

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 8:45 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:	[REDACTED]
Address:	Telegraph Cottages Chequers Street Higham

Comments Details

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

Reasons for comment:

Comments:	I am writing to object to the proposed alterations to the road layout and the associated expansion of the industrial estate. Having lived in Lower Higham for several years, I am deeply concerned about the consequences these plans would have on both residents and the character of the village. One of the most immediate problems is the removal of on-street parking around the junction. Parking in this part of the village is already extremely limited, and the roads that run beyond the junction quickly narrow into rural lanes where parking is simply not possible. The proposed yellow-line restrictions would take away the only practical parking available to many households. This is not a minor inconvenience. It would leave residents with nowhere reasonable to park near their homes. The impact would be felt most by those who rely on close access: older residents, families with young children, people with mobility issues and anyone who needs to unload equipment or care for relatives. Removing established parking without providing any workable alternative is neither fair nor sustainable.
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I am also very concerned about the increase in HGV and LGV traffic that would inevitably follow the expansion. Canal Road has previously been judged unsuitable for heavy vehicles, yet this seems to have been overlooked. The roads through Lower Higham are not designed to cope with large industrial traffic, and residents already experience significant noise, vibration and disruption from the existing volume of lorries.

These roads are also used heavily by walkers: local people, dog-walkers and visitors who come by train to reach the nature reserve. Turning these quiet rural lanes into busier industrial access routes would make them far more dangerous for pedestrians and would fundamentally change the nature of the village.

There is also a genuine concern about the effect of increased heavy-vehicle movements on the older properties in the area. Many of the houses here date back to the 19th century and are far more vulnerable to vibration and structural movement. We already feel our home shake when large lorries pass, and several neighbours have had to repair cracks caused by traffic vibration. Increasing the number of HGVs will only make this worse.

Another issue that cannot be ignored is the risk posed by overhead cables. A previous incident, recorded on the Gravesham planning portal, saw the front of a property damaged after a lorry pulled down overhead lines. With more large vehicles using these narrow roads, the likelihood of similar incidents increases significantly.

Several homes in this part of the village also rely on heating-oil deliveries due to the absence of mains gas. If access becomes restricted, these essential deliveries may no longer be possible, leaving residents without a practical way to heat their homes.

The financial impact on homeowners is another serious concern. Properties with no viable parking and increased industrial traffic are inevitably less attractive to buyers. It is reasonable to expect that house values would fall as a result of these proposals, yet there is no indication of how residents would be compensated for such losses.

Finally, I see no convincing evidence that the proposed roundabout would improve safety or traffic flow. The current layout has operated without issue for many years, and there have been no accidents during the time we have lived here. The problems we experience stem from the volume of industrial traffic, not from the road layout itself.

Overall, the proposals appear to benefit the industrial estate while placing the burden of disruption, reduced safety and financial loss on the residents of Lower Higham. For these reasons, I strongly oppose the development and urge the council to reconsider the impact on parking, pedestrian safety, property integrity, traffic levels and the overall wellbeing of the village community.

Kind regards