



Charing Neighbourhood Plan

Evidence Book 2

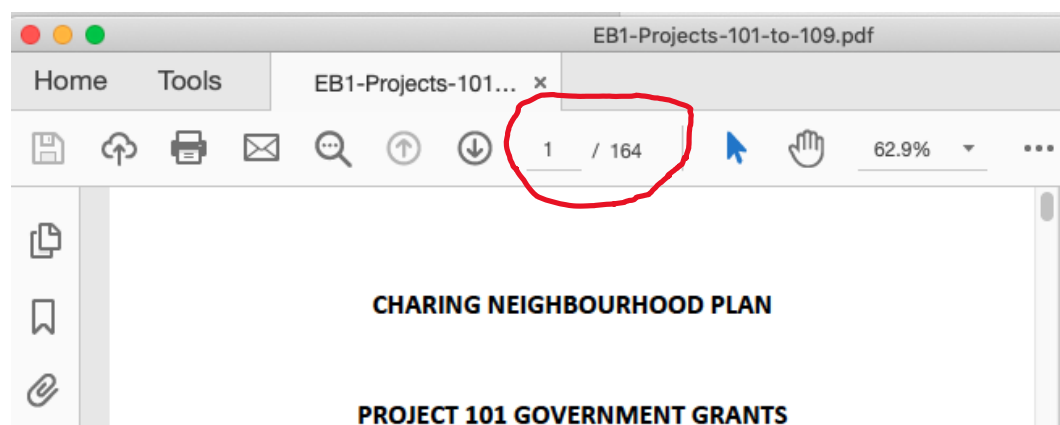
Projects 110 - 116

This is one of eight volumes of evidence gathered to form and support the Neighbourhood Plan.

Explanation of the page numbering in these online documents:

Each volume contains the evidence for particular projects mentioned in the Plan. These online evidence books are identical to the paper copies.

The contents lists each specific evidence document, and it's page number in this 'pdf' file.



This diagram shows the online plan viewed in Adobe Acrobat Reader which looks like this icon:



The page numbers referred to in the contents are the numbers on each page of the Evidence Book, as seen inside the red outline in the picture above.

These page numbers should appear on computer screens, tablets and mobile phones when viewing the Evidence Books, and they should show the page you are viewing as well as the total number of pages in the Evidence Book e.g. Pg 1 of 164.

On different Internet Browsers, such as :

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Some of the documents and reports in the Evidence Books have page numbers on the print copy for that specific piece of evidence, these are not the page numbers referred to in the contents of these online documents.

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CHARING NEIGHBOURHOOD PLAN

PROJECT 110 SITE ASSESSMENTS

The following site assessments were undertaken

Land to rear of Northdowns Garage, Maidstone Road

Wheler North Land, Maidstone Road

Bromley Land

Wheler South Land (Gladman)

Land at Parsons Mead

Land next to Burleigh Bungalow

Palace View Field

Threeways Garage

Land at Charing Hill adjoining Lyndhurst

Land at top of Charing Hill on corner of Bowl Road


Land adjacent to Little Combe, Pilgrim's Way

Land next to Crofters, Charing Heath

Land at Church Hill, Charing Heath

Land east of Wilkinsons Close


Land North-West of Swan Street, Charing Heath

Map	
Site Address CNP Reference ABC Reference	Land to rear of Northdowns Garage, Maidstone Road. Site CNP A CH4 S28
Site Area (hectares)	1.37
Current Use	Part petrol station with shop. Rest undeveloped field
Site description (brownfield/ greenfield; topography; boundary; trees; neighbouring uses)	The site comprises a petrol station and forecourt fronting A20; adjoining car servicing workshop and parking area and an open field to the south. The servicing workshop and associated parking will be retained as part of future development with direct access to A20. Land slopes gently down from A20 to the south. A low gappy hedge delineates the eastern, western and southern boundaries of the greenfield part of the site. At far south east corner a spoil heap from service station building has been placed over small pond. Drainage ditch (dry on site visit) runs across south west corner. A detached two storey house abuts the site to the west fronting A20. The Swan restaurant grounds are located to the east. Proposed access for site B (part of Swan grounds) will be immediately to East.
Recent planning history	Revised outline planning application for 17 dwellings and access recently submitted. 17/01926/AS. Related application 17/00865/AS for full permission covers the replacement of the petrol station by a mixed 3-unit commercial and 3 flats residential use building – revised application submitted December 2017. Allocated housing site (20 dwellings) in submitted Ashford Local Plan (Policy S28 - Charing - Northdown Service Station, Maidstone Road).
Flood Zone (1,2 and 3)	1
Are there known local concerns regarding natural drainage and flooding?	Yes – see Hydrology report There are surface water features on and adjacent to the site as well as on the farmland nearby. A surface water drainage ditch runs across the west/southwest corner of the site and drainage pond, currently with spoil from earlier building on top lies in south east corner. There is also a surface water drainage ditch immediately beyond the south and part of the west boundaries.
Water	Part of site SPZ3, part SPZ2c, part both, part SPZ4 and SPZ2c together.

Extraction Designation	Also site is not far from SPZ1 of Hook Lane borehole. 'The site is in an area of Major Ground Water vulnerability' Martin Kempshall BSc (Hons.) MSc CEng MICE Project Delivery Engineer Corporate Property and Projects Ashford Borough Council (see Drainage consultee report 19/07/17 Planning application) See also Hydrology report. Major concerns over removal of petrol station and impact on groundwater. See hydrology report.
Heritage	
Within Conservation Area	No
Part of setting of Conservation Area	No
Part of setting of Listed Building	No
Biodiversity	
Within or adjoining SSSI	No
Within or adjoining Local Wildlife Site	No
Within or adjoining ancient woodland	No
Is the site known locally to be occupied by protected species	Yes, bats and barn owl recorded foraging on site and grass snake observed on the southern boundary of the site. See ecological survey supporting document on planning application and ecological comments
Landscape	
Within AONB	No but the site forms part of the setting of the Kent Downs AONB.
Is the site designated an Important View	No but falls into very important views from public rights of way
Impact of development on landscape	The site is partially developed close to A20. Nevertheless, development of the remainder of the site has the potential to impact on the setting of the AONB. The vast majority of the site (the undeveloped part of the site to the south of the existing workshop building) is visible from public rights of way to the north of the site, both north and south of the North Downs Way, in particular from PRoWs AW2, and AW34A. This is illustrated in the Landscape and Visual Appraisal (Viewpoints 4, 5 and 6). However, there is a fall in land levels from the north to the south. The impact of development would depend on the scale and density of development proposed and mitigation measures provided. Development would need to be low density to give opportunities for significant planting through the site together with significant reinforcement of the western and southern boundaries.
Access to Services	
Availability of	Yes – but footway needs to be built along southern side of A20 and preferably better crossing of


direct pedestrian and vehicular access from public highway	A20.
Availability of safe cycling option to the site	No dedicated cycle route. Access on to A20
Proximity to Village Centre (metres)	760m
Proximity to Primary School (metres)	575m
Proximity to rail station (metres)	920m
Proximity to nearest public open space (metres)	490m (Picnic area)
Proximity to equipped play space	715m
Proximity to bus stop (metres)	570m
Site Availability and Achievability	
Confirmed as available by land owner	Yes and planning applications submitted
Economic viability and marketability of the site	The brownfield/greenfield site has been promoted by the landowner. There would be likely to be demolition and remediation costs for any on site contamination caused by the current petrol station use as well as off site footpath construction and on site landscape and ecological mitigation measures. Nevertheless, the site is close to Charing and is likely to prove acceptable to the market and overall provide a viable residential scheme.
Summary of Assessment (Site suitability/ availability and achievability for allocation)	This part brownfield/ part greenfield site presents a developed frontage to A20 and adjoins the edge of Charing. The site is some distance from the village centre and rail station. However, it is within walking distance of the primary school and open space and could be closer to a children's play space subject to development of an adjoining site. Access is available to the A20 though a footpath link to existing footpaths leading to the village would be required to provide sustainable transport links to village facilities. The site is within the setting of the AONB although the undeveloped part of the site slopes down to the south and is partially screened. Protected species are located on the site or use the site for foraging. The site is available and achievable. On balance, the site would be suitable for some housing development subject to achieving an appropriate scale and density of development; a footpath link and sufficient landscape and ecological mitigation measures.
FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	

Approximate Density (Dwellings per hectare)	25dph
Approximate Number of Dwellings	20
Delivery (0-5 years; 6-10 years; 10+years)	0 – 5 years

Map	
Site Address CNP Reference ABC Reference	Wheler North Land Maidstone Road Charing plus part of Swan garden for access Site CNP B
Site Area (hectares)	7.8 hectares
Current Use	Pony and Horse Grazing
Site description (brownfield/ greenfield; topography; boundary; trees; neighbouring uses)	This flat greenfield site abuts Poppyfields to the east. The site comprises four pastoral fields, land which currently forms part of the grounds of a restaurant and a block of tree planting to the south east. Eastern boundary comprises trees and a stream which appears to be running through the field and along the boundary. Western boundary formed by gappy hedge, trees and conifers. Railway line on raised vegetated embankment forms strong southern boundary. To the north there is a field gate to pathway along A20. Swan restaurant, offices and Jasmine restaurant to north along A20 with two houses on roundabout to north east. Northdowns garage site to north west Hedgerows and small copse are located on site. Footpath to south along railway line.
Recent planning history	Part of allocated housing site in submitted Ashford Local Plan (Policy S55 Land adjacent to Poppyfields – Charing) along with additional houses on Site CNP 3 Bromley land (with a total indicative capacity of 180 dwellings. Outline planning application now submitted for up to 135 houses on CNP B.
Flood Zone (1,2 and 3)	1
Are there known local concerns regarding natural drainage and flooding?	Yes, substantial. Apart from being in zone 4 there are a number of springs and streams. Land largely clay overlain with alluvium etc so sub-surface groundwater.
Water Extraction Designation	Largely zone 4 special interest, also zone 2c. North of site zone 3 Land mainly clay overlain with alluvium etc. Drains into stream which then runs over/abuts sand so drains into aquifer with remaining water feeding the Stour. Major concerns re preservation of ground water. See hydrology report.
Heritage	
Within Conservation Area	No
Part of setting of Conservation	No

Area	
Part of setting of Listed Building	No
Within which Character Area	No
Biodiversity	
Within or adjoining SSSI	No
Within or adjoining Local Wildlife Site	No
Within or adjoining ancient woodland	No
Is the site known locally to be occupied by protected species	Yes, Dormouse, bats, grass snake. Used by breeding birds.
Landscape	
Within AONB	No but the site forms part of the setting of the Kent Downs AONB.
Is the site designated an Important View	Not of itself but the site is visible from the Kent Downs AONB.
Impact of development on landscape	Development of this site has the potential to impact on the setting of the AONB. The site is visible from public rights of way to the north of the site, both north and south of the North Downs Way. The impact of development would depend on the scale and density of development proposed and mitigation measures provided. Mitigation possible but would need to be substantial. Also mitigation heavily dependent on trees in Swan being retained. Development would need to be low density to give opportunities for significant planting through the site together with a significant reinforcement of the eastern boundary. Also highly visible from AW35 which runs along southern edge.
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	Proposed access through Swan garden. Very close to proposed access from Northdowns site and would need to be coordinated with it.
Availability of safe cycling option to the site	No specific cycleway provision. Access onto A20
Proximity to Village Centre (metres)	570 m approx. (This and other measurements taken from current field entrance.)
Proximity to Primary School (metres)	380 m from nearest point but most of development would be further.
Proximity to rail station (metres)	725 m via all weather route from site entrance. 410 m via footpath for nearest point but not ideal route even if paved (narrow, not welcoming after dark).
Proximity to nearest public open space	315 m picnic area

(metres)	
Proximity to equipped play space	515 m but playground likely on site
Proximity to bus stop (metres)	380 m
Site Availability and Achievability	
Confirmed as available by land owner	Yes. Planning application submitted.
Economic viability and marketability of the site	The site has been promoted by the landowner. A site of this scale would have significant impacts on local physical, social and green infrastructure and would be expected to ensure mitigation measures on site or contributions to off-site provision. There are likely to be costs associated with mitigation of hydrological issues as well as off-site footpath construction and on site landscape and ecological mitigation measures. There are not likely to be any unexpected significant development costs. The site adjoining Charing village is likely to prove acceptable to the market.
Summary of Assessment (Site suitability/ availability and achievability for allocation)	This greenfield site abuts development adjoining A20 to the north; to the east (Poppyfields) and the railway line on embankment to the south. The site abuts the edge of Charing. The site is some distance from the rail station, although an alternative link to the station may shorten this distance. However, it is within walking distance of the primary school and open space, and could be closer to a children's play space subject to provision on site. Access is available to the A20 and a bus stop though a footpath link to existing footpaths leading to the village would be required to provide sustainable transport links to village facilities. The site is within the setting of the AONB although the site would be partially screened. Protected species are located on the site or use the site for foraging. There are concerns regarding natural drainage and surface water flooding on the site as well as water extraction issues. The site is available and achievable. On balance, the site would be suitable for housing development subject to achieving a solution to surface water drainage and water quality issues and an appropriate scale and density of development with substantial landscape and ecological mitigation measures.
FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	
Approximate Density (Dwellings per hectare)	15
Approximate Number of Dwellings	115 dwellings
Delivery (0-5 years; 6-10 years; 10+years)	0- 5 years

Map	
Site Address CNP Reference ABC Reference	Bromley land. Site CNP C
Site Area (hectares)	5.3 ha
Current Use	Arable
Site description (brownfield/ greenfield; topography; boundary; trees; neighbouring uses)	Relatively flat greenfield site abuts the railway line with limited embankment planting to the south. The site comprises part of an open field. The eastern boundary is formed by a stream with a gappy hedge and trees and adjoins site CNP B. Northern boundary is formed by a stream with hedge/ trees and adjoins site CNP A. There is no western boundary. No trees are located within the site. Drainage ditch running across eastern part of site.
Recent planning history	Part of allocated housing site in submitted Ashford Local Plan (Policy S55 Land adjacent to Poppyfields – Charing) with a total indicative capacity of 180 dwellings.
Flood Zone (1,2 and 3)	1
Are there known local concerns regarding natural drainage and flooding?	Adjacent to sites with known drainage problems
Water Extraction Designation	All in zone 2c; all or virtually all in zone 4
Heritage	
Within Conservation Area	No
Part of setting of Conservation Area	No
Part of setting of Listed Building	No
Biodiversity	
Within or adjoining SSSI	No
Within or adjoining Local Wildlife Site	No

Within or adjoining ancient woodland	No
Is the site known locally to be occupied by protected species	Not known but dormice, bats, grass snake on adjoining sites
Landscape	
Within AONB	No but part of setting of Kent Downs AONB.
Is the site designated an Important View	Not in itself but the site is visible from the Kent Downs AONB.
Impact of development on landscape	The landscape to the west is open and there is no natural boundary to enclose the site or mature landscape within it. This would mean that development would have no natural enclosure or mitigation and would be exposed from Hook Lane and the AONB. The site would represent an extension to Site CNP A and Site CNP B which are enclosed by natural vegetation and wrap themselves around existing development. Development of this site would introduce an extensive and intrusive urban form to an open landscape and would harm the landscape character. The site is visible from public rights of way to the north, both north and south of the North Downs Way and development of this site would have an adverse impact on the setting of the AONB. Development of this exposed greenfield site would adversely impact on this rural approach to Charing.
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	No. Would need to be through Site CNP A Northdowns or CNP B Wheler North.
Availability of safe cycling option to the site	No dedicated cycleway. Access onto A20
Proximity to Village Centre (metres)	800m approx. (whether via road or footpath)
Proximity to Primary School (metres)	650m approx.
Proximity to rail station (metres)	545m via footpath from nearest point. Longer if that footpath is not provided with all weather surface but not ideal route even if paved (narrow, not welcoming after dark).
Proximity to nearest public open space (metres)	630 m (Picnic Area). Similar distance to entrance to race course
Proximity to equipped play space	770 via road; 640 via footpath (taken from nearest points). But likely to be new playground on or on adjoining site.
Proximity to bus stop (metres)	650 m
Site Availability and Achievability	
Confirmed as available by land owner	Yes
Economic viability and marketability of the site	The site has been promoted by the landowner. There are likely to be costs associated with mitigation of hydrological issues as well as off site footpath construction and on site landscape and ecological mitigation measures. There are not likely to be any unexpected significant development costs. The site adjoining Charing village is likely to prove acceptable to the market.

Summary of Assessment (Site suitability/ availability and achievability for allocation)	<p>Development of this site would be visible from key viewpoints in the AONB, thus adversely affecting its setting. Development would have no natural enclosure or mitigation. Development of the site in association with sites CNP A and CNP B would introduce an extensive and intrusive urban form to an open landscape and would harm the landscape character. Development of this exposed greenfield site would adversely impact on this rural approach to Charing. The site has no vehicular access to an adopted road and would rely on access through Site CNP A or CNP B. The site is some distance from the village centre, primary school and bus stop. Development of the site would not represent sustainable development. Consequently, the site is unsuitable as a housing allocation in the Neighbourhood Plan.</p>
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FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	
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Approximate Density (Dwellings per hectare)	
Approximate Number of Dwellings	
Delivery (0-5 years; 6-10 years; 10+years)	

Map	
Site Address CNP Reference ABC Reference	Land south of railway line and west of Pluckley Road. Site CNP D
Site Area (hectares)	12.9 ha
Current Use	Pasture
Site description (brownfield/ greenfield; topography; boundary; trees; neighbouring uses)	Greenfield site mainly laid to grass with boundary trees and hedgerow down the middle. The railway line and embankment form the northern edge. At the north western corner the boundary is open where a public footpath enters the site via the underpass through the railway embankment. A short section of public footpath crosses the north western corner of the site. To the east the site boundary along the northern part of the site is formed by the fences and hedgerows which enclose the rear gardens to properties fronting Pluckley Road. Most of the eastern boundary of the southern field is formed by a mature tree belt/hedgerow which fronts Pluckley Road. The southern boundary of the site comprises a mature hedgerow to the rear of properties in Charing Heath Road. The western boundary is formed of a mature tree belt with hedging. A stream crosses the north western corner of the site and runs along the western boundary. The site abuts low density linear development along Pluckley Road and Charing Heath Road to the east and south respectively comprising primarily larger detached properties set back from the road within large plots. To the west, the site abuts open countryside.
Recent planning history	Application 17/00303/AS made last year - outline planning application for up to 245 houses. Refused by ABC. Gladman appealed and appeal to be heard in March
Flood Zone (1,2 and 3)	1
Are there known local concerns regarding natural drainage and flooding?	Yes – soil is clay so can be substantial run off from fields in wet weather
Water Extraction Designation	SPZ2. Southern end close to SP
Heritage	
Within Conservation Area	No
Part of setting of Conservation Area	No but close to it and access normally via conservation area
Part of setting of Listed Building	Yes Broadway Cottages, Lantern House, Broadway House


Biodiversity	
Within or adjoining SSSI	No
Within or adjoining Local Wildlife Site	No
Within or adjoining ancient woodland	No
Is the site known locally to be occupied by protected species	Dormice, slowworm, grass snake and bats
Landscape	
Within AONB	No but the site is visible in a number of open views from public rights of way in the AONB
Is the site designated an Important View	Not by itself but falls into very important views from public rights of way including views from AONB.
Impact of development on landscape	The site is visible and prominent in a number of open views from public rights of way on the upper slopes of the AONB and is visible from the lower slopes of the Downs and the AONB. There are glimpses or partial views to the site from locations along the North Downs Way and Pilgrims Way. The site is also visible from the west from public rights of way and from Hook Lane and Charing Heath Road. Development of this site would be highly visible from key viewpoints in the AONB, thus adversely affecting its setting. Development of this scale in this location would introduce an extensive and intrusive urban form to an area characterised by low density and incomplete linear development and open fields and would harm the landscape character. Development of this exposed greenfield site would have an adverse impact on this rural approach to Charing.
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	Vehicular access is available to Pluckley Road through the demolition of a single dwelling (Eastlands). Nevertheless, there are highway constraints along Pluckley/ Station Road where a pinch point and queuing traffic lead to the footway being mounted by large vehicles detrimental to highway and pedestrian safety. In terms of pedestrian access, the existing footways to the north of the site which would be used to access the rail station and village centre facilities, schools and bus services are sub-standard in places. The continuous footway on the northern side of Pluckley/ Station Road narrows to less than a metre in width as it crosses the railway bridge. The footway on the south side in this location is equally narrow and the footway terminates north of the railway. This large scale proposal is therefore unable to provide safe passage for pedestrians between the development site and the village centre facilities; the surgery, the schools and bus stop.
Availability of safe cycling option to the site	No. There are highway constraints along Pluckley/ Station Road which would make cycling to Charing village and its facilities dangerous.
Proximity to Village Centre (metres)	660m from site entrance. For all measurements add about another 150m for distance from centre of site.
Proximity to Primary School (metres)	760m from site entrance
Proximity to rail station (metres)	260m from site entrance
Proximity to nearest public open space (metres)	590 m from site entrance
Proximity to equipped play space	590m from site entrance
Proximity to bus stop (metres)	600m from site entrance
Site Availability and Achievability	

Confirmed as available by land owner	Yes
Economic viability and marketability of the site	The site has been promoted by the landowner. A site of this scale would have significant impacts on local physical, social and green infrastructure and would be expected to ensure mitigation measures on site or contributions to off-site provision. There are not likely to be any unexpected significant development costs. The site close to Charing village is likely to prove acceptable to the market.
Summary of Assessment (Site suitability/ availability and achievability for allocation)	Development of this extensive site would be highly visible from key viewpoints in the AONB, thus adversely affecting its setting. Development of a site this size in this location would introduce an extensive and intrusive urban form to an area characterised by low density development and open fields and would harm the landscape character. Development would also have an adverse impact on this rural approach to Charing. The site is some distance from village services and pedestrian, cycle and public transport links are unsuitable and potentially unsafe. Development of the site would be unsustainable in transport terms and harmful to pedestrian and highway safety. Development of the site would not represent sustainable development. Consequently, the site is unsuitable as a housing allocation in the Neighbourhood Plan.
FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	
Approximate Density (Dwellings per hectare)	
Approximate Number of Dwellings	
Delivery (0-5 years; 6-10 years; 10+years)	

Map	
Site Address	Land at Parsons Mead
CNP Reference	Site CNP J1
ABC Reference	CH37 (part) with CNP J2
Site Area (hectares)	1.5 ha
Current Use	Grazing for horses
Site description (brownfield/ greenfield; topography; boundary; trees; neighbouring uses)	Greenfield site bordered by A20 to the north east (fronted by intermittent trees). A footpath with a number of important trees with TPOs runs along the north west boundary. Site enclosed by houses in gardens to the north west and south west with a depot sited to the south east with tree and hedge screening. Site slopes gently upwards from A20. A few large trees are located on site.
Recent planning history	None. 2017 Omission site
Flood Zone (1,2 and 3)	I
Are there known local concerns regarding natural drainage and flooding?	No
Water Extraction Designation	None
Heritage	
Within Conservation Area	Yes
Part of setting of Conservation Area	No
Part of setting of Listed Building	No
Biodiversity	
Within or adjoining SSSI	No
Within or adjoining Local Wildlife Site	No


Within or adjoining ancient woodland	No
Is the site known locally to be occupied by protected species	Not known
Landscape	
Within AONB	No
Is the site designated an Important View	No
Impact of development on landscape	The site is largely enclosed by development and is not visible in the wider landscape. At least one tree would have to be felled to provide sufficient visibility splays for direct access to A20. Care would have to be taken in design due to conservation area status.
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	Site abuts A20, and new access would be subject to Highways approval but discussions earlier indicated that such approval would be likely. At least one tree would need to be felled to provide sufficient visibility splays. Pavement along A20.
Availability of safe cycling option to the site	No dedicated cycleway. Access to A20.
Proximity to Village Centre (metres)	280m
Proximity to Primary School (metres)	460m
Proximity to rail station (metres)	180m (from Burleigh Road entrance)
Proximity to nearest public open space (metres)	170m (Clewards Meadow)
Proximity to equipped play space	315m (Piquets)
Proximity to bus stop (metres)	150m (Old Ashford Road)
Site Availability and Achievability	
Confirmed as available by land owner	Yes by owners
Economic viability and marketability of the site	The site has been promoted by the landowner. There are not likely to be any unexpected significant development costs. The site is close to village facilities within the conservation area and is likely to prove acceptable to the market.
Summary of Assessment (Site suitability/ availability and achievability for	This greenfield site abuts development and adjoins the A20 to the north. The site is within walking distance of the village centre, railway station and other key facilities. Access is available to the A20 and a bus stop. The site is within the Charing Conservation Area and is bordered by important trees to the north and north west. The design would need to respect the character of this part of the conservation area and retain the important trees. The site is available and

allocation)	achievable and would be suitable for housing development subject to achieving a design sensitive to the conservation area context and protecting important trees.
FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	
Approximate Density (Dwellings per hectare)	25
Approximate Number of Dwellings	40
Delivery (0-5 years; 6-10 years; 10+years)	0 – 5 years

Map	
Site Address	Land next to Burleigh Bungalow.
CNP Reference	Site CNP J2
ABC Reference	Was CH13. Now part of CH37 with Parsons Mead
Site Area (hectares)	0.5 ha approx
Current Use	Part allotments, rest unused
Site description (brownfield/greenfield; topography; boundary; trees; neighbouring uses)	Greenfield site with small storage building which rises to the south west. Access is along a narrow track behind Parsons Mead. Abuts Parsons Mead and road depot to north east and railway with well treed boundary to the south west. Abuts market garden to the south east with fence/gappy hedge.
Recent planning history	One application for Land adjoining Burleigh Bungalow – 03/00167/AS Permission refused for a single storey dwelling for a number of reasons related to the development plan at that time. Same land was submitted for 2013 SHELAA. ABC assessment “The site has potential to be suitable for a small development as it neighbours built-up development. Site assessed before NP area designation. “
Flood Zone (1,2 and 3)	I
Are there known local concerns regarding natural drainage and flooding?	No
Water Extraction Designation	None
Heritage	
Within Conservation Area	No
Part of setting of Conservation Area	Yes – Parsons Mead
Part of setting of Listed Building	No
Biodiversity	
Within or	No


adjoining SSSI	
Within or adjoining Local Wildlife Site	No
Within or adjoining ancient woodland	No
Is the site known locally to be occupied by protected species	Not known
Landscape	
Within AONB	No – but visible from it
Is the site designated an Important View	No – but could impact views from parts of AONB
Impact of development on landscape	Development on this raised greenfield site would have limited impact on views from the AONB from which it is screened by intervening planting and development fronting A20. The site is likely to be visible from the approach to the village from Ashford direction. The impact of development would depend on the scale and density of development proposed and mitigation measures provided. Development would need to be low density to give opportunities for significant planting through the site together with a significant reinforcement of the south eastern boundary.
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	Only access is via Burleigh Road (a private road) via a narrow track. The site could be linked to the A20 via Site CNP J1.
Availability of safe cycling option to the site	No specific provision but could be via Burleigh Road (a private road) and a narrow track.
Proximity to Village Centre (metres)	383m
Proximity to Primary School (metres)	620m
Proximity to rail station (metres)	134m
Proximity to nearest public open space (metres)	470m (Clewards Meadow)
Proximity to equipped play space	380m (Piquets)
Proximity to bus stop (metres)	423m (Old Ashford Road)
Site Availability and Achievability	

Confirmed as available by land owner	Yes by both owners
Economic viability and marketability of the site	The site has been promoted by the landowner. There are not likely to be any unexpected significant development costs. The site is close to village facilities and is likely to prove acceptable to the market.
Summary of Assessment (Site suitability/ availability and achievability for allocation)	This greenfield site abuts development to the north east, north west and the railway line to the south west. The site is within walking distance of the village centre, railway station and other key facilities. Vehicular access is currently restricted to a narrow track and private road though there may be an opportunity to combine with the development of adjoining sites CNP J1. The site is available and achievable and would be suitable for housing development subject to achieving a suitable access. Given the currently restricted access and location, development would need to be low density to give opportunities for planting on the site together with a significant reinforcement of the south eastern boundary.
FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	
Approximate Density (Dwellings per hectare)	10
Approximate Number of Dwellings	5
Delivery (0-5 years; 6-10 years; 10+years)	6 – 10 years to enable vehicular access negotiations

