



Charing Neighbourhood Plan

Evidence Book 3

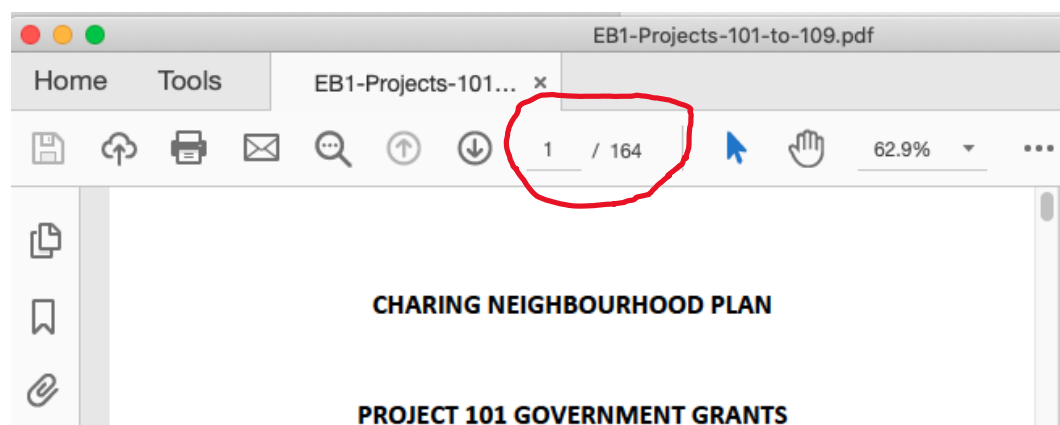
Projects 117 - 128

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.

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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 117 TRAFFIC MANAGEMENT

Reports included in this project include:

1. Summary results of the ATR traffic survey, Friday 6th October to Thursday 12th October 2017
2. CPRE/CPC Technical Note re HGV percentages on Pluckley Road (first four pages)
3. Road traffic by vehicle type and road class in Great Britain, annual 2016, Department for Transport Statistics Table TRA0104

In addition reference has been made to:

4. CPRE/CPC Technical Note re HGV percentages on Pluckley Road, 2018 (study made to refute findings submitted in its appeal against the refusal of ABC to grant development on the Wheler South fields
5. Advanced Transport Research Traffic Assessment for CPC on Station/Pluckley Roads, October 2017
6. AADT and AAWT Calculation made by DHA Transport (retained by Future Biogas Ltd, March 2012
7. Proof of evidence of Mrs J Leyland and Mr C Burns re: Gladman Appeal [PINS reference APP/E2205/W/17/3182838; ABC reference no. 17/00303/AS

Summary results from ATR traffic survey, Friday October 6th to Thursday October 12th, 2017												
Pluckley Road North		No of vehicles by class										
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Lorries, heavy vehicles
		1	2	3	4	5	6	7	8	9	10	
Mon	2482	14	2162	15	223	31	18	6	5	4	4	291
Tue	2779	17	2452	13	231	39	9	4	8	4	2	297
Wed	2493	14	2170	16	230	33	9	1	8	5	7	293
Thu	2613	29	2255	11	257	30	11	5	1	4	10	318
Fri	2715	30	2355	19	258	20	11	5	8	3	6	311
Sat	1796	13	1676	20	73	1	3	5	5	0	0	87
Sun	1601	35	1486	19	53	2	2	1	1	0	2	61
--	16479	152	14556	113	1325	156	63	27	36	20	31	1658
Pluckley Road Southbound												
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Lorries, heavy vehicles
		1	2	3	4	5	6	7	8	9	10	
Mon	2438	18	2114	11	233	23	17	7	6	2	7	295
Tue	2497	16	2191	16	234	14	7	3	5	6	5	274
Wed	2525	14	2171	22	266	20	3	7	13	5	4	318
Thu	2584	25	2212	17	263	32	2	6	4	15	8	330
Fri	2634	17	2294	21	256	17	8	5	7	4	5	302
Sat	1852	16	1707	20	91	3	3	5	3	3	1	109
Sun	1532	51	1409	16	48	2	3	0	0	2	1	56
--	16062	157	14098	123	1391	111	43	33	38	37	31	1684
Station Road Eastbound												

CPRE/Charing Parish Council Technical Note re HGV percentages on Pluckley Road

Rebuttal to Mr Helme's method of presenting HGV percentage by removing an entire vehicle class

Key Points:

- **Pluckley Road has an HGV percentage of around 5%**
 - **This compares to a national average of 2% for minor roads**
1. This is a rebuttal in review of the fact that Mr Helme removed all shorter 2 axle HGVs from his presented HGV percentage figures derived from ATCs and stated yesterday (April 25th) that this would only underestimate the percentage he gave by a small amount. It is common ground that the "disputed" class – class 2 in the case of Mr Helme's ATC count and class 4 in the case of Charing Parish Council's ATC count – contains both light goods vehicles and heavy good vehicles. The dispute relates to what is the best estimate of the division point. In the light of this we have revisited how the HGV percentage should be measured more accurately by taking advice from the Department for Transport and we have recently been able to have the data collected from Charing Parish Council's ATC count to reflect the Department's advice.
 2. Local perception has always been that Pluckley and Station Roads carry a relatively high percentage of HGVs for an unclassified road.
 3. This perception was challenged by Gladman and their transport consultants, AHA, who argued that the HGV percentage, from the ATC counts they commissioned was 2.0% (section 4.6.2 of Mr Helme's statement) and that this was below the Department for Transport (DfT) figure for the national average of around 5%. DfT classify goods vehicles heavier than 3.5 tonnes as HGVs.
 4. The ATC survey commissioned by DHA Transport for Ashford Borough Council provided a slightly higher HGV percentage of 3%. The CPRE/Parish Council figure based on the ATC survey commissioned by Charing Parish Council (CPC) was higher at around 10%.
 5. The different figures are essentially due to different treatment and interpretation of the larger two-axle vehicles. ATC pneumatic tubes record the number of axles of any vehicle that passes, their speed and the distance between axles. It is the number of axles and then the difference between them that determine into which "bins" passing vehicles are classified. The survey commissioned by Charing Parish Council used a cut-off point of 3.2m for the inter-axle length for two axle vehicles as the division between vans and cars on the one hand and lorries and trucks on the other . It is understood that the survey commissioned by DHA Transport used 4.57m and that of Mr Helme a length of under 3m.

6. In all cases whatever the cut-off point, the “bin” into which medium two-axle vehicles are classified will contain larger vans and small lorries and medium lorries. Some of these will be lighter than 3.5 tonnes and some heavier. While the raw figures for the Gladman and CPC counts had broadly similar proportions in the disputed “bin”, they had been interpreted differently with Gladman excluding the category completely from the HGV percentage and CPC including them.
7. To clarify the issue after the Inquiry adjourned in March, Colin Burns sought advice from the Department for Transport. Advice provided by the Department’s Head of Surveys (initially verbally but then confirmed by email) explained both how the DfT analyses vehicles and also gave guidance as to the best axle length to use as a dividing point between HGVs and non-HGVs if no other information is being recorded:

In our statistics, the definition of HGV is all goods vehicles over 3.5 tonnes gross vehicle weight. The main sources of information we use in producing these statistics are manual traffic counts (where trained enumerators aim to visually distinguish between vehicles over and under this weight threshold) and our own network of automatic traffic counters, which use a relatively complex algorithm which uses number of axles, axle spacing and ‘overhang’ (the difference between vehicle length and wheelbase, as a percentage of length) in various combinations to classify vehicles, but still aiming as far as possible to replicate the 3.5 tonne break point, without directly measuring weight.

Our ATCs are high spec machines, using a relatively complex classification – as far as I know more complex than virtually any other ATC in widespread use. Because the algorithm is an iterative process, there is no single wheelbase threshold in our system which corresponds to our definition of an HGV. However, I may be able to extract some indicative figures to help illustrate this – I will reply separately about this as it will take some time to produce.

8. Subsequent advice was:

I have looked at how our ATC network classified 2 axle vehicles with wheelbases between 3.4m and 4.8m, in the month of March 2016 (since you were using our 2016 statistics). The table below shows the percentage of vehicles in each 10cm wheelbase interval which were classified into various vehicle types. Below 3.5m virtually all were light goods rather than ‘R2’ (which will generally be HGVs). The proportion classified as ‘R2’ gradually increases until the two categories are roughly equal at around 3.8m, above which R2 predominates, with LGVs disappearing at around 4.1m. Above this, buses make an appearance, but ‘R2’ HGVs still predominate.

I am not putting this forward as a definitive classification, or an official line, but I hope it gives an idea how our relatively complex classification is

allocating things. These figures are an aggregate across all the 300-odd sites in our network.

The Table is reproduced as Appendix A.

9. Based on the above it was clear that an inter-axle length of 3.8m would be the best division point to use to divide 2-axle HGVs from 2-axle non-HGVs. Advanced Transport Research, which had provided the ATC surveys for Charing Parish Council in October 2017, therefore just recently arranged for the data collected to be re-analysed using a 3.75m cut-off point instead of their usual 3.2m. 3.75m was chosen as it was the closest available point to 3.8m in the raw ATC data count. Summary results were as follows with Class 5 being two-axle vehicles with an inter-axle length higher than 3.75 metres.

Advanced Transport Research													
Report Id - CustomList-83													
Site Name - 15380-001													
Description - PLUCKLEY ROAD [30M]													
Direction - South													
axle distance >3.75m in class 5													
Virtual Week (1)													
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Fix
Mon	2407	4	14	1848	393	97	9	2	17	0	10	13	
Tue	2484	3	13	1909	398	116	6	3	14	0	10	12	
Wed	2505	3	11	1893	415	125	4	2	27	0	10	15	
Thu	2556	8	17	1954	395	131	9	2	11	0	18	11	
Fri	2620	5	12	1993	437	115	6	2	22	0	9	19	
ISat	1847	7	9	1515	251	43	1	2	14	0	4	1	
ISun	1530	7	44	1281	162	23	0	2	6	0	4	1	
--	15949	37	120	12393	2451	650	35	15	111	0	65	72	
7 day HGV%												5.5%	
5 day HGV%												6.2%	
7 day HGV+BUS%												5.9%	
5 day HGV+BUS%												5.1%	
Direction - North													
axle distance >3.75m in class 5													
Virtual Week (1)													
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Fix
Mon	2443	3	11	1904	394	89	8	2	16	0	8	8	
Tue	2741	3	14	2121	458	104	5	2	16	0	7	11	
Wed	2457	3	11	1904	406	92	6	1	12	0	12	10	
Thu	2580	9	20	1967	423	116	8	2	6	0	15	14	
Fri	2696	14	16	2063	432	106	11	1	24	0	9	20	
ISat	1794	5	8	1473	259	27	1	0	17	0	1	3	
ISun	1596	6	29	1346	186	20	0	0	8	0	0	1	
--	16307	43	109	12778	2558	554	39	8	99	0	52	67	
7 day HGV%												4.6%	
5 day HGV%												5.2%	
7 day HGV+BUS%												5.0%	
5 day HGV+BUS%												5.7%	

10. Based on this the average 7-day HGV percentages were 5.1%. We can therefore say, as a much more reasonable estimate, that HGVs account for around 5% of Pluckley Road traffic.
11. This matches with information from the manual counts carried out by DHA Transport for Ashford Borough Council for hours outside the main rush hours. Due to the additional cars on the road during rush hour periods, the percentage of traffic at peak times which are HGVs is lower than average.

Selected results from DHA transport manual counts

Station Road	Northbound	Southbound	2-Way
K&M Traffic Surveys for ABC			
7-10am	3.3	5.3	4.3
4-7pm	3.0	2.8	2.9
Outside main rush hour			
9-10am	3.7	5.5	4.6
4-5pm	6.4	5.0	5.7

12. Turning to whether this is above or below what would be expected, Gladman have argued that the average for the UK is 5% (section 4.6.4 of Mr Helme's statement). But this ignores the fact that the HGV percentage varies according to the type of road. Appendix B is DfT Table TRA0104 for 2016 which analyses road usage by type of road and by vehicle class. While the average HGV percentage for Great Britain is 5.1%, it varies substantially according to the type of road. Motorways and trunk A-roads carry higher proportions of HGVs. On minor rural roads, such as Pluckley Road, the average HGV percentage is 1.8%.
13. In summary, we submit that this is clear evidence that the proportion of Heavy Goods Vehicles using Pluckley and Station Roads is significantly greater than would be expected for the type of road.

Colin Burns

Jill Leyland

26th April 2018

Appendix A.

**Classification from DfT of 2 axle vehicles with wheelbases between 3.4m and 4.8m:
Percentage of vehicles in each category by wheelbase**

Wheel base in cm

From	to	BUS	CAR	LGV	R2	All types
340	350	-	0	100	0	100
350	360	-	-	99	1	100
360	370	-	-	94	6	100
370	380	0	-	86	14	100
380	390	3	-	50	47	100
390	400	1	0	37	62	100
400	410	0	0	48	52	100
410	420	13	0	17	70	100
420	430	27	0	0	73	100
430	440	7	0	0	93	100
440	450	-	-	0	100	100
450	460	-	0	-	100	100
460	470	3	0	-	97	100
470	480	24	-	0	76	100

Appendix B

Department for Transport statistics

Traffic (www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics)

Table TRA0104

Road traffic (vehicle miles) by vehicle type and road class in Great Britain, annual 2016

Billion vehicle miles								HGV as % of total*	HGV and buses as % of total*
	Cars and taxis	Light Commercial Vehicles ¹	Heavy Goods Vehicles ²	Motorcycles	Buses & Coaches	Total ³	All motor vehicles		
Motorways ⁴	49.8	9.9	7.7	0.2	0.2	0.4	67.8	11.4	11.7
Rural 'A' roads:									
Trunk ⁵	29.0	6.0	3.4	0.2	0.2	0.4	38.8	8.8	9.3
Principal ⁶	43.1	8.5	2.6	0.5	0.4	0.8	55.0	4.7	5.5
All rural 'A' roads	72.1	14.5	6.0	0.7	0.5	1.2	93.8	6.4	6.9
Urban 'A' roads: ⁷									
Trunk ⁵	2.8	0.5	0.2	0.0	0.0	0.0	3.6	5.6	5.6
Principal ⁶	37.6	6.3	1.3	0.5	0.7	1.2	46.4	2.8	4.3
All urban 'A' roads	40.4	6.8	1.6	0.5	0.7	1.3	50.0	3.2	4.6
All major roads	162.3	31.2	15.2	1.5	1.5	2.9	211.7	7.2	7.9
Minor roads:									
Minor rural roads	35.9	8.2	0.8	0.5	0.2	0.7	45.5	1.8	2.2
Minor urban roads ⁷	54.5	9.7	0.6	0.9	0.8	1.7	66.4	0.9	2.1
All minor roads	90.3	17.9	1.4	1.4	1.0	2.3	112.0	1.3	2.1
All roads	252.6	49.1	16.6	2.8	2.5	5.3	323.7	5.1	5.9

1 Not exceeding 3,500 kgs gross vehicle weight, post 1982

Source: DfT National Road Traffic Survey

2 Over 3,500 kgs gross vehicle weight, post 1982

Last updated: April 2017

3 Total of all other vehicles (i.e. motorcycles, buses, and coaches)

Next update: May 2018

4 Includes trunk motorways and principal motorways

5 Truck roads are those managed by Highways England within England

6 Principal roads are those managed by local authorities

7 Urban roads: Major and minor roads within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in 'Urban and rural area definitions: a user guide' which can be found on the

* These columns calculated by Charing Parish Council from the figures in the rest of the table.

Notes & definitions web page (see link below).

Telephone: 020 7944 3095

Email: roadtraff.stats@dft.gsi.gov.uk

Notes & definitions:

<https://www.gov.uk/government/publications/road-traffic-statistics-guidance>

CHARING NEIGHBOURHOOD PLAN

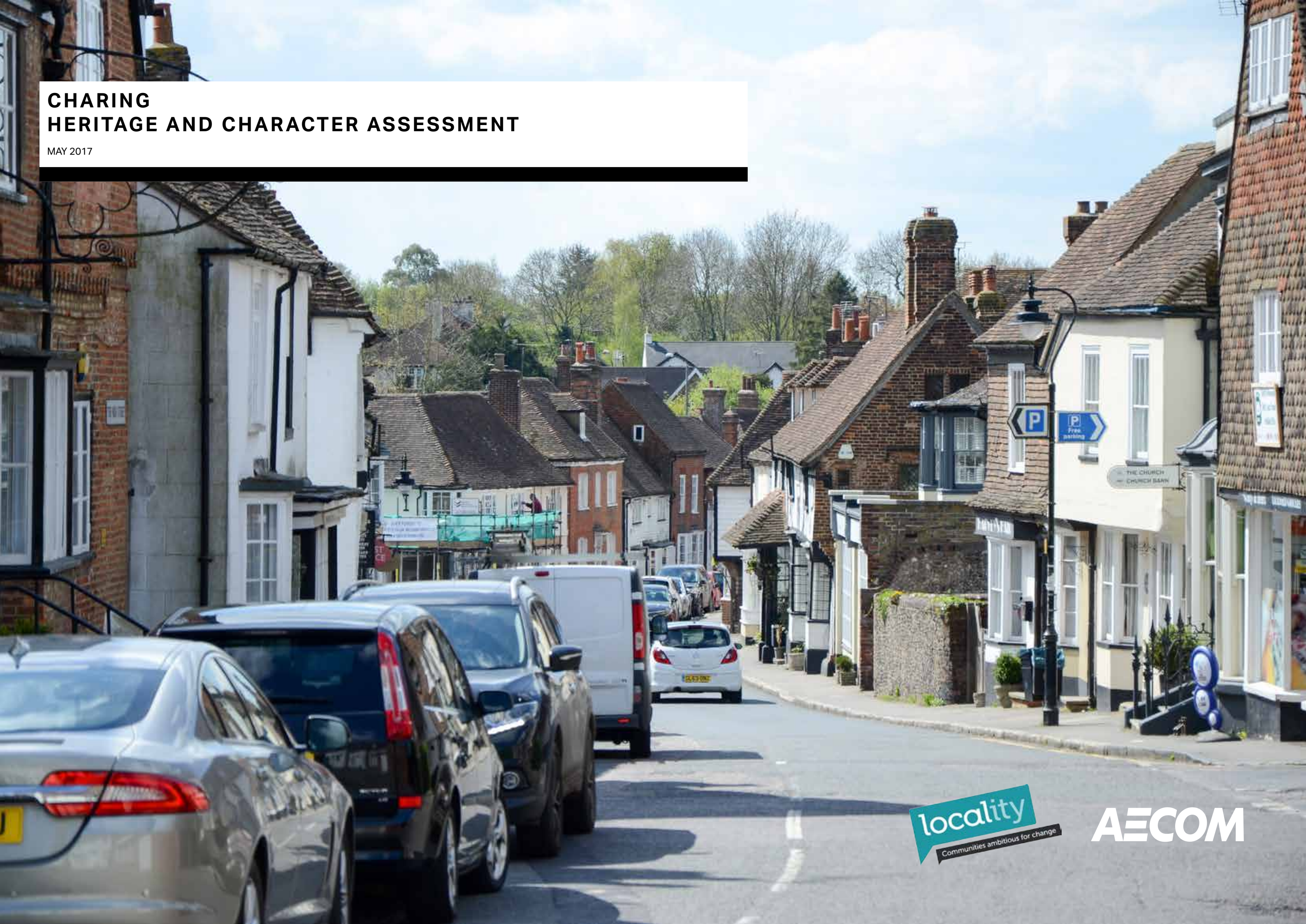
PROJECT 118 HERITAGE AND CHARACTER ASSESSMENT

This project was undertaken by consultancy firm AECOM and the cost was met by the Government. Two documents are included in this project, namely:

1. Heritage and Character Assessment Report by AECOM
2. Comments on the draft AECOM report by members of CPC associated with heritage assets

CHARING HERITAGE AND CHARACTER ASSESSMENT

MAY 2017



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Project Role	Name	Position	Actions Summary	Date
Researcher	Tom Roseblade	Assistant, AECOM	Prepare draft	24.04.17
Project Manager / Technical Specialist	Jon Rooney	Associate, AECOM	Review draft	25.04.17
Qualifying Body	Hugh Billot	Charing Parish Council	Review draft	16.05.17
Director/QA	Jon Rooney	Associate, AECOM	Finalise draft	17.05.17
Project Coordination	Jessica Boekhoff	Project Coordinator	Proof read final report	18.05.17

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Where field investigations are carried out, these have been restricted to a level of detail required to meet the stated objectives of the services. The results of any measurements taken may vary spatially or with time and further confirmatory measurements should be made after any significant delay in issuing this Report.

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Introduction

This report presents a summary of the history and character of Charing in Ashford, Kent. It is focussed on the village of Charing, where the majority of growth is planned, and its setting, with reference to published landscape character assessments. It has been prepared by consultants at AECOM on behalf of Locality, working closely with Charing Parish Council, and is based on a detailed appraisal of the area carried out through desk study and fieldwork.

Landscape character assessment is a process used to describe and articulate what is special and distinctive about a particular place by identifying recognisable patterns of elements or characteristics that make one landscape different from another. Landscape is defined by the European Landscape Convention as “... *an area, as perceived by people, whose character is the result of the action and interaction of natural and / or human factors*”. This definition is broad and encompasses natural, rural, urban and peri-urban areas.

The information generated through the process of characterisation can be used as evidence to support the planning and design process. This approach is supported by the National Planning Policy Framework (NPPF), which states that neighbourhood plans should develop robust and comprehensive policies based on an understanding and evaluation of the defining characteristics of a parish (DCLG, 2012). In doing so, policies can ensure that development responds to local character and history, and reflects the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.



View towards Charing from a public footpath to the east



Grade I listed Pett Place

Approach

The approach of this study follows well-established landscape character assessment techniques. The detailed desk study and fieldwork carried out to inform this assessment underpins the classification and description of character areas and broadly follows the process set out in the "Approach to Landscape Character Assessment" (Natural England, 2014). This approach has been tailored to meet the specific needs of the neighbourhood planning process and draws on further best practice guidance including:

- Using Historic Landscape Characterisation (Historic England 2004);
- Character and identity: Townscape and heritage appraisals in housing market renewal areas (Historic England and CABE 2008); and
- Understanding Place Historic Area Assessments: Principles and Practice (Historic England 2010).

Historic England, previously English Heritage has issued a number of guidance and best practice notes covering a range of issues in relation to the conservation and management of historic places and heritage assets all of which are available on the Historic England website (<https://historicengland.org.uk/advice/planning/>).

CONTEXT



Context

This section of the report describes the location and context of the Charing Neighbourhood Area and summarises current planning policies which are relevant to the study.

Location

Charing is located approximately 9km north-west of Ashford in Kent, at the foot of a ridge escarpment on the edge of the Kent Downs, as shown on Figure 1.

The area is a civil parish covering approximately 2,489 hectares (25km2), and had a population of approximately 2,766 at the time of the 2011 census. The parish includes the village of Charing at its centre, and the hamlets of Charing Heath in the west, and Westwell Leacon in the south-east.

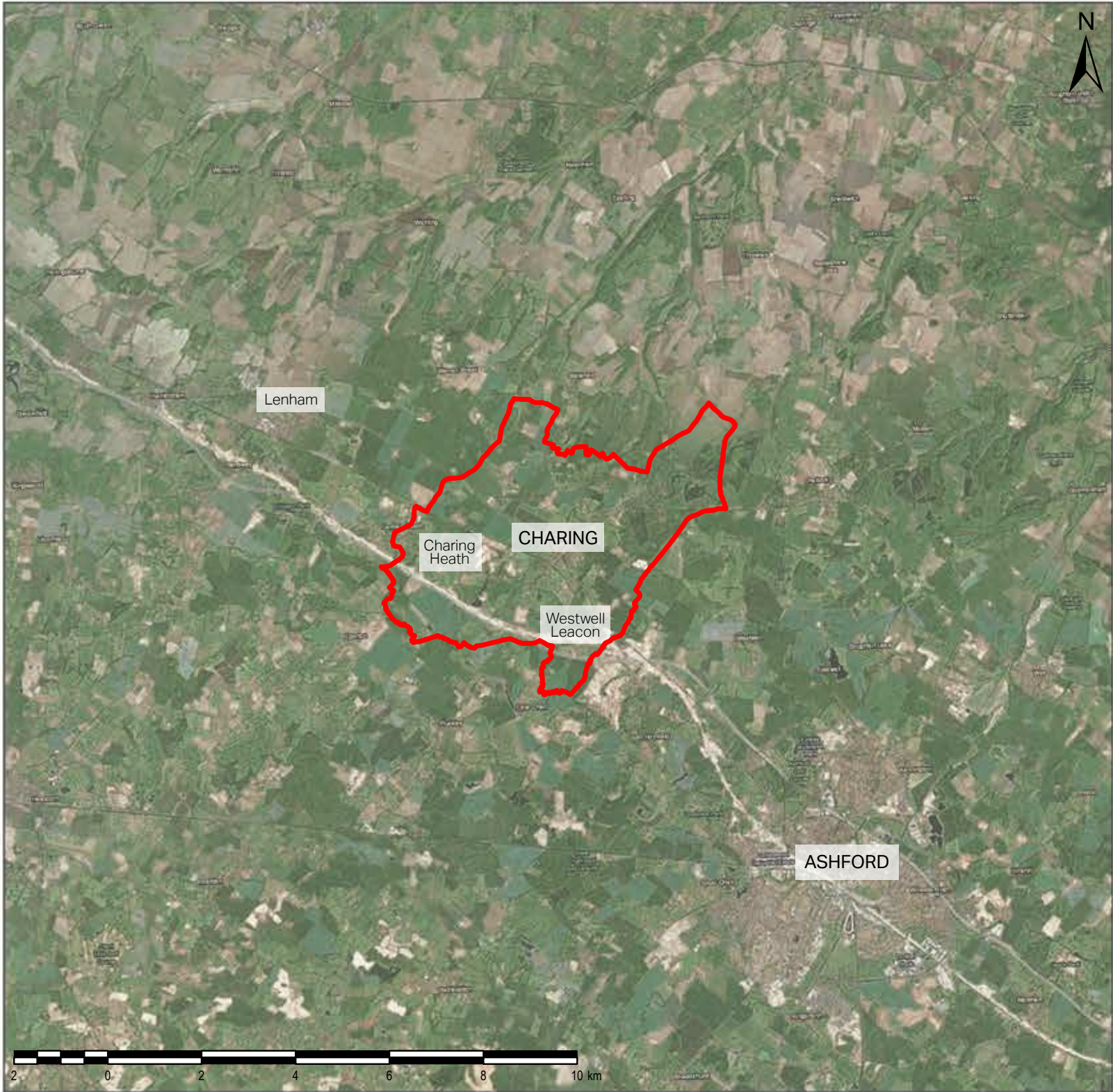


Figure 1: Context

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 Study Area

Planning Policy Context

National Planning Policy

National Planning Policy Framework (NPPF), 2012

The NPPF requires local authorities to set out in their Local Plan a positive vision for the enhancement and enjoyment of heritage assets (DCLG, 2012). Part 12 Conserving and enhancing the historic environment clearly states that local authorities should recognise *“the desirability of new development making a positive contribution to local character and distinctiveness” and should seek “opportunities to draw on the contribution made by the historic environment to the character of a place”*.

Planning Practice Guidance

Planning Practice Guidance was reviewed, catalogued and published on the internet by the Government in 2014, and is regularly updated (DCLG, 2014). The section on design includes guidance on promoting landscape character (Paragraph: 007 Reference ID: 26-007-20140306). It states that *“development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development”* and that the *“successful integration of new development with their surrounding context is an important design objective”*.

Local Planning Policy

Currently the future use and development of land and buildings in the borough of Ashford is guided by a collection of documents known as a ‘Local Development Framework’ (LDF). The main strategy for the borough is contained within the Core Strategy, adopted in 2008 with additional documents, relating to particular areas. There are also some ‘Saved’ Policies from the Local Plan produced in 2000. All of these documents collectively deliver the spatial planning objectives and policies for the borough. Ashford Borough are currently preparing a new Local Plan which has gone through a first round of public consultation. The new Local Plan will guide growth in the area through to 2030.

Ashford Core Strategy, 2008

The Core Strategy sets out the overall vision and objectives for the delivery of growth in Ashford. The objectives which are most relevant to the heritage and character of Charing are:

Core Policy CS1 – Guiding Principles, which sets the key planning objectives of the Borough; and

Core Policy CS9 – Design Quality, which requires development proposals to positively respond to character and distinctiveness, as well as other important design criteria.

Ashford Borough Local Plan 2000, Saved Policies

EN16 permits development within conservation areas provided proposals preserve or enhance the character or appearance of the area by following specific criteria in the policy.

HG3 recognises the character of villages. New housing proposals would only be considered that reflect the character in the design.

Tenterden and Rural Sites Development Plan Document (DPD) 2010

Some of the policies from the Local Plan 2000 have been replaced in this DPD. It covers the allocation of residential development in rural settlements, including Charing, and a range of policies that deal with rural planning issues. These topic-specific policies generally recognise the importance of heritage and character of rural settlements when considering a range of development proposals.

In particular Policy TRS17 seeks to protect and enhance the particular landscape character area within which a development is located and if relevant adjacent landscape character areas. It identifies features to be considered in the design of the proposal.

Policy TRS18 protects and where possible, enhances ‘important rural features’. These include rural lanes and public rights of way as well as river corridors and woodland.

Ashford Local Plan, 2030

A new Local Plan for the borough is currently being prepared and this will update and replace all of the existing Development Plan documents, except adopted Neighbourhood Plans. It is expected to be ready for adoption by the end of 2017.

Landscape Designations

Statutory and non-statutory landscape designations have been reviewed to determine the levels of protection currently given to the landscape within the study area. Most of the north and east of the parish is located within the Kent Downs Area of Outstanding Natural Beauty (AONB). The centre of the village of Charing is designated as a conservation area. These designations are considered further in the assessment and character management principles which follow.

HISTORICAL DEVELOPMENT



Historical Development

Charing is derived from the Old English 'Coerringes' which may mean the corner on a road or alternatively the people of Coerr, 'ingas' meaning 'people of'. Historically Charing was an agricultural village and an important site on the pilgrim way as it is located just one day's walk from Canterbury.

Growth of Charing as a settlement primarily took place during the medieval period, when the core of the settlement was established. The buildings of the historic core of the village largely reflect post-medieval development, typically dating from the 16th to 18th centuries. Charing was a quiet village which served the surrounding agricultural communities; development outside of the historic core did not take place until the 19th century. This was limited to the south of the historic core, contemporary to the arrival of the Chatham and Dover Railway in the late 19th century. 20th century development was exclusively limited to the previously undeveloped areas outside of the historic core, and has had little impact upon the historic character and appearance of the centre of the village.

Early Medieval, AD 411 - 1065

The earliest settlement of Charing appears to have developed during the early medieval period on the edge of the Holmesdale Valley, south of a junction of the North Downs Way and a prehistoric trackway between Chilham and the Wealden Forest. The fertile Holmesdale Valley, and pastoral lands of the Weald to the south, provided an ideal location for settlement and farming.

Charing may have formed an early Saxon royal estate which had been granted to Christchurch Priory at Canterbury, although there are no known surviving documents. A manor estate for Christchurch Priory was established in Charing, later known as the Archbishop's Palace, which functioned as the administrative centre of the settlement.



