

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 24/03/2026 3:28 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] Fairview Gardens Meopham

Comments Details

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

Reasons for comment:

Comments:	I object to this development application for the following reasons: Gravesham greenbelt study indicates that this land is has the highest level of contribution to greenbelt purposes The site contributes significantly to the openness of countryside The site safeguards against urban sprawl It also prevents settlements of sole street (Cobham) and Meopham from merging The site borders an area of outstanding area of natural beauty of the north kent downs, with the proposed urban development having a significant impact by means of light pollution, harm to wildlife and ecosystems and increased vehicle emissions. The proposed road layout changes would urbanise the rural setting and are not in keeping with the local area. The site is grade 2 agricultural land, which is crucial for food production and bio diversity. The proposed development does not provide a biodiversity net gain as
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it is already rich in biodiversity.

The site has several habitats for protected species. The area is known for Badgers. I have also personally seen hedgehogs on the site.

The development would change the character and feel of the area. It would create a much larger settlement in a rural area.

Allowing the development will create a larger combined settlement with a population and would urbanise the area effectively reclassifying the settlements from villages to a single town.

The site is close to several listed buildings and would diminish their status.

The site is not greybelt land and still within the greenbelt, for which it strongly contributes to the purposes.

The development goes against the NPPF and Gravesham local plan.

The local plan has identified land for development and 5 year land supply, so very special circumstances do not apply.

The site regularly floods, as well as neighbouring road network such as Norwood lane and Wrotham road.

Water drainage and supply are insufficient for this type of development and already over capacity without additional housing.

The cumulative impact of developments earmarked in the local plan would overwhelm local infrastructure including but not limited to:

Capacity constraints at GPs, Dentists, Hospitals, Schools (even with a new primary school proposed, eg secondary)

The site would significantly impact the road network as Norwood lane would effectively be closed to general traffic. This would eliminate a vital relief road between Cobham and Meopham when there are traffic issues on the junction at Wrotham road and green lane. Congested traffic would be forced down camer park road which is unsuitable for heavy traffic and has limited passing places. Camer road/Green lane are country roads and even with a small stretch proposed for upgrade, the road network leading up to the site do not support significant increases in traffic. The roads in this area are also unsuitable for HGV access, so there are access issues for construction vehicles for example.

The cumulate impact of multiple sites already identified for development in the local area in the local plan in addition to this one would overwhelm local infrastructure. Arrival of the lower thames crossing will put additional strain on the road network in particular.

The local train stations are ill equipped to deal with a large influx of population and lack basic facilities such as step free access or lifts. This is a safety risk concerns for crowded train platforms which would not support the population increase.

Transport links in the area are poor, with a lack of bus services and safe cycling routes between the area and local towns in particular.

The settlements have a lack of safe means of travel by foot, as many country roads are unpathed. There is no main route out of the village to Gravesend, this journey would need to be completed by car, increasing pollution and traffic in the local area.

Local shops, in particular Meopham parade in hook green and the row of shops near the railway station are already at capacity for vehicle access. Parking is already an issue, with safety concerns of traffic building up on wrotham road waiting to join the parade and parking spaces outside local shops near the station. Given the distance to these amenities it is unlikely that people will travel by foot, in every instance. While a local centre is identified in the plan it unlikely that it will serve all of the needs of the immediate development in question, so overspill will occur to these other areas. Means of transport will likely be car as cycle and walking routes are limited in the area, and given the country road nature they would be unsafe, particularly on dark roads with no street lighting.

Kind regards