onto a narrow rural lane that already struggles with visibility constraints and pedestrian safety. This is not an appropriate or safe entry point for the volume of traffic anticipated.

More broadly, the A227-Meopham's main artery-suffers congestion even without new development. It becomes gridlocked during peak hours or whenever there is disruption on neighbouring strategic routes. The Lower Thames Crossing is expected to intensify through-traffic along this corridor, worsening an already precarious situation.

The cumulative effect of traffic from all pending applications could push an estimated 1,500 additional cars onto the A227. Local side roads simply cannot function as alternative routes, being narrow, winding and unsuitable for high volumes of displaced traffic.

3. Overstretched Public Transport and Public Services

The area's limited public transport options cannot absorb the increased population. Rail services from Meopham and Sole Street already operate at capacity, with commuters often left standing on crowded peak-time trains. Most residents currently drive to the station, adding pressure to local roads and parking areas-problems that would intensify with hundreds more households.

The local bus network is infrequent and unreliable, offering no credible alternative to car travel. Realistically, daily life in Meopham requires private vehicle use.

Essential services-particularly GP practices and wider NHS provision-are also overstretched. There is no evidence of planned investment or expansion to support the additional demand created by 150 new homes, let alone the cumulative total of all current applications.

4. Environmental and Ecological Damage

The farmland forms part of a valuable green corridor that supports a wide range of wildlife. Each encroachment into this corridor fragments habitats further and reduces ecological resilience. When considered alongside nearby proposed developments, the habitat loss becomes severe and potentially irreversible.

This landscape does more than host wildlife-it also helps regulate water flow. Residents are already familiar with the way the ground and nearby roads rapidly become saturated after rainfall, particularly around Norwood Lane and Meopham Green. Developing this field will reduce the land's natural absorption capacity and heighten localised flood risk.

5. Accumulating Pressure from Multiple Developments

Perhaps the most concerning aspect of this proposal is not its individual footprint but the aggregated effect when paired with everything else coming forward locally. The current wave of applications amounts to an oversized expansion entirely detached from Meopham's capacity to accommodate it.

Taken together, these proposals would dramatically alter the village's identity, overwhelm its road network, degrade the landscape and stretch essential services far beyond their limits. Piecemeal approvals risk creating an unplanned, incoherent pattern of growth that erodes the very qualities that define Meopham.

Conclusion

This proposal is unsuitable on every front. It consumes Green Belt land, removes productive farmland, compromises road safety, overwhelms limited infrastructure,

damages the environment and intensifies the pressures created by multiple concurrent development schemes. The scale, location and cumulative impact render the scheme wholly unsustainable.

For these reasons, I urge the planning authority to reject the application in full.

Kind regards