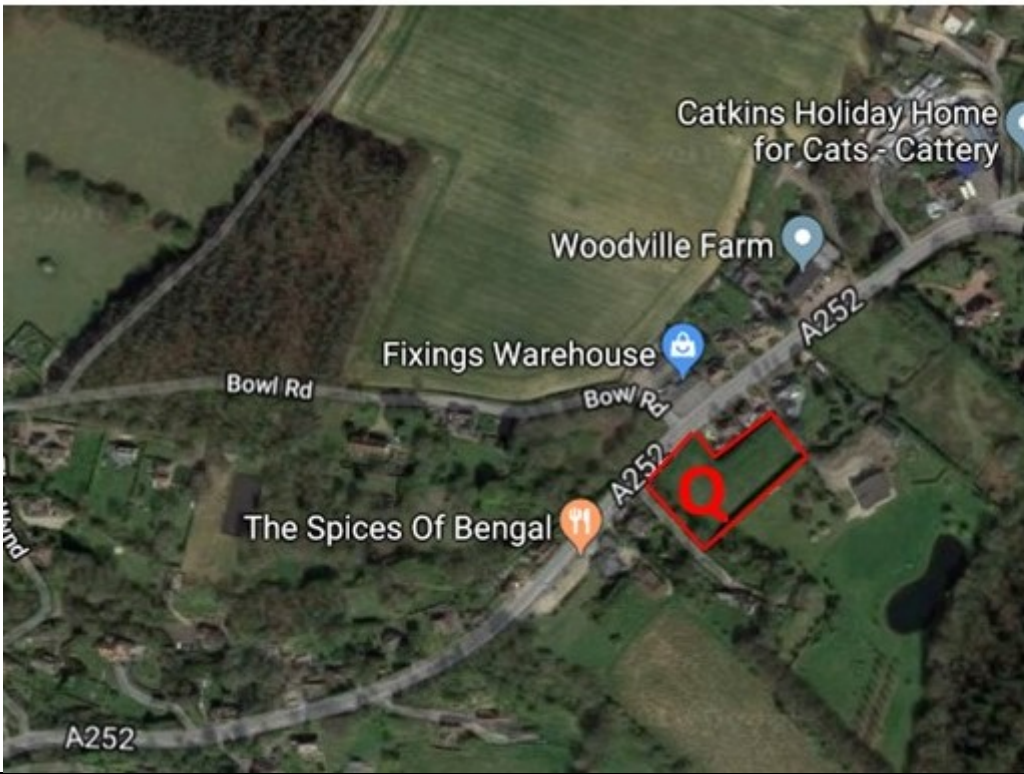
Map	
Site Address CNP Reference ABC Reference	Palace View Field Pilgrims Way Charing. Site CNP O
Site Area (hectares)	1.7 hectares
Current Use	Grazing (ponies/horses)
Site description (brownfield/ greenfield; topography; boundary; trees; neighbouring uses)	Greenfield site which slopes downward from Pilgrims Way towards village. The site is bordered to the north and south by a gappy hedge and to the east by a fence. Site abuts open land with the exception of a row of bungalows to the west.
Recent planning history	08/01589/AS Change of use for keeping of horses plus shed and hardstanding granted planning permission.
Flood Zone (1,2 and 3)	1
Are there known local concerns regarding natural drainage and flooding?	No
Water Extraction Designation	Zone 3
Heritage	
Within Conservation Area	No
Part of setting of Conservation Area	No

Part of setting of Listed Building	No
Biodiversity	
Within or adjoining SSSI	No
Within or adjoining Local Wildlife Site	No
Within or adjoining ancient woodland	No
Is the site known locally to be occupied by protected species	Not known
Landscape	
Within AONB	No but the site forms part of the setting of the Kent Downs AONB which adjoins the site on 2.5 sides.
Is the site designated an Important View	Yes – likely to be in view from Palace and Pett Lane towards North Downs
Impact of development on landscape	The site is on the edge of the Kent Downs AONB and development would adversely affect its setting. The site is within a rural area and development would have an adverse impact on the character of the countryside and the setting of the AONB.
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	Vehicular access to the narrow Pilgrims Way. The junction of Pilgrims Way and Charing Hill is extremely dangerous. No pavements but access to Pilgrims Way
Availability of safe cycling option to the site	No. Narrow rural lands with steep hills
Proximity to Village Centre (metres)	890m
Proximity to Primary School (metres)	1000m
Proximity to rail station (metres)	1320m
Proximity to nearest public open space (metres)	955m (Clewards)
Proximity to equipped play space	1040m (Piquets)
Proximity to bus stop (metres)	1020m
Site Availability and	


Achievability	
Confirmed as available by land owner	Yes
Economic viability and marketability of the site	The greenfield site has been promoted by the landowner. There are not likely to be any unexpected significant development costs. The site is in a rural location and is likely to prove acceptable to the market and provide a viable residential scheme.
Summary of Assessment (Site suitability/ availability and achievability for allocation)	This greenfield site is remote from village services, public transport and convenient cycle access and would require the use of a car for most trips. Access would be onto a narrow rural lane which is shared with the Pilgrims Way long distance footpath. Development would have an adverse impact on the character of the countryside and the setting of the AONB. Development of this site would not represent sustainable development. Consequently, the site is unsuitable as a housing allocation in the Neighbourhood Plan.
FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	
Approximate Density (Dwellings per hectare)	
Approximate Number of Dwellings	
Delivery (0-5 years; 6-10 years; 10+years)	

Map	
Site Address	Threeways Garages, corner of Faversham Rd and Canterbury Rd. NB bungalow within the site is excluded.
CNP Reference	Site CNP S
ABC Reference	
Site Area (hectares)	0.6-0.7 ha (but information from owner not clear)
Current Use	Motor trade, vehicle servicing and mobile home storage
Site description (brownfield/ greenfield; topography; boundary; trees; neighbouring uses)	This relatively flat brownfield site is located on the corner of Faversham, Canterbury and Charing Hill Roads. The site is occupied by single storey garage units and open storage of caravans and cars. Bungalow in middle of site otherwise commercial. Block of flats to one side, otherwise surrounded by other commercial, occasional well-spaced housing, greenfield. Low trees/bushes in west of site.
Recent planning history	05/01981/AS – storage of motor vehicles is lawful 03/01811/AS – separation of cottage from garage plus extension 92/01454/AS and 89/01855/AS – temporary use of portacabin, then permanent use refused 85/01315/AS Detached garage
Flood Zone (1,2 and 3)	I
Are there known local concerns regarding natural drainage and flooding?	No
Water Extraction Designation	SPZ3
Heritage	
Within Conservation Area	No
Part of setting of Conservation Area	No
Part of setting of Listed Building	No
Biodiversity	
Within or adjoining SSSI	No
Within or adjoining Local Wildlife Site	No
Within or adjoining ancient woodland	No
Is the site known locally to be	No

occupied by protected species	
Landscape	
Within AONB	Yes
Is the site designated an Important View	No
Impact of development on landscape	Site unattractive at the moment and residential development could represent an enhancement.
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	Yes but on very dangerous corner. Up very steep hill from village.
Availability of safe cycling option to the site	No dedicated cycle route. A252
Proximity to Village Centre (metres)	1.6km
Proximity to Primary School (metres)	1.7km
Proximity to rail station (metres)	2.0km
Proximity to nearest public open space (metres)	1.9km
Proximity to equipped play space	1.9km
Proximity to bus stop (metres)	1.7km
Site Availability and Achievability	
Confirmed as available by land owner	Yes (by granddaughter)
Economic viability and marketability of the site	The brownfield site has been promoted by a relative of the landowner. There are likely to be demolition and remediation costs for any on site contamination caused by the current use. Nevertheless, although fronting directly onto a busy road, the site is likely to prove acceptable to the market and provide a viable residential scheme.
Summary of Assessment (Site suitability/ availability and achievability for allocation)	This greenfield site is remote from village services and public transport and would therefore require the use of a car for most trips. However, this is the case for existing uses. The site is within the Kent Downs AONB and redevelopment of this unattractive brownfield site could result in an enhancement. If the site is confirmed as available by the landowner, the site may be suitable for redevelopment as a housing site.
FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	
Approximate Density (Dwellings per hectare)	30dph
Approximate Number of Dwellings	20
Delivery (0-5 years; 6-10 years; 10+years)	6 -10 years given the site is occupied by existing business uses.



Map	
Site Address and CNP Reference ABC Reference	Land at Charing Hill, adjoining Lyndhurst Site CNP Q CH5
Site Area (hectares)	0.224
Current Use	None
Site description (brownfield/ greenfield; topography; boundary; trees; neighbouring uses)	L-shaped greenfield site with frontage to road. Surrounded by boundary trees and high hedge. Row of houses fronting the road to north east; entrance track to further house to west with two roadside houses beyond. Land projects behind two of the houses to the East.
Recent planning history	10/00675/AS. PP for two houses on part of site adjacent to road refused as considered outside of settlement; harmful form of development that if repeated would consolidate built development in locality and therefore detract from character of area. SHELAA site submission 2013. CH5 – Land Adjoining Lyndhurst House. Filtered at Part 2. “The site is has a number of constraints to development including Ancient Woodland and LWS proximity. Not suitable.” Put forward as Omission site summer 2016 but not included in submitted Ashford Local Plan.
Flood Zone (1,2 and 3)	I
Are there known local concerns regarding natural drainage and flooding?	No
Water Extraction Designation	SPZ3
Heritage	
Within Conservation Area	No
Part of setting of Conservation Area	No
Part of setting of Listed Building	No
Biodiversity	
Within or adjoining SSSI	No
Within or adjoining Local	Considered by ABC to be near Local Wildlife Site

Wildlife Site	
Within or adjoining ancient woodland	Considered by ABC to be near ancient woodland
Is the site known locally to be occupied by protected species	Not known
Landscape	
Within AONB	Yes
Is the site designated an Important View	No
Impact of development on landscape	The site is within the Kent Downs AONB and development of this greenfield site would consolidate built development and therefore have an adverse impact on the character of the area in this location. See reasons to refuse 10/675/AS.
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	Yes to A252. Note that route to site from village requires walk up steep hill
Availability of safe cycling option to the site	No. A252
Proximity to Village Centre (metres)	1.4km
Proximity to Primary School (metres)	1.5km
Proximity to rail station (metres)	1.8km
Proximity to nearest public open space (metres)	1.7km
Proximity to equipped play space	1.7km
Proximity to bus stop (metres)	1.5km
Site Availability and Achievability	
Confirmed as available by land owner	SHELAA site submission 2013; put forward as Omission site summer 2016
Economic viability and marketability of the site	The greenfield site has been promoted by the landowner. There are not likely to be any unexpected significant development costs. Although fronting directly onto a busy road, the site is in a rural location and is likely to prove acceptable to the market and provide a viable residential scheme.
Summary of Assessment (Site suitability/ availability and achievability for allocation)	This greenfield site is remote from village services and public transport and would therefore require the use of a car for most trips. The site is within the Kent Downs AONB and development of this greenfield site would consolidate built development and therefore have an adverse impact on the character of the area in this location. Development of this site would not represent sustainable development. Consequently, the site is unsuitable as a housing allocation in the Neighbourhood Plan.
FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	
Approximate Density (Dwellings per hectare)	
Approximate Number of Dwellings	
Delivery (0-5 years; 6-10 years; 10+years)	

Map	
Site Address CNP Reference ABC Reference	Land at top of Charing Hill on corner of Bowl Road Site CNP R CH6
Site Area (hectares)	0.43Ha
Current Use	Woodland
Site description (brownfield/ greenfield; topography; boundary; trees; neighbouring uses)	This greenfield site comprises unmanaged woodland and a small derelict structure. The site is situated on the corner of A252 and Bowl Road. A retail store is located on the northern side of the junction. Some sporadic housing is located along Bowl Road and A252.
Recent planning history	One pre-1981 application. Submitted to ABC call for sites 2013 (CH6 - Land at top of Charing Hill). Part 2 assessment – remain in survey. “The site is located within the countryside with limited services. May have potential in future. Site assessed before NP area designation.”
Flood Zone (1,2 and 3)	I
Are there known local concerns regarding natural drainage and flooding?	No
Water Extraction Designation	SPZ3
Heritage	
Within Conservation Area	No
Part of setting of Conservation Area	No
Part of setting of Listed Building	No
Biodiversity	
Within or adjoining SSSI	No
Within or adjoining Local Wildlife Site	No
Within or adjoining ancient woodland	No
Is the site known locally to be occupied by protected species	Not known
Landscape	
Within AONB	Yes
Is the site designated an Important View	No

Impact of development on landscape	The site is within the Kent Downs AONB and development of this greenfield site would require the removal of woodland; consolidate built development and therefore have an adverse impact on the character of the area in this location.
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	Yes, either to Bowl Road or A252. Note that site is up considerably steep hill from village.
Availability of safe cycling option to the site	No. A252
Proximity to Village Centre (metres)	1.4km
Proximity to Primary School (metres)	1.5km
Proximity to rail station (metres)	1.8km
Proximity to nearest public open space (metres)	1.7km
Proximity to equipped play space	1.7km
Proximity to bus stop (metres)	1.5km
Site Availability and Achievability	
Confirmed as available by land owner	Submitted to ABC call for sites 2013. Assumed available but not checked recently
Economic viability and marketability of the site	The greenfield site has been promoted by the landowner. There are not likely to be any unexpected significant development costs. Although fronting directly onto a busy road, the site is in a rural location and is likely to prove acceptable to the market and provide a viable residential scheme.
Summary of Assessment (Site suitability/ availability and achievability for allocation)	This greenfield site is remote from village services and public transport and would therefore require the use of a car for most trips. The site is within the Kent Downs AONB and development of this greenfield site would result in the loss of woodland; consolidate built development and therefore have an adverse impact on the character of the area in this location. Development of the site would not represent sustainable development. Consequently, the site is unsuitable as a housing allocation in the Neighbourhood Plan.
FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	
Approximate Density (Dwellings per hectare)	
Approximate Number of Dwellings	
Delivery (0-5 years; 6-10 years; 10+years)	

Land adjacent to Little Combe, Pilgrims Way

Map		
Site Address CNP Reference ABC Reference	Land adjacent to Little Combe, Pilgrim's Way Site CNP P Deleted: 	
Site Area (hectares)	0.25 ha	
Current Use	Grazing	
Site description (brownfield/ greenfield; topography; boundary; trees; neighbouring uses)	This narrow, tapering greenfield site slopes up steeply from Pilgrim's Way. Hedgerow/trees form the roadside boundary. A fence forms the northern boundary. Site abuts open land with the exception of bungalows to the west and part of the north.	
Recent planning history	Reportedly post 1981 planning application made for house on westerly part of site (refused as in AONB) but nothing traced on ABC website.	
Flood Zone (1,2 and 3)	1	
Are there known local concerns regarding natural drainage and flooding?	No	
Water Extraction Designation	SPZ3	
Heritage		
Within Conservation Area	No	
Part of setting of Conservation Area	No	
Part of setting of Listed Building	No	
Biodiversity		
Within or adjoining SSSI	No	
Within or adjoining	No	


Land adjacent to Little Combe, Pilgrims Way

Local Wildlife Site	
Within or adjoining ancient woodland	No
Is the site known locally to be occupied by protected species	Not known
Landscape	
Within AONB	Yes
Is the site designated an Important View	No but in view towards North Downs
Impact of development on landscape	The site is within the Kent Downs AONB and development of this elevated greenfield site would have an adverse impact on the character of the countryside in this location.
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	Vehicular access to the narrow Pilgrims Way. The junction of Pilgrims Way and Charing Hill is extremely dangerous. No pavements in Pilgrims Way but access to long distance footpath.
Availability of safe cycling option to the site	No. Narrow rural lanes with steep hills
Proximity to Village Centre (metres)	840m
Proximity to Primary School (metres)	950m
Proximity to rail station (metres)	1270
Proximity to nearest public open space (metres)	905m (Clewards)
Proximity to equipped play space	990m (Piquets)
Proximity to bus stop (metres)	980m
Site Availability and Achievability	
Confirmed as available by land owner	Yes
Economic viability and marketability of the site	The greenfield site has been promoted by the landowner. There are topographical challenges which will add to the cost of development but there are not likely to be any unexpected significant development costs. The site is in a rural location and is likely to prove acceptable to the market and provide a viable residential scheme.
Summary of Assessment (Site suitability/ availability and	This greenfield site is remote from village services and public transport and convenient cycle access and would therefore require the use of a car for most trips. Vehicular access would be onto a narrow rural lane which is shared with the Pilgrims Way long distance footpath. The site is within the Kent Downs AONB and development of this elevated greenfield site would have an adverse

Land adjacent to Little Combe, Pilgrims Way

achievability for allocation)	impact on the character of the countryside in this location. Development of this site would not represent sustainable development. Consequently, the site is unsuitable as a housing allocation in the Neighbourhood Plan.
FOR SITES CONSIDERED SUITABLE, AVAILABILE AND ACHIEVABLE FOR ALLOCATION	
Approximate Density (Dwellings per hectare)	
Approximate Number of Dwellings	
Delivery (0-5 years; 6-10 years; 10+years)	

Crofters Land, Charing Heath

Map	
Site Address and CNP Reference	CNP S Land next to Crofters.
Site Area (hectares)	0.39 Ha
Current Use	Grassed area
Site description (brownfield/greenfield; topography; boundary; trees; neighbouring uses)	Flat rectangular area mainly surrounded by hedges. Dilapidated barn to West; Blossoms mobile home/caravan site to East. Access to straight section of road. Scattered houses along rest of road.
Recent planning history	No
Flood Zone (1,2 and 3)	I
Are there known local concerns regarding natural drainage and flooding?	No
Water Extraction Designation	None
Heritage	
Within Conservation Area	No
Part of setting of Conservation Area	No
Part of setting of Listed Building	No
Within which Character Area	Charing Heath farmlands
Biodiversity	
Within or adjoining SSSI	No
Within or adjoining Local Wildlife Site	No
Within or adjoining ancient woodland	No
Is the site known locally to be occupied by protected species	Not known
Landscape	
Within AONB	No
Is the site designated an Important View	No
Impact of development on	Site is well screened. Development would therefore have limited impact assuming

Commented [AR1]:

Crofters Land, Charing Heath

landscape	no more than 2 storey
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	Yes
Availability of safe cycling option to the site	Yes
Proximity to Village Centre (metres)	420 metres to centre of Charing Heath. 3.65km to Charing village
Proximity to Primary School (metres)	3.4km to Charing Primary School
Proximity to rail station (metres)	3.1 km to Charing station
Proximity to nearest public open space (metres)	135m
Proximity to equipped play space	135m
Proximity to bus stop (metres) ??	
Site Availability and Achievability	
Confirmed as available by land owner	Yes
Economic viability and marketability of the site	Steady demand for housing in Charing Heath. Particular need for smaller housing (eg starter homes) for young people.
Summary of Assessment (Site suitability/ availability and achievability for allocation)	Draft: Looks potentially suitable provided developed in sympathetic style and meets Charing Heath housing needs. Owners speak of 1 to 2 bedroom flats and houses which would be very welcome. Site is well screened and with Blossoms next door could take a somewhat higher density than site T?
FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	
Approximate Density (Dwellings per hectare)	15 to 20
Approximate Number of Dwellings	Up to 10?
Delivery (0-5 years; 6-10 years; 10+years)	0-5 years

Church Hill, Charing Heath

Map



Commented [AR1]:


Site Address and CNP Reference	CNPT Land at Church Hill
Site Area (hectares)	0.81 Ha
Current Use	Arable with footpath running through it.
Site description (brownfield/ greenfield; topography; boundary; trees; neighbouring uses)	Flat rectangular area mainly surrounded by trees and hedges. Houses with large gardens to each side at front. Main part of arable field to rear.
Recent planning history	No
Flood Zone (1,2 and 3)	I
Are there known local concerns regarding natural	No

Church Hill, Charing Heath

drainage and flooding?	
Water Extraction Designation	None
Heritage	
Within Conservation Area	No
Part of setting of Conservation Area	No
Part of setting of Listed Building	Yes Grade II building on West side
Within which Character Area	Charing Heath farmlands
Biodiversity	
Within or adjoining SSSI	No
Within or adjoining Local Wildlife Site	No
Within or adjoining ancient woodland	No
Is the site known locally to be occupied by protected species	Not known
Landscape	
Within AONB	No
Is the site designated an Important View	No
Impact of development on landscape	Would fill up break in development but impact limited provided hedges maintained
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	Yes
Availability of safe cycling option to the site	Yes
Proximity to Village Centre (metres)	315 metres to centre of Charing Heath. 3.65km to Charing village
Proximity to Primary School (metres)	3.4km to Charing Primary School
Proximity to rail station (metres)	3.1 km to Charing station
Proximity to nearest public open space (metres)	40 m
Proximity to equipped play space	40 m
Proximity to bus stop (metres) ??	
Site Availability and Achievability	
Confirmed as available by land owner	Yes
Economic viability and marketability of the site	Steady demand for housing in Charing Heath. Particular need for smaller housing (eg starter homes) for young people.
Summary of Assessment (Site suitability/ availability and achievability for	Draft Looks potentially suitable provided developed in sympathetic style (esp with respect of adjoining listed building) and has mix of housing appropriate to Charing Heath needs. Note that submission suggested 5 houses with mix of 3 to 5 bedrooms but it should include smaller houses and potentially 1-2 bungalows. Site should not

Church Hill, Charing Heath

allocation)	be too cramped given the location but precious development space should not be "wasted" on houses with large gardens given that Charing Heath already has a good offering in that market. Footpath needs to remain in place or suitable diversion agreed with PROW.
FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	
Approximate Density (Dwellings per hectare)	12 to 15. ??
Approximate Number of Dwellings	10 to 12??
Delivery (0-5 years; 6-10 years; 10+years)	0 to 5 years

Map	
Site Address CNP Reference ABC Reference	Land East of Wilkinson Close Site CNP N
Site Area (hectares)	0.25 ha
Current Use	Grazing/ pasture
Site description (brownfield/ greenfield; topography; boundary; trees; neighbouring uses)	Low lying greenfield corner site at the junction of A20 and unadopted Dog Kennel Lane. Site occupied by several trees with stream (East brook) running along east side. Site abuts open land with the exception of Wilkinson Close local housing needs site to the north.
Recent planning history	16/0043/AS Field access to land from A20 granted planning consent.
Flood Zone (1,2 and 3)	1
Are there known local concerns regarding natural drainage and flooding?	No but there is a stream running along east side and some of the land appears boggy.
Water Extraction Designation	None
Heritage	
Within Conservation Area	No
Part of setting	No

of Conservation Area	
Part of setting of Listed Building	No
Biodiversity	
Within or adjoining SSSI	No
Within or adjoining Local Wildlife Site	No
Within or adjoining ancient woodland	No
Is the site known locally to be occupied by protected species	Not known
Landscape	
Within AONB	No
Is the site designated an Important View	No
Impact of development on landscape	The site is low lying and unlikely to be visible in views from the AONB. Development of any scale is likely to result in the loss of trees. The site is exposed to views from the approach to the village from Ashford. Development of this exposed greenfield site would have an adverse impact on this rural approach to Charing
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	No current vehicular access to A20 but permission for field entrance part implemented. Pavement for pedestrians.
Availability of safe cycling option to the site	No dedicated cycleway. Along A20
Proximity to Village Centre (metres)	708m
Proximity to Primary School (metres)	888m
Proximity to rail station (metres)	831m
Proximity to nearest public open space (metres)	624m (Clewards Meadow)

Proximity to equipped play space	914m (Sports Field)
Proximity to bus stop (metres)	206m
Site Availability and Achievability	
Confirmed as available by land owner	No
Economic viability and marketability of the site	The greenfield site has not been promoted by the landowner. Nevertheless, the site is close to Charing and is likely to prove acceptable to the market and provide a viable residential scheme.
Summary of Assessment (Site suitability/ availability and achievability for allocation)	This greenfield site is some distance from the primary schools, rail station and equipped children's play area. However, it is within walking distance of a bus stop. Development on the exposed greenfield site would be unlikely to have an impact on views from the AONB. Development of the site would have an adverse impact on trees within the site and the rural approach to Charing from the south. The site is not available and therefore cannot be allocated in the Neighbourhood Plan.
FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	
Approximate Density (Dwellings per hectare)	
Approximate Number of Dwellings	
Delivery (0-5 years; 6-10 years; 10+years)	

Land NW of Swan Street

Map	
Site Address and CNP Reference	CNP V Land NW of Swan Street. Outstanding outline planning application for 5 homes. 18/00868/AS
Site Area (hectares)	0.28 hectare
Current Use	Grassed area
Site description (brownfield/ greenfield; topography; boundary; trees; neighbouring uses)	Broadly rectangular area of land narrower at East side than at West. Mainly grassed with some small trees but bounded by larger trees to West and North. Charing Heath Road beyond trees to North; Hurst Lane beyond trees to West. Disused polytunnel and fences on site. Fence to South proposed as building line with grassed area beyond. Swan Street Farm and gardens to East.
Recent planning history	Current application made June 2018. Supported by Parish Council subject to recommending a tree survey (subsequently carried out). Was due to be approved until change of ABC policy regarding development in small settlements such as Charing Heath since site currently outside confines as defined by ABC.
Flood Zone (1,2 and 3)	I
Are there known local concerns regarding natural drainage and flooding?	No. Holding objection to application placed by drainage officer subject to infiltration tests. According to landowner these have been carried out and presumably satisfactory.
Water Extraction Designation	None
Heritage	
Within Conservation Area	No
Part of setting of Conservation Area	No
Part of setting of Listed Building	Yes. Swan Street Farmhouse approx. 95 metres to East
Within which Character Area	Charing Heath farmlands
Biodiversity	
Within or adjoining SSSI	No

Land NW of Swan Street

Within or adjoining Local Wildlife Site	No. Hurst Wood 480m to south
Within or adjoining ancient woodland	No
Is the site known locally to be occupied by protected species	Ecological survey carried out for planning application suggests grass snake, viviparous lizard and slowworm likely. Breeding birds also very likely. Potential for other species.
Landscape	
Within AONB	No
Is the site designated an Important View	No
Impact of development on landscape	Site is well screened from the roads. It would be visible from south but small scale so limited effect.
Access to Services	
Availability of direct pedestrian and vehicular access from public highway	Yes – although no footpath
Availability of safe cycling option to the site	Reasonable from Charing Heath if 30 mph limit achieved but no dedicated cycle lane
Proximity to Village Centre (metres)	340 metres to centre of Charing Heath. 2.7 km to Charing village
Proximity to Primary School (metres)	2.9 km to Charing Primary School
Proximity to rail station (metres)	2.4 km to Charing station
Proximity to nearest public open space (metres)	210m
Proximity to equipped play space	690 m
Proximity to bus stop (metres) ??	
Site Availability and Achievability	
Confirmed as available by land owner	Yes
Economic viability and marketability of the site	Steady demand for housing in Charing Heath. Particular need for smaller housing (eg starter homes) for young people and downsizers.
Summary of Assessment (Site suitability/ availability and achievability for allocation)	Given housing needs site is suitable for a small number of primarily small houses. Planning application cited has suitable indicative mix.
FOR SITES CONSIDERED SUITABLE, AVAILABLE AND ACHIEVABLE FOR ALLOCATION	
Approximate Density (Dwellings per hectare)	15-20
Approximate Number of Dwellings	4 to 5
Delivery (0-5 years; 6-10 years; 10+years)	0-5 years

CHARING NEIGHBOURHOOD PLAN

PROJECT 111 VISION AND OBJECTIVES

This project was undertaken at a public workshop facilitated by members of the CPC Neighbourhood Plan Committee and the Community Engagement Consultant. Five documents are included in this project, namely:

1. Poster inviting parishioners to attend the Vision & Objectives meeting
2. Agenda
3. Charing Neighbourhood Plan Vision and Objectives Event (presentations made at the event)
4. Charing Neighbourhood Plan Vision and Objectives Setting Workshop (report of findings)
5. Pictures of findings on flip charts



**YOUR VILLAGE
YOUR SAY
YOUR FUTURE**

**CHARING IS CHANGING!
THERE WILL BE MORE HOUSING!**

**HELP INFLUENCE HOW THE
PARISH WILL LOOK IN 2030**

VISIONS & OBJECTIVES MEETING

SAT 14TH OCTOBER 2PM

AT THE PARISH HALL

DOORS OPEN 1:45PM FOR FURTHER INFORMATION CALL: 07867 556351

REFRESHMENTS AVAILABLE

A CHARING NEIGHBOURHOOD PLAN MEETING ORGANISED BY CHARING PARISH COUNCIL

©2016

Charing Neighbourhood Plan – Vision and Objectives Event – Saturday 14th October 1.30 for 2-4pm

Time	Duration	Activity	Lead / who	Further information
1.00pm	30 mins	Set up	Steering group with Jim	<ul style="list-style-type: none"> Layout the room cabaret style to seat 60 ie six tables of ten Exhibition of 'what we have found out so far' for people to view on arrival
1.30 onwards	30 mins	Arrival, sign in, exhibition and refreshments	Steering group	<ul style="list-style-type: none"> Meet and greet - people sign in on arrival (sign in sheets) and put their first name onto a sticky label and on their lapel Tea, coffee and cake
2.00	5 mins	Welcome	Jill	
2.05	5 mins	Introduction	Hugh	
2.10	5 mins	Re-cap on 'what' and 'why' of NPs	Jim	Three to four slides show the steps and the areas covered – about being 'positive' and managing change that's inevitable etc
2.15	10 mins	Local context	Jill	Rural Place Profile, Census 2011 Parish Profile, Housing Needs Survey 2014, other evidence
2.25	10 mins	Parish survey results	Hugh	Key issues and ideas emerging from the parish survey
2.35	20 mins	Visioning	All	In groups at tables: <i>'What are the key words or phrases that you might use to describe your ideal/dream Charing of 2030 (in 15 years' time)'</i> . Put key words or phrases onto card and sort to create a sentence or paragraph.
3.55	15 mins	Feedback	Steering group facilitators	Representative from each table to present their 'vision' to the audience and sticks it to the wall near where they worked.
3.10	10 mins	Choosing the 'best' vision & REFRESHMENTS	All	Everyone provided with two dots / starts for first and second choice of visions. Vote by sticking to the first and second choice visions. The vision with the most first choice votes or score becomes the chosen vision.
3.20	20 mins	Objective setting	All	The next session follows a similar format to the visioning but this time, with each table is given a theme housing, health, environment, transport etc. Facilitators to ask the table: <i>'Picture yourself in the 'Vision' Charing of 2033. Now imagine what you did/happened in your theme that helped achieve the Vision?'</i>
3.40	10 mins	Feedback	Spokesperson from each group	Again, each table feeds back their objective, and stick it up for others to view.
3.50	10 mins	Question and answer session	Jill, Hugh and Jim	Jim to capture questions and answers on flip sheet for future reference.
4.00	CLOSE	Next steps and thank everyone for attending	Jill	•



Charing Neighbourhood Plan Vision and objectives event

14th October 2017



Local Context

Jill Leyland, Chair, Charing Parish Council

Charing parish – population

Population 2011 census

Total: 2,766

Male 1,311 (47.4%)

Female 1,455 (52.6%)

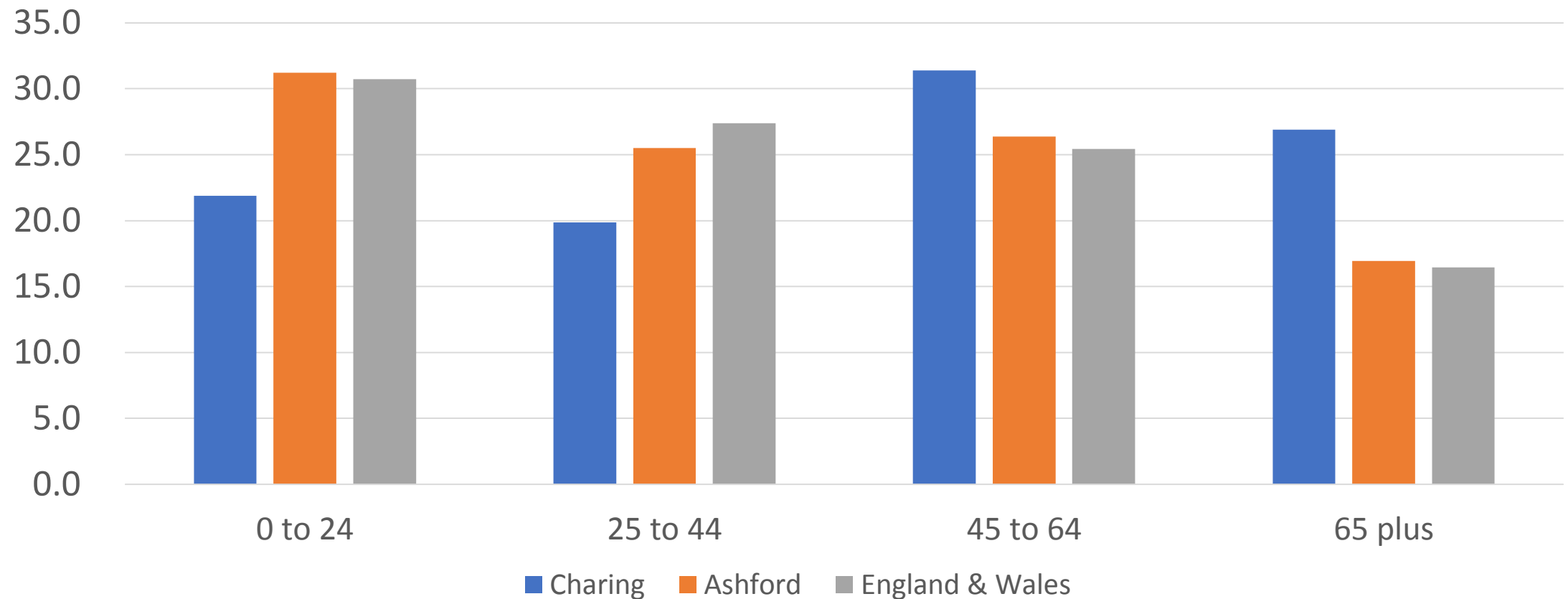
Charing Ward: 2,356

Charing Heath: 410

Estimated Parish population today around 2,950 with growth since 2011 primarily in Charing village

Like many villages – older than average

% Population by age 2011



But we are one of the oldest parishes in Ashford.....

