

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 23/03/2026 5:31 PM from [REDACTED]

Application Summary

Address:	Land North Of Camer Road Meopham Gravesend Kent
Proposal:	Outline planning application for up to 725 dwellings (Use Class C3), a new two-form entry primary school (Use Class F1), a Local Centre (up to 500sqm of Class E floorspace), the provision of Public Open Space including sport and recreation facilities alongside associated access, landscaping, parking, and infrastructure; with all matters reserved except for access.
Case Officer:	Mrs Katherine Parkin

[Click for further information](#)

Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	[REDACTED] Ediva Rd Meopham Gravesend

Comments Details

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

Reasons for comment:

Comments:	Green Belt exists to prevent urban sprawl and to prevent the merging of villages. This proposal (which is not in the proposed Gravesham plan) would undermine the unique character of the villages of Hook Green and Sole Street and diminish their rural setting by merging them The semi-rural location of the proposed development with limited transport links (eg no direct train service to Gravesend) would necessitate car use for many residents despite the proposed bus service, which breaks NPPF rules on sustainable development. The A227 is already struggling to handle the level of traffic especially when issues on the A2 or M20 (of which there are many) result in drivers using the A227 as a cut through. The junction of Camer Road with the A227 and the exit from the service road for the nearby parade of shops have seen a number of accidents even after mitigation measures were put in place. Camer Road/Green Lane already has traffic queuing to join the A227 during peak hours. Additional vehicles joining this route will cause further delays and potentially further accidents at this junction. While closing Norwood Lane to general traffic will increase the number of vehicles having to divert along the A227 and down Green Lane and Camer Road making those roads increasingly dangerous for the cyclists, horse riders and pedestrians that use those routes. There would be an increase in queuing traffic leading to more pollution to the detriment of health locally.
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The proposed location is regularly waterlogged in winter and there is often standing water on Norwood Lane, Camer Road, Green Lane and flooding on the A227 opposite Norwood Lane with heavy rain

The Sustainability and Energy statement, cites the proximity of Hook Green and Sole Street for local amenities, but many of those local amenities are struggling to cater for existing residents' needs. Local GP surgeries have already stated they are at capacity, the inclusion of a primary school, while helpful, would not wholly address the likely demand created. There are ongoing concerns with other local services and infrastructure, eg provision of water and removal of sewage, electricity which already has short outages fairly regularly, with longer ones every six months or so (latest ones on 12/03/26 & 04/10/25).

Note 2.5 of The Sustainability and Energy statement says the site is bordered by Northwood Lane when it is Norwood Lane)

The proposed site is grade 2 Arable land. Agricultural land for food security is becoming more critical especially as the population increases and global uncertainty becomes more intense.

There are many species of birds, mammals and invertebrates that live or pass through the proposed site, some of which are only seen in limited areas of the country and have legal protection (eg skylarks and bats). The proposals would not fully mitigate the impact on these

This proposal, alongside the numerous additional proposals seeking to build on the agricultural land and open space that makes these villages the unique and wonderful places they are currently raises questions about the issue of proven need. Yes housing shortfall may be real, but green belt sites need exceptional justification. There should be no development of greenbelt while alternatives exist that have not been fully utilised

Kind regards