

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 02/06/2026 10:15 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] Brookmead Road Cliffe Woods Rochester

Comments Details

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

Reasons for comment:

Comments:	I wish to formally object to the proposed introduction of double yellow lines on Chequers Street for the following reasons: 1. Loss of Residential Parking The proposal would significantly reduce the already limited parking available to residents of Chequers Street. Many properties do not have sufficient off-street parking, and the loss of on-street spaces will force residents and visitors to compete for parking in surrounding roads, including Church Street, Bull Lane, Martins Close, Steadman Close, Adelaide Road and Lake Drive. This will simply transfer the parking problem elsewhere rather than solve it. 2. Impact on Elderly, Disabled and Vulnerable Residents The loss of nearby parking will disproportionately affect elderly, disabled and vulnerable residents, as well as their carers, family members and healthcare visitors. In particular, disabled relatives and visitors may no longer be able to park
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within a reasonable distance of properties on Chequers Street, creating significant accessibility issues.

3. Impact on Essential Home Services

Many properties on Chequers Street, rely on heating oil rather than mains gas. Oil deliveries are required multiple times each year and are carried out by specialist tanker vehicles. The proposed restrictions could make it difficult or impossible for these vehicles to access properties safely and efficiently.

If oil deliveries cannot be completed, residents may be left without heating and hot water, particularly during colder months. The council should fully assess the impact on homes that rely on oil-fired heating before proceeding.

4. Increased HGV Traffic Through the Village

The proposal appears to support increased access for HGVs serving industrial and commercial interests rather than addressing the needs of residents. Canal Road has previously been considered unsuitable for HGV traffic, yet the implications of diverting or encouraging additional heavy vehicle movements through the village do not appear to have been adequately addressed.

An increase in HGV traffic would result in:

Higher noise levels;

Increased air pollution;

Greater disturbance to residents;

Increased road safety risks for pedestrians, cyclists and other road users.

Residents already experience significant HGV traffic, and further increases would have a detrimental effect on the character and quality of life within the village.

5. Road Safety Concerns

The presence of parked vehicles on Chequers Street currently acts as a natural traffic-calming measure by encouraging drivers to proceed with greater caution. Removing these vehicles and creating a clearer, wider carriageway may unintentionally encourage higher vehicle speeds, particularly around the nearby bend and mini-roundabout.

In practice, many drivers already fail to slow adequately at the mini-roundabout. The proposed changes could therefore increase speed-related risks rather than improve safety.

6. Negative Impact on Property Values

The removal of convenient residential parking is likely to make properties on Chequers Street less attractive to prospective buyers. Adequate parking is a key consideration for homeowners, particularly in rural and village locations where public transport options may be limited. As a result, the proposal may have a negative impact on property values and the desirability of the area.

7. Lack of Demonstrable Benefit to Residents

There is no clear evidence that the proposal will provide a meaningful benefit to local residents. Instead, it appears primarily designed to facilitate industrial estate expansion and commercial vehicle movements. The negative impacts on residents have not been sufficiently justified by any corresponding community

benefit.

8. No Compensation or Mitigation Measures

Residents who will be directly affected by the loss of parking and reduced amenity are not being offered any compensation or meaningful mitigation measures. The proposal places the burden on local households while delivering little or no benefit to those most affected.

Conclusion

For the reasons outlined above, I strongly object to the proposed double yellow lines on Chequers Street. The proposal would reduce residential parking, adversely affect elderly and disabled residents, create difficulties for essential home services, increase HGV-related impacts, potentially worsen road safety, and diminish the attractiveness of the area, all without providing a clear and demonstrable benefit to the local community.

I respectfully request that the council rejects this proposal or undertakes a more balanced review that properly considers the needs and concerns of local residents.

Kind regards