

# Lidsing Garden Village - NO THANKS!





## INTRODUCTION

Lidsing Garden Village, should it go ahead, will have a HUGE impact on the lives of those who currently live in the idyllic surroundings of the local Kent countryside.

Thousands of new properties will house thousands of extra residents seeking to use already over-subscribed local infrastructure and services.

And thousands of extra vehicles will add to already excessive road congestion and air pollution.

# OVERVIEW - How will our local area change?



In excess of 2,000 houses will be built on land within Maidstone Borough on the border with Boxley, Bredhurst, Hempstead and Lords Wood.

Very little in terms of added services or infrastructure will be supplied by Maidstone as part of this development.

With all immediately located services being within the remit of Medway Council, this means that Maidstone will collect the Council Tax whilst Medway spends its money on looking after the new residents using already over-subscribed hospitals, doctors and schools within its area!

# OVERVIEW - How will our local area change?



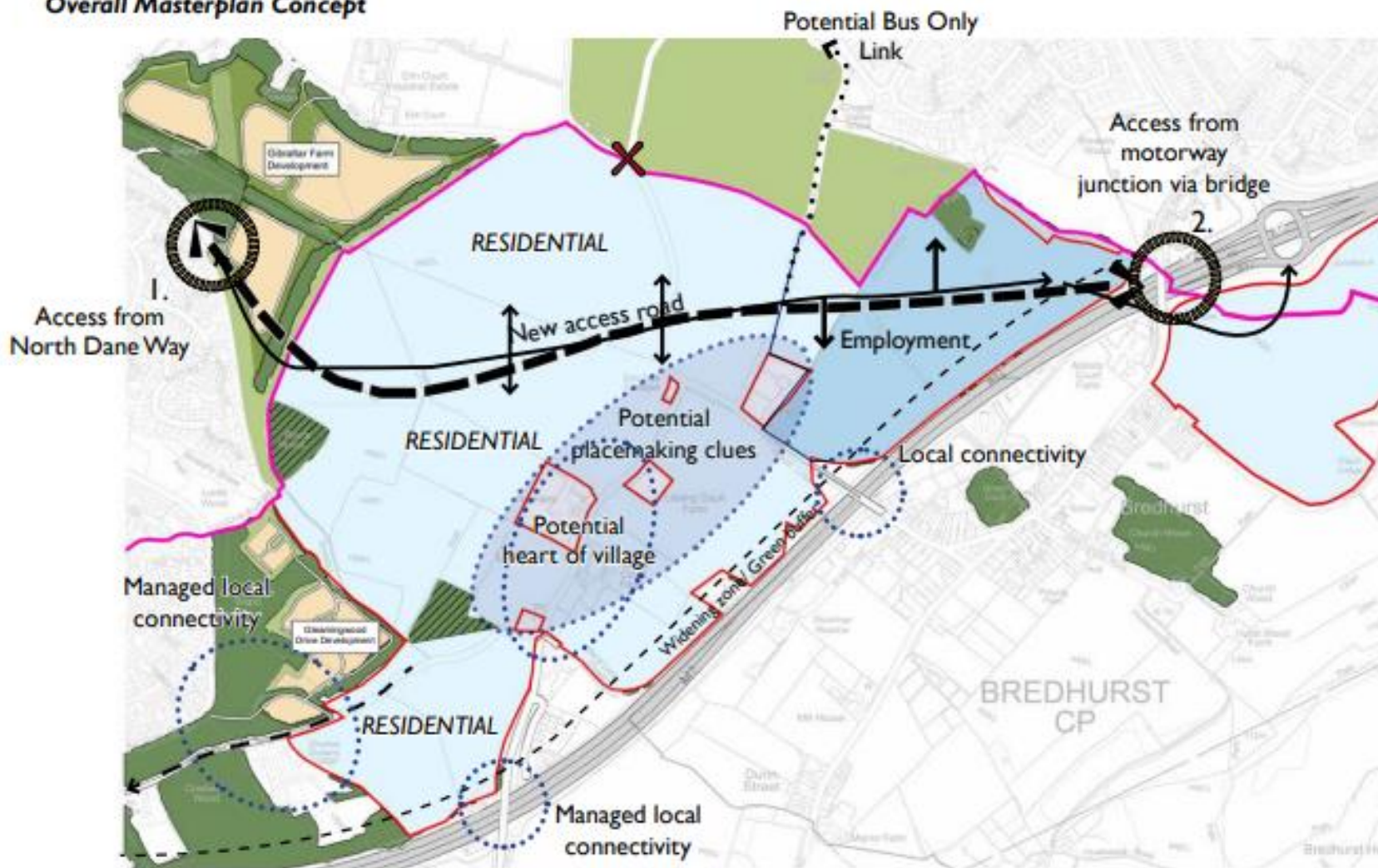
Building will take in the region of 15 years to complete. It will remove the valuable “green lung” that contributes towards keeping our air clean. It will decimate natural habitats, removing all of the rural charm of the area whilst concreting over designated areas of outstanding natural beauty.

It will serve, especially with peripheral developments at Gibraltar Farm, East Hill at Capstone and Gleaming Wood in Lordswood, to create a single urban sprawl from Medway to Maidstone.

