

# **CHARING NEIGHBOURHOOD DEVELOPMENT PLAN**

**2011 – 2030**

