

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 29/08/2026 2:49 PM from [REDACTED]

Application Summary

Address:	Land North Of The Drove Way Istead Rise Gravesend Kent DA13 9JY
Proposal:	Development for up to 100 residential dwellings (Class C3), including the formation of new accesses from The Drove Way, the provision of new areas of public open space and all other associated infrastructure and ancillary works (all detailed matters reserved other than means of access).
Case Officer:	Ms Rebecca Harrison

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Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	[REDACTED] Lesley Close Istead Rise Gravesend

Comments Details

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

Reasons for comment:

Comments:	I wish to strongly object to planning application 20260649 for up to 100 new homes on land to the north of The Drove Way, Istead Rise. My principal concerns relate to the capacity of the existing highway network, road safety, inadequate public transport, pressure on local services, parking, and the cumulative impact of this and other proposed developments around Istead Rise where it is the residents that are impacted by the cumulative impact of proposed developments, not just the individual planning applications. Istead Rise has very limited routes in and out of the village. The A227 provides the principal route towards Gravesend and the surrounding villages, while New Barn Road provides the other significant route out of the village. These roads are already heavily congested, particularly during morning and evening peak periods and during school-run times. Traffic can frequently become extremely slow-moving, and there are already concerns regarding near misses and the safety of pedestrians and other road users. The A227 is not simply a local road serving Istead Rise. It is an important route connecting a number of surrounding villages and therefore already carries substantial through-traffic. Adding up to 100 new homes will inevitably result in additional vehicle movements. Given the existing congestion and the limited number of routes available to residents, I do not believe the existing highway network has sufficient capacity to accommodate this additional traffic without causing a significant detrimental impact.
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A major concern is the effect that incidents and congestion on the wider strategic road network have on Istead Rise.

When there are accidents, congestion or delays on the A2, particularly London-bound, traffic frequently builds up and is displaced onto surrounding local roads. The A227 and roads through the surrounding villages can then become severely congested.

There are also regular knock-on effects from congestion around Bluewater and the Dartford Crossing. When these routes become congested, the impact is felt well beyond the immediate area, with traffic filtering onto local roads and through neighbouring villages.

This demonstrates that the existing highway network has very little resilience. Increasing the number of households and vehicles using the network will make the consequences of these wider incidents even more severe.

Istead Rise is also heavily dependent on private vehicles because the existing public transport provision is limited.

Bus services are infrequent and do not provide a realistic alternative for many residents, particularly for journeys outside normal daytime hours and at weekends.

Parking is becoming an increasing problem throughout Istead Rise.

Many households now have several vehicles, and existing driveways are often unable to accommodate all the vehicles associated with a property. As a result, more vehicles are being parked on the roads.

This creates difficulties for residents, visitors, deliveries, refuse collection and potentially emergency services.

A development of up to 100 additional homes could introduce a substantial number of additional vehicles into the area. The Planning Authority should therefore carefully consider whether the proposed parking provision is sufficient to prevent further displacement of vehicles onto surrounding residential roads. Existing local services are already under pressure. There are concerns about the availability of school places within the surrounding area, while GP services are also extremely busy and obtaining appointments can already be difficult. Adding a further 100 households will inevitably increase demand for local education and healthcare services.

Access to Darent Valley Hospital is also affected by the existing highway congestion. At busy times, journeys to the hospital can be severely delayed by queues and congestion on the surrounding road network.

It is important that the additional population created by this development is considered in terms of the actual capacity of local services and not simply the physical ability to construct another 100 houses.

I am particularly concerned that this application should not be considered in isolation.

There are other proposals for significant development on Green Belt land in and around Istead Rise, including proposals on the opposite side of the village.

I appreciate that each planning application must be assessed on its own merits. However, the consequences of development are cumulative.

Residents do not experience 100 homes in isolation. We experience the combined increase in traffic, vehicle movements, parking demand, school places, GP appointments, healthcare requirements and pressure on local infrastructure from all development taking place in the area.

If every application is considered individually, there is a real danger that the overall impact on a relatively small village will be significantly underestimated.

The Planning Authority should therefore ensure that the cumulative effect of this and other proposed developments is properly assessed, particularly in relation to highway capacity, road safety, parking, education, healthcare, drainage and flooding.

The proposal would result in the development of Green Belt land and the permanent loss of open countryside.

I recognise the need for housing, but this should not automatically override the environmental and community consequences of developing undeveloped countryside.

The council's own Green Belt assessment has previously identified the

countryside around Istead Rise as making a significant contribution to safeguarding the countryside from encroachment and has identified concerns regarding the weakening of the

I am also concerned about the effect of developing a large area of currently undeveloped land.

Houses, roads, driveways and other hard surfaces reduce the amount of natural ground available to absorb rainfall and can increase surface-water run-off.

With increasingly heavy rainfall events, it is essential that the development can demonstrate that it will not increase flood or drainage problems for existing residents.

I therefore strongly object to the planning application and ask the Planning Authority to consider the cumulative impact of development in and around Istead Rise rather than assessing this proposal in isolation.

Kind regards