

# Statement of Community Engagement

Land North of Chalk Road, Lower Higham

September 2025

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**Contact**

Mike O'Brien  
mike@pinnacleplanning.co.uk

**Client**

Richborough

**Our reference**

PP0080

September 2025

# 1. Introduction

- 1.1 This Statement of Community Engagement (“SCE”) has been prepared by Pinnacle Planning on behalf of our client Richborough (hereafter referred to as “the Applicant”) in support of an outline planning application for the development of land to the north of Chalk Road to the north west of Lower Higham (‘the Site’). The application is made in outline with all matters reserved except for the principal means of access.

- 1.2 The description of development is as follows:

*“Outline application for the demolition of existing buildings and erection of up to 40 residential dwellings, public open space and associated works. Approval is sought for the principal means of vehicular access from Chalk Road and all other matters are reserved.”*

## **Application Site**

- 1.3 The Site is located to the north west of Lower Higham and south west of the railway line (linking Strood and Gravesend) and Thames and Medway Canal. The Site is accessed off Chalk Road via an existing tarmacked entrance servicing the existing buildings and uses.
- 1.4 The Site is occupied by several buildings and other structures associated with the existing equestrian, domestic storage and light industrial uses present on site. The existing buildings are of a significant scale, with a total volume of around 3,835m<sup>3</sup>, and heights ranging from around 9.5m to 13.5m. There are also large areas of hardstanding around the buildings.
- 1.5 There are several field boundaries within the site that mostly comprise of hedgerows and trees. There are several over-head telephone lines that cross parts of the Site.
- 1.6 To the north of the site lies the railway line, beyond which is the Thames and Medway Canal. To the east of the site lies residential dwellings facing Chalk Road with elongated rear gardens. To the south lies Chalk Road with residential development beyond. The western boundary benefits from some existing tree cover and there are open agricultural fields beyond.
- 1.7 The Site is located adjacent to a railway line with the Higham station located less than 0.5km away (7 minute walk). Higham Station has frequent train services to neighbouring towns and cities including Rainham, Gillingham, Strood, London, Luton and Bedford.
- 1.8 Lower Higham is a small hamlet approximately 1.2 km to the north of Higham and 2.5 km west of Cliffe Woods. Lower Higham is identified in the adopted Core Strategy as an Other Settlement, which is the fifth tier.

## **Statement Purpose**

- 1.9 The purpose of this SCE is to provide details and results of the programme of consultation which has taken place throughout the design process leading up to the submission of the application. The developers were keen to ensure that the local community, as well as

Higham Parish Council and Higham and Shorne Ward Councillors were notified of the consultation and were provided the opportunity to shape the proposals and be kept informed of progress. By means of active and early engagement, the developers have sought to address queries and concerns from the outset, making use of meaningful consultation and using feedback to shape the proposals as they develop.

- 1.10 This SCE provides an overview of the methods employed by the applicant and the feedback generated as a result.

## **Structure**

- 1.11 The remainder of this document is based on the following structure:
- Section 2 provides an overview in relation to community consultation
  - Section 3 outlines the public consultation strategy and feedback received from pre-application meetings.
  - Section 4 presents the feedback received from the public consultation
  - Section 5 summarises the response to the matters raised
  - Section 6 provides a summary of the SCE

## 2. Policy Context

- 2.1 The Planning and Compulsory Purchase Act (2004) requires local planning authorities to produce policy documents, called Statements of Community Involvement (SCI). These set out the Authority's expectations for community consultation as part of development plan-making and during the application process.

### **National Guidance**

#### **National Planning Policy Framework (NPPF)**

- 2.2 The NPPF was published in December 2024 and sets out the Government's planning policies for England and how they are expected to be applied in decision-making as well as plan making. It does not form part of the statutory development plan but does provide significant guidance for Local Planning Authorities. The NPPF provides an up to date and comprehensive expression of national planning policy.
- 2.3 The NPPF establishes the principle that the planning system should be a collective enterprise with the purpose of helping deliver sustainable development.
- 2.4 Paragraph 40 of the NPPF iterates that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties, identifying that good quality pre-application discussion enables better coordination between public and private resources and improves outcomes for the community.
- 2.5 Paragraph 42 notes that the more issues that can be resolved at pre-application stage, such as the need to deliver improvements in infrastructure and affordable housing, the greater the benefits.
- 2.6 Paragraph 43 states that the participation of other consenting bodies in pre-application discussions should enable early consideration of all the fundamental issues relating to whether a particular development will be acceptable in principle.
- 2.7 Paragraph 131 states that effective engagement between applicants, communities, local planning authorities throughout the process is essential for achieving good design.
- 2.8 Paragraph 137 states that design quality should be considered throughout the evolution of individual proposals including through early discussion between applicants, the local planning authority and local community in order clarify expectations and reconcile local and commercial interests. Applicants should also work closely with those affected by their proposals to evolve designs that take account of the views of the community. It is also clear that applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.
- 2.9 As this Statement shows, the Applicant undertook engagement prior to the submission of the planning application in full accordance with the guidance set out within the Framework.

