

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 10/04/2025 2:18 PM from [REDACTED]

Application Summary

Address:	St Josephs Convent Of Mercy Hillside Drive Gravesend Kent DA12 1NY
Proposal:	Erection of a 4x 4 bedroom houses with garage, home-office and gardens on the land north of the Convent of Mercy Gravesend. Works include an extension of Hillside Drive ending in a new turning area, private driveway and off-road parking for each house, an electrical substation, and a managed biodiversity area along the north-east boundary of the site.
Case Officer:	Mrs Alison Webster

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Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	[REDACTED] Hillside Drive Gravesend Kent

Comments Details

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

Reasons for comment:

Comments:	I live in one of the existing houses on Hillside Drive. My partner is the owner of the house and I live there with her and one elderly relative. I am highly concerned by certain aspects of the proposed plans for erection of four new houses on the convent land, in parallel to the stated plan to convert existing convent buildings into further large houses, and more broadly in connection with the existing plans for a large-scale development on the site of the adjacent former school. Hillside Drive is a single-lane driveway, wide enough for only one vehicle, with no possibility of widening due to the existence of the existing homes, their gardens and associated buildings. There is no passing place in the lower portion of the driveway (the end towards the road, away from the convent). I have read the letter of 5 March 2025 attributed to the Director of Highways and Transportation concerning the traffic situation and while many of the objective details are correct, I take some issue with the assertion that somehow the traffic level in the drive after the proposed new development will be *lower* than current. ("...traffic flows are very low on Hillside Road [sic] and traffic generation from the proposed development is considerably less than the existing use.") This appears to have been assessed as follows: "this proposal is a change of use and it is demonstrated in the TS that the traffic generation is low and considerably less than the potential generation from the existing use should it be fully occupied." This is an impossible conjecture. The 'existing use' is the convent, which is occupied by a small cohort of nuns of whom very few can still drive. It is simply not relevant to speculate how much greater the 'potential' traffic might be *if* the convent were fully occupied by car users; therefore it makes little sense to claim that the traffic generated by the new development will be "considerably less", when it is obvious that the residents of multiple new houses
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will create more traffic. The average number of cars per household in the South East of England is said to be 1.42; the buyers of these new houses will certainly have at least one and possibly two or more cars per household. As well as the residents' own movements in and out, there will also be increased frequency of service vehicles (delivery vans and so on) to the new residences; this does not appear to have been considered to a significant extent in the letter about traffic impacts.

Of greater and more immediate practical concern is the inevitable disruption by construction vehicles, plant and delivery lorries etc. Once again, Hillside Drive is a single-ended road with access only possible from the Old Road East end - the opposite end from the proposed development site. The reality is that the construction and site traffic will cause meaningful, significant and sustained disruption to the existing residents throughout the duration of the project; not only in terms of delays and inconvenience (eg being blocked into or out of one's property during movements of large vehicles in the narrow thoroughfare) but also danger to children, elderly people and pets already resident on the driveway. It will also be essential to ensure that all steps are taken to pre-empt and prevent any damage to the private road surface by plant or other heavy vehicles, and that any such damage which does occur is documented and correctly repaired at no cost to the affected residents.

Any proposed 'biodiversity area' will necessarily be of small size and will be a totally inadequate replacement for the four acres of green space (including the school grounds) that are slated to be built over, with the biodiversity damage that will inevitably ensue.

Thank you for your consideration of these comments and I hope that all necessary measures will be taken to minimise negative effects when the development goes ahead.

Kind regards