Our local greenfield areas will disappear forever.

# What the Developers see...

## Overall Masterplan Concept



# What the Developers say...

“People want a home that is affordable and cheaper to fuel and has less environmental impact.”

Source: Hume Planning Consultancy

This is NOT a development that will be targeting first time buyers. Due to its location in the “Garden of England”, prices will be at a premium and will be attractive to investment landlords, internationally in some cases, and London overspill. It certainly will not benefit young adults moving out and looking to buy locally.

In terms of the environmental impact, this will have everlasting effects by tearing up the existing countryside on which to build.

# What the Developers say...

“People want to place less reliance on the car for everyday movements and will reduce time spent commuting to work.”

Source: Hume Planning Consultancy

It is estimated that **at the very least 5,000 extra cars** could be added to the existing traffic flow in the area. Any form of public transport allocation will not significantly reduce the amount of vehicles on our roads.

In terms of morning and evening commutes, according to the developers, **Rainham railway station is a 38 minute drive** from the centre of Lidsing. **Bearstead railway station is 44 minutes away by car.** By any standards, that equates to a lengthy commute.

# What the Developers say...

The development will “encourage a healthy lifestyle through walking and cycling and foster a sense of community through design and encouraging social interaction”.

Source: Hume Planning Consultancy

Healthy living and the countryside go hand in hand. The air is clean and you are able to exercise and explore sporting pursuits using the green areas at your disposal. **Cycle lanes within a built up area are no replacement for the freedom these green spaces offer.**

And although the notions of a sense of community and enhanced social interaction sound enticing, they are just words being used to sell the idea that this development will be beneficial to YOU! **DON'T FALL FOR IT!**



# The local road network

Not remotely up to the job!

The present road system around the proposed Lidsing site is woefully inadequate in its ability to sustain the movement of several thousands of new cars within the area.

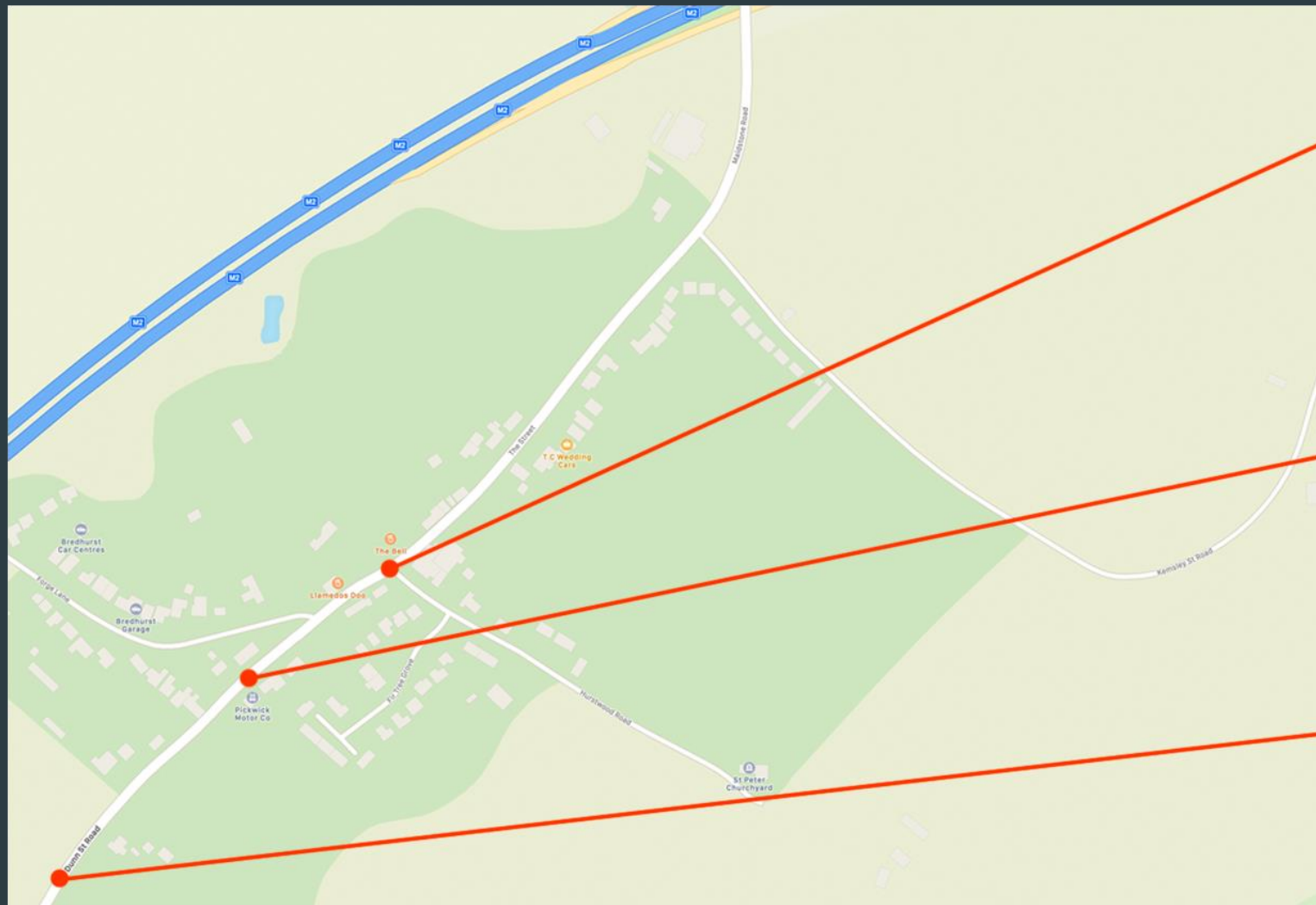
Approach roads **FROM ALL SIDES** are narrow country lanes, themselves struggling to cope with the amount of traffic at peak times.