## **Localism Act**

- 2.10 The Localism Act provides the context within which the planning system currently operates. The Localism Act was given Royal Assent on 15 November 2011 and sets out the Government's continuing intention of shifting the power balance from central Government back into the hands of individual, communities and councils.
- 2.11 Once secondary legislation has been designated, the Localism Act 2011 will introduce a statutory requirement for developers to consult local communities before submitting planning applications for certain developments, giving people the chance to comment while there is still scope to influence the proposals.

## **Local Guidance**

- 2.12 The Planning and Compulsory Purchase Act (2004) requires local planning authorities to produce policy documents, called Statements of Community Involvement (SCI). These set out the Authority's expectations for community consultation as part of development plan-making and during the application process.

## **Gravesham Borough Council Statement of Community Involvement (SCI) (2019)**

- 2.13 The SCI confirms that Gravesham Borough Council (GBC) strongly encourages developers to undertake pre-application consultation with residents and potentially interested parties to identify and resolve issues in advance of submission. provide the community the opportunity to make suggestions.
- 2.14 Whilst the SCI is largely focused on how and with whom GBC will consult when carrying out planning duties, it confirms the following at section 11 in respect of pre-application consultation by applicants:

*"For major planning application proposals, the Council will seek to discuss the form of any such developer consultation with the applicant as part of its pre-application advice service.*

*Such early consultation should be as open as possible and provide a genuine opportunity for the local community to influence the design and form of the development proposed. The extent of consultation will depend on the nature of the proposal itself and its likely impact - including impact on the local highway network and demands that may be placed on local services. Factors such as scale, location, prominence, proximity and sensitivity of adjoining development are all likely to be relevant."*

- 2.15 The benefits of undertaking early pre-application consultation with local Councillors and residents are stressed within the SCI and evidence of this consultation, along with details of how the consultation responses have informed the scheme, is required with all major planning applications.

## 3. Public Engagement Strategy

### Introduction

- 3.1 The public and stakeholder engagement strategy involved:
- Formal Pre-application engagement with GBC;
  - Prior notification of the public consultation and providing further information in respect of milestones ahead of the planning application submission to Higham Parish Council and Higham and Shorne Ward Councillors. An invitation to discuss the proposals in more detail was extended to the Ward Councillors;
  - Pre-application discussions with Kent County Council (KCC) Highways, Ecology and Flood Water Management;
  - Pre-application discussions with Network Rail regarding noise and vibration mitigation measures;
  - Leaflet distributed to stakeholders and residents providing details of the proposal and how to comment; and
  - A website with information relating to the proposals and the opportunity to provide written comments or complete a questionnaire.
- 3.2 The remainder of this section provides a detailed summary of the consultation activities outlined above.

### Gravesham Borough Council

- 3.3 The emerging proposals have been the subject of pre-application engagement with a Case Officer at GBC. The key areas of discussion focused on the principle of development including the existing uses on site, and the design and layout of the development. Technical matters including highways and flood risk were touched upon, although there were no technical Officers present at the meeting. The proposed scope of the application was also discussed.
- 3.4 The meeting was held on 16 June 2025 although no written pre-application advice had been received at the point of submitting the application.

### Kent County Council Highway Authority

- 3.5 Richborough engaged with the Local Highway Authority as part of the pre-application design evolution stage. A meeting was held on 19 June 2025 with Angela Coull and David Barton, both Transport Planners at KCC.
- 3.6 Comments from Kent County Council on the proposed development included a request for the highway ownership extent to determine the location of the proposed access off Chalk Road having regard to visibility splays. The advice also included informal

agreement to the provision of the main access road through the Site as a dual-purpose route suitable for infrequent use by agricultural vehicles. Further advice was sought regarding speed surveys and the scope of the highways submission material - a request for a Road Safety Audit was made.

### **Kent County Council Ecology**

- 3.7 The pre-application advice from KCC Ecology outlined what information would be required to support a planning application, including the submission of an Ecological Impact Assessment and details of how a 10% biodiversity net gain could be achieved.
- 3.8 The response also confirms that the proposed development will create additional recreational pressures on the birds at the nearby SPA and Ramsar sites, therefore a SAMMS tariff will be required to mitigate the impacts and this will be based on the number of dwellings proposed.

### **Kent County Council Flood and Water Management**

- 3.9 A pre-application response was received which provided commentary of the flood risks, known and potential drainage assets in the area and advice on reporting within a Flood Risk Assessment. The response also included recommendations in respect of surface water management that included the promotion of infiltration features such as swales and shallow infiltration basins.

### **Network Rail**

- 3.10 Consultation with Network Rail was undertaken and provided clarity around the required development offsets to avoid noise and vibration impacts on the proposed residents from the passing trains.

