

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 10/12/2025 9:21 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] Meopham Gravesend

Comments Details

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

Reasons for comment:

Comments:	I am writing to object to the above planning application for development on designated Green Belt farmland. This proposal is contrary to both national and local planning policy for the following reasons: - Conflict with the National Planning Policy Framework (NPPF): - Paragraph 137 makes clear that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. This proposal would directly undermine that aim. - Paragraph 138 highlights the five purposes of the Green Belt, including safeguarding the countryside from encroachment and preserving the setting of historic towns. The proposed development conflicts with these purposes. - Paragraph 147 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. No such circumstances have been demonstrated. - Local Plan Policies: The Council's adopted Local Plan Core Strategy reinforces the protection of Green Belt land and prioritises development on brownfield sites. This application fails to comply with those requirements. - Environmental and Agricultural Value: The farmland supports biodiversity, soil health, and food production. Its loss would reduce ecological resilience and undermine sustainable land use. - Infrastructure and Sustainability: The proposal would place additional pressure on local roads, schools, and healthcare facilities without adequate mitigation. This is inconsistent with NPPF Paragraph 8, which requires sustainable
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development balancing economic, social, and environmental objectives.

- Climate Change and Carbon Impact:

- Farmland and open countryside act as important carbon sinks, storing carbon in soils and vegetation. Development would release stored carbon and reduce the area's capacity for future sequestration.

- NPPF Paragraphs 152-154 require planning decisions to support the transition to a low-carbon future, including protecting green infrastructure and reducing greenhouse gas emissions. This proposal runs counter to those obligations.

- The development would increase car dependency, further raising emissions rather than promoting sustainable transport.

- Failure to Demonstrate Biodiversity Net Gain (BNG):

- From 2024, most major developments in England are legally required to deliver a minimum 10% Biodiversity Net Gain. Green Belt farmland typically contains high-value habitats that are difficult to replace or enhance elsewhere.

- The proposal does not demonstrate how this statutory requirement will be met, nor does it provide credible evidence of habitat creation, long-term management, or measurable ecological uplift.

- Loss of established farmland ecosystems, hedgerows, and wildlife corridors would likely result in a net loss of biodiversity, contrary to both national legislation and local ecological policies.

In addition, I believe this particular proposal is also unsuitable for the following reasons:

1. Traffic and Highway Safety

Both Longfield Road and Wrotham Road are already under significant pressure, particularly during peak hours. The development would introduce a substantial increase in vehicle movements, worsening congestion and raising wellbeing concerns for the vulnerable schoolchildren at Helen Allison School, as well as safety concerns for pedestrians and cyclists. Currently, cars park on each side of Longfield Road, reducing the carriageway width even further, and heavy vehicles use this route to and from the weigh bridge at Green Street Green.

Furthermore, the recent announcement to proceed with the Lower Thames Crossing will lead to an increase in traffic using the A227 Wrotham Road.

2. Strain on Local Infrastructure

Local services-including GP surgeries, schools, and public transport-are already operating at capacity. The application does not demonstrate how these essential services will cope with additional demand.

When considered together with other current planning applications for new housing in Hook Green, adjacent to Wrotham Road (opposite Camer Parade), and west of Norwood Lane, the overall impact of the proposals will lead to a devastating effect on the character of the village, potentially increasing the local population by one third.

3. Environmental and Ecological Impact

The proposed site includes valuable green space that supports local wildlife and contributes to the area's biodiversity. The development would result in the loss of natural habitat, increased pollution, and reduced access to green areas for existing residents. The site is high grade agricultural land farmed for centuries, and contributes to UK food production and sustainability.

In light of these points, I urge the Council to reject this application and uphold its duty to protect the Green Belt in accordance with the NPPF, the Local Plan, and statutory environmental requirements.

Kind regards