

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 03/12/2025 2:09 PM from [REDACTED]

Application Summary

Address:	Land Adjacent To Longfield Road Meopham Gravesend Kent DA13 0EW
Proposal:	Outline application for the erection of up to 120 residential dwellings, public open space and associated works. Approval is sought for the principal means of vehicular access from Longfield Road and all other matters are reserved.
Case Officer:	Mrs Alison Webster

[Click for further information](#)

Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	[REDACTED] Dak Mead Meopham Gravesend

Comments Details

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

Reasons for comment:

Comments:	The development proposes access for approximately 120 houses, equating to potentially hundreds of vehicles including delivery and service traffic. Longfield Road is narrow, heavily congested during school start and finish times, and regularly used by heavy vehicles accessing the weighbridge at Green Street Green. The addition of any additional access roads onto the existing 50 MPH Longfield Road exacerbates the danger for residents, schoolchildren, and pedestrians. The site is adjacent to Helen Allison School, which caters to pupils with special educational needs. These children are highly sensitive to noise and disruption. Increased traffic, construction activity, and long-term congestion will cause stress, sensory overload, and alarm, severely compromising the wellbeing of vulnerable pupils and the calm environment essential for their education. The cumulative effect of this application, alongside other pending proposals would result in an estimated 1,440 additional vehicles using the A227, a route already functioning as an HGV cut-through and diversion for major roads, frequently gridlocked during incidents or roadworks. Local side roads are wholly inadequate to accommodate further traffic or emergency diversions, and the forthcoming Lower Thames Crossing will exacerbate these pressures. Public transport provision is insufficient, with peak-time rail services from Meopham and Sole Street already overcrowded and bus services unreliable. The
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proposed developments would likely increase Meopham's population by one-third, placing unsustainable strain on existing schools, GP surgeries, hospitals and other NHS services. Furthermore, the site comprises productive farmland within the Green Belt, which has not been released for development, and its proximity to a designated Conservation Area raises serious concerns regarding visual and environmental impact.

This proposal represents an unsustainable and harmful form of development. It would irreversibly damage the character of Meopham, compromise highway safety, and place intolerable pressure on infrastructure and public services. The cumulative impact of this and other pending applications cannot be ignored; together, they would fundamentally alter the scale and nature of the local area.

The Green Belt designation exists to prevent precisely this type of encroachment, and no exceptional circumstances have been demonstrated to justify its release.

For these reasons, application should be refused in its entirety.

Kind regards