### **Consultation with Local Residents and Stakeholders**

#### **Higham Parish Council and Higham and Shorne Ward Councillors**

- 3.11 Richborough has sought to engage with Higham Parish Council and Higham and Shorne Ward Councillors during the preparation of the application proposals. Emails to the Parish Council and Ward Councillors were sent on 7 May 2025 with details of the pre-application consultation proposals and information around the public consultation exercise.
- 3.12 The email was sent prior to the leaflets being delivered to local residents on 9 May 2025, therefore ensuring Councillors were briefed ahead of time. The email invited comments or questions on the emerging scheme. A copy of the emails sent to the Parish Councils can be provided on request.
- 3.13 We did not receive a response from either Higham Parish Council or the Ward Councillors.



### **Distribution of a Consultation Leaflet**

- 3.14 A leaflet was distributed to 580 addresses in Higham and Lower Higham on 9 May 2025. A map showing the extent of consultation with local residents is provided at Appendix 1 and a copy of the leaflet is provided at Appendix 2.
- 3.15 The leaflet provided information about the proposals, a plan of the development, and directed residents to the scheme specific website where more information and FAQs could be found. The consultation was live for a period of over two weeks from 9 to 26 May 2025, although responses received after that date were also accepted.

### **Website**

- 3.16 The website was live from 8 May 2025. The address (<http://www.chalkroad-higham.co.uk/>) was published in the distributed leaflet.
- 3.17 The website also provided access to a questionnaire, allowing people to respond to the consultation. The website proved to be a useful tool allowing people to read the consultation information at their leisure, view the key plans and provide feedback. The responses received via email and on the website can be provided on request. A summary of the feedback received is provided in the following section.

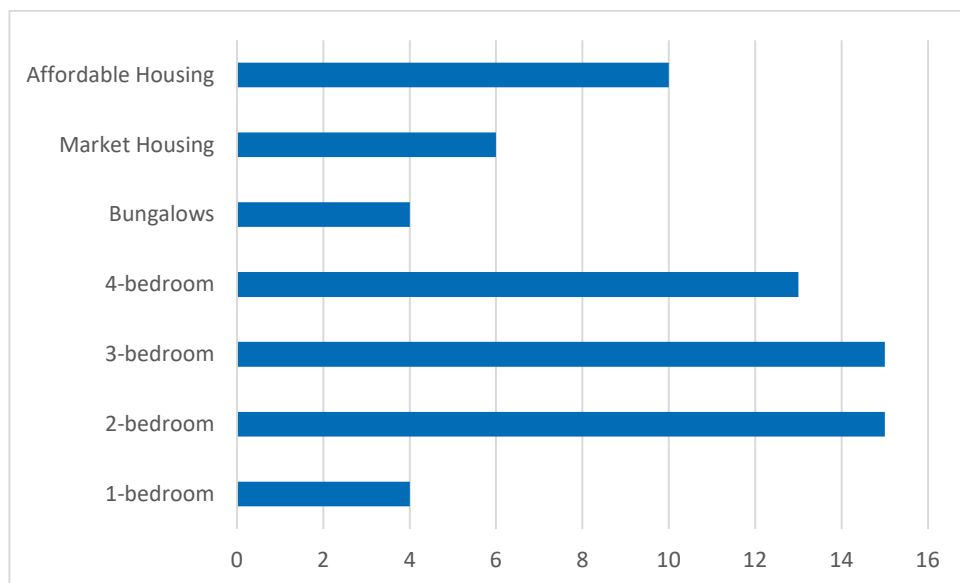
## 4. Consultation Feedback

### Public consultation feedback

- 4.1 This section of the Statement provides a summary of the feedback received during the consultation period.
- 4.2 The public consultation leaflet and website served to engage a wide spectrum of the community, including those groups which are hard to reach.
- 4.3 The consultation period ran from 9 to 26 May 2025 and during this period a total of 33 pieces of feedback were received.
- 4.4 The online questionnaire included a series of questions which were asked to understand the level of support for the proposals and for people to identify issues which were important to them. Responses to each of the questions are provided below, but it is worth noting that respondents didn't necessarily answer each question so the number of responses to each question is different and may not total 33.
- 4.5 Section 5 of this SCE provides a detailed summary of the comments received under overarching themes and explains how the proposed scheme addresses these comments.

