



Nuralite Business Park Planning Application - Information Evening

The proposed redevelopment of Nuralite
Industrial Estate , Lower Higham by LEJ
Properties Ltd.

Organised by Higham Parish Council



Site History

The site is located approximately 1 mile north west of Lower Higham and 6 miles east of Gravesend, Kent.

The Shorne Marshes are located north of the site and a rail yard, known as Hoo Junction, immediately to the south. The wider area around the site is largely agricultural land.

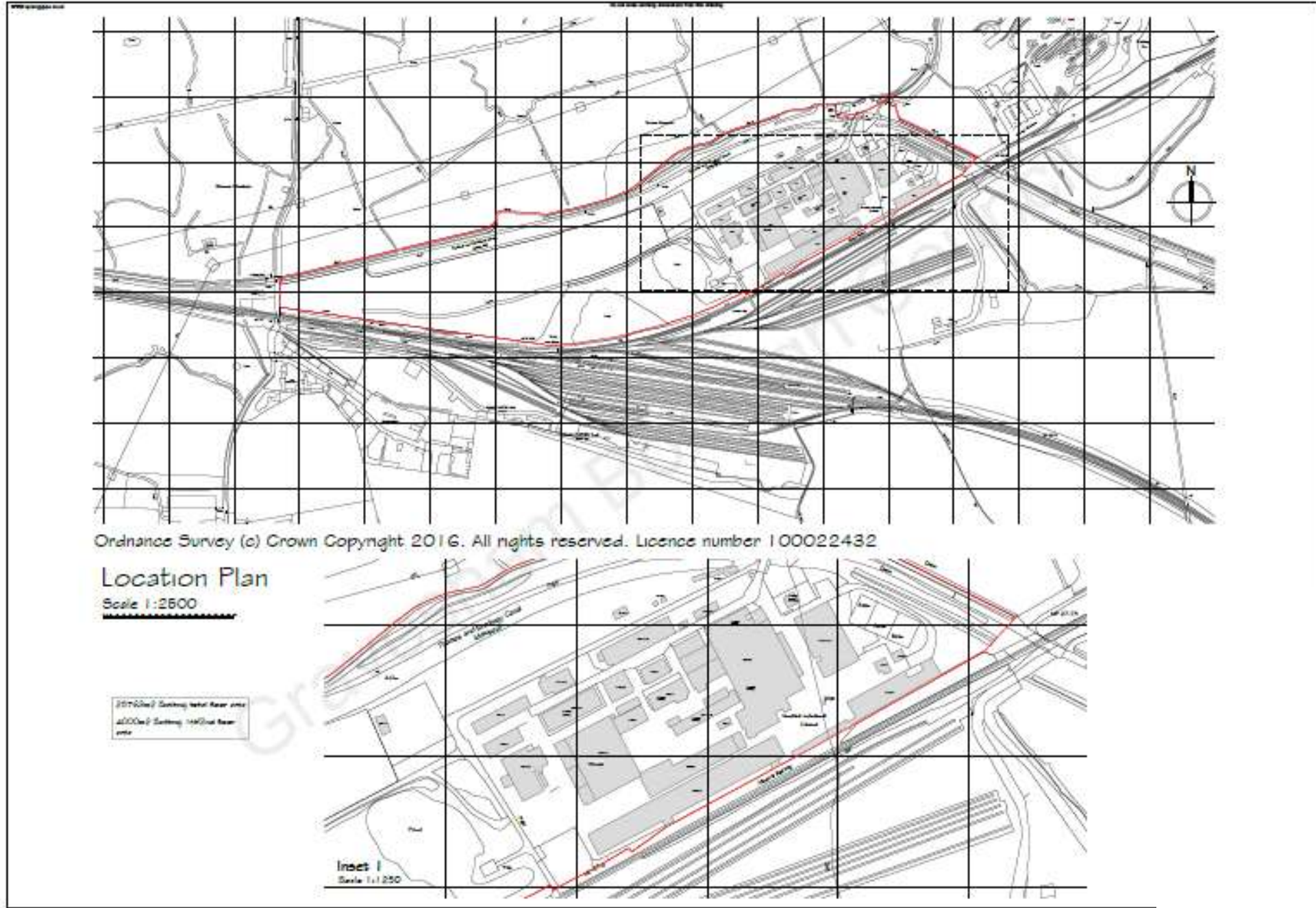
The site covers 18 hectares containing: an Industrial estate in the east; a disused landfill in the west; and a disused branch of the Thames and Medway Canal along the northern boundary.

