

# Comments summary

Dear Sir/Madam,

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

Comments were submitted at 12/12/2025 10:19 PM from [REDACTED]

## Application Summary

Address:	Land At Wrotham Road Meopham Gravesend Kent DA13 0AA
Proposal:	Outline application for the erection of up to 350 residential dwellings , public open space and associated works. Approval is sought for the principal means of vehicular access from Wrotham Road and all other matters are reserved.
Case Officer:	Mrs Katherine Parkin

[Click for further information](#)

## Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	[REDACTED] Gravesend

## Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	<ul style="list-style-type: none"><li>- The application does not address the cumulative major overall impact on traffic, environment, habitats and sustainability of local services and resources of this application together with the three other known potential developments in the immediate area which form a near contiguous belt. The developments currently total some 1350 dwellings comprising 20250992 (east of Wrotham Road-350 dwellings ), 20250993 (Longfield Road-120 dwellings), 20251116 (West of Norwood Lane -150 dwellings) and the possible 730 dwellings noted in application 20250900 (Land North of Camer Road).</li><li>- The cumulative impact will have significant detrimental impact on all these aspects and mitigation is inadequate</li><li>- the application takes no account of the additional impact of the Lower Thames Crossing on many aspects of the proposed development especially traffic flows and natural environment</li><li>- On Traffic - Green Lanes peak period traffic exceeds 500 two way movements during peak periods. During both peak periods and at other times, the route from Sole Street, is dominated by through traffic from the A2 and East Gravesend and local village contribution is very limited. The developer has clearly not observed patterns of traffic turning into Sole Street from The Street and Jeskyns Road opposite the National Trust Property Owletts in Cobham</li><li>- On cycling:<ul style="list-style-type: none"><li>a) the reports show PROW NS 192 and NS 187 as potential cycle ways whilst these are designated footpaths and totally unsuitable for cycle traffic. Byway NS197 is incorrectly shown and routed with designated footpath NS195 to the</li></ul></li></ul>

north of Cobham, and again is unsuitable for cycle traffic.

b) The developer suggests cycle route to Meopham rail station via Trandescant Drive and Norwood Lane with statement taht "cyclists will be advised to dismount to pass through the alley connecting Rowan Close to Norwood Lane ". This 50 metre long alley is very narrow and clearly signed that cycling is prohibited, therefore cyclist MUST DISMOUNT and walk their cycles along the alley . This is a Health and Safety issue. In any case this route would be some 30% longer than the direct route along the A227, notwithstanding the busy road hazards.

c) Again clearly not proper on the ground observation, Sole Street Rail Station has a modern covered bicycle rack which is close to the road entrance to the station.

- Rail routes- both stations, Sole Street and Meopham no longer have direct peak time services to London Blackfriars (a historic route ) and these trains have not been replaced or substituted, ensuring more crowded commuting. It is highly unlikely that anyone would commute or travel to Gravesend for work or leisure, via Rochester from these stations, due to the tortuous and relatively expensive cost . The developer has not provided any reports from Southerneastern Railway/Great British Railway to support there is capacity for additional London or through Rochester services, and thus provide attraction for additional rail travellers.

- The application indicates that lighting of the development will conform to current urban standards. This will not preserve rural character of the area, where street lighting is limited to essential areas, e.g. road junctions, and result in unnecessary light pollution and potential disturbance to the extended neighbouring natural environment and biodiversity. No clear proposals are presented to preserve the rural character of the area concerning this aspect,

- The development lies within designated Green Belt and comprises high quality agricultural land which would be total lost for sustaining food production. With a growing population, it must be a priority to preserve high grade agricultural land and focus new development on low grade and brown sites. There are a number of undeveloped brownfield sites in Gravesham which have been identified and should be developed ahead of consideration of Greenfield sites of this quality.

- New housing developments should be strategically located where there is actual identified local need and support services are well planned and provided with good infrastructure. This development is a piecemeal proposal in an area without cohesive overall assessment and planning and no current effective local plan.

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Kind regards