

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 07/03/2026 5:12 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] Westwood Road Southfleet

Comments Details

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

Reasons for comment:

Comments: Subject: Formal Objection - Proposed Development of up to 725 Dwellings at Land North of Camer Road, Meopham

Dear Sir/Madam,

I wish to formally object to the proposed development of up to 725 dwellings on land north of Camer Road, Meopham.

This proposal represents inappropriate and unsustainable development within the Metropolitan Green Belt and would result in significant and lasting harm to the rural character, landscape setting, infrastructure capacity and environmental quality of the area.

Inappropriate Development in the Green Belt

The application site lies entirely within the Metropolitan Green Belt. National planning policy is clear that inappropriate development in the Green Belt should not be approved except in very special circumstances.

The proposed development would result in the permanent loss of approximately 44 hectares of open countryside and would significantly reduce the openness of

the Green Belt. The scale of development would introduce extensive urban form into what is currently a rural landscape and would represent a clear encroachment into the countryside.

The applicant seeks to justify the proposal by referring to the site as "Grey Belt". However, the land is currently undeveloped agricultural farmland forming part of a large and open rural landscape. It performs an important role in maintaining the openness of the Green Belt and preventing urban sprawl. The size, character and active agricultural use of the site are inconsistent with the description of degraded or previously developed land typically associated with Grey Belt.

Loss of Best and Most Versatile Agricultural Land

The planning documentation confirms that the site is classified as Grade 2 agricultural land, defined as very good quality agricultural land.

This places the land within the category of Best and Most Versatile agricultural land, which national planning policy seeks to protect wherever possible. The proposal would therefore result in the irreversible loss of a substantial area of productive farmland.

Disproportionate Scale of Development

The proposed development of up to 725 dwellings is wholly disproportionate to the scale and character of Meopham.

Meopham is a rural village settlement and development of this magnitude would represent an increase of approximately one third of the village's existing housing stock. Growth on this scale arising from a single site would fundamentally alter the character and identity of the village and would effectively constitute a major urban extension rather than an appropriate level of village growth.

Unsustainable Location

Despite references to nearby railway stations and local services, Meopham remains a rural settlement with limited infrastructure, employment opportunities and services.

A development of this scale would inevitably result in significant reliance on private car travel for commuting, shopping and access to everyday facilities. The presence of rail connections alone does not create a sustainable pattern of development where many daily needs cannot be met locally.

Traffic and Highway Impact

A development of this scale would generate a very substantial increase in traffic.

Using standard transport assumptions of six to eight vehicle movements per dwelling per day, the proposal could generate in the region of 5,000 additional vehicle movements daily, with several hundred additional trips during peak periods.

This would place considerable pressure on rural roads including Camer Road, Norwood Lane and surrounding routes. These roads are narrow rural lanes not designed to accommodate traffic associated with large residential developments and already experience congestion at peak times. The application does not convincingly demonstrate that the local highway network can safely accommodate this level of additional traffic.

Pressure on Infrastructure

Local infrastructure in Meopham, including GP surgeries, school capacity and road networks, is already under strain.

Although the application refers to the possible provision of a primary school and local facilities, this is an outline application and there is no certainty regarding the timing or delivery of such infrastructure. There is therefore a clear risk that housing could be occupied well before adequate infrastructure is provided.

Conclusion

The proposal represents inappropriate development within the Green Belt and would cause substantial harm to the openness of the countryside, the character of Meopham and the capacity of local infrastructure.

It would result in the irreversible loss of high-quality agricultural land, generate significant traffic impacts on unsuitable rural roads, and introduce development on a scale that is wholly disproportionate to the village.

For these reasons, I respectfully request that Gravesham Borough Council refuse this application.



Kind regards