The Pilgrim's Way trail

Medieval, AD 1066 - 1537

During the medieval period Charing played a role as a market town despite no market charter having been granted to the settlement. The market likely operated on an informal or 'prescriptive' basis which was typical of settlements with pre-

conquest origins. Development during this period is largely reflected in the present street pattern of the historic core of Charing and a number of buildings survive, most notable are those buildings associated with the Archbishop's Palace such as Palace Farmhouse.

Charing had been an important stopping point for travellers between Canterbury and Winchester. There were two main inns within Charing that dated from this period: The Swan Inn and The King's Head, both of which remained open into the 20th century. Rebuilt in the 18th century on the site of the earlier inn, the King's Head was converted into a domestic property after its closure. The Swan Inn was also converted into flats after closure.

Post-medieval, AD 1537 - 1900

During the post-medieval period Charing continued to play a role as a local centre of trade for surrounding agricultural communities with a number of shops operating from the High Street. Charing continued to function as a stopping point for travellers with the two main inns, Swan Inn and The King's Head, enjoying prosperity of trade during the period.

19th Century

The 19th century saw little change to the agricultural nature of Charing's economy. Services recorded in the High Street during the second half of the century, such as provision merchants, wheelwright's, a forge, a saddler's, a boot maker's, a tallow and candle maker's store, a bakery and a slaughterhouse, represented the needs and economy of the local community and of the surrounding hamlets and farms.

Little industry is known to have been undertaken in Charing during the 19th century, except for that associated with the rural economy. These include lime burning in Charing Hills, a saw pit, and rope making in a rope walk north of the village. A gas works was also present in the village, noted on the Ordnance Survey map of 1871, located north of the future site of the Charing Railway Station.

20th Century

In the 20th century Charing saw residential development on the outskirts of the historic core. Although limited in size, these developments greatly increased the developed area of the village. Greater transport links such as the construction of the A252 and A20 (the Northern and Southern By-Pass) facilitated the continuing piecemeal establishment of housing estates in previously undeveloped areas of the village.

Present

A small number of residential developments during the 20th and 21st centuries have, when compared with similar settlements, done little to impact upon the historic core of the village, enabling the character and appearance of the medieval core of the village to be conserved. As the function of the village has continued to change from the previous century, from a market to a commuter settlement for people employed across London and Kent, the historic structures of the High Street are now largely utilised as housing rather than shops.

Historic maps of Charing for 1871, 1896, and 1955 are presented in Appendix B.

799 AD

Land was returned to Christchurch Priory by King Cenwulf of Mercia, King Offa's successor, to build a house or palace. An Archbishop's Palace was built on this land, although no structures survive from this period.

The place name Charing first appears in the charter of 799 AD, and is written as 'Coerringes'.



The Archbishop's Palace dates back to the 13th century, it is currently undergoing repair work

789 AD

King Offa of Mercia seized the manor of Charing from Christchurch Priory.

1086

The Domesday Survey recorded that manor of 'Cheringes' was held by the Archbishop of Canterbury and that there were 26 villagers, 27 smallholders and 12 slaves. The manor contained meadowland, arable land, and woodland. A mill was also recorded in the possession of the archbishop and may have been located by the fishpond south of The Moat.

1200s

The earliest surviving element of the Archbishop's Palace, built on land granted to Christchurch Priory in the 8th century, dates to the 13th century and comprises Palace Farmhouse. Most of the surviving buildings of the Archbishop's Palace date to the 14th century. These include 1 and 2 Palace Cottages and the Gatehouse.

The extant Church of St Peter and St Paul, adjacent to the Archbishop's Palace, also dates to the 13th century.

1443

Henry VI granted a charter to Archbishop Stratford to hold two fairs a year most likely held in the Marketplace.

1520

No references are made to a market after 1520. The market may have been replaced by shops which had developed along High Street during this period.

1590

The 13th century church was gutted by a fire, started by a man shooting pigeons, and was subsequently repaired in 1592 and 1620.



The marketplace in forms the entrance to the Archbishop's Palace and the Church of St Peter and St Paul

1609

The Marketplace was described as a highway leading to the church suggesting it no longer held a commercial purpose, with trade shifting to shops in the High Street and bi-annual fairs.

1700s

Trade in Charing's Inns increased as Charing became a stopping point for stage coaches travelling south-east from London, with the Royal Oak opening in the south of the High Street to take advantage of the trade.

1830

A fire station was created in the village.

1835

The Wesleyan Methodist Church was opened, on the east of Station Road. The church is standing today.

1884

Charing Railway Station opened when the London, Chatham and Dover Railway opened the Swanley to Ashford extension of the Maidstone and Ashford Line.

Trade declined for Charing's Inns as stagecoach traffic fell with the coming of the railway.



Recent development at Poppyfields in the south of the village

1500

A list of the Archbishop's possessions noted a market cross in the market place, long since removed, as well as stocks' and a whipping place.

1537

The Archbishop's Palace was conveyed to Henry VIII, although it was not used by any subsequent monarchs. The Palace was let for farming in 1559 to Sir Richard Sackville and therefore passed to private ownership.

1600

The weekly market had ceased, although two fairs were held annually. These fairs for 'horses, cattle and pedlary' continued until their closure in 1873 following the Fairs Act of 1871.

1686

Charing had capacity of 20 guest beds, stabling for 52 horses, in its inns.



The A20 southern by-pass, built between 1906 and 1936

1820

A smock mill, a weather boarded timber windmill with a rotating cap, was built on the top of Charing Hill and was known as Charing Mill. The mill ceased grinding in 1892. The Grade II listed building stands today, with reinstated sails.

1906 - 1936

The Northern and Southern by-passe's were built to divert road traffic away from the historic High Street of Charing. The Southern by-pass divided the south of the village, from the Charing Methodist Church southwards, from the core of the village.

1955

The 1955 Ordnance Survey Map shows housing development, as part of a large post-war residential development, north of the historic core of Charing and south of the Northern by-pass.

1960 - 1971

The Moat, Pett lane and Woodbrook residential estates were developed to the east of the Church of St Peter and St Paul and the Archbishop's Palace.

1991 - present

The parcel of land south of the Southern By-Pass, north of the railway and east of Station road continued to be developed, most recently with residential development at Poppyfields.

13

CHARACTER ASSESSMENT



Existing Character Assessments

National Character Area Profiles, Natural England 2013

The Parish of Charing falls within National Character Area (NCA) 119: North Downs and NCA 120: Wealden Grassland, as defined by Natural England (Natural England, 2013). These NCAs are broad in scale but provide some context to the character of the area.

NCA 119 covers the landscape the North Downs Ridge scarp and the area to the north. It comprises a chain of chalk hills extending from the Hog's Back in Surrey to the White Cliffs of Dover in Kent. The distinctive chalk ridge rises up from the surrounding land with a steep scarp slope to the south providing extensive views across Kent and Sussex. Woodland in the NCA is found primarily on the steeper slopes of the scarp and valley sides with well-wooded hedgerows and "shaws" an important component of field boundaries, contributing to a strongly wooded character. Settlement in the area is primarily limited to small, nucleated villages and scattered farmsteads.

NCA 120 covers the landscape south of the North Downs Ridge scarp. It comprises a long, curved belt of Wealden Greensand that runs across Kent, parallel to the North Downs. Much of the NCA is wooded, including some extensive belts of woodland. There is a rural settlement pattern with a mixture of dispersed farmsteads, hamlets and some nucleated villages. In the east of Kent, the NCA has a gentler and more open aspect than in the more wooded west; this part of the NCA is also more marked by development with the presence of major towns and transport corridors.

County and Local Level Landscape Assessments

At a county level The Landscape Assessment of Kent 2004 defines four landscape character areas (LCAs) that cover the area:

- Challock: Mid Kent Downs;
- Hollingbourne Vale;
- Hollingbourne Vale; and
- Hothfield Heathy Farmlands.

At a local level, a Landscape Character SPD published by Ashford Borough Council in 2011 defines two LCAs which cover most of the neighbourhood area, but does not characterise the landscape of the Kent Downs AONB :

- 27. Charing Heath Farmlands, described as a landscape of mixed farmland with varied field pattern, and small woodland copses. The LCA includes mature isolated trees across pasture, sand extraction pits and major transport links; and
- 32. Charing Farmlands, described as a gently undulating landform with open views across arable landscape to the west. The LCA includes scattered farmsteads and development and recent developments spread out from the historic core of Charing. There are major infrastructure routes and in places these disturb the field pattern.



View of the rear of the High Street from Pett Lane

Character Assessment

Key Characteristics

Natural England defines key characteristics as “those combinations of elements which help to give an area its distinctive sense of place” that would result in significant consequences for the current character if they were changed or lost. As a result, they form important evidence to support the development of planning and management policies and a reference point against which to monitor change. The key characteristics of Charing are as follows:

- Steep, wooded, chalk ridge escarpment north of the village of Charing which allows panoramic, long-distance views across the landscape to the south;
- A well-connected area by ‘A’ roads, the M20 motorway and direct rail services to London, but as a result traffic reduces tranquility in the landscape south of the scarp;
- Extensive network of well-defined and well-maintained public rights of way that provide good access to the countryside;
- Rural landscape comprising mixed farmland with fields defined by hedgerows and interspersed with blocks of woodland, including ancient woodland;
- Extensive areas of ancient woodland north of the scarp that create a strong sense of enclosure;
- Sense of enclosure provided by trees and woodland around and within Charing;
- Historic layout of the centre of Charing largely intact;
- Settlement outside of the village thinly dispersed across rural landscape;
- Historic core at the centre of Charing is focussed along the High Street;
- Large number of surviving heritage assets, both designated and non-designated that contribute to the distinctive character of Charing;
- Strong diversity to local vernacular with a mixture of architectural styles, details and construction materials and methods evident;
- Landmark of the Church of St Peter and St Paul within Charing and the surrounding landscape;
- Good quality and variety of local green spaces within the village that support a range of activities, and which are in part managed and maintained by the local community; and
- Historic and cultural associations with the city of Canterbury such as the Pilgrim’s Way trail and the Archbishop’s Palace.

As set out above, the character of the landscape is the result of the action and interaction of a range of natural and / or human factors. These are considered over the following pages in turn in relation to the neighbourhood plan area.

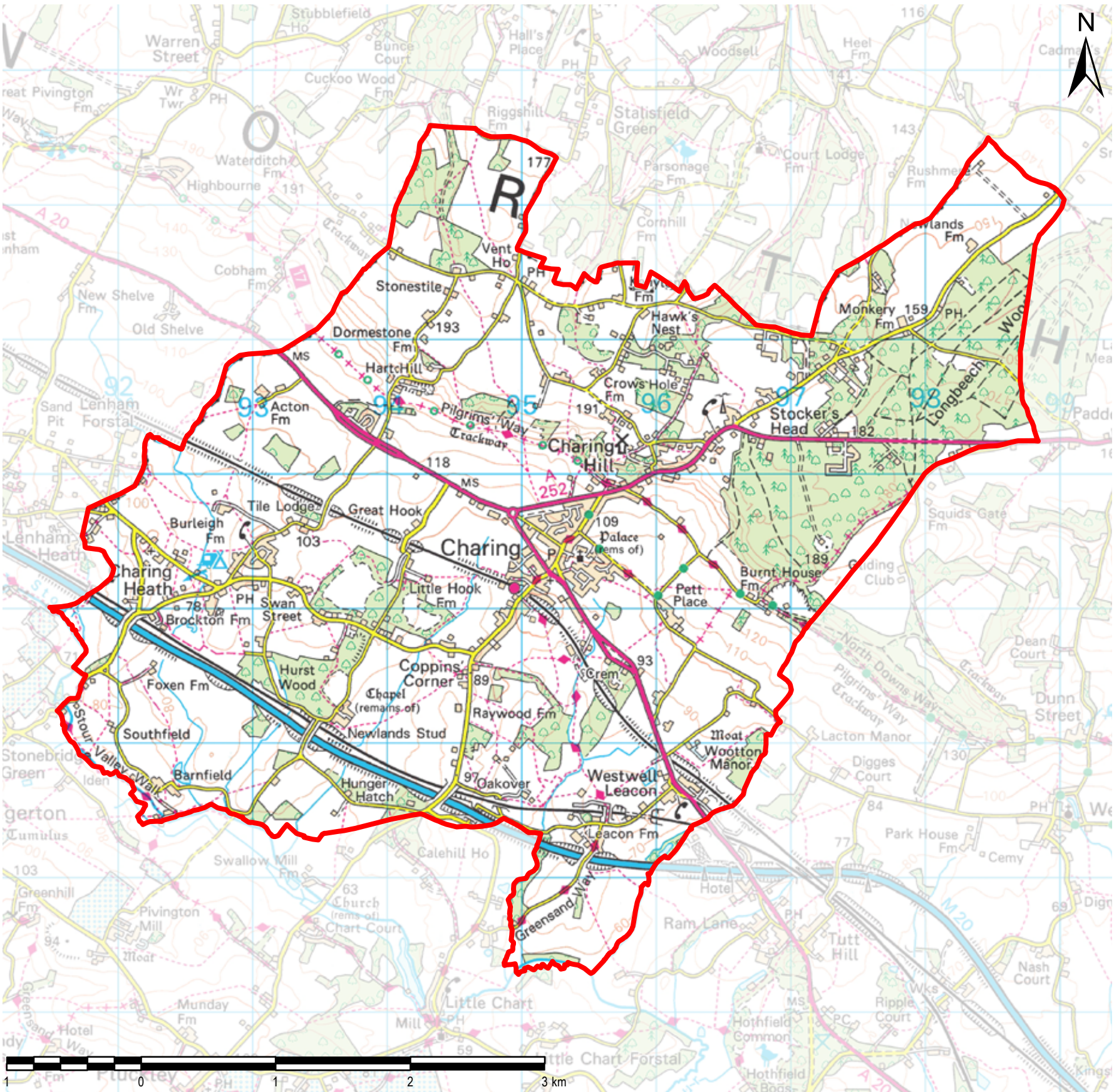


Figure 2: Overview

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Study Area

Natural Factors

Geology and soils

The underlying geology of an area is often largely hidden from view but has a strong influence on its character, having been shaped over by natural processes including erosion and sedimentation over millions of years. These processes help to define the landform, soils, vegetation, drainage and building materials which are common in an area.

The underlying geology in the northern part of the area that lies within the North Downs is made up of various chalk formations while the majority of the south of the area is made up of sandstone and mudstone. Towards the north of the area the soil quality is shallow lime-rich over chalk and limestone while towards the south it tends to be of a free draining lime-rich loamy quality.

Topography and hydrology

As shown on Figure 3, the neighbourhood area covers a varied landform that includes the prominent North Downs Ridge scarp which extends across Kent. The scarp divides the area and provides a strong sense of elevation from along the ridge, before the land falls away as part of the dip slope to its north. To the south of the scarp the land is lower-lying and gently undulating. The high point of the ridge is approximately 190m above ordnance datum (AOD) along its length, whilst the foot of the ridge generally falls around 115m AOD. The low point in the study area falls along the southern boundary at 65m AOD. The village of Charing is nestled at the foot of the North Downs Ridge, and as a result the changes in topography are a characteristic part of Charing, with varied views of rising and falling streets throughout the settlement.

The River Stour runs briefly along the boundary of the neighbourhood area to the south-west, and a number of springs, small brooks and streams flow south along field boundaries to the south of the scarp and the village. These features are generally discreet in the landscape.



The North Downs Ridge is a prominent topographical feature throughout the neighbourhood area

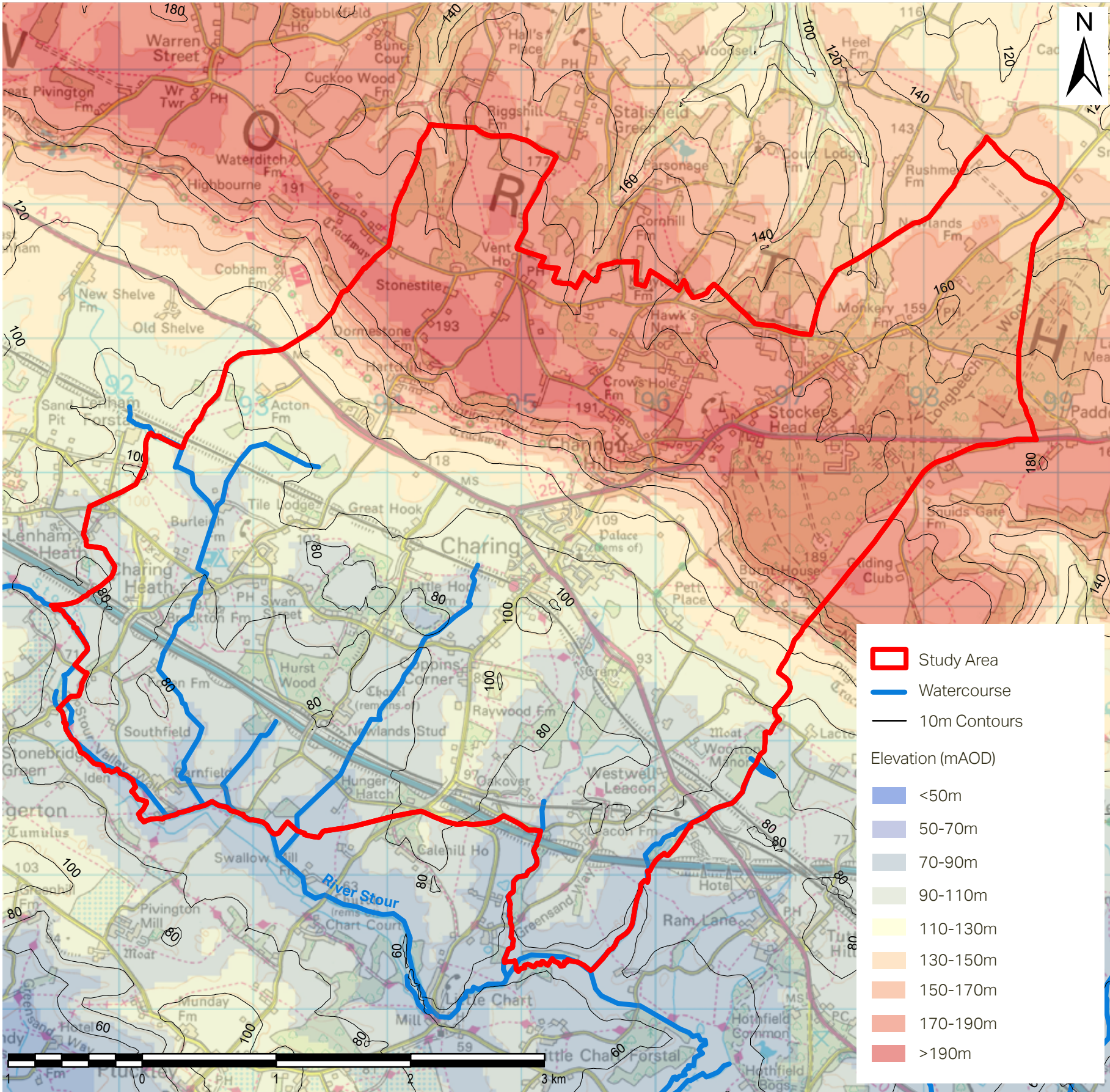


Figure 3: Topography and Hydrology

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Cultural and Social Factors

Movement and connectivity

As shown on Figure 4, the M20 runs through the south of the neighbourhood area and forms a primary route, with Junction 8 approximately 13.5km north-west of the village, and Junction 9 at Ashford approximately 7km south-east. The A20 is also a primary route and links these two junctions, running through the centre of Charing.

The village is primarily accessed by the A20 Maidstone-Ashford Road and the A252 to Canterbury, which meet at a roundabout on its western edge. A triangle is formed by the High Street / The Hill which connect the A20 and the A252 through Charing. The High Street becomes Station Road and in turn Pluckley Road which leads south from the village out of the neighbourhood area. The High Street's location connecting the A20 and the A252 makes it a cut-through for traffic, and consequently there are often higher levels of traffic than is typical for a rural village. On-street parking is also allowed along the High Street which can detract from views within the conservation area and form bottlenecks as traffic moves along the narrow road. The junction between the A20, Station Road and the High Street is a busy road and traffic reduces tranquility within the village. The A20 also has a slight severance effect between the north and south of Charing. A network of other narrow single track lanes connects the hamlets and outlying settlements within the neighbourhood area. Aside from the introduction of the roundabout junction between the A20 and the A252 in the west of the village, and the connecting roads that bypass the High Street to the north and south, the historical road network in the area is largely unchanged.

The village is served by Charing Railway Station, with services to London Victoria via Maidstone, and Ashford International. The line is part of the original London, Chatham and Dover Railway and the station was opened in 1884. Further south the High Speed 1 railway line crosses the neighbourhood area close to the M20.

There is a comprehensive network of public footpaths and other rights of way within the neighbourhood area. These include the North Downs Way National Trail, which follows the North Downs Ridge, and several long distance recreational trails, including the ancient Pilgrims' Way trail between Winchester and Canterbury, which follows the same route as the North Downs Way. National Cycle Network Route 17 also runs through the village of Charing and along the North Downs Ridge.



Pluckley Road on the approach into Charing

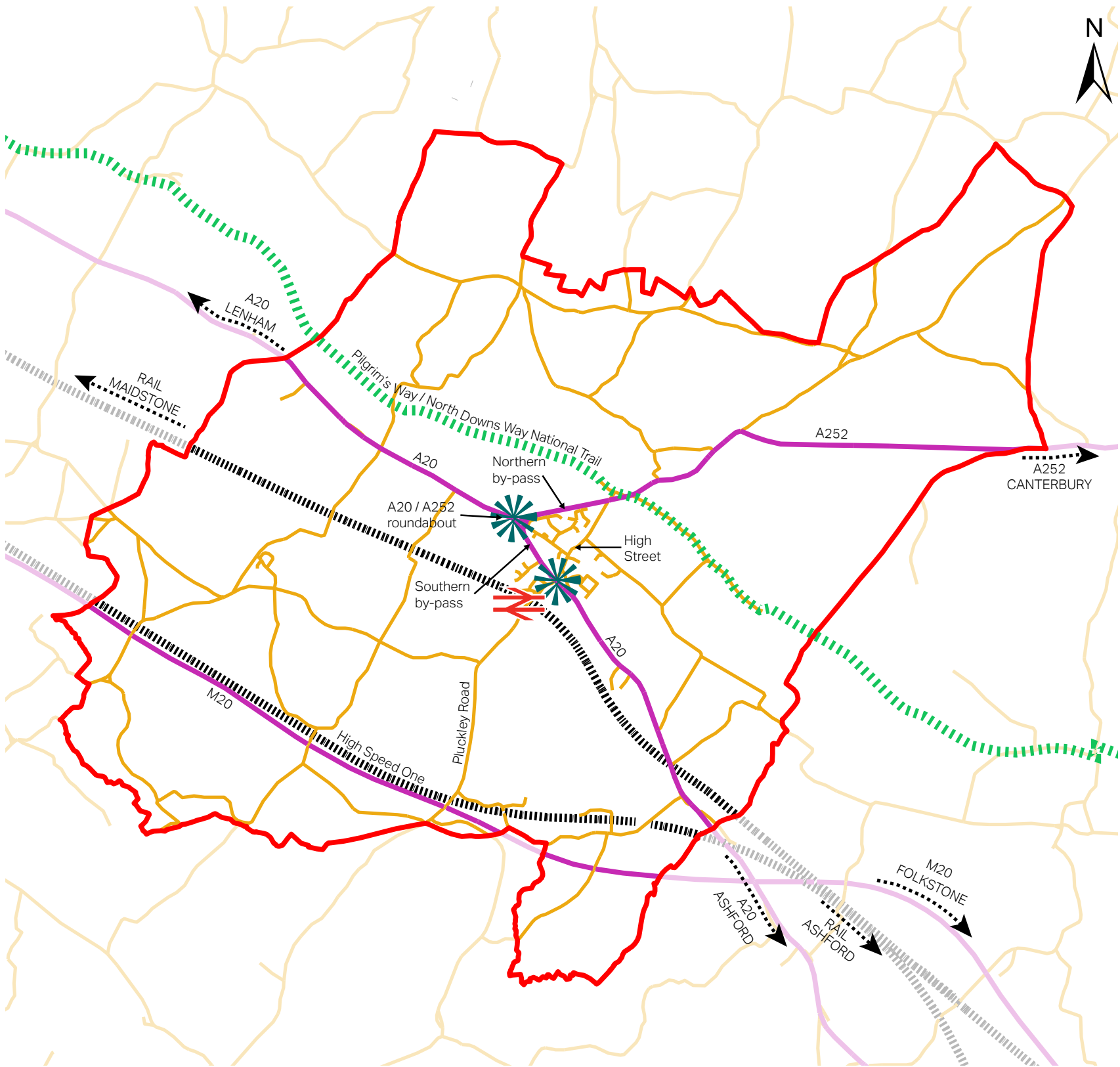


Figure 4: Movement and Connectivity

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- | | | |
|--------------|----------------|-----------------|
| Study Area | Railway Track | Railway Station |
| Primary Road | National Trail | Primary Gateway |
| Local Road | | |

Land use

Land use within the rural landscape predominantly comprises a mixture of agricultural farmland with contrasts between small-scale pasture, particularly in the south, and large-scale arable fields. As shown on Figure 5, there are substantial areas of woodland including ancient woodland particularly on the dip-slope to the north of the North Downs Ridge, which includes the extensive Longbeech Wood. This creates a strong sense of enclosure north of the ridge. South of the ridge the landscape is more open; however, trees and woodland around the village provide a degree of enclosure and largely conceal it within the landscape. Paddocks and gallops are also found around the edge of the village.

The village includes a school, library several small shops and a public house. The shops are typically small ground floor units along the High Street with low key signage that is generally in keeping with the character of the street. There are also several pubs and small businesses in the countryside around Charing and at Charing Heath.

Transport infrastructure is a substantial land use within the area, and the noise of traffic along the M20 disrupts tranquillity to the south of the North Downs Ridge. There is a chalk quarry east of Charing on the North Downs Ridge, and a sand pit west of Charing close to Charing Heath.

Urban structure and built form

The historic development at the core of the village is still evident along the High Street, Old Ashford Road, School Road and at the Market Place, and the area has been designated as a conservation area. More recent development carried out over the 1950s, '60s and '70s has included larger housing estates west of the High Street between the two by-passes, and east of the High Street and market place between the A20 and Pett Lane. Dispersed linear settlement has extended the village along the road leading south from the station and High Street, and north onto the North Downs Ridge. There have been several large recent 21st century developments between the A20 and the railway line.

A diversity of vernacular building materials survives within the Charing Conservation Area of varying prevalence. These include buildings of flint, limestone, brick, timber frame, and mixed material construction. Timber framed buildings are amongst the most prevalent within the conservation area, and great diversity can be found in exterior treatments of these buildings. These include brick nogging, plastered infills, weather boarding, tile cladding, plaster cladding and brick facades. These buildings reflect a peak of development during the early 16th-18th centuries, with subsequent new development and modernisation often comprising the retreatment of facades rather than wholesale rebuilding. Buildings have generally retained period features such as timber windows and doors in traditional styles. Roofs are uniform in the use of clay tiles but varied in height, chimney location and type (but predominantly hipped), with some including small street-facing dormers. The houses here almost all display unique details and have a collective and individual appearance that gives the village its rich historic and distinctive character.

The curvilinear nature of the High Street, as well as the close grain of development, enhances a sense of enclosure within the historic core which restricts views along the street. As one travels along the High Street, buildings of varied appearance owing to the diversity of attractive historic building materials and treatments, are revealed. This provides a visual appeal which draws your eye towards the continuously emerging streetscape. Buildings in the core of the village are typically two storeys in height, enhancing the impact of the Church of St Peter and St Paul on views both into and out of the historic core of the village.

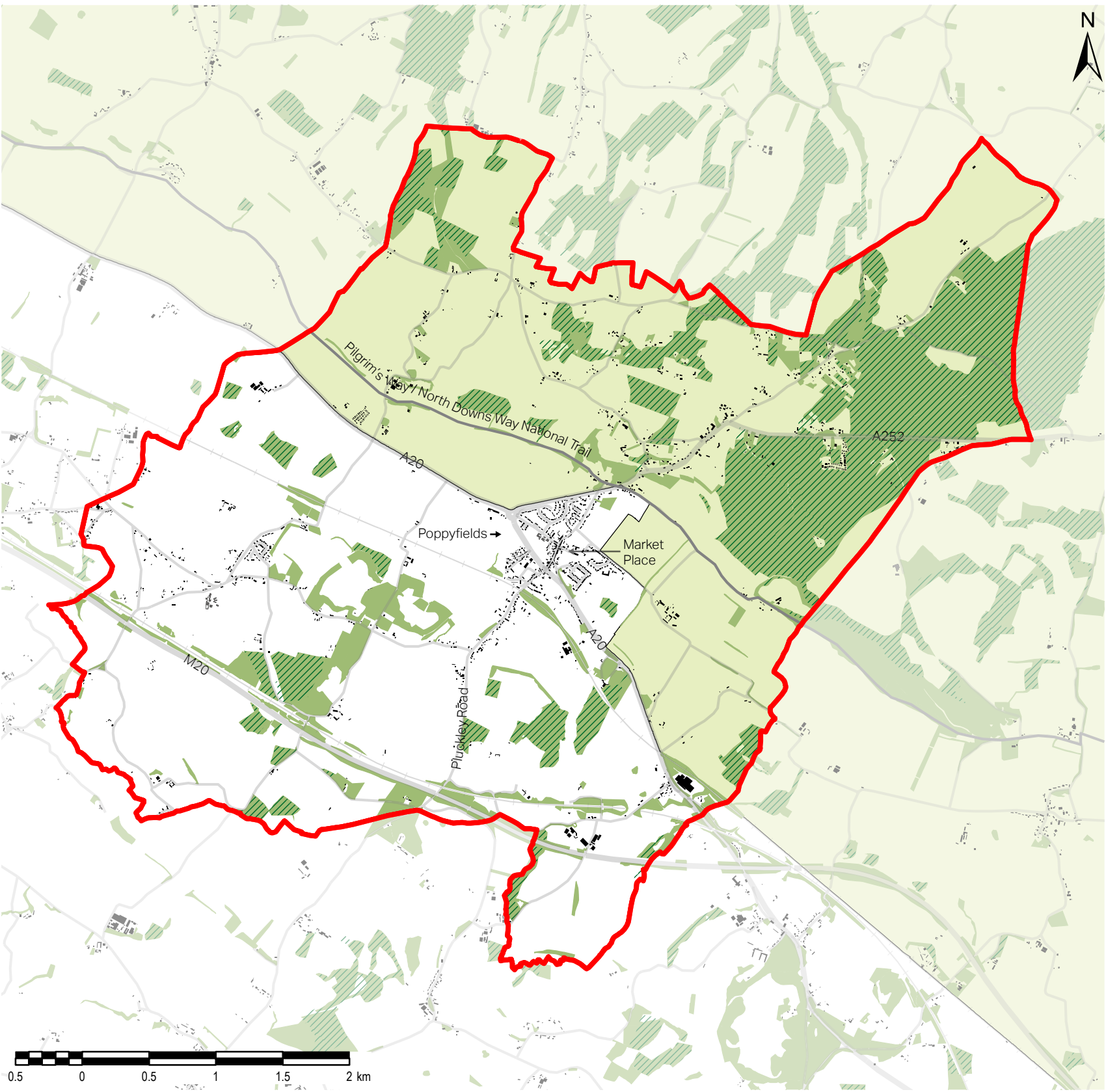


Figure 5: Land Use

- | | | |
|------------|------------------|-----------------|
| Study Area | Ancient Woodland | Kent Downs AONB |
| Building | Woodland | |

The sense of enclosure provided by the tight grain of development and pavement edge properties within the High Street contrasts with the open grain of the Marketplace. Visual interest is derived from this relationship, positively contributing to the character and appearance of the settlement.

