# Comments summary

Dear Sir/Madam,

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

Comments were submitted at 01/06/2026 8:37 AM 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: | |
| Address: | [redacted]Brookers Place Chequers Street Higham |

## Comments Details

| | |
|---|---|
| Commenter Type: | Neighbour |
| Stance: | Customer objects to the Planning Application |
| Reasons for comment: | |
| Comments: | I wish to object to the proposed changes to the road layout and associated expansion plans.<br><br>As a resident of Chequers Street and in particular located at the junction of the proposed roundabout, I am extremely concerned about the impact that the proposed roundabout and road alterations will have on local residents. The most immediate consequence will be the significant loss of on-street parking in an area where parking is already extremely limited. The residential properties within the village of Lower Higham on this side of the bridge are largely concentrated around this junction and the roads leading directly from it. As a result, the available on-street parking used by residents is located on these roads closest to the junction. Beyond this residential area, the roads quickly become narrow rural country lanes where parking is neither practical nor safe.<br><br>The introduction of yellow lines around the proposed roundabout would remove a substantial amount of the parking currently relied upon by residents. This is not simply a matter of residents having to park slightly further away; the proposal |

would effectively remove the only realistic parking available to many households. With few, if any, suitable alternative locations available, residents could be left with nowhere reasonable to park near their homes. This would cause significant inconvenience and have a detrimental impact on daily life, particularly for elderly residents, families with young children, visitors, carers and those with mobility issues. The proposal would therefore result in the loss of resident parking without any meaningful replacement provision. This is personal to myself as I have registered disabled parent who visit on a regular basis and also care for my grandchild which would make access from the vehicle to my home near on impossible.

In additional to the above it should be noted that a number of properties within Chequers Street including myself require regular deliveries of heating oil as we have no gas supply. These restrictions will prevent any future deliveries thus making my home inhabitable and unfit for use.

The proposal would also increase road usage through this residential area and place additional pressure on roads that are already heavily affected by industrial traffic.

Canal Road has previously been deemed unsuitable for HGV use by the Traffic Commissioner, yet this appears to be being overlooked. Residents already experience the impact of HGV and LGV traffic associated with the industrial estate, and any expansion is likely to increase vehicle movements further, placing an even greater burden on the local road network and surrounding community.

Furthermore, I question whether the proposed roundabout would achieve any meaningful improvement to traffic management or road safety. While the proposal appears to be presented as a traffic management measure, it is unclear what evidence exists that the roundabout would materially improve conditions for residents or address the existing concerns associated with industrial traffic.

The existing road layout is well established, and the primary issues experienced by residents stem from the volume and nature of traffic using local roads rather than the absence of a roundabout. There is insufficient evidence that the proposal would resolve these concerns. By contrast, the negative impact on residents is clear and immediate. The loss of valuable residential parking, increased disruption to those living in the area, and the potential for additional industrial traffic associated with business expansion are all foreseeable consequences of the proposal.

In effect, the proposal appears to impose significant disadvantages on residents without providing any clear or demonstrable benefit in terms of safety, traffic management or quality of life. The primary beneficiary appears to be the owner of the industrial estate through the facilitation of increased business activity and vehicle access. However, insufficient consideration has been given to the cumulative impact on the residents who already bare the consequences of industrial traffic using what are, fundamentally, village roads within a residential community.

Any claimed benefits of the proposal remain uncertain, whereas the loss of residential parking would be immediate, permanent and felt daily by those who live here.

The loss of resident parking, increased traffic movements, additional pressure from HGV and LGV vehicles, and the lack of evidence that the proposed roundabout would deliver meaningful improvements for residents make this proposal unacceptable.

For these reasons, I strongly object to the proposed development and request

that full consideration be given to the impact on residents, parking provision, road safety, traffic levels, HGV movements and overall quality of life.

---

Kind regards