The industrial estate was originally established as the "Uralite" asbestos works in the early 1900s (c1910-20) which operated until the late 1980s early 1990s. Since then it has continued as an industrial estate and currently comprises approximately 30 business units, though many are now in poor or very poor condition and unused.

It is thought that the landfill area was initially used by the Uralite works for waste disposal, and then, from the 1960s, as a landfill accepting a range of wastes. It is understood that the site was operated under a Waste Management Licence, which was voluntarily surrendered in 1999 prior to the introduction of the current environmental permitting legislation (Environmental Permitting (England and Wales) Regulations 2010).

Along the northern boundary of the site is a strip of land which includes the Thames and Medway Canal to the north of which are a footpath and an area of scrub and hedgerow. Whilst part of the site no new structures are to be constructed this area. The area is approximately 40m wide at its widest and covers approximately 3 hectares in total. The Thames and Medway Canal was constructed in the late 1800's and became disused at some point in the mid-1900s. It is currently disconnected from the canal network having been infilled at both the eastern and western ends of the site.

Current Site Plan



The Proposal by LEJ Properties Ltd



“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.”

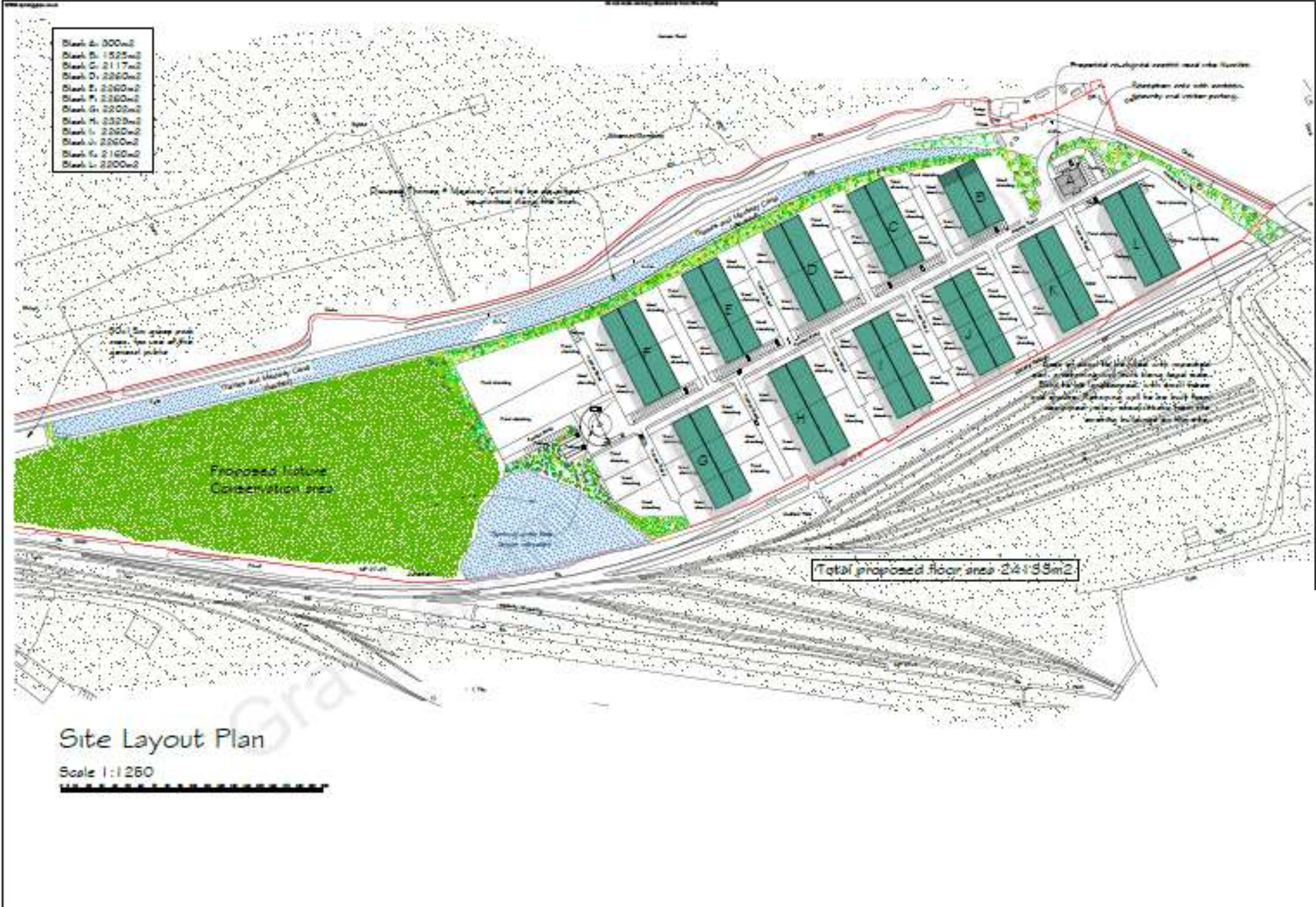
In Detail...