No surprises...

- 98% white of which 95% British (Ashford 94%, E&W 86% white)
- 99% have English as main language (Ashford 95%, E&W 92%)
- 95% born in the UK (Ashford 91%, E&W 87%)
- 70% Christian (Ashford 63%, E&W 59%)
(21% no religion, 8% not stated)
- 55% of those 16 or over were married or in a civil partnership (Ashford 52%; E&W 47%); 23% single; 11% widowed; 11% divorced or separated.

Source 2011 census

How people live (2011 census)....

30% are in a one-person household – broadly in line with general population.

But a higher proportion (18%) are aged 65 plus and living alone compared with 12% for general population

64% live in a one-family household

22% of households have dependent children

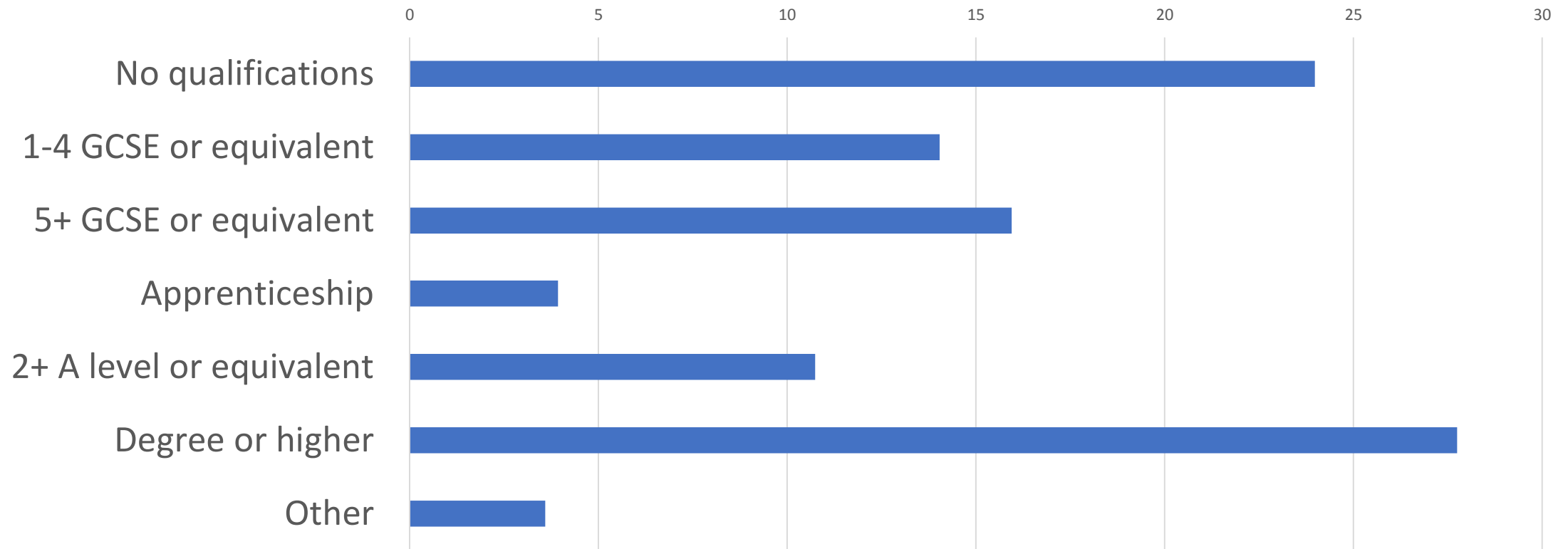
9% have children who are all non-dependent

17 (2%) of households are “concealed” – live with another household

Little evidence of overcrowding

Educational qualifications around normal

% of population aged 16 or over in 2011 with:



Health and deprivation

10% have a health problem of disability which limits activities a lot

13% have a condition which limits activities a little

Both the above are slightly higher than average

12.5% of the population provide unpaid care, the majority under 20 hours per week but around a quarter of the above for 50 or more hours

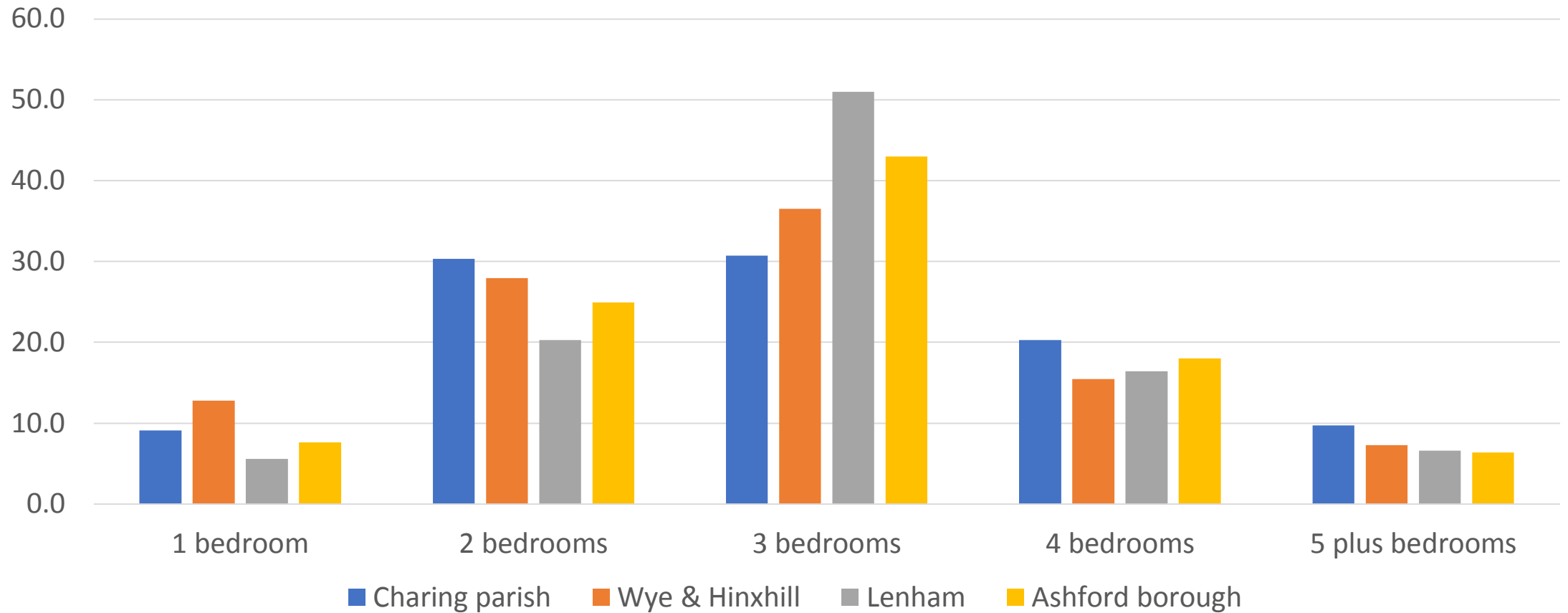
On the index of English multiple deprivation, which ranks areas from 1 to 32,000 plus depending on levels of deprivation, Charing scores around the average

11% of households in 2011 did not have a car

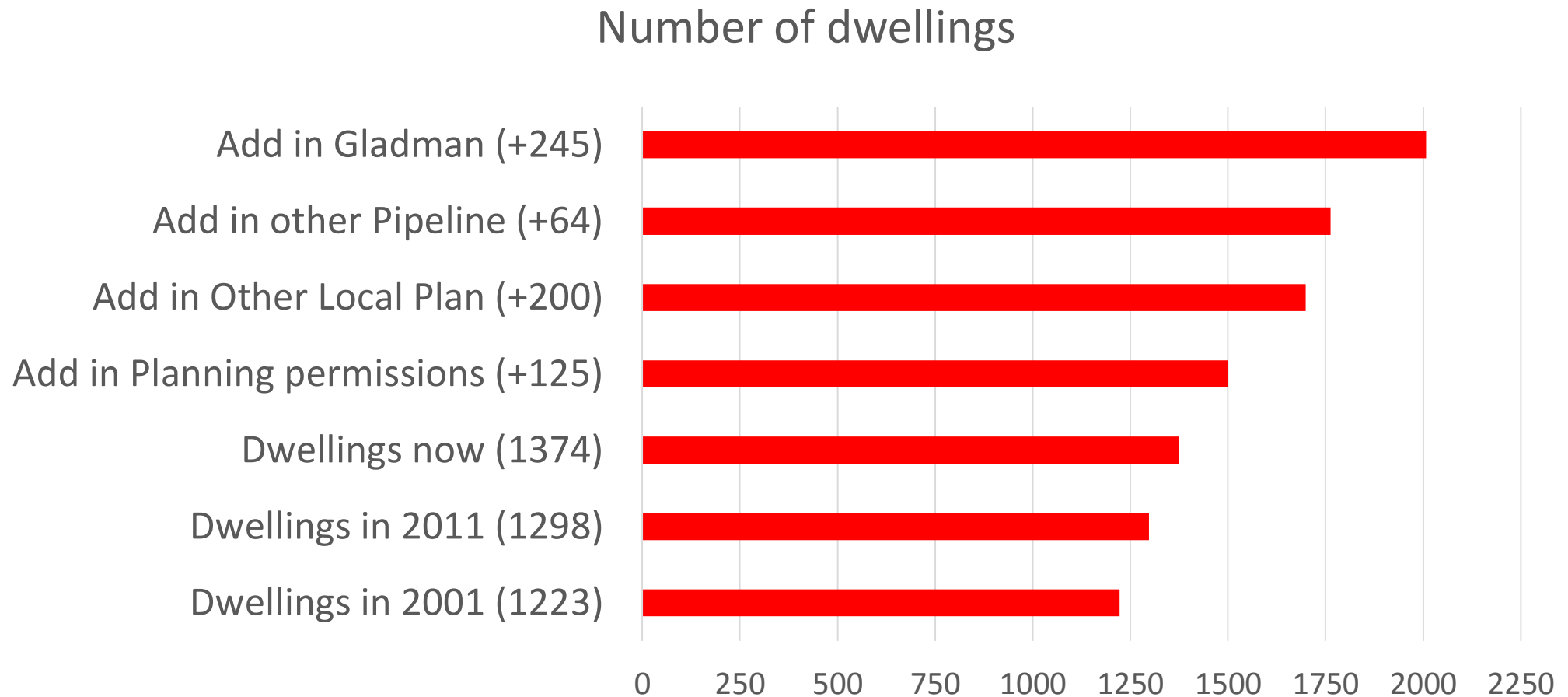
Sources: 2011 census, 2015 English indices of multiple deprivation

House size – Charing compared

% of houses with (2011 census)



How housing has grown – and might grow



Nearly all growth in Charing – but some in Charing Heath.....

Summary of housing plans affecting Charing

Huge pressure from government on ABC and hence on us

3 sites in current ABC plan

- Char 1 (35 to 42 houses)
- Northdowns garage (20)
- Land adjoining Poppyfields (180)

Other permissions already granted = 83 (including Orbit)

Plus just outside

Tutt Hill (75) and Land adjoining Holiday Inn (150)

Gladman site off Pluckley Road (245) refused by ABC but under appeal

Suggested priorities for Parish Council developer contributions – Section 106 – do you agree?

- 1 New community centre including parish office (and MUGA?) with parking
- 2 New playground south of A20 at same location to share parking
- 3 A new village car park close to High Street
- 4 A formal cycle path/all weather footpath from Charing to Charing Heath



Parish Survey

Hugh Billot, Chair, Charing Neighbourhood Plan Group

Parish survey results

- 1092 completed questionnaires
- 46% of eligible population
- 54% of total households

Top things making Charing special

- Beautiful countryside around
- Pharmacy
- GP practice
- Post office
- Green spaces within village

Countryside and green spaces emphasised by importance of views including:

- Views of North Downs
- Charing church
- The Archbishop's Palace
- The countryside
- The village from Pilgrims Way

The most rated facilities

- The pharmacy
- Public library
- GP services
- Playgrounds for under 11s
- Parish footpaths

The most wanted homes

- Homes at market prices
- Homes for elderly or disabled
- Homes with shared equity
- Sites for self-build
- Social housing

The most popular sites for housing development

- CHAR1 (between Arthur Baker Playing field and A20)
- CHAR 1 extension
- Behind North Downs garage
- Land opposite Bowl Road
- Wheler land (north of railway line)

Number of new houses parishioners would like to see

- Over 50% of parishioners would like to see less than 100
- Over 80% would like new houses on small sites

Main reasons why people would leave parish

- Unacceptable village expansion
- Lack of availability of house required
- Accommodation for changing needs
- Somewhere quieter
- Nearer to family



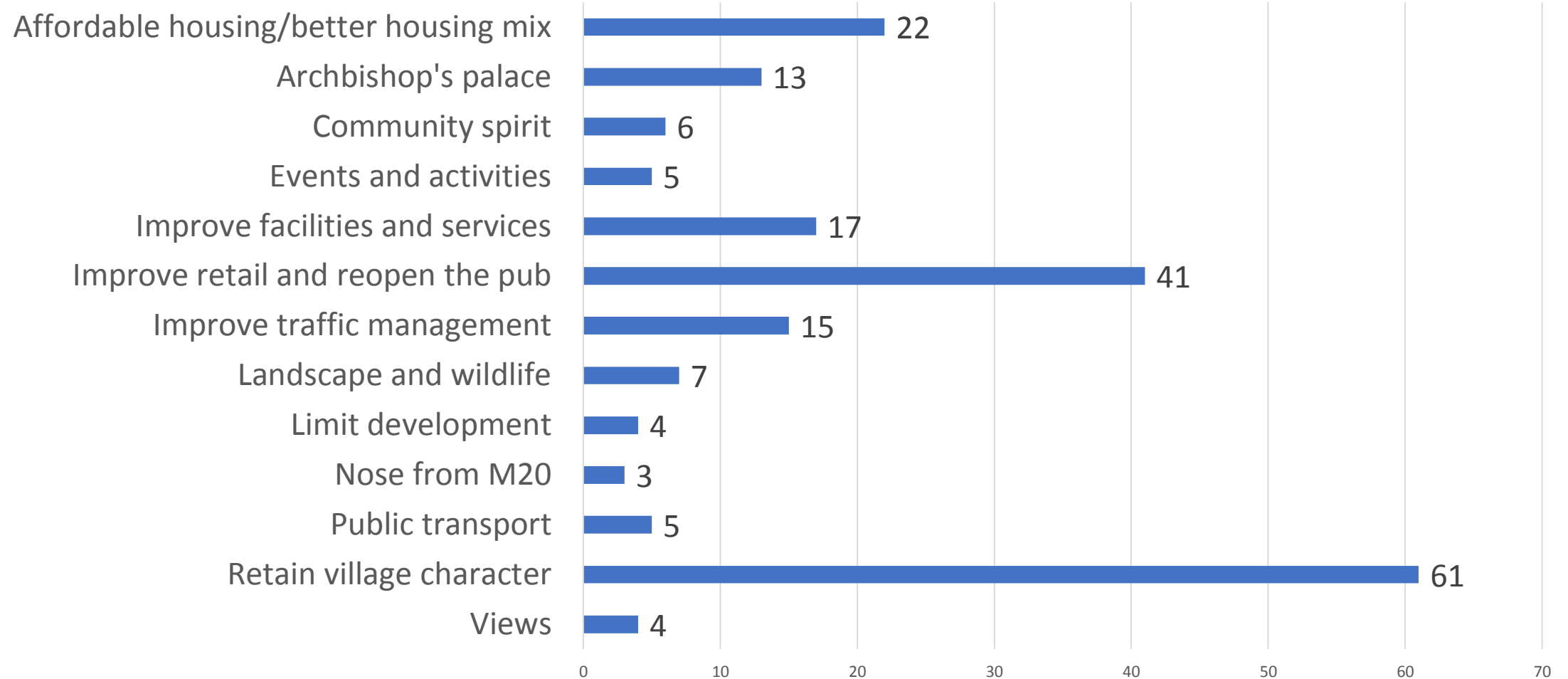
Visioning exercise

Jim Boot, Community Planner

A word cloud visualization of community priorities. The words are arranged in a horizontal, somewhat triangular shape, with 'character' as the central, largest word. Other prominent words include 'improve', 'retain', 'village', 'open', 'pub', 'retail', 'pre', 'affordable', 'services', 'housing', 'management', 'wildlife', 'facilities', 'mix', 'landscape', 'palace', 'spirit', 'views', 'transport', 'community', 'events/activities', 'development', 'traffic', 'line', 'public', and 'housings/better'. The colors range from dark red to brown, with some words in a lighter tan color.

improve
housing/better
village
retail
pub
pre
Archbishop's
Retain
character
open
management
wildlife
facilities
mix
landscape
palace
spirit
views
transport
community
events/activities
development
traffic
line
public
housings

Dreams or visions for Charing's future



Example 'dreams' to use as inspiration

- Vibrant and thriving village offering truly **affordable housing for young families and elderly**
- Restoration of the **Archbishop's Palace for community hub**
- A vibrant village - **lots happening during the day and evening**
- A younger village - very **creative and taking risks**
- Vibrant, independent community, rich in facilities and **infrastructure**
- A flourishing High St which is almost **self-sufficient in terms of shops, amenities etc** but with excellent transport facilities
- A20 car park between roundabout and crossroads with access to **a good pub** and rest of village
- More positive **cohesion between old centre and new 'outer' housing** and village activities
- **Maintain the rural village feel** with green fields and managed traffic
- Healthy, prosperous community with **preservation of green spaces**
- Maintain Charing's **water purity and supply in the aquifer and groundwater**
- A village that is **proud of its heritage and friendliness**, free from exploitation by 'big companies'
- Balance development to assist village facilities but not too much so we turn into a suburb of Ashford
- **A well-laid-out, safe environment serving residents needs** and housing, medical, schooling and amenities, with better vehicle control, **more business to grow economic wealth**
- An **undivided village of Charing with a narrowed A20 with more obvious pedestrian crossing and hedgerow to soften the sides**
- I'd like there to still be nice views that haven't been filled and replaced with modern housing and **I'd like my kids to be able to play in fields behind my house like I did**



Next actions

Hugh Billot, Chair, Charing Neighbourhood Plan Group

Next actions

Complete evidence collecting projects covering matters such as:

- Assessing sites
- Looking for alternative sites
- Parking
- Business strength
- Housing needs
- Protecting open spaces
- Photographing views
- Traffic management
- Landscape assessment
- Protecting the high street
- Village confines
- Value of village amenities & facilities

Maintaining dialogue with

- Ashford Borough Council
- Developers
- Land owners
- Kent County Council
- Other relevant bodies (eg Environment Agency; CPRE)

And then ...

- Prepare draft Neighbourhood Plan
- Consult with parish and neighbours (Reg 14)
- Amend as needed
- Pass to ABC for validation and statutory consultation (Reg 15)
- Examination
- Prepare final plan
- Parish referendum

Charing Neighbourhood Plan Vision and Objective Setting Workshop

Saturday 14th October 2017

Introduction

Following the Parish Questionnaire that took place over the summer a community workshop was held in October 2017 to write a series of draft visions and a set of objectives to inform the writing of the neighbourhood plan. According to CPRE / NALC's Guide to Neighbourhood Planning 2011:

'There is no requirement to develop a vision or objectives, but you may find it useful to have one or the other, or both, to help guide the preparation of your Neighbourhood Plan. A vision and objectives can help to make it clear what your Neighbourhood Plan is aiming to achieve. A good vision does not have to be very long but will:

- *Be long term, for example looking forward 15-20 years, or the period that is covered by the Local Plan.*
- *Be strategic, setting out a broad picture of your aspirations for your neighbourhood but will not include lots of details.*
- *Describe what you want your neighbourhood to look like, so people can form an image of the homes, businesses, shops, community facilities and open space it will contain.*
- *Objectives are more specific and set out what the Neighbourhood Plan aims to achieve. If you have a vision, look at each part of the vision and decide what needs to be done to achieve it.*

This was the approach that was adopted by the Charing Neighbourhood Plan steering group and facilitated by their community planning advisor Jim Boot. The workshop was widely promoted in the parish and on the day approximately 55 residents attended. The workshop was advertised for 1.30 for a 2pm start so that participants could view and exhibition of the results of the Parish Survey and maps showing potential housing and other sites within the parish.

Presentations

Local context

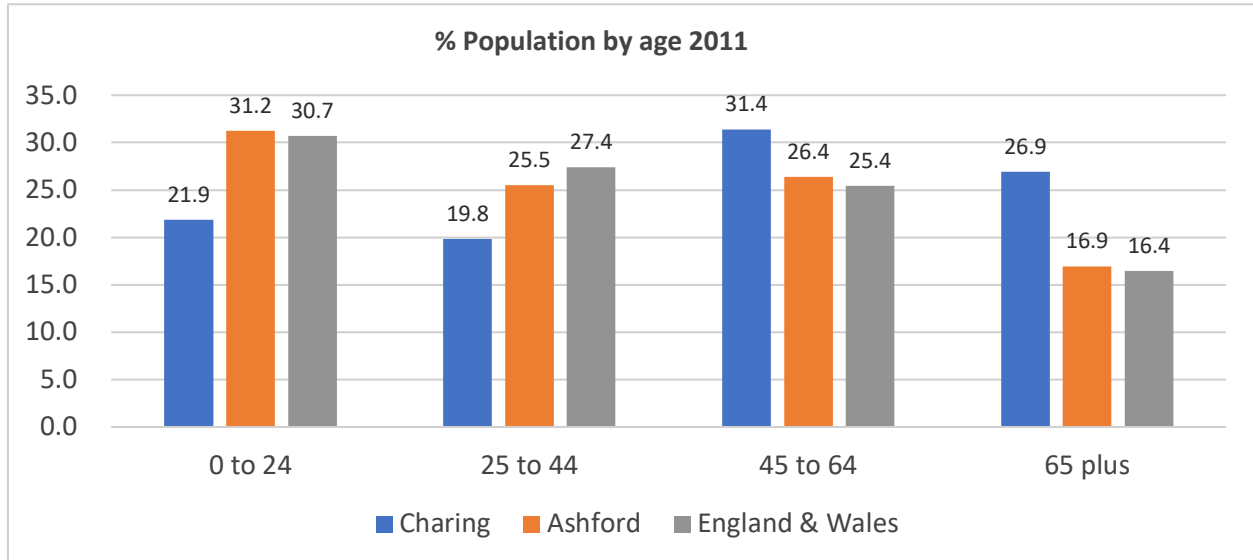
The workshop commenced with a welcome and introduction from the chair of the parish council Cllr Jill Leyland following which she gave a presentation to set out the Local Context for the visioning work to follow (presentation attached as Appendix A). The first slide reproduced here considered the increase in

Population 2011 census

- Total: 2,766
- Male 1,311 (47.4%)
- Female 1,455 (52.6%)
- Charing Ward: 2,356
- Charing Heath: 410
- **Estimated Parish population today around 2,950 with growth since 2011 primarily in Charing village**

the population of the parish since the 2011 Census.

The next slide considered the population by age group showing that Charing had an older population compare to the district as a whole and England & Wales. However, nearly a quarter were under the age of 24 years.



In many respects there are 'no surprises' in terms of the population as the next slide showed:

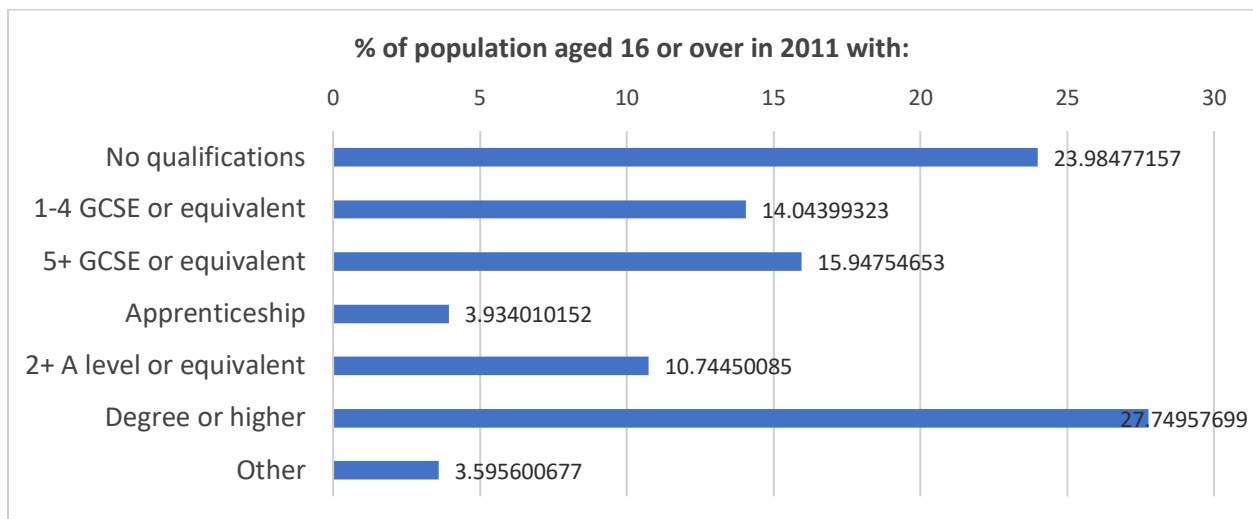
- 98% White of which 95% British (Ashford 94%, E&W 86% White)
- 99% have English as main language (Ashford 95%, E&W 92%)
- 95% born in the UK (Ashford 91%, E&W 87%)
- 70% Christian (Ashford 63%, E&W 59%)
(21% no religion, 8% not stated)
- 55% of those 16 or over were married or in a civil partnership (Ashford 52%; E&W 47%); 23% single; 11% widowed; 11% divorced or separated.

Source 2011 Census

In terms of household make up the Census 2011 revealed:

And in terms of qualifications while nearly a quarter of the population have no qualifications, more (28%) have a degree or higher-level qualification.