The need to widen or replace these roads, bypass current populated areas and introduce traffic management will spread far and wide, **well outside the current proposed development boundaries**. The most arterial route at present is through Hempstead, via Sharsted Lane and Chapel Lane. But even this will nowhere near provide a solution to the traffic problems we will face, by way of volume, noise and pollution.

What follows are examples of just how restricted our local roads are...

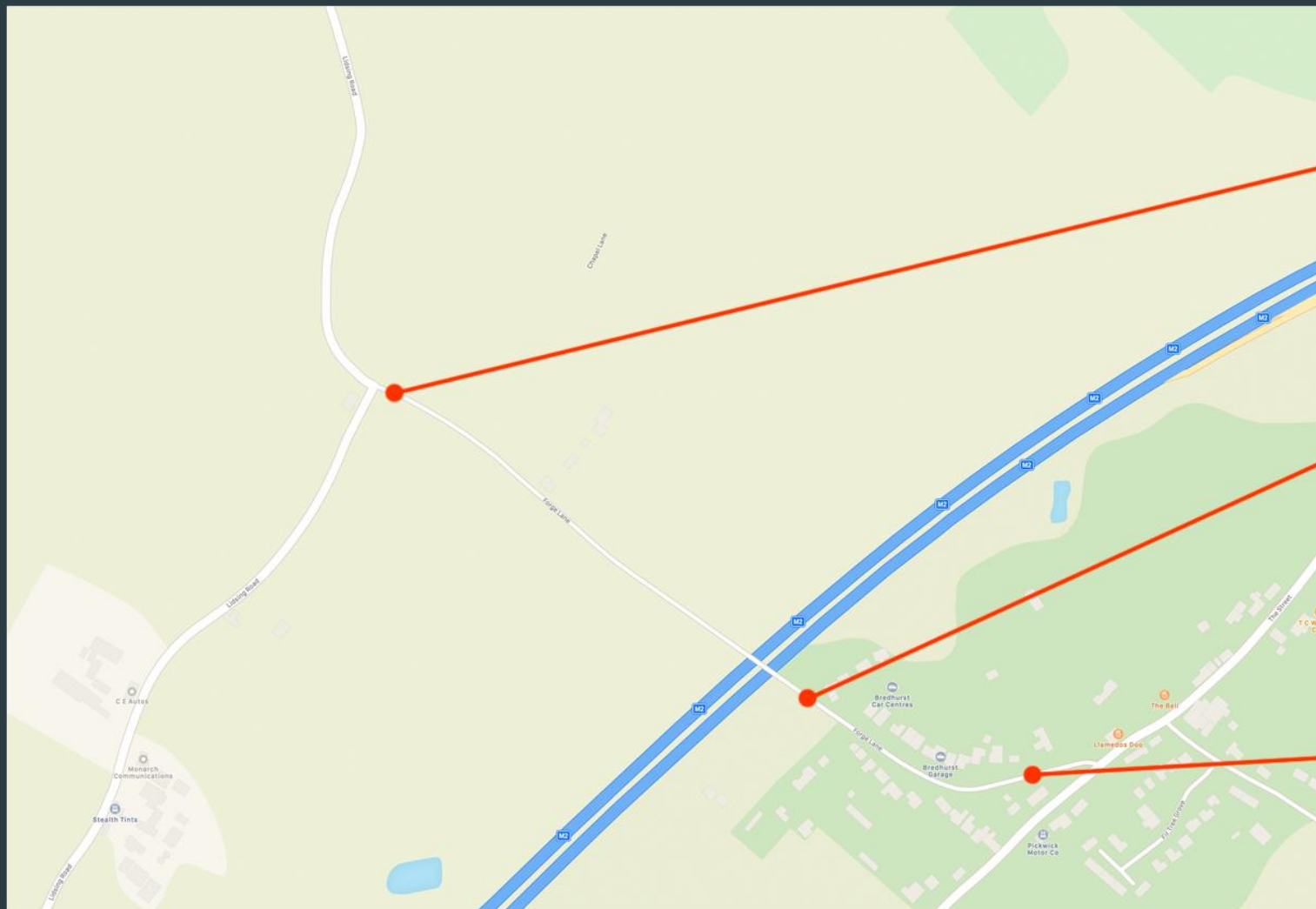
# The local roads network

## Bredhurst Village Centre



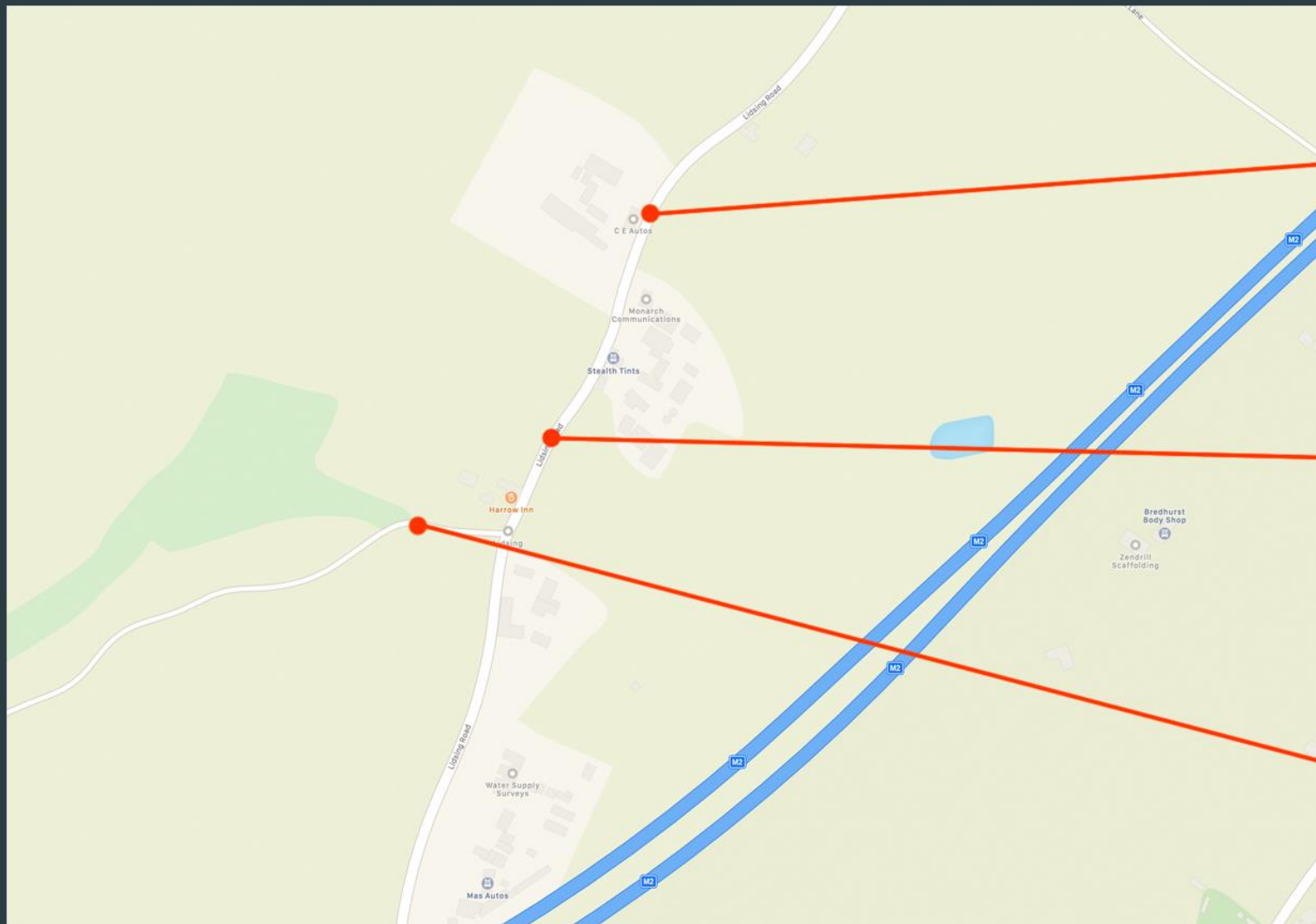
