

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 28/09/2025 4:51 PM from [REDACTED]

Application Summary

Address:	Blackthorn Farm Wrotham Road Meopham Gravesend Kent
Proposal:	Outline planning application for up to 100No. residential dwellings (including affordable housing), with all matter reserved except for access and creation of a new access from A227/South Street.
Case Officer:	Ms Amanda Cue

[Click for further information](#)

Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	Willow Walk Meopham

Comments Details

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

Reasons for comment:

Comments:	I wish to object to the proposed development for the following reasons: 1. Environmental Impact The development will have a significant impact on the local environment. I live within 0.25 miles of the site and regularly observe diverse wildlife in the area. At dusk and dawn, owls and bats are commonly seen and heard, while during daylight hours species such as pheasants, buzzards, and other birds are frequently present. The introduction of housing, particularly through increased light pollution at night, will disrupt feeding and nesting habits and diminish the quality of these habitats. 2. Transport and Infrastructure Constraints The existing transport infrastructure is already under severe strain: - A227 traffic pressures: Despite speed cameras and signage, the A227 is heavily used as a through-route by drivers from North Kent (Gravesend, Medway) seeking to avoid the A2/M25 interchange at Dartford. At peak times, traffic queues stretch for up to two miles towards the M20/A20 roundabout, causing delays of up to 20 minutes (observed at 7:30am). Any incident along the A227 leads to widespread congestion as alternative routes are narrow country lanes. - Public transport: Local bus services are extremely limited and unreliable. - Cycling and walking: The A227 carries HGV traffic and is unsuitable for cycling. Pedestrian access is poor, with intermittent pavements that force pedestrians to cross the road to continue. At either end of the A227, pavements disappear entirely. Given these limitations, the proposed development would introduce at least 50 additional cars to the road network, further worsening congestion and safety concerns. 3. Education Capacity Local schools are already oversubscribed, with many pupils travelling in from outside the area. Any additional housing would place more demand on already stretched resources, forcing new residents to rely on car journeys to access
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schools further afield.

4. Alternative Development Sites

It is unclear whether alternative, non-green belt sites have been fully considered. For example, the Margaret McMillan House site (over 17.5 acres) represents a more suitable "grey belt" option. Development of greenfield sites should only be considered once such alternatives have been properly evaluated.

5. Community and Services

The A227 is becoming a continuous sprawl of housing without the necessary supporting infrastructure. Local services such as doctors, schools, shops, leisure facilities, and public transport are not keeping pace with the scale of development. Emergency services provision is also inadequate, with fire, ambulance, and police services located more than 15 minutes away, leaving the area vulnerable to delays in urgent situations.

For the reasons outlined-environmental harm, inadequate transport infrastructure, oversubscribed schools, lack of supporting community services, and the availability of alternative development sites-I strongly object to this application. Housing growth should be concentrated in areas with appropriate infrastructure, such as near the proposed Lower Thames Crossing, rather than through piecemeal expansion along the already overburdened A227 corridor.

Kind regards