

# Comments summary

Dear Sir/Madam,

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

Comments were submitted at 04/12/2025 8:53 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] 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 register my objection to the proposed development of 150 houses west of Norwood Lane. This application raises significant concerns relating to highway safety, unsuitable access arrangements, and the loss of productive agricultural land.

Highway Safety Risks and Unsuitable Access onto Norwood Lane

The development of 150 houses will generate 300+ vehicles, plus delivery, service, refuse and emergency movements. The developer proposes access via Norwood Lane, which is fundamentally unsuitable.

Breach of NPPF Paragraph 115 - Dangerous Access

The NPPF states that development should be refused on transport grounds where highway safety is unacceptably compromised.

Norwood Lane is:

A narrow rural lane not designed for major residential traffic,  
Often reduced to single-track width,  
Lacking in sufficient visibility and safe passing places,  
Used by walkers, riders, cyclists and farm vehicles.

Introducing estate-level traffic here would create severe risks and is incompatible with the NPPF requirement to ensure "safe and suitable access for all."

## Conflict with Gravesham Local Plan Core Strategy Policy CS19

Policy CS19 requires that new development:

Provides safe access,  
Respects the character of the existing rural road network,  
Avoids increased danger to road users,  
Integrates safely into the transport infrastructure.

Norwood Lane cannot safely absorb even a small percentage of this traffic, let alone hundreds of extra vehicle movements per day.

## Kent County Council Highways & Transportation Guidance

KCC guidance is clear that new development must not rely on:  
Substandard rural lanes,  
Roads without adequate width or visibility,  
Routes already used by agricultural vehicles and vulnerable road users.  
This proposal conflicts with these principles.

## Loss of High-Grade Agricultural Land

The site consists of productive, high-grade farmland contributing to local food production. Losing this land is in direct conflict with national policy.

## NPPF Paragraphs 174 & 175 - Protecting Best and Most Versatile Land

These paragraphs require planning authorities to:

Protect valued soils and high-quality agricultural land,

Avoid developing "best and most versatile" farmland unless no reasonable alternatives exist.

The proposal results in irreversible loss of farmland at a time when the UK is increasingly reliant on food imports. This is neither sustainable nor justified.

## Gravesham Core Strategy Policy CS19

CS19 requires that development respects and protects rural landscape character and avoids unnecessary loss of productive countryside.  
This development is in clear conflict with those aims.

## Cumulative Impact of All Three Major Applications in Meopham

This application cannot be viewed in isolation. When combined with the other major proposals (Wrotham Road and Longfield Road), Meopham faces a potential one-third population increase, placing unacceptable pressure on infrastructure, transport and local services.

## NPPF Paragraph 22 - Plan-Led Growth

The NPPF requires growth to be plan-led, coordinated, and sustainable.  
Three large speculative developments delivered simultaneously undermine local plan strategy, exceed planned growth levels, and overwhelm community infrastructure.

## Severe Combined Impact on the A227

The A227 is:

Already a cut-through route for HGVs and diverted traffic,

Narrow, with constrained pavements and pinch points,  
Frequently gridlocked during incidents on the A2, M20, M25 or A21.  
All three developments feed onto or impact the A227. Cumulatively, they would create permanent congestion and safety hazards.

Meopham's rural side roads are narrow and unsuitable for high-volume diversions.  
Additional traffic from these developments would create gridlock during incidents or road closures.

Meopham and Sole Street rail users already experience:

Standing-room-only peak services,  
Limited bus frequency,  
Poor reliability of existing services.

Adding hundreds of new households is incompatible with sustainable transport policy and contradicts the NPPF's objective to reduce private car dependency.

The proposal conflicts with key policies:

NPPF Paragraphs 115, 174-175 (highway safety; protection of agricultural land)

NPPF Paragraph 22 (plan-led, coordinated growth)

Gravesend Core Strategy Policies CS19 and CS02 (design principles; sustainable settlement hierarchy)

Kent Highways guidance on rural access

The access arrangements are unsafe, the loss of farmland unjustified, and would overwhelm Meopham's transport network, social infrastructure, and rural character.

For these reasons, I strongly urge the planning authority to refuse this application.

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Kind regards