- 30% are in a one-person household – broadly in line with general population.
- But a higher proportion (18%) are aged 65 plus and living alone compared with 12% for general population
- 64% live in a one-family household
- 22% of households have dependent children
- **9% have children who are all non-dependent**
- **17 (2%) of households are “concealed” – live with another household**
- Little evidence of overcrowding

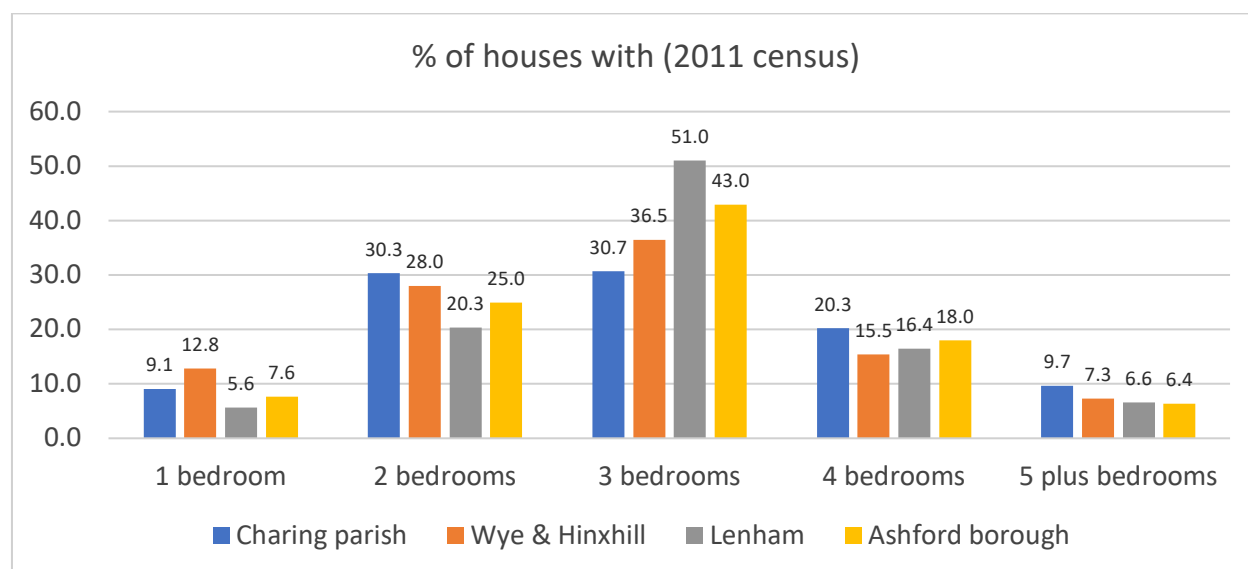


In terms of health, the % of householders with a health problem or disability with limits activities a lot of a little, Charing is slightly higher than average. Also 12% had no access to a car [a further 39% households had access to only one car which is an unusually high percentage for a rural area although in

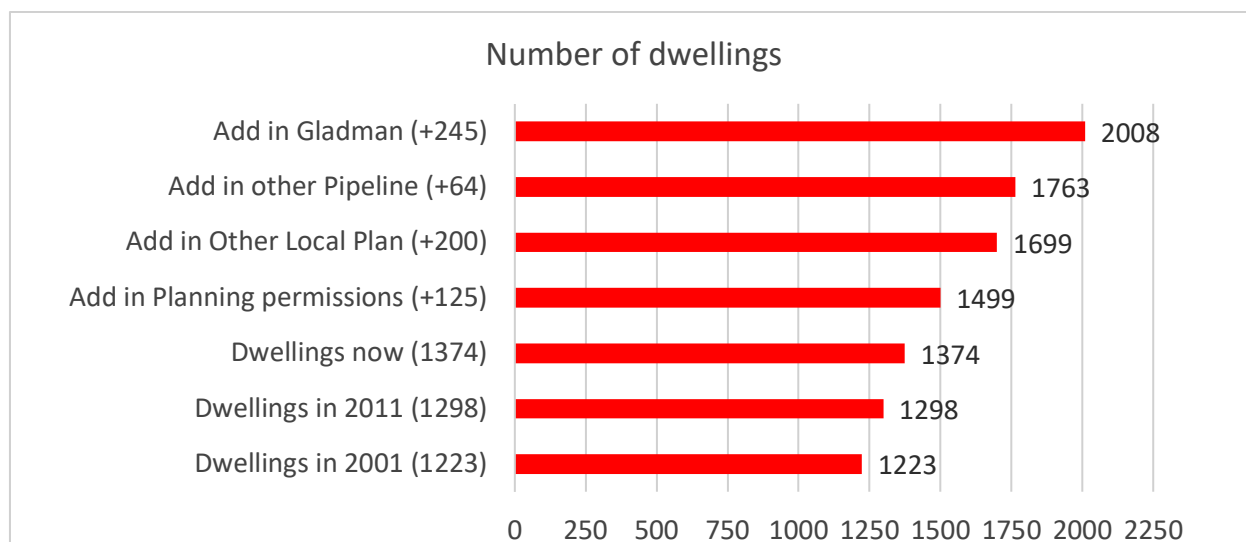
- 10% have a health problem or disability which limits activities a lot
- 13% have a condition which limits activities a little
- *Both the above are slightly higher than average*
- 12.5% of the population provide unpaid care, the majority under 20 hours per week but around a quarter of the above for 50 or more hours
- On the index of English multiple deprivation, which ranks areas from 1 to 32,000 plus depending on levels of deprivation, Charing scores around the average
- 12% of households in 2011 did not have a car

Sources: 2011 census, 2015 English indices of multiple deprivation

line with the district average].



The above chart shows that Charing has less 1 and 3 bedroom properties than the district average and more 4 and 5 bedroom properties. Jill then showed a chart suggesting how housing might grow in Charing over the next few years:



Also, that just outside the parish 75 homes are proposed by developers at Tutt Hill and a further 150 on land adjoining the Holiday Inn. The Gladman planning application off the Pluckley Road (see top row in chart) in the village had been refused by Ashford Borough Council but the developer had appealed. Her final slide suggested that if development did take place, the parish council would prioritise for Section 106 (developer contributions):

1. New community centre including parish office (and MUGA?) with parking
2. New playground south of A20 at same location to share parking
3. A new village car park close to High Street
4. A formal cycle path/all-weather footpath from Charing to Charing Heath

Parish survey results

Parish councillor and chair of the Neighbourhood Plan Steering Group followed with a presentation of the results from the Parish Survey. Again these can be viewed in full from the parish council website (new website coming soon) and in Appendix A. The main points are listed here:

- 1092 completed questionnaires
- 46% of eligible population
- 54% of total households

Top things making Charing special:

- Beautiful countryside around
- Pharmacy
- GP practice
- Post office
- Green spaces within village

Countryside and green spaces emphasised by importance of views including:

- Views of North Downs

- Charing church
- The Archbishop's Palace
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The most rated facilities:

- The pharmacy
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The most wanted homes:

- Homes at market prices
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The most popular sites for housing development:

- CHAR1 (between Arthur Baker Playing field and A20)
- CHAR 1 extension
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- Land opposite Bowl Road
- Wheler land (north of railway line)

Number of new houses parishioners would like to see:

- Over 50% of parishioners would like to see less than 100
- Over 80% would like new houses on small sites

Main reasons why people would leave parish:

- Unacceptable village expansion
- Lack of availability of house required
- Accommodation for changing needs
- Somewhere quieter
- Nearer to family [to move to be]

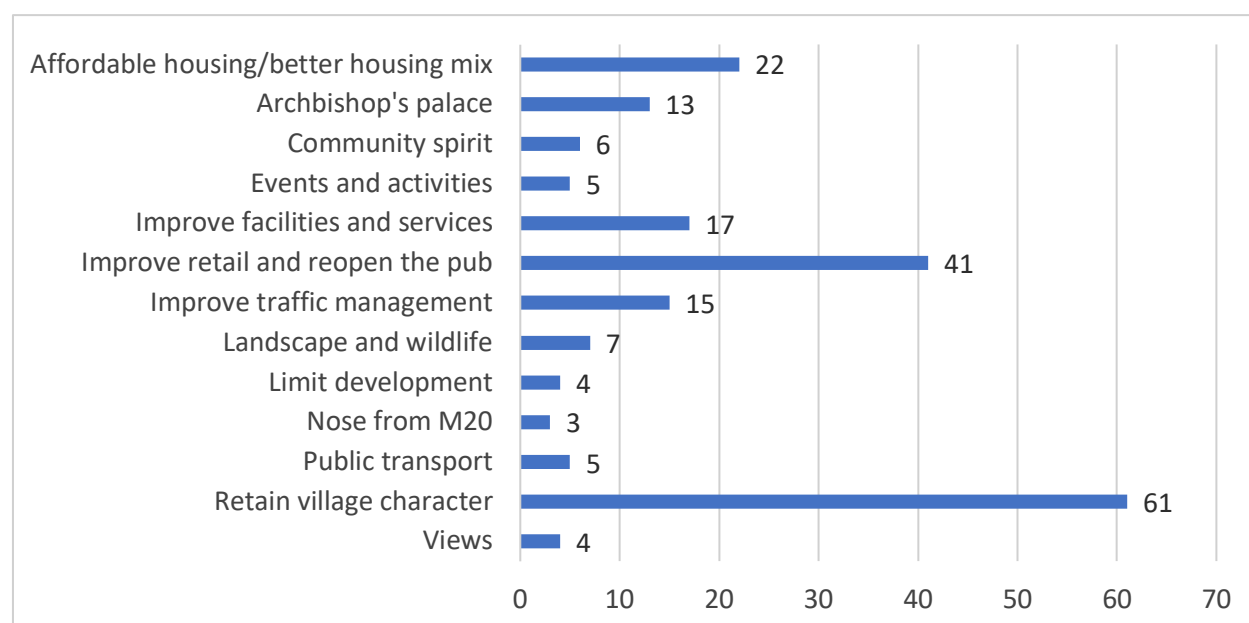
Hugh's presentation brought to an end the context setting session.

Visioning

Jim then introduced the visioning workshop with a further extract from CPRE / NALC's Guide to Neighbourhood Planning, 2011 which describes Spatial Planning as:

‘Spatial planning is also called ‘place shaping’ and has a wider focus than traditional land-use planning. It’s about identifying a **vision** for the future of a place which responds to local needs and circumstances, including community views, and is based on **evidence**. This vision is translated into **priorities**, policies and the identification of land for development.’

Jim followed this definition by reminding the audience of the results of the Dream exercise they undertook in this same hall a year earlier at the series of public meetings. Over 270 separate ‘dreams’ were recorded and sorted into categories:



He also shared a selection of the 270 dreams to use as inspiration (see Appendix A). He then introduced the visioning exercise. Sitting at tables of six to eight people, participants were encouraged to imagine: **‘What are the key words or phrases that you might use to describe your ideal/dream Charing of 2030 (in 15 years’ time)’**. First to jot down their ideas on paper table cloths and then, following discussion with the other people at their table, to transfer key words or phrases onto card and sort them into a logical order to create a sentence or paragraph. The results were:

#1: Charming Charing	Score
Protected beauty of village and countryside; quieter, safer, slower A20 (footbridges!); M20 road surface quietened; parking (would it be free?); High Street development; flats (blocks) – for or against; preconditions on developers (provision of shops, surgery?) and enforcement thereof; extensive broadband; pub (s) – social venues.	13
#2:	
In 2030 Charing Village will retain village character and heritage, improvements in GP and health services eg dentist and larger school, cycle paths (to Charing Heath, Tutt, Ashford), retain public transport, Archbishop’s Palace to be restored and for community use, encourage and support retail and facilities and businesses, multi-purpose community centre, avoid becoming a dormitory town, retain village green spaces [and] avoid sprawling developments to retain village community feel.	21
#3:	

In 2030 we hope to have the following: pub / hostel, facilities for young and old, Archbishop's palace restored, vibrant shops, High Street management, facilities for small business eg offices, beautiful views, good transport links, easy parking, good traffic management [and] smaller developments.	27
#4:	
<ul style="list-style-type: none"> • Tourist accommodation eg YMCA / YWCA, • "Nightlife", pubs and restaurants • Retain village character • Somewhere people, young and old, want to live • Improve facilities for younger people eg youth club • More retail (supported by residents) • Self-sufficient energy facilities • State of the art new school building in keeping with village facades • Marked parking bays for residents • Resolve HGV traffic problems • Keep green spaces and views 	20
#5:	
Charing in 2030 [will] compromise to attain 'modern village', multi-generation housing, integrated social housing, ecologically friendly houses, in line with village character with more communal areas, having views and open spaces [making] possible walk to work, heritage architecture exploited, and not forgetting a safer A20, car park, crossings, chicane to safely integrate north and south and restricted speed and access in High Street (to through traffic).	10
#6:	
A 'cradle to grave' community offering social mobility with a vibrant High Street, attracting visitors, maintaining its village character within beautiful countryside.	15

Photos of the original visions can be viewed in Appendix B. The numbers in the right-hand column are the scores that those present gave their favourite vision with vision #3 getting the highest score:

In 2030 we hope to have the following: pub / hostel, facilities for young and old, Archbishop's palace restored, vibrant shops, High Street management, facilities for small business eg offices, beautiful views, good transport links, easy parking, good traffic management [and] smaller developments.

The next session follows a similar format to the visioning exercise but this time each table was given a theme housing, health, environment, transport etc. Participants were asked to: ***'Picture yourself in the Vision' Charing of 2030. Now imagine what you did/happened in your theme that helped achieve the Vision?'*** The results were as follows:

#1: Business and employment
By 2030 Charing would employ village wardens / police officer for safe happy businesses and residents, have created Archbishop's Palace (artists' workshops, grounds keepers, maintenance staff, administrative staff and tourist guides), infrastructure (transport, road, rail, energy, parking) to provide real ways to work in village, great broadband, facilitated working from home / or in a hub, established a business hub / desk space for rent (shared facilities) supporting small businesses [and] small traders.
#2: Traffic, transport and parking
In 2030 Charing will have free, time restricted parking, 2 car parks either side of the A20 (with a one-

way system on lower High and Old Ashford Road) speed and parking enforcement, plus 4 way traffic lights on cross-roads. HGVs will be diverted from village area. There will be residents' parking permits. We need dedicated pedestrian and cycle paths, traffic calming, central reservations (A252, A20, Faversham Road A252 link A251) and to retain Charing Station and bus service.

#3: Community facilities

- We built new community hall with car park with extra facilities for smaller meets etc and indoor sports facilities.
- We expanded GP facility to accommodate the extra population.
- We developed the palace site and land behind North Downs garage into successful small businesses and retail units.
- Increased footfall through village.
- Enabled post office and other village stores to survive.
- Improved train and bus services (Platform 1 access for wheelchairs).
- Developer contributions will have contributed significantly to the redesign of the primary school.

#4: Landscape, views and green spaces

- Residential design enhances and reflects village character.
- No development above 3 stories.
- New developments do not impinge on views of the village.
- Imaginative residential design to create green spaces for community use.
- Every development was accompanied by tree planting.
- Retain historic views through legislation if needed eg AONB.
- Green spaces linked by footpaths ... accessibility.
- Signage is in keeping with rural location.
- Tree warden liaised with tree preservation officer / maintenance.

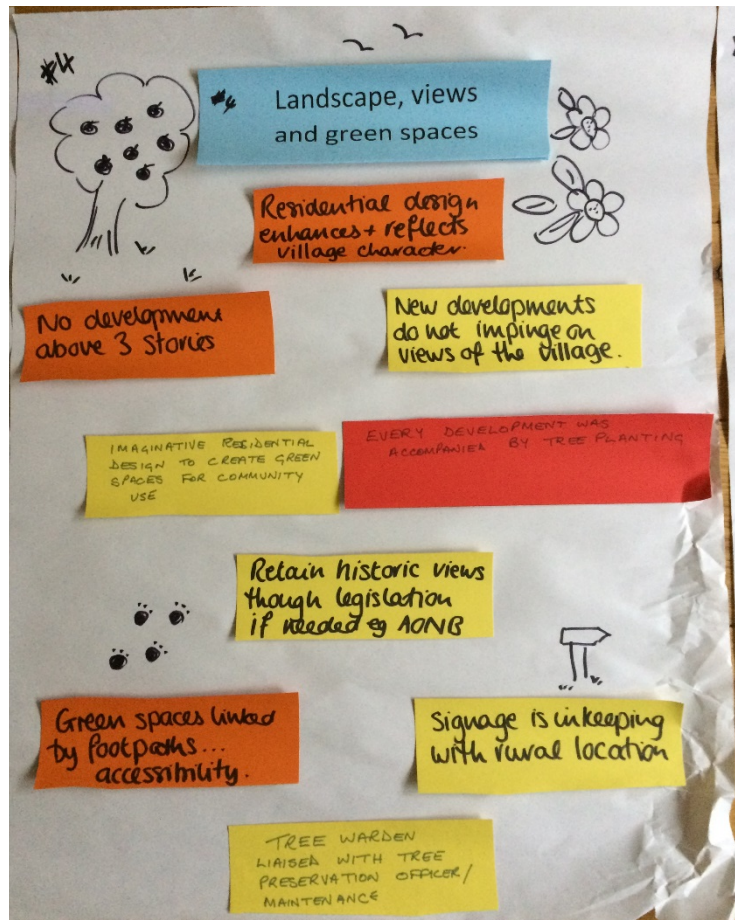
#5: Housing:

Objective linked to smaller developments and smaller or at least mixed houses/flats.

To support a vibrant High Street, smaller developments [should] attract multi-housing types for everyone, must have planning granted in return for extra facilities (which must be built first), developments not restrict views and development must not congest High Street, business linked to housing 'walk to work', above all development must have adequate parking.

#6: Village character

Maintaining 'kerb' appeal by preserving historic character, encouraging clustered developments, with well-maintained open spaces, delivered by having more than one focus area, shops / businesses / employment and community centres offering community events, activities and clubs.



Next actions

Hugh wrapped up the workshop by sharing the evidence collecting projects still to be completed or undertaken to contribute to the development of the draft Neighbourhood Plan:

- Assessing sites / Looking for alternative sites
- Parking [surveys]
- [Assessing] Business strength
- Housing needs assessment ✓
- [Assessing and] Protecting open spaces
- Photographing [and protecting important] views
- Traffic management [survey and modelling]
- Landscape [character] assessment
- Protecting the High Street [through a character assessment and design codes / policies]
- Village confines [reviewing]
- Value of village amenities & facilities [assessment]

At the same time the steering group would continue to maintain dialogue with:

- Ashford Borough Council
- Developers

- Land owners
- Kent County Council
- Other relevant bodies (eg Environment Agency; CPRE)

And then ...

- Prepare draft Neighbourhood Plan
- Consult with parish and neighbours (Reg 14)
- Amend as needed
- Pass to ABC for validation [Basic Conditions test] and statutory consultation (Reg 15)
- Examination
- Prepare final plan [if required by Examiner]
- Parish referendum

Conclusion

All of the visions created by the residents have merit and so while Table 3's vision received the most support, this draft vision will be further refined by the steering group and editorial team as they go about preparing the draft NP. Similarly, the objectives identified by the groups will be tweaked and refined but provide the raw materials and direction for developing these themes and then the policies that will eventually become the core of the draft NP.

Hugh has set out the next steps for the NP and key to achieving progress on these projects and activities will be supporting the volunteers undertaking this work and finding new volunteers to join the groups to spread the load. One way of achieving this will be for the steering group to meet regularly / monthly over the next few months to maintain momentum, ensure progress and align resources appropriately.

Acknowledgements

The parish council would like to thank the speakers and the steering group members who helped arrange the event and facilitate the table top activities. Above all they would like to thank all the residents who took part.

Jim Boot, Community Planner

24th October 2017

Visions

#1

CHARMING CHARING

PROTECT BEAUTY OF VILLAGE + COUNTRYSIDE

QUIETER SAFER SLOWER
A20 (Cambridge?)

M20 ROAD SURFACE QUIETENED

Park(ing) (could it be FREE?)
would it be parking only?

high est. development

Flats (Houses) - for or against?

Pro-conditions on other slopes - (provision of cheap energy?) and enforcement thereof?

EXTENSIVE BROADBAND

Pub(s) - social? Venues

13

#2 In 2030 Charing Village will...

retain village character and heritage

improvements in GP + health services of dentist + larger school

Cycle Paths → Charing Heath
Tuff
Ashford

retain public transport

Archbishops Palace to be restored and for community use

encourage and support retail and food/drink and businesses

multipurpose community centre

Avoid becoming a dormitory town

retain village green spaces

avoid large sprawling developments, to retain village community feel

21

#3 IN 2030 WE HOPE TO HAVE THE FOLLOWING:

PUB/HOSTEL

FACILITIES FOR YOUNG + OLD

ARCHBISHOP'S PALACE RESTORED

VIBRANT VILLAGE ...
shops, terraces

HIGH ST MANAGEMENT

FACILITIES FOR SMALL BUSINESS & OFFICES

BEAUTIFUL VIEWS

EASY PARKING
GOOD TRAFFIC MANAGEMENT

Good Transport Links

Smaller Developments

22

#4

TOURIST ACCOMMODATION
eg YMCA

"NIGHTLIFE"
PUBS + RESTAURANTS

RETAIN VILLAGE HERITAGE

SOMEWHERE PEOPLE, YOUNG + OLD WANT TO LIVE

IMPROVE FACILITIES FOR YOUNGER PEOPLE
eg YOUTH CLUB

MORE RETAIL (SUPPORTED BY RESIDENTS)

SELF-SUFFICIENT ENERGY FACILITIES

STATE OF THE ART NEW SCHOOL BUILDING IN KEEPING WITH VILLAGE FACADES

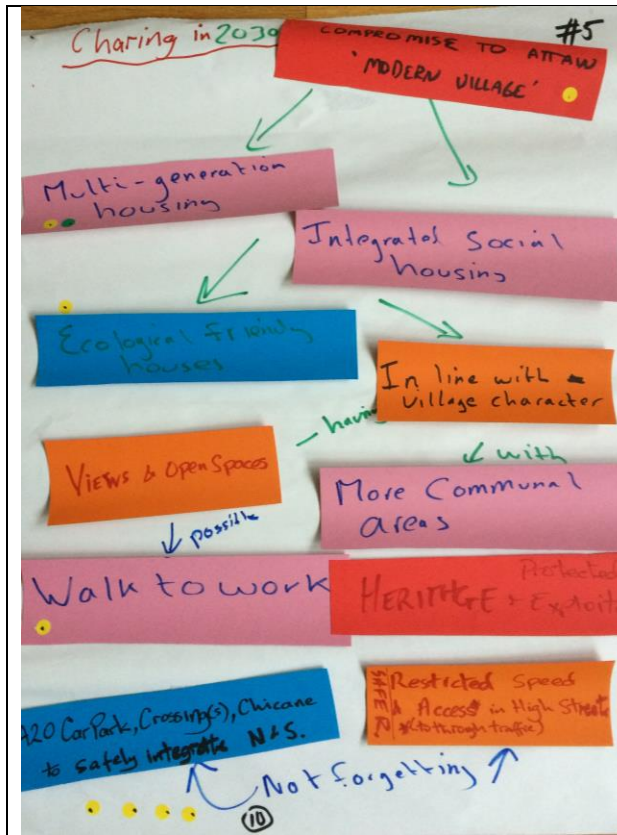
MARKED PARK-ING
WAYS + RESIDENTS PARKING

RESOLVE TRAFFIC PROBLEMS

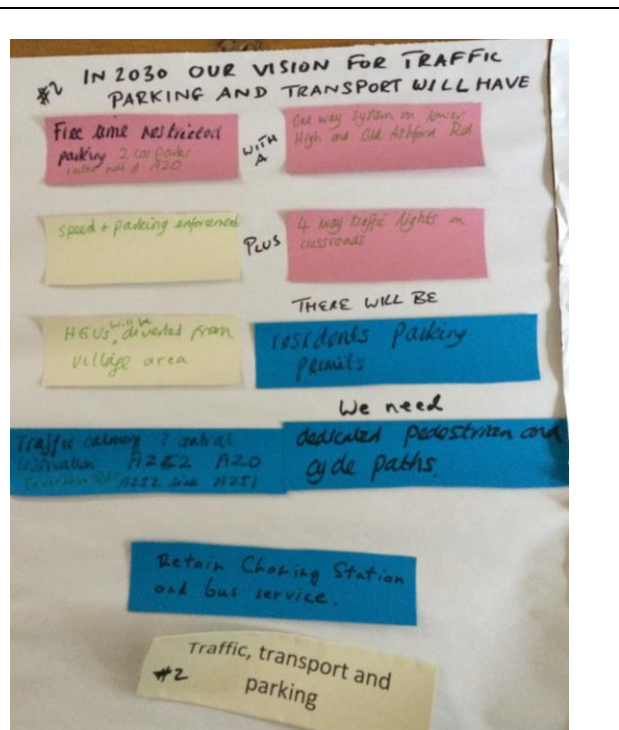
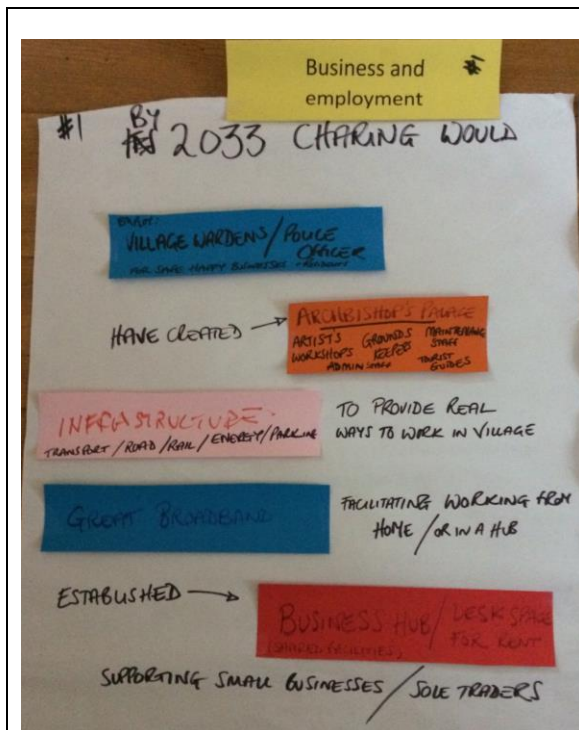
KEEP GREEN SPACES + VIEWS

DONT WANT TO BE LINKED TO ASHFORD / MAIDSTONE

20



Objectives



#3 Community Facilities.

We built new community hall with bar and kitchen for socialising and indoor sports facilities.

We expanded GP facilities to accommodate the extra population.

We developed the public car and land behind N. Jones garage into successful small businesses and retail units.

① INCREASED FOOTBALL THROUGH VILLAGE

Improved football service (Planners 1 access for village)

Extra kerb, post office & other village streets to improve

Developer contributions will have contributed significantly to the redesign of the primary school.

#4

Landscape, views and green spaces

Residential design enhances + reflects village character.

No development above 3 stories

New developments do not impinge on views of the village.

IMAGINATIVE RESIDENTIAL DESIGN TO CREATE GREEN SPACES FOR COMMUNITY USE

EVERY DEVELOPMENT WAS ACCOMPANIED BY TREE PLANTING

Retain historic views through legislation if needed eg AONB

Green spaces linked by footpaths... accessibility.

Signage is in keeping with rural location

TREE WARDEN LAID WITH TREE PRESERVATION OFFICER / MAINTENANCE

#5 Objective linked to smaller developments

and smaller (or at least rural) houses/flats

Must not

To support a vibrant High Street

Must have

Planning granted in return for extra facilities

Developments must not restrict views

Developments must not congest High Street

Business linked to housing / walk to work

Above all

Development must have adequate parking

#5 Housing

#6 VILLAGE CHARACTER

Maintaining 'Kerb' Appeal

by Preserve historic centre

encouraging clustered developments

with well maintained open spaces

delivered by having

More than one focus area

Shops/businesses / employment

and Community centres

offering

Community events, activities, clubs

CHARING NEIGHBOURHOOD PLAN

PROJECT 112 BUSINESS GROWTH AND DECLINE

This section includes:

1. The full report
2. Appendix 1 (the data collection template)

CHARING NEIGHBOURHOOD PLAN, PROJECT NUMBER 112, BUSINESS GROWTH AND DECLINE

1 INTRODUCTION

There are 1,323 economically active residents according to the 2011 census. Economically active includes 625 full-time employees, 252 part-time employees and 357 self-employed. According to the 2011 census 130 people work from home and it is suspected that these workers are included in the economically active group. Many of these people work away from Charing and that is the likely trend for the future as the prospects for job creation in Charing are poor based on heavy migration to Charing. There were 704 economically inactive residents, i.e. those include retired, students and home-makers.

Close observers of the high street note that shops have been regularly closing and employment opportunities declining. It has also been suggested that employment opportunities have been lost in the parish. With significant increases in population planned for Charing in the period to 2030 there is a big question mark where new residents will find employment. If they have to travel away extra pollution from vehicle usage may well damage residents health and pollute the environment. Employment will be a core element of the neighbourhood plan. As a result it was decided to undertake a survey of businesses in the parish with a view to determining past growth or decline rates, current staffing levels and what might happen to staffing in the future.

2 METHODOLOGY

A group of volunteers were recruited to help with this project.

A data sheet was put together and is included in Appendix 1

Businesses were identified from a range of sources including:

- Parish Council Website
- Adverts in the Parish Magazine
- Charing Traders Association (now defunct) Register of Members
- Charing and District Community AD MAGAZINE
- Other advertising media
- Volunteers knowledge

Information was collected in various ways including face-to-face interviews at the business premises; telephone interviews; email exchanges. All participants were offered free inclusion onto the Charing Parish Council Website. Only two businesses declined to participate.

Businesses were promised that specific details about staffing levels growth or decline would not be publicly made available but would be used in general analysis where it would not be possible to identify individual organisations.

It is known that Charing does have many self-employed people working from home and it is contended that many of those will not have been included in this analysis as they were not known or could not be identified. However overall it was considered to be a very thorough survey.