# The local roads network

## Bredhurst, Forge Lane



# The local roads network

Lidsing, The Harrow



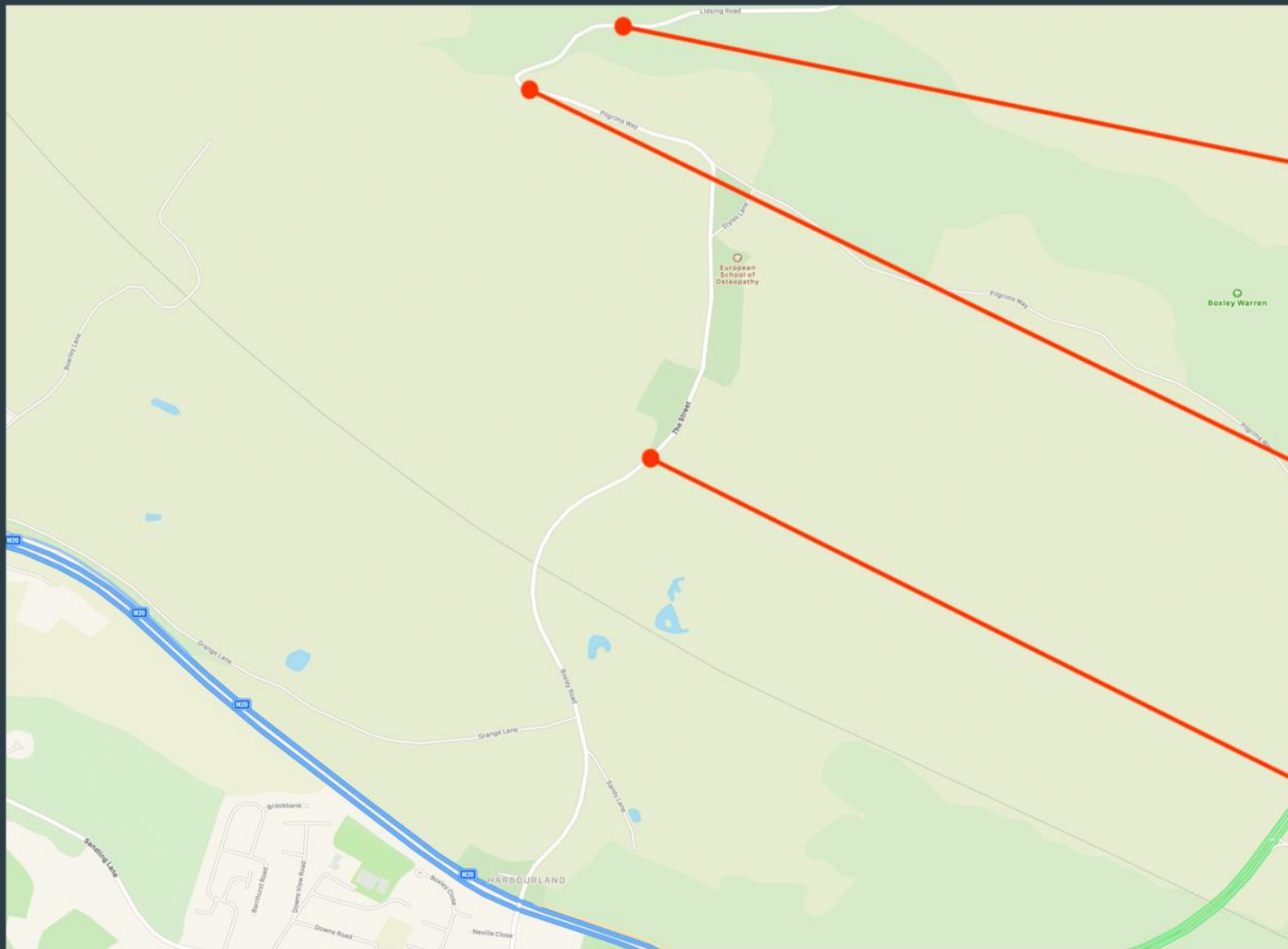
# The local roads network

## Capstone Road



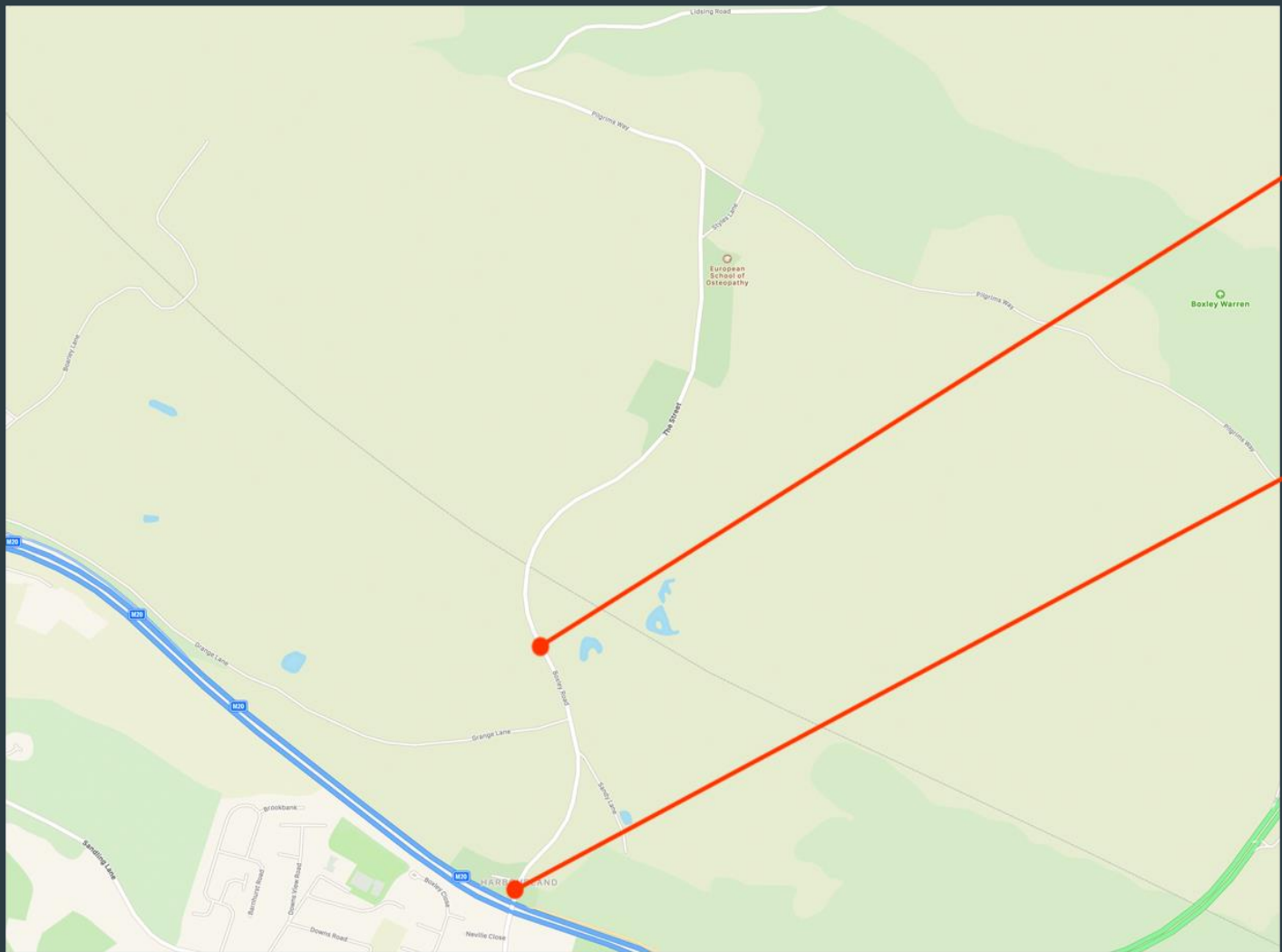
# The local roads network

## Boxley and the approach from Lidsing



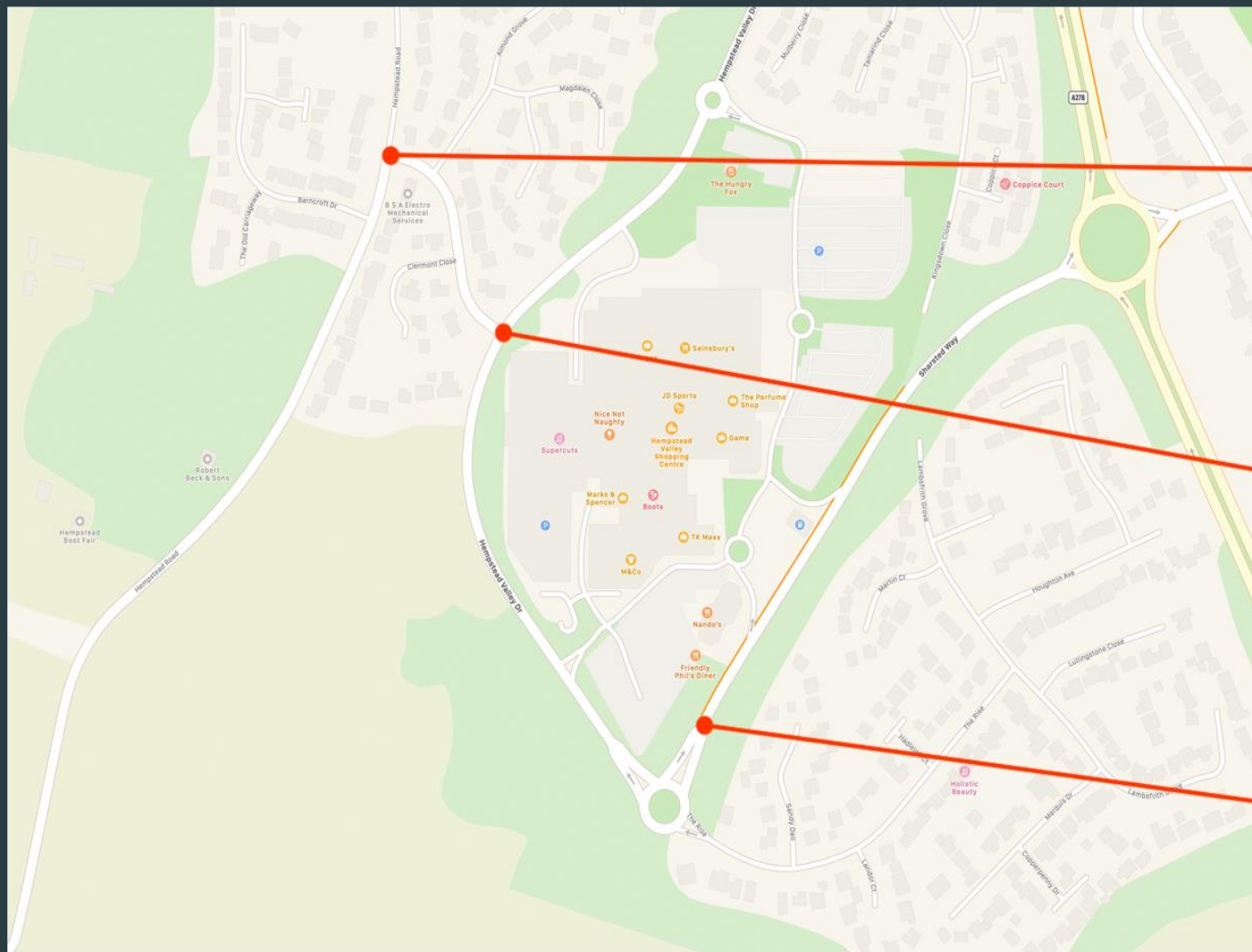
# The local roads network

## Boxley



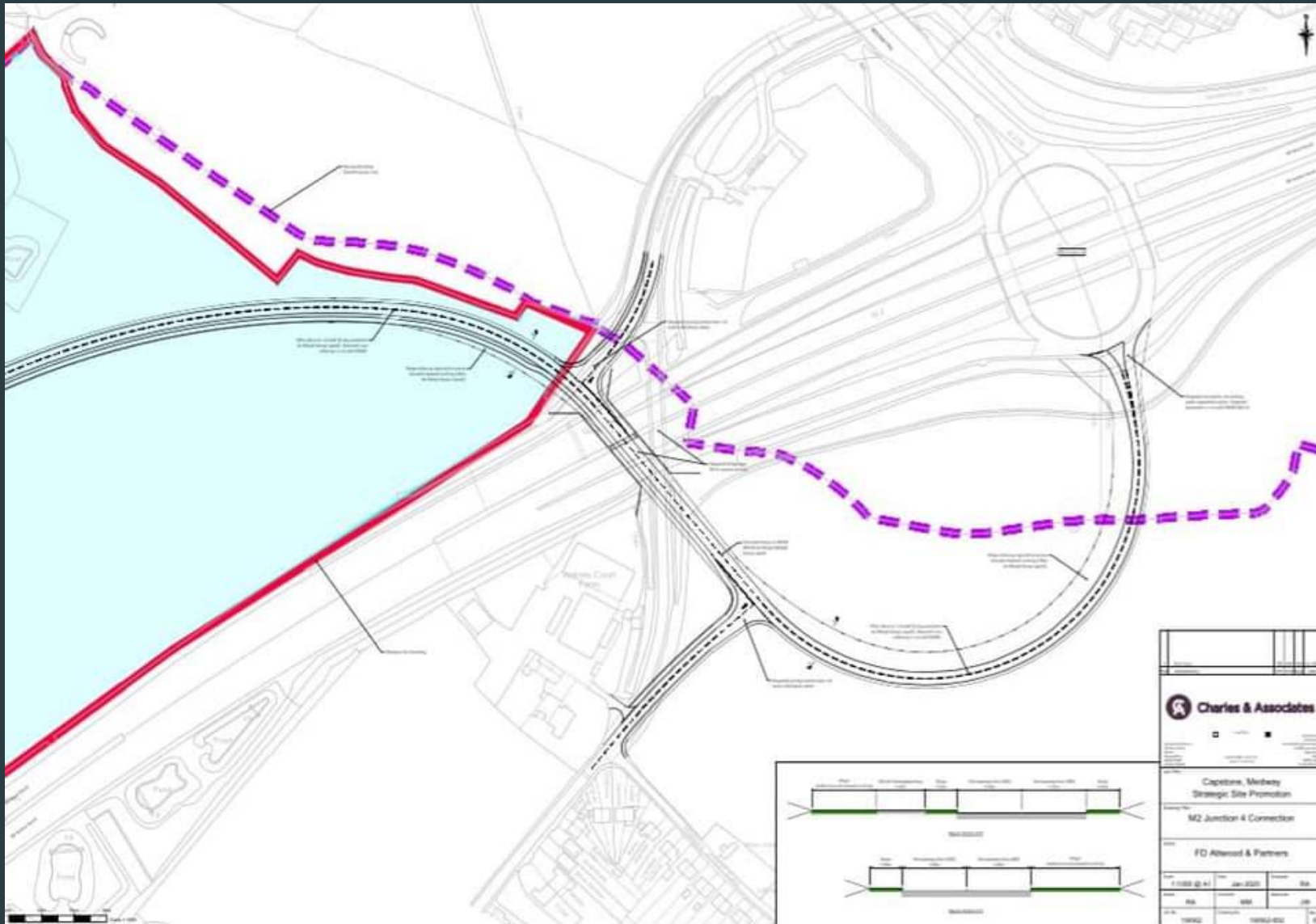
# The local roads network

## Hempstead, Chapel Lane



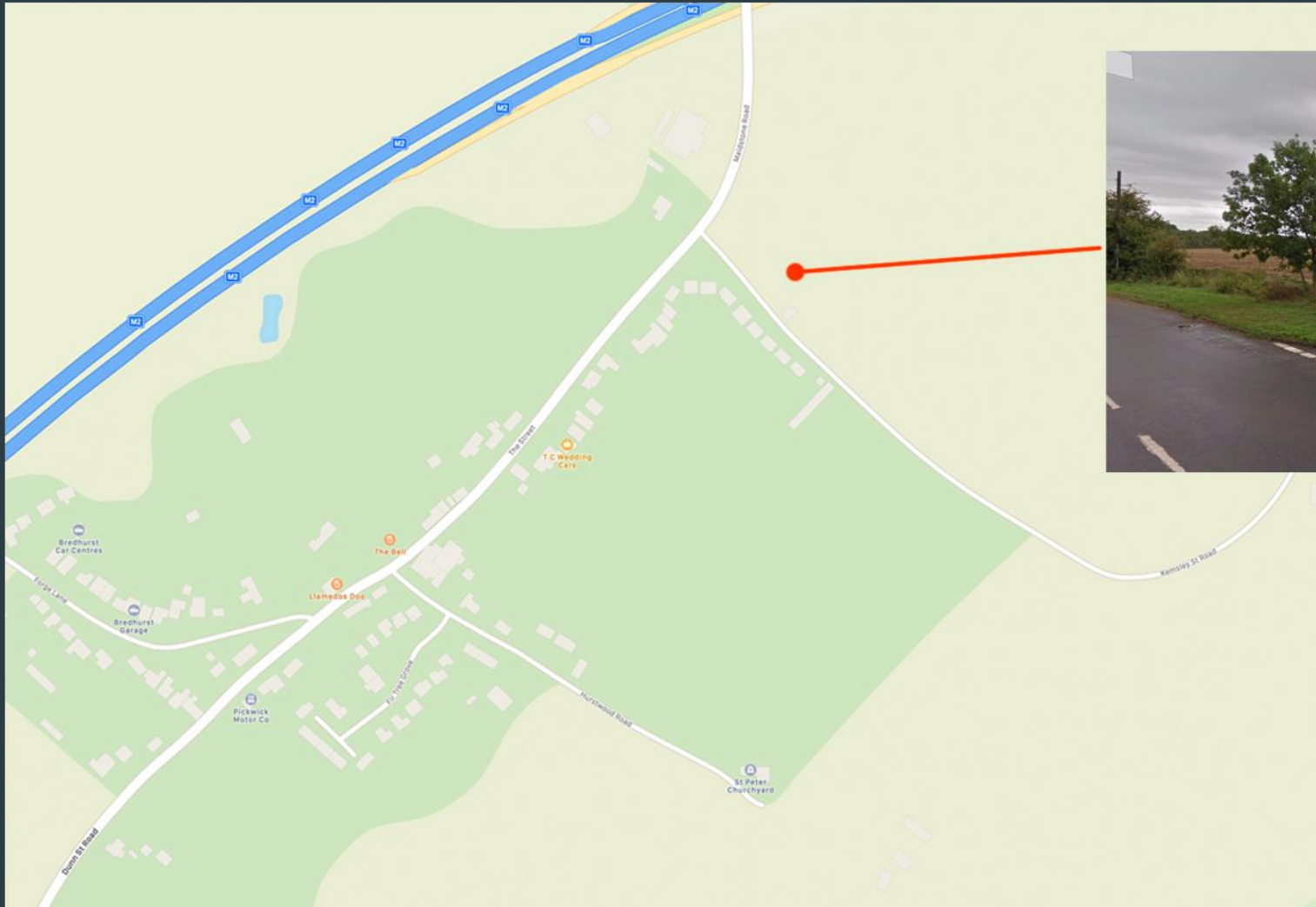


# Traffic flow and the proposed spur road



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Current area where the spur road is proposed to be built