The construction of the A252 and A20 early in the 20th century acted to bypass traffic from the historic core of Charing. Modern development has likewise been limited to areas outside of the historic core, avoiding the core itself and preserving the distinctive historic character and appearance of the village.

Housing estates, which date from the 1950s, '60s and '70s, are more uniform in layout, with clearer building lines and houses set back from the road behind front gardens and/or driveways. These estates comprise predominantly detached or semi-detached houses built of brick with pitched roofs and regular chimneys. They almost all have simple white uPVC windows, and occasionally are partially clad in white PVC or with simple hung tiles. The buildings in these housing estates are typically built to a common design or typology and generally lack the attention to architectural detailing of the historic housing within the neighbourhood area. The proliferation of white uPVC windows, doors and drainage goods on historic buildings, particularly south of the Southern By-Pass (A20), detract from the distinctive character and appearance of the area and are not sympathetic to local character.

Modern development from the early 21st century in the south of the village is set within or around areas of open space at a reduced density in comparison to the older estates. Houses in these more recent estates appear to be much larger in scale than development elsewhere in the village, with larger pitched roofs, which are noticeably out of proportion with other buildings in the area. Some of the houses have features which are reflective of the local vernacular, such as timber sash windows and hung tiles.



Modern development along Tatchell Drive in the south of the village



Mid-20th century development along Sayer Road in the west of the village



Original shop fronts retained along the High Street



Larger historic buildings are located on higher ground at the top end of the High Street.



Diverse architectural style, materials and detailing of buildings along the High Street.

Heritage assets

The Charing Neighbourhood Plan area contains three scheduled monuments, 117 listed buildings and the Charing Conservation Area, as shown on Figures 6 and 7. A number of buildings have also been identified which are not designated, but which are considered to positively contribute to the character and appearance of the area.

Scheduled Monuments

There are three Scheduled Monuments located within the neighbourhood plan area. These comprise The Archbishop’s Palace (NHLE 1011028), Ruined Chapel at Pett (NHLE 1005146) and Dispersed medieval settlement remains at Chapel Wood (NHLE 1018787).

Listed Buildings

There are 117 listed buildings within the neighbourhood plan area. Of these six are considered of exceptional interest and are Grade I listed. The first of these comprises the Church of St Peter and St Paul (NHLE 1362985) built in the 13th century, with 16th and 17th century repairs. Pett Place (NHLE 1071539) is a large house built by the Sayer Family in the 18th century, with the core of an earlier 16th century house. The buildings associated with the Archbishop’s Palace (NHLE 1070756, 1070757, 1185861 & 1186008), which are discussed within the timeline, are also designated as Grade I.

11 buildings located within the neighbourhood plan area are considered to be of more than special interest and are designated Grade II* listed buildings. These comprise a Tithe Barn to the south east of Pett Place (NHLE 1362628); the timber framed Wickens Manor (NHLE 1071548) built in the 15th century; a Chapel at Newlands Stud Farmhouse (NHLE 1071538) of Norman Date, which has since been converted into a barn; as well as a number of notable houses and farmhouses. These buildings largely reflect the rural nature of the neighbourhood plan area, as well the historical development of the village of Charing and the surrounding Manorial farms and hamlets.

The remaining 100 listed buildings have been identified as of special interest and are Grade II listed. These primarily comprise houses and agricultural buildings, reflecting the influence of the agricultural economy upon the historical development of the village of Charing and surrounding hamlets. Notable examples include: Charing Mill (NHLE 1299636), a smock mill built in the early 19th century; The King’s Head Public House, the present building constructed in the 18th century with a 20th century façade (NHLE 1185780); and Ridgemount (NHLE 1070751), located on Charing High Street, which consists of a timber framed house dated to the 15th-16th centuries.

Further information regarding listed buildings can be found at the National Heritage List for England.

Conservation Areas

A single conservation area, Charing Conservation Area, is located within the neighbourhood plan area. The Charing Conservation Area has been designated in recognition of special architectural and historic interest whose character or appearance is to be preserved or enhanced. This interest derives from extensive survival of historic fabric in the area, and the growth of the village from the medieval period into the modern.

63 listed buildings are located within the conservation area of which five are Grade I and five Grade II* listed, the remaining being Grade II listed.

A conservation area assessment of Charing Conservation Area, published by

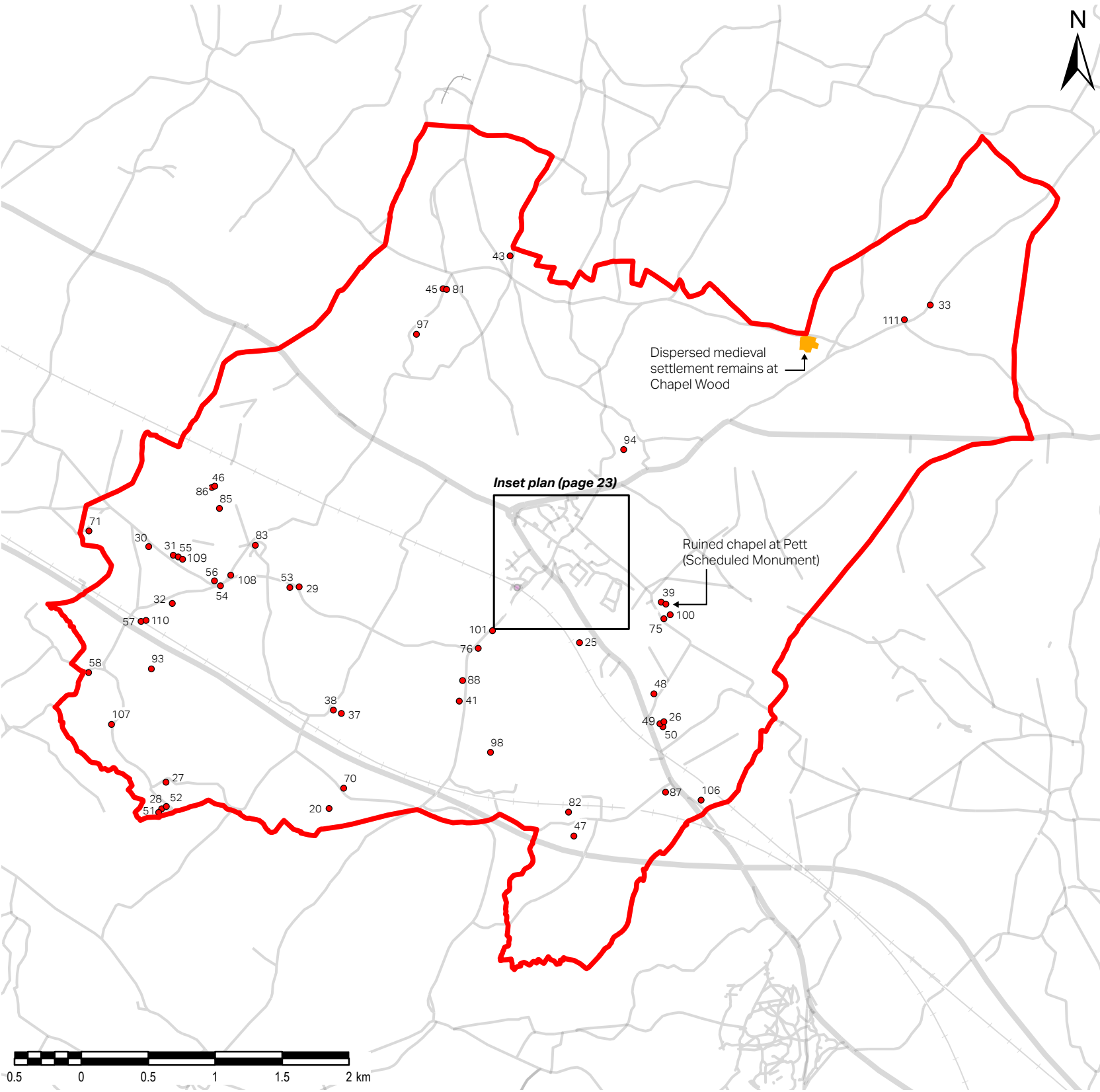


Figure 6: Heritage Assets

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- Study Area
- Scheduled Monument
- Listed Building - refer to Appendix B

Ashford Borough Council, gives a brief objective description of the area, as well as outlining its special characteristics. The Conservation Area Assessment divides the conservation area into three primary areas. The first, the High Street, has the greatest concentration of listed buildings and reflects the medieval and post-medieval urban core of the settlement. These buildings largely belong to the Kentish Vernacular style, typically either of timber framed construction, red brick construction, or timber framed with later brick façade.

The second area, the Marketplace, churchyard and Clewards Meadow (a village green), is characteristically more open grain and contains a high proportion of Grade I and Grade II* structures, associated largely with the Archbishop's Palace and Church of St Peter and St Paul.

The third area, the area between the A20 and the railway, comprises the area divided from the historic core by the construction of the Southern By-Pass in the early 20th century. The area largely reflects development during the Victorian and Edwardian periods to the north of Charing railway station.

The Charing Conservation Area Assessment is not available online. For further information, please contact Ashford Borough Council.



5. Sherborne House (grade II*)



59. Ludwell House (grade II*)

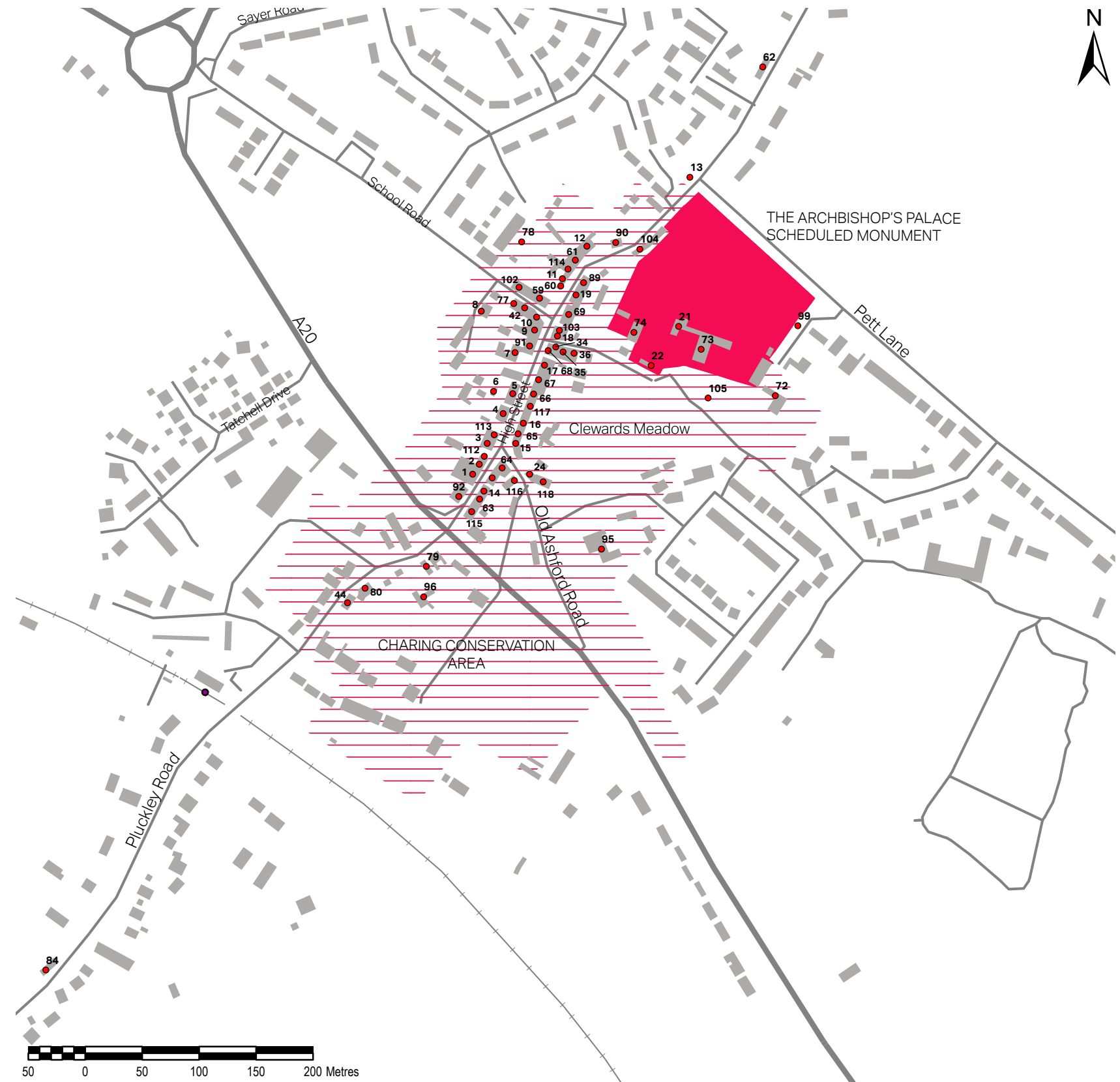


Figure 7: Heritage Assets Inset Plan

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- Study Area
- Conservation Area
- Listed Building - refer to Appendix B
- Scheduled Monument

Local Listed Buildings

Local lists form a vital element in the reinforcement of a sense of local character and distinctiveness in the historic environment. By identifying significant local heritage assets, they play an essential role in informing the development of local plans. No formal local list has been adopted for the Neighbourhood Plan area or by Ashford Borough Council; however a number of buildings and structures have been identified which positively contribute to the character and heritage of the area. These are as follows:

- Queens Head House, Ashford Road, is a red brick and mock half-timbered house, built before 1936. Although not of significant architectural interest, it marks an important approach to the historic core of the village on the Junction of High Street and A20;
- Charing Methodist Church is a single storey, brick built chapel constructed in 1835 for the Wesleyan Methodist dominion. The chapel provides some insight into the non-conformist beliefs held by some of Charing’s inhabitants at the time. Its modest design is architecturally distinct from other structures within the neighbourhood plan area;
- Memorial Porch is a memorial hall built in 1897, constructed of red brick with a timbered gable and half-timbered porch in a polite domestic revival style. As well as providing visual interest, the structure gives an insight into the activities of the community of Charing;
- The Gables, Station Road, was built before 1896 and are a pair of semidetached houses constructed of red brick. The houses are built in a polite domestic revival style with references to vernacular traditions such as tile clad first floor and gables. Although not architecturally distinct from other structures in Charing, The Gables are a well preserved example of national housing styles adapted to incorporate local architectural traditions;
- Charing Railway Station was opened in 1884 when the Chatham and Dover Railway arrived in Charing. The gothic station building is constructed of red brick with blue brick, stone and red brick dressings. A timber canopy is located on the northern elevation with white painted valance boards. The station is well preserved and is of historic interest to the developmental history of Charing;
- The Old Pumping Station, Pluckley Road are two Pumping Station buildings, built by the Mid Kent Water Co. in 1931. The station buildings are constructed of yellow brick with red brick dressings, in an international modern style. The pumping station is distinct to other structures in Charing in both function and design, providing architectural interest as well as historic interest to the modern development of Charing;
- Charing Church of England Primary School was built before 1896, and the school is constructed of yellow brick and vernacular style flint flush work. Horizontal patterns of terracotta roof tiles cover the roof. The building is the first and only purpose built school in the village and is of historic interest to the development of modern Charing; and
- Cemetery Lych Gate, School Road is a lych gate constructed between 1876 and 1897 contemporary to Charing Cemetery. At the time of construction the cemetery would have been outside of the built area of the village, and would have been the first part of the village arrived at when travelling south-east on the Maidstone Road (now A20). The gate, constructed of timber with a terracotta tiled roof and ridge height iron cross, would have been an important landmark on the approach to the village until 20th century development overtook it.



Charing Railway Station



Memorial Porch



The Gables



Old Pumping Station building, Pluckley Road



Old Pumping Station building, Pluckley Road



Queens Head House

Green space and public realm

There is good provision of natural green infrastructure assets within Charing, including the North Downs Ridge and extensive areas of woodland and networks of public rights of way. Around the village of Charing there are a number of different green spaces including playing fields, sports facilities, wildlife meadows, village greens and parks. The open space of Clewards Meadow adjacent to the market place at the centre of the village is visible on the 1871 map in Appendix A. The areas of green space are generally separate but adjacent to areas of housing; however, the more recent housing has incorporated green spaces, green corridors and SUDS features amongst and between the housing, which create a more open and green setting. Almost all housing has front and rear gardens, and planting within front gardens often contributes to the verdant character of the street, however the recent developments at The Green and Poppyfields have smaller or more limited front gardens, with a stronger relationship to shared public green space within the developments.

Boundary treatments through the village are highly varied, with railings, timber fencing, brick walls and hedgerows all evident. A series of footpaths around the east of the church and the centre of the village are lined on either side by tall timber panel fencing which creates a strong sense of enclosure. Individual elements, such as Victorian-style lamp posts, have been used through the conservation area and the recent housing developments and add detail to the public realm. There are plaques and interpretation panels or information boards located throughout the village that inform visitors about the history of Charing.



Multi-functional green space at the centre of the village



Clewards Meadow contributes to the historic rural setting of the church and market place to the rear of the High Street



Green spaces within modern development



Informative plaques add interest to the public realm



Well maintained public green space by the marketplace



Well-vegetated front gardens

Views

From the elevated footpaths along the North Downs ridge there are panoramic and far-reaching views across the Low Weald. In views from along the ridge, the village of Charing is generally nestled amongst trees and woodland around its perimeter, with the steeple of the Church of St Peter and St Paul visible above the treeline. The recent housing estates in the south of the village are the most prominent development in the village as planting to integrate them into the landscape has yet to mature. Views towards the largely undeveloped ridge from within the village of Charing are also a characteristic feature, with a windmill at Charing Hill above the village a local landmark.

Within the village the tower of St Peter & St Paul Church is a landmark feature and can be seen in views from across green spaces and streets in the east of the village. The church is visible across the old market place from the High Street. Along the High Street the largely unbroken lines of historic buildings create an enclosed and attractive view. The remains of the Archbishops Palace are also a landmark in views close to the church and from Petts Lane to the north.

There are no specific protected views around Charing.

Cultural Associations

The village has a cultural and historical association with Canterbury as a result of its proximity to the historic city. The Archbishop’s Palace was once under the possession of the Archbishop of Canterbury and was a common stay for successive royalty, hosting Kings Edward I and II, Henry VII and Henry VIII on numerous occasions. The Pilgrims’ Way trail passes to the north of the village and is a day’s walk from Canterbury and the village was therefore a likely resting point on the route.



Enclosed views along the High Street in Charing



Views of the North Downs Ridge from within the village



View of Charing from a public right of way along the North Downs Ridge

MANAGING CHANGE



Managing Change

The character of Charing described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area has changed over time. Together this provides a baseline against which change can be monitored and managed.

The evolution of the landscape will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. This section therefore considers various factors which may influence change and inform the policies set out in the Charing Neighbourhood Plan.

Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These generally relate to its historic character and rural qualities:

- The distinctive landscape setting of Charing formed by the North Downs Ridge;
- The largely intact historic layout of the village centre;
- Rich detailing and vernacular architecture of historic buildings; and
- Access to a variety of well-maintained public green spaces.

Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to the quality and design of new developments, and managing the effects of an increasing population.

- Standard design of modern housing that is out of proportion with existing buildings within the village and does not add to sense of place;
- New developments on the edge of the village that are expanding the village into the surrounding open landscape and consequently affecting the village's setting and that of the AONB;
- Non-designated public buildings, such as Charing Railway Station, are susceptible to incremental change through their continuing operational use;
- Use of Charing High Street as a cut-through for traffic between the A20 and the A252;
- Visual, audible and other impacts of traffic through the village; and
- Ongoing maintenance and protection of the at-risk Archbishop's Palace.

Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to the value and setting of heritage assets and the village's rural characteristics.

- The number of surviving heritage assets, both designated and non-designated, including Charing Conservation Area and its setting;

- Landmark of the tower of St Peter & St Paul Church within Charing, and its historic setting within the village and in the surrounding landscape;
- Open space to the north-east of the Church of St Peter and St Paul, which includes pastoral and agricultural land, is particularly sensitive to new development. This area grants a rare view of the historic core from the surrounding countryside, with little interruption from modern development;
- Views from the North Downs ridge towards Charing, and vice versa; and
- Numerous high quality public green spaces in and around the village.

Character management principles

Charing is set within an attractive rural landscape on the edge of the Kent Downs AONB. The village has a well-preserved historic character and a strong cultural association with the nearby city of Canterbury. The ongoing pressure of development into the future has the potential to incrementally impact on its distinctive character. In particular the siting, design and scale of new development around Charing needs to be carefully managed to ensure it responds to local character and history, and reflects the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. Consideration also needs to be given to the landscape setting of the Kent Downs AONB and the protection of views from this landscape, which could be affected by development around Charing which is on the boundary of the designated landscape.

In order to address the issues highlighted above, principles for managing change in this area should focus on sustaining, reinforcing or enhancing those aspects which contribute to the historic and rural characteristics of Charing and the surrounding landscape. The following principles should be considered when defining policies with respect to heritage and character:

- Proposals to alter existing buildings should demonstrate a detailed understanding of the history and design qualities of the buildings and provide a clear rationale for how this is taken account of in the design of the alterations proposed;
- The materials proposed for any new buildings and building alterations should be of a high quality, respond to the design of the buildings in the area, and have strong attention to architectural detailing;
- New development should only be considered appropriate where it respects the layout, scale, and mass of the historic development within Charing;
- Conserve and protect designated and non-designated heritage assets and their setting;
- A review of non-designated heritage assets in the area should be carried out and those worthy of protection should be listed within the neighbourhood plan;
- Shop fronts should be sympathetic to the building and the area, and should consider the relationship between neighbouring buildings, including the size, shape, colour, style of lettering and materials.
- Any new development along the edge of the settlement would only be considered appropriate where adverse visual impacts on the setting of the village and the Kent Downs AONB are mitigated through appropriate design responses;

- New development should make provision for safe pedestrian access to the rest of the village, to ensure residents can walk to village facilities including schools and shops;
- Lighting proposed as part of new development should minimise impacts on the rural environment; and
- Protect the existing green spaces within Charing.

The list of non-designated heritage assets, which have been identified within this report as positively contributing to the character of the neighbourhood plan area, should be considered in the production of any formally adopted list of non-designated heritage assets. Historic England has published 'Local Heritage Listing' (HE, 2016); this should be used as a guide. Any list of non-designated heritage assets should be created in conjunction with Ashford Borough Council.

In addition to policy protection, this assessment has identified projects or initiatives which could be financed through the Community Infrastructure Levy (CIL) and Section 106 (S106) contributions, or if the project is not eligible for these mechanisms, through other means of funding or delivery. CIL is a tool for local authorities to levy contributions from developers to help deliver infrastructure projects which benefit the local community – for more information, see <http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/>.

Section 106 agreements are site-specific and put in place to make it possible to approve a planning application that might not otherwise be acceptable in planning terms – for example, the provision of new green space. It is recommended to seek advice from the Local Planning Authority on what types of project can be funded through CIL and S106.

Projects and initiatives identified as having potential to be brought forward by CIL, S106 or other means include:

- Opportunities to restore, preserve and protect the Archbishop's Palace should be explored so as to protect this important at-risk heritage asset;
- Traffic control measures or a parking strategy to limit the impacts of traffic and bottlenecks around the village, including the conservation area.

Next steps and sources of further information and support

This study is intended to provide evidence to support the development of policies with respect to heritage and character for the Charing Neighbourhood Plan. As such, it does not provide a comprehensive overview of contribution of individual buildings, streets or spaces to the character of the area. It should be considered alongside other evidence gathered through the plan making process, such as detailed policy reviews, consultation responses and site options assessments and the evidence base of the Ashford Borough Local Plan.

Other work which would strengthen the evidence base and provide a basis for monitoring and managing future change includes:

- Develop design codes to guide future development in the area;
- Remedial action should be taken concerning buildings on the Buildings at Risk Register in order to prevent further deterioration of historic fabric. This should be discussed with the local authority. Historic England has published 'Stopping the Rot: A guide to enforcement action to save historic buildings' (HE, 2016) which could help guide consultation with the local authority.

A wealth of further information and support is available to assist Charing Parish Council in applying the principles set out in this assessment. The Locality website is a useful starting point and is updated regularly. Current guidance which may be of interest includes:

- Community Rights and Heritage, July 2016: <http://mycommunity.org.uk/resources/community-rights-and-heritage/>
- Heritage in Neighbourhood Plans, July 2016: <http://mycommunity.org.uk/news/heritage-in-neighbourhood-plans/>
- Design in Neighbourhood Planning, February 2016: <http://mycommunity.org.uk/resources/design-in-neighbourhood-planning/>

Further technical support is also available to priority neighbourhood planning groups and forums through Locality, funded by DCLG. The other packages of support currently available are:

- Housing Advice and Assessment
- Site options and assessment
- Urban Design and Masterplanning, including Design Codes
- Strategic Environmental Assessment (SEA)
- Environmental Impact Assessment (EIA)
- Habitats Regulations Assessment (HRA)
- Viability of proposals
- Evidence Base and Policy Reviews
- Facilitation Support
- Technical Facilitation
- Healthcheck prior to examination

Further information is available in the Neighbourhood Planning Grant Guidance Notes produced by Locality: <http://mycommunity.org.uk/resources/guidance-notes-neighbourhood-planning/>

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APPENDIX A: SCHEDULE OF HERITAGE ASSETS



ID	LIST ENTRY	NAME	GRADE	X	Y	LIST DATE
1	1070736	THE ROYAL OAK PUBLIC HOUSE	II	595235	149316	10/10/1980
2	1070737	9, HIGH STREET	II	595240	149325	14/02/1967
3	1070738	PECKWATER HOUSE	II	595247	149343	14/02/1967
4	1070739	21,23 AND 25, HIGH STREET	II	595261	149370	14/02/1967
5	1070740	SHERBORNE HOUSE	II*	595270	149387	17/09/1952
6	1070741	FORMER STABLE TO REAR OF NOS 27 AND 29 (SHERBORNE	II	595253	149389	10/10/1980
7	1070742	PEIRCE HOUSE	II*	595272	149423	17/09/1952
8	1070743	GAZEBO TO REAR OF NO 41	II	595242	149459	10/10/1980
9	1070744	45, HIGH STREET	II	595289	149443	25/07/1978
10	1070745	47, HIGH STREET	II	595291	149454	14/02/1967
11	1070746	NO 59 AND GARDEN WALL TO LUDWELL HOUSE	II	595312	149481	10/10/1980
12	1070747	WAKELEY HOUSE	II*	595335	149517	17/09/1952
13	1070748	MOUNTING BLOCK OPPOSITE ENTRANCE TO PETT LANE	II	595426	149577	10/10/1980
14	1070749	6 AND 8, HIGH STREET	II	595241	149294	10/10/1980
15	1070750	20 AND 22, HIGH STREET	II	595272	149343	10/10/1980
16	1070751	RIDGEMOUNT	II	595279	149361	14/02/1967
17	1070752	44-48, HIGH STREET	II	595298	149412	10/10/1980
18	1070753	52 AND 54, HIGH STREET	II	595309	149438	14/02/1967
19	1070754	OLD SCHOOL HOUSE	II	595325	149474	10/10/1980
20	1070755	HUNGER HATCH COTTAGE	II	593594	147477	10/10/1980
21	1070756	PALACE FARMHOUSE	I	595416	149446	14/02/1967
22	1070757	PALACE COTTAGES AND THE REMAINS OF THE GATEHOUSE	I	595391	149412	14/02/1967
23	1070765	TANNER'S LODGE	II	595271	149311	14/02/1967
24	1070766	WILLOW COTTAGE	II	595297	149310	14/02/1967
25	1070767	BROOK FARM HOUSE	II	595466	148714	10/10/1980
26	1070768	GRANARY TO SOUTH EAST OF HARRISON'S FARMHOUSE	II	596088	148086	10/10/1980
27	1070769	BARNFIELD	II	592377	147673	10/10/1980
28	1070770	TRAM HATCH	II*	592346	147474	10/10/1980
29	1070771	LITTLE SWAN STREET FARMHOUSE	II	593372	149130	10/10/1980
30	1070772	CHURCH OF THE HOLY TRINITY	II	592248	149432	10/10/1980
31	1070773	FAYRE ACRE	II	592433	149367	10/10/1980
32	1070774	BROCKTON MANOR	II*	592424	149006	14/02/1967
33	1070777	THE WAGGON AND HORSES PUBLIC HOUSE	II	598085	151235	10/10/1980
34	1071534	1 AND 2, MARKET PLACE	II	595308	149428	14/02/1967
35	1071535	3, MARKET PLACE	II	595314	149424	10/10/1980
36	1071536	4 AND 5, MARKET PLACE	II	595324	149422	10/10/1980
37	1071537	NEWLANDS STUD FARMHOUSE	II*	593687	148185	10/10/1980
38	1071538	CHAPEL AT NEWLANDS STUD FARM	II*	593627	148211	17/09/1952
39	1071539	PETT PLACE	I	596076	149018	17/09/1952
40	1071540	RUINS OF CHAPEL AT PETT PLACE	II	596111	149001	14/02/1967
41	1071541	RAYWOOD FARMHOUSE	II	594568	148278	10/10/1980
42	1071542	LEDBURY HOUSE	II	595280	149462	25/07/1978

ID	LIST ENTRY	NAME	GRADE	X	Y	LIST DATE
43	1071543	VENT HOUSE	II	594948	151601	14/02/1967
44	1071544	29-33, STATION ROAD	II	595125	149203	10/10/1980
45	1071545	BARN TO WEST OF STONESTILE	II	594446	151357	10/10/1980
46	1071546	BURLEIGH FARM COTTAGES	II	592720	149871	14/02/1967
47	1071547	LEACON FARMHOUSE	II	595425	147270	10/10/1980
48	1071548	WICKENS MANOR	II*	596023	148331	17/09/1952
49	1185527	HARRISON'S FARMHOUSE	II	596067	148108	10/10/1980
50	1185540	WEATHERBOARED BARN TO NORTH EAST OF HARRISON'S FARM-	II	596096	148125	10/10/1980
51	1185550	PAYNE STREET	II	592323	147446	10/10/1980
52	1185552	TIMBER FRAMED BARN TO NORTH EAST OF TRAM HATCH	II	592379	147491	10/10/1980
53	1185562	SWAN STREET	II	593302	149127	10/10/1980
54	1185563	FORGE HOUSE	II	592784	149138	14/02/1967
55	1185598	THE THATCHED COTTAGE	II	592469	149353	10/10/1980
56	1185601	YEW TREE FARMHOUSE	II	592741	149175	14/02/1967
57	1185618	BROCKTON	II	592192	148874	10/10/1980
58	1185636	HORSESHOE COTTAGE	II	591799	148490	10/10/1980
59	1185767	LUDWELL HOUSE	II*	595294	149471	17/09/1952
60	1185774	61, HIGH STREET	II	595313	149488	10/10/1980
61	1185780	KING'S HEAD PUBLIC HOUSE	II	595325	149504	10/10/1980
62	1185786	NEW HOUSE COTTAGES	II	595490	149674	10/10/1980
63	1185788	10 AND 12, HIGH STREET	II	595245	149301	14/02/1967
64	1185793	18 AND 18A, ASHFORD ROAD (See details for further address informa-	II	595261	149322	14/02/1967
65	1185801	24, HIGH STREET	II	595275	149352	10/10/1980
66	1185804	30 AND 32, HIGH STREET	II	595285	149376	14/02/1967
67	1185809	38-42, HIGH STREET	II	595293	149399	10/10/1980
68	1185816	50, HIGH STREET	II	595301	149425	14/02/1967
69	1185822	ELIZABETHAN COURT	II	595319	149456	14/02/1967
70	1185831	HUNGER HATCH	II	593704	147628	14/02/1967
71	1185842	WILKS FARMHOUSE	II	591801	149547	10/10/1980
72	1185849	THE OLD VICARAGE VICARAGE COTTAGE	II*	595500	149385	14/02/1967
73	1185861	BARN TO SOUTH EAST OF PALACE FARMHOUSE	I	595436	149426	14/02/1967
74	1186008	OUTHOUSE TO WEST OF PALACE FARMHOUSE	I	595376	149441	14/02/1967
75	1186076	CHERRY COTTAGE HAZEL COTTAGE	II	596097	148892	10/10/1980
76	1186085	LANTERN HOUSE	II	594708	148671	10/10/1980
77	1186092	STABLE TO THE NORTH WEST OF LEDBURY HOUSE	II	595271	149466	25/07/1978
78	1186100	GAZEBO TO REAR OF LUDWELL HOUSE	II	595278	149520	10/10/1980
79	1186103	THE OLD HOUSE	II*	595194	149235	17/09/1952
80	1186136	CLONMORE	II	595140	149216	14/02/1967
81	1186143	STONESTILE	II	594474	151351	10/10/1980
82	1186163	ROSE COTTAGE	II	595384	147448	10/10/1980
83	1186181	CHERRY TREE COTTAGE	II	593044	149441	10/10/1980
84	1221313	BROADWAY COTTAGES	II	594860	148881	25/02/1981

