

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 11/12/2025 3:14 PM from [REDACTED]

Application Summary

Address: Nuralite Industrial Estate Canal Road Higham Rochester Kent ME3 7JA

Proposal: Application for removal of condition 4 ,6,12 and variation of condition 7 attached to 20190290 - The proposal is for the systematic redevelopment of the existing Nuralite site. This includes the importation of inert materials to cap, and landscape the historic asbestos landfill, thus containing its contamination risk. To demolish the existing buildings of the Nuralite industrial estate, deal with existing contamination, both through capping and removal of areas of hydrocarbon pollution, the laying of new service and utility infrastructure and the construction of 11 new purpose built light industrial type units and a site office; to allow removal of passing places, temporary traffic controls, Archaeological works and implementation of a permanent TRO for all traffic.

Case Officer: Mr Richard Hart

[Click for further information](#)

Customer Details

Name:

Email:

Address:

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: This application should be refused for the following reasons:

The Lower Rochester road itself is inadequate for the HGV movements planned. The application now proposes to use Gore Green/Lillichurch road as well. However, this road is even narrower and less suited to HGV use.

The one way system would be an unacceptable level of inconvenience to residents and other local road users.

The loaded HGVs would have to turn right onto the B2000 from Lillichurch road. The level of HGV movements involved would be an unacceptably high risk to road safety - particularly at peak times when the B2000 is very congested.

Recent housing developments at Cliffe Woods have emphasised walking and cycling as an alternative to car use. The B2000 from Cliffe Woods past the junction with Lillichurch road is narrow and does not have any footpaths. Adding

the very high number of HGV movement proposed would be an unacceptable risk on a road that is already hazardous.

At peak times it would be difficult for the HGVs to turn right and cross the B2000 from Lillichurch road. This would result in long queues of backed up HGVs on Lillichurch road.

The one way system would result in long detours, increasing congestion, pollution and journey times.

Major new developments in Cliffe Woods have been supported on the basis that the occupants could use Higham station and new bus services have been provided to facilitate this. The proposed one way system would exclude the use of Lower Rochester road and Gore Green road for travel to Higham station.

The level of traffic on the B2000 is already going to increase as a result of major new development in Cliffe and Cliffe Woods.

It is the developer's responsibility to contact any landowners affected by the proposed laybys. The efforts made so far have been feeble at best. The original planning conditions should be retained - if the developer cannot meet them, it simply means that the planning application is not viable.

The site is adjacent to a main rail line and sidings, nothing could have been easier than to transport the material by rail. The developer's assertion that this is impractical is not credible. In any case, if the cost of developing the site using rail transport is too high, it just means that the application is unrealistic.

Adding this many HGVs to the B2000 would have a major impact on traffic as they queued to join the Wainscott Bypass.

Kind regards