3 RESULTS

AECOM in its Housing Needs Assessment report stated “Charing has the third largest rural business proportion in the borough. It recorded in figure 27 that Charing had 65 businesses and had the third largest business proportion behind Tenterden (340 businesses) and Wye (90 businesses). The report also noted Charing had 400

employees and as such accounted for 8% of all employment in the rural settlements in the borough.

The survey involved 83 businesses of which 73 were active, the others either closed in the last five years or relocated. The current 73 businesses employed 559 staff. The number of businesses was quite close to the number quoted in their report and adds credibility to this study.

An earlier survey during the latter part of 2016 was addressed to traders in Charing High Street. A questionnaire was sent to 23 businesses. Regrettably there was only a 26% response rate. Despite the low response rate there were some important common themes, namely to preserve a buoyant high street greater footfall was needed and to achieve that there needs to be improved parking and greater measures to boost tourism (see project 121).

Analysing the results of the survey it was decided strategically to place businesses in four distinct areas, namely (1) the high street as it is in decline (2) the village as that is where planners want most houses built (3) rural parish locations and (4) Charing Heath. Results are shown in Table 1

TABLE 1 NUMBER OF BUSINESSES IN CHARING PARISH AT START OF 2018 AND LOST BUSINESSES OVER LAST FIVE YEARS

LOCATION	No. of businesses contacted	No. of businesses closed in last 5 years	No. of active businesses start 2018	NO. OF EMPLOYEES	Jobs lost in last 5 years	Number of jobs gained in last 5 years	Job gain or (loss) over last five years
VILLAGE CENTRE	25	6	19	67	38	15	(23)
VILLAGE EXCLUDING CENTRE	22	1	21	160	14	30	16
CHARING VILLAGE	47	7	40	227	52	45	(7)
RURAL CHARING	32	3	29	279	10	9	(1)
CHARING HEATH	4	0	4	53	3	0	(3)
TOTAL PARISH	83	10	73	559	65	54	(11)

The parish of Charing has, at the start of 2018, 73 businesses employing 559 staff. Employment in the parish has declined over the last five years by 11 jobs. Not a great deal but compared to several millions growth in the UK job market over a similar period one may say the situation in Charing is disastrous. In particular the high street has been badly hit losing over 16% of its jobs and the parish losing 3% of its jobs.

Employment over the last five years has fallen by 65 with new jobs accounting for 54 so employment has weakened.

The parish business economy is primarily made up of small businesses. 85% employ 10 or fewer employees (see Table 2). These small businesses are more vulnerable to economic change.

TABLE 2 NUMBER OF BUSINESSES BY SIZE IN CHARING PARISH

SIZE OF BUSINESSES BY NO. OF EMPLOYEES	VILLAGE CENTRE	CHARING SETTLEMENT	CHARING RURAL	CHARING HEATH	TOTAL
1	6	9	8	1	24
2 TO 5	10	4	11	2	27
6 TO 10	2	3	6		11
11 TO 25	1	3	3	0	7
26 TO 50	0	2	0	1	3
51 TO 100	0	0	0	0	0
101 TO 150	0	0	1	0	1
Total	19	21	29	4	73

More of a concern was the fact that only five new businesses were set up in the parish in the last five years and so far they have created

just 26 new jobs. This is disappointing as the economy and job creation in the UK has been growing quite considerably during that period. This is very low compared to national figures. According to the Centre for Entrepreneurs, who analysed Companies House data there have been two consecutive record years for new business start-ups, 2015 provided for 608,110 while 2016 provided for 650,000. Naturally Ashford has the pull but something has to be done in Charing to provide local jobs for local people and to minimise pollution creating car travel.

4 The Future

Businesses were asked to optimistically forecast changes in staffing levels in the next five years. Only one business suggested a reduction but overall there is the possibility of an increase in employment levels of 95.5, which if materialised would provide a 17% increase. This does not reflect past performance and while welcomed if realised is considered an over optimistic forecast.

The community wide questionnaire strongly supported growth of businesses and the top five types were:

1. Small, independent retail businesses
2. Hospitality (pubs and restaurants)
3. Farming and agricultural support services
4. Traditional crafts such as thatching and blacksmiths
5. Shared office space for people working from home

One interesting finding from the community questionnaire was that 72 people expressed an interest in managed office facilities of one sort or another.

Results from the community questionnaire suggested best locations for new business and those sites were:

1. Site behind the North Downs Garage
2. Former Morrison's Yard
3. Parson's Mead
4. Corner of Bowl Road
5. Land opposite Bowl Road

The first two which attracted most support are unlikely to form sites for specific business offices. The owner of the North Downs Garage site is interested in some mixed development but is determined that most of the site be devoted to new housing. The owner of the former Morrison's Yard is unknown. Further it is actively used by a KCC contractor and as such is not available for development.

5 Conclusion

New developments, including The Green and Poppyfields, have increased the population by several hundred. However, that increase has not really impacted positively on the economic wellbeing to the extent that community services have improved. Employment, certainly in the high street, has declined. Bus and train services have not improved. Residents complain that it has become increasingly difficult to see a doctor especially of their choice and therefore additional housing has not brought economic benefits which have been translated into improvements for parishioners. There is no serious evidence in the draft Local Plan to improve employment opportunities in Charing and hence specific policies have been put in place to ensure employment is brought to Charing.

Charing is increasingly at risk of becoming a dormitory town. Development has regularly taken place for many years so increasing the population while the number of traders in the high street has continued to decline. The Charing NP has to address this decline and find and support job creation otherwise significant further development will become unsustainable.

Hugh 18-03-18

BUSINESS SURVEY PROJECT 112 APPENDIX 1

BUSINESS NAME

ADDRESS

PART OF LARGER COMPANY (answer yes or no)

PRODUCT OR SERVICE

NO. OF EMPLOYEES

EMPLOYEE INCREASE IN LAST 5 YEARS

EMPLOYEE DECREASE IN LAST 5 YEARS

IF LESS THAN 5 YEARS OLD, WHEN DID IT START

NO. OF EMPLOYEES INCREASE IN NEXT 5 YEARS

NO. OF EMPLOYEES DECREASE IN NEXT 5 YEARS

BUSINESS CLOSURE/RELOCATION (state date)

WHAT IS GOOD ABOUT HAVING A BUSINESS IN CHARING

WOULD YOU LIKE COMPANY DETAILS ON PARISH COUNCIL WEBSITE

IF YES PROVIDE FOLLOWING

EMAIL ADDRESS

TELEPHONE NUMBER

CONTACT NAME (IF RELEVANT)

Comments

NOTE: CLOSED/RELOCATED BUSINESSES SHOULD BE INCLUDED

CHARING NEIGHBOURHOOD PLAN

PROJECT 113 SPECIFICATIONS AND EXPERTS

A number of fee earning experts have been used to support the development of the plan, including:

- Community Engagement Consultant (James Boot) –
Background/CV and proposal
- Specification of Administrator
- CV of Administrator (Jane Emblem)
- Specification Planning, Technical Advice and Support
- CV Planning Consultant (Tony Fullwood)
- Biography Planning Consultant (Catherine Hughes) and terms

Catherine Hughes

10:32 AM (8 hours
ago)

to me

Morning Hugh,

In terms of CV:

Catherine Hughes Associates is a small chartered town planning practice based in the village of Wye in Kent, specialising in a range of planning policy work for national agencies, communities and local authorities. Catherine is a freelance writer on planning issues, a member of the Royal Town Planning Institute and the Town and Country Planning Association and has a master's degree in Regional and Urban Planning from University College Dublin.

Or do you want something more detailed?



Hugh Billot

Charing NP Planning Advice Proposal

3 messages

Catherine Hughes <catherine@catherinehughesassociates.co.uk>
To: Hugh Billot

Wed, Oct 10, 2018 at 4:12 PM

Dear Hugh,

Following our telephone discussion yesterday, I can confirm that I am happy to provide advice to the Charing Neighbourhood Plan Steering Committee comprising of :

- Examination and review of the text of the Draft Charing Neighbourhood Plan (NP) with particular focus on the Policies of the NP
- Production of schedule of proposed alterations to Draft NP Policies to ensure wording is
 - appropriate to status of the document as a part of the statutory development plan for the Parish
 - compliant with current higher level planning policy (Submission Draft Ashford Local Plan 2030, including Main and Additional Modifications, and the NPPF) and national guidance set out in NPPG paragraphs 041 and 042 on the drafting of NP policies
- general suggestions to be made on the overall format and content of the NP if time available

Although I appreciate this may change following your exhibition, the Charing NP currently is a large NP with 39 Policies. On that basis I estimate the work would take 4 – 6 days, which would be charged at my daily rate. My fee basis is attached.

I would require the NP to be provided in electronic format and one print version.

Advice would be provided to the Steering Committee in electronic format, using track changes where appropriate, or as agreed. Should the Steering Committee wish to have a meeting to discuss such advice, I would be happy to do so. This would be in addition to the time estimate as set out above, and would be charged at my hourly rate.

Irrespective of whether such terms are acceptable, having had sight of the index for the Plan and, again, following our short discussion yesterday, I do have a couple of thoughts, which if you don't mind I will raise here as they may or may not be of help.

1. Has a screening opinion on the requirement for an Strategic Environmental Assessment been undertaken? A qualifying body is strongly encouraged to consider the environmental implications of its proposals at an early stage, and to seek the advice of the local planning

authority on whether the Environmental Assessment of Plans and Programmes Regulations 2004 are likely to apply. (Bethersden NP ran into problems with a late objection from Historic England to land allocations in the NP, which although an SEA had been screened out required a retrospective Scoping and SEA to be undertaken which caused problems and delays to the NP).

2. The NP will obviously have to be compliant with higher level planning policy, including the strategic policies of the Ashford Local Plan. If you haven't already read, the modifications to the Local Plan provide more clarification of what such "strategic policies" comprise.

<https://www.ashford.gov.uk/media/6903/1-schedule-of-main-modifications-abc-ps-19.pdf> (see MM1) and <https://www.ashford.gov.uk/media/6904/3-schedule-of-additional-modifications-abc-ps-20.pdf> see proposed new Appendix 7) Such Strategic Policies include the proposed site allocations which are located in the NP Area, S28, S29 and S55. I would be concerned therefore at the reference in Section 10.7 of the NP to "Site allocations /Amending Local Plan".

3. With regard to paragraph 14 of the revised National Planning Policy Framework and the issue of the 'identified housing requirement' the recently revised NPPG (Paragraphs 097 Reference ID: 41-097-20180913 and 098 Reference ID: 41-098-20180913) provide clarification if you have not already followed this up. These paragraphs provide good advice on site allocation policies in any event.

Hope this helps.

Best wishes,

Catherine

CATHERINE HUGHES MRUP MRTPI

Catherine Hughes Associates,

Hambleton,

5 Church Street,

Wise,

Ashford,

Kent TN25 5BN

Tel: 01233 811889

File: The Basic CGs 2018.pdf

10/10/2018

From: Catherine Hughes <hugh.bilot@gmail.com>

To: Catherine Hughes <catherinehughesassociates.co.uk>

Re: Catherine

Sun, Oct 14, 2018 at 4:54 PM

COMMUNITY PLANNING FEE ILLUSTRATION

Recent/current projects/clients:

- Currently working with Brenchley and Matfield and Meopham Parish Councils to develop Parish Plans.
- Under the Village SOS Programme and as an Associate with [Action for Communities in Rural Kent](#), supporting Cliffe and Kings Hill to initiate Neighbourhood Plan projects and recently completed project initiation workshops to develop a Neighbourhood Plan (Ash) and a Parish Plan (Meopham).
- As [Planning for Real](#) Consultant, undertook a pre-application consultation for developers U+I for a major new development in Ashford and taught a community engagement module to the University of Brighton Planning MA students – both in March 2016.
- July to December 2015 in collaboration with Margaret Wilkinson MBE, Head of Planning for Real, appointed to develop a Vision and Plan for Jaywick in Essex (Ranked 1, IMD¹ 2015).
- Employed by [Local Trust](#) to provide on-going support to four diverse coastal communities in *Hastings*, *Eastbourne* and *Sompting* in Sussex and *Isle of Sheppey* in Kent in a programme funded by the Big Lottery called Big Local.
- Other recent clients are three Kent villages – *Sandhurst*, *Wye* and *Sellindge* – with whom I've worked over the last three years to develop Community/Neighbourhood Plans. Sandhurst recently used the results to make a successful application (£55,000) to Sport England. Wye have recently successfully completed their Examination in Public prior to their referendum in September.

Organised training days/courses on:

- High Street Regeneration, Local Economy and Enterprise, Brighton Open Market (May 2016)
- Parish and Neighbourhood Plans, ACRK/Village SOS, Lenham (April 2016)
- Environmental projects, Singleton Environment Centre, Ashford (March 2016)
- Culture and Sport Funding with Active Sussex and Arts Council England (May 2015)
- Implementing Your Plan, Tendering and Commissioning (November 2014)
- Building the Capacity of Partnerships to Manage Conflict (June 2014)
- Community & Heritage Buildings with Heritage and Big Lottery Funds, (April 2014)
- Boosting the Local Economy, St Leonards on Sea (November 2013)
- Action Planning and Prioritisation (July 2013)
- Developing a Vision and Priorities for East Kent Voluntary Action Services (July 2012)

Previous experience

- Community Planning Co-ordinator (including climate change/sustainable development lead) and latterly Community Development Manager for *Maidstone* Borough Council (2002-12).
- Rural Development Officer at Action for Communities in Rural Kent (2000-2).
- Fundraising, marketing & public relations for the Conservation Volunteers (1992-9).

Skills and knowledge

- MSc Landscape Ecology, Design and Management from Imperial College at Wye, Kent
- Executive Diploma in Management, Open University/Chartered Management Institute/KCC
- PRINCE II (project management)
- Diploma in Winning Resources (marketing in the voluntary sector) from Open University
- Trained in Planning for Real® and participative practice with Dialogue Matters.

See overleaf for an outline of services and charges²

¹ Index of Multiple Deprivation

Project	Description/outcome	Duration & fee	Cost
Advisory meeting	To discuss progress, issues and options plus follow up.	1.5 to 2.5 hours @£40/hr	Range £60 - 100 ³
Progress review workshop	Generally following the above but with a larger group ie steering group plus other stakeholders resulting in report plus recommendations.	Two to four days @£250/day	£500-1000
Visioning and action planning or Future Search conference/charrette	Preparation and delivery of one or two day participative event to identify a vision, objectives and key actions. Full report with recommendations/vision and action plan document.	Two to four days	£500-1000
Project planning and training events	One off events to plan a project or meet a particular training need/s. Can be an evening, half or whole day.	One to three days	£250-£750
Developing a community questionnaire (including testing, analysis and report)	May include initial and subsequent meetings, questionnaire writing workshop/development, online and or paper versions, delivery and analysis of results.	Three to four months	£2000-4000
Whole programme to develop a community led/neighbourhood plan.	Starting from scratch including recruiting and supporting a project team, workshops, community engagement road-shows, report writing, consultation statement etc.	Four to six months	£5000-8000
Project managing a community or neighbourhood plan	Similar to above but more flexible depending on need and local resources.	Fourteen to eighteen months	£450-650 a month
Planning for Real [®] 3D modelling, prioritising and action planning	The Rolls Royce of community engagement and planning to guarantee participation, ownership and results.	Six to eighteen months	£8-15,000

Exclusions (guide only): Mileage/travel, venue hire, refreshments, printing (leaflets, posters etc), purchase of software (ie Survey Monkey) materials.

² All costs are for illustration only and dependent on preparation, duration & perspiration

³ All prices are for illustration only. A full estimate would be provided and agreed by both parties before initiating any work.

CHARING PARISH COUNCIL – JOB DESCRIPTION

JOB TITLE: ADMINISTRATOR TO NEIGHBOURHOOD PLANNING COMMITTEE

SUMMARY JOB DESCRIPTION: To maintain an evidence base of all activities undertaken in the parish needed to develop a neighbourhood plan for the period 2017 to 2032 including taking notes and photographic evidence at meetings, workshops, exhibitions and other relevant events. Participating in regular communication events including website updates, sandwich board updates and window poster drop offs. Undertaking relevant Internet and other research to obtain good supplies of meaningful data for use by those involved in the plan.

DETAILED ACTIVITIES

1. Attend all NP committee meetings and take detailed notes. Contemporaneous notes should be placed in the evidence file. Typed minutes should be approved by the Chairman of the NP committee and ratified at subsequent meetings. Any reference material referred to at the meeting should be appended to the minutes or websites/reference locations clearly marked in the minutes.
2. Attend all workshops/exhibitions and help with set up, running and maintaining a photographic library and a written record of the event(s).
3. Help with and deliver regular communications throughout the parish of progress with the development of the plan, including posters, sandwich boards, website updates and word of mouth where appropriate.
4. Help and or manage the NP section of the CPC website.
5. Undertake relevant research to support the NP committee and its advisers mainly through Internet searches and/or liaison with advisers to the NP committee such as a planning consultant, village SOS, CPRE.
6. Arrange refreshments for critical events
7. Maintain well catalogued files of minutes, photographic evidence, reports, decisions of all meetings
8. Assist with construction, delivery, collection and analysis of questionnaires.
9. Support the plan development in any way competent to do so

TERMS: This is a temporary role with a likely duration of 12 to 18 months although that period is not guaranteed. The rate per hour is £9. This rate is applicable for any hours worked irrespective of when they were worked. A weekly time sheet will be signed off by the Chairman of the Neighbourhood Planning Committee. Pay will be made less any relevant statutory deductions monthly by cheque and one month in arrears. Holiday pay will be accrued and paid pro rata to hours worked. There will be an expense allowance of £5 per month to cover telephone calls and use of electricity and any other relevant services. Any stationary requirements should be ordered via the Parish Clerk. Authorised travel by car or public transport will be reimbursed in line with Parish Council policy. It is unlikely that the holder of this role will be entitled to join the Parish Council Pension Plan. While it is likely that hours worked will be in the order of 20 per calendar month, that number of hours is not guaranteed. The job holder is expected to work additional hours where work so demands. Notice is one month by each party. You will report directly to the Chairman of the NP Committee.

22nd March 2016

Jane Emblem

Exceptionally experienced, design orientated, positive sales professional, with prior health/leisure/law/home improvement background. Ambitious and highly motivated, works in fast-paced environments, observing sensitivity to market and attention to detail. Works independently and with team members/customers on one to one basis. An effective communicator at all levels, builds professional teams, devising/implementing training programmes as priority leading to increased sales, improved morale, and decreased staff turnover. Proven track record in exceeding sales and lead flow targets, underpinned by proactive marketing; by networking, telephone and face to face; fastidious project management, attention to profit margin and exemplary customer care. Particularly experienced in direct sales in customers' homes but equally successful over the telephone, retail/showroom environment and in B2B as well as holding no fear to present to large groups. Of cheery disposition, patient, conscientious, punctual, highly organised, computer literate and CAD trained, embracing social media and blogging for business (not personal) promotion

CAREER

Branch Manager

Entu Group PLC

February 2015 – present (short term contract)

Overall responsibility for recruitment, branch marketing, training and sales, contracted to "turn the branch around"

- Top 3 in company (25 branches) on sales over target within first three months
- Recruiting to increase numbers in marketing and sales teams, brought KPI's into company line and increased lead flow by telephoning existing data and implementing self-generated leads to the sales force
- Elevating branch to one of the highest finance penetrations in the company with one of the lowest cancellation rates

Monitored Alarm Sales Security Consultant

June 2013 – January 2015

ADT - UK's number one residential security provider

An employed position, integrated successfully into team environment and quickly grasped new product knowledge

- From a standing start, gained and retained position as number one female consultant nationwide
- Achieved company conversion targets and exceeded self generated expectations from day one finishing in top 5 nationwide
- Introduced incentives to local companies to attract new business and attended promotions in house
- Assisted with day-to-day running of team and reporting using CRM

Required a change of direction only because I was looking for a role with more opportunity to use my management skills

House2Home Owner

May 2010 – June 2013

A new concept in home improvements with the emphasis on a personal fully project managed service

Personally exhibited at Grand Designs 2010 and took almost 300 enquiries, spring-boarding my own company offering home improvements to kitchen, bedroom and bathroom.

- Purchased freehold shop in Charing from which to showcase, showing my continued commitment and belief in my abilities to succeed.
- Established professional fitting team and exceeding turnover expectations.
- Achieved fantastic high level of customer satisfaction leading to continual referral business with home owners, architects and to the trade.

Regrettably sold business to discharge marital settlement

Everest Kitchens

Regional Sales Manager

2006 -April 2010

UK's oldest home improvement company and venturing into kitchen market 2006.

One of first sales recruits, became leading producer within 3 months (top 3) with conversion rate under 1:4 and over 90% financed.

- 2007 Promoted to Area Sales Manager for Kent. Doubled team and generated £500k (national total £3.0 m)
- 2008 Awarded three further areas (to largest individual area) covering Ramsgate to Southampton along M25 corridor and into South London
- £2m sales for 2009 (33% of company business)
- Consistently hit sales, profit margin and installation targets, setting new company records
- Managed largest team within division, recognised as outstanding motivated sales professionals, with an ongoing training ethos as part of a weekly structured sales meeting incorporating role play
- Proactive lead generation by networking sales representatives in other divisions and exhibiting at own expense at Grand Designs 2008 and 2009 resulting in increased brand awareness and sales
- Responsible for lead confirmation by telephone and allocating, diary management, reporting sales via CRM, producing reports
- Instrumental in writing new sales procedures implemented by entire sales force and responsible for Planit CAD training
- Attended meetings at Executive level on a regular basis

The Coach House Clinic**Practice Manager****1997-2006**

Chain of complementary health clinics in Kent and Harley Street headed by John Stevens, one of UK's best respected osteopaths specialising in neurology.

- Sourced suitable CRM medical software and implemented, computerised entire practice diary, patient records, and accounts
- Responsible for recruitment, training and staff welfare
- Overhauled credit control and office systems
- Produced practice booklet, newsletter and website, as well as ongoing advertising and networking
- Implemented Accident Claims department including medical reports on "no win no fee" basis and promoted use of private insurers BUPA PPP HSA
- Instrumental in development of clinic using new procedures such as computerised spinal check program whilst introducing holistic treatments and a number of new practitioners
- Developed a network of satellite clinics

Changing Times**General Manager****1994-1997**

Started a disposable nappy delivery service to any SE London postcode, grown to wide range of products.

- Recognised gap in market and need for bulky items to be delivered to busy mums (forefront of internet shopping) and set up business from scratch using own funds
- Implemented local marketing and ensured excellent customer service to increase customer bank to up to 100 regular customers per week
- Retained customers valued by introducing range of incentives
- Introduced new baby products, wipes, food, milk, juice, and toys to increase turnover and keep customer interest. Diversified by adding additional products; children's books, Disney merchandise, swimwear and Body and Face Place.
- Employed bank of delivery drivers/order takers and sold business in profit to staff member

Townhouse Investments**Co. Secretary****1987-1994**

Property Investment/development Company

Joined to head conveyancing department, developed into locating property to purchase.

- Carried out legal side of purchasing and selling property including financing
- After purchase of champagne bar/restaurant, became licensee and took over responsibility for running of premises including customer service, staff, stock, and ongoing promotions
- Targeted to profit margin on licensed premises and property investments
- As company secretary, complied with all legal requirements, including minute taking and fastidious record keeping
- Dealt with applications for planning and grants

Various Solicitors Offices**1979-1987**

After leaving school, studied part time to gain Fellowship of Institute of Legal Executives (over three years) whilst working.

- Showing initiative and maturity, was soon shadowing Counsel at crown court trials and then taking witness statements and preparing Briefs.
- Took instructions from clients with regard to Wills and dealt with Probate applications
- Dealt with applications to the County Court and went before Judge in chambers
- Preferring to deal with property specialised in conveyancing and became assistant to Solicitor to Laing Homes Ltd with responsibility for several housing estates and team of conveyancers/secretaries and their training. Also dealt with tenders, auctions, leases and easements.
- Joined large firm of solicitors in London as assistant to Senior Partner with responsibility for department in his absence. Targeted on fee income, responsible for own staff and fundamental in implementation of conveyancing scheme for members of Police Federation.

Education and Qualifications

O Levels Maths, Statistics, English Lan. and Lit., French, German, Computer Studies, Office Practice

RSA Typewriting NVQ Dressmaking, Furniture Restoration

F.Inst.L.Ex

Microsoft Word, Excel, Access, PowerPoint, Publisher

Practitioner's qualifications in Homoeopathy, Health and Nutrition

Certificate in TEFL (Teaching English as a Foreign Language)

Planit Fusion CAD

Open University French Intermediate Certificate including residential stay at University of Caen Normandy (40 points)

Open University Certificate in Professional Management - Managing and Managing People, Marketing and Finance, Residential School (70 points), next step is Professional Diploma in Management (stage 1 of MBA)

Hobbies and Aspirations

A reader and love listening to music both live and recorded. Enjoy restoring antique furniture and teach upholstery, chair caning and rush seating, as well as exhibit at local events. Organise Pluckley Hog Fair trade stands on annual basis.

Ice skating (Grade 5). Playing the piano. Looking forward to new challenges both personally and at work.



NEIGHBOURHOOD PLAN: PLANNING, TECHNICAL ADVICE & SUPPORT

Request for a proposal:

To provide:

- **Advice on site suitability**
- **Advice on compliance concerning new housing developments**
- **Support with a Sustainability Appraisal and Planning Policy including training**
- **Assistance with the development of policies for the Neighbourhood Plan**
- **Ongoing support, as needed to Charing Parish Council (CPC) and the Neighbourhood Plan Group.**

Background

Charing is a large rural parish within Ashford Borough in Kent. It comprises the larger village of Charing, including the historic Archbishop's Palace and the smaller village of Charing Heath (including extensive sand quarries). To the north east is the Kent Downs AONB part of which lies within the parish boundary but doesn't include the two settlements. The larger village is bisected by the A20 trunk road. It has a railway station, medical centre, primary school, historic parish hall, playing fields, two play grounds, shops including a post office, two butchers and café but its only remaining pub has recently closed. Charing Heath is bisected by the M20 and High Speed Rail, has extensive public open space including a small play area, a pub, church and a small but modern village hall.

The parish council started its Neighbourhood Plan process in earnest in September 2016 with four public meetings to inform and engage residents (3 in Charing and 1 in Charing Heath). This was followed by the formation of a steering group (NPG), training in community engagement and questionnaire writing and then a series of workshops to tease out the main issues for inclusion in a household questionnaire (currently being piloted – Feb 2017). The intention is for residents to complete the questionnaire mainly on-line but with paper copies available on request. The questionnaire will be undertaken in March with the results publicised through exhibitions in Charing and Charing Heath in April/May.

It is intended to hold the Sustainability Appraisal training in April or May to inform a series of three to four Issues and Options Workshops to be held in June and July. Subject to satisfactory progress, the Planning Policy training workshop will be held in July. The audience for both workshops is the parish council and neighbourhood plan steering group, rather than the wider public.

Progress on the Neighbourhood Plan has been interrupted by three major issues

1. A sheltered/age restricted housing complex of 46 flats and five bungalows which ABC state is to be constructed on an exemption site but it is out of compliance with ABC policy TRS5 and which has not yet been included in the number of new housing units in both the Local Plan and the Charing Neighbourhood Plan. This project is at the planning stage.
2. New population projections for the Borough indicate another 800 to 1200 houses will need to be built over the next fifteen years and that the requirement to build 55 more houses (excluding the age restricted project mentioned above) stipulated for Charing in the Draft Local Plan will now have to be greater but ABC has not yet specified.
3. The Wheler Trust, a charity, has appointed Carter Jonas and Gladman to help convert agricultural land at the outskirts of the village into two housing estates, one of 100 houses and the other of 245 houses (planning application has just been lodged with ABC). We understand that discussions are ongoing with ABC on the site for 100 houses.

It is a clear aim to limit the number of new houses for Charing (as indicated in the first ABC Draft Local Plan and in the draft ABC Heritage Strategy). "It is a clear aim to limit" looks rather negative. Could we say something like "We aim to ensure that the number of new houses is proportionate to the size of the village and that they are built in the most appropriate areas." Over the past 20 years housing stock has increased by 20% and it is essential that Charing is not converted to a commuter town. Are we certain about the 20% figure? It seems high to me.

AECOM is currently undertaking a Heritage and Character Assessment which will provide guidance on developing robust policies for the NP in relation to future development.

Requirements

Charing Parish Council request that a suitably experience land-use planner and/or sustainable development practitioner provide them with:

Technical planning advice

1. Site suitability
2. Number of new houses without damage to the village character and aligned to community wishes
3. Advice and input to Neighbourhood Plan which would take on board community wishes and meet UK legislation including development of suitable policies
4. Ongoing technical planning support and advice as needed

Sustainability Appraisal

1. A half-day (3-4 hr) training course on Sustainability Appraisal;
2. The outputs of this training are that Parish Council and NPG is given a clear framework to undertake an initial Sustainability Appraisal scoping report, and subsequent Sustainability Appraisal of their emerging Neighbourhood Plan Vision, Objectives and Policies and any land-use allocations;

Planning policy writing

3. Also, a half-day (3-4 hr) training course on writing planning policies;
4. The outputs of this training are that Parish Council and NPG has a set of draft policies (and/or the skills and knowledge to develop them) to support their vision, objectives and priorities

appropriate for drafting their Pre-Submission Regulation 14 Plan and will ensure their plan meets 'basic conditions':

Document attached to this specification are:

1. Charing PC position statement provided to ABC, although some elements of this will not be entirely tenable in the light of the new population projections mentioned above.
2. Project Plan (although requires updating)
3. Latest communication flier

General

5. That a proposal is submitted to the parish council including:
 - a. Details of your relevant experience (or separate CV),
 - b. A brief outline of your approach to supporting the parish council and neighbourhood plan group in achieving the outcome and outputs contained in this proposal brief,
 - c. Confirmation of your proposed costings/rates and expenses including VAT (if applicable).

