

20190290: Nuralite Site Canal Road Higham.

I refer to Mr Hart's Duplicate letters of 28 November 2025, which seem to be a repeat of Mrs Lisa Fisher's letter of 28 July 2025. I write to consolidate my various comments in respect of that letter. I have tried to use your online form but, not being a trained typist, the form 'timed out' before I had reached 2,000, rather than the promised 5,000 characters.

I **object** to the proposal to remove conditions 4, 6, 12 and vary condition 7. Contrary to the impression given by the Applicant, [REDACTED] required for one of the passing places in Gore Green Road (**GGR**) **I HAVE NOT BEEN APPROACHED BY THE APPLICANT** and claims to the contrary are false. The proposal for a one way system, will disadvantage residents living along GGR and Lower Rochester Road (**LRR**) as well as businesses along these roads, including those along Buckland Road. The proposals make no proposals for Two Gates Hill and Sandhill Road (which is less than 2 metres wide), both of which will be adversely affected. Nor do they explain how traffic coming in an easterly direction along LRR will turn into GGR to gain access to premises along GGR/Lillechurch Road. At present vans wishing to undertake this manoeuvre have to do a three point turn - vehicles doing this previously demolished the road name sign (recently replaced) and have also damaged my fence fronting GGR. How does the applicant imagine articulated HGVs or large agricultural tractors with trailers will manage this? To ease what will become a very tight U-bend, Bramble Cottage will need to be demolished.

In addition GGR is a bus route, does the applicant expect those travelling by bus to/from Gravesend to walk half a mile across fields to get to/from a bus stop? The proposal is ill thought out and incomplete and should be rejected. In any event for the reasons set out above, it is uncertain that any necessary traffic order allowing the proposals to be implemented will not be rejected because of objections to it. The planning consent should not be modified so that it is contingent on an uncertain event (the granting of a traffic order).

If GBC want the proposed redevelopment to go ahead, either they as planning authority or KCC as highway authority should exercise their compulsory purchase powers to acquire the relevant land for the passing places on behalf of the applicant. Rather than try to emulate a rural road in Scotland LRR needs to be widened from the Borough boundary to just east of its junction with Two Gates Hill and again by Bramble Cottage. This would render it suitable for the proposed increase in traffic volumes and also as a designated HGV route for vehicles going to premises in Queens Farm Lane, Shorne.

Yours faithfully

[REDACTED]