ID	LIST ENTRY	NAME	GRADE	X	Y	LIST DATE
85	1299325	BURLEIGH FARMHOUSE	II	592777	149717	10/10/1980
86	1299329	CHAPEL RUINS AT BURLEIGH FARM, TO THE EAST OF BURLEIGH	II	592741	149883	14/02/1967
87	1299336	FORGE COTTAGE IVY COTTAGE	II	596109	147598	10/10/1980
88	1299375	ROSE VILLA	II	594593	148432	10/10/1980
89	1299488	WHELER HOUSE	II	595332	149484	14/02/1967
90	1299508	WAKELEY VILLAS	II	595360	149520	14/02/1967
91	1299532	39-43, HIGH STREET	II	595285	149429	14/02/1967
92	1299564	1 AND 3, HIGH STREET	II	595222	149297	10/10/1980
93	1299629	FOXEN FARMHOUSE	II	592268	148519	14/02/1967
94	1299636	CHARING WINDMILL	II	595797	150156	14/02/1967
95	1299658	THE MOAT HOUSE	II	595348	149251	10/10/1980
96	1362593	THE FIRS	II	595192	149209	10/10/1980
97	1362594	DORMESTONE	II	594249	151017	10/10/1980
98	1362595	RAYWOOD COTTAGES	II	594802	147896	10/10/1980
99	1362627	REMAINS OF THE BOUNDARY WALLS OF THE ARCHBISHOP'S PAL-	II	595520	149447	14/02/1967
100	1362628	TITHE BARN TO THE SOUTH EAST OF PETT PLACE	II*	596142	148921	14/02/1967
101	1362629	BROADWAY HOUSE	II	594816	148802	14/02/1967
102	1362630	ROMNEY HOUSE	II	595275	149480	10/10/1980
103	1362983	56, HIGH STREET	II	595311	149443	10/10/1980
104	1362984	FORGE HOUSE	II	595382	149514	10/10/1980
105	1362985	CHURCH OF ST PETER AND ST PAUL	I	595442	149383	14/02/1967
106	1362990	WALNUT TREE FARMHOUSE	II	596374	147538	14/02/1967
107	1362991	SOUTHFIELD	II	591970	148103	10/10/1980
108	1362992	THE RED LION INN	II	592861	149217	14/02/1967
109	1362993	CHURCH HILL COTTAGE	II	592502	149337	10/10/1980
110	1362994	WEATHERBOARDED BARN TO EAST OF BROCKTON	II	592228	148879	10/10/1980
111	1362996	MONKERY FARMHOUSE	II	597893	151126	10/10/1980
112	1363017	11 AND 13, HIGH STREET	II	595245	149332	14/02/1967
113	1363018	CHESNUT HOUSE TEA ROOMS	II	595254	149351	14/02/1967
114	1363019	THE WHITE HOUSE	II	595318	149496	14/02/1967
115	1363020	2 AND 4, HIGH STREET	II	595234	149284	10/10/1980
116	1363021	14 AND 16, HIGH STREET	II	595252	149313	14/02/1967
117	1363022	NORTH END COTTAGE	II	595288	149387	14/02/1967
118	1366085	ELIZA COTTAGES	II	595285	149316	10/10/1980

APPENDIX B: HISTORICAL MAPS



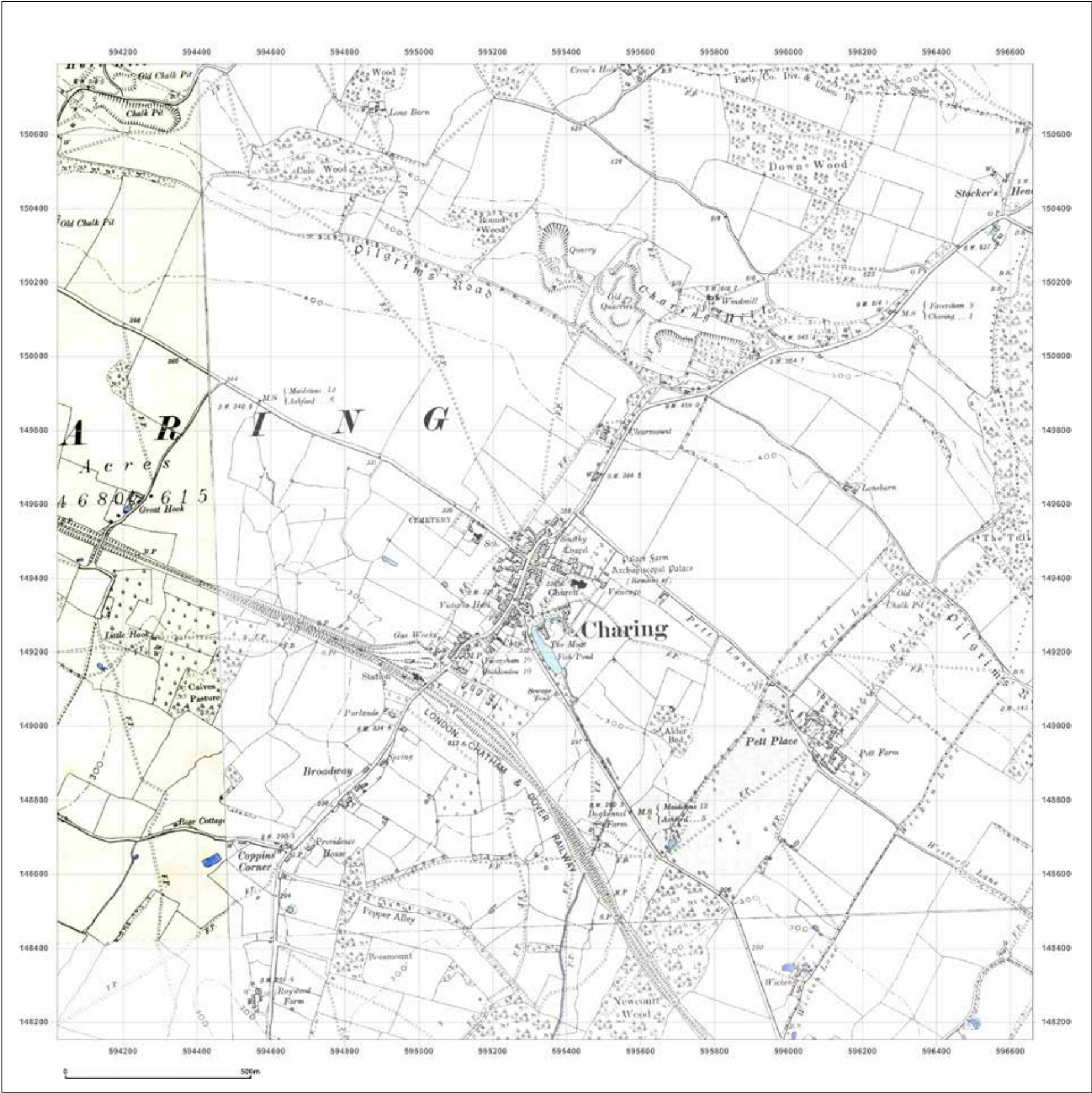
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Report Ref: CMAPS-CM-617293-39015-200417
Grid Ref: 595341, 149471

Map Name: County Series

Map date: 1896

Scale: 1:10,560

Printed at: 1:10,560



Surveyed 1871 Revised 1896 Edition N/A Copyright N/A Levelled N/A	Surveyed 1872 Revised 1896 Edition N/A Copyright N/A Levelled N/A
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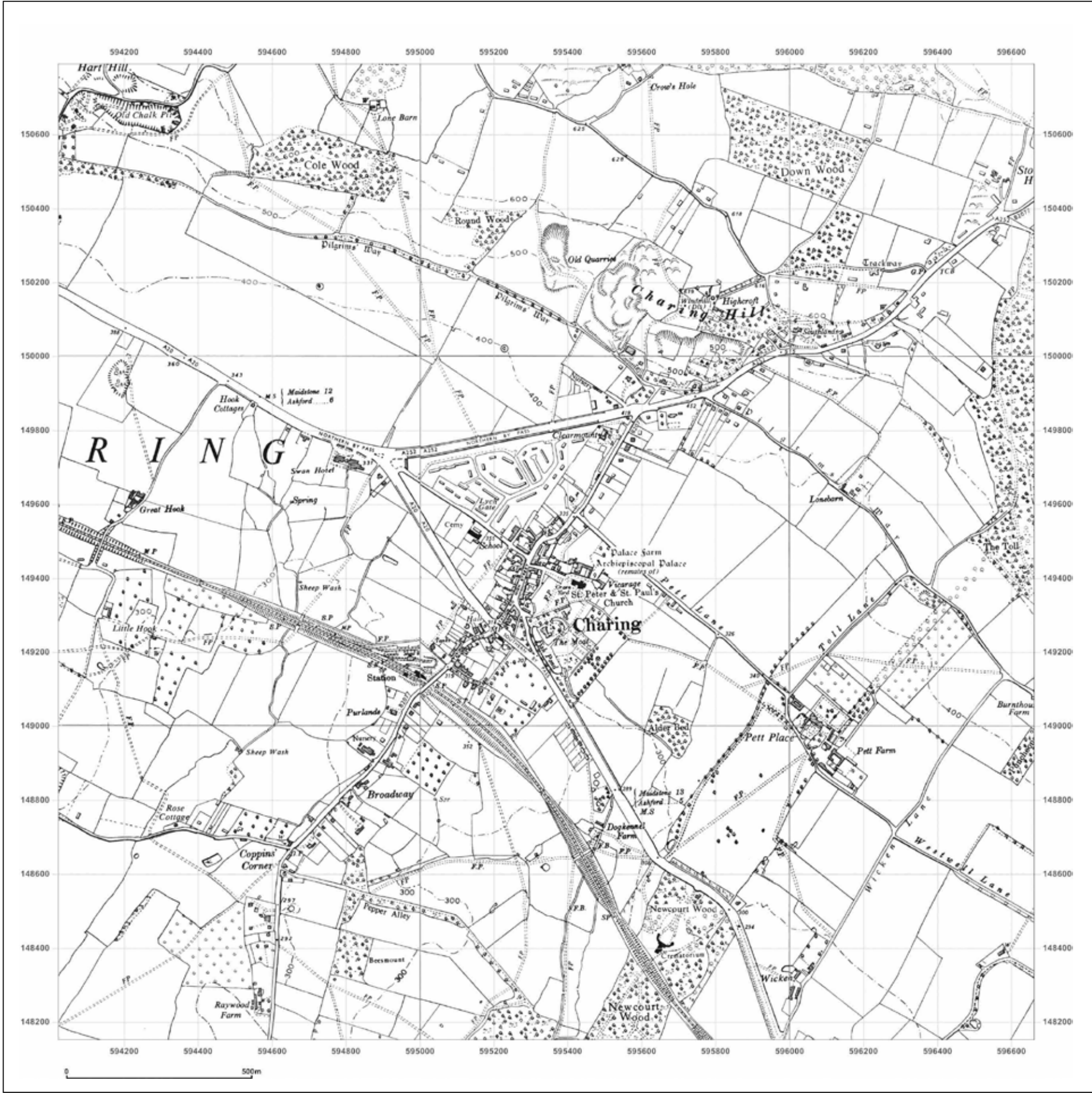


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Site Details:

1955-A3PDF-10000,

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Report Ref: CMAPS-CM-617292-39015-200417
Grid Ref: 595341, 149471

Map Name: Provisional

Map date: 1955

Scale: 1:10,560

Printed at: 1:10,560



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From: **Hugh Billot**

Date: Mon, May 15, 2017 at 8:06 PM

Subject: RE: NP Charing Heritage and Character Assessment - Draft Report

To: Rooney, Jon <jon.rooney@aeom.com>

Cc: Roseblade, Thomas <thomas.roseblade@aeom.com>

Dear Jon

Heritage and Character Assessment of Charing, First Draft Report

After considerable study of this interesting and attractive document we have a number of comments based on local knowledge which we believe you should take account of in the final report.

Page 9 You did not mention the Ashford Draft Local Plan which makes it clear that there should be 'limited development' in Charing

Page 12. Column 1, It is recommended that more emphasis is placed on the critical role of the archbishop's manor with the buildings at the centre of the large and valuable manor of Charing held by the archbishops from the 12thC. The Palace name arrived long after the Middle ages.

Page 12 column 2, para 2, The site is on route from London to the coast, the pre historic trackway not called Pilgrims Way till comparatively recently, so recommend you omit "Pilgrims Way"

Page 12 Column 2, final para, commuters not just to London, many work elsewhere.

Page 12 column 2 under heading of present. It is incorrect to say that Charing has experienced limited growth. Over the period 1997 to 2017 the housing stock has increased by 20%

Page 13, Trade was already shifting to the High St as some of the surviving houses with physical evidence for shop windows were built in the 15th C. The earlier rise of the High St should be brought out.

Page 18, para 4, Springs, brooks and streams. You should be aware that several of the tributaries to the Stour are threatened both in Charing and westwards by sand quarries, one in Charing quarry has already disappeared.. In Charing they are affected and threatened by new and proposed development westwards south of the A20.

Page 19, Para 2, "Street parking is allowed along the High St". This is because there is insufficient parking elsewhere. Parking is a major issue in Charing. Previous housing developments have prevented suitable parking. The medieval layout does not favour modern traffic requirements, and further development will only exacerbate this problem. Additionally increased traffic and congestion at the A20 crossroads with The High Street to the north and Station/Pluckley Roads to the south seriously reduce villager tranquillity.

Page 21 para 4. We believe insufficient emphasis is made on newer larger houses which are out of proportion with other older buildings which we believe threaten the character of the village. More should be made of this and it should relate to conclusions drawn and future principles.

Page 23, para 2, village green is known as Clewards Meadow.

Page 25 para 1 Many of the houses built more recently in The Green and at Poppyfields have very limited front gardens (just around 2 metres in length)

Page 26, final para, Cultural Associations, Edward 1 and II, Henry VII and Henry VIII are all recorded as staying at Charing on numerous occasions; it was a common overnight stay for successive royalty.

Page 28, column 2, character management principles, Proposal one particularly important for restoration of Archbishop's Palace.

Page 29 Issues to be addressed 2nd bullet is a relatively weak statement and if possible we would like some limitation placed on expansion of the village into the surrounding countryside per se as well as relating back to loss of views to and from the AONB. Can more be said about the damage of the incremental impact of more housing developments on the character of the village?

Page 29 Sensitivity to change: can numerous high quality green spaces around the village link to retention of current agricultural land and ensure the village outskirts remain green?

Page 29 Principles. Bullet points 3 and 7 lack robustness and real definition. Surely you should suggest that there should be 'limited development' otherwise Charing will just grow as a commuter town and its village character will be totally lost.

Kind regards

Hugh

From: Rooney, Jon [mailto:jon.rooney@aeacom.com]
Sent: Friday, May 5, 2017 4:43 PM
To: Hugh Billot
Cc: Roseblade, Thomas
Subject: RE: NP Charing Heritage and Character Assessment - Draft Report

Hi Hugh,

Thanks for your e-mail, I am pleased you like the report.

Unfortunately the budget that we receive for this work is limited and this restricts the amount of detail we can go into in the report. It also means we are not able to attend face-to-face meetings. We would be happy to list the documents referred to below in a section on further reading. To include the detail would require us to check all of the information referred to and I am afraid we simply do not have the time available to do this.

I look forward to receiving your comments in due course.

Best regards

Jon

From: Hugh Billot
Sent: 05 May 2017 11:30
To: Rooney, Jon
Cc: Roseblade, Thomas
Subject: RE: NP Charing Heritage and Character Assessment - Draft Report

Hi Jon

This looks really good. A couple of our local historians would welcome a short visit to Charing before the report is finalised if that can be made possible. Below is an extract from a current email from one of our local historians to KCC.

“ I have recently reviewed the Archaeological DBA for the above application and am disappointed that important data regarding the history of the site is not recorded in the cited material.

The area concerned appears on the 1639 Calehill Estate Map CKS U386 and the 1736 Granville Wheler Charing Manorial Map CKS U679 both of which are available from KCC as discs. The latter shows the relevant land as West Brooks and Plane Brook and these anciently formed part of the very necessary pasture for the

Archbishop's requirement to provide 40 horses at short notice at the Palace. That requirement for pasture curiously continued into the 20thC when the Fire Engine horses were kept there. The latest and late Granville Wheler would have, as a horse lover, known this.

In order to set out the duties and services attached to this land reference should be made to the Survey of Archbishop Pecham's Kentish Manors 1283 – 85 translated, edited and introduced by Kenneth Witney MA., CVO (1916 – 1999) see Kent Records Vol XXVIII, 2000. That vital publication records the Charing Customal and Lambeth Summary. This land and its extension north of the railway is now nearly the last of the village's ancient pasture with the exception of Pickets adjacent the village school. The land is therefore precious to the ambience of Charing and closely relates as to why Charing evolved in the first place. There should be more information in the Wheler Papers in the Kent Archives and in the Lambeth Palace Library.

As to Archaeology in the area this is still being investigated by the Charing Archaeological Group. The land concerned appears to extend between a small Romano British huddle of huts near Charing Roundabout and scattered huts south of Coppins Corner near a tumulus noted by Harris west of the Pluckley Road. There is Romano British activity in the area dating back to Nero. A presumed Roman Road from Charing to Pluckley runs just east of the present Pluckley Road along the top of the ridge bordering Bees Mount. A minor Roman Road runs from north of Bees Mount past Coppins corner and on to Charing Heath where it is visible south of Swan Street."

I think if this could be explored a little further one may be able to conclude that current surrounding countryside becomes increasingly important.

I would request therefore the concluding date is extended and one of your team visit us for say a morning for an update and mini review. Is that possible?

Regards

Hugh

From: Rooney, Jon [<mailto:jon.rooney@aecom.com>]
Sent: Wednesday, May 3, 2017 4:36 PM
To:
Cc: Roseblade, Thomas
Subject: NP Charing Heritage and Character Assessment - Draft Report

Dear Hugh,

Please find attached the draft Heritage and Character Assessment for Charing for your review and comment.

I would be grateful if you could provide a single set of comments, either marked directly on the pdf or in a table referencing page and paragraph numbers, by Friday 12 May. We will then consider your comments in finalising the report for issue to Locality.

Best regards

Jon

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CHARING NEIGHBOURHOOD PLAN

PROJECT 119 COMMUNITY ENGAGEMENT

Summary report of events included

CHARING NEIGHBOURHOOD PLAN

PROJECT 119 ENGAGEMENT ACTIVITIES

There were considerable methods used to engage and maintain engagement with parishioners. These included:

- 1 CPC regular monthly meetings with minutes displayed on CPC website and notice boards
- 2 CPC NP Committee comprising a number of councilors met on an as needs basis throughout the process. Minutes displayed on CPC website
- 3 Meetings with ABC took place as needed
- 4 Regular reports appeared in the Parish Magazine
- 5 Local press was used for announcing key issues/meetings
- 6 Posters, banners and house to house fliers were used to promote key activities
- 7 A major questionnaire to all households in the parish produced major information
- 8 Public meetings included

1. Launch of NP 22-09-16 am (72 attended); 22-09-16 pm (122 attended); 24-09-16 am (57 attended); 26-09-16 pm at Charing Heath (65 attended)
2. Engagement workshop at Pavilion (14 attended)
3. Workshops 03-11-16 am (33 attended); 03-11-16 pm (25 attended); 05-11-16 am (56 attended); 07-11-16 pm at Charing Heath (21 attended)
4. Exhibition Charing 21-07-17 (184 attended); Charing Heath 53 attended)
5. Vision and Objectives Workshop 14-10-17 (51 attended)

9 Parish Meetings

1. 03-05-16
- 2 17-02-17 (special meeting)
- 3 17-02-18 (171 attended)
- 4 02-05-17
- 5 01-05-18

CHARING NEIGHBOURHOOD PLAN

PROJECT 120 LANDSCAPE

In addition to the AECO Heritage and Character Assessment and other documents noted in the Plan, the following reports provided important insights.

1. Kent Downs Area of Outstanding Natural Beauty – Setting Position Statement, January 2018
2. Kent Downs Area of Outstanding Natural Beauty – Hollingbourne Vale – Landscape Character Area 7
3. Plantlife – Action now for species-rich grasslands
4. August 2018 ecological study by Jacky Langton and Lucy Simmons



Kent Downs Area of Outstanding Natural Beauty

Setting Position Statement



An advice note produced by the Kent Downs AONB Joint Advisory Committee

January 2018

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1. Introduction

In certain locations, the setting of the Kent Downs Area of Outstanding Natural Beauty (AONB) has great value and was a principle reason for the Kent Downs AONB designation. Legislation and guidance as well as appeal decisions confirm that it is appropriate to consider setting in respect of AONBs.

The importance of the Kent Downs AONB setting has been recognised in the Kent Downs AONB Management Plan and its subsequent revisions. This position statement is produced as an advisory document, intended to provide further guidance on issues of setting for local planning authorities, land owners and other interested parties. It has been prepared in consultation with and approved by the Joint Advisory Committee for the Kent Downs AONB. The statement focuses on ensuring avoidance of harm and the conservation and enhancement of the setting of the AONB, through good design and the incorporation of appropriate mitigation measures.

2. The legislative/policy basis for considering questions of setting

National policy

AONBs are designated by the Government to ensure that the special qualities of our finest landscapes are conserved and enhanced. Section 82 of The Countryside and Rights of Way Act (CROW) 2000 confirms that the primary purpose of AONB designation is to conserve and enhance the natural beauty of the area.

Section 85 of the CROW Act places a statutory duty on all relevant authorities requiring them to have regard to the purpose of AONBs when coming to decisions or carrying out their activities relating to, or affecting land within these areas. This is known as the 'duty of regard'.

Although the National Planning Policy Framework (NPPF) does not specifically refer to setting in the context of AONBs, the National Planning Practice Guidance (NPPG) confirms that the Duty of Regard is "*relevant in considering development proposals that are situated outside National Park or Area of Outstanding Natural Beauty boundaries, but which might have an impact on the setting of, and implementation of, the statutory purposes of these protected areas.*" ¹

¹ Planning Practice Guidance Paragraph 003 Reference ID 8-003-20140306, revised 06/03/2014

The NPPG also refers to guidance produced by both Defra and Natural England on the 'Duty of Regard'. Defra's guidance confirms that this can be relevant outside of the AONB boundary² :

"Additionally, it may sometimes be the case that the activities of certain authorities operating outside the boundaries of these areas may have an impact within them. In such cases, relevant authorities will also be expected to have regard to the purposes of these areas".

Similarly, Natural England confirms that the conservation of protected landscapes should include safeguarding their setting³ :

"Natural England interprets the protection and enhancement of all sites, habitats and landscapes widely. This includes safeguarding their character, qualities and features, including where appropriate, their settings..."

Further detail on the legislative basis in respect of setting is provided in Appendix A, including specific reference to proposals for renewable energy.

The Kent Downs AONB Management Plan

The Countryside and Rights of Way Act 2000 also sets out a requirement for a Management Plan to be prepared and published for AONBs. The Kent Downs AONB Management Plan, second revision 2014 - 2019 sets out the aims, policies and actions for the conservation, enhancement and management of the AONB. Compliance with policies of the Management Plan assists in helping to demonstrate that public bodies have complied with their duty of regard. Setting is a recurrent theme in the Kent Downs AONB Management Plan 2014 - 2019 and is specifically referred to in Policy SD8:

"Proposals which negatively impact on the distinctive landform, landscape character, special characteristics and qualities, the setting and views to and from the AONB will be opposed unless they can be satisfactorily mitigated."

In addition, setting is relevant to policies SD1, SD2, SD7, SD9, SD10 and SD11 of the Management Plan which are reproduced in Appendix B.

3. High Court/Appeal decisions

² Duties on relevant authorities to have regard to the purposes of National Parks, Areas of Outstanding Natural Beauty (AONBs) and the Norfolk and Suffolk Broads. Defra (2005)

³ Natural England's Spatial Planning Position (2009)

http://www.naturalengland.org.uk/Images/PlanningPosition_tcm6-16604.pdf

There have been various High Court judgements and appeal decisions that confirm that setting of AONBs can be a relevant consideration. Details of these are included at Appendix C.

4. The setting of the Kent Downs AONB

The Kent Downs AONB comprises a dramatic and diverse landscape that is based on its underlying geology. Landscape features of particular note include south facing steep slopes of chalk and greensand; scalloped and hidden dry valleys, expansive open plateaux, broad steep-sided river valleys and the dramatic, iconic white cliffs and foreshore.

The upland nature of the scarp makes it a prominent feature in the wider landscape, particularly in views towards the scarp from the south. Long distance panoramas are offered across open countryside, particularly from the scarp, primarily in a southerly direction. The Kent Downs AONB was designated in part because of these views beyond it into its setting and these views have remained critical to its value and to public enjoyment ever since. The setting of the chalk scarp has long been held to be integral to the experience of the AONB and a particularly important element of the AONB that merits protection.

The setting of the Kent Downs AONB does not have a geographical border. In most cases, the setting comprises land outside the AONB which is visible from the AONB and from which the AONB can be seen. The setting may be wider however, for example when affected by features such as noise and light. In some cases the setting area will be compact and close to the AONB boundary, perhaps because of natural or human made barriers or because of the nature of the proposed change. However, the setting area maybe substantial for example where there is a contrast in topography between higher and lower ground.

Locations where development and changes to the landscape where the setting of the Kent Downs AONB may be more keenly felt include views to and from the:

- Scarp of the Kent Downs to the Vale of Holmesdale - the valley that lies at the foot of the North Downs and incorporates the A20/M20, M26 and M25 corridors, together with views from the Lympne escarpment to the Romney Marsh and from the Greensand Ridge;
- the highest and most open parts of the AONB to the Greater Thames Estuary, the Romney Marsh and Greater London;
- Dover White Cliffs, the English Channel and French coast;
- High Weald AONB; and
- Land which has landscape character linked to the Kent Downs such as dry valleys.

Setting can also affect views within the AONB, such as where other landscapes are visible constituting part of the view however it may be difficult to distinguish between differences in landscape character. Similarly, development in the setting could detract from associated views within the AONB, for example polytunnels could be visible from a distance within the AONB, affecting the integrity of internal views of the AONB landscape.

5. Development likely to affect the setting of the AONB

Scale, height, siting, use, materials and design are factors that will determine whether a development affects the natural beauty and special qualities of the AONB. Incompatibility with surroundings, movement, reflectivity and colour are also likely to affect impact. In most cases, the further away a development is from the AONB boundary, the more the impact is likely to be reduced, however a very large or high development may have an impact even if some considerable distance from the AONB boundary.

A development may avoid direct physical effects, but introduce other impacts, such as a greater level of traffic, noise and the characteristics of built development or be located outside of the AONB but increase urban fringe pressures on land in the AONB, potentially affecting land management and the Public Right of Way network.

Examples of adverse impacts on the setting of the Kent Downs AONB include:

- development which would have a significant impact on views in or out of the AONB;
- loss of tranquillity through the introduction or increase of lighting, noise, or traffic movement or other environmental impact including dust, vibration and reduction in air quality;
- introduction of abrupt change of landscape character;
- loss or harm to heritage assets and natural landscape, particularly if these are contiguous with the AONB;
- development giving rise to significantly increased traffic flows to and from the AONB, resulting in erosion of the character of rural roads and lanes; and
- increased recreational pressure as a result of development in close proximity to the AONB.

It is not only built development or proposals requiring planning permission that can adversely impact on the setting of the AONB. Changes in land use and/or land management can also fail to conserve and enhance setting, especially where a change of use of land is of a significant enough scale to cause harm to landscape character. Harm can also occur due to loss of habitat and the resultant impact on biodiversity; the unique landscapes of the Kent Downs and its environs create and contain a rich and distinctive biodiversity which contributes greatly to the natural beauty. Impact would be more severe where habitats or species of importance to the AONB are affected. Farm diversification and development activities such as equine facilities, shooting and field sports, alternative crops and non-agricultural enterprises can also have detracting impacts on the characteristics and qualities of the Kent Downs, the harm from which can often be managed by appropriate design and mitigation.

6. Cumulative impacts upon AONB setting

Cumulative impacts can also arise from multiple developments within the setting of the AONB. Each development may not be harmful in isolation, but taken in conjunction with others proposed, they may result in significant harm. Cumulative impact can occur as a result of increased traffic, noise, vibration, lighting as well as landscape and visual impacts.

Cumulative impacts are a particular concern in the views to and from the scarp of the North Downs to the Vale of Holmesdale. The juxtaposition of the dramatic landform with the transport corridor and the settlements around them on the lower ground mean it is a focus of attention for new development.

Environmental Impact Assessment (EIA) can be an effective tool in helping to assess cumulative impacts of development within the setting of the AONB. Where applicable, EIA should consider the in-combination impacts of:

- built and operational development;
- development under construction;
- application(s) permitted but which are not yet implemented;
- submitted applications not yet determined, and which, if permitted, would affect the proposed development; and
- development identified in the adopted and emerging development plan.

Many developments may not be subject to EIA, but could still result in cumulative impacts. The AONB Unit will continue to monitor applications/permissions within the setting to the AONB and will support local authorities in understanding the potential cumulative impacts of development upon AONB setting, particularly where impacts may potentially spread across several local authority borders.