The proposals for the site include the remediation of the former landfill site, followed by development on this land, and the demolition and redevelopment of the existing industrial estate at Canal Road, Higham.

The first phase of the programme will focus on the remediation of the former asbestos landfill site which is located on the western side of the industrial estate.

Following the remediation of the former landfill site, construction of a new industrial estate is proposed on the land. When complete, this will provide a number of units which will then be offered to existing tenants on the industrial estate to relocate to. After the existing units have been vacated, it is proposed to demolish these units and redevelop on this land. The total development across the site will provide 24,133 m² GFA.

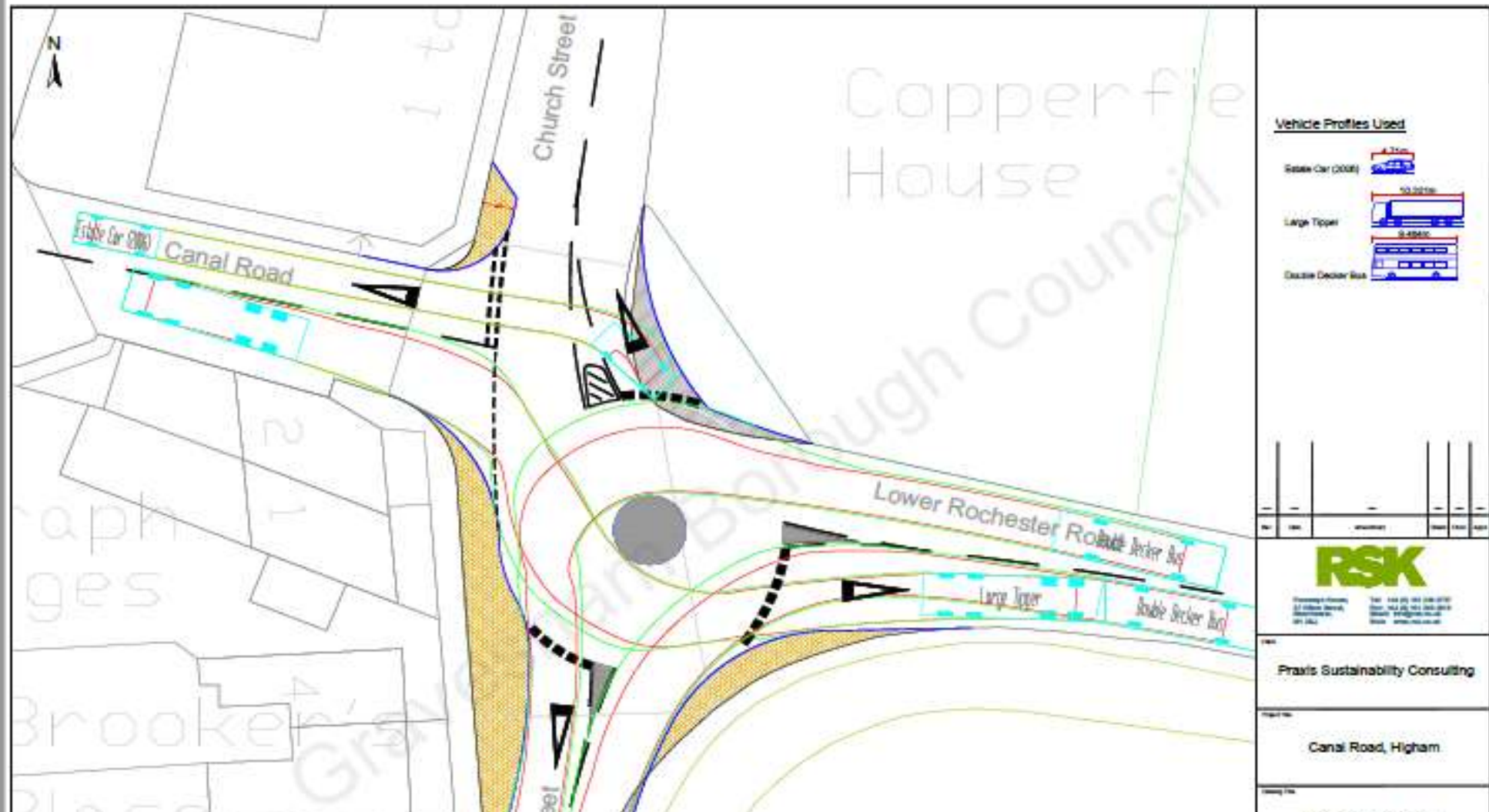
Proposed Site Plan



Impact of Development on Higham



- 1) Transport (1) the inappropriateness of the location for an industrial estate given the routing and proximity of residential dwellings to the road, particularly along Canal Road and the impact of traffic on those particular residents in lower Higham.
- 2) Transport (2) Concerns expressed not just about traffic volumes but also timings and frequency of movements. Particular accent was given by those residents whose houses are directly on Canal and Lower Rochester Roads where they described 24 hour HGV. A request was made as to whether the developer could look at controlling operational timings and driver behaviours.
- 3) Transport (3), following outlining of initial thinking on HGV routing to avoid two way traffic on the Lower Rochester Road, residents of Gore Green Road (the other route for looped traffic movement), expressed concerns over this given the dimensions of the road and no pavement.