### Question 1: What types of housing do you think would be most suitable for the Site?

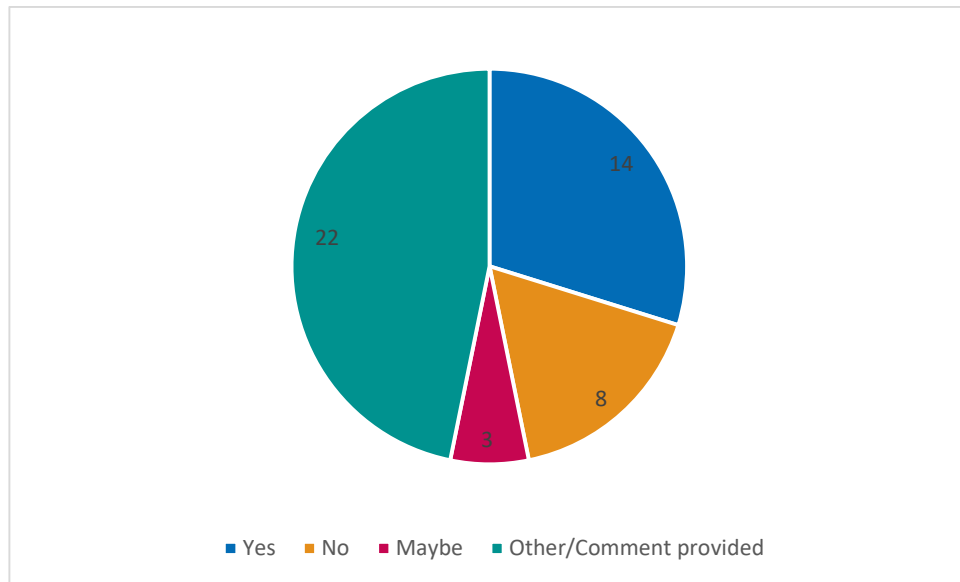
- 4.6 The first question asked respondents to pick an answer from a list of possible responses.



- 4.7 Whilst several respondents did not answer this question and provided comments later in the questionnaire noting that no housing was necessary, the majority considered there was a need for 2, 3 and 4 bedroom properties. There was some support for 1 bedroom and bungalow properties, but these were in the minority in comparison to the mid-sized properties. There were also several residents who expressed support for affordable properties.

**Question 2: Do you support the provision of open space as part of the development, and do you have any suggestions for how this area could be laid out?**

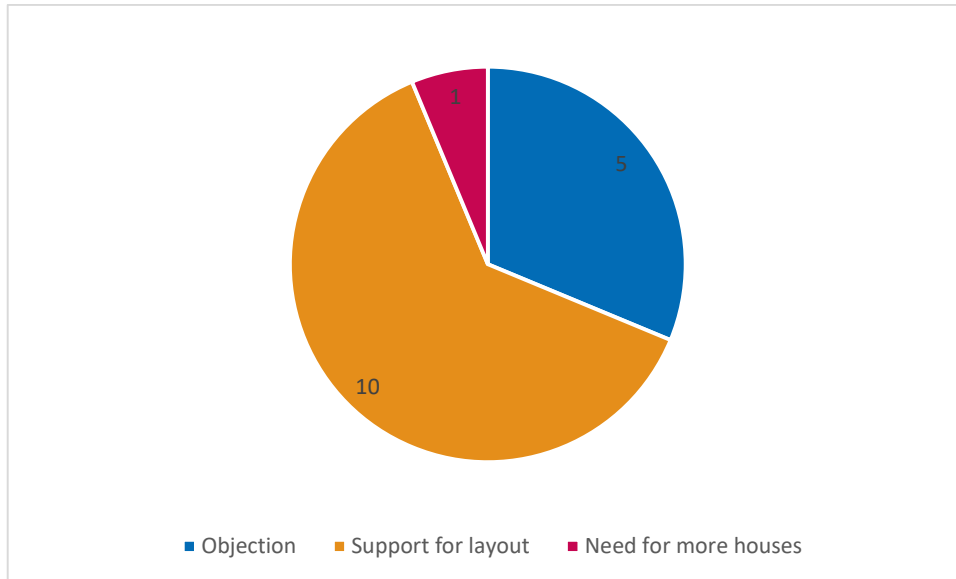
- 4.8 The second question asked respondents a 'yes', 'no', 'maybe' or 'other' question with an opportunity to provide a comment.



- 4.9 Overall, the responses were mixed and where comments were provided these primarily related to the principle of development rather than the proposed layout. There were 14 positive responses, and the comments associated with these responses referenced both the need for new houses and the desire to see the existing site redeveloped due to the age and nature of the existing built development onsite. Where objections were raised, responses referenced the desire to retain the Green Belt; highlighted impacts on highway capacity in the local area; and the scale of the proposed development having regard to the existing settlement.
- 4.10 There were 5 responses received that referenced the proposed open space and provided support for a new pond and requested a play space and a 'quiet' area of open space.