7. Conserving and enhancing the setting of the Kent Downs AONB

The best way to minimise adverse impacts on the setting of the AONB is through avoidance of harm in the first place by making sure that schemes conserve and enhance the setting of the AONB. Many issues can be resolved through careful design and incorporation of appropriate mitigation and/or management measures, such as:

- care over orientation, site layout, height, scale and massing of structures and buildings to minimise impact when viewed from the AONB;
- appropriate densities to allow for significant tree planting between buildings;
- consideration not just of the site but also the landscape, land uses and heritage assets around and beyond it;
- careful use of colours, materials and non-reflective surfaces;
- restraint and care over the installation and use of external lighting including street lighting, to prevent harm to the dark night skies of the AONB. Where essential, lighting should be well-directed and full cut off and of low level in form and lumen intensity;
- the grouping of new structures and buildings close to existing structures and buildings to avoid new expanses of development that are visible and out of context; and
- detailed mitigation and management measures, for example including native landscaping that is locally appropriate (where possible contributing to Biodiversity Action Plan targets) and noise reduction.

Further advice on design principles can be found in the Kent Downs AONB publication 'The Landscape Design Handbook' which can be downloaded at:

<http://www.kentdowns.org.uk/guidance-management-and-advice/landscape-design-handbook>

In addition, measures to consider impact on the setting of the AONB, such as through Landscape and Visual Impact Assessments should be utilised where appropriate.

The AONB Unit would welcome the opportunity to enter into any pre-application discussions/consultations to ensure full attention is given to these factors at the earliest opportunity.

8. Conclusions

- Where appropriate, local authorities should take into consideration the setting of the Kent Downs AONB when determining planning applications in accordance with their duties under Section 85 of the 2000 CROW Act.
- The AONB Unit will monitor and comment as appropriate on significant planning applications that impact on the setting of the AONB in accordance with the agreed planning protocol. Development likely to result in a negative impact on the setting of the AONB will not be supported, unless it can be satisfactorily be mitigated.
- The AONB Unit will support local authorities in both determining whether a proposal would impact upon the setting of the AONB and provide them with evidence, including, if necessary, representation at appeals.
- The AONB Unit will encourage landowners to adopt practices to ensure protection and enhancement of the setting of the Kent Downs AONB.
- The Kent Downs AONB Unit will positively support environmental enhancement schemes that improve the setting of the AONB where all other environmental matters have also been addressed.
- The AONB Unit will seek to ensure all Local Plans include reference to the importance of protection and enhancement of the setting of the Kent Downs AONB within relevant policies.

APPENDIX A

The legislative basis for considering questions of setting

Areas of Outstanding Natural Beauty (AONBs) are designated by the Government for the purpose of ensuring that the special qualities of our finest landscapes are conserved and enhanced. In planning policy terms they have the same status as National Parks.

Section 82 of The Countryside and Rights of Way Act 2000 confirms that the primary purpose of AONB designation is to conserve and enhance the natural beauty of the area.

Section 85 places a statutory duty on all relevant authorities requiring them to have regard to the statutory purpose of AONBs when coming to decisions or carrying out their activities relating to, or affecting land within these areas. Guidance on how the implication of this duty and how it may be discharged was issued by Defra in 2005⁴ :

"Additionally, it may sometimes be the case that the activities of certain authorities operating outside the boundaries of these areas may have an impact within them. In such cases, relevant authorities will also be expected to have regard to the purposes of these areas".

Natural England's published spatial planning position considers the protection and enhancement of protected landscapes⁵ :

"Spatial planning policies and decisions should ensure the highest levels of protection and enhancement for England's protected landscapes, habitats, sites and species." The explanatory text states: "Natural England interprets the protection and enhancement of all sites, habitats and landscapes widely. This includes safeguarding their character, qualities and features, including where appropriate, their settings..."

Although the NPPF does not specifically refer to setting in the context of AONBs, the Planning Practice Guidance, at paragraph: 003 Reference ID: 8-003-20140306 states:

"This duty is particularly important to the delivery of the statutory purposes of protected areas. The duty applies to all local planning authorities, not just national park authorities. The duty is relevant in considering development

⁴ Duties on relevant authorities to have regard to the purposes of National Parks, Areas of Outstanding Natural Beauty (AONBs) and the Norfolk and Suffolk Broads. Defra (2005)

⁵ Natural England's Spatial Planning Position (2009)

http://www.naturalengland.org.uk/Images/PlanningPosition_tcm6-16604.pdf

proposals that are situated outside National Park or Area of Outstanding Natural Beauty boundaries, but which might have an impact on the setting of, and implementation of, the statutory purposes of these protected areas.”

Paras. 109 and 115 of the National Planning Policy Framework (NPPF) emphasise the importance of protecting and enhancing valued landscapes.

For Plan making, para. 110 of the NPPF requires allocations to be made on land with the least environmental or amenity value, where consistent with other policies in the Framework.

Paras. 13 & 14 of the NPPF set out what the presumption in favour of sustainable development means for plan makers and decision takers. Para. 14 makes clear that this would normally mean approving development proposals that accord with the development plan or (where the development plan is absent, silent or relevant policies are out of date) grant permission. However, there are specific exceptions to paragraph 14, namely where:

“any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted”.

Footnote 9 to paragraph 14 advises that this includes policies relating to the protection of AONBs.

Proposals for renewable and low carbon energy

Proposals of this type can raise particular issues for AONB setting. Planning Practice Guidance for renewable and low carbon energy states⁶:

“Proposals in National Parks and Areas of Outstanding Natural Beauty, and in areas close to them where there could be an adverse impact on the protected area, will need careful consideration.”

The Overarching Energy National Planning Statement (NPS) EN-1 states:

“5.9.12. The duty to have regard to the purposes of nationally designated areas also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. The aim should be to avoid compromising the purposes of designation and such projects should be designed sensitively given the various siting, operational, and other relevant constraints...”

5.9.13. The fact that a proposed project will be visible from within a designated area should not in itself be a reason for refusing consent.”

⁶https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/225689/Planning_Practice_Guidance_for_Renewable_and_Low_Carbon_Energy.pdf

Footnote 17 of the NPPF states:

"In assessing the likely impacts of potential wind energy development when identifying suitable areas, and in determining planning applications for such development, planning authorities should follow the approach set out in the National Policy Statement for Renewable Energy Infrastructure (read with the relevant sections of the Overarching National Policy Statement for Energy Infrastructure)."

Natural England has published "Making Space for Renewable Energy" – Natural England's approach to assessing on-shore wind energy development"⁷. This includes the statement "*Natural England regards the setting of protected landscapes as being potentially influential on the conservation of the special qualities of the National Park or AONB concerned.*"

This guidance continues "*Spatial plans should include policies that take into account the sensitivity of the setting of protected landscapes.*"..."*The potential for developments to dominate the setting of protected landscapes requires careful consideration.*"

⁷ http://www.naturalengland.org.uk/Images/NEBPU1805Annex2_tcm-15152.pdf

Appendix B

Kent Downs Management Plan 2014 - 2019

Setting is a recurrent theme in the Kent Downs AONB Management Plan 2014-19 and particularly relevant to the following policies:

SD1 The need to conserve and enhance the natural beauty of the Kent Downs AONB is recognised as the primary purpose of the designation and given the highest level of protection within the statutory and other appropriate planning and development strategies and development control decisions.

SD2 The local character, qualities and distinctiveness of the Kent Downs AONB will be conserved and enhanced in the design, scale, setting and materials of new development, redevelopment and infrastructure and will be pursued through the application of appropriate design guidance and position statements which are adopted as components of the AONB management Plan.

SD7 To retain and improve tranquillity, including the experience of dark skies at night, careful design and the use of new technologies should be used. New developments and highways infrastructure which negatively impact on the local tranquillity of the Kent Downs AONB will be opposed unless they can be satisfactorily mitigated.

SD8 Proposals which negatively impact on the distinctive landform, landscape character, special characteristics and qualities, the setting and views to and from the AONB will be opposed unless they can be satisfactorily mitigated."

SD9 The particular historic and locally distinctive character of rural settlement and buildings of the Kent Downs AONB will be maintained and strengthened. The use of locally-derived materials for restoration and conservation work will be encouraged. New developments will be expected to apply appropriate design guidance and to be complementary to local character in form, setting, scale, contribution to settlement pattern and choice of materials. This will apply to all development, including road design (pursued through the adoption and implementation of the AONB Rural Streets and Lanes Design handbook), affordable housing, development on farm holdings (pursued through the farmstead design guidance), and rights of way signage.

SD10 – Positive measures to mitigate the negative impact of infrastructure and growth on the natural beauty and amenity of the AONB will be supported.

SD11 – Where it is decided that development will take place that will have a negative impact on landscape character, characteristics and qualities of the Kent Downs AONB or its setting, mitigation measures appropriate to the national importance of the Kent Downs landscape will be identified, pursued, implemented and maintained. The removal or mitigation of identified landscape detractors will be pursued.

LLC1 – The protection, conservation and enhancement of special characteristics and qualities, natural beauty and landscape character of the Kent Downs AONB will be supported and pursued.

The Management Plan can be downloaded from the Kent Downs AONB website:

<http://www.kentdowns.org.uk/guidance-management-and-advice/management-plan>

APPENDIX C –

High Court/Appeal Decisions

The potential for development to impact on the setting of the Kent Downs AONB has been affirmed by the High Court, Planning Inspectorate and the Secretary of State in a number of appeal decisions.

Stroud District Council v Secretary of State for Communities and Local Government, February 2015

A High Court judgement in February 2015 (Stroud District Council v Secretary of State for Communities and Local Government, February 2015)⁸ has confirmed that the landscape and scenic beauty of an AONB can be affected by views out from the designated area. The judgement concludes that paragraph 115 of the NPPF can cover the impact of land viewed in conjunction with the AONB from the AONB:

Para 115 NPPF

'Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas and should be given great weight in National Parks and the Broads'

The effect of this judgement is to extend the meaning of the word 'in' to include land outside of designated areas but which can be seen in views from within it.

The 'Kent International Gateway' (APP/U2235/A/09/2096565)

Following a Public Inquiry, the Secretary of State refused a road-rail freight interchange in 2010 in the immediate setting of the Kent Downs scarp at Bearsted. Here, a key reason for the appeal dismissal was substantial harm to the AONB setting:

"The Secretary of State agrees with the Inspector's reasoning and conclusions, as set out at IR18.29–18.52, regarding the impact of the proposed development on the countryside, Special Landscape Area and the AONB. He agrees that the majority of the appeal site is attractive open countryside and that, whilst the noise of the M20/HS1 is a negative feature of the area, the site nonetheless has a strongly rural character and atmosphere (IR18.31). He further agrees that, overall, the proposal would cause substantial harm to the open countryside

⁸ EWHC 488 Stroud District Council v Secretary of State for Communities and Local Government, February 2015 (CO/4082/2014)

character and appearance of the site and would be in conflict with relevant development plan policies (IR18.34). The Secretary of State agrees with the Inspector's conclusion that the appearance and scale of the development would be alien and out of character with the countryside and the existing built-form of neighbouring settlements, and that it would cause substantial harm to the setting of the AONB (IR18.45). Given the importance and value of the open countryside which currently forms the appeal site and of the AONB which adjoins it, and given the harm the proposal would cause to them, the Secretary of State agrees that substantial weight should be given to these matters in the determination of the appeal (IR18.52)."

Waterside Park, Ashford Road, Hollingbourne (APP/U2235/A/14/2224036 & 2229271)

Two appeals for industrial estates on the same site on an agricultural field, located close to junction 8 of the M20 were both dismissed following a Public Inquiry in 2015. The Inspector considered harm would arise both in terms of views northwards towards the AONB and in respect of views southwards from the AONB.

In views from the south towards the AONB, she considered that the scale of the development would appear significant, dominating the foreground such that views to the AONB would be interrupted. She concluded that *"this would have a detrimental impact on the setting of the AONB, that, in my view, would be 'moderate adverse' "*.

In terms of the visual impact of the developments, it was considered that the rural character of the site would be lost and that the sensitivity of receptors, particularly walkers using public rights of way within the AONB, would be high and that this harm was a significant factor weighing against the proposals.

The Inspector advised that:

"considerable environmental harm would result from the loss of this area of countryside to development through the combined impact on the landscape setting of the AONB and the heritage assets. The developments would fail to protect the setting of the AONB and therefore also conflict with the aims of Section 85 of the Countryside and rights of Way Act 2000."

The conclusion was reached that the environmental harm would be greater than the identified economic advantages and that the adverse impacts would significantly and demonstrable outweigh the benefits.

**Land south of Court Lodge Road, Harrietsham
(APP/U2235/W/15/3119223)**

Here, an appeal for a residential development of 40 dwellings on a site on the edge of Harrietsham, comprising an agricultural field abutting the Kent Downs AONB to the north and west was dismissed.

In considering the appeal, the Inspector noted that although the site was not in the AONB, the National Planning Practice Guidance sets out that the duty to have regard to the purposes of the AONB is relevant in considering proposals that are situated outside an AONB but which might impact on its setting. He felt that the proposal would have a significant and negative effect on landscape quality and that this would not be outweighed by the prospect of additional landscaping within the site. Furthermore, while not located within the AONB, he considered that the site formed part of the immediate setting of it and its openness and appearance gave a clear visual association with land within the AONB. The loss of character and openness as a result of the development would have a clear and negative effect on the setting of the AONB.

In dismissing the appeal, the Inspector concluded that, notwithstanding an undersupply of housing,

"the unacceptable effects of the proposal on the landscape character of the area, including its SLA categorisation and its position at the edge of the AONB, significantly and demonstrably outweigh the benefits that would arise from the proposal".

Hollingbourne Vale

Landscape Character Area 7

Districts/ Boroughs: Ashford; Maidstone

Landscape Partnerships: None

INSERT MAP HERE SHOWING LOCATION WITHIN AONB, AND ANY SUB AREAS



View of the vale and scarp near Thurnham

7.1 Description

- 7.1.1 This Landscape Character Areas comprises the south-west facing scarp slope and the clay vale below, between the Medway and Stour valleys. The underlying geology is fundamental to the character of the area, and consists of the chalk scarp (including sand deposits), with clay in the lower vale. The steep scarp of the downs overlooks a wide, rolling landscape of mixed farmland. There are a series of splendid sweeping views from the scarp over Hollingbourne Vale towards Maidstone and the Greensand Ridge beyond. The presence of the scarp provides a strong sense of place and orientation both within the Landscape Character Area and in views towards it.
- 7.1.2 The steeper parts of the scarp are predominantly grassland or woodland, although some parts have been ploughed in the late 20th Century. This has exposed the highly visible white chalk below the shallow, unstable soils. The scarp is particularly steep and undulating in the west, becoming gentler towards the east. The long history of exploitation of the chalk and sand is shown in the former quarries and deneholes which are dotted over the area. The chalk pits often form wildlife habitats, with some designated SSSI. Uncommon scrub species such as wild box and purging blackthorn may be found on the grassland of the scarp, for example around Thurnham. Woodlands are varied, with evergreen species more noticeable on the steep scarp at the western end. Woodland and plantations in the lower parts of the vale give much of the landscape a well-treed appearance. Springs occur at the boundary of the chalk and clay which feed surface ponds and lakes at the base of the scarp. Historically, these springs have been used to power mills, and also to supply water for osier beds on the valley floor.
- 7.1.3 The southern boundary of the AONB extends across the fertile strip of land along the scarp foot. The continual down-wash of soil from the scarp, combined with the sheltered aspect of the resulting fields, produces a belt of very productive agricultural land. For most of its length, the extent of this fertile strip is clearly evidence from the single-width and uniformity of the large, intensively-cultivated fields which divide it up. Beyond this strip, the fields are often smaller and more irregular, with more trees and woodland scattered between them. Pockets of historic smaller fields and paddocks often occur around settlements, along with some more recent subdivisions of land for horse-grazing.
- 7.1.4 The agricultural value of the scarp foot has long been recognised and exploited. The Ordnance Survey maps of the late 19th Century show a pattern of large, regular fields similar to that of today, which are often divided by luxuriant hedgerows containing a range of native species. The late 20th Century saw some parts of the scarp foot denuded of the few trees and hedges which formerly occurred there. This has produced vast arable 'prairies' that in places sweep up over the scarp onto the downland plateaux.
- 7.1.5 The natural fertility of the soils mean that this area has been settled for a long time. Prehistoric standing stones occur in the western part of the area, and evidence of a

Neolithic long house was found during construction of a cutting for HS1 near Boxley. Archaeological excavations associated with HS1 also revealed a Roman villa and medieval settlement on the valley floor east of Detling. The Norman castle at Thurnham was constructed in a commanding position high on the scarp, with excellent views over the Hollingbourne Vale.

- 7.1.6 The scarp foot is characterised by the string of old-established villages, such as Hollingbourne, Boxley and Detling which have grown up along the line of springs that seep out from the lower levels of the chalk. Hollingbourne Manor is a good example of Elizabethan brickwork, and there are many other attractive houses and farms in and between the villages, often with chequered red and grey brick and clay-tile roofs. There are also several splendid churches, some isolated or standing on village edges.
- 7.1.7 The scarp contains a distinctive pattern of roads and tracks. Throughout much of the Landscape Character Area, the ancient track of the North Downs Way runs east-west along the top of the scarp, and the Pilgrims Way runs parallel, half way down. Both are lined with thick hedges for much of their length, and evoke a timeless quality. Parts of the Pilgrims Way may have ancient origins as an alternative summer route to the higher path along the top of the scarp. The sticky clay underfoot would have made it difficult to use in winter. Running perpendicular, up the scarp face, are a series of sunken lanes and tracks which are likely to have had their origins as drove roads for moving animals between the high land and the vale. Many of the historic villages have developed along these routes.
- 7.1.8 More recently, Hollingbourne Vale has become a major transport corridor for the M20 and HS1, with their associated tunnels, bridges and wires.

INSERT SKETCH FROM 1995 ASSESSMENT

7.2 Local Character Areas

- 7.2.1 There are two Local Character Areas within Hollingbourne Vale, largely distinguished by the extent of woodland on the scarp.

Boxley Vale

- 7.2.2 Boxley Vale lies to the north of Maidstone and is almost encircled by major roads. Nevertheless this is an attractive and anciently settled area of countryside. The scarp woodlands have a significant amount of yew and some box, whose dark, evergreen foliage is particularly prominent in winter. Rose is present on woodland edges. The chalk grassland at Boxley Warren Nature Reserve contains many different species. The rabbit-grazed turf is springy underfoot, and scented by the wild thyme and other herbs. The placename Boxley ('clearing in the box') suggests box has been a dominant species in this area since Saxon times. To the west the traditional large fields of the scarp foot are in evidence, but east of Boxley a series of small, hedge-lined fields are interspersed by attractive parkland. The striking stone walls around the site of the medieval abbey at Boxley in the west add to the strong, historic feel of the landscape.
- 7.2.3 Boxley is a springline village with many traditional buildings including a medieval manor complex adjacent to the church, a maltings and traditional cottages. Similar vernacular brick and timber-framed buildings are also found in the farmsteads scattered across the area. The poet Alfred, Lord Tennyson frequently visited Park House, and was inspired by this landscape when he wrote his poem 'The Brook'.
- 7.2.4 HS1 and main roads are prominent in some views, along with urban development outside the AONB. The noise and movement associated with the transport corridors also reduce the sense of tranquillity.



View looking towards the wooded scarp at Boxley Warren

Detling to Eastwood

- 7.2.5 This long, narrow Local Character Area runs from Detling in the west to Eastwood in the east, and includes the villages of Detling, Thurnham, Hollingbourne and Westwell. Lenham, Harrietsham, Charing and Eythorne Street are close to its southern boundary but outside the AONB.
- 7.2.6 In contrast to the dense woodlands above Boxley, much of this area has only an intermittent fringe of yew woodland along the scarp top and some scattered trees along field boundaries. Nevertheless, the scarp-top woodland and trees play an important role in creating a treed backdrop. Further east, there are larger blocks of woodland including Westwell Downs, and woodland and plantation associated with Eastwell Park. The estate of Eastwell Park also contains a number of historic parkland features, including veteran trees and the ornamental Eastwell Lake- one of the largest waterbodies in this part of the AONB.
- 7.2.7 A strip of chalk grassland follows the top of the scarp for much of its length, and this has been extended through reversion of arable land. The lower slopes of the scarp, and the vale below, are mostly in arable use, and the line of the historic trackways which run east-west along the scarp are marked by horizontal lines of trees and hedgerows. A chalk cross carved into the scarp above Lenham as a memorial to those who fell in WW1 is a local landmark.



View looking east from below Thurnham Castle. The narrow belt of woodland along the top of the scarp can be seen on the left, with grassland below. The grassy fields, including the one in the foreground, have recently been reverted from arable.



Chalk grassland growing on an old chalk and sand quarry above Lenham



Clear chalk stream at Goddington



Woodland with a high proportion of evergreen species, including yew and box, Boxley Warren Nature Reserve



Traditional buildings in the typical springline village of Hollingbourne



The Pilgrims Way forms a hedged track between fields, and has a strong sense of timelessness.



Sweeping view from Boxley Warren across Maidstone towards the Greensand Ridge.

7.3 Landscape Condition, Sensitivity and Forces for Change

- 7.3.1 Parts of the Hollingbourne Vale suffered from the removal of hedgerows and shaws in the 1970s and 1980s, a fact which was noted in the 1995 and 2004 Assessments, along with the impacts of pylons, HS1 and the M20. The 2004 Assessment described Hollingbourne Vale as being in poor condition with weak ecological integrity and 'prairie' fields.
- 7.3.2 In the intervening years there have been several projects aimed at enhancing the structure and management of the landscape. Some have been funded through Higher Level Stewardship, and others through landscape schemes associated with the Channel Tunnel Rail link. These have included replanting and/ or gapping-up hedgerows, reverting arable land on the scarp slope to grassland, and linking patches of grassland along the scarp. However, some areas of large scale 'prairie' fields still remain. Planting along the transport corridors has matured and therefore forms a more effective screen. Nevertheless, the local impacts of HS1 and the M20 are noticeable in terms of noise, structures and movement.
- 7.3.3 Comparison of the photos from 1995 and 2017 shows considerable tree growth on the valley floor and sides. The sheds on the right of the 1995 image are now larger (although screened by a tree in the 2017 photo).
- 7.3.4 The location of the Hollingbourne Vale on the edge of the AONB, and within a transport corridor, means that there is significant pressure for development in the immediate vicinity of the AONB and in its wider setting. This will impact on views from within the AONB looking out, and also threatens its tranquillity and rural character.
- 7.3.5 The prominence of the scarp landform makes it particularly sensitive to development, and the narrow shape of the Landscape Character Area means that it is vulnerable to fragmentation.



View towards the scarp with Chegworth Court Farm in the foreground in 1995 (above) and 2017 (below). The exact location of the original view is no longer on a public right of way.

Issue	<i>Landscape sensitivities and potential landscape impacts</i>
Transport infrastructure	<p>The transport corridor containing the A20, M20, Maidstone-Ashford railway line and HS1 runs along the southern edge of Hollingbourne Vale. The A249 also climbs the scarp west of Detling, and the A252 climbs it west of Charing. These transport routes have localised visual and noise impacts, and can be detrimental to the tranquillity of the area. They also function as a catalyst for development (see below).</p> <p>Most other roads within Hollingbourne Vale are narrow lanes or tracks, and are often sunken and not suitable for heavy traffic. Banks and hedgerows can be damaged by wide or passing vehicles.</p>
Development	<p>Within the AONB, main road corridors tend to be a focus for more urban fringe -style development such as garages and garden centres. These can have localised impact on the rural character of the area.</p> <p>Development pressure may lead to developments which do not reflect the form or style of older buildings, and therefore do not sit as</p>

	<p>comfortably within the landscape.</p> <p>However, the greatest pressure is for development outside the AONB, but visible from it, or within the setting of the AONB when viewed from the south. There is already a precedent for industrial development at the Marley Industrial Estate on the AONB boundary at Lenham, and with further pressure for industrial development along the A20/ M20 corridor. There is also currently rapid expansion of settlements just outside the AONB. Other structures which may impact on views include solar farms, polytunnels and quarrying infrastructure.</p>
Land management	<p>The landscape has suffered from intensive farming in the past, particularly loss of hedgerows and shaws, and ploughing of grassland. Whilst efforts have been made to restore the landscape in recent years, there are still areas where ‘prairie fields’ dominate. These large fields lack character and visual interest, and are also less beneficial to wildlife.</p> <p>Lack of woodland management is a problem in some areas.</p> <p>Future agricultural practices, cropping patterns etc. will depend on agricultural grant schemes, which are currently unknown.</p> <p>There is a need to find positive, sensitive new uses for agricultural buildings which can no longer serve their original purpose. New agricultural buildings tend to be larger and constructed of reflective materials which can make them more intrusive.</p>
Water management	<p>Abstraction of groundwater affects surface water flows, which in turn affects water quality and habitats. Pollution levels are a concern, and Agricultural chemicals, including nitrates, also affect water quality. Ploughing of steep land, particularly where there are no hedgerows can lead to soil erosion and run-off into rivers, particularly after heavy rain.</p>
Recreation	<p>Illegal use of off-road vehicles on tracks (particularly the Pilgrim’s Way) is a problem in parts of the area (especially around Boxley). Such use can lead to intimidation of legitimate users, and also damage the surface of the track.</p> <p>Sub-division of land for horse-grazing is noticeable in some parts of Hollingbourne Vale, particularly around villages.</p>
Outside forces	<p>Climate change is likely to have a range of impacts on the area, including exacerbating the frequency and intensity of storms, and also longer drier periods. These will affect flooding, water quality, and the ability of various tree and plant species to survive. Warmer temperatures also enable new pests and diseases to thrive. Ash dieback is already a concern, and will continue to affect woodlands and hedgerow trees over the coming years. Invasive species such as Japanese knotweed also threaten native vegetation on riverbanks.</p>

7.4 Landscape Management Recommendations

Landscape Strategy

The strongly rural character of the area is retained, despite the pressure for development in the vicinity. Views from the scarp, and towards the scarp, remain free from large-scale development which has an adverse effect on the setting of the AONB.

Progress continues to be made on repair and enhancement of the landscape structure, including hedgerows, shaws and woodlands, particularly in areas of 'prairie fields' where hedgerows have been lost. Habitat networks of grassland and woodlands are robust and well-managed. The distinctive woodland and grassland vegetation along the top of the scarp is thriving, and the skyline is clear of development. The water quality of chalk rivers and streams is high, and flows are as close as possible to their natural state.

Historic buildings and villages are well-maintained, and any new development is sensitive to traditional settlement character. The network of lanes and tracks- particularly the long distance footpaths- are enjoyed by legitimate users, and retain their timeless quality and magnificent views.

Protect

- Protect the rural character of roads and tracks, and avoid the spread of linear development along road corridors, particularly where it is not rural in character.
- Protect skylines at the top of the scarp, avoiding trees or structures which disrupt the undeveloped horizon formed by grassland and woodland.
- Protect the rural character of the scarp. The landform is prominent and particularly sensitive to development.
- Protect the settings of historic buildings and settlements, including farms. Make sure that new farm buildings are sited and designed to blend into their surroundings, for example using recessive colours, stepped ridgelines and avoiding skylines.

Manage

- Manage farmland, particularly arable areas, to promote a network of hedgerows and grassland strips.
- Continue to develop and link the grassland and woodland strips along the top of the scarp.
- Manage woodland to promote age and species diversity, and also to encourage locally-distinctive woodland species such as box, yew and whitebeam.
- Manage historic parkland and ensure that all parklands have a conservation management plan. Plant replacement parkland trees where necessary to ensure that they remain features of the landscape.
- Manage recreational routes to minimise conflicts between off-road vehicles and legitimate users.
- Continue to promote best practice with regard to management of land for equine use.

- Manage watercourses and ponds to enhance their biodiversity and (where appropriate) amenity value.

Plan

- When considering new development in the vicinity of the AONB, take into account the impacts on views from within the AONB, and how new development will appear in the context of the AONB (particularly in views from the south looking towards the AONB, and in views along Hollingbourne Vale). Use carefully-designed planting schemes to help integrate development into the landscape.
- Work with water companies to monitor water flows and to try and retain the natural conditions of chalk streams, and encourage farmers and land managers to reduce levels of water pollution.
- Work with highways authorities to reduce noise levels from traffic on main roads.

Plantlife



Hay festival?

Action now for
species-rich
grasslands

It took around 6,000 years to create the species-rich grassland for which the UK is globally famous.

Yet in less than a century we have lost 97%

And counting...

Species-rich grassland is different to the bright green, intensively-farmed grassland that covers nearly half of the UK.

For a start it's now rare, covering less than 1% of UK land. Yet these remaining isolated fragments are home to an unprecedented richness of species; hundreds of different wild flowers and fungi have co-evolved over millennia with farmers managing the land as hay meadows and pasture. This unparalleled plant diversity provides the life support for our invertebrates, birds, mammals.

Stand in a field of intensively-farmed grassland and, despite the apparent lushness at your feet, barely any life will be evident. No movement, no sound, no colour.

Stand in a meadow in midsummer and the hum of life around you is almost overwhelming: bees, butterflies, birdsong, and colour...



This Action Plan isn't a nostalgic yearning for a hazy vision of yesteryear, it's about investing in our most exciting and biodiverse grasslands - our natural capital - to realise the multitude of benefits they provide:

- Grassland soils contribute to **carbon sequestration**, with acid grasslands and dry grassy heaths outperforming habitats like woodlands.
- Flower-rich floodplain meadows have more absorbent soils, so capture and **hold back floodwaters** more effectively than improved grassland.
- Flower-rich grasslands support **greater numbers and diversity of pollinating species than other habitats**. Proximity to semi-natural grasslands increases predator control of agricultural pests.
- A fifth of all **priority species** for conservation action are associated with grassland habitats.
- Biodiverse grasslands **lock up more pollutants** thereby reducing impacts to air and water.
- Species-rich pasture and hay benefit grazing livestock, providing **a wider range of minerals and amino acids** than intensive pasture, resulting in healthier animals and healthier food.
- Surviving meadows are **key landscape features** like ancient woodlands
- The colour and wildlife of meadows enrich our lives giving a deep-rooted sense of **well being**.

Created by the Save Our Magnificent Meadows partnership, led by Plantlife, this is a clarion call to protect, love and restore our meadows and species-rich grassland against the creeping normality that they no longer matter.

How have we lost 7.5 million acres of meadows since the 1930s ?

Unprotected and easily destroyed, 97% of our species-rich grassland has been sprayed, ploughed, fertilized and re-seeded. This is a key driver in the high-profile declines of pollinators and birds and a loss to us all. Surviving lowland meadows are typically small and isolated and are not adequately protected by existing measures such as planning legislation. The few surviving larger areas of species-rich grassland, are being eaten away and fragmented by increasing intensification and changing land use. For our vast upland areas, the changes are driven by a loss of mixed farming and agricultural practices that have increased the intensity of land management. Even those designated a SSSI/SSI are not always protected and remain vulnerable to damage, mismanagement and habitat loss.

Mismanaged – for meadows and species-rich grasslands afforded no statutory protection the outlook is bleak, with nearly 80% suffering from neglect. With most farmed grasslands locked into prescribed and uniform management regimes, we have lost the variety of past management and the resilience to environmental change that this secured and, with it, some of our most characteristic species. We need to target remaining species-rich grasslands with more flexible management and develop measures to expand and link isolated sites, preferably by the reinstatement of natural dynamic processes such as the movement of livestock.

Undervalued – to the untrained eye and for much of the year, meadows and species-rich grasslands can look much like other fields. It is only in the summer months that they reveal themselves in all their glory. Unlike our local woodlands, we are not so aware of local meadows we can visit. As they have disappeared from our landscapes and everyday lives, we've lost that magical experience that wildflower grasslands provide – a nature deficit disorder that sterile fields fail to counter. We are also much less conscious when they are being destroyed. We notice when a wood is being felled but not when a field is being ploughed... Species-rich grassland with undisturbed floral histories going back generations can be lost in a single afternoon. As our memories fade of what was, so does our appreciation of their High Nature Value – be it the recuperative powers such diverse swards offer grazing animals, or the ability of floodplain meadows to emerge from winter flooding with a carpet of flowers.