If you are interested in this role would you please send your response to Cllr Hugh Billot, Chair of the Neighbourhood Plan Committee and Steering Group at hugh@charingkent.org [For an informal chat or any queries, please contact Jim Boot, Community Planner who is advising the Parish Council and Neighbourhood Plan Group tel: 07732 393780].

Interviews will be held at the Parish Hall in Charing at suitable times involving two or three councillors and Jim Boot, Community Planner.

Tony Fullwood

Profile	<p>Tony has professional experience in all aspects of town and country planning in a variety of locations, ranging from villages and rural areas to market towns and large growth areas.</p>
Professional Background	<p>Tony is a Chartered Town Planner with a background in plan making with local planning authorities and Town and Parish Councils.</p> <p>Since establishing Tony Fullwood Associates in 2006, he has been appointed by a number of local authorities and town and parish councils as advisor and critical friend to support the development of a large number of local and neighbourhood plans – all of which have been found sound or, in the case of Neighbourhood Plans, have been recommended to proceed to referendum.</p> <p>He brings an up to date knowledge of the planning reforms and has assisted with the production of a number of Neighbourhood Plans, including Cuckfield, Farnham, Faversham Creek; Faringdon and Ansty & Staplefield Neighbourhood Plans. All have been recommended by an independent Examiner to proceed to referendum. The Cuckfield Neighbourhood Plan was considered to be an exemplar plan by the Examiner.</p> <p>He advised Maidstone Borough Council in assisting Parish Councils who are developing Neighbourhood Plans and is currently assisting Rolvenden Parish Council with their Neighbourhood Plan.</p> <p>Tony has extensive involvement in advising on, and/or producing, accompanying proportionate evidence base documents, Sustainability Appraisals, Basic Condition Statements and Statements of Community Involvement. He has appeared at examinations on behalf of local authorities and Parish Councils.</p> <p>Tony is a qualified urban designer with a keen interest in achieving high quality design. He is a Design Council Built Environment Expert and joint author of national guidance.</p> <p>He has local authority and consultant experience of dealing with planning applications which helps inform the production of plans and policies and ensures that they are robust and fit for purpose.</p> <p>Tony has significant hands-on experience in working with Parish Councils to support the development of their Neighbourhood Plans and has important lessons to share from his experience. He is passionate about the role of planning in shaping a sustainable future and relishes the opportunity to help Neighbourhood Plan teams realise local ambitions.</p>
Professional Affiliations	<p>Member of the Royal Town Planning Institute (elected 1978)</p>
Education	<p>BA (Hons) Urban and Regional Planning, 1977 Diploma in Urban Design, 1988 Diploma in Management Studies, 2002</p>

CHARING NEIGHBOURHOOD PLAN

PROJECT 114 IDENTIFICATION AND PROTECTION OF OPEN SPACES

One report in this section

CHARING NEIGHBOURHOOD PLAN

PROJECTS 114A TO 114D PROTECTION OF OPEN SPACES

Introduction

Charing has experienced considerable development over the last 20 years and is expected to experience a further increase in housing stock by 25% to 30% over the next 15 years'. Significant developments have encroached onto open country side at the edges of the village and overall the countryside surrounding the village has become increasingly urbanised and many residents complain that this is ruining the character of the village. With ever increasing government demands to build more houses residents in the parish are fearful that developers may eye up existing public open spaces and also that the setting of the village will be damaged by large scale housing developments pushing from village boundaries into the countryside.

Charing Village has seven public open spaces. These are as follows.

- Picnic area A20 (next to school field)
- Piquets Meadow A20 (east of school field) and which comprises playground)
- Clewards Meadow (off Market Place)
- Sun Dial Garden (off Market Place)
- Charing Cemetery (School Road)
- Arthur Baker Playing Field
- Alderbed Meadow
- Sayer Road (managed by Ashford Borough Council)

In addition there are further recreation grounds at Westwell Leacon and Charing Heath

Picnic Area off the A20 and west of the school playing field

This is a small piece of open land adjacent to the A20 some 150 metres to the east of the roundabout as you enter Charing from the west. It has a convenient layby to enable all types of vehicles to stop safely so a break may be taken. The picnic area has a wooden table and seating. It is rarely used by local residents but is visited fairly regularly by drivers, especially those of HGVs requiring a

break. Thus it provides a useful service and avoids unsafe parking and traffic congestion.



Picnic area off the A20

Piquets Meadow

Piquets Meadow comprises one of the two formal playgrounds in Charing village. In fact considerable re-equipping has taken place over the last twelve months. It is generally well used in good weather and lies in a good location being situated just a couple of minutes' walk from the primary school. It is well fenced and safe.

There is open ground immediately to the north of the playground which is owned by Kent County Council. It is rarely used being too small for sports and has limited seating for passers-by to stop off. The Parish Council is negotiating a lease from KCC.

P



Piquets Meadow

Clewards Meadow

This is central to the village and is the main public open space. This is used both formally and informally. Formally it holds fetes and picnics and other fund raising events. Informally it is used by visitors and residents for recreation including walking, dog walking, playing games, or just sitting and enjoying the peace and tranquility of the space. It is particularly valued for its exceptional idyllic panorama of the church, Archbishop's Palace, roofscape of varied vernacular styles seen from the rear of the buildings in The High Street and mature shady trees.

Clewards is a registered village green. The small stretch of grass between Clewards and Market Place which is owned by Ashford Borough Council is also a registered village green.



Clewards Meadow

Sun Dial Garden

The Sun Dial garden is adjacent to Clewards Meadow. In the last century it was an allotment. After the second war it gradually fell into desuetude and became overgrown and a bit of a rubbish dump. In c 1995, Charing Parish Council bought it from Stan Homewood of Palace Farm, the owner. The Parish Council cleared it, rebuilt the walls as required, particularly the eastern one, and planted it up as a small garden. The sundial was the brainchild of Tylden Reed. An arrangement was made with the Gardeners Society that they would maintain it in return for free use of the Parish Hall for their Spring, Summer and Autumn shows. The Gardeners Society provides the maintenance and the Parish Council provides plants and any major refurbishment. The garden is of great value to both local residents and visitors who sit and enjoy its tranquillity in its beautiful setting.



Sun Dial Garden

Charing Cemetery

The cemetery is another important public space for relatives and friends of those buried there to visit and pay their respects, add/change flowers, tidy the gravestones and make the burial place clean and tidy. Visitors also walk the grave yard.



Charing cemetery

Arthur Baker Playing Field

This is managed by the Arthur Baker Playing Fields (ABPF) committee. The Parish Council is a custodian trustee. It is heavily used for a number of sports including football (including training for children), cricket and tennis. It also contains a Bowls club. There is a well-used playground run by the ABPF committee in one corner. The Parish Council has a skateboard park and rotary swing for older children in another part of the field. The field also contains a scout hut and a building used by a pre-

school nursery and an after-school club. The area is also used by walkers and dog-walkers.



Arthur Baker Sports field with Pavilion in background



Skate Park at Arthur Baker Playing Fields



Old and new scout huts

THE CHARING ALDERBED MEADOW

The Charing Alderbed Meadow is part of the Arthur Baker Playing Fields land. It is a landscape of wet grassland and woodland at the foot of the North Downs, lying 1/4 mile east of the village of Charing. It consists of 2.5 acres (1 ha) of woodland and 4 acres (1.6 ha) of grassland, both wet in character due to the presence of small streams that rise from the spring line at the base of the Downs. Designated as a Local Wildlife Site, it is being conserved by the Arthur Baker Playing Field Committee (Alderbed Meadow Steering Group) for the benefit of wildlife and the local community. Local volunteers are involved in day to day management of the site.



The Alderbed Meadow

SAYER ROAD

This green space runs from the start of Sayer Road to behind Centenary Close. Resident's children from adjacent houses play on that space from time to time. This parcel of land is managed by Ashford Borough Council.



Sayer Road Green Space

OTHER OPEN SPACES IN CHARING VILLAGE

There are a number of other important open spaces in Charing village although these are not public open spaces. They are:

- Charing Green Housing Development (south of the A20 and immediately to the west of the GP Practice) has a central green space and a surrounding green space. These are private areas for residents of The Green. They are managed by a residents association.
- Poppyfields is the latest housing development in Charing and is situated immediately to the west of The Green. There is a green

space running through the heart of the estate effectively from the A20 to Ellen Close. This will be (once handed over by the developer) a private area for residents of Poppyfields and will be managed by a residents association.

- The primary school playing field is an important green space with access only for school children and school staff. Occasionally there are some events held on the field.

OTHER GREEN SPACES IN THE PARISH

CHARING HEATH PLAYING FIELD

The Charing Heath Playing Field comprises a children's playground and a football pitch. It is regularly used by residents of Charing Heath.



Charing Heath Playing Field

WESTWELL LEACON PLAYING FIELD

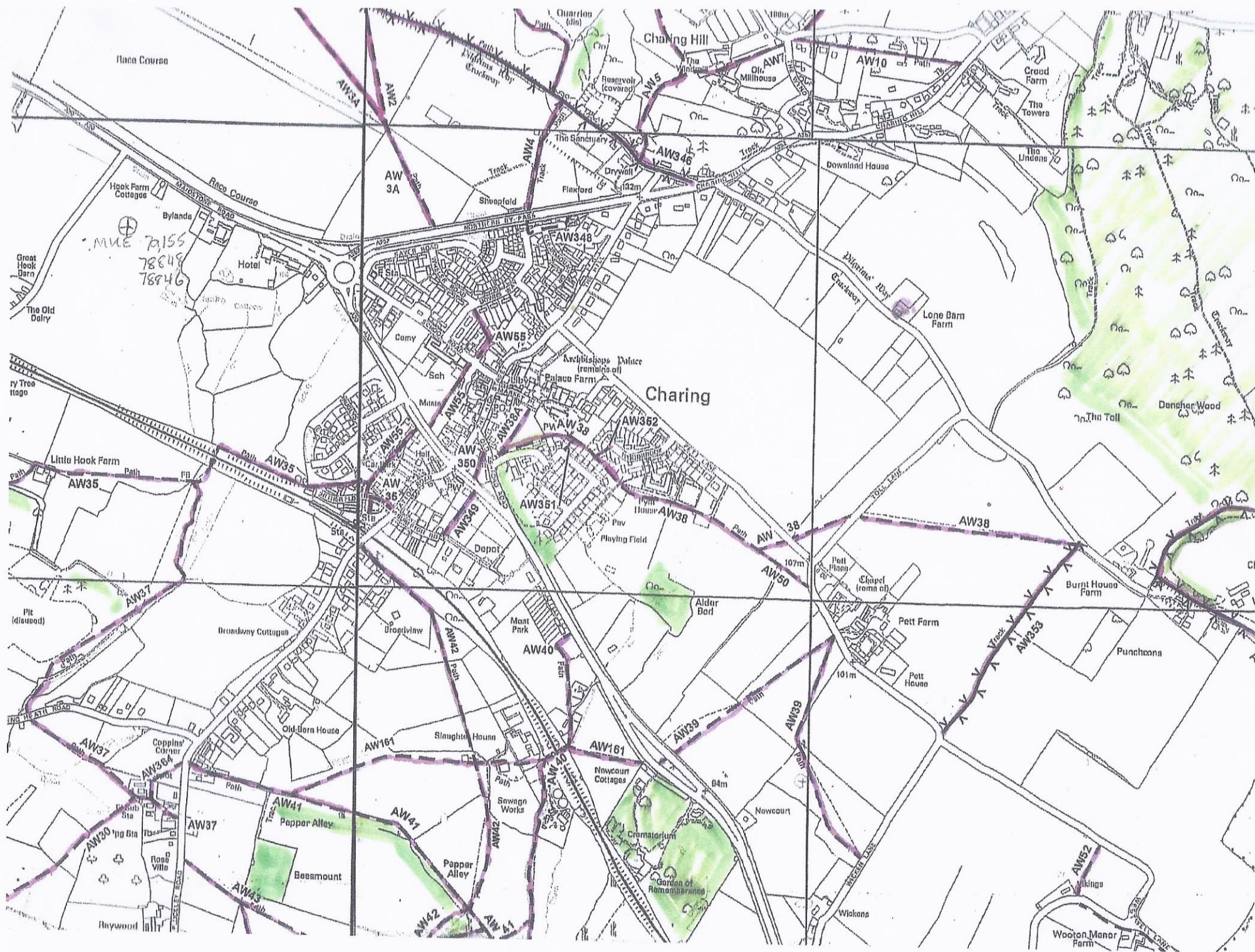
The Westwell Leacon Playing Field comprises a small children's playground, grassland and tree area. It is regularly used by local residents.

Charing Quarry

Charing Quarry is a large area between Charing Heath and Charing. Owned by the Brett Group, most of it is currently being restored. A number of footpaths run across it and areas are available for public use. Part of the Quarry will be used by Brett to process sand from Burleigh Farm quarry. When this is completed (scheduled for the late 2020s) the intention is that Charing Quarry will all become public open space. It is a large area with considerable potential.

In conclusion, all these open spaces are extremely valuable to the character and setting of Charing and must be maintained as open space at all times.

Hugh, 28th December 2017



CHARING NEIGHBOURHOOD PLAN

PROJECDT 115 AIR QUALITY

This comprises

- Charing, Kent Air Quality Status
- Promoting healthy communities (NPPG – <http://planningguidance.communities.gov.uk>, section 8)
- Articles 'Most over-60s are living in areas with illegal levels of air pollution' and 'Traffic noise revealed as new urban killer'

Charing, Kent Air Quality Status

Summary

The Kent and Medway Air Quality Monitoring network covers the whole county of Kent. From the website, we can get more information on the locations of the monitoring sites. Below are two figures from the website showing the current monitoring sites and data and the historic ones respectively.

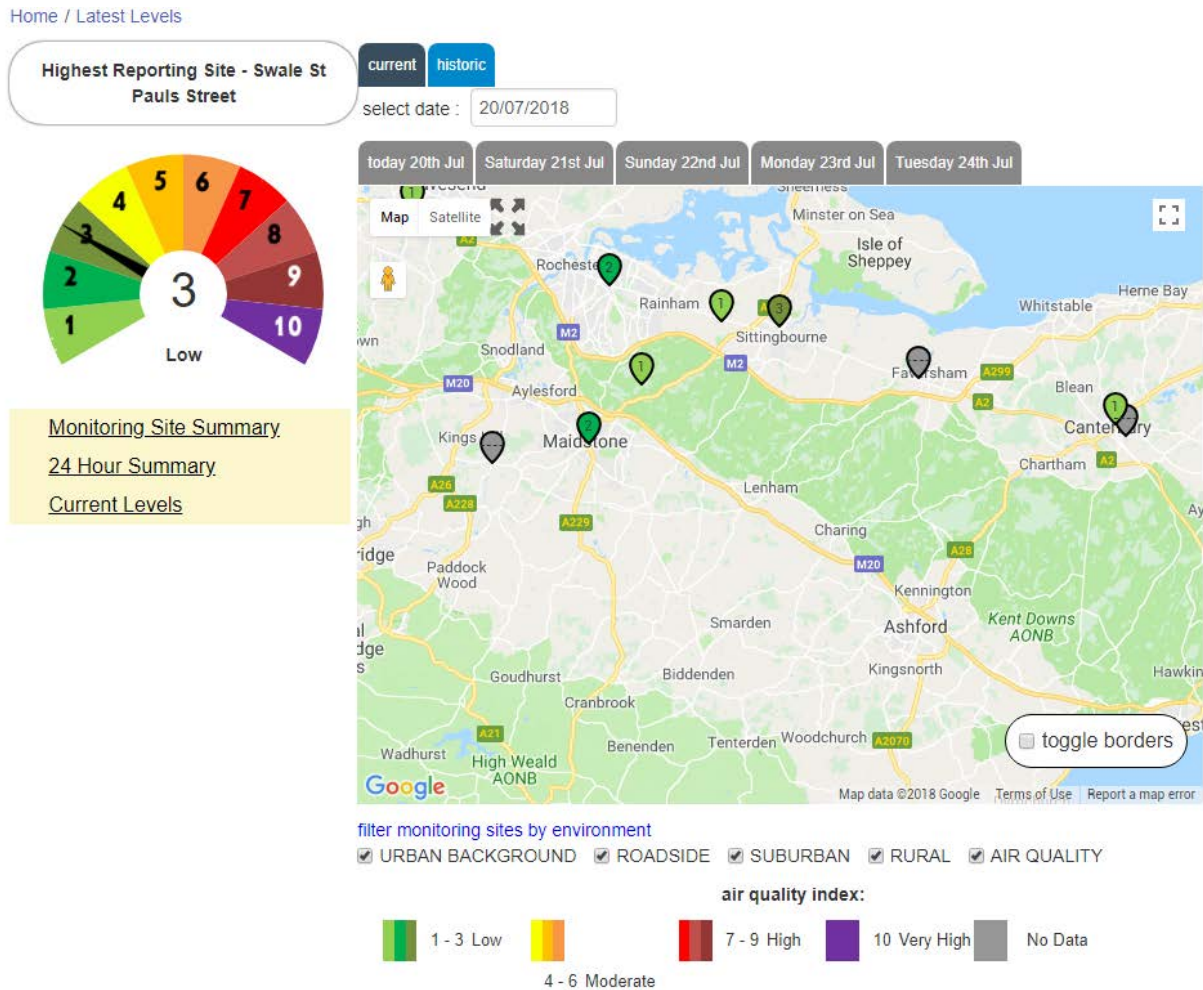


Figure 1: Current Monitoring Sites in Kent

[Home / Latest Levels](#)

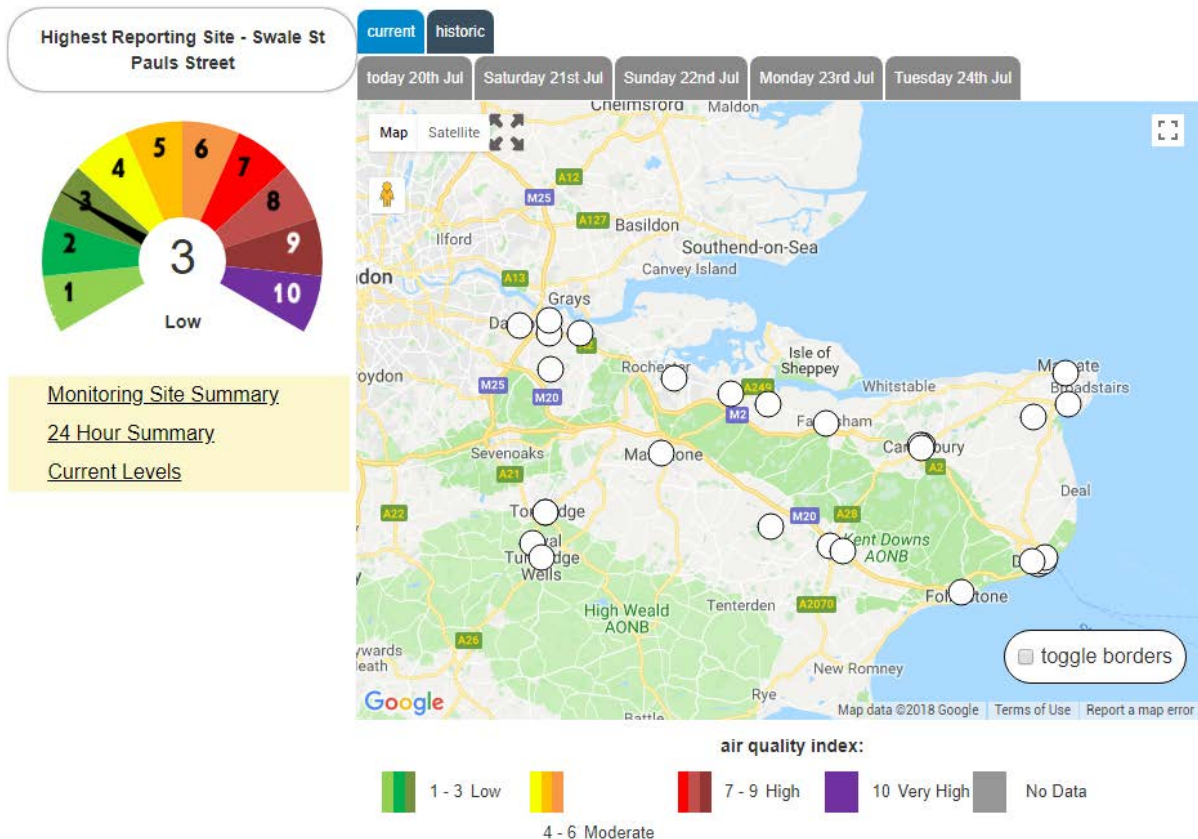


Figure 2: Historic Monitoring Sites in Kent

From the differences in above two figures, we can note that there used to have three monitoring sites close to Charing and Ashford but no longer functioned any more.

To view the historical data sets and more information from these analysers at the [KentAir website](#).

Air Quality in Ashford

Ashford is the largest borough in Kent, with a fast-growing population, and is also a member of the Kent and Medway Air Quality Partnership where data and information about air quality throughout Kent is pooled and shared.

The borough has a network of diffusion tubes. These are small plastic tubes that absorb pollutants, that are then sent to the laboratory for analysis. The results obtained are monthly averages. The council currently monitors at 16 locations for nitrogen dioxide using passive diffusion tubes. The Ashford background automatic monitoring site measuring NO₂, PM₁₀ and ozone operated from September 2008 until April 2011. This site was closed as it became unreliable. No other automatic monitoring has been carried out in the borough since. Maps showing the location of the monitoring sites are provided in Appendix.

In 2003, Ashford was identified as one of the Growth Areas in the government's Sustainable Communities Plan with a £2.5 billion investment programme underway to provide 31,000 new homes and 28,000 new jobs by 2031. Although the urban area of Ashford is expanding, much of the borough is rural in character, including protected areas such as the North Downs and the High Weald.

As well as monitoring air quality the council has a statutory duty to periodically review and assess the air quality in the area. This involves comparing the measured and predicted pollutant levels to national air quality standards and objectives. The council publishes the annual progress report online, and the most current annual report can be found in the references.

The main source of air pollution in the borough is road traffic emissions from major roads, notably the M20, A20, A28 and A292. Other pollution sources, including commercial, industrial and domestic sources, also make a contribution to background pollutant concentrations. Pollutant concentrations within the borough are all below the national air quality objectives and the latest monitoring data show levels are decreasing slightly.

Air quality in the borough is considered to be good, with concentrations below the national air quality objectives. Ashford Borough Council largely protects air quality within its borough by using Core Strategy Policy CS1 to encourage sustainable development and high quality designs. The main source of pollution within the borough is road traffic emissions, and the Local Transport Plan for Kent sets out policies to improve transport, and encourage sustainable transport within the borough. Ashford Borough Council has been working closely with Kent County Council to improve air quality.

PM2.5 – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG16 Chapter 7 (Defra, 2016a), local authorities are expected to work towards reducing emissions and/or concentrations of PM2.5 (particulate matter with an aerodynamic diameter of 2.5 µm or less).

The Kent Health and Wellbeing Board produced the Kent Joint Health and Wellbeing Strategy (Kent County Council, 2014), which sets out how the multidisciplinary teams can align their plans to improve public health and tackle key health issues over the coming years. Ashford Borough Council is working with Public Health colleagues to prioritise action on air quality in its local area to help reduce the health burden from air pollution. The Public Health Outcomes Framework is a Department of Health data tool for England, intended to focus public health action on increasing healthy life expectancy and reducing differences in life expectancy between communities. The PHOF includes an indicator, based on the effect of particulate matter (PM2.5) on mortality. The approach used, in partnership with Public Health colleagues, includes the encouragement of active travel, which will also have wider public health benefits captured in other indicators such as increased physical activity (indicator 2.13) and reducing excess weight at various ages (indicators 2.6 & 2.12).

The Local Transport Plan for Kent (Kent County Council, 2017) sets out a 15 year transport delivery plan for the county. Ashford has been identified by the previous Government as an area for significant

growth in housing and employment and contains one of the UK's four Growth Areas. PM2.5 is one of the main pollutants released in road traffic emissions; improving transport within the borough is therefore of key importance. The Local Transport Plan proposes a number of strategies to improve transport within Ashford, including new signalling at Ashford International Station (Ashford Spurs), improvements to local bus and rail services, district and borough cycling strategies, and a new junction on the M20.

Ashford Borough Council work closely with local bus operators and are part of the Quality Bus Partnership (QBP) comprising of Council Officers, bus companies, local councillors and other key partners. Through this partnership there have been some positive moves towards improving air quality across the borough. Such measures include:

- removal of higher polluting Euro 2 buses from all routes several months before the government deadlines;
- introduction of the little and often bus fleet comprising of the latest Euro 6 diesel engine buses; and
- improved frequency means less sitting around, especially in built up Town Centre areas.

As part of the commitment to improving air quality, updates are provided to the QBP by the Environmental Team through the quarterly meeting.

Planning is also particularly important for PM2.5 and Ashford Borough Council is focused through its planning policy on preventing particulate matter concentrations being inadvertently increased. Policy CS1 within the Core Strategy states that “sustainable development and high quality design are at the centre of the Council's approach to plan making and deciding planning applications” and developments should respect the environmental limits and protect air quality standards

Reference

[Air quality annual status report \(ASR\) 2018](#)

[Air quality annual status report \(ASR\) 2017](#)

[Air quality annual status report \(ASR\) 2016](#)

[Air quality updating and screening assessment 2015](#)

[Ashford annual progress report 2014](#)

[Air quality annual progress report \(ASR\) 2011](#)

Appendix

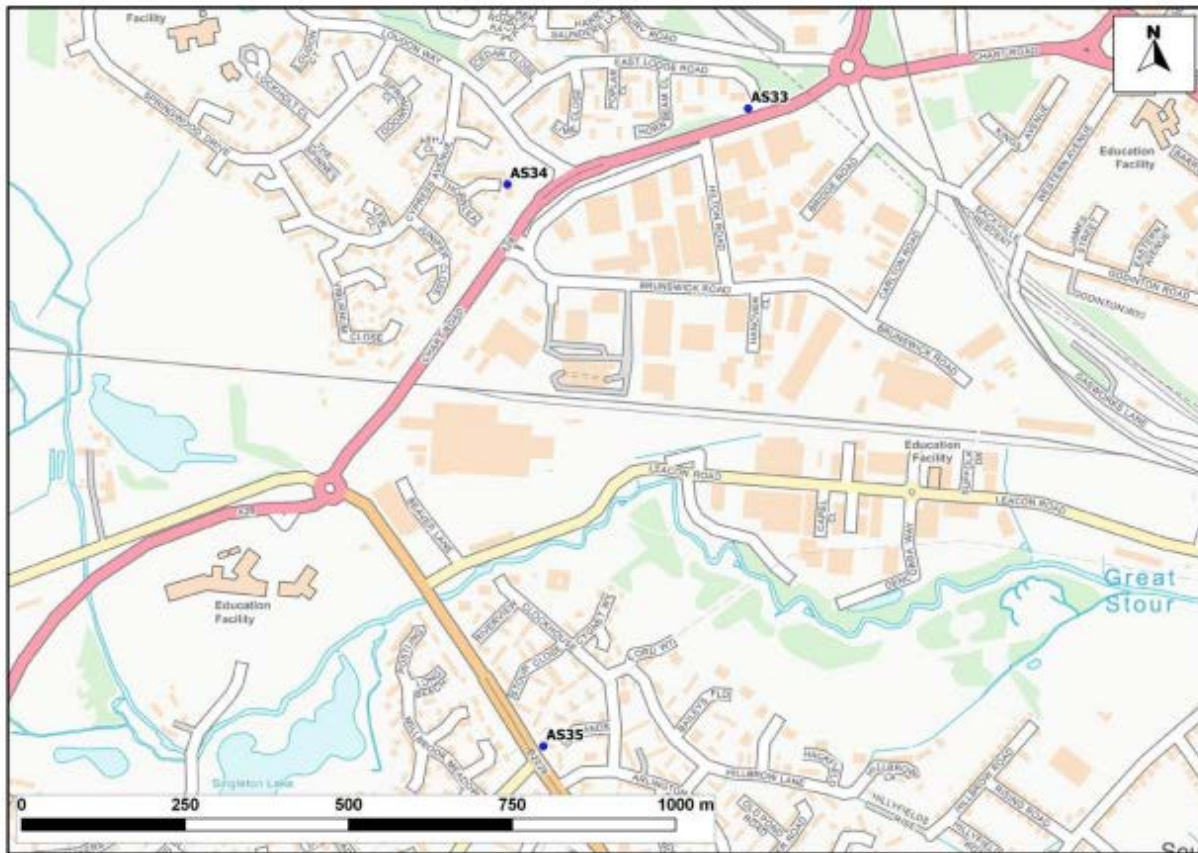


Figure D.4: Diffusion Tubes West of Ashford

Appendix D: Map(s) of Monitoring Locations and AQMAs



Figure D.1: Map of Non-Automatic Monitoring Locations

By **Claire Ellicott**
Political Correspondent

THE majority of older people are living in areas with illegal levels of air pollution, putting their health at risk, research has revealed.

More than seven million people aged 60 and over live in places which breached air quality limits in 2015.

The Chief Medical Officer yesterday warned that Brits were being put at risk by a 'daily cocktail' of diesel fumes.

Dame Sally Davies said pollution was a major public health threat - fuelling heart attacks, cancer, lung disease and stress.

Air pollution, including diesel, claims around 40,000 lives in the UK each year, mainly through heart and lung conditions.

More than half of those aged 60 or over live in an area in England which breached

air quality limits for nitrogen dioxide in 2015, the data revealed. The figures, from the House of Commons Library analysis by Labour, revealed those at risk included 3.7million aged 70 and over, 1.45million aged 80 and over and 257,000 aged 90 and over.

