

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 13/08/2025 11:20 AM 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: Mrs Lisa Fisher

[Click for further information](#)

Customer Details

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED] Higham Rochester

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I wish to formally register my objection to the removal of these conditions which were originally imposed because of the very real concerns the public had about environment, safety and inconvenience . To remove these conditions, apart from 12 would be totally irresponsible and make a mockery of the planning system. The implementation of a one way system is not practicable. The proposal is that all vehicles going westbound use the Lower Rochester road and eastbound to use the Gore Green road for the duration of the capping, demolition and construction of this site. This could go on for years. To make these roads one way would have several disadvantages, it would increase the speed of the traffic because they would know there is nothing coming the other way, as there are no pavements on these roads it would increase the danger to children going to school, walkers,dog walker's , horse riders and cyclists. (Canal road and Lower Rochester Road are part of route 1 cycle path which will have to be rerouted). Then there is the problem of all vehicles including lorries delivering goods and services to homes, farms and businesses on the Lower Rochester road who want to go to Medway towns or Wainscott bypass. How will they negotiate the hairpin bend, where the Gore Green road meets the Lower Rochester Road to enable them to get onto the Gore Green road . There is nowhere to turn round so they would have to go up school lane and through the village. Most of Canal Road has no pavements and in the residential area there is a bend where the road is only 14 feet wide. Two cars cannot pass let alone two Lorrie's. With the amount of lorries and the frequency of their operation plus the normal traffic using the road there will be constant gridlock unless traffic control is in place. What will happen is that there will be the constant meeting of vehicles on this

bend following by them shutting backwards and forwards, pulling onto people's property to pass. This will cause disturbance to the residents and undoubtedly more damage to property.

This development which was fiercely objected to, will increase the traffic to unbearable levels in an area which has very narrow roads and very few pavements. These were the peoples main concerns and why the conditions were put in place. To remove these now would make a mockery of the agreement between the applicant and the council, which enabled applicant to get his planning application agreed .

The only places that two lorries can pass and that has pavements to keep people safe is through the village and School Lane which is not an option being considered.

If these conditions cannot now be implemented then perhaps the applicant needs to look at other ways to ship the materials in and out. The site is next to the Hoo Junction site which offers a way of getting the materials in and out which is more environmentally friendly, with minimum inconvenience to people and gives maximum safety to all.

For all the above reasons i hope you will reject the proposed variations.

Kind regards

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