

■ The Drove Way Way
Istead Rise
Northfleet
Kent
DA13 9JZ

25 August 2026

Dear Planning Officer/Regulatory Board Members

Re Planning Reference 20260649.

Proposed Development -100 Residential Dwellings.

Site location- Off the cul-de-sac, The Drove Way.

I am writing as a local resident of 55 years to register my strongest possible objection to the above proposal.

While I understand the broader pressures regarding housing supply, this proposal represents a severe unsustainable development of protected Green Belt land that actively conflicts with documented local needs.

The scale of this proposal is entirely disproportionate to the actual evidenced requirements of this area. The 2017 Rural Housing Needs Survey explicitly identified a localised village requirement for just 10 affordable homes and 12 older citizen dwellings. This application seeks to build nearly five times that amount. Speculative, market-driven overdevelopment on this scale goes far beyond sustainable growth for a T2 settlement.

The government argues that protecting land such as the one under discussion is vital for vegetation and food production economic stability and climate resilience. It is recognised that safeguarding agricultural land against urban sprawl guarantees long –term public health and stable domestic food supplies.

The most concerning aspect of this proposal is the highways safety aspect. There will be a severe hazard of mixing residential traffic from 100 new homes with existing traffic in a cul-de-sac not designed to accommodate this. The Drove Way is structurally unfit to serve as a collector road or 'through-route' for a major development of this scale.

The additional traffic from Weald close, the new council flats, the medical Practice and Community Centre combined with the additional traffic from the proposed development will result in extreme danger in the Drove Way particularly at the entrance to shops car park. No doubt this will be confirmed by the Transport Assessment when they survey on a Friday and Saturday when many additional vehicles in the form of deliver vans etc will also be present.

There will be a considerable increase in pedestrian risk. The shopping area and car park attracts a great number of people including the elderly and children.

The field within this proposal has a history of protection.

This exact parcel of land was formerly refused planning permission by Gravesham Borough Council on the grounds that building houses beyond the existing cul-de-sac boundary was deemed "Incongruous to the local area and the street scene". Planners ruled that extending the village boundary northward into open agricultural space would permanently harm the open character of the Green Belt and the local landscape.

The physical layout of the land, the isolation of the cul-de-sac and the visual impact on the open countryside has not changed since that refusal.

The developer's inclusion of a 50% affordable housing target does not magically fix or mitigate the fundamental spatial and landscape harms that caused the council to refuse permission on this site previously.

Additional points to record in my objection include:-

Severe traffic congestion and risk of accidents at junctions with A227 and New Barn Road.

Lack of public transport, no train station, very limited bus service.

No safe walking or cycling routes to Gravesend or Meopham. It is a car dependant village.

Increased pressure on GP surgery and hospital.

All of the above must be seriously considered when approving a proposal for development that provides 50% affordable homes.

My Wife and I have been residents in the Drove Way for 55 years and enjoyed the community life and more importantly the excellent environment in which we live.

We have grave concerns that the proposed development if approved will have a severe impact on this

