

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 23/03/2026 11:44 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] Camer Street, Meopham Gravesend

Comments Details

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

Reasons for comment:

Comments:	I strongly object to this planning application. The proposal represents an unsustainable and disproportionate form of development that would result in unmanageable increase in traffic and road congestion, overloading of local services and amenities, and irreversible damage to the rural landscape and character of Meopham . 1. Road Congestion and underestimated journey increases The proposal generates a substantial increase in daily traffic movements which is underestimated by the applicant. The submitted transport evidence demonstrates that: - Existing roads such as Camer Road, Norwood Lane and the A227 already experience notable peak-time traffic flows particularly when the A2 is congested - The development will add significant additional vehicle trips across the network - Key junctions are forecast to experience increased stress under future scenarios This is particularly concerning given: - The rural nature and limited capacity of local roads, including Camer Road / Sole Street - The junction of Green Lane to the A227 is already slow at peak times and the proposed closure of Norwood Lane will make this worse, even without an increase in traffic from the development
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Critically, the mitigation strategy relies heavily on unrealistic behavioural measures (such as assuming residents will walk 2km to local shops, or that children will walk to the new school). It does not take into account the fact that many commuters will drive to Ebbsfleet and that shopping and socialising cannot be done locally.

There is no robust evidence that the surrounding road network can safely or efficiently accommodate the level of development proposed. The result will be worsening congestion, increased journey times, and reduced road safety.

2. The proposal would place significant strain on local infrastructure, with insufficient guaranteed provision of services to meet demand.

- Healthcare provision: No on-site GP or medical facilities are proposed, despite clear evidence of existing pressures
- Secondary education: No provision is made, yet demand will significantly increase
- Local services and retail: The proposed local centre is minimal and unlikely to meet day-to-day needs
- Infrastructure delivery uncertainty: Many improvements are deferred to financial contributions rather than guaranteed delivery

This proposal will create a car-dependent dormitory development, lacking the facilities required for a sustainable community.

3. Significant Landscape Harm and Loss of Rural Character

The site currently comprises open agricultural land that contributes strongly to the rural setting and identity of Meopham.

The Environmental Statement confirms that:

- Existing cropland will be completely lost and replaced with built development
- The effects on landscape character are assessed as moderate adverse

The scale of development-covering over 40 hectares and introducing a large urban extension-would:

- Permanently urbanise an open rural landscape
- Erode the visual separation between settlements
- Harm long-distance views and the setting of the countryside
- Undermine the intrinsic character of Meopham and Sole Street as rural villages
- Replace the rural lane with a large urban style roundabout bordering the AONB

Although landscaping and open space are proposed, these do not mitigate the fundamental transformation from countryside to suburbia.

4. Loss quality Agricultural Land

The site is predominantly Grade 2 agricultural land, which would be permanently lost, conflicting with national policy. This loss is particularly concerning given increasing national emphasis on food security and sustainable land use.

5. Unsustainable Scale and Location

Despite references to nearby rail stations, the development would function as a car-dependent extension into the countryside, due to:

- Limited local services within walking distance
- Insufficient on-site amenities
- Reliance on existing overburdened infrastructure

The scale of development is disproportionate to the size and character of Meopham and Sole Street and would fundamentally alter its role and identity.

Conclusion

This proposal would:

- Cause severe and unacceptable road congestion and transport impacts
- Deliver inadequate amenities and infrastructure for the scale of development
- Result in significant and irreversible landscape harm
- Lead to the loss of high-quality agricultural land
- Create an unsustainable, car-dependent development

Taken together, these impacts significantly and demonstrably outweigh any

claimed benefits.
Planning permission should therefore be refused.

Kind regards