### Question 3: Do you have any comments on the Illustrative Framework Plan?

4.11 Responses to this question were to be provided via a text box.

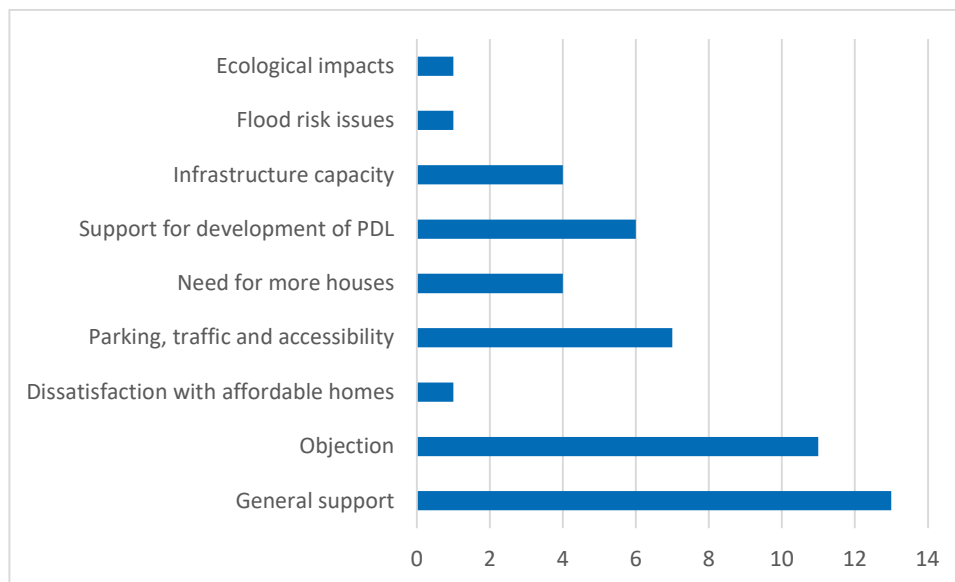


4.12 The responses received were generally positive with the following matters raised:

- Investment in the local area is needed.
- There is a need for houses and Lower Higham is a good location for families.
- The proposed development will improve the site from its current state.
- The number of dwellings is too high.
- There is insufficient capacity in the local highway network.
- There were incorrect references to built development being located within flood risk zones.

**Question 4: Please provide any other comments you have on the proposed development.**

4.13 This question was an open question with a comment box.



4.14 The majority of comments expressed support for the proposed development and the reuse of previous developed land. There were references to the visual appearance of the current site being unappealing. Four responses highlighted a need for new housing although one comment objected to the housing mix and the inclusion of affordable homes.

4.15 The majority of the objections referred to highways and parking issues. The capacity of the local highway network was questioned and there were some comments that suggested the layout did not show a sufficient number of parking spaces or that more spaces needed to be accommodated. One comment queried the sustainability of the site and proximity to services.

4.16 Four comments related to the capacity of existing services and infrastructure, including schools and GP's.

4.17 One comment raised concerns regarding ecological impacts and flood risk issues as well as reference to impacts on amenity of existing residents through surface water runoff and noise.

## **Summary**

4.18 The applicant has reviewed the comments made to the applicant's consultation exercise. Overall, the responses were mixed with a good level of support for family and affordable housing with a number of local residents expressing a desire to see the site redeveloped due to aesthetics.

4.19 Section 5 of this SCE provides a detailed summary of the comments received under these overarching themes.

## 5. Response to Feedback

- 5.1 All of the feedback received during the consultation has been considered by the applicant and wider project team. Key themes from the consultation feedback are summarised below, along with the applicant's response.

### **Housing Need and Mix**

- 5.2 Several pieces of feedback from the local community suggested there is no need for new housing in the area. Where residents responded directly to question 1, a preference for 2, 3 and 4 bedroom properties was highlighted.
- 5.3 There is a requirement for each authority to demonstrate a five year deliverable housing land supply against the relevant housing requirement. The most recent Five Year Housing Land Supply Statement covers the period 2024-2029 and confirms that the Council can only demonstrate a housing land supply of 3 years and there is a deficit over this period of 1,603 dwellings.
- 5.4 The Government also monitors housing delivery via a Housing Delivery Test that is published annually. Gravesham Borough Council have failed the test as it has delivered only 59% of the number of homes required over the past three year period (2020/21-2022/23).
- 5.5 There is a demonstrable need for housing in Gravesham Borough and Lower Higham is a suitable and sustainable location for future development.
- 5.6 With regard to housing mix, the proposed development is for up to 40 dwellings with matters related to scale and layout to be agreed at a later date. The Illustrative Layout presented in the Design and Access Statement (DAS) therefore doesn't provide a breakdown of the housing mix by size as this will be agreed through the submission of a reserved matters application. The housing shown on the Illustrative Masterplan includes a mix of maisonettes, terraced, semi-detached and detached properties offering a range of sizes.
- 5.7 This application is proposing affordable housing at a rate that complies with the National Planning Policy Framework's 'Golden Rules'. This results in a 15% overprovision from the Council's policy requirement to 50%. It is the intention that the affordable dwellings would be integrated throughout the development and be tenure blind to create an integrated community.
- 5.8 The tenure split for the affordable housing provision is to be agreed through the determination of the application but is anticipated to be 70% affordable housing for rent and 30% affordable home ownership in accordance with the Council's Housing Development Strategy.
- 5.9 Allowance has also been made across the Illustrative Masterplan such that all dwellings meet or exceed Nationally Described Space Standards and are M4(2) Building Regulations compliant for accessible and adaptable dwellings. A further 10% of dwellings

will be built to M4(3) Building Regulations standards to meet the needs of wheelchair users and those requiring enhanced accessibility.