The future of species-rich grassland?

The Government's 25 Year Plan to Improve the Environment articulates an ambition to create or restore 500,000 hectares of wildlife-rich habitat.

The good news is that no habitat is richer in wildlife than species-rich grassland.

That's why it's called species-rich...

Plantlife and the Save Our Magnificent Meadows partnership are already restoring species-rich grassland across the UK and leading a step-change in the nation's understanding with National Meadows Day fast becoming a focus for activities.

Save Our Magnificent Meadows has become a hub for advice and guidance with many local communities, farmers and landowners enthusiastically taking up the banner to manage and restore meadows.

With more effective regulatory regimes and better targeted support mechanisms, we can go even further.

We urge government to hold to their ambition and seize this 'opportunity to strengthen and enhance the protections our countryside and wildlife habitats enjoy.'

Six Steps to transform the future of the UK's meadows and species-rich grasslands

PROTECT

The last surviving 3% of meadows.

1 A national inventory

Identifying remaining meadows and species-rich grasslands is a critical first step to developing a network of sites for recovery. **We call for** a comprehensive inventory to sit alongside our Ancient Woodland Inventory to better protect our remaining sites and enable new mechanisms, such as conservation covenants, to ensure no net loss of our natural capital.

2 Legal protection

We call for improved environmental legislation, land use policies and statutory regulations, post Brexit, to ensure protection from agricultural intensification, habitat destruction, abandonment, land use change and pollution.

RESTORE

Species-rich grassland is currently at less than 1% of UK land cover. Restoring 120,000 ha is an ambitious target but is only a 0.5% increase, compared to current woodland afforestation targets which stand at 12%. Ambitious but reasonable.

3 120Kha by 2043

We call for sustainable land management support to maintain and restore **more** species-rich grasslands; establish plans to reverse fragmentation by restoring **larger** areas of grassland and utilise new mechanisms such as 'net gain'.

4 Natural seeding

Species-rich grassland offer us the seeds of recovery. **We call for** natural seeding techniques to protect the local character of our grassland sites and improve their resilience to environmental change.

LOVE

Flower-rich grasslands are iconic features of our landscape and shared cultural imagination and have long been celebrated in science, art and literature.

5 Support local action

Provide communities with the knowledge, mechanisms and support to improve the wildlife and cultural value of their local grassland by supporting local grazing schemes and sustainable rural enterprises to ensure the benefits are realised by local communities.

6 Celebrate

National Meadows Day reconnects us with our heritage and the sheer wonder of species-rich meadows. The benefits to society, the economy and our environment provided by meadows and grasslands are something to value and celebrate.



HRH The Prince Of Wales is our Patron

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Save Our Magnificent Meadows was the UK's largest partnership project transforming the fortunes of vanishing wildflower meadows, grasslands and wildlife. Led by Plantlife, the partnership was made up of 11 organisations, and was supported thanks to National Lottery players.

www.magnificentmeadows.org.uk



Taxon	Vernacular	Site	Gridref	Date	Recorder	Comment	Confirmed
<i>Achillea millefolium</i>	Yarrow	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Agrostis capillaris</i>	Common Bent	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Agrostis stolonifera</i>	Creeping Bent	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Alnus glutinosa</i>	Alder	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Stream and stream banks.	
<i>Anagallis tenella</i>	Bog Pimpernel	Charing, 'Land to the South of the Swan Hotel'	TQ9449	04-Jul-18	Langton J.	Bank of stream. Strong flowering colony. TQ94704945 On Kent Rare Plants Register.	Buckingham,S.
<i>Anthoxanthum odoratum</i>	Sweet Vernal-grass	Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.		
<i>Apium nodiflorum</i>	Fool's-water-cress	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Arrhenatherum elatius</i>	False Oat-Grass	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Arum maculatum</i>	Lords-and-Ladies	Charing, 'Land to the South of the Swan Hotel'	TQ9449	09-Jul-18	Langton, J., Simmons, L.		
<i>Brachypodium sylvaticum</i>	False-brome	Charing, 'Land to the South of the Swan Hotel'	TQ9449	09-Jul-18	Langton, J., Simmons, L.		
<i>Buddleja davidii</i>	Butterfly-bush	Charing, 'Land to the South of the Swan Hotel'	TQ9449	09-Jul-18	Langton, J., Simmons, L.		
<i>Calystegia sepium</i>	Hedge Bindweed	Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.		
<i>Calystegia sepium</i> subsp. <i>sepium</i> f. <i>schizoflora</i>		Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.		
<i>Carex demissa</i>	Common Yellow-sedge	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Stream and stream banks.	
<i>Carex flacca</i>	Glaucous Sedge	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton J.		
<i>Carex hirta</i>	Hairy Sedge	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Stream and stream banks.	
<i>Carex spicata</i>	Spiked Sedge	Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.		Buckingham,S.
<i>Centaurea debeauxii</i>	Chalk Knapweed	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Cerastium fontanum</i>	Common Mouse-ear	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Cirsium acule</i>	Dwarf Thistle	Charing, 'Land to the South of the Swan Hotel'	TQ9449	04-Jul-18	Langton J.	Scattered plants.	
<i>Cirsium arvense</i>	Creeping Thistle	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Cirsium palustre</i>	Marsh Thistle	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Cirsium vulgare</i>	Spear Thistle	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Clematis vitalba</i>	Traveller's-joy	Charing, 'Land to the South of the Swan Hotel'	TQ9449	09-Jul-18	Langton, J., Simmons, L.		
<i>Convolvulus arvensis</i>	Field Bindweed	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Stream and stream banks.	
<i>Cornus sanguinea</i>	Dogwood	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Corylus avellana</i>	Hazel	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Stream and stream banks.	
<i>Crataegus monogyna</i>	Hawthorn	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Dactylis glomerata</i>	Cock's-foot	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Dactylorhiza fuchsii</i>	Common Spotted-orchid	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Approx.150 fl spikes in southern field, 250 in adjacent field to north.	
<i>Dipsacus fullonum</i>	Wild Teasel	Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.		
<i>Epilobium hirsutum</i>	Great Willowherb	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Epilobium parviflorum</i>	Hoary Willowherb	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Euonymus europaeus</i>	Spindle	Charing, 'Land to the South of the Swan Hotel'	TQ9449	09-Jul-18	Langton, J., Simmons, L.		
<i>Eupatorium cannabinum</i>	Hemp-agrimony	Charing, 'Land to the South of the Swan Hotel'	TQ9449	04-Jul-18	Langton J.		
<i>Festuca rubra</i> agg.	Red Fescue	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Filipendula ulmaria</i>	Meadowsweet	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Fraxinus excelsior</i>	Ash	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Galium album</i>	Hedge Bedstraw	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Galium aparine</i>	Cleavers	Charing, 'Land to the South of the Swan Hotel'	TQ9449	09-Jul-18	Langton, J., Simmons, L.		
<i>Galium uliginosum</i>	Fen Bedstraw	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Stream and stream banks and vicinity. Numerous plants. On Kent Rare Plant Register	
<i>Geranium dissectum</i>	Cut-leaved Crane's-bill	Charing, 'Land to the South of the Swan Hotel'	TQ9449	04-Jul-18	Langton J.		
<i>Geranium robertianum</i>	Herb-Robert	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Glyceria notata</i>	Plicate Sweet-grass	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Stream	
<i>Heracleum sphondylium</i>	Hogweed	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Holcus lanatus</i>	Yorkshire-fog	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Hordeum secalinum</i>	Meadow Barley	Charing, 'Land to the South of the Swan Hotel'	TQ9449	09-Jul-18	Langton, J., Simmons, L.		
<i>Hypericum tetrapterum</i>	Square-stalked St John's-wort	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Stream and stream banks.	
<i>Juncus articulatus</i>	Jointed Rush	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Stream and stream banks.	
<i>Juncus bufonius</i>	Toad Rush	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Juncus inflexus</i>	Hard Rush	Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.		
<i>Lathyrus pratensis</i>	Meadow Vetchling	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.		
<i>Lemna minor</i>	Common Duckweed	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Stream and stream banks.	
<i>Lepidium draba</i>	Hoary Cress	Charing, 'Land to the South of the Swan Hotel'	TQ9449	04-Jul-18	Langton J.		

<i>Leucanthemum vulgare</i>	Oxeye Daisy	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Linum catharticum</i>	Fairy Flax	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Lolium perenne</i>	Perennial Rye-grass	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Lotus corniculatus</i>	Common Bird's-foot-trefoil	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Lotus pedunculatus</i>	Greater Bird's-foot-trefoil	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Lotus pedunculatus</i>	Greater Bird's-foot-trefoil	Charing, 'Land to the South of the Swan Hotel'	TQ9449	04-Jul-18	Langton J.	
<i>Medicago lupulina</i>	Black Medick	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Mentha aquatica</i>	Water Mint	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Mercurialis perennis</i>	Dog's Mercury	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Stream and stream banks.
<i>Myosotis arvensis</i>	Field Forget-me-not	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Stream and stream banks.
<i>Nasturtium officinale</i>	Water-cress	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	Stream and stream banks, in wider parts of stream.
<i>Phleum bertolonii</i>	Smaller Cat's-tail	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Pimpinella major</i>	Greater Burnet-saxifrage	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Pimpinella saxifraga</i>	Burnet-saxifrage	Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.	
<i>Plantago lanceolata</i>	Ribwort Plantain	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Plantago major</i>	Greater Plantain	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Poa trivialis</i>	Rough Meadow-grass	Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.	
<i>Potentilla anserina</i>	Silverweed	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Potentilla reptans</i>	Creeping Cinquefoil	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Primula vulgaris</i>	Primrose	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Pulicaria dysenterica</i>	Common Fleabane	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Ranunculus acris</i>	Meadow Buttercup	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Ranunculus repens</i>	Creeping Buttercup	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Rosa canina</i> agg.	Dog-rose	Charing, 'Land to the South of the Swan Hotel'	TQ9449	04-Jul-18	Langton J.	
<i>Rubus fruticosus</i> agg.	Bramble	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Rumex acetosa</i>	Common Sorrel	Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.	
<i>Rumex conglomeratus</i>	Clustered Dock	Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.	
<i>Rumex crispus</i>	Curled Dock	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Sambucus nigra</i>	Elder	Charing, 'Land to the South of the Swan Hotel'	TQ9449	09-Jul-18	Langton, J., Simmons, L.	
<i>Sambucus nigra</i>	Elder	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Schedonorus pratensis</i>	Meadow Fescue	Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.	Buckingham,S.
<i>Scrophularia auriculata</i>	Water Figwort	Charing, 'Land to the South of the Swan Hotel'	TQ9449	04-Jul-18	Langton J.	
<i>Senecio jacobaea</i>	Common Ragwort	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Sonchus arvensis</i>	Perennial Sow-thistle	Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.	
<i>Sonchus asper</i>	Prickly Sow-thistle	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Sonchus oleraceus</i>	Smooth Sow-thistle	Charing, 'Land to the South of the Swan Hotel'	TQ9449	04-Jul-18	Langton J.	
<i>Stachys sylvatica</i>	Hedge Woundwort	Charing, 'Land to the South of the Swan Hotel'	TQ9449	09-Jul-18	Langton, J., Simmons, L.	
<i>Tamus communis</i>	Black Bryony	Charing, 'Land to the South of the Swan Hotel'	TQ9449	09-Jul-18	Langton, J., Simmons, L.	
<i>Taraxacum</i> agg.	Dandelion	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Trifolium pratense</i>	Red Clover	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Trifolium repens</i>	White Clover	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Urtica dioica</i>	Common Nettle	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Urtica dioica</i> subsp. <i>galeopsifolia</i>	Stingless Nettle	Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.	Hedgerow near stream
<i>Veronica anagallis-aquatica</i>	Blue Water-speedwell	Charing, 'Land to the South of the Swan Hotel'	TQ9449	04-Jul-18	Langton J.	
<i>Veronica beccabunga</i>	Brooklime	Charing, 'Land to the South of the Swan Hotel'	TQ9449	04-Jul-18	Langton J.	
<i>Veronica chamaedrys</i>	Germander Speedwell	Charing, 'Land to the South of the Swan Hotel'	TQ9449	03-Jul-18	Langton, J., Simmons, L.	
<i>Viburnum opulus</i>	Guelder-rose	Charing, 'Land to the South of the Swan Hotel'	TQ9449	05-Jul-18	Buckingham,S, Langton,J.	
<i>Vicia cracca</i>	Tufted Vetch	Charing, 'Land to the South of the Swan Hotel'	TQ9449	09-Jul-18	Langton, J., Simmons, L.	

CHARING NEIGHBOURHOOD PLAN

PROJECT 121 SURVEY OF CHARING TRADERS (IN AND AROUND THE HIGH STREET)

Survey Report is included

SURVEY OF CHARING TRADERS (IN AND AROUND THE HIGH STREET)

INTRODUCTION

A questionnaire was sent to 23 businesses in and around The High Street in December 2016. Some six were returned. While the response rate of 26% was disappointing some really good information was obtained and there was strong consensus on a number of key issues.

RESULTS

ISSUES THAT DAMAGE TRADE

- Shortage of customers (83% of respondents)
- Inadequate parking (100% of respondents)
- Lack of broader range of businesses (83% of respondents)

RECOMMENDATIONS TO ADDRESS THESE ISSUES

- Better signposting to village shops
- Introduction of parking permits
- Improved enforcement of unlawful parking
- Improved tourist information
- More shops to let
- More village events
- Advice to new comers to village of shop services

WAYS TO ENCOURAGE TRADE

- Growth in population (17% of respondents)
- Time restrictions on parking (67% of respondents)
- Marked parking bays (50% of respondents)
- Resident parking permits (33% of respondents)
- Broader range of shops (83% of respondents)
- Pub or restaurant (100% of respondents)

OTHER RECOMMENDATIONS TO BOOST TRADE

- Encourage residents to shop more locally
- Hold better market days
- Better street lighting at bottom of The High Street
- A hotel/bed and breakfast
- More engagement between Parish Council and businesses
- Encourage more shops

Hugh Billot 16-01-17

STEERING COMMITTEE
CHARING NEIGHBOURHOOD PLAN
C/O Jane's address

18th November 2016

Dear business owner

In our neighbourhood plan, which will look at the development of the parish over the next 15 years, an important issue for us all will be business development and employment.

During a recent series of workshops for residents of the parish a SWOT (strength, weaknesses, opportunities and threats) analysis was undertaken concerning 'sustaining successful businesses in and around The High Street' and some very interesting results have been recorded. In order to obtain some more detailed information you were sent a short questionnaire a week ago. Responses are coming in but not yet from everyone.

I would be grateful if you could put aside a little time to complete the questionnaire and return to the Secretary of the Steering Committee, Jane Emblem at the address shown above. The questionnaire may be completed anonymously.

When we have analysed the results we will invite you all to a meeting to discuss them and of course what residents have been saying as well. If we can then reach some common ground on issues of key importance going forward we may well be able to influence positive change as a result of the work we will do to complete our plan.

Yours sincerely

Dr Hugh Billot
Chairman, Neighbourhood Plan Steering Committee

CHARING NEIGHBOURHOOD PLAN

PROJECT 122 CHARING CE PRIMARY SCHOOL INFORMATION

This includes two reports, namely

1. Charing CE Primary School (report on capacities and the future)
2. A breakdown where pupils live

Charing CE Primary School

The local primary school was judged “Good” in both its recent Ofsted and SIAMS inspections in 2017.

The primary school has had various periods of instability over recent years which saw the school decline to 75 pupils in September 2015 at its lowest point. A new head teacher was appointed in September 2015 and the school converted to academy status in July 2017 as part of the Aquila (Diocese of Canterbury) Multi Academy Trust. The playing field is owned by the local authority and the old school site nearest the cemetery is owned by a separate trust managed by the rector and church wardens. Since September 2017 numbers in the reception class and throughout the school have continued to grow. The school role is now 110. The school is taking increasing numbers of “in year admissions” with new families moving into the village and local area coming to the school. The PAN (pupil application number) was raised a few years ago by Governors to 20, so the school can *theoretically* accommodate 140 children.

The governors are currently waiting for the outcome of a full feasibility study to plan for the development of the school in a structured and managed way, given likely village expansion in order to make cost effective decisions. The local authority has identified Charing as a school with potential for expansion to *at least* 1 Form entry (210 children). This could be achieved without any further classrooms and is fully supported by the governors and the school leadership team.

The key issue for the school is that although the geographical site and footprint of the school is large enough for 210 children the infrastructure itself needs a great deal of investment to accommodate this number of children. In light of planned expansion of the school the trustees and governors no longer feel that selling the “old school site” is a viable option as space is likely to be needed in the future.

Any future developer contributions need to be clearly identified for overall improvement/upgrading of facilities, not simply an increasing the physical size of the school. The new playground/multi use sports court is a very positive example of how facilities can be upgraded to enhance children’s experience of school. The removal and relocation of the current kitchen is a priority. The feasibility study is also going to look at how the school could be increased to a 2 Form entry school (ie 420) in the longer term.

Managing the expansion of the school will undoubtedly be financially challenging as the school gets funding for the following academic year based on children on roll in January ie there is a “lag”. However, the governors and the leadership team see village growth alongside sustained school improvement as a really positive opportunity and are keen to see the primary school become the school of choice for local parents meaning that more children ultimately walk to school and less parents drive out of the village. We also see the school as being a central focus to village life and want people to move to the village because of the school. Currently, all children either walk or come by car. There is no longer a school bus from outlying villages, occasionally local children cycle/scooter, but the local road layout makes this quite difficult. *However*, if development occurs south of the A20 we are very concerned about the safety of children crossing the A20 and this does need to be given serious consideration in the village plan as do safe drop off points and car parking.

From: **Charing School Office** <office@charing.kent.sch.uk>
Date: Mon, Feb 5, 2018 at 5:27 PM
Subject: RE: Information
To: Hugh Billot

Hi Hugh, this was an interesting task as I have never actually sat and looked at how many come from each area. We actually cover 14 areas/villages. I have listed the numbers for you.

Charing - 64

Hothfield - 13

Ashford (Willesborough and Kennington) - 9

Westwell - 7

Shadoxhurst - 3

Great Chart - 2

Charing Heath - 2

Chilham - 2

Lenham - 2

Stalisfield - 2

Detling - 2

Challock - 1

Harrietsham – 1

Let me know if you need anymore info.

Pip Tanton

Mrs Pip Tanton

Office Manager

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From: Hugh Billot
Sent: 05 February 2018 12:26
To: Charing School Office
Subject: Information

Dear Mrs Tanton

Thank you for the information you sent on to Jane Emblem

Would it be possible to give me a rough indication of the number of pupils that come from each different place, e.g. Ashford, Hothfield, Lenham, Stalisfield.

I do plan to show the school in a good light in the plan

Regards

Cllr Hugh Billot

Parish plan

2 messages

Ruth Burns

To: Jill Leyland

Hugh Billot

Sat, Sep 15, 2018 at 8:07 PM

Cc: Sarah Crawley

Hi Jill and Hugh,

I was having a chat with Sarah in the post office, just to clarify for the parish plan. The school can, theroretically, accommodate a 1 form entry intake without building any extra classes @ 30 children per year that makes 210 children (we currently have 107) HOWEVER, this would be a squeeze and what we would then need would be additional special needs space, intervention areas, office space, library etc- all the other stuff schools needs besides classrooms these days. We may also need a new canteen (if you could put that in it would help me a lot!). I have a meeting about how to demolish the current one and afford to build a new one on Tuesday. Just for your info we are re-roofing the old building and putting new windows in so it should look smarter.

Hope this helps

Ruth

[Get Outlook for iOS](#)

Jill Leyland

To: Ruth Burns

Cc: Hugh Billot

Sarah Crawley

Sat, Sep 15, 2018 at 9:47 PM

Hi Ruth

Many thanks for clarifying - that is very helpful. And thanks Sarah for passing the query on.

Jill

[Quoted text hidden]

--

Jill Leyland

CHARING NEIGHBOURHOOD PLAN

PROJECTS 123 AND 124 GP PRACTICE AND PHARMACY

Included is a detailed report on the GP practice and pharmacy together with a range of press cuttings relating to GP services nationally

CHARING NEIGHBOURHOOD PLAN

Projects 123 GP SERVICES: CAPACITY TO MEET CURRENT NEEDS AND CAPABILITY TO GROW

This project has been developed through a series of meetings with The GP partners and the Practice Manager at Charing Surgery.

1. Meeting 1 held on 20-10-17 at the Surgery. In attendance: Dr William Warrilow, Dr Rosalyn Dunnet, Dr RichardKnottenbelt , Mrs Kay Acott and Cllr Hugh Billot
2. Meeting 2 held on 13-11-17 at the surgery. In attendance Mrs Kay Acott and Cllr Hugh Billot

1 INTRODUCTION

The Neighbourhood plan steering committee designed and conducted a detailed questionnaire to ask all residents in Charing their views on a wide range of issues. 46% of the eligible population (over 16 years of age) and 54% of households completed the survey and responses are therefore considered to be significant.

2 INFORMATION RELEVANT TO GP SERVICES AND THE PHARMACY DERIVED FROM COMMUNITY QUESTIONNAIRE

2.1 WHAT IS VALUED IN THE PARISH?

Residents were asked what they valued most. They were given the opportunity of scoring on a scale of 1 (not important) to 5 (important). The top ranked five things together with (weighted average scores) were as follows.

1. Surrounded by beautiful countryside (4.73)
2. Pharmacy (4.69)
3. GP practice (4.67)
4. Post Office (4.60)
5. Green spaces in village (4.47)

Representatives of the by GP practice were delighted to learn these results and considered it was a recognition of the processes and people they had put in place to meet the needs of the community .

The detailed results are shown below

Score rank		1	2	3	4	5
GP PRACTICE	Total responses					
Number of responses	1118	23	16	39	147	893
% of total responses		2.1	1.4	3.5	13.2	79.8
PHARMACY	Total responses					
Number of responses	1116	19	11	43	148	895
% of total responses		1.7	1.0	3.9	13.3	80.1

2.2 PARISH FACILITIES RATED

Residents were asked how they rated facilities in the parish and how important it is to improve them over the next fifteen years. The scoring was on a scale 1 (which is poor/needs much improvement) to 5 (which is brilliant/needs little improvement). They had 25 facilities to score. The results are shown below.

How the facilities were ranked NOW

Score rank		1	2	3	4	5
GP PRACTICE	Total responses					
Number of responses	893	54	64	174	274	327
% of total responses		6.0	7.2	19.5	30.7	36.6
PHARMACY	Total responses					
Number of responses	896	22	16	92	291	475
% of total responses		2.5	1.8	10.3	32.4	53.0

Representatives of the GP practice noted that an ageing population nationally was leading to an increasing demand for services and therefore, the practice continues to pro-actively look at how services can be delivered to both meet increasing demand locally with reduced NHS funding. Changes have increased concerns for some residents concerning treatment and it was agreed that the GP practice could have a stand at the next public exhibition of neighbourhood plan progress to explain new practices.

How resident's ranked improvement needs of next 15 years

Score rank		1	2	3	4	5
GP PRACTICE	Total responses					
Number of responses	535	64	62	90	110	209
% of total responses		12.0	11.6	16.8	20.6	39.0
PHARMACY	Total responses					
Number of responses	438	45	38	66	110	179
% of total responses		10.3	8.7	15.1	25.1	40.8

Comments by pharmacy

It is understood that this reflects the importance that the community places on the role the surgery and pharmacy in supporting the community and concerns that an increasing population may have on those services.

3 SURGERY CAPACITY

The surgery employs a total of 10 doctors, namely

- Dr Jennifer Cox
- Dr Mohan Palanisamy
- Dr Geetha Sundararaju
- Dr William Warrilow
- Dr Rosalyn Dunnet
- Dr Sanjeeva Naganathar
- Dr Rachel Sharp
- Dr Raymond Sarkar
- Dr Richard Knottenbelt
- Dr Robert Immelman

The surgery has the equivalent of 6.33 full time doctors supporting a patient list size of 9800 patients (1550 patients per FTE GP). The CCG assumes capacity as 2,000 patients per doctor so the practice is very well staffed

The practice covers a substantial area as shown below.

Village/parish	Number of patients
Charing	2715
Bethersden	294
Westwell	279
Hothfield	784
Smarden	372
Pluckley	992
Lenham	103
Challock	553
Stalisfield	147
Lenham Heath	72
Charing Heath	318
Great Chart	131
Egerton	558
Little Chart	262
Molash	61
Other areas	2137
Total	9778

Representatives of the GP practice are comfortable with their ability to meet the existing number of patients. They expect to have 10,000 patients registered at the surgery by mid 2018. The existing building was built to meet the needs of 12,000 patients. However, although the surgery is fortunate to be able to offer its patients the use of such a large, free car park, it is understood that patients would like more parking spaces. The surgery has added 4 more parking places in the last 12 months, so that there are now more than 80 parking spaces available.

It will be important that as the patient population grows as a result of increased local housebuilding both in Charing and the surrounding villages, that Ashford Borough Council ensures funds are secured for the practice via section 106 monies so that the practice can continue to invest and expand. Areas for investment would include, but not limited to:

- Expansion of waiting room
- Build out of surgery to create additional clinical rooms
- Capital investment in medical equipment
- Additional car parking spaces (although limited by land to build on)

Although the surgery is fortunate to have attracted high calibre GPs with a range of skills, it as discussed that there is a national shortage of GPs in the UK. One of the reasons that the surgery has been successful in recruiting and retaining GPs is that is that the surgery offers such a broad range of services to its patients (ie ultrasound, minor injury service, minor surgery, dermatology, MSK, urology, women's health services) , making the surgery an interesting and attractive place to work. As the population grows, as long as funding is made available, the surgery would intend to expand and continue to make additional services to its patients in a community setting.

Other staff

Other clinical staff includes:

-
- 1 Advanced Nurse Practitioner
- 2 Practice Nurses
- 1 Student Nurse
- 4Health Care Assistants
- 1 Clinical Pharmacist
- 1 trainee doctor

Management and administrative staff

- 1 Practice Manager
- 1 Patient Services Team Manager
- Patient Services Team

4 PERFORMANCE

The 2017 GP Patients Survey (based on a 59% completion rate where 222 surveys were sent out , a sample size of just over 2%) highlighted three best practice matters and three areas where improvement could take place.

Best practice included:

- 94% of respondents were able to get an appointment to see or speak to someone the last time they tried
- 90% of respondents say the last GP they saw or spoke to was good at treating them with care and concern
- 89% of respondents say the last appointment they got was convenient

Where the practice could improve

- 22% of respondents usually get to see or speak to their preferred GP {National average is 56%}
- 56% of respondents usually wait 15 minutes or less after their appointment time to be seen [National average is 64%]
- 88% of respondents say the last nurse they saw or spoke to was good at explaining tests and treatments

Representatives of the GP practice outlined the 'telephone triage' appointment system which was introduced in response to patient feedback and increasing demand per patient for appointments. This system allows a GP to take a history and ensure a patient that need to be seen is directed to the most appropriate member of the team to follow up.

Cllr Billot suggested the GP practice make a short presentation at one of the Neighbourhood Plan public meetings to explain the triage system and other improvement issues. That was considered positive and Cllr Billot will arrange when next public meeting is scheduled (expected in Q3 2018).

Charing Surgery was inspected by the Care Quality Commission in February 2015 and was rated 'Good' with it being rated 'Outstanding' when caring for older people and for families, children and young people.

5 THE FUTURE

Most people are aware that we need to build more houses in this country to accommodate a growing population. Ashford Borough Council had originally planned to concentrate new houses in Ashford so limiting new houses in the rural areas. That approach has been amended and the second tier villages are now to expect a much larger house building programme. The planning period is 2011 to 2030. The following chart shows development completed, in the pipeline and Ashford Borough Council expectations put into their Draft Local Plan

5.1 Potential housing growth in Charing 2011 to 2030

Already constructed

Poppyfields	61
Blackberry Lane	6
Others	8
Total above	75

Planning permission granted

Orbit age-restricted development	51
Char 1 (outline)*	42
Land rear of Millgarth (outline)	4
Yewtree Park	8
The Green	9
Land next to Forge House CH	4
Allowance for sites of 1-2 houses	7
Total above	125

* In Local Plan as S29 for 35 units

Draft Local Plan sites

Northdowns Garage	20
Land adjacent to Poppyfields	180

Grand total above	400
--------------------------	------------

On the assumption the GP practice has already accommodated people from houses already constructed there is the possibility of 331 more homes. At 2.4 people per house the extra population would be in the order of 800. Also the residents of the age related development may have extra medical needs. This would lead to a 31% increase in number of houses in plan period and a 35% increase in the population. Residents fear with this level of development that securing the service from the practice they need may decline and that is why it will be so critical that ABC supports the healthcare economy by ensuring developers are made to contribute towards increasing capacity in GP provision. Charing Surgery would be in a position to expand to increase growing numbers of patients both by increasing the physical space within the building and by increasing the numbers of clinical staff but will need to be assured that funding will be made available to fund the growth.

Other issues

Do you have GPs retiring in next 15 years? (official figures state 41% (10,000) of doctors are 50 years of age or over and are expected to retire within the next 5 to 10 years)? That is possible but would be included in the practice's succession planning

Are you able to recruit doctors if needed either to replace leavers or to expand? Apparently the BMA has stated there is a shortage of some 20000 doctors in the UK while at the same time surgery lists are growing. The surgery has been successful in recruiting GPs. Over the past 5 years it has increased the number of GPs from 5 to 10. A well run, well-funded surgery that is able to offer a broad range of services, will always be an attractive place for GPs to work.

The average size of surgery in the UK has 7521 patients hence making Charing pretty large. How much more growth do you envisage in the next 5 years? The surgery is anticipating growth of c.1500 patients in the next 5 years but that will depend on housing growth.

5.2 Potential other developments

Ashford Borough Council have introduced into their revised Local Plan developments of 225 new houses at Hothfield/Tutt Hill. If this went ahead there would be extra demand on the surgery with an additional patient list of 540.

In addition the Local Plan proposes further building of up to 300 houses in many of the villages that patients come from and excluding Lenham. Once again this could have an impact on the surgery. If 33% of new occupants registered at the surgery there would be an additional 240 (100 times 2.4)

Ashford is to take in the order of 14000 extra homes over the plan period. Assume 2.5% (conservative as extensive development at the western fringe of Ashford and more development planned) seek to register at the Charing surgery, i.e. occupants of 350 houses or 840 people.

GP practice comments

New estimates on patients for the surgery

Current number	9645
Charing	800
Hothfield	540
Surrounding villages	240
Ashford	840
Total patients at end of plan period	12065

This would take Charing surgery to physical building capacity but with significantly inadequate parking. It would also put Charing practice into one of the largest ones in the UK. Is there a downside

The surgery is aware that there are a significant number of potential sites in and around Charing which may be approved for development in the next few years. The surgery is working with Ashford CCG on its strategic growth plan for Ashford to ensure the impact on the surgery of any growth is captured. The CCG is in turn working with the ABC to endeavour to secure funding for the local healthcare economy.

Gladman proposals

Apart from the major growth already discussed for or impacting on Charing there is the Gladman planning proposal for 245 houses (population 588) to the west of Pluckley Road and south of the railway line. This planning application was received badly by residents and authorities. Well over 100 objections were made. It was unanimously rejected by Charing Parish Council and Ashford Borough Council. Gladman have appealed and that appeal was withdrawn.

