

# Comments summary

Dear Sir/Madam,

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

Comments were submitted at 08/12/2025 3:35 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] GRAVESEND

## Comments Details

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

Reasons for comment:

Comments:	<p>This site has not been released from the Green Belt Boundary. Green Belt boundaries should only be altered where there are exceptional circumstances. To justify changes to Green Belt boundaries, the Council should demonstrate that it has examined fully all other reasonable options for meeting its identified need for development. High-quality agricultural land would be lost and we need to ensure future food security. A brownfield-first approach should be implemented.</p> <p>Green belt sites should be assessed as part of a thorough local plan process, rather than via random speculative applications. There is no guarantee that this site will be included in the Council's upcoming local plan.</p> <p>According to the Institute for Public Policy Research, developers have secured planning permission for over 1.4 million homes since 2007 but have not gone on to build them. Developers often retain land and release developments slowly to maintain high prices and maximise profits. These homes could be built immediately without further approvals, avoiding development on greenfield agricultural land, which is important for food production, carbon sequestration, and flood prevention.</p> <p>Longfield Road is often reduced to single file traffic due to residential parking each side, becoming severely congested during peak times particularly at the start and finish of the school day. There are also two residential roads with access onto Longfield Road immediately before the site access when approaching from the A227. One of which is School Close, a very busy cul-de-sac, the only entrance and exit to the car park for the parade of shops which is regularly full to capacity.</p>
-----------	--

The site is located in unacceptably close proximity to two schools for very young children, Meopham Community Academy primary school, Mini Meophams nursery school, and is situated next to Helen Allison School specialising in bringing out the best in children and young people on the autism spectrum who are highly sensitive to sensory input. Any disruption will make it harder for them to process and respond to their surroundings.

The junction at Longfield Road and the A227, combined with the increasingly busy separate entrance and exit to the shops in front of Camer Parade, is a well-known accident blackspot. According to Crashmap.co.uk, between the summers 2019-2024, there have been 12 personal injury accidents reported to the police on and around this junction, four of which were classed as serious.

During school opening and closing times it suffers long tail backs of queuing traffic. 120 houses equates to approximately 240 additional vehicles attempting to access and depart from this dangerous junction, creating further risk to oncoming vehicles and the safety of pedestrians. More queuing traffic, including idling cars and HGVs, will raise air pollution levels and increase health risks for children.

This application should be considered in conjunction with the two other proposed developments (20250992) Wrotham Road (350 dwellings) having its main access onto the A227 and (20251116) West of Norwood Lane (150 dwellings) most likely using the junction at Green Lane and the A227 as its main route in and out of Meopham. Potentially, 1,240 additional vehicles, plus delivery and service vehicles. When also taking into consideration the proposed Blackthorn Farm development (20250802) (100 dwellings) the increased total usage of the A227 equates to 1,440 vehicles plus the associated service vehicles.

The A227 suffers from constant congestion and is used as a cut-through by vehicles when there are issues on nearby major roads such as the A2, A20, M20, and M25. Local side roads are totally inadequate to cope with diversions when the A227 becomes gridlocked. Highways England has stated that the Lower Thames Crossing will also increase traffic on the A227.

The potential impacts on the local community during the construction phase should be thoroughly evaluated. Most construction vehicles will commonly be diesel-powered. Due to tailpipe height, ground-level diesel emissions enter breathing zones directly, especially for pedestrians and cyclists. Diesel Soot, classified as a Group 1 carcinogen, can penetrate deep into the lungs and bloodstream and is linked to lung cancer, heart disease, and premature death. Concentrations peak near roads and increased soot and NO<sub>x</sub> formation occurs when these vehicles travel at slow speed and when idling. The highest exposure zone is within 300 meters. Most affected are children (developing lungs), the elderly, people with asthma or cardiovascular problems and neighbourhoods in the immediate area.

120-house development usually takes one to three years to build. Construction vehicles operating close to three schools, playgrounds, entrances, and narrow pavements for this duration pose significant health risks and increase the chance of accidents.

The combined impact of all three proposed developments during construction must be fully assessed.

---

Kind regards