

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 14/12/2025 8:14 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: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: Dear Sir or Madam,

We are writing to formally object to the proposed redevelopment of the existing Nuralite site, specifically the proposal to introduce a one-way traffic system through Lower Higham.

We cannot understand why soil and construction materials cannot be transported via an alternative route, rather than permanently altering the local road network. The proposed highway changes appear unnecessary and disproportionate to the impact they would have on residents and other road users.

Many properties in Lower Higham, including our own, have driveways positioned at an angle to the road. Under a one-way system, access to these driveways would become extremely difficult and, in some cases, practically impossible. This would prevent residents from safely accessing their homes and would make it impossible for some households to manoeuvre caravans, camper vans, and

other larger vehicles.

Lower Higham Road is a designated cycle route, is regularly used by horse riders, and is also an established bus route serving local residents. As such, it is a shared transport corridor used by vulnerable road users and public transport. Altering traffic flow and increasing construction and diverted traffic would significantly heighten safety risks for cyclists and equestrians, while also risking delays, reliability issues, and reduced accessibility for bus services and passengers.

The proposal is also inconsistent with environmental and climate objectives. A one-way system would force residents, bus services, and other road users to travel significantly longer distances, increasing congestion and vehicle emissions at a time when sustainable transport and reduced car use should be actively encouraged.

It is further concerning that these changes are being proposed despite substantial new housing developments approximately half a mile up the road. The cumulative impact on traffic volumes, congestion, public transport reliability, and road safety in the area does not appear to have been adequately assessed.

There are existing rail networks nearby which could potentially be used for the transportation of materials. The apparent failure to fully explore these alternatives suggests that convenience or cost-saving measures are being prioritised over sustainability, safety, and the quality of life of local residents.

In summary, we firmly object to this proposal on the grounds that it:

1. Restricts safe access to existing residential properties
2. Creates serious safety risks for cyclists and horse riders on a designated route
3. Negatively impacts an established bus route and its passengers
4. Increases vehicle mileage, congestion, and carbon emissions
5. Fails to adequately consider alternative transport routes or methods
6. Ignores the cumulative impact of nearby developments

We respectfully request that Gravesham Borough Council reconsider this proposal and require the applicant to explore less disruptive, safer, and more sustainable alternatives that do not adversely affect residents, cyclists, equestrians, or public transport users in Lower Higham.

[Redacted signature block]

Kind regards