GP practice suggested there would be more than enough challenges with the proposed growth and may have significant difficulties to accommodate residents from the Gladman proposal unless there was considerable funding support. The practice confirmed that all planned growth in the local population through the expansion of housing, needs to be supported by funding.

6 Other matters

Concerns/questions have been asked at various neighbourhood plan meetings. These either emanate from experience or from media coverage.

6.1 It is understood that GP practices in Folkestone have applied to the NHS to suspend new patient registrations in order to maintain safe care of existing patients. Is there any possibility this could happen at Charing surgery?

GP Practice comment that this is not planned and not envisaged as an option. The surgery would rather proactively plan to accommodate any ongoing patient growth by developing staff and investing in the surgery to offer more services. Developer funding is key to this.

6.2 Is the practice moving towards private practice? It is understood that the NHS permits doctors to provide private treatment to people who are not registered at the surgery. Does this happen and is it likely to grow? Will it affect the health of existing patients?

GP Practice comments that some private services are offered but on a very limited basis and there are no plans to expand significantly

PROJECTS 124 PHARMACY – CAPACITY TO MEET CURRENT AND FUTURE DEMAND

The pharmacy will be undertaking an exciting expansion over the coming year to allow it to continue to grow and absorb increasing demand. It is planned that a new and more efficient robot will be installed to offer more capacity and increased efficiency. Other considerations are a 24 hours dispensing point to allow prescriptions to be collected 24 hours a day and an expansion of the delivery service.

Hugh 30-06-18

From: **Simon Lake**

Date: Tue, Dec 4, 2018 at 10:50 AM

Subject: Neighbourhood Plan (NP) and Moving A&E from William Harvey to Canterbury

To: Hugh Billot

Cc: , NICKLAS, Trish (CHARING SURGERY) , House to Home

CC Jill, Jane and Trish **PA to Charing Practice Manager Kay Acott**

Hi Hugh,

I hope the preparation for the next Steering Committee is going well. I am sorry I can not be there.

I attended the (Patient Participation Group (PPG) Meeting) for the first time at Charing Surgery last night and, among an interesting agenda, the subject of the possible closure of William Harvey's A&E and it being subsumed by Canterbury came up. I assume you and Jill are already aware of this and the Consultations taking place (at the end of this email I have provided for information the last consultation dates which will take place in Tenterden and Faversham). I also understand there is a chance the excellent minor injuries facility currently offered by our Surgery may be moved elsewhere.

The PPG asked whether these issues and the obvious concerns of our Parish could be expanded in the NP. I took it upon myself to reach out to you. The way I see it, current and future Charing residents would be disadvantaged if A&E Services are moved from William Harvey. The main reason being that of distance and road access. I propose we can link the increased Charing housing and patient demographics (elderly and young families attracted by new social housing) to the issues of having to travel further on already congested roads. I also propose we point out the positives of having a local minor injuries facility which could not only remain a benefit to all residents but also include the needs of building and construction staff as the new Charing housing developments take off.

Whether the timeline of the NP will be such we can influence the A&E decision I can not tell, but propose we should consider as an important factor to include.

Many Thanks,

Simon

Consultation events:

- Tenterden: Monday 10 December, London Beach Country Hotel, Ashford Road, Tenterden, TN30 6HX from 6.30 to 9.30pm (registration from 6.15pm)
- Faversham: Wednesday, 12 December, Queen Elizabeth's Grammar School, Abbey Place, Faversham, ME13 7BQ from 6.45 to 9.45pm (registration from 6.30pm).

Anyone attending either of these events needs to book in advance. The link to book a space is:

<https://www.eventbrite.co.uk/o/kent-and-medway-sustainability-and-transformation-partnership-17932651972>

CHARING NEIGHBOURHOOD PLAN

PROJECT 125 TRAIN SERVICES

A SHORT REPORT ON SERVICES AND TIMETABLES ARE MAINTAINED
IN THE PROJECT FILE.

**CHARING NEIGHBOURHOOD PLAN:
PROJECT 125 TRANSPORT - RAIL**

Transport routes at Charing are vital for many people to travel to work or socially. In fact, as the village has grown in size employment opportunities have declined and many new residents travel to work by car and well away from Charing so adding negatively to the environment.

South Eastern Railway Company operates a train service from Charing running west to London and east to Ashford and either directly or via connecting trains to east Kent and coastal towns.

On weekdays 24 trains bound for London stop at Charing, the earliest train arriving at 0536 hours and the last train leaving at 2248 hours. This is a drop of 2 trains from the previous timetable. Also, on weekdays there are 32 trains heading east, with the earliest stopping at 0644 hours and the last at 0148 hours. This is an increase of one train. However, the last services only stop to set down.

On Saturday there are 18 trains bound for London with the earliest at 0536 and the latest leaving at 2248 hours. Also, on Saturday there are 18 trains heading east with the earliest stopping at 0643 hours and the last at 2343 hours. Two further trains stop after 2343 but to set down only

On Sunday there are 15 trains bound for London with the earliest at 0744 hours and the last at 2144 hours. This is an increase of one train but they now start and stop slightly later. Also, on Sunday there are 17 trains heading east with the earliest stopping at 0848 hours and the last at 0048 hours which is set down only.

Trains heading to the capital normally terminate their journey at London Victoria. There are a handful of trains that go directly to London Charing Cross and London Blackfriars. However, there are alternative routes for passengers into the capital by changing at Swanley, Otford or Bromley South.

According to the Office of Rail and Road passenger numbers at Charing increased from 66,616 in the period 2014/15 to 72,652 in the period 2015/16.

Jane, 17th August 2018

CHARING NEIGHBOURHOOD PLAN

PROJECT 126 BUS SERVICES

Project included:

1. A report on key matters
2. Current timetable

**CHARING NEIGHBOURHOOD PLAN:
PROJECT 125 TRANSPORT - BUS**

Transport routes at Charing are vital for many people to travel to work or socially. In fact, as the village has grown in size employment opportunities have declined and many new residents travel to work by car and train and well away from Charing so adding negatively to the environment.

Stagecoach operates the 10x bus service from Charing running west to Maidstone and east to Ashford and Folkestone via connecting buses. In order to comply with Department for Transport Guidance, this bus route makes a guaranteed connection both ways at Ashford, where passengers stay on the same bus. This is particularly important as it means Charing residents can travel directly to the William Harvey Hospital. Previously one bus stopped at Sainsbury's at 1243 heading towards Charing from Ashford but no buses stopped there in the opposite direction. Under the latest timetable, buses stop at John Lewis (a short walk from Sainsbury's) 7 times a day, in both directions

On weekdays 12 buses bound for Maidstone stop at Charing, the earliest bus arriving at 0640 hours and the last bus leaving at 1808 hours. Only one bus included in the 12 stops at Charing Heath at 1630. This doubles up as a school bus. Also on weekdays there are 12 buses heading east, with the earliest stopping at 0803 hours (this bus also stops at Charing Heath at 0753 and is a school service) and the last at 1926 hours. All services stop on request at Westwell Leacon.

The latest timetable reveals that services on Saturday have been cut from 12 to 10 in both directions. The earliest and latest heading to Ashford is 0917 and 1926 and to Maidstone at 0720 and 1808. Only one service stops in Charing Heath at 1638 heading towards Maidstone. On Sunday there are 5 buses bound for Maidstone with the earliest at 0825 hours and the last at 1745 hours. Also on Sunday there are 5 buses heading east with the earliest stopping at 0938 hours and the last at 1858 hours. No services at all stop at Charing Heath

Typically the journey from Charing to Ashford takes 22 minutes, Charing to Maidstone 25 minutes, Charing to Folkestone 1 hour and 37 minutes and Charing to the William Harvey Hospital 37 minutes

Jane 17th August 2018

Stagecoach SOUTH EAST

Bus Station St. George's Lane Canterbury Kent CT1 2SY

T 01227 828106 F 01227 828150

Ms. M. Hill

13 The Moat Charing Kent TN27 OJH

stagecoachbus.com

24th September 2018

Dear Ms Hill,

Thank you very much for your letter received on 10th September.

The changes which we made to routes 10/10A and 10X on 3rd June were designed to ensure that we could improve the punctuality of the services, given the ongoing decline in average traffic speeds as a result of increasing congestion. Longer routes such as Maidstone - Ashford - Folkestone were particularly difficult in this respect; we have also had to sever the long-established Dover - Folkestone - Rye - Hastings route in order to provide additional time.

Very few people were using the cross-Ashford facility on the old service pattern and I accept that this means it is no longer possible to access the William Harvey Hospital directly from Charing. There are frequent onward connections from Ashford town centre using service C but I fully accept that we need to improve where connections are made in the town centre and we are actively looking at this. I can also commit to looking to see whether we can improve the timetabling such that there is not a one hour wait to connect with the Folkestone bus.

It is worth commenting that the service changes were designed to ensure that we could continue to provide as comprehensive and punctual a service as possible to most areas against a background of declining passenger numbers, in particular the elderly. We have been lucky in Kent that the county council have traditionally been supportive of bus services but in the new age of austerity, there is no new public money to support those bus services which don't cover their operating costs. Kent's recent "Big Conversation" programme specifically looked at the provision of services to rural communities and is now exploring new ways of providing sustainable services where traditional bus services are no longer viable. We have offered to trial whatever solution is agreed upon with Kent County Council.

Yours sincerely,

My seuns

**PROJECT 127 RESULTS OF CPC, NPSC AND VIEWS OF PARISHIONERS
GAINED AT A MAJOR EXHIBITION HELD FROM 16TH TO 19TH
NOVEMBER 2018**

Notice of this exhibition was widely communicated via the CPC website, CPC notice boards, email to parishioners on the CPC email list, notices in shop windows and by a flyer posted through residents letter boxes.

The results of draft 2 of the NP were illustrated under the general themes and ideas for policies were clearly shown. Additionally views were sought on the proposal for a new community centre with integrated business units and a new car park and also on proposed village confines and speed limits. Further there were a wide range of recommendations for consideration.

Parishioners were able to express their views through the use of 'dotocracy' where they could easily place a green dot on matters they agreed with or a red dot if they disagreed or a yellow dot to make a change or comment.

An analysis of all the views was undertaken and is enclosed in this section.

A full record of the dotocracy results is retained in the NP data recording base.

Hugh Billot

CHARING NEIGHBOURHOOD PLAN EXHIBITION 16- TO 19 NOVEMBER 2018

GUIDANCE FOR ATTENDEES TO EXPRESS VIEWS

AS YOU GO TO EACH OF THE EXHIBITION STORY BOARDS YOU WILL SEE 'IDEAS FOR POLICIES' AND RECOMMENDATIONS

- IF YOU ARE IN AGREEMENT PLEASE ATTACH A GREEN DOT TO EACH IDEA AND RECOMMENDATION
- IF YOU DISAGREE ENTIRELY WITH IDEA OR RECOMMENDATION PLEASE ATTACH A RED DOT. IF YOU HAVE A BETTER IDEA WRITE IT ON THE POST-IT NOTE AND STICK IT ON THE IDEA OR RECOMMENDATION (IF YOU DON'T WANT TO DO THAT PUBLICLY GO THE SEALED BOX AT THE REGISTRATION DESK AND COMPLETE A POST CARD WITH YOUR SUGGESTION MARKING THE IDEA NUMBER OR RECOMMENDATION AND PLACE THE CARD IN THE SEALED BOX)
- IF YOU WANT TO SUGGEST AN AMENDMENT PLEASE ATTACH A YELLOW DOT AND ADD YOUR SUGGESTED AMENDMENT ON A POST-IT NOTE AND STICK ON THE IDEA OR RECOMMENDATION. IF YOU WANT TO DO THIS IN SECRET PLEASE FOLLOW THE SEALED BOX INSTRUCTIONS AS ABOVE.

SHOULD YOU BE IN ANY DOUBT PLEASE ASK COUNCILLORS WHO WILL BE IN ATTENDANCE

YOUR VILLAGE YOUR PLAN

WE NEED YOUR HELP TO TURN THE
IDEAS AND ASPIRATIONS GATHERED
SO FAR INTO POLICIES AND PROJECTS?

IF YOU WANT TO HELP IMPROVE
THE QUALITY OF LIFE FOR PEOPLE
IN OUR PARISH JOIN US AT
ONE OF THE
WORKSHOPS

EVERYONE IN THE PARISH IS WELCOME TO COME
TO ONE OF THE FOUR WORKSHOPS WHERE YOU
WILL HAVE AN OPPORTUNITY TO HAVE YOUR SAY ON
THE POLICIES OF THE PARISH NEIGHBOURHOOD PLAN

AT CHARING PARISH HALL

Starts 9AM, Friday 16th Nov

Starts 6:30PM, Friday 16th Nov

Starts 9AM, Saturday 17th Nov

AT MEMORIAL HALL, CHARING HEATH

Starts 7PM, Monday 19th Nov

Each Workshop will be open for 2-3
hours but it will only take 10-15mins to
give your views

FREE REFRESHMENTS

WHAT YOU WILL SEE AT THE EXHIBITION:

**DETAILS OF IDEAS FOR POLICIES
AND PROJECTS COVERING THE
FOLLOWING IMPORTANT MATTERS:**

- **COMMUNITY WELLBEING**
- **TRAFFIC AND TRANSPORT**
- **EMPLOYMENT CREATION**
- **ENVIRONMENT AND
COUNTRYSIDE**
- **HOUSING AND DESIGN**



**IN ADDITION THERE WILL BE
SUGGESTIONS FOR A FLAGSHIP
PROGRAMME WHICH COULD
INCLUDE:**

- **A NEW COMMUNITY HALL WITH
INTEGRATED BUSINESS UNITS TO CREATE
JOB OPPORTUNITIES FOR LOCAL PEOPLE**
- **A NEW CAR PARK TO MEET NEEDS
OF PEOPLE VISITING THE NEW HALL
BUT ALSO THE HIGH STREET AND OTHER
PLACES OF HISTORIC INTEREST IN
CHARING**
- **POTENTIALLY LOCATED AT THE
WESTERN END OF PARSONS MEAD, JUST
MINUTES FROM THE HIGH STREET**

**THERE WILL ALSO BE AN ARRAY
OF MAPS SHOWING:**

- **LOCATIONS OF NEW
DEVELOPMENTS AND NUMBERS**
- **VILLAGE CONFINES TO
PROTECT THE COUNTRYSIDE
FROM DEVELOPMENT AROUND
THE VILLAGE**

**AND OF COURSE
OPPORTUNITY TO TALK
TO MEMBERS OF CHARING
PARISH COUNCIL**

NEIGHBOURHOOD PLAN – EXHIBITION REFLECTING DRAFT 2

PURPOSE

- TO UPDATE PARISHIONERS WITH PROGRESS
- TO SEEK SUPPORT FOR OUR IDEAS (POLICIES), RECOMMENDATIONS AND PROJECTS
- TO SECURE, IF ANY, ADDITIONAL INFORMATION FOR A REVISED PLAN

TIMING

- CHARING PARISH HALL 19-10-18 0930 TO 1230
- CHARING PARISH HALL 19-10-18 1830 TO 2100
- CHARING PARISH HALL 20-10-18 0930 TO 1230
- CHARING HEATH MEMORIAL HALL 22-10-18 1830 TO 2030

WILL DAWNE BOOK THESE TIMES AND LOCATIONS?

PROCESS

WE USE DOTOCRACY WHICH HAS WORKED WELL IN THE PAST. TO DO THIS WE LIST EACH POLICY (WE CHANGE THE WORD POLICY TO IDEA), RECOMMENDATION AND PROJECT BY THE FOLLOWING THEMES

- COMMUNITY WELL-BEING
- TRAFFIC AND TRANSPORT
- EMPLOYMENT CREATION & BUSINESS DEVELOPMENT
- ENVIRONMENT AND COUNTRYSIDE
- POTENTIAL SITES FOR HOUSING AND VILLAGE CONFINES
- HOUSING AND DESIGN
- IMPROVEMENTS NEEDED TO ENSURE SUSTAINABILITY

EACH OF THE SEVEN THEMES WOULD NEED A COUNCILLOR TO BE A FACILITATOR, WHO IS OFFERING.

SHOULD ISSUES AFFECTING CH BE GROUPED NUNDER CH AS OPPOSED TO A THEME?

EACH IDEA, RECOMMENDATION, PROJECT (THERE ARE 56) WOULD BE POSTED ON OUR BOARDS (WILL DAWN GET PERMISSION TO USE) BY THEME WITH DOTS AVAILABLE. EACH ATTENDEE CAN THEN POST A GREEN DOT IF THEY ARE IN AGREEMENT, A YELLOW DOT IF THIS WISH TO MAKE A CHANGE AND WRITE AND POST THE CHANGE ON A POST IT OR APPLY A RED DOT IF THEY DO NOT AGREE. (SEE ATTACHED EXHIBIT)

I SUGGEST WE LEAVE ALL THE POLICIES, RECOMMENDATIONS AND PROJECTS AS LISTED IN DRAFT 2 BUT USE THE CHANGES AS EXAMPLES FOR ATTENDEES TO FOLLOW.

AT THE END OF EACH SESSION SOMEONE WILL PHOTOGRAPH EACH OF THE 56 DOCUMENTS

FINAL ANALYSIS AFTER ALL FOUR SESSIONS AND INTRODUCED INTO A FULL AND PROPER REPORT.

PREPARATION

THIS WILL INCLUDE

- PREPARING THE 56 DOCUMENTS
- ATTACHING DOCUMENTS TO BOARDS
- PURCHASING POST IT NOTES
- PURCHASING PACKS OF DOTS
- TRANSPORTING BOARDS TO CH IN TIME FOR 22ND OCTOBER.

WHO CAN HELP WITH THIS?

COMMUNICATING THE EVENT – THOUGHTS WELCOMED ON THE FOLLOWING

- FLIER THROUGH LETTER BOXES
- POSTERS AT STRATEGIC LOCATIONS
- SOCIAL MEDIA
- CPC WEBSITE
- BANNERS

WE WILL NEED A LOT OF HELP TO PULL THIS OFF

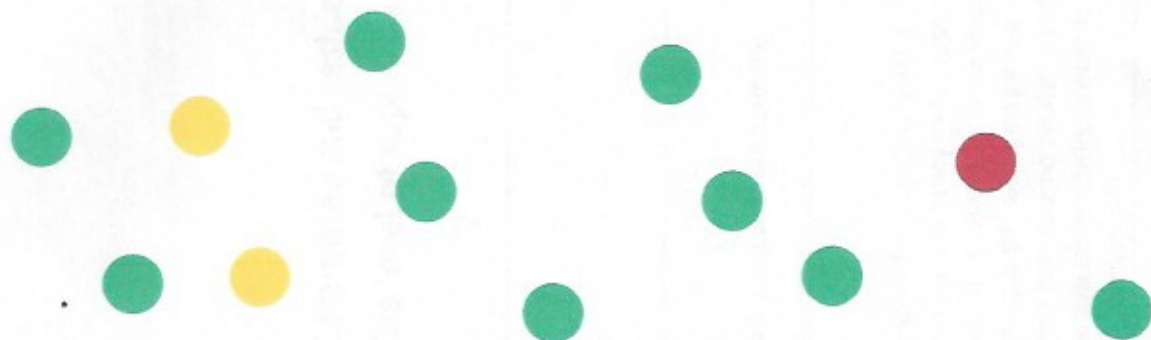
WOULD WELCOME VIEWS BY MONDAY 17TH SEPTEMBER

HUGH

EXHIBITION ILLUSTRATION

IDEA H8 MIXED DEVELOPMENT

- ALL DEVELOPMENTS OF 20 DWELLINGS AND ABOVE SHOULD BE MIXED AND PROVIDE COMMERCIAL PREMISES
- COMMERCIAL PREMISES SHOULD ACCOUNT FOR AT LEAST 15% OF TOTAL INDIVIDUAL UNITS
- EACH COMMERCIAL UNIT SHOULD BE CAPABLE OF SAFELY OCCUPYING 4 EMPLOYEES/WORKERS



AMENDMENTS

Changes to above:

1. Change 3rd bullet to read "50% of units should occupy four employees/workers."
2. Add 4th bullet "Commercial units to have adequate parking."

NEIGHBOURHOOD PLAN DRAFT 2 COMMENTS

Draft 2 has been reviewed by Charing Parish Council, the NP Steering Committee and residents at a specially held Exhibition (16th to 19th November when 166 attended). The level of support and issues to consider before moving to Draft 3 are detailed below.

Policy/idea	CPC view	SC view, either listed or points below	Parishioners view	Final agreement
C1 assets of comm. value	Agreed		32 supports 0 against Suggestion: more research to ensure viability and does not harm the vendor	
C2 new Comm. Centre and sports facilities	Add after will in first line "be supported" Bullet 3 delete to 14 yrs of age and replace with "children up to 11"		33 supports 2 against Suggestions: ad an open air performance space for musicians/theatre; somewhere for young to meet; if residents want this they must support local shops; swimming pool would be better (two residents); some ideas unaffordable and/or drain precept; why not put this facility on playing fields; a cohesive plan for facilities is needed to ensure no overlap; need open air gym open day and night to encourage more activity; should be a review of all facilities to ensure no over provision	See JL Monkey Survey community facilities Oct 18 [JL1018]
C3 Infrastructure	Approved		35 supports 0 against Suggestion: provisions should be made to halt a development if a third to a half constructed and there is no evidence that promised funds have not been used for new facilities	
C4 New burial ground	Approved		28 supports 1 Against	JL1018

			Suggestions: have a plant a tree woodland instead; prohibit burials of people from outside Charing	
C5 communications	Approved		27 supports 0 against	
C6 shopping	Approved		41 supports 0 against Suggestions: avoid supermarket influence; new retail units should take account of adverse effect on High St Shops; avoid extra congestion; no increase of restricted parking in High St; make parking for residents;	
C7 health	Approved		37 supports 0 against Suggestions: two surgeries instead of enlarging one; extra parking should be pre-condition of enlarging the surgery; no more houses until GP practice can cope	
C8 Education	Replace “need to” with “not be supported unless it can”		38 supports 0 against Suggestions: must have adequate drop off space; mustn’t lose the feel of being a village	
T1 traffic congestion	3 rd bullet replace 15 dwellings with 10 and 50 vehicle moves with 500. Delete “or whichever is the greater”		43 support 3 against 2 comments both request increase 50 movements	
T2traffic mgt	Insert after more than “10 dwellings and and 500” and delete “100”. Replace “light controlled” with “pedestrian”		36 support Nil against 2 suggestio ns 4 way traffic lights at Sta. Rd/A20/HSt Junction A20/Tile Lodge Rd needs widening	
T3 traffic mgt sta/pluckley Rd	Bullet 2 Replace words after		51 support 0 against	

	proposals with “will not be supported for developments of” and delete last three words Delete bullet point 3		1 comment Can something be done about vehicle noise which has got louder over last 5 years	
T4 Traffic A252	Approved		24 support 0 against 3 suggestions Speed to 30 mph + traffic calmer; Reduce speed limit (two); eliminate 3 rd lane.	
T5 Footways	Approved		36 support 0 against Comments, some won't take wheel chair; crossing Sta. Rd dangerous	
T6 Car parking	Approved		46 support 0 against 1 suggestion Have residents only car parks to allow more parking in the development	
T7 Village parking	Delete second bullet		46 support 0 against	JL1018
EC1 bus sites	Add “Hatch Engineering site” and “Other suitable sites that become available”		22 support 10 against Suggestions: no more traffic thro' Burleigh Rd to Pluckley Rd; Parsons Mead exit to A20 dangerous; home offices on small devs; over 20 units not necessary	
EC2 Mixed dev	In 2 nd bullet replace “locations” with “proposals”		11 supports 11 against 1 observation – how does this support High St?	
EC3 New Centre plus bus units	Approved		47 supports 15 against Suggestions: Promote AP as has more to offer community; Vital to have sufficient parking; prefer it in centre of village; use AP as community hall; AP best	JL1018

			to increase footfall to support High St shops & provide parking in village centre; AP would make a great community centre; PM site is badly placed especially for pedestrians would it not be preferable to focus on AP & revive building, it is USP & icon for village	
EC4 Broadband	Approved		44 supports 0 against Suggestions: more support for existing businesses in High St.	
E1 Historic env	Approved		54 supports 2 against	
E2 heritage assets	Approved		43 supports 3 against Suggestions: Have a list of heritage assets agreed by HE; allow environmental benefits to listed buildings e.g. double glazing; wood double glazed units for listed buildings	
E3 Archbishop's Palace	Approved		49 supports 33 against Suggestions: develop AP to include community use; palace is in private ownership & restoration years away need other facility; how will AP happen if owner refuses to sell?; community use to be supported; support AP as community facility & visitor centre; community use is only way to save AP as grants will not come otherwise; needs a public space; APT and ST work together to make community hub & owner to liaise with both; community hub & not private use; restore as community building; make haste with community centre; dev AP as community hub & save for community; enlarged Charing needs better social hub & AP provides this; address the HE building at risk while longer term plans are visioned; AP has no legal option, project 15 years away and Village needs community hall in next 5 years; Make AP centre of village and major tourist attraction, heart of community; make sure AP is developed for community use if not too late to save it; AP is safely in hands of Spitalfields Trust the experts, the property has always been private; AP project too important to village and used for benefit of the village; ST will be restoring the entire AP property; suggest fund raising exercise to	See letters from Brenda Ansell of 13-11-18 and The Spitalfields Trust of 11-11-18 and CPT Briefing Note for CPC November 2018

			assist restore whole AP complex; this asset needs to be developed for community use; AP is most important asset for Charing, its USP, should be promoted for community ownership and use (post card)	
E4 green spaces	4 th bullet replace “give” with “provide”; replace “consideration” with “mitigation”		46 supports 0 against Suggestions: multi-function new green spaces for public access & use & SUDS and a rainwater garden all funded by S106; need ecological study of site & if planning agreed need proper provision for conservation	
E5 Views	2 nd bullet add to (a) “(v) from CH Memorial Hall; (vi) from Tile Lodge Road CH” add to (b) “(vi) Arthur Baker Playing Field” Add new point “(f) Views to the centre of the village from east to west as approached on A20”		52 supports 0 against Suggestions: identify the views and vista corridors precisely; CPT doesn’t own AP a village hall is needed now [this may be out of place and should go with E3]	
H1 No. houses	Approved		33 supports 1 against Suggestions: worry about more traffic entering & exiting A20; worry about ribbon dev. on A20; spoiling views from AONB; worried about ribbon dev. on A20 so keep within confines; 9 or more dwellings is not a given, consistency needed	
H2 Affordable	Amend comments in brackets 1 st bullet After 40% “of all developments of 10 or more dwellings” 2 nd , 3 rd , 4 th and 5 th		16 supports 2 against Suggestions: 40% not very ambitious	

	Bullets delete words in brackets.			
H3 Afford eligibility	Approved		26 supports 2 against Suggestions: some of the gains from sales should be surrendered if sold in specific time period; a small % of this housing should be set aside for people coming to the village to work for a new start-up (post card)	
H4 exception sites	Add definition of except. site		22 supports 2 against Suggestions: A20 access for new homes is dangerous	
H5 type of house	Delete		23 supports 1 against Suggestions: Lots of terraced houses to make good use of space; idea could be more flexible; ¾ story dwellings would use space better	
H6 size of houses	Becomes H5; add new bullet "Dwelling size to be based on national space standards"		24 supports 1 against Suggestions: need a good mix as found in most villages; this is too prescriptive; should be more 1 bed dwellings especially in blocks	
H7 lifetime home standards	Becomes H6 Delete 2 nd bullet		21 supports 1 against Suggestions: why not 50%; 100% should meet these standards	
H8 Mixed dev	Becomes H7 3 rd Bullet replace "Each" with "Regarding" and "unit" with 50% of units		11 supports 6 against Suggestions: commercial units better away from houses; what happens if you can't find tenants; don't need shop/business for every 20 dwellings; don't need to be separate so flat over shop or business unit	
H9 Housing in CH	Becomes H8 Approved		24 supports 1 against Suggestions: 4 have been permitted on 0.6 acre means 10 on 1.5 acres; key is appropriate, so 10 houses needs 3 acres	

H10 V. confines	Becomes H9 Approved		32 supports 0 against	
H11 Outside VC	Becomes H10 Bullet 1 replace after confines “may be supported”		30 supports 1 against Suggestions: ‘sensitive’ & ‘small scale’ are subjective, open to exploitation	
H12 Infill housing	Becomes H11 Approved		40 supports 0 against Suggestions: access for 1 more dwelling could create serious traffic difficulties; any such home should include parking	
H13 Grabbing gardens	Becomes H12. In 1 st Bullet replace “in general” with “within general village confines”. 2 nd bullet insert at beginning “Outside village confines” and after bedroom add “and not materially larger”		30 supports 3 against Suggestions: Must have parking, safe access to main road and no detriment to nearby dwellings; these rules are not sufficiently hard and fast; lets build a ghetto; multiple dwellings in rear gardens	
D1 design	Approved		35 supports 0 against Suggestions: PV panels please; confine roof clutter to where they will not cast a shadow; OK if restrictions apply to appearance only, should not be restrictive on internal design; should not discourage solar cells	
D2 light pollution	Approved		48 supports 0 against Suggestions: new street lighting should have timers and sensors	
10.8 Site asses further views	Approved		10.8.13 Land next to Crofters CH 17 supports, 7 against. Suggestions: low density would be very good; amongst open fields; not open fields on three sides next to Blossoms caravan site; with fields on three sides this would stick out if it wasn’t properly screened; any additional housing	

			<p>should not be permitted without severe reduction in speed limits on over used lanes.</p> <p>10.8.9 Threeways Garages 26 supports, 16 against. Suggestions: traffic calming on the Hill, speed, noise & accident problems to be addressed; too many accidents here, dangerous pulling out; this is a dangerous corner; traffic on Charing Hill approx. 700+ cars each morning at peak time with speeds of 70+ mph; major traffic calming req'd, move 40 mph restriction to before junction with The Hill, consider roundabout at junction with Faversham Road to avoid conflict/accidents.</p> <p>10.8.17 Hunger Hatch 1 support, 0 against. Suggestions: is this on mains drainage?; my only concern is more traffic on Station Rd; traffic concerns on Hunger Hatch Lane</p>	
General comments			<p>Excellent workshop, an incredible amount of work has gone on (post card); problems with exhibition – too many questions, displays & printing difficult to read and assimilate, displays too low (post card); congratulations & many thanks for providing this excellent exhibition & opportunity to comment (post card); interesting presentation but very difficult to take in & I became confused – The Oak, so many people opted for coffee shop but Costa was turned down, can't please all people all of time (post card)</p>	

Rec. page 51 (The Oak)	Approved		Separate analysis	
Rec. page 57 KCC Highways investigate road speeds	Approved		General point but other recs cover this idea	
Project page 57 Multi-functional Comm. Centre	Amend 5 th bullet replace “pay for” with “contribute to”		<p>88 supports 22 against</p> <p>Suggestions: this could undermine AP project for the barn; part of conservation area & should be protected with no houses; much needed hall for public events; place for mature people, play area, toilets; short</p>	JL1018

