

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 12/12/2025 11:23 AM from [REDACTED]

Application Summary

Address:	Land At Wrotham Road Meopham Gravesend Kent DA13 0AA
Proposal:	Outline application for the erection of up to 350 residential dwellings , public open space and associated works. Approval is sought for the principal means of vehicular access from Wrotham Road and all other matters are reserved.
Case Officer:	Mrs Katherine Parkin

[Click for further information](#)

Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	[REDACTED]

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, 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.</p> <p>Green belt sites should be assessed as part of a thorough local plan process, not 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.</p> <p>The Parish of Meopham comprises Hook Green, Meopham Green, Culverstone and Harvel, each having their own identity including four conservation area sites, separated by open, undeveloped countryside. Building in this key open area would cause clear harm to the rural setting, heritage and landscape character of Meopham.</p> <p>The site adjoins the Kent Downs National Landscape, a chalk downland, an increasingly threatened rare habitat containing a rich and distinctive biodiversity. It will significantly impact visually on the landscape, severely effect the variety of</p>

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 main access onto this section of the A227 between the junctions of Longfield Road and Green Lane, combined with the increasingly busy separate entrance and exit to the shops in front of Camer Parade and the drop-off point for three schools, is a well-known accident blackspot. According to Crashmap.co.uk, on this relatively small stretch of road, from the summers of 2019-2024, there have been eight personal injury accidents reported to the police, four of which were classed as serious.

During school opening and closing times there are long tailbacks of queuing traffic. 350 houses would mean approximately 700 additional vehicles attempting to access and depart onto this dangerous stretch of road and would create further risk to oncoming vehicles and the safety of pedestrians. More queuing traffic, idling cars and HGVs, will raise air pollution levels and increase health risks.

This application should be considered in conjunction with the two other proposed developments (20250993) Longfield Road (120 dwellings) and (20251116) West of Norwood Lane (150 dwellings) each accessing the A227 in the direct vicinity of this site. Potentially, 1,240 additional vehicles +delivery and service vehicles.

Including the Blackthorn Farm development (20250802) (100 dwellings) this will increase A227 traffic by 1,440 vehicles.

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. KCC Highways and Transportation state that current service levels are inadequate for the site.

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.

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.

During construction, diesel vehicles will produce ground-level emissions that pose risks, especially to pedestrians and cyclists near roads, the highest exposure zone being within 300 meters. Most at risk are children, older adults, people with heart or respiratory conditions, and local residents. The cumulative effects of construction for all three projects should be considered.

Kind regards