# Traffic flow and the proposed spur road

As has already been seen, geographically, access to the site is heavily compromised due to the low capacity of the local road network consisting of narrow rural lanes.

The suggested new spur road link to the M2 does not create a new junction but merely joins onto the existing Junction 4 roundabout. This will have the effect of just directing more traffic to the same area of road as the existing routes do, and will cause increased traffic flow and disruption as a result.

The spur road also runs straight through a designated Area of Outstanding Natural Beauty and impacts Grade II listed buildings.

# Why this is all wrong...

- We will lose our irreplaceable and environmentally important green field spaces forever.
- Wildlife habitats will be destroyed, AONB will be lost and there will be increased air and light pollution. Increased flooding is a real possibility.
- The current roads network of narrow country lanes struggles to cope with existing traffic. New roads will do little to stem the flow of extra traffic.
- The homes that are built will not be affordable or aimed at local first time buyers, only promoting relocation from other areas.
- Additional commercial buildings.
- Approving this development will open the door for future developments further down the line.

# Why this is all wrong...

- No infrastructure provisions are being made. Maidstone will profit from the project whilst Medway pays the price.
- Emphasis on public transport links is a false promise when the nearest railway stations are over half an hour's drive away.
- The promise to provide a healthy living environment promoting walking and cycling, whilst destroying the green areas that make such things enjoyable, are hypocritical.
- This takes us one step closer to this part of the “Garden of England” becoming one big urban sprawl!
- Finding information about this plan has required a great deal of effort, initially suggesting that a lot of the planning process was kept ‘under the radar’ until it was necessary. As you have read, there are many reasons why that may be the case...

**LIDSING COULD BE JUST THE BEGINNING...**



**TO GET INVOLVED, SCAN THE CODE OR EMAIL  
[againstlidsing@hotmail.com](mailto:againstlidsing@hotmail.com)**

We appreciate your support and ask that you continue to get behind us in the task of preventing this damaging development from going ahead.

The deadline for submitting your objection is Sunday 12 December 2021.  
**DON'T DELAY SUBMIT YOUR OBJECTION NOW!**

Thank you.