

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 25/08/2026 12:39 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] Northumberland Road Istead Rise Gravesend

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application

Reasons for comment:

Comments: I wish to strongly object to the proposed development of approximately 100 new homes.

My concern is not simply about the number of houses proposed, but about the cumulative impact that yet another significant development would have on Istead Rise and the surrounding villages. The existing infrastructure is already under considerable pressure, and there appears to be little capacity to accommodate further growth without causing significant harm to existing residents.

Highways and traffic

The A227 is effectively the main artery serving the village and connecting the surrounding communities. It is already heavily congested, particularly during morning and afternoon peak periods and school drop-off and collection times. Traffic frequently comes to a crawl, and a journey of approximately one mile towards the A2 can already take 15-20 minutes.

The problem is not limited to this particular development. A significant number of new homes have already been constructed across the surrounding villages, all adding further traffic to the same road network. The A227 and its connections towards the A2 are increasingly unable to cope with the volume of traffic being generated.

Adding another approximately 100 households will inevitably mean additional cars, additional journeys and additional pressure at already congested junctions. Even modest vehicle ownership per household could result in hundreds of additional vehicle movements each day.

The cumulative effect of multiple developments must therefore be properly assessed. It is not sufficient to consider whether this individual development can technically connect to the existing road network. The real question is whether the existing network has the capacity to accommodate the combined traffic generated by the development already taking place in this area. From the experience of residents using these roads every day, the answer is clearly a matter of serious concern.

Pressure on local roads and parking

The pressure does not stop at the A227. Roads within Istead Rise are already heavily used and many are affected by extensive on-street parking. In some areas, parked vehicles significantly reduce the available road width and make it more difficult for traffic to pass.

Additional households would inevitably increase the number of vehicles requiring access to and from the village and create further demand for parking. This could have consequences for traffic flow, road safety and access for larger vehicles and emergency services.

Education and healthcare

The development would also create additional demand for essential local services which are already under pressure.

Istead Rise has only one small village primary school, and there are already concerns regarding the availability of school places. It is difficult to understand how approximately 100 additional households could be accommodated without placing further strain on existing education provision.

Similarly, local GP services are already struggling to meet the needs of the existing population, with residents experiencing difficulties obtaining appointments. Increasing the population without ensuring that healthcare provision is expanded accordingly risks further reducing access to essential services.

Inadequate public transport

The argument that residents could rely on public transport to reduce additional car journeys is also unrealistic in the current circumstances.

The local bus service is extremely limited. There are no suitable early or late services and no Sunday service. Where buses do operate, they are generally only hourly and can be unreliable, particularly when services are running late and the village is sometimes missed.

For many residents, therefore, the car is not simply a matter of convenience but a practical necessity. A development of this size is likely to generate a substantial number of additional car journeys because there is currently no realistic public transport alternative.

Impact on existing residents

There must come a point where the cumulative impact of continued development is properly recognised.

Residents should not continually be expected to accept additional housing while the roads become increasingly congested, parking becomes more difficult, public transport remains inadequate and existing schools and healthcare services struggle to meet demand.

The village has already experienced significant growth. Infrastructure should be planned and delivered alongside development, rather than allowing housing numbers to increase first and expecting existing infrastructure to absorb the consequences afterwards.

I therefore strongly object to this application and ask the Planning Authority to give full consideration to the cumulative impact of this proposal alongside existing and recently approved developments in the surrounding area.

In particular, I ask that the application is not considered solely on whether the immediate access arrangements can be provided, but on whether the wider road network, A227, A2 connections, local roads, parking, school capacity, healthcare provision and public transport have sufficient capacity to support the additional population.

In my view, the existing infrastructure is already under unacceptable pressure, and adding approximately 100 further homes without substantial and demonstrable infrastructure improvements would place an unreasonable additional burden on the village and its existing residents.

For these reasons, I strongly object to the proposed development.

Kind regards