- 4) Transport (4). Other options should be explored for bringing in material for landfill capping, namely by barge on the river and delivering across Shorne marshes through the development of a temporary road. Others suggested that the site should just be closed and left to 'rot'.



7.4.7 The traffic impact assessment has identified that the peak construction impact is likely to occur in 2021 and will require mitigation in the form of one-way routing for HGVs, a remodelled junction to be provided in the form of a mini-roundabout and improvements in passing for HGVs along Lower Rochester Road and Gore Green/Lillechurch Road.

Anticipated HGV Movements and Potential Impacts



7.2.0 The site's remediation and development will require the importation of significant amounts of capping material. Given existing physical, practical and economic constraints, road transport is the only viable option for material delivery, and this will mean a significant short to medium term increase in HGV movements.



7.2.2 For the efficient operation of the earthworks activities on site, around 60-80 HGV deliveries per day would be required if the materials are delivered via the highway network. This would indicate that between 188 and 250 site days would be required for the delivery of remediation materials.



7.2.4 In the pre-application discussions, KCC raised concerns over the suitability of Lower Rochester Road for increased two-way HGV traffic. An alternative routing strategy was therefore, proposed to address this (see Appendix 7). The proposal therefore restricts the use of Lower Rochester Road to westbound HGV movements while eastbound movements would use Gore Green Road.