## **Traffic, Parking and Accessibility**

- 5.10 A number of the responses raised concern over the capacity of the local highway network to accommodate an increase in traffic from the proposed development. There were also concerns raised in respect of parking availability. One comment also suggested the site is not sustainably located.
- 5.11 With regard to highway capacity, the Transport Statement confirms the proposed development is forecast to generate 21 two-way vehicle trips in the AM peak hour and, 20 two-way vehicle trips in the PM peak hour. This is a negligible amount and is likely to be imperceptible to background traffic beyond the site access. An assessment of the proposed site access demonstrates that it will operate well within capacity during both the AM and PM peak periods, with minimal queuing and delay.
- 5.12 The Transport Statement also outlines a series of mitigation measures that can be secured to help promote active and sustainable travel measures and improve the awareness and usability of existing public and active travel routes in the local area. The mitigation measures also include speed management measures in the form of an extension of the existing speed bumps on Chalk Road and interactive speed signage in this location.
- 5.13 As referenced above, consultation with Kent County Council (KCC) Highways and feedback received from the Gravesham Borough Council pre-application engagement has been factored into the design of the site and access arrangements. KCC Highways support the proposed access design and have advised on the most appropriate modelling scenarios.
- 5.14 With regards to parking concerns, the Illustrative Masterplan within the DAS includes an area of car parking in the south east corner of the site. This car park has been provided to ensure the existing residents without off-street parking and who currently park along the application site frontage won't be displaced elsewhere within Lower Higham but can park on-site.
- 5.15 With regard to the site's sustainability, Higham Station is located less than a 500m away (7 minute walk), with frequent services to neighbouring towns and cities including Gravesend, Strood, Rainham, Gillingham, London, Luton and Bedford.
- 5.16 Higham Primary School and Recreational Grounds are located off School Lane on the southern edge of the settlement and the Transport Statement includes details of off-site highway improvements for the safety of pedestrians walking to the school.
- 5.17 The amenities and services in Higham are approximately 1 mile from the Site. These include a medical practice, pharmacy, pubs, restaurants and takeaways, a library, convenience shops and a church. It is concluded that the site is sustainably located.

## **Capacity and Accessibility of Services**

- 5.18 Feedback received from the local community suggested there are concerns over the capacity of infrastructure, services and amenities in the local area, in particular whether local schools and doctors have capacity.
- 5.19 As part of the discussions with Gravesham Borough Council during the determination of the application, the applicant will review consultee requests for funding to improve or enhance education or health related infrastructure in order to agree a Section 106 Agreement to include any necessary financial contributions.

## **Ecological impacts**

- 5.20 One comment raised concerns over the ecological impact of the proposed development.
- 5.21 The undeveloped section of the application site is currently grazed by animals and therefore has a reduced habitat value. The application is submitted with a Preliminary Ecological Assessment Report (PEAR) which summarises the value of onsite habitats and the likelihood of the site being suitable for foraging, commuting or nesting by certain species. The PEAR recommends a series of further species surveys which can be provided prior to determination and will identify mitigation measures where appropriate.
- 5.22 The PEAR notes that the site is in proximity to the Thames Estuary and Marshes Ramsar and Special Protection Area and Site of Special Scientific Interest. The Report highlights the potential for recreational pressures on these sensitive ecological receptors and recommends securing mitigation measures via a Construction Ecological Management Plan.

## **Flood Risk and Drainage**

- 5.23 A small number of comments queried the risk of flooding at the site and implications from the development on adjoining land.
- 5.24 The application is submitted with a Flood Risk Assessment and Drainage Strategy prepared by MEC.
- 5.25 The Environment Agency Flood Map for Planning shows most of the site lies within flood zone (FZ) 1, with the north of the site located in FZ2 and FZ3. There is a flood defence located along the embankment of the Thames and Medway Canal to the north and east of the site and is maintained by the Environment Agency. The Environment Agency Risk of Flooding from Rivers and Seas mapping considers the impact of flood defences and shows the site to be at very low risk of flooding when the defence is considered.
- 5.26 The Environment Agency Flood Risk from Surface Water Map indicates the site to be mostly at low risk from surface water flooding with patches of medium and high surface water risk in the northern extent and to the west in the location of existing buildings.
- 5.27 The submitted Land Use Parameter Plan will help secure development parcels outside of the FZ's 2 and 3 and the areas at higher risk of deep surface water flooding. Onsite



drainage solutions will be installed to prevent surface water ponding within the development parcels.

