

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 26/03/2026 4:29 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] Meopham Green Gravesend

Comments Details

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

Reasons for comment:

Comments: 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, also important for carbon sequestration and flood prevention, would be lost and we need to ensure future food security. A brownfield-first approach should be implemented.

Green belt sites should be assessed as part of a thorough local plan process, not via random speculative applications. This site is not approved for development in the draft Regulation 19 Local Plan.

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 being granted on green belt.

The KDNL is a chalk downland, an increasingly threatened rare habitat containing a rich and distinctive biodiversity. The development will have a severe detrimental effect on the variety of wildlife inhabiting the site and surrounding

area, both during and after the construction process, through noise, additional traffic and light pollution (particularly through the widespread use of video doorbells/motion sensor security lights).

The open fields, hedgerows, and trees on the site enhance the rural feel of the KDNL area by creating vital green space between Hook Green and Meopham and maintaining the uniqueness of these small settlements. Due to its size, the development would enlarge the built-up area, push out the boundaries of Hook Green and Sole Street diminishing its countryside character and, with the inclusion of totally inadequately planned landscaping along approximately 400m of development at the KDNL boundary, would cause clear harm to the rural setting, heritage and landscape character of Meopham and compromise the conservation and natural beauty within the National Landscape.

The proposed green space, including a play area, on the site is unnatural in nature and would not mitigate the loss of open countryside.

The addition of a roundabout, new access points, road signage and realigning Camer Road northward would urbanise and spoil the character of this country lane and would both visually and physically negatively impact the KDNL. The local road network is primarily narrow rural lanes which are not built to handle heavy traffic.

The development does not comply with nationally recognised walking distance standards for essential services, lacks adequate walking, cycling and public transport options with a limited bus service and inadequate train services and is therefore unsustainable in terms of lessening vehicle use and the consequent impact on local highways.

Trains from Meopham and Sole Street Stations are often standing-room-only during peak hours with only one train per hour on Sundays. There has been no assessment of how many people will drive to Ebbsfleet Station for high-speed services to St Pancras or South-East Kent with no direct bus service from Meopham to Ebbsfleet Station. Bus services near the site are infrequent and unreliable especially during peak hours and weekends, with none operating on Sundays.

Whilst there are local shops within walking distance at Camer Parade, people use major supermarkets for their weekly shop, visit shopping centres such as Bluewater, Lakeside and Gravesend, via the A227, a 30-minute bus ride is unlikely to appeal to those with cars.

Narrow, segmented footpaths with an ever-increasing number of fast-moving HGVs passing very close, poor lighting, and limited accessibility for cycles, prams, wheelchairs/mobility scooters make footpaths feel unsafe and discourage walking and cycling, as well as bad weather and a physically challenging gradient. The carriageway is dangerous for even the most proficient cyclists. Motorcyclists/cars regularly speed through the village. The single speed camera is largely ineffective as drivers only slow briefly before accelerating again. Crossing any part of the A227 during peak hours is difficult and hazardous.

Closing the south end of Norwood Lane would leave about 275 homes and several industrial sites with no secondary route if the north end is blocked, isolating residents and impeding emergency services. Limiting access at the A227 junction will also worsen local traffic and congestion.

This site has the potential to increase Meopham's population by about one third where infrastructure is already lacking. Local schools are full and NHS services are overstretched. The applicant has not addressed the need for more capacity at Darent Valley Hospital or improvements to local healthcare facilities.

Kind regards