			<p>term + long term vision for village facilities would be useful, parsons mead v AP; concern about safe access with A20 and location doesn't relate well to high st. trade; concern about safe access to A20; parsons mead not good location for community use, better for residential with public space; ensure design is flexible to accommodate change; how will this impact on plans for AP?; hopefully a viilage hall & not sports which should go elsewhere; what would happen to existing PH as it would be a shame if knocked down; this is ideal for parking for those using the station; prefer restoration of palace barn; parking for new hall inadequate; an indoor heated pool would bring people from miles around; already have enough housing in pipeline (don't understand next bit); not in high st. unless retail and enhancing shopping & dining; makes sense to have community space here providing existing hall is preserved, new dev should stay low level, free parking; design is important to fit the character of the village, nothing naff or commercial; will not attract people into village centre, will not increase footfall as well as restored AP as a community centre; extreme challenge around traffic access given blind bend, complex junction, proximity to crossing; include therapy rooms for workshops as well as individuals; how does this fit with palace barn planned development; sell village hall & use proceeds to develop AP to include more facilities; support 2 or 3 meeting rooms in place of some business units;</p> <p>Rather support the palace as nearer high st., closer parking, support our heritage, will bring people to village; fully support provision of housing for downsizers & 1st time buyers; brilliant idea just what we need; would like to see the AP as community hub/village hall central to village; do we need another hall, dangerous exit to A20, where does money come from; not needed; support extra parking easily accessible from A20 but not another hall, need to have 1 plan – palace; concerned location does little to support trade footfall in high st; what happens to the church barn?; do we need another hall, could it be a leisure centre, pool, gym, business; A swimming pool would be a success (post card); feel the new community centre would be better placed in the AP as it is</p>	
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			in heart of village (post card); fully support new village hall & parking (post card); worry is that AP and new comm. Centre become rival schemes, we need new small workspace, new parking & a key heritage centre to stimulate tourism, mustn't lose AP (post card)	
Rec page 66 tourism	1 st bullet delete "a new" and add after website "information"		Specific trader response needed & being sought	
Rec page 73 bus services	Approved		KCC/ABC issue	
Rec page 84 KC speed surveys	First bullet replace "west2 (third line) with "east". Second bullet delete "and act". Delete bullet 3		32 supports 0 against Suggestions: Sta./Pluckley Rd too narrow for HGVs so either put weight restrictions or divert to different route; reduce speed limit to 30 mph, calming ideas and better use of white lines; install cameras to show speeds greater than 30 mph (one point couldn't understand); install traffic lights at cross roads (Sta. Rd/A20/High St.) put 30 mph speed limit with cameras; 20 mph speed limit – High St, School Rd, The Hill; enforce existing speed limit; stop lorries driving on A20 at night during week while improvements made to A20 & improve motorway work	
Rec page 84/85 KCC speed surveys	Approved		38 supports 0 against	
Rec page 85 KCC 20mph high street	Approved		49 supports 0 against Suggestions: Double yellow lines entrance to Mkt Pla ignored, poor bus drivers; ban heavy trucks using it as short cut, don't pedestrianize it; semi pedestrianized with 10 mph limit; increasing waiting zone make more difficulties for residents, need more parking maybe behind Oak; C Hill 40 mph to roundabout to enable safer turns [maybe this on wrong idea]; one way not required; 20 mph high st., The Hill & Old Ash Rd	
Rec page 85 KCC 20mph school road	Approved		39 supports 0 against	

			Suggestions: staggered finishing times difficult for parents with 2 children at school; 20-25 mph speed limits High St./Pett Lane/School Rd	
Rec page 86 KCC old ash rd	Approved		Not put up at exhibition	
Rec page 86 KCC review A252			31 supports 0 against Suggestions: speed bumps & islands would slow traffic	
Rec page 87 A252 traffic study	Approved		33 supports 0 against Suggestions: 40 mph needs enforcing and/or reducing, restricting access is not necessary; emphasise speeding, noise & accidents on Charing Hill, 40 mph to 30 mph, recent roadworks have increased road traffic noise (post card)	
Rec page 89 KCC target unsafe parking	Approved		20 supports 0 against Suggestions: provide more parking first	
Project page 89 use of car parks & new	Approved		Not at exhibition as CPC action	
Rec page 90 public tpt	Add to 1 st bullet "improve"		Not at exhibition as CPC action	
Rec Page 90 C to CH cycle path	Approved		28 supports 0 against Suggestions: how about a safe illuminated cycle/walk path from Charing to Hothfield & on to Ashford for safer healthier commute; excellent idea and very good for winter walks off road (post card)	JL1018
Rec page 91 speedwatch	Approved		Not at exhibition as speedwatch matter	
Rec page 98 community cmtt	Approved		Addressed under separate points	

Rec page 112 ST and CPT	Approved		Not at exhibition (although addressed on several other points) as issues for ST and CPT	
Rec page 174 Orbit	Approved		CPC/ABC matter	
Rec page 174 Pym Ho	Approved		CPC/ABC matter	
Village Confines – Charing p175	Approved		32 supports 6 against Suggestions: if you don't like confines say what is wrong; they are inconsistent with proposed development & need to show conservation area; the area is in Wheeler N application	
Village Confines CH			31 supports 1 against Suggestions: If Red Lion is centre the confines are totally random;	NEW MAP
Proposed 30 mph limit for CH & 40 mph limit on CH Rd between CH and Coppins Corner			26 supports 0 against Suggestions: too many signs; there is no point in 40 mph it must be 30 mph, re cost why do we pay taxes?; 20 mph thro' CH; more houses built more people walk thro' lanes with no footpaths; agree but how is enforced; yes to 30 mph thro' CH as all the other villages close by have it;	
Cycle/footpath Charing to CH	Agreed		70 supports 0 against Suggestions: Good idea; excellent idea fully support; why were walking groups not contacted at surgery, contact Maggi; bridleways would be good; anything to get cyclists off the road where they cause obstructions; like one between Pett Lane & Pilgrim's Way	JL1018

Factually/meaningful changes

1 Page 8 better parish map

- 2 Page 27 add in Mini Community Questionnaire (and in context of hall/parking)
- 3 Page 61 replace picture 14 with picture of John's butchers (DA & AW)
- 4 Page 69 review resources at school for expansion
- 5 Page 109 picture 30 (credit)
- 6 Page 132 update table 26 and relevant sections of text
- 7 Page 175+ add CH VC into section
- 8 Page 79 5 car park spaces at Hitherfield are resident parking not public (DA)
- 9 Add new village confines sites for C and CH
- 10 Introduce an executive summary (SC)
- 11 No mention of potential water shortages (AW)
- 12 Page 10 no mention of PO which acts as village bank (AW)
- 13 Page 14 can "pants" be replaced with another word (AW)
- 14 Page 29 add clarity to population growth of 77 (i.e. 2001 to 2011) (AW)
- 15 Page 44 add hotel/visitor accommodation to pub/restaurant (AW)
- 16 Page 46 Residents' parking permits are likely to discourage shoppers (AW)
- 17 Page 48 lack of dentist/optician (AW)
- 18 Page 49 A comprehensive community centre would be wonderful but we have lots of other centres (AW)
- 19 Page 81 yellow lines in surgery close car park unnecessary (AW)

- 20 Page 87 need expansion of 40 mph zone to south of The Hill (AW)
- 21 Page 91 speedwatch toothless and waste of time (AW)
- 22 Page 139 developments west of Poppyfields the least undesirable but safety measures to get children across A20 (AW)
- 23 Re listed buildings Ropewalk Cottages/New House Cottages not listed (need to verify) (AW)
- 24 The section concerning Community Facilities, sustaining businesses in and around the High Street and the Archbishop's Palace do not take account of the SWOT analysis, Vision Statements, NP questionnaire and omit public consultation on AP in 2015 and 2016 (DM)
- 25 The NP fails to mention the community consultations in March and May 2016 where local people favoured a "community hub"(DM)
- 26 Page 108 fails to say that the NP fails to meet ABC Heritage Strategy (DM)
- 27 Page 108 withdraw comment about excellent work undertaken by ST (DM)
- 28 Page 110 ST is not a Conservation Society it is a Building Preservation Trust (DM)
- 29 Page 110 is there evidence that ST has backing of Historic England DM
- 30 Page 110 the NP should make clear that STs business model is to restore buildings and then sell to private owners, not for community access (DM)
- 31 Page 111 expand paragraph on CPP (words provided for review) (DM)
- 32 No mention has been made that the community questionnaire indicated strong support for AP restoration for community use (DM)
- 33 Page 112 the recommendation does not reflect the outcomes of the vision statement (page 48) and SWOT page 61 (DM)
- 34 A recommendation for words to reflect CPT and ST working together to restore AP for nation and community (DM)
- 35 NP ignores work of CPT to convert the Great Hall into a community centre (CPT suggests a consultants report indicates most facilities in Charing are underutilised (DM)
- 36 You do not support the Flagship programme (DM)

37 Felt that paragraph C2 page 55 was too lengthy and suggest breaking into two as below

Policy C2 New Community Centre and improved sports facilities: The plan for the new Community Centre which will have major indoor sports facilities including badminton, netball, basketball, gymnastics and dance. Within the plan there will be facilities to create social interaction especially among older residents, including activities to improve their health. There will be a space to accommodate public meetings and societies, these will be supported provided there is ample space for parking (probably 60 cars) (AR).

38 I feel the Archbishop's Palace deserves more attention in the NP, as I feel it has the potential to be a 'trump card' for Charing village encouraging both trade and visitors into the village (AR).

39 The Oak: opinions gained at the exhibition.

- (1) It should keep its 'village asset' status indefinitely until it becomes a pub/restaurant/wine bar again. [18 supports, 1 against]
- (2) Air BNB on first floor [5 supports]
- (3) Drop in for teenagers [7 supports]
- (4) Licensed restaurant on ground floor [21 supports]
- (5) First floor for small businesses (start-ups), shared office space for sole traders, ground floor to be small café with alcohol licence for evenings, also use for meetings [supports 6 for first floor businesses and 3 for ground floor café/licence]
- (6) A good restaurant would be lovely [5 supports]
- (7) Only realistic option is to convert to flats
- (8) Small business offices with coffee shop and parking [1 support]
- (9) Great coffee shop with eatery with space for art/? Units or small businesses upstairs (like Ret Creek Creative in Faversham or Sondes Cake in Selling) [12 supports]
- (10) It won't become a pub again without a decent car park
- (11) Should be kept as a pub
- (12) If this was a viable commercial property as pub/restaurant someone would have done it by now, we need to move on. Someone added here, here
- (13) The Oak is not a pleasant place
- (14) Building has no character as pub/café/restaurant (another said it was brilliant 20 years ago and could be again)

40 Major development, approved, planned and potential

A map was shown to update parishioners on the sites approved, planned and with potential. This was a refresher exercise. People were not asked to mark this or add views but some did. There is still strong opposition to further building west of Poppyfields as 14 red dots were placed on the Local Plan site and just two green supports although one was conditional upon parking and provision of adequate health and utility capacity. 4 were against Parsons Mead. One comment was expressed concerning what he considered to be an inaccuracy of the AONB boundary.

41 Help for projects

The following parishioners put their names forward to help with projects

- John Duncalfe
- Andrew Lowen
- Sue Lowen
- Hilary White

42 The GP practice had a display providing details of services and the appointments system. In addition details of an upgrade of the pharmacy were available. Doctors and the Practice Manager were available at two of the four exhibition events to answer questions and interact with parishioners.

Facilities survey

The survey was carried out in September. It was a quick survey where the main aim was to get an idea of the priority residents accorded to different facilities that could potentially be funded, or part funded, by the S106 money that should become available from the Land South of the Swan and other coming developments. In addition we used it to:

- test perceived need on CCTV and improvements to the public toilets (these would not be eligible for S106 money since they are existing needs)
- whether residents would be willing to see the Parish Hall sold in order to help fund a new community centre. The Parish Hall can only be sold if a referendum of the electorate support it.
- how willing residents might be to see the precept increased to fund certain items.
- any additional comments respondents had.

The survey was mainly carried out online with survey monkey although paper copies were available in the post office for those who wanted. There were 231 respondents in all with most answering all questions.

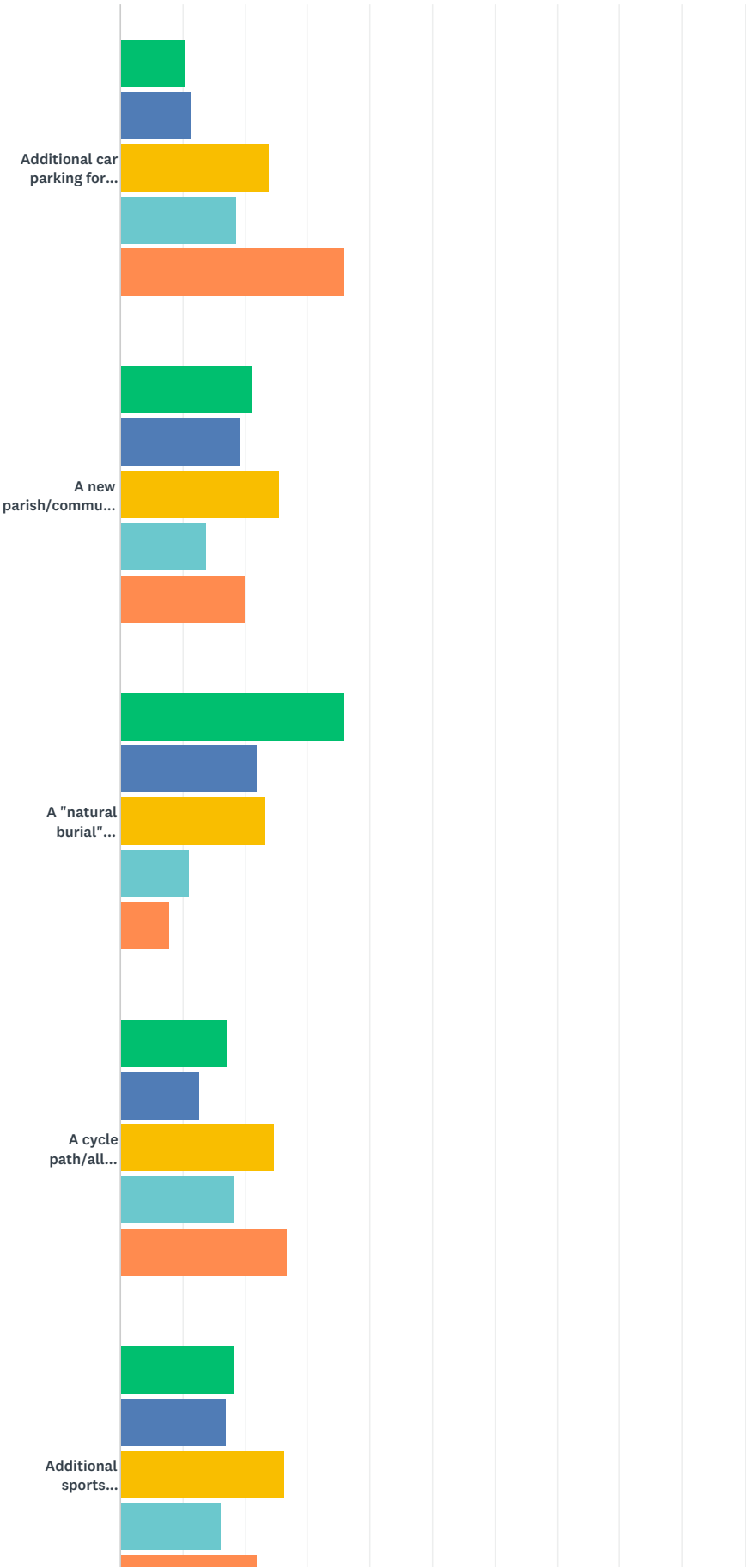
Results are on the attached. Please ignore the weighted average in Q4 which is meaningless.

A large number of comments were made. They covered a wide range of issues but frequent topics were the need for a pub/restaurant/more shops/fish and chips in the village and traffic issues. The need for facilities for teenagers (one of the highest scoring results) was also commented on by a number.

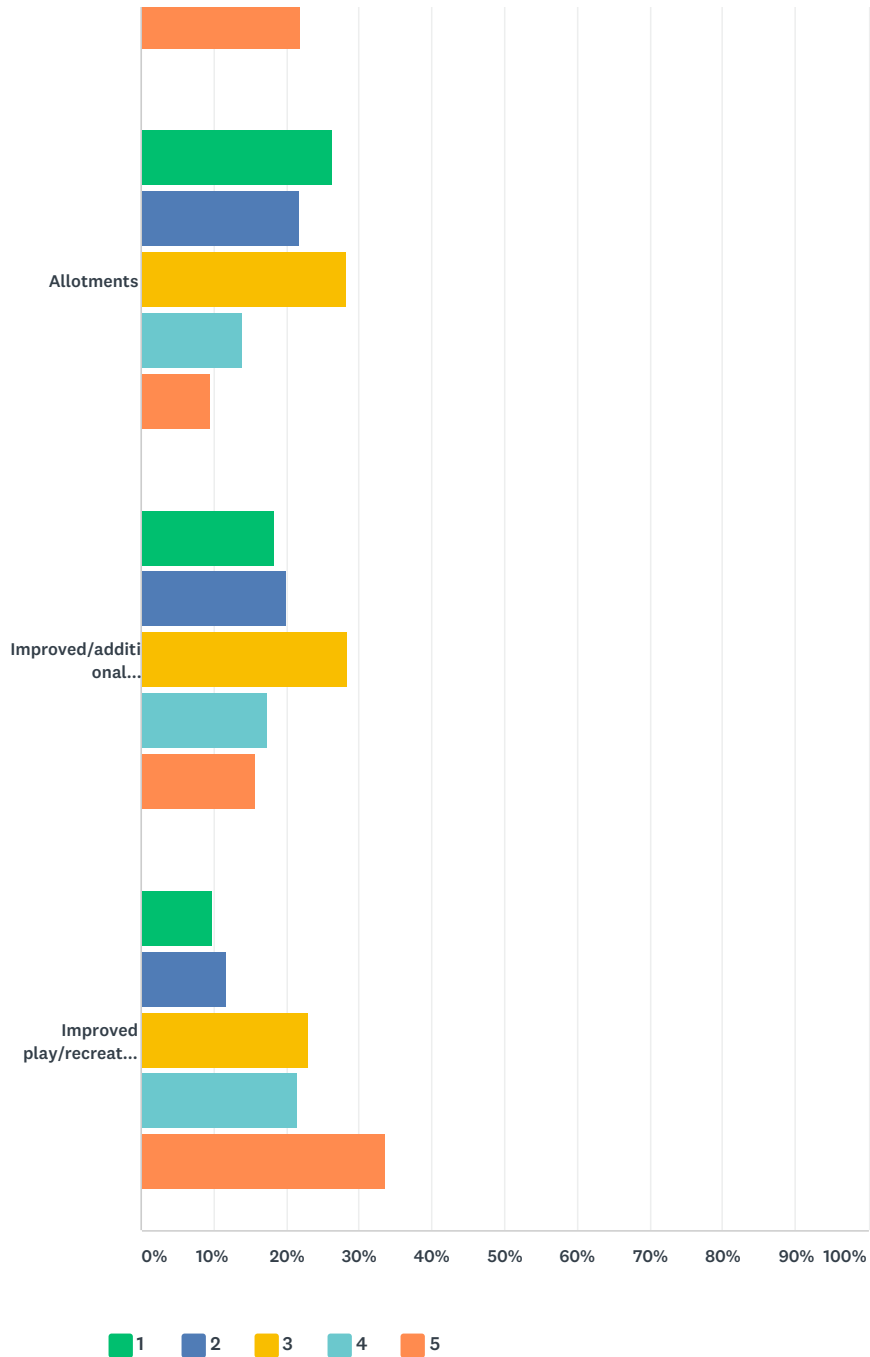
Jill Leyland
4/12/2018

Q1 On a scale of 1 to 5, where 5 is most desirable and 1 the least, please rank the following items

Answered: 231 Skipped: 0



New parish facilities



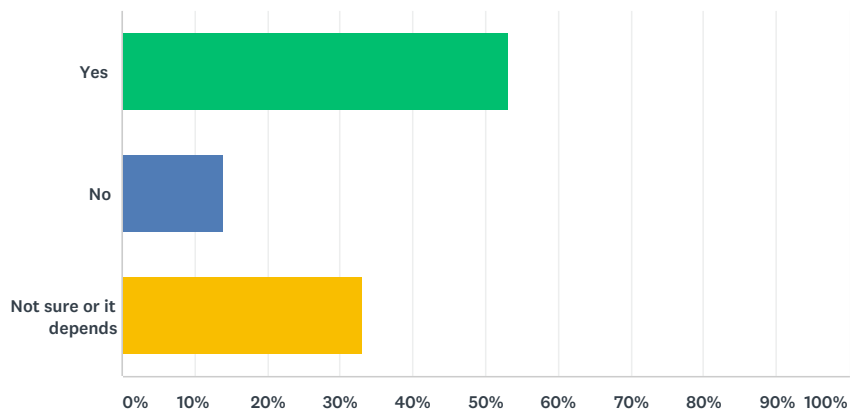
	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
Additional car parking for Charing village centre	10.39% 24	11.26% 26	23.81% 55	18.61% 43	35.93% 83	231	3.58
A new parish/community hall with car parking	21.08% 47	19.28% 43	25.56% 57	13.90% 31	20.18% 45	223	2.93
A "natural burial" cemetery in addition to our current one	35.71% 80	21.88% 49	23.21% 52	11.16% 25	8.04% 18	224	2.34
A cycle path/all weather footpath between Charing and Charing Heath	17.18% 39	12.78% 29	24.67% 56	18.50% 42	26.87% 61	227	3.25
Additional sports facilities	18.39% 41	17.04% 38	26.46% 59	16.14% 36	21.97% 49	223	3.06
Allotments	26.36% 58	21.82% 48	28.18% 62	14.09% 31	9.55% 21	220	2.59
Improved/additional playgrounds for children	18.35% 40	20.18% 44	28.44% 62	17.43% 38	15.60% 34	218	2.92
Improved play/recreational facilities for teenagers	9.91% 22	11.71% 26	22.97% 51	21.62% 48	33.78% 75	222	3.58

Q2 Would you be prepared to see our existing Parish Hall sold to help

New parish facilities

fund a new and improved one? (Assume the Memorial Porch is either moved or replaced by a memorial that you would consider appropriate.)

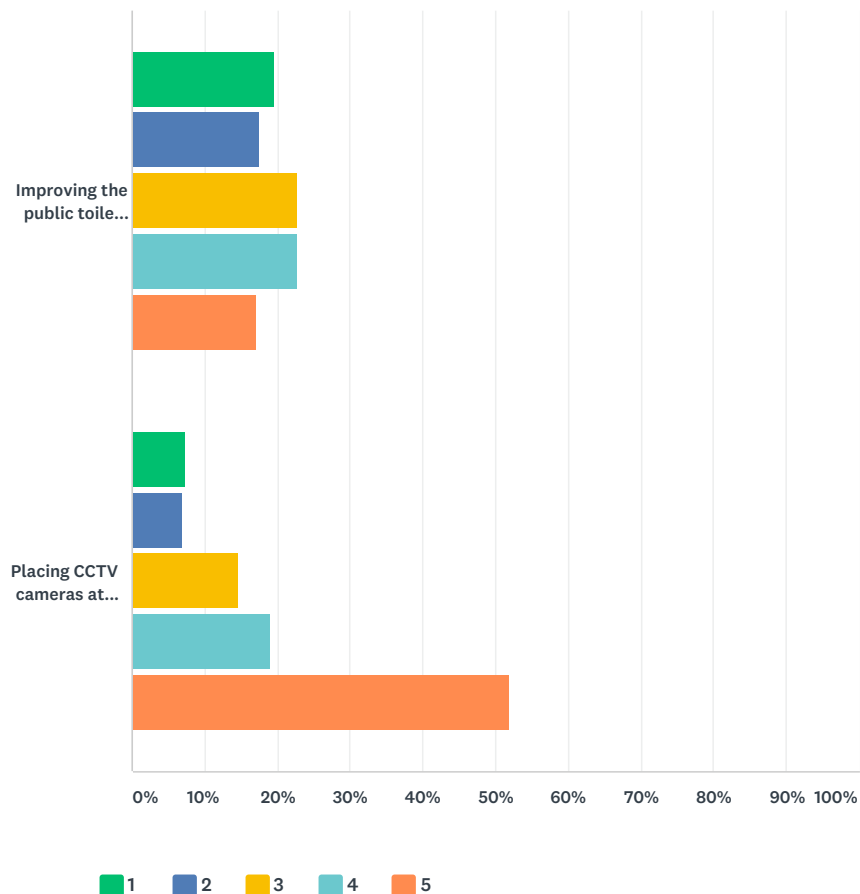
Answered: 230 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	53.04%	122
No	13.91%	32
Not sure or it depends	33.04%	76
TOTAL		230

Q3 Certain additional facilities would not be eligible for any or much S106 money but might be funded from other sources. On a scale of 1 to 5, where 5 is very desirable and 1 not desirable please rank the following possibilities:

Answered: 231 Skipped: 0



New parish facilities

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
Improving the public toilets to include an accessible toilet and baby change facilities	19.74% 45	17.54% 40	22.81% 52	22.81% 52	17.11% 39	228	3.00
Placing CCTV cameras at certain locations to deter crime/help to catch criminals	7.36% 17	6.93% 16	14.72% 34	19.05% 44	51.95% 120	231	4.01

Q4 One method of helping to fund new facilities, whether they attract S106 money or not, is through an increase in the parish precept (parish share of council tax). Would you be prepared to see a modest increase in the precept to help fund the following facilities:

Answered: 229 Skipped: 2

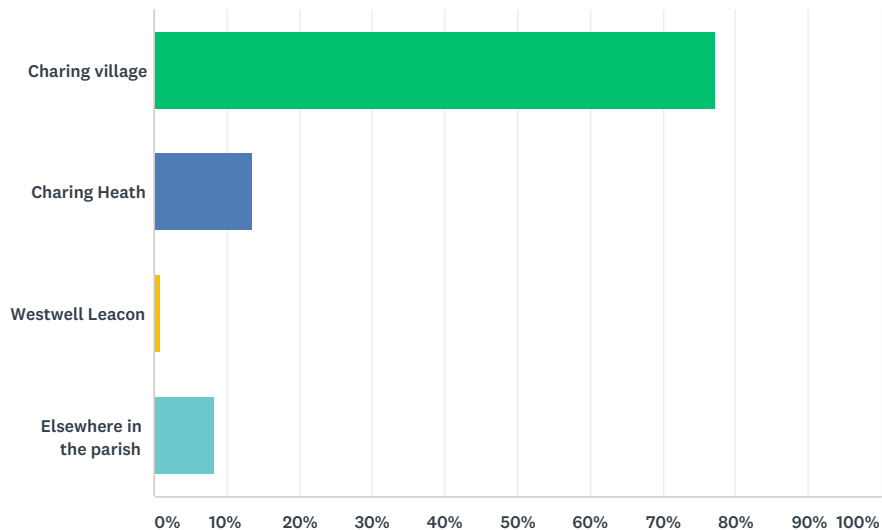
	YES	NO	PERHAPS	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
Additional car parking for Charing village centre	36.40% 83	26.32% 60	31.14% 71	6.14% 14	228	2.07
A new community hall with parking	26.22% 59	29.78% 67	37.33% 84	6.67% 15	225	2.24
Improved public toilets (to include an accessible toilet and baby change facilities)	23.45% 53	38.94% 88	31.86% 72	5.75% 13	226	2.20
CCTV cameras at strategic locations to deter crime and help catch criminals	54.59% 125	14.41% 33	24.89% 57	6.11% 14	229	1.83

Q5 Please add any additional thoughts

Answered: 43 Skipped: 188

Q6 So that we can judge how representative this survey is please answer the following questions (optional). Do you live in:

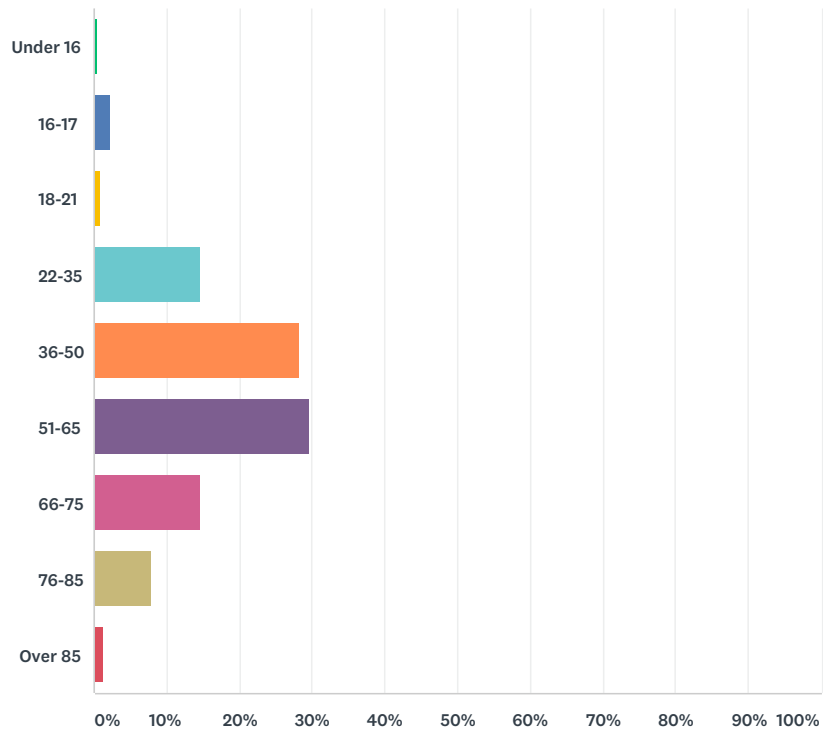
Answered: 227 Skipped: 4



ANSWER CHOICES	RESPONSES
Charing village	77.09% 175
Charing Heath	13.66% 31
Westwell Leacon	0.88% 2
Elsewhere in the parish	8.37% 19
TOTAL	227

Q7 Please tick which age group you belong to (optional)

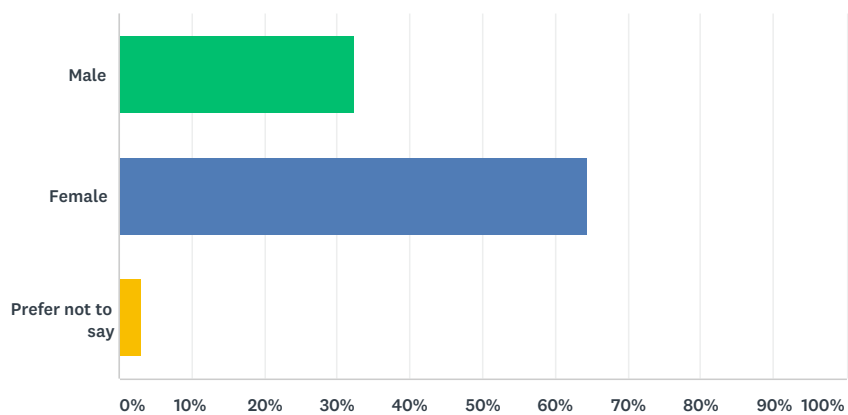
Answered: 226 Skipped: 5



ANSWER CHOICES	RESPONSES	
Under 16	0.44%	1
16-17	2.21%	5
18-21	0.88%	2
22-35	14.60%	33
36-50	28.32%	64
51-65	29.65%	67
66-75	14.60%	33
76-85	7.96%	18
Over 85	1.33%	3
Total Respondents: 226		

Q8 Are you

Answered: 228 Skipped: 3



New parish facilities

ANSWER CHOICES	RESPONSES	
Male	32.46%	74
Female	64.47%	147
Prefer not to say	3.07%	7
TOTAL		228