In London alone, 1.35million aged 60 and over lived in areas breaching pollution limits, including 691,000 aged 70 and over and 276,000 aged 80 and over.

In Yorkshire and the Humber, 79 per cent aged 60 and over lived in areas breaching air quality standards, followed by the North

East (72 per cent), North West (67 per cent) and the West Midlands (62 per cent).

Previous research found that more than 38million across the UK in 2015 lived in areas where air quality breached legal limits, including over 8.3million under 18s.

The European Commission, which enforces rules on air quality limits, yesterday called for the UK 'to address this life-threatening problem with the urgency it deserves'. Environment Secretary Michael Gove has promised to 'consult' on a new body after Brexit. But last month, the High

Court ruled that the plans to improve air pollution were 'unlawful' and urged the Government to enforce compliance.

A Defra spokesman said: 'It's wrong to assume the entire population of a local authority is exposed to pollution above legal limits as nitrogen dioxide levels are only exceeded in certain hotspots, like being next to a particular road.'

It added: 'We recognise there is more to do, which is why we have put in place a £3.5billion plan to improve air quality and reduce harmful emissions.'

Traffic noise revealed as new urban killer

Jonathan Leake
Science Editor

Traffic noise has become one of the UK's most significant urban health threats, increasing the prevalence of heart disease, stroke and even diabetes, according to new research from universities, including Oxford and Imperial College, London.

Scientists have long suspected traffic noise of damaging health after earlier studies showed how people living under airport flight paths had an increased incidence of stroke, heart disease and cardiovascular problems because their sleep was constantly disturbed.

Now researchers have found that road noise and other disturbances could have the same effect.

"We found that long-term exposure to road traffic noise may worsen our blood biochemistry profiles to [raise the risk of] heart disease in the future," said Samuel Cai, an epidemiologist at Imperial College's centre for environment and health.

"In fact, one of our studies did find evidence suggesting that road traffic noise is linked to the occurrence of heart attack. This is consistent with many other studies."

When The Sunday Times asked Public Health England about the dangers of noise, particularly at night, the

government watchdog said it was an emerging major health problem.

The findings by Cai and his colleagues emerged from an analysis of health data of 356,000 people in Britain and Norway. It coincides with separate research from Switzerland where scientists found that exposure to night-time noise causes stress which, if maintained over months or years, accelerates the onset of heart disease and other conditions.

Another study, from Barts and the London School of Medicine, found that noise pollution from traffic was linked to the increased prevalence of diabetes.

"Residential transport noise can cause sleep loss, which has metabolic consequences in terms of glucose regulation, appetite, and energy expenditure," said the researchers.

One problem for scientists is separating the effects of noise from the other health impacts of traffic, such as the toxic particles and gases that cause an estimated 40,000 premature deaths a year in the UK. However, a separate study by Imperial College found the same effect in people exposed to noise from aircraft, which release toxins too high up to affect health directly. Hospital admissions and mortality in areas near Heathrow airport, were associated with such noise, said the scientists.

@jonathan_leake

CHARING NEIGHBOURHOOD PLAN

PROJECT 116 VILLAGE CAR PARKING SURVEY

Four task groups were involved in this study. Three key car parking zones were established and a task group surveyed undertook a survey at each zone. A final group coordinated all of the results and produced an overall report.

CHARING VILLAGE PARKING SURVEY

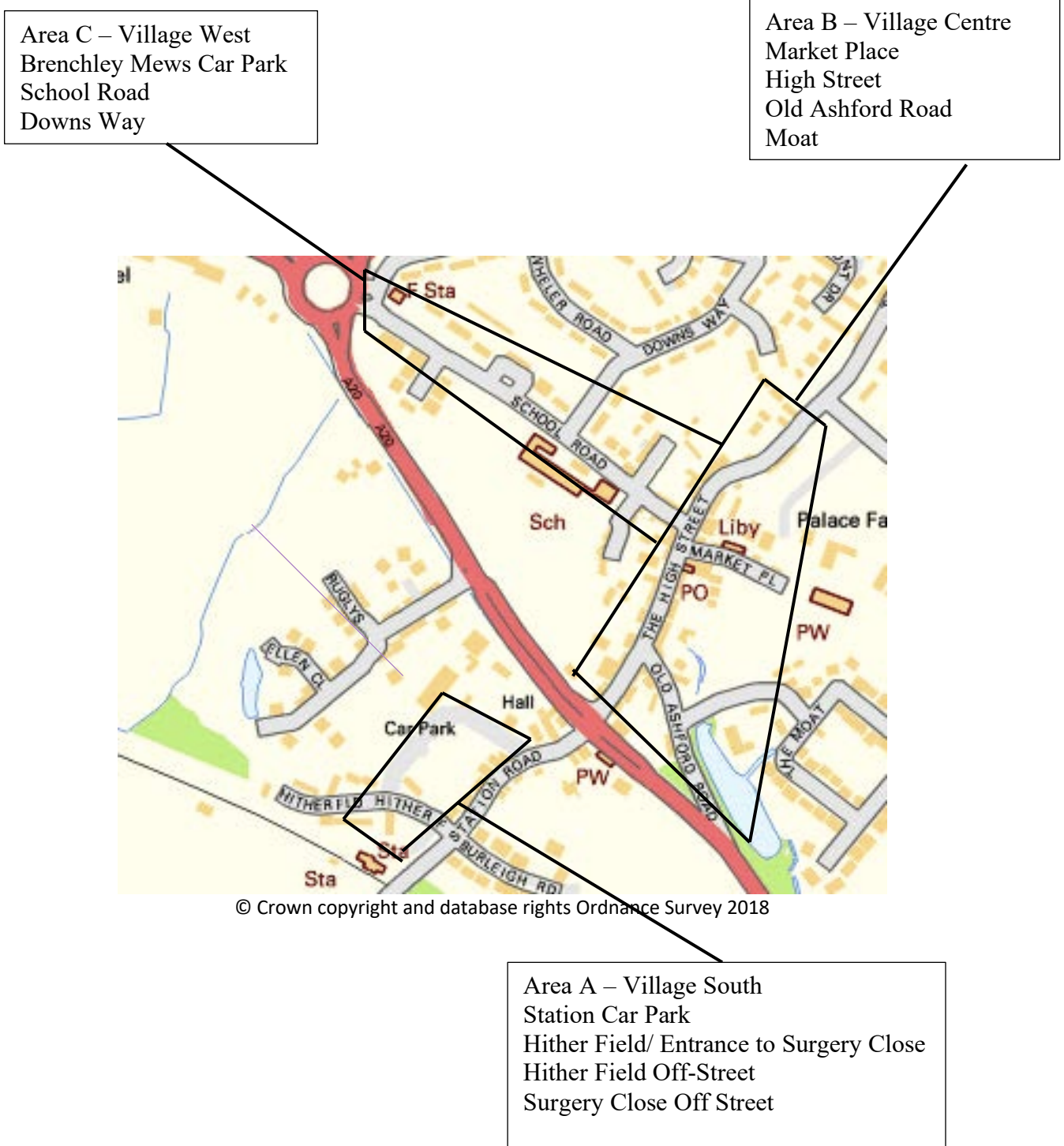


Fig. 1.1 Map of Charing

EXECUTIVE SUMMARY

1. The consultation process for the Charing Neighbourhood Plan (CNP) highlighted that residents have significant concerns about the ability to park close to village amenities and be able to use village shops and services easily. There is a clear desire to support local businesses but difficulty

in parking can be a barrier to doing so. There is also concern about congested roads and road safety. As part of the process for the completion of the Charing Neighbourhood Plan (CNP), parking usage has been assessed to review the current situation and consider the village's future parking needs.

2. A parking survey was undertaken in three areas of the village: Village South in the vicinity of Charing train station; Village Centre in the area of the High Street and Village West in the vicinity of the local school (see Fig.1.1).
3. The results of the parking survey indicate that there is serious congestion in all three areas at times. Congestion is particularly severe in the High Street area closest to the shops throughout the day, in the vicinity of the school when parents are picking up their children in the late afternoon and presumably when delivering them to school in the morning.
4. There is a total of 215 available parking spaces in the three areas surveyed at any given time of which 96 are in car parks or off-street designated parking and the remaining 119 are on-street.
5. Congestion in the Village South area is caused primarily by the under-utilisation of the station car park, which is the only paid for parking area in the village. The Brenchley Mews car park in the Village West area is also under-utilised, possibly because it is not adequately signed or possibly because it is situated between the school and the High Street but not sufficiently close to either.
6. Streets in the village are narrow. Legitimate on-street parking generally reduces the traffic flow to one direction and creates congestion. In the High Street legal parking areas switch from one side of the road to the other creating a chicane for the traffic to negotiate. This level of congestion is a particular problem for large vehicles such as the number 10X bus, a double decker whose route takes it along School Road and the High Street, and Ashford Borough Council waste collection vehicles. Illegal and obstructive parking, of which there were 30 incidents during the survey (20 in the High Street), exacerbates this problem. The combination of congestion and narrow or non-existent footpaths raises legitimate concerns about road safety for pedestrians.
7. Action needs to be taken to reduce congestion particularly in light of the expected increase in the number of dwellings. If the community led efforts to acquire and restore Charing Palace for the benefit of the community are successful, the number of visitors to the village can also be expected to increase. This could create additional parking needs in the next 5 to 10 years.

Methodology

8. The village was divided into three areas for the purposes of the parking survey, see Fig 1.1. The three areas were:
Parking Survey 116A – Village South - Charing train station, Hither Field and Surgery Close
Parking Survey 116B – Village Centre - Market Place, High Street and Old Ashford Road/Moat
Parking Survey 116C – Village West - School Road, Brenchley Mews car park and Downs Way

9. In order to facilitate analysis of the results, each survey area was divided into zones. The survey team estimated the number of vehicles that can park safely and legally in each zone. For a full description of the parking zones and their capacity see Figs.2.1-2.4. The only paid parking zone in the village is at Charing train station (Survey 116A Zone 1). The fees for parking in this zone are noted in Fig. 2.2.
10. A survey was conducted in each area on two weekdays and at least one Saturday (Survey 116B covered two Saturdays) in the period September-November 2017. On survey days the team counted the number of vehicles parked in each zone and recorded the last 3 digits of the registration numbers at four points in time i.e. between:
07:00 and 08:00 hours
11:00 and 12:00 hours
15:00 and 16:00 hours
19:00 and 20:00 hours
Recording part of the vehicle registration enabled the team to gauge how frequently particular vehicles parked in the village and, therefore, whether they were likely to belong to people visiting or living in the village.
11. The team also noted vehicles parked illegally or obstructively and recorded special circumstances likely to affect parking.
12. The results data is presented in the Appendix.

GENERAL OBSERVATIONS

13. Streets in the village are narrow such that even legal street parking generally reduces traffic flow to one lane. Where parking switches from one side of the street to the other, as in the High Street, it creates chicanes for traffic to negotiate. Large agricultural vehicles, Ashford Borough Council waste collection vehicles, large delivery vehicles and a double decker bus service run through the village. Pavements are narrow and sometimes non-existent. They are particularly narrow on School Road at the junction with the High Street.
14. Two factors are likely to lead to an increase in demand for parking in the village within 5 to 10 years. The first is the expected increase in the number of dwellings. The second is a community initiative to purchase Charing Palace, restore it, open it to the public and put it to community use. Charing Palace is in the heart of the village, immediately east of the High Street and north of Market Place. It is a scheduled monument of national importance and could attract a large number of visitors if this initiative succeeds. While there will be space within the Palace complex for some parking consideration will need to be given to the management of visiting traffic, for example coach parties.

PARKING SURVEY 116A - VILLAGE SOUTH



Fig1.2

Special Circumstances

15. The first day originally selected for survey 116A was Monday 25 September 2017 during which an abnormally high level of parking activity was observed at the station which, following enquiries, was attributed to a problem that day on the Charing Cross railway line. Commuters were parking in Charing to use the Victoria railway line as an alternative to using Pluckley station. As an abnormal event, this data was disregarded and the following Monday was selected for observation.

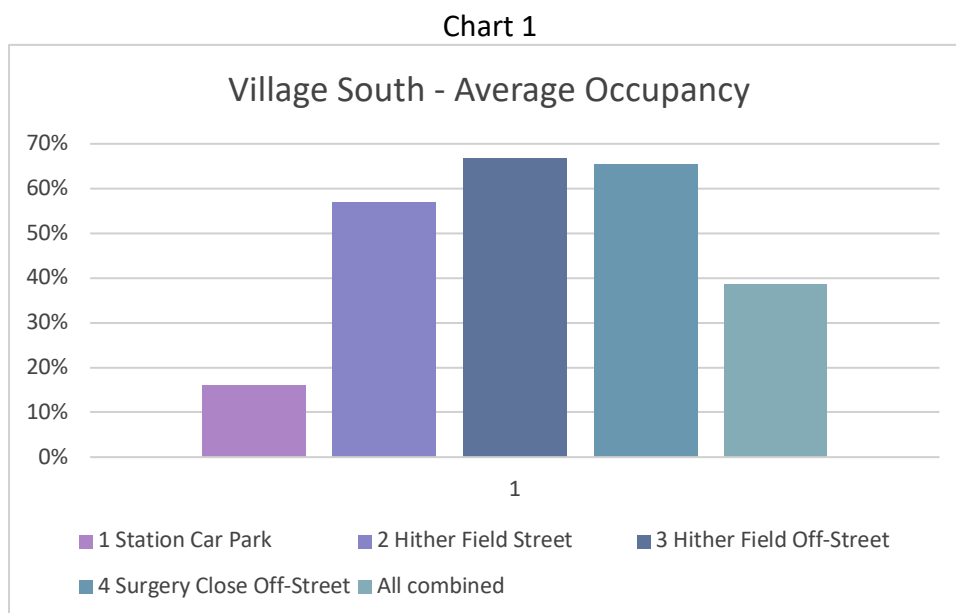
Results

Village South Zone 2 Hither Field street parking from the entrance to the Station Car Park



16. Vehicle Count and Occupancy

Total parking capacity in the four zones in the Village South area is 68 at any given time. The total number of vehicles recorded during the twelve observations is 315 (see Fig. 3.1), the greatest number being 36 between 13:00 and 14:00 hours on Wednesday 27 October when 53% of legitimate parking spaces were occupied. At no time was any parking zone seen to be completely full, which would indicate that there is sufficient parking capacity in this area of the village at normal times. However, the surplus capacity mainly relates to paid parking (Zone 1). Chart 1 below shows the average occupancy rates of each zone across the 12 observations and, therefore their relative popularity.



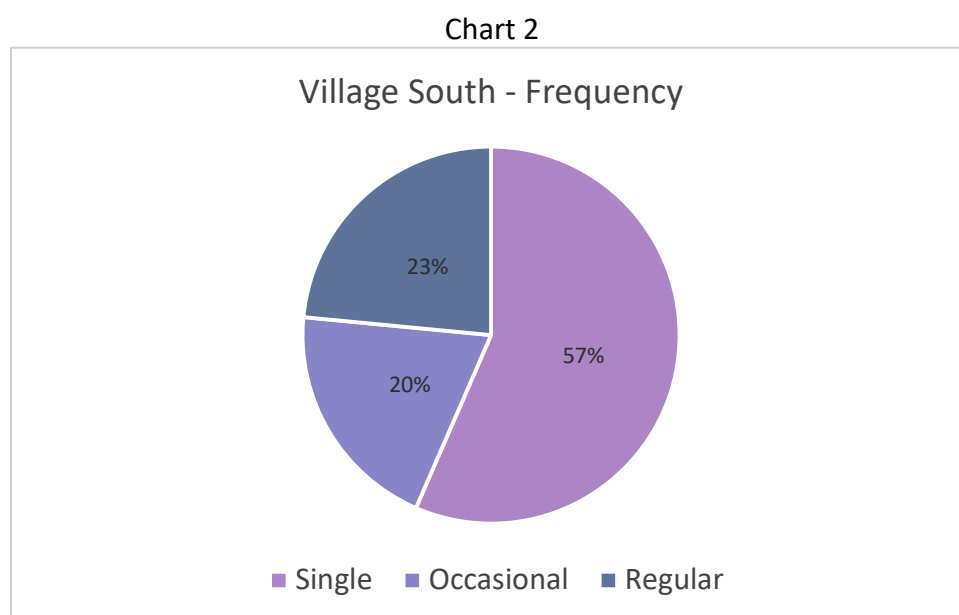
17. Weekday/Weekend, Paid/Free and Off-Street/On-Street

The most noticeable observation is the underuse of the car park at Charing railway station (Zone 1) where a daily parking charge is payable (see Fig. 2.2). 79% of all parking activity was observed in free parking zones despite free parking accounting for only 49% of the total parking capacity in the four zones. Occupancy rates for free parking zones were found to be particularly high during weekdays (overall average 71%) and low (21%) in the station's pay car park, indicating that commuters are unwilling to pay for parking where free parking is available (see Fig.4.1). The weekend occupancy rates show a similar pattern (45% and 6% respectively) albeit at lower volumes. 82% of parking spaces in this area are off-street i.e. the station car park and designated parking in Hither Field and Surgery Close. Average occupancy levels for off-street and on-street parking were 42% and 60% respectively on weekdays and 20% and 50% on Saturday. This is a further reflection of the reluctance to use the station car park. However, the use of street parking at the entrance to Hither Field/Surgery Close (Zone 2) is a potential cause for concern. Some slow moving and vehicle manoeuvring was observed which appeared to be a consequence of this street parking. This may cause potential hindrance to access to the doctors' surgery and village pharmacy.

18. Frequency

During the observation period across the three days selected, a total of 115 different vehicles were noted (see Fig.5.1). Of these, 65 vehicles (57%) visited only once and 88 fewer than 5

times, indicating a high percentage (77%) of single and occasional users. However, 27 of the total vehicles counted were observed 5 times or more during the study, highlighting a significant level of regular usage (23%) (see Chart 2 below). A further analysis was performed on the 27 vehicles observed on more than 5 of the possible 12 occasions. Of these, 11 were noted only to have parked on weekdays suggesting that they may be commuters. 8 of these 11 did not use the station car park. This supports the conclusion that commuters are unwilling to pay car parking charges.



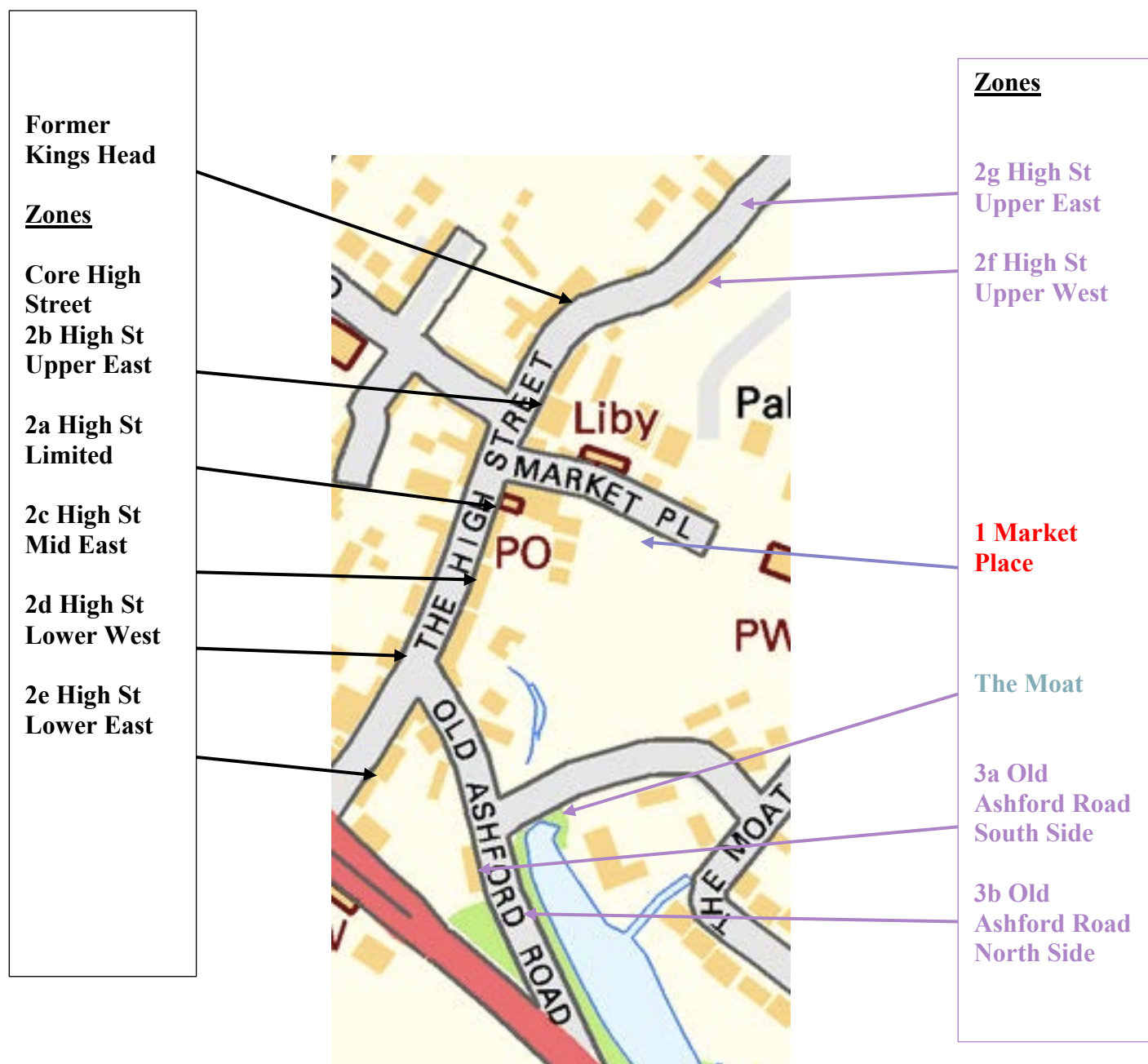
19. Illegal and Obstructive Parking

It was recorded that 5 vehicles were additionally seen to be parked on double yellow lines in Surgery Close by the Surgery Close Car Park (Zone 4) on Wednesday 27 October during the 19.00-20.00 observation, when an event was in progress in the neighbouring Parish Hall. Whilst this was not seen to be causing a particular obstruction it indicates that the Parish Hall may lack sufficient parking which may be a potential disincentive to its use. Furthermore, subsequent to the survey on Thursday 26 October, Ashford Borough Council's garden waste collectors were unable to enter Hither Field due to street parked vehicles. Further consultation would be desirable on this matter.

Conclusion

20. Whilst there is available free parking it seems unlikely that the use of the Station car park will increase. Street parking, though legal, is leading to congestion at the entrance to Hither Field/Surgery Close and is a cause for concern.

PARKING SURVEY 116B – VILLAGE CENTRE



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Fig1.3

Special circumstances

21. The work to install the village Christmas lights had begun on Friday and was completed on Saturday 25 November. At 7am on that Saturday the area outside Wheler House (Zone 2b) was coned off and a cherry picker was parked next to the coned area. There is a noticeable effect on parking in that area at that time but the numbers are small. At 11am on the same day, the High Street, between the junction with the Old Ashford Road and the A20 (Zone 2e), was closed. Some cars that had been there at 7am were still there at 11am but no new cars had arrived. This appears to have had very little impact (see Fig 3.2).

Results

Village Centre Zones 2a and 2c High Street viewed north from the junction with the Old Ashford Road



22. Vehicle Count and Occupancy

Total parking capacity in the four zones in the Village Centre area is 97 at any given time. The total number of vehicles recorded during the sixteen observations is 1,058 (see Fig. 3.2), the greatest number being 78 between 11:00 and 12:00 hours on Saturday 18 November. The area closest to the shops in the High Street (Zones 2a, 2b and 2c) is frequently at full capacity and sometimes beyond with cars parking illegally. There is some surplus capacity at the extremes of the village i.e. the 3 spaces on the east side of the High Street south of the junction with the Old Ashford Road (Zone 2e), the west side of the High Street north of the former Kings Head (Zone 2g) and the part of the Old Ashford Road closest to the A20 and the Moat (Zones 3a-b and 4). This suggests that drivers wish to park as close to the shops as possible. Chart 3 below shows in detail the average occupancy of the parking areas across the sixteen observations. Chart 4

below shows that the highest occupancy rates occur in the core of the High Street (Zones 2a-e) while parking areas at the extremes of the village (Zones 2f-g in the north and 3a-b, 4 in the south) are less popular.

Chart 3

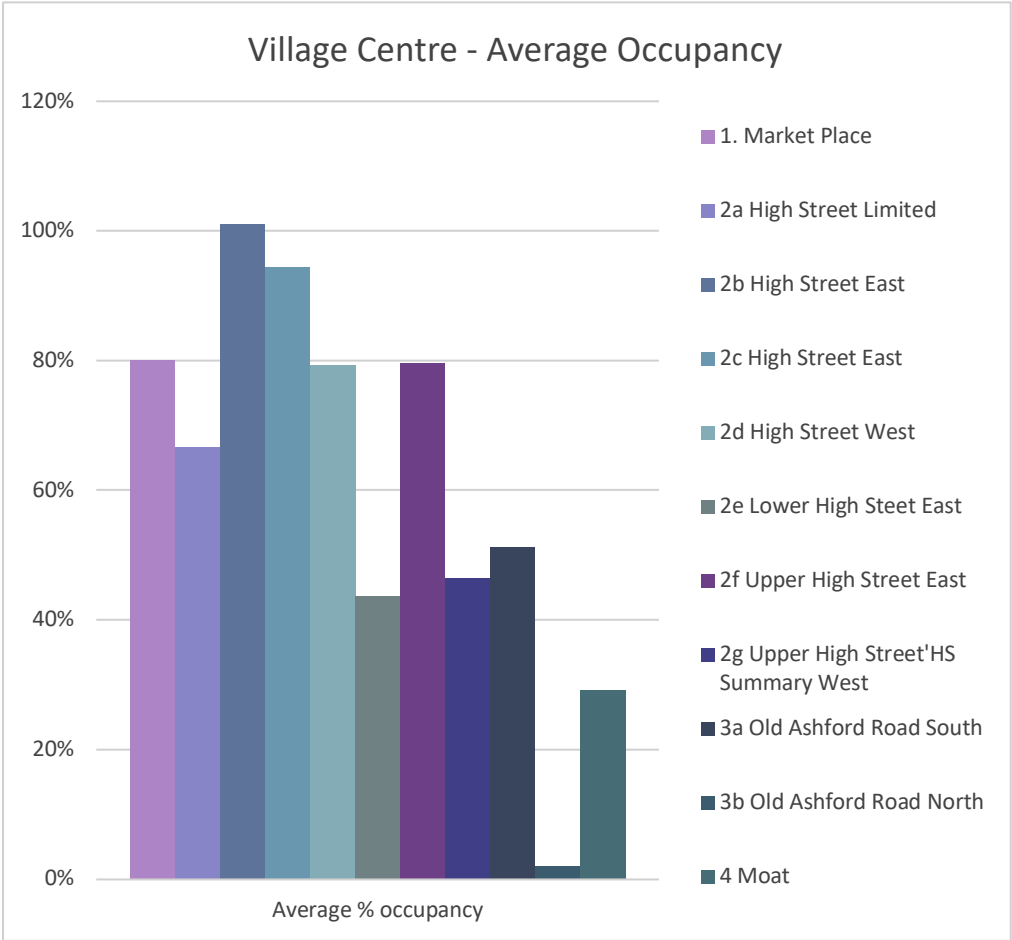
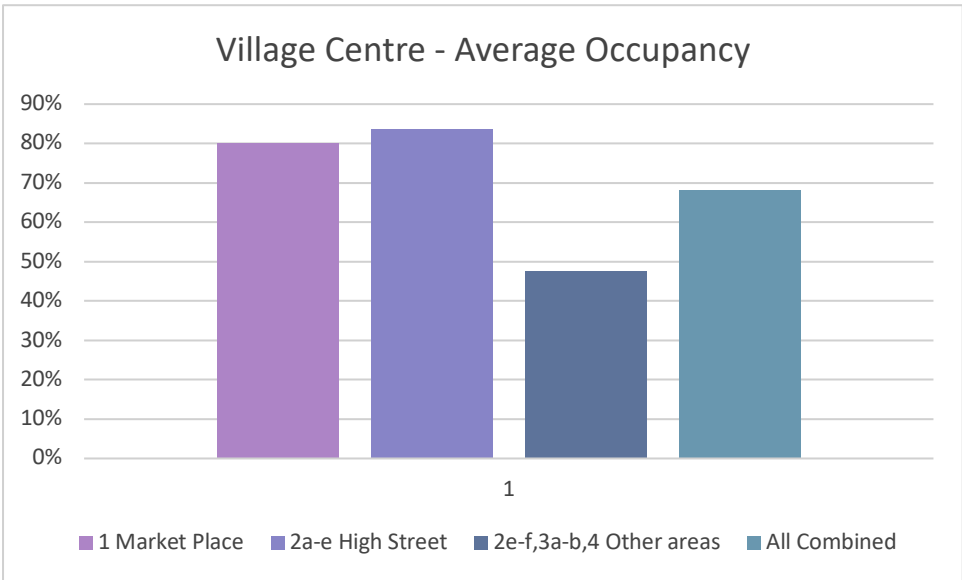


Chart 4

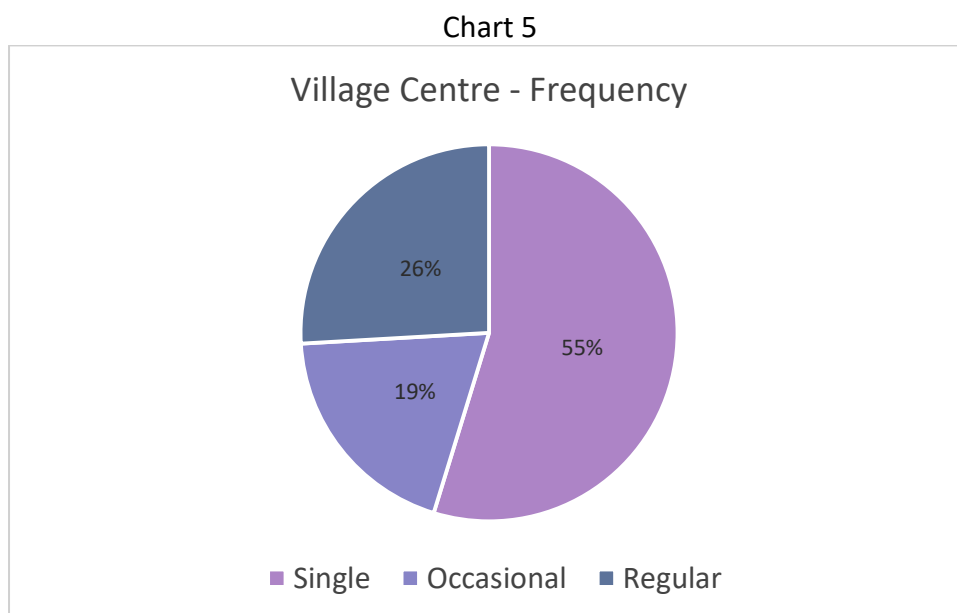


23. Weekday/Saturday and Off-Street/On-Street

The Market Place (Zone 1), within easy reach of the High Street and the only off-street parking in this area, provides 27% of the available parking. Fig.4.2 indicates that weekday and Saturday occupancy rates of the area overall are the same (68% overall). However, weekday occupancy rates for off-street and on-street parking are 75% and 65% respectively whilst the Saturday occupancy rates are 85% and 62%. This is caused by an increase in the occupancy of the Market Place (off-street) on Saturday, particularly at 11am, and a corresponding fall in the on-street parking.

24. Frequency

During the observation period across the four days selected, a total of 274 different vehicles were noted. Of these, 150 vehicles (55%) visited only once and 203 fewer than 6 times, indicating a high percentage (74%) of occasional users. However, 71 of the total vehicles counted were observed 6 times or more during the study, highlighting a significant level of regular usage (26%) (see Figs.5.3, 5.4 and Chart 5 below). It should be noted that 22 of the households in the High Street between the A20 and the former Kings Head do not have any off-street parking and this creates a need for regular parking in this area.



25. Illegal and Obstructive Parking

The east side of the High Street adjacent to the shops (Zones 2a-c) saw 17 of the 22 incidents of illegal/obstructive parking in this area (see Fig.6.1). Of these, 12 incidents related to the restricted parking area, the short stretch of road with a single yellow line in Zone 2b between the road leading to the Market Square and the Old School House and opposite the junction of the High Street and School Road. No doubt this is because, often, this is the only available space close to the village shop, Post Office and butchers. It should be noted that the number 10X bus which operates between Ashford and Maidstone, runs through the village, using the Old Ashford Road, High Street and School Road. Since these roads are narrow, there is often congestion and unsafe situations arise when the bus is forced to drive between the parked vehicles and the pavement, particularly in the High Street and when making the turn into and out of School Road. This problem is exacerbated by illegal parking in Zone 2b.

A closer examination of illegally parked vehicles showed that there were 21 offenders.
17 illegally parked vehicles had a frequency of 1 i.e they were recorded once during the survey
and were therefore defined as single occasion visitors
1 had a frequency of 2 (i.e. occasional)
1 had a frequency of 7 (i.e.regular)
2 had a frequency of 12 one of which parked illegally twice (i.e. regular)

Conclusion

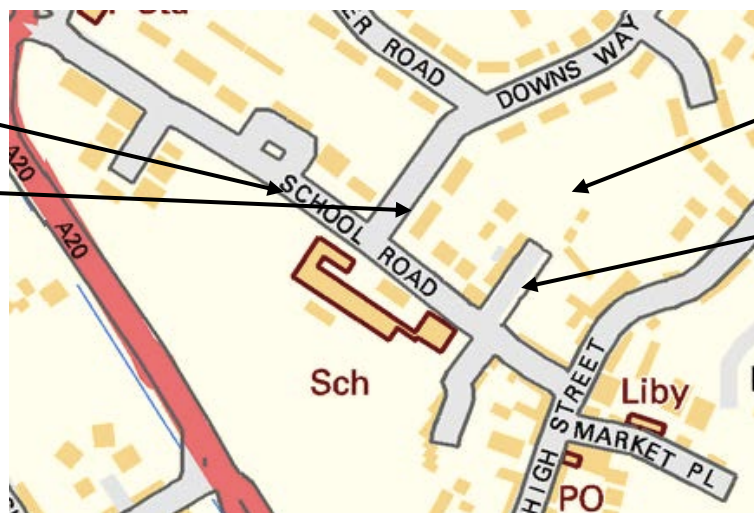
26. There is significant and potentially dangerous congestion in the core of the High Street throughout the day, both weekdays and Saturdays, which is exacerbated by illegal parking. The Market Place Car Park is fully utilised but Brenchley Mews Car Park, which is within a short walking distance in Area C, is not (see the results of Survey 116C below).

PARKING SURVEY 116C – VILLAGE WEST

Zone

3 School Road

4 Downs Way



Zone

1 Brenchley Mews Car Park

2 Brenchley Mews

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Fig.1.4

Special Circumstances

27. In the mid-morning on Monday 20 November, access to the Brenchley Mews Car Park (Zone 1) was blocked by a delivery lorry. The impact of this event is not clear.

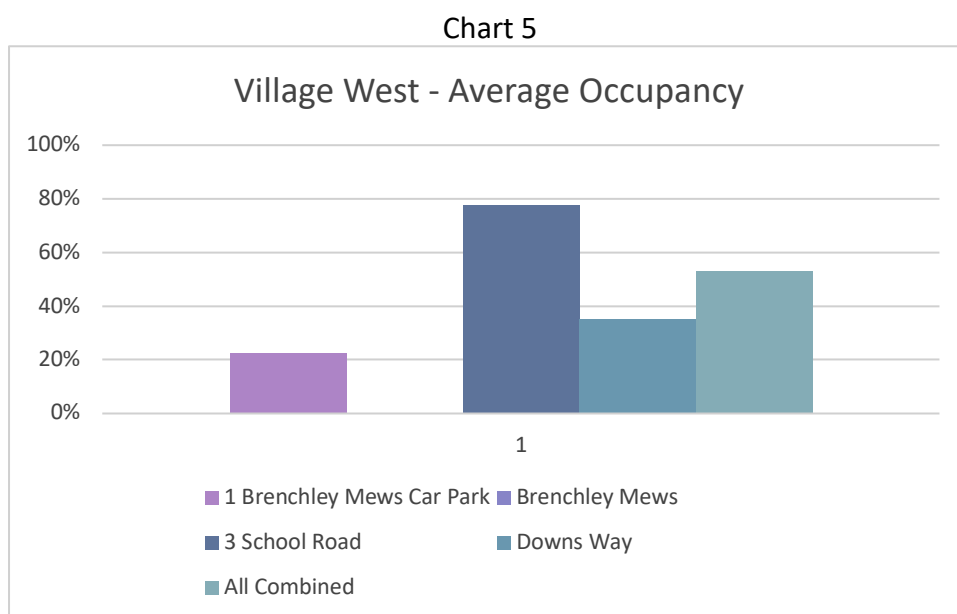
Results

Village West Zone 3 School Road viewed west from junction with Brenchley Mews



28. Vehicle Count and Occupancy

Total parking capacity in the four zones in the Village West area is 50 at any given time. This area is immediately adjacent to the school and within an easy walk of the High Street. The total number of vehicles recorded during the 12 observations is 318 (see Fig. 3.3), the greatest number being 45 between 15:00 and 16:00 hours on Friday 17 November and, a close run second greatest number being 44 between 15:00 and 16:00 hours on Monday 20 November. School Road itself is over capacity at this time and cars are also parking obstructively in Brenchley Mews. Parking also increases at this time in Downs Way and the Brenchley Mews Car Park. This must relate to parents picking up their children from school and is likely to be replicated between 08:00 and 09:00 hours when parents are taking their children to school in the mornings. Brenchley Mews Car Park (Zone 1) is under-utilised with an average occupancy of only 23% compared to School Road (78%) (see Chart 5 below). This suggests that parents wish to park closer to the school and that drivers are not generally using the car park to shop in the High Street. Chart 5 excludes data on Brenchley Mews itself as it is not possible to calculate an average occupancy for this area because the permitted capacity is zero.



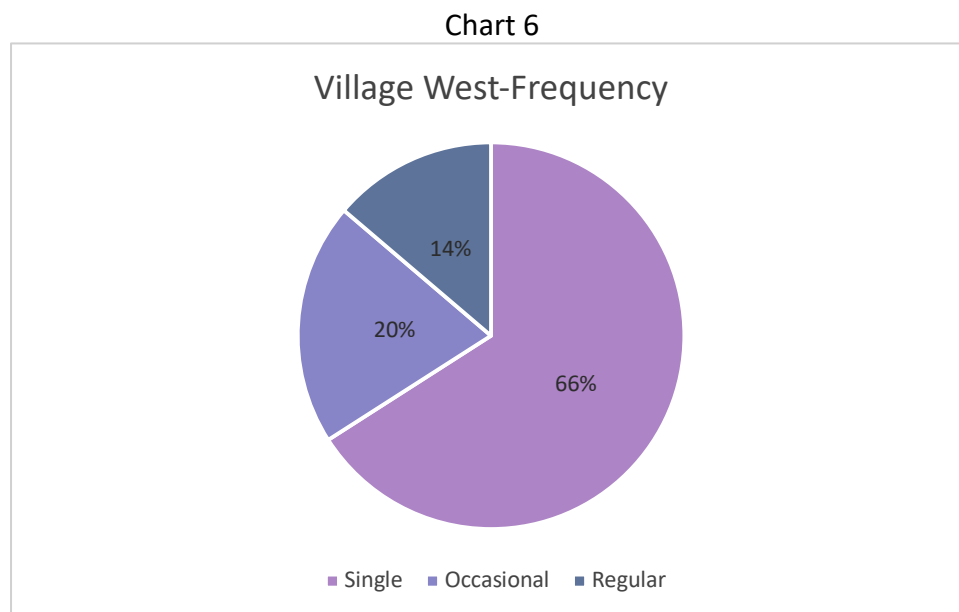
29. Weekday/Saturday and Off-Street/On-Street

As might be expected, average occupancy of this area is higher on weekdays (57%) than on Saturday (45%) (see Fig.4.3). The fall in average, occupancy rates on Saturday is significantly greater for Brenchley Mews Car Park (weekday 29%, Saturday 9%) and Downs Way (42%, 23%) than for School Road (78%, 77%). As mentioned above, Brenchley Mews Car Park is under-utilised compared to all on-street parking areas. Given its proximity to the High Street this indicates that some drivers may be unaware of its existence and that the car park is not adequately signed. The car park sign in School Road is illegible because it is covered in ivy. The sign in the High Street is very close to the junction with School Road and drivers may be focusing their attention on the junction itself and fail to see the sign.

30. Frequency

Frequency - During the observation period across the three days selected, a total of 138 different vehicles were noted (see Fig.5.3). Of these, 91 vehicles (66%) visited only once and 119

fewer than 5 times, indicating a high percentage (86%) of occasional users. Only 19 of the total vehicles counted were observed 5 times or more during the study, indicating a low level of regular usage (14%) (see Fig.5.4). As the survey covered 2 school days it is surprising that such a large proportion of vehicles only visited once.



31. Illegal and Obstructive Parking

No cars were noted as parking illegally in this area but 7 were exceeding the safe capacity of the zone they chose to park in causing congestion. Predictably, this was at school pick up time on Friday afternoon (see Fig.4.3).

Conclusions

32. This area of the village is very congested at the end of the school day and presumably also at its start.

APPENDIX

Figs. 2 Description and capacity of parking zones

Fig. 2.1-116A Village South

Village South - Parking Zones			
Zone	Description	Type	Capacity
1	Station Car Park	Paid car park	35
2	Hither Field/Entrance to Surgery Close	Free street	12
3	Hither Field Designated Off-Street Parking	Free car park	7
4	Surgery Close Designated Off-Street Parking	Free car park	14
	Total		68

Fig. 2.2-116A Village South

Station Car Park Charging Rates			
Mon-Fri	£2.40	Sat	£2.10
Mon-Fri - after 14.30pm	£2.20	Sun	£1.00
Mon-Fri - after 18.00pm	£1.50	Public Holidays	£1.00

Fig.2.3-116B Village Centre

Village Centre - Parking Zones			
Zone	Description	Type	Capacity
1	The Market Place Designated Off-Street Parking	Free car park	26
2a	High St - Outside Post Office (1 hour no return, Mon -Sat 8am-6pm)	Free limited time	3
2b	High St - Upper East side to Kings Head	Free street	6
2c	High St - Mid East side to Old Ashford Road	Free street	10
2d	High St - Lower West to A20	Free street	10
2e	High St - Lower East to A20	Free street	3
2f	High St - Upper East, Kings Head to Pett Lane	Free street	4
2g	High St - Upper West, Kings Head to Pett Lane	Free street	9
3a	Old Ashford Road - South side to A20	Free street	20
3b	Old Ashford Road - North side to Moat	Free street	3
4	The Moat - visible from Old Ashford Road	Free street	3
	Total		97

Fig. 2.4-116C.2 Village West

Village West - Parking Zones			
Zone	Description	Type	Capacity
1	Brenchley Mews Car Park	Free car park	14
2	Brenchley Mews	No parking area	0
3	School Road	Free street	24
4	Downs Way	Free street	12
	Total		50

Figs. 3 Vehicle Count and Occupancy

The tables below show the number of vehicles parked in each area and zone first as a simple count and then as a percentage of the capacity of that zone.

For example: Fig. 3.1- 116A shows that only 3 vehicles were parked in the station car park (Zone 1) at 7am on Friday 27 September, which meant that only 9% of available spaces were occupied.

Key to colour coding of occupancy data

Green = Less than 50% occupancy

Amber = 50% to 99% occupancy

Pink = 100% or greater occupancy

Fig. 3.1-116A Village South

Village South - Vehicle Count					
	Station Car Park	Hither Field Street	Hither Field Parking	Surgery Close	All
Zone Capacity	1	2	3	4	68
Fri 27/09/17	27	34	19	48	128
07:00	3	7	6	11	27
11:00	9	8	5	13	35
15:00	9	10	5	12	36
19:00	6	9	3	12	30
Sat 30/09/17	8	24	18	18	68
07:00	2	6	5	4	17
11:00	2	5	4	3	14
15:00	2	6	5	6	19
19:00	2	7	4	5	18
Mon 02/10/17	32	24	19	44	119
07:00	8	6	5	9	28
11:00	10	7	5	13	35
15:00	10	7	4	11	32
19:00	4	4	5	11	24
Grand Total	67	82	56	110	315

Village South - Occupancy					
Fri 27/09/17	19%	71%	68%	86%	47%
07:00	9%	58%	86%	79%	40%
11:00	26%	67%	71%	93%	51%
15:00	26%	83%	71%	86%	53%
19:00	17%	75%	43%	86%	44%
Sat 30/09/17	6%	50%	64%	32%	25%
07:00	6%	50%	71%	29%	25%
11:00	6%	42%	57%	21%	21%
15:00	6%	50%	71%	43%	28%
19:00	6%	58%	57%	36%	26%
Mon 02/10/17	23%	50%	68%	79%	44%
07:00	23%	50%	71%	64%	41%
11:00	29%	58%	71%	93%	51%
15:00	29%	58%	57%	79%	47%
19:00	11%	33%	71%	79%	35%
Grand Total	16%	57%	67%	65%	39%

Fig. 3.2-116B Village Centre

Village Centre – Vehicle Count												
Zone Capacity	Market Place	High Street (A20 to Kings Head)					High Street North		Old Ashford Road		Moat	All
	1	2a	2b	2c	2d	2e	2f	2g	3a	3b	4	
	26	3	6	10	10	3	4	9	20	3	3	97
Fri 17/11	79	9	24	34	32	6	11	15	47	1	2	260
07:00	18	3	8	9	7	1	0	6	11	0	0	63
11:00	25	3	6	10	6	1	4	4	11	0	1	71
15:00	22	2	6	7	9	2	3	2	14	1	1	69
19:00	14	1	4	8	10	2	4	3	11	0	0	57
Sat 18/11	80	8	26	40	30	2	15	17	41	0	6	265
07:00	16	2	6	10	7	1	4	4	10	0	0	60
11:00	28	2	8	12	7	1	3	3	11	0	3	78
15:00	18	2	5	8	8	0	4	5	9	0	2	61
19:00	18	2	7	10	8	0	4	5	11	0	1	66
Mon 20/11	77	7	25	38	35	9	15	13	44	0	4	267
07:00	20	2	6	8	8	1	4	5	10	0	0	64
11:00	25	1	6	11	10	3	5	2	15	0	2	80
15:00	16	2	7	10	8	2	3	2	10	0	1	61
19:00	16	2	6	9	9	3	3	4	9	0	1	62
Sat 25/11	97	8	22	39	30	4	10	22	32	0	2	266
07:00	21	1	4	10	8	2	2	5	6	0	0	59
11:00	29	2	6	12	6	1	3	5	9	0	1	74
15:00	25	3	6	8	8	0	3	6	11	0	1	71
19:00	22	2	6	9	8	1	2	6	6	0	0	62
Grand Total	333	32	97	151	127	21	51	67	164	1	14	1058
Village Centre - Occupancy												
Fri 17/11/17	76%	75%	100%	85%	80%	50%	69%	42%	59%	8%	17%	67%
07:00	69%	100%	133%	90%	70%	33%	0%	67%	55%	0%	0%	65%
11:00	96%	100%	100%	100%	60%	33%	100%	44%	55%	0%	33%	73%
15:00	85%	67%	100%	70%	90%	67%	75%	22%	70%	17%	33%	71%
19:00	54%	33%	67%	80%	100%	67%	100%	33%	55%	0%	0%	59%
Sat 18/11/17	77%	67%	108%	100%	75%	17%	94%	47%	51%	0%	50%	68%
07:00	62%	67%	100%	100%	70%	33%	100%	44%	50%	0%	0%	62%
11:00	108%	67%	133%	120%	70%	33%	75%	33%	55%	0%	100%	80%
15:00	69%	67%	83%	80%	80%	0%	100%	56%	45%	0%	67%	63%
19:00	69%	67%	117%	100%	80%	0%	100%	56%	55%	0%	33%	68%
Mon 20/11/17	74%	58%	104%	95%	88%	75%	94%	36%	55%	0%	33%	69%
07:00	77%	67%	100%	80%	80%	33%	100%	56%	50%	0%	0%	66%
11:00	96%	33%	100%	110%	100%	100%	125%	22%	75%	0%	67%	82%
15:00	62%	67%	117%	100%	80%	67%	75%	22%	50%	0%	33%	63%
19:00	62%	67%	100%	90%	90%	100%	75%	44%	45%	0%	33%	64%
Sat 25/11/17	93%	67%	92%	98%	75%	33%	63%	61%	40%	0%	17%	69%
07:00	81%	33%	67%	100%	80%	67%	50%	56%	30%	0%	0%	61%
11:00	112%	67%	100%	120%	60%	33%	75%	56%	45%	0%	33%	76%
15:00	96%	100%	100%	80%	80%	0%	75%	67%	55%	0%	33%	73%
19:00	85%	67%	100%	90%	80%	33%	50%	67%	30%	0%	0%	64%
Grand Total	80%	67%	101%	94%	79%	44%	80%	47%	51%	2%	29%	68%

Fig 3.3-116C Village West

Village West – Vehicle Count					
Zone	Brenchley Mews Car Park	Brenchley Mews	School Road	Downs Way	
Capacity	1	2	3	4	All
Fri 17/11/17	19	3	74	17	113
07:00	0	0	17	3	20
11:00	8	0	16	3	27
15:00	10	3	26	6	45
19:00	1	0	15	5	21
Sat 18/11/17	5	0	74	11	90
07:00	0	0	17	6	23
11:00	4	0	23	1	28
15:00	0	0	11	0	11
19:00	1	0	23	4	28
Mon 20/11/17	14	2	76	23	115
07:00	2	0	14	4	20
11:00	6	0	14	6	26
15:00	5	2	30	7	44
19:00	1	0	18	6	25
Grand Total	38	5	224	51	318

Village West - Occupancy					
Fri 17/11/17	34%		77%	35%	57%
07:00	0%		71%	25%	40%
11:00	57%		67%	25%	54%
15:00	71%	300%	108%	50%	90%
19:00	7%		63%	42%	42%
Sat 18/11/17	9%		77%	23%	45%
07:00	0%		71%	50%	46%
11:00	29%		96%	8%	56%
15:00	0%		46%	0%	22%
19:00	7%		96%	33%	56%
Mon 20/11/17	25%		79%	48%	58%
07:00	14%		58%	33%	40%
11:00	43%		58%	50%	52%
15:00	36%	200%	125%	58%	88%
19:00	7%		75%	50%	50%
Grand Total	23%		78%	35%	53%

Figs. 4 Weekday/Saturday, Paid/Free and Off-Street/On-Street

The tables below show the average count of vehicles on weekdays and Saturdays and further analyses the data by whether parking is paid or free, off-street or on-street.

For example: Fig 4-116A shows that an average of 6 vehicles were parked in the station car park (Zone 1) at 7am on weekday mornings, which meant that, on average, 16% of available spaces were occupied at that time.

Fig. 4.1-116A Village South

Village South									
Weekday/Saturday						Paid	Free	Off-Street	On-Street
Station	Hither Field Street	Hither Field Parking	Surgery Close	All					
Zone	1	2	3	4	Total	1	2,3,4	1, 3, 4	2
Capacity	35	12	7	14	68	35	33	56	12
Weekday	30	29	19	46	124	30	94	95	29
07:00	6	7	6	10	28	6	22	21	7
11:00	10	8	5	13	35	10	26	28	8
15:00	10	9	5	12	34	10	25	26	9
19:00	5	7	4	12	27	5	22	21	7
Saturday	8	24	18	18	68	8	60	44	24
07:00	2	6	5	4	17	2	15	11	6
11:00	2	5	4	3	14	2	12	9	5
15:00	2	6	5	6	19	2	17	13	6
19:00	2	7	4	5	18	2	16	11	7
Average Occupancy									
Weekday	21%	60%	68%	82%	45%	21%	71%	42%	60%
07:00	16%	54%	79%	71%	40%	16%	67%	38%	54%
11:00	27%	63%	71%	93%	51%	27%	77%	49%	63%
15:00	27%	71%	64%	82%	50%	27%	74%	46%	71%
19:00	14%	54%	57%	82%	40%	14%	67%	37%	54%
Saturday	6%	50%	64%	32%	25%	6%	45%	20%	50%
07:00	6%	50%	71%	29%	25%	6%	45%	20%	50%
11:00	6%	42%	57%	21%	21%	6%	36%	16%	42%
15:00	6%	50%	71%	43%	28%	6%	52%	23%	50%
19:00	6%	58%	57%	36%	26%	6%	48%	20%	58%

Fig.4.2-116B Village Centre

For the purpose of this analysis the High Street on-street parking is split into two areas. The core of the 'High Street' from the A20 to the old Kings Head (Zones 2a-e) and 'Other' areas at the extremes of the village, being the north of the High Street, Old Ashford Road and the Moat (Zones 2f-g, 3a-b, 4).

There is no paid parking in the Village Centre area.

Village Centre						
Zone	Weekday/Saturday				Off-Street	On-Street
	Market Place 1	High Street 2a-2e	Other 2f-g,3a-b,4a	Grand Total	1	2a-g,3a-b,4
Capacity	26	32	39	97	26	71
Week day	78	110	76	264	78	186
07:00	19	27	18	64	19	45
11:00	25	29	22	76	25	51
15:00	19	28	19	65	19	46
19:00	15	27	18	60	15	45
Saturday	89	105	73	266	89	177
07:00	19	26	16	60	19	41
11:00	29	29	19	76	29	48
15:00	22	24	21	66	22	45
19:00	20	27	18	64	20	44
Average Occupancy						
Week day	75%	86%	49%	68%	75%	65%
07:00	73%	83%	46%	65%	73%	63%
11:00	96%	89%	56%	78%	96%	71%
15:00	73%	86%	47%	67%	73%	65%
19:00	58%	84%	45%	61%	58%	63%
Saturday	85%	82%	46%	68%	85%	62%
07:00	71%	80%	40%	61%	71%	58%
11:00	110%	89%	49%	78%	110%	67%
15:00	83%	75%	53%	68%	83%	63%
19:00	77%	83%	45%	66%	77%	62%

Fig.4.3 – 116C Village West

There is no paid parking in the Village West area. The fact that Zone 2 has a capacity of zero makes it impossible to properly calculate occupancy rates for that area.

Village West						Off-Street	On-Street
Weekday/Saturday							
	Brenchley Mews Car Park	Brenchley Mews	School Road	Downs Way	Grand Total		
Zone	1	2	3	4	Grand Total	1	2,3,4
Capacity	14	0	24	12	50	14	36
Weekday	17	3	75	20	114	17	98
07:00	1	0	16	4	20	1	19
11:00	7	0	15	5	27	7	20
15:00	8	3	28	7	45	8	37
19:00	1	0	17	6	23	1	22
Saturday	5	0	74	11	90	5	85
07:00	0	0	17	6	23	0	23
11:00	4	0	23	1	28	4	24
15:00	0	0	11	0	11	0	11
19:00	1	0	23	4	28	1	27
Average Occupancy							
Weekday	29%		78%	42%	57%	29%	68%
07:00	7%		65%	29%	40%	7%	53%
11:00	50%		63%	38%	53%	50%	54%
15:00	54%	300%	117%	54%	89%	54%	103%
19:00	7%		69%	46%	46%	7%	61%
Saturday	9%		77%	23%	45%	9%	59%
07:00	0%		71%	50%	46%	0%	64%
11:00	29%		96%	8%	56%	29%	67%
15:00	0%		46%	0%	22%	0%	31%
19:00	7%		96%	33%	56%	7%	75%

Figs. 5 Frequency of parking by individual vehicles

The tables below show the number of times individual vehicles were observed parking in the village during the survey. For example: Fig 5.1-116A shows that 65 vehicles were observed in Village South area only once, 2 vehicles were observed on all 12 occasions and a total of 115 different vehicles were observed during the survey period.

Fig 5.1-116A Village South

	Frequency – Village South												
Times	1	2	3	4	5	6	7	8	9	10	11	12	Total
Vehicles	65	11	9	3	8	8	2	4	1	0	2	2	115
Percent	57%	10%	8%	3%	7%	7%	2%	3%	1%	0%	2%	2%	100%

Fig 5.2-116B Village Centre

	Frequency – Village Centre																
Times	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
Vehicles	150	29	8	12	4	9	9	4	3	6	9	7	6	11	5	2	274
Percent	55%	11%	3%	4%	1%	3%	3%	1%	1%	2%	3%	3%	2%	4%	2%	1%	100%

Fig 5.3-116C Village West

	Frequency – Village West												
Times	1	2	3	4	5	6	7	8	9	10	11	12	Total
Vehicles	91	17	7	4	2	3	2	3	3	3	2	1	138
Percent	66%	12%	5%	3%	1%	2%	1%	2%	2%	2%	1%	1%	100%

Fig 5.4 – All Areas

The table below summarises the frequency data for all areas. Occasional parking is defined as 4 or fewer observations of a vehicle out of a possible 12 in surveys 116A and 116C and 5 or fewer out of a possible 16 observations in survey 116B. Regular parking is 5 or more observations in surveys 116A and 116C, 6 or more observations in survey 116B.

Frequency – All areas						
Area	Occasional	Regular	Total	Occasional	Regular	Total
116A	88	27	115	77%	23%	100%
116B	203	71	274	74%	26%	100%
116C	119	19	138	86%	14%	100%
All	410	117	527	78%	22%	100%

Fig. 6 Number of vehicles illegally/obstructively parked

6.1-116B Village Centre

Illegal Parking – Village Centre												
Zone	1	2a	2b	2c	2d	2e	2f	2g	3a	3b	4	Grand Total
Date/Time												
17 November 2017												
Friday	0	0	0	1	0	0	0	0	0	0	0	1
07:00	0	0	0	1	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0
18 November 2017												
Saturday	2	1	4	1	0	0	2	0	0	0	0	10
07:00	0	0	0	0	0	0	0	0	0	0	0	0
11:00	2	0	3	1	0	0	1	0	0	0	0	7
15:00	0	0	1	0	0	0	1	0	0	0	0	2
19:00	0	1	0	0	0	0	0	0	0	0	0	1
20 November 2017												
Monday	0	0	3	2	0	0	0	0	0	0	1	6
07:00	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	1	1	0	0	0	0	0	0	1	3
15:00	0	0	2	1	0	0	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0
25 November 2017												
Saturday	0	0	5	0	0	0	0	0	0	0	0	5
07:00	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	3	0	0	0	0	0	0	0	0	3
15:00	0	0	2	0	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	1	12	4	0	0	2	0	0	0	1	22

Illegal/Obstructive parking

Cars were counted as parking illegally or obstructively if they were on the pavement, on the yellow lines, double parked or overstayed the limited parking time in Zone 2a. Most illegal parking took place in Zone 2b, on the yellow lines opposite the junction with School Lane – probably because it is close to the shops.