

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 16/06/2026 5:12 PM from [REDACTED]

Application Summary

Address:	Nuralite Industrial Estate Canal Road Higham Rochester Kent ME3 7JA
Proposal:	Application for approval of condition 2, 5, 8, 9, 11 and 12 attached to planning permission reference number 20250721 relating to full details of the road improvements works at the Canal Road / Chequers Street / Church Street /Lower Rochester Road junction (2), full details of the phasing of the development (5), a comprehensive Demolition and Construction Logistics Plan covering all environmental impacts (8), a full Construction Traffic Management Plan (9), an updated preliminary ecological appraisal and review and of the site wide mitigation strategy (11) and a strategy to deal with the potential risks associated with any contamination of the site or the relevant phase (12).
Case Officer:	Mr Richard Hart

[Click for further information](#)

Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	[REDACTED] Chequers street Higham

Comments Details

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

Reasons for comment:

Comments: I wish to formally object to the above proposal Ref :- 20260521 As you will see from previous objections to this planning, the current access to the Nuralite asbestos factory estate via Canal Road has not been approved by highways, in fact, previous findings have shown that the road, laid by the old asbestos factory in the 1970s as a temporary measure for some long vehicle access, and adopted by the railway, and was in fact made up of old asbestos through the flooded field area and is in no condition to take the current traffic, let alone the proposed HGV movements to facilitate the remediation of the site asbestos that is required. in the summer months with low water levels, you can see the exposed and degrading asbestos along the complete length of Canal Road, this alone should have the HSE questioning the suitability of ANY traffic movements along this unadopted access track.

A far better solution would be to bring in any material by rail freight which would completely stop the need for any increase of the HGV movements and alleviate the disruption and detriment to the local community.
There is also the option of enhancing the Queens Farm access to accommodate

vehicle movements that we do not feel has been fully explored and would give a far smaller footprint of disruption for the local community.
There is a feeling that the Village and local community is having this forced upon them and will have to suffer the disruption and displacement purely to enhance the developers profit margin.

The local residents have already had to endure a huge increase in HGV movements since the original planning application was agreed in spite of our objections, and work has been surreptitiously carried out over the past 5 years without any kind of control of waste, including asbestos movements throughout the day and night.
no one in authority appears to care or wants to take responsibility to manage and control this.

The removal of parking due to the installation of a somewhat pointless mini roundabout is preposterous.
I would suggest that the borough council, along with the highways actually review this proposal in real terms as the conclusion can only be that a mini roundabout adds no value whatsoever to the transport and vehicle movements as HGVs will simply cut across the corner as they do now.
The only achievement with this mini roundabout will be to displace the local residents parking just to appease a planning condition that was not agreed or properly planned and reviewed.

The loss of parking across Chequers street will displace vehicles from every dwelling, you can see the impact by reviewing the amount of parking permits that are currently issued by the council across the street which also then includes visitors and carers.

This removal of parking also does not take into account vulnerable residents, residents with children and access issues, deliveries including essential heating oil and heating gas on a regular basis, shopping deliveries and all general parking requirements associated with living in a remote area that is serviced by one bus route at intermittent timings across the day.

a car and parking is an essential part of living in a remote rural community.
The current bus stop will also be displaced affecting everyone from school children to the elderly and everyone between that relies on this service.

No account has been taken for the impact on the wider community, with a loss of parking for all residents in Chequers Street and the displacement of these vehicles, people who rely on their vehicles will be forced to park in roads further away, these areas are already saturated with residents parking local to their dwellings which will lead to social disruption and potential escalated issues due to frustrations trying to find adequate parking, along with the constant tensions and anxieties around security for vehicles, trades vehicles and the worry of thefts due to not being in close proximity and surveillance from the home owners.

in conclusion:-

1. a mini roundabout in this location will have no positive affect to the local village and local residents and provide no meaningful improvement to safety.
2. parking is already constrained within the immediate area and further afield areas so there is no option for alternative parking.
3. the increase in traffic size and volumes is unsustainable in any rural area and highly disruptive to rural life.

yours sincerely



Kind regards