

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 2:50 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

[Click for further information](#)

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 am writing to object to the proposed development of up to 100 houses on Green Belt land to the north of The Drove Way in Istead Rise. I strongly believe that the scale and location of this proposal are inappropriate for Istead Rise and that the existing infrastructure is already struggling to cope with the demands placed upon it. Istead Rise is a village with a distinct character and a predominantly residential setting surrounded by open countryside. The continued development of Green Belt and greenfield land around the village risks gradually changing its character from a village surrounded by countryside into a much larger, more urbanised settlement. Once open countryside has been developed, that change is permanent. The cumulative loss of countryside is therefore a matter that should be considered carefully, particularly when there are other proposals for housing development around Istead Rise. The proposal is not a small development when considered in the context of the size and existing infrastructure of Istead Rise. A further 100 homes means potentially hundreds of additional residents and a significant increase in vehicle ownership and daily journeys. The village already experiences problems with congestion, parking and access to services. It is difficult to understand how another substantial development can be accommodated without making those existing problems worse. The emerging Gravesham Local Plan itself recognises that future housing growth
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at Istead Rise needs to be supported by investment in infrastructure, primary school provision, public transport and active travel.

This raises an important question: where is the necessary infrastructure to support this level of growth?

The traffic situation is already a major concern for residents.

The A227 is heavily used by residents and through-traffic from surrounding villages. During peak times it can become extremely congested.

New Barn Road also carries significant traffic and provides one of the principal routes serving the area.

There are effectively very limited alternatives for residents when either route becomes congested.

This is particularly problematic when there are incidents on the A2 or congestion around the Dartford Crossing. Traffic can quickly build up across the surrounding road network, causing delays through local villages. This is not simply about inconvenience. Increased congestion creates consequences for road safety, journey reliability, buses, deliveries, emergency services and residents trying to reach work, schools, medical appointments and other essential services.

The ability to access healthcare reliably should not be overlooked.

Darent Valley Hospital serves communities across the surrounding area, and getting there can already be difficult during periods of severe congestion.

Residents can find themselves sitting in traffic for extended periods. This can result in people being late for or missing appointments and creates particular concern where journeys involve urgent or time-sensitive medical care. Adding more traffic to an already congested network will only increase this problem. Local schools and GP services are also already under pressure. There is limited capacity within local schools, while GP appointments are difficult to obtain. The arrival of potentially hundreds of additional residents would inevitably increase demand.

The location of this proposal also needs to be considered in terms of genuine sustainable transport options. Istead Rise does not have a sufficiently frequent or comprehensive bus service to allow many residents to live a normal working and family life without relying on a car.

Services are limited, particularly outside normal daytime periods and at weekends. This means that a substantial proportion of the new households are likely to own one or more cars. The result is likely to be additional traffic on roads that are already struggling and further pressure on residential parking.

Parking is already becoming increasingly difficult in the village. Many households have more vehicles than can comfortably fit on their driveways, resulting in vehicles being parked along residential roads. This reduces available road space and can make access more difficult.

I am particularly concerned about the way the development of Istead Rise is being approached.

There are other proposals for housing development on Green Belt land around the village. While I recognise that each planning application is technically a separate decision, the impacts are not separate.

The traffic from one development joins the traffic from another.

The additional children from one development join the children from another.

The additional demand for GP appointments, hospital services, parking and public transport is cumulative.

The loss of countryside is also cumulative.

It is therefore essential that the Planning Authority looks at the overall level of proposed growth around Istead Rise, rather than allowing the village to be expanded incrementally until the combined impact becomes unacceptable. After all it is the residents that are experiencing the cumulative impact of these developments.

The proposed development would permanently remove an area of open Green Belt countryside from its existing use.

The Green Belt is not simply vacant land waiting to be developed. It contributes to the openness and rural setting of settlements and provides environmental and landscape benefits.

The council's previous Green Belt assessment identified the countryside around

Istead Rise as having a significant role in safeguarding the countryside from encroachment and warned that expansion could weaken the distinction between the settlement and surrounding countryside.

The loss of this land should therefore be regarded as a significant planning consideration.

I am also concerned about the consequences of covering currently undeveloped land with houses, roads, driveways and other hard surfaces.

Natural ground provides an important means of absorbing rainfall. Increasing the amount of hardstanding can increase surface-water run-off and place additional pressure on drainage systems.

Any development of this scale must provide convincing evidence that it will not increase flood risk or drainage problems for existing residents.

Kind regards