- 5.28 In accordance with the National SuDS Standards, the strategy involves conveying surface water flows to three geo-cellular tanks and an attenuation basin before discharging to the existing culvert to the north. A total storage volume of 774.26m<sup>3</sup> will be available within the proposed attenuation features to manage flows generated for all events up to and including the 1%AEP45CC event.
- 5.29 Soakage testing was undertaken at the site and soakaway was deemed an unviable form of surface water outfall. The surface water will therefore be discharged via an existing culvert to the Thames and Medway canal to the north of the site.

## 6. Conclusion

- 6.1 The Applicant has ensured that local residents and identified stakeholders were informed and involved early in the pre-application stages of scheme development.
- 6.2 The pre-application activity which has been undertaken has included the distribution of an information leaflet to local residents and Members and pre-application discussions with Keny County Council Highways Authority, Network Rail and Gravesham Borough Council.
- 6.3 The feedback received in response to the proposed development was key in shaping the Applicant's understanding of the site and the proposed scheme.
- 6.4 The feedback received was mixed with some positive responses that supported the delivery of smaller properties and the redevelopment of the site. Where concerns were raised, these were primarily in relation to highways and accessibility and flood risk. The Applicant has considered all comments and has responded to these within this SCE and provided additional information in other planning application documents.
- 6.5 The Applicant therefore considers the pre-application consultation to have been meaningful and informative.

## Appendix 1: Map showing extent of consultation leaflet delivery



Application site indicated by red dot.

## Appendix 2: Consultation leaflet

## WE WOULD LIKE YOUR COMMENTS

Richborough are keen to hear your views on the emerging development proposals before they submit the two Outline Planning Application. We welcome any comments that you may have, including what you might want to see on the Sites.

This is not the last time you will be able to make comments on these proposals. Once the planning application is submitted to Gravesham Borough Council you will also be able to submit formal comments to the Council directly. These comments will be considered by the Council when they determine the planning applications. In the future, there will be further opportunities for safe engagement to allow more involvement in how the detail of the schemes might look.

We are particularly interested in your answers to the following questions:

1. What types of housing do you think would be most suitable for the Site?
2. Do you support the provision of open space as part of the development, and do you have any suggestions for how this area could be laid out?
3. Do you have any comments on the Illustrative Framework Plan?
4. Please provide any other comments you have on the proposed development.

Please submit your comments by  
**26 May 2025** by visiting  
**[www.chalkroad-higham.co.uk](http://www.chalkroad-higham.co.uk)**

Our public consultation has now launched.  
You can share your views by visiting our consultation website on:

**[www.chalkroad-higham.co.uk](http://www.chalkroad-higham.co.uk)**

OR SCAN ME



Please submit your comments by 26th May 2025

# Land North of Chalk Road, Lower Higham



**Richborough is preparing Outline Planning Application for new residential development at Land to the north of Chalk Road, Higham.**

The Site comprises previously developed brownfield land and is identified as a draft residential allocation in the emerging Site Allocations and Development Management Policies document with an estimated capacity of 40 dwellings (Site Reference GBS-C).

## WE WOULD LIKE YOUR VIEWS

This leaflet has been prepared so we can share the emerging proposals for the Site and so we can provide details of the public consultation website.

We are seeking feedback regarding our development proposals and your comments will help shape the finalised planning application before submission to Gravesham Borough Council.

## ABOUT US

This Site is being promoted by Richborough, a land promotion business who work in partnership with landowners, Councils, local stakeholders and the community to bring forward development schemes that deliver new homes and facilities that meet the needs of the local area.

Richborough's guiding ethos is to create sustainable developments that are of a high quality and integrate sympathetically with their surroundings.



## LAND NORTH OF CHALK ROAD, LOWER HIGHAM

The Site is immediately north of Chalk Road, to the north west of Lower Higham, and is occupied by several buildings and other structures associated with the existing equestrian and light industrial uses present on site. The existing buildings are of a significant scale and there are also large areas of hardstanding around the buildings.

The Site is sustainably located within walking distance of a range of existing services and facilities including a Primary School and Train Station.

