

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 07/12/2025 8:43 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:	Mr Richard Hart

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Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	[REDACTED]

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application

Reasons for comment:

Comments: I am writing to lodge a formal objection to the proposed Traffic Regulation Order, as its implementation would cause considerable disruption to residents who depend on reliable access to Higham train station. Higham station is the closest and most practical rail connection for the communities in Cliffe Woods and neighbouring areas. Many people rely on this route every day for work, education, and essential travel, meaning any additional delay has a direct and meaningful impact.

The TRO as proposed would divert traffic onto longer and more constrained routes, significantly increasing travel time for anyone attempting to reach the station. This is especially problematic during peak periods, when commuters must arrive within strict time windows to catch scheduled trains. Even modest delays can result in missed services, forcing travellers to leave much earlier than usual and adding unnecessary stress and cost to daily journeys.

In addition, the suggested diversion routes are predominantly rural country roads

that are not built to accommodate higher volumes of traffic or larger vehicles. Heavy goods vehicles and service trucks would be pushed onto roads that lack adequate width, safe passing points, and visibility. This raises serious concerns about safety, wear on the road surface, and the increased potential for accidents involving residents, cyclists, and pedestrians who already use these lanes.

The redirection of traffic would also intensify congestion at known pressure points, particularly during school and commuter rush hours. This would make the journey to Higham station even less predictable and further erode the reliability of the local transport network. Slower movement along these unsuitable routes may also hinder emergency vehicles, which rely on quick access across the area.

Collectively, the increased journey times, greater safety risks, and pressure on rural roads demonstrate that the TRO would cause more harm than benefit. The proposal does not adequately consider the dependency our community has on smooth and efficient access to Higham station, nor the limitations of the surrounding road infrastructure.

For these reasons, I strongly object to the TRO and respectfully request that the council revisit the proposal, consider the wider implications for residents, and identify more appropriate alternatives that do not compromise essential travel links or place unsuitable demands on local country roads.

Kind regards