

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 02/09/2026 6:31 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] The Drove Way Istead Rise

Comments Details

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

Reasons for comment:

Comments:	I wish to object to Planning Ref: 20260649 as under: 1. Istead Rise has limited infrastructure for the current population and relies on residents having own transport as public bus services are infrequent and unreliable. Other objectors will have covered key issues, eg farmland, green belt, environmental damage, etc. 2. The GP practice confirms it is at full capacity and cannot take more patients. 3. Darent Valley Hospital was built as a 450 bed capacity, extended to c. 600 beds and still cannot cope with the medical needs of Dartford & Gravesham population; even having to nurse critical patients in corridors and recesses. A&E services are already overstretched at peak times and 12 hour waits are not uncommon. 4. The Drove Way has existing sewage capacity issues at the far end, adjacent to the proposed access to this developers proposal. 5. Water utilities have already flagged they are struggling to maintain water supplies. 6. The Drove Way has restricted widths at many times due to on street parking where households off road parking is full. Local builders and HGV building supplies for house extensions, etc already struggle to safely park and discharge building materials etc. 7. Access to Istead Rise via the A227 will massively increase traffic flows on this busy A road during the 2+ years for this proposed construction. 8. The following modelling respectfully suggests any substantial traffic increase
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from the A227 into the village during a 2+ years duration is potentially unsafe for local residents, particularly elderly people and mothers with young children.
9. The Droveaway and junction with Worcester Close to Dr surgery and playing fields is also potentially unsafe for elderly people and young children from HGV's, cement lorries etc delivering to and from the proposed development.

10. The established TRICS Research Report 25/1 (2025), based on 26 residential dwellings, identified four principal categories: workforce movements, deliveries, removal of material and associated trades.

An example modelled construction analysis of stages from groundworks to finished houses , roads, infrastructure etc often requires delivery booking, banksmen, no roadside waiting and avoidance of rush-hour/school periods, regular road clearing of mud and detritus in The Droveaway.

Month 1-3: site establishment/earthworks - high HGV, relatively low trades traffic
Month 4-9: infrastructure/foundations - high HGV+rising workforce
Month 10-18: superstructures - brick/block/material deliveries + high trades traffic
Month 19-24: fit-out - lower HGV but very high van/trades traffic
Month 25-30: completions/external works - declining construction traffic.

An UK environmental assessment assumed approximately 50 homes constructed per year, generating around 64 HGV movements per day, about 150 construction workers on site, and 180-220 worker vehicle movements per day at peak periods.

So for in and out traffic movements in the Droveaway, this equates to approx:
HGVs: 25-30 movements/day
Trade/work vans: 55-60 movements/day
Worker/staff cars: 55-65 movements/day

More significantly, increased traffic on the A227 main access into Istead Rise would massively increase during 2+ years :
Using roughly 600 weekday construction days for a 100 houses plus development and the central daily figures gives an order-of-magnitude estimate of:

- * HGV movements: circa 15,000-18,000
- * Trade/work van movements: circa 32,000-36,000
- * Workers'/staff car movements: circa 34,000-39,000
- * Total construction-related movements: approximately 80,000-93,000

Allowing for Saturdays, visitors, inspectors, abnormal deliveries, remedial works and normal programme variability, I estimate:

Approximately 85,000-100,000 two-way construction vehicle movements over the whole development during c. 2+ years.

So, for all of the above objections and modelling the risks to residents and the environmental damage during 2+ years construction, I respectfully object to this inappropriate and unwanted development in this location.

Kind regards