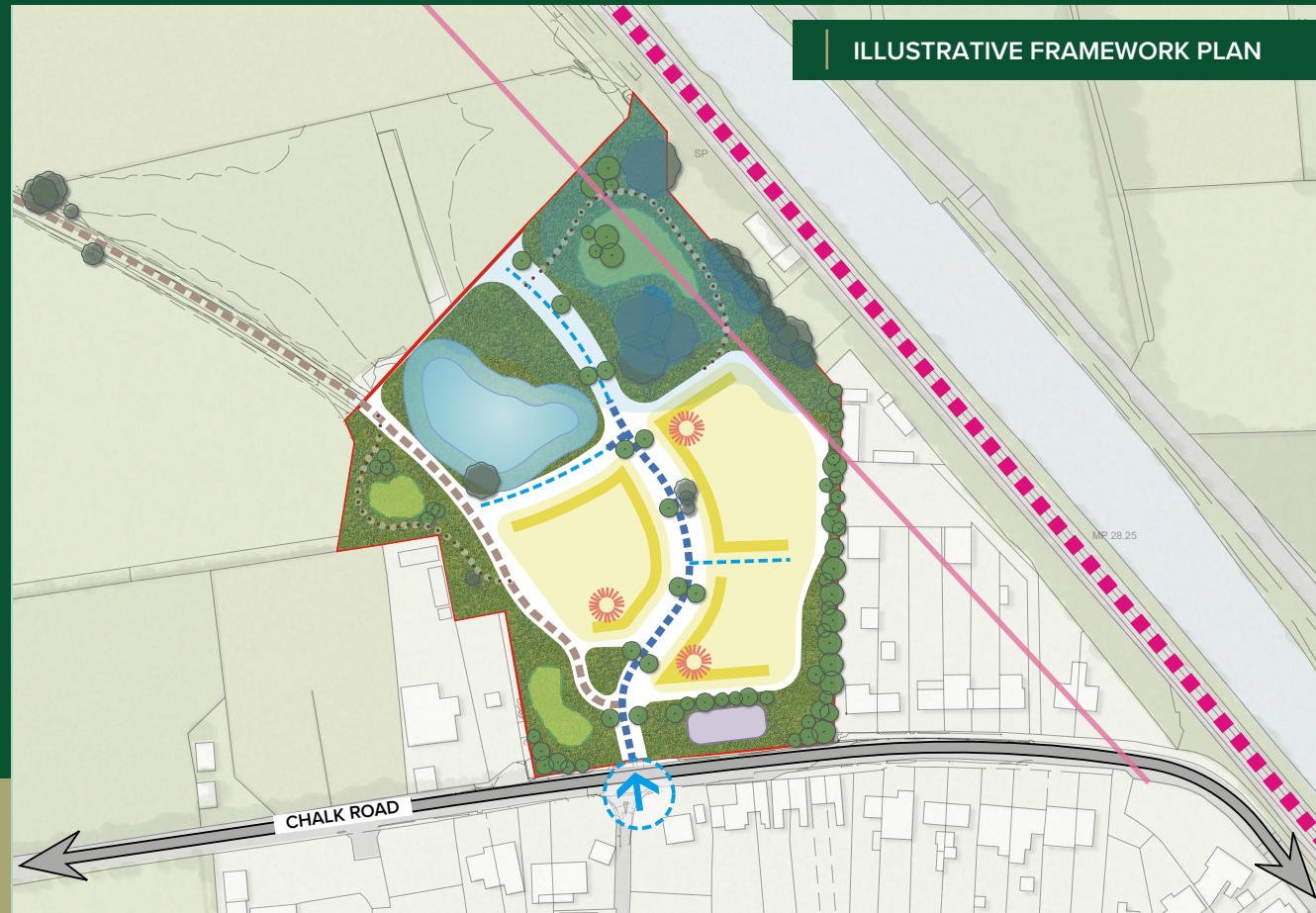
Our emerging proposals comprise the demolition of existing buildings and the development of around 40 dwellings, including affordable homes, additional landscaping, retention of existing green infrastructure and new areas of public open space.

In advance of the submission of an Outline Planning Application, we are now consulting the local community on our emerging proposals, which have been informed by various site assessments, including a series of technical and environmental studies.

We would like to hear your views so we can review feedback before finalising and submitting our proposals and designs.

### Our proposals will deliver a range of benefits as follows:

- The delivery of around 40 dwellings with a mix of market and affordable homes (compliant with policy requirements) contributing to local housing need;
- A variety of new homes of varying tenures to create and add to a diverse and balanced community;
- Retention of existing trees and hedgerows around the edge and across the Site, where possible;
- Delivery of an extensive and accessible landscape and open space strategy, including an area of play, that can be enjoyed by all residents;
- Ecological enhancements through the provision of sustainable drainage systems, biodiverse rich grassland, new hedgerows, and tree planting which would uplift the biodiversity value of the Site by more than 10%.



### KEY:

- |                           |                            |                   |
|---------------------------|----------------------------|-------------------|
| SITE ACCESS               | FLOOD RISK ZONE 2          | PRIMARY ROAD      |
| PUBLIC OPEN SPACE         | FLOOD RISK ZONE 3          | SECONDARY ROAD    |
| PROPOSED RESIDENTIAL AREA | EXISTING POND              | RAILWAY           |
| BUILT FORM                | PROPOSED PARKING           | RAILWAY EASEMENT  |
| FOCAL POINT               | SPINE ROAD                 | PROPOSED FOOTPATH |
| SUSTAINABLE DRAINAGE      | EXISTING FARM TRACK/ACCESS | PLAY AREA         |