7.2.6 Based on route width surveys and passing places analysis, it is also proposed that the routing formalise existing passing places. Works would also be undertaken to provide a mini roundabout at the Junction of Canal Road/Chequers Street/Church Street/Lower Rochester Road.

Anticipated Redevelopment Timings

Phase	Remediation	Development
1 (Yr1)	Commencement of the remediation of the landfill, starting initially at the Eastern end of the landfill. Commencement of building demolition works in the Eastern end of the industrial estate.	Development of site access works and enabling infrastructure for demolition and development phases. Demolition of units at the Eastern end and commencement of groundworks and enabling infrastructural works
2 (Yr2)	Continued remediation/capping of the landfill including to the West. Commencement of demolition of existing buildings in middle to Western matrix.	Development, finalisation and occupation of buildings at Eastern end of the industrial estate and completion of demolition works in remaining building matrix.
3 (Yr3)	Finalisation of landfill capping works and commencement of landscaping/planting/habitat creation	Complete remaining construction of buildings and supporting infrastructure and landscaping



Grounds for
Objection
Nuralite
Planning
Application



You may wish to use **SOME** of these points as grounds for your objections:

- The site is in an area where Green Belt policies apply and the proposal extends outside the previously developed area of the site by an almost 50% increase which is contrary to Green Belt policy and will adversely impact on the openness of the Green Belt.
- There will be a significant traffic impact on the Lower Higham Conservation Area with traffic increase and consequential noise, dirt, fumes and vibration pollution imposed on residents in the Chequers Area of Lower Higham and other nearby roads.
- Residents in the Canal Road area have historically suffered from damage to their properties, garden walls and even having electricity cables pulled from buildings by large vehicles passing too close together whilst travelling on this essentially narrow country lane.
- The road junctions and layouts in Lower Higham / Chequers Street are presently quite hazardous. The junction of Gore Green Road with the Lower Rochester Road is “blind” and Chequers Street often has parked cars, causing traffic to be on the wrong side of the road when traffic approaches from Lower Rochester Road and cannot see around the corner.
- Road widths in some places are too narrow to allow two HGVs, or even vans, to pass and thus are not suitable for increased traffic and certainly not for industrial traffic.

Grounds for Objection Nuralite Planning Application



- The proposal increases traffic and thus the risk to those who use the area for recreational purposes namely: walkers, dog walkers, riders and cyclists (using the Sustrans Route 1).
- As noise travels a considerable distance in open, flat landscapes, the increased noise and vibration associated with this proposal will impact on the residential amenity of the immediate area and reduce its tranquillity thus having an adverse effect on local residents.
- To grant this application would set a precedent in the Canal Road area and encourage further unwelcome, future development.
- This re-developed industrial estate, which is situated in a remote rural area with no public transport links to the site, will increase vehicle use by both workers and visitors.
- This proposal will affect the **WHOLE** of the village as lorry drivers use their satellite navigation systems to divert from the suggested designated lorry routes and instead travel up through the centre of the village and close to the school.

How can you help?

We ask you to read the documentation relating to the application. This is freely available on the **Gravesham Borough Council Planning Portal**.

To access the free information, simply navigate to the “Documents” section (see below) **The Application Reference is 20190290. Follow this link to take you straight there:**

<https://plan.gravesham.gov.uk/online-applications/applicationDetails.do?activeTab=externalDocuments&keyVal=PORA61HPJ7900>

Planning – Planning Application Documents

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. | Nuralite Industrial Estate Canal Road Higham Rochester Kent ME3 7JA

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How can you help?

You can submit your representations online via the GBC Planning Portal or you can submit them in writing.



Online

To submit your objections online, follow the 'Comments' tab on the Planning Application Summary Page for 20190290 and follow the instructions.



In writing

If you wish to submit your objections in writing, please write to:

Planning and Regeneration Services
Gravesham Borough Council
Civic Centre
Windmill Street
Gravesend
DA12 1AU

DON'T FORGET TO QUOTE REFERENCE NUMBER 20190290