

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 19/03/2026 3:18 PM from [REDACTED]

Application Summary

Address:	Land North Of High View School Lane Higham Rochester Kent ME3 7HP
Proposal:	Application for Outline application with all/some matters reserved for the development of up to 50 residential dwellings (including affordable housing), vehicular access road from School Lane, internal roads, car parking, landscaping, public open space, and other associated works and infrastructure. All matters to be reserved with the exception of the main site access.
Case Officer:	Mrs Lisa Fisher

[Click for further information](#)

Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	[REDACTED] Reynolds Fields Higham 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 above outline planning application for the development of up to 50 residential dwellings on land north of High View, School Lane, Higham. While the national and local need for housing is understood, the development must be supported by appropriate infrastructure and must be suitable for its location. In this case, there are several major concerns that I have, hence my objection The surrounding village roads, particularly School Lane which is the main route through the village, is already unsatisfactory. This can be seen every morning and afternoon when traffic is parked to drop off or pick up pupils from the school, leaving a single carriageway. This often causes gridlock especially if vehicles like lorries, vans and buses are going past the school at these times, as their size and manoeuvrability is a significant factor to the congestion. The small passing area added by Highways a few years ago is totally inadequate. A few years ago, the Nuralite Planning application was controversially agreed despite local objection, this has resulted in a significant number of lorries travelling through the village to access the Nuralite development despite alternative routes being a condition of the approval but is often ignored. These
-----------	---

lorries carry contaminated material including asbestos sourced from the soil, have mud covered wheels and are both heavy and noisy. Your development plans would just add to this kind of traffic. I do not believe that Gravesham Council monitor these conditions of approval and so if your application was approved once again the conditions to protect villagers would inevitably once again be flouted after a while.

Heavy construction vehicles damage the roads with many deep potholes causing villagers cars to be damaged or tyres punctured, make the road surface slippery with mud and material, contaminate the roads with potentially hazardous material causing cyclists and horse riders an extra hazard, add environmental issues like exhaust emissions into the air and extra noise pollution. Council cuts mean these potholes often are left until there is no option but to close the road, which again inconveniences the villagers due to a limited road network.

If approved, construction activity would likely take place over a few years. This would involve frequent movements of heavy construction vehicles using local roads that are not well suited to this type of traffic. The presence of large vehicles increases danger for pedestrians including children and parents walking to school and local residents many of whom are retired, elderly and therefore vulnerable. One injury caused in this fashion is one too many.

I note that the site entrance is on the brow of the hill, the Highway Code details dangers of traffic on the brow of a hill so having numerous lorries entering and leaving the site will inevitably lead to traffic accidents. The busiest times will be school drop off and pick up times when children will be either walking or being driven to or from School.

Existing traffic-calming measures along School Lane are clearly inadequate. The speed bumps are not sufficiently wide enough to slow larger wheelbase vehicles, including vans, lorries and four-wheel-drive vehicles, which are able to pass over them with no reduction in speed. As a result, traffic frequently travels through the area at inappropriate speeds despite the recent addition of flashing school warning lights.

Aside from the safety angle, building 50 homes would inevitably impact on the capacity of village services, such as local healthcare provision, with the imminent closure of the Highparks Higham GP surgery site, Higham Primary School (that is currently full) utilities where we often have electricity outages and water supply issues and a laughable poor train service with two services an hour or less serving London on weekdays.

The planned development also raises questions regarding drainage and surface water as green fields will be replaced by concrete. Residential developments increase the impermeable surfaces footprint such as roofs, roads, pathways and driveways. School Lane often resembles a river in heavy rain with flooding experienced in mid Higham, Lower Higham and floods the train station. Drain covers are often displaced, which again impacts road users. Without wholesale improvement to the drainage system in Higham at immense cost and inconvenience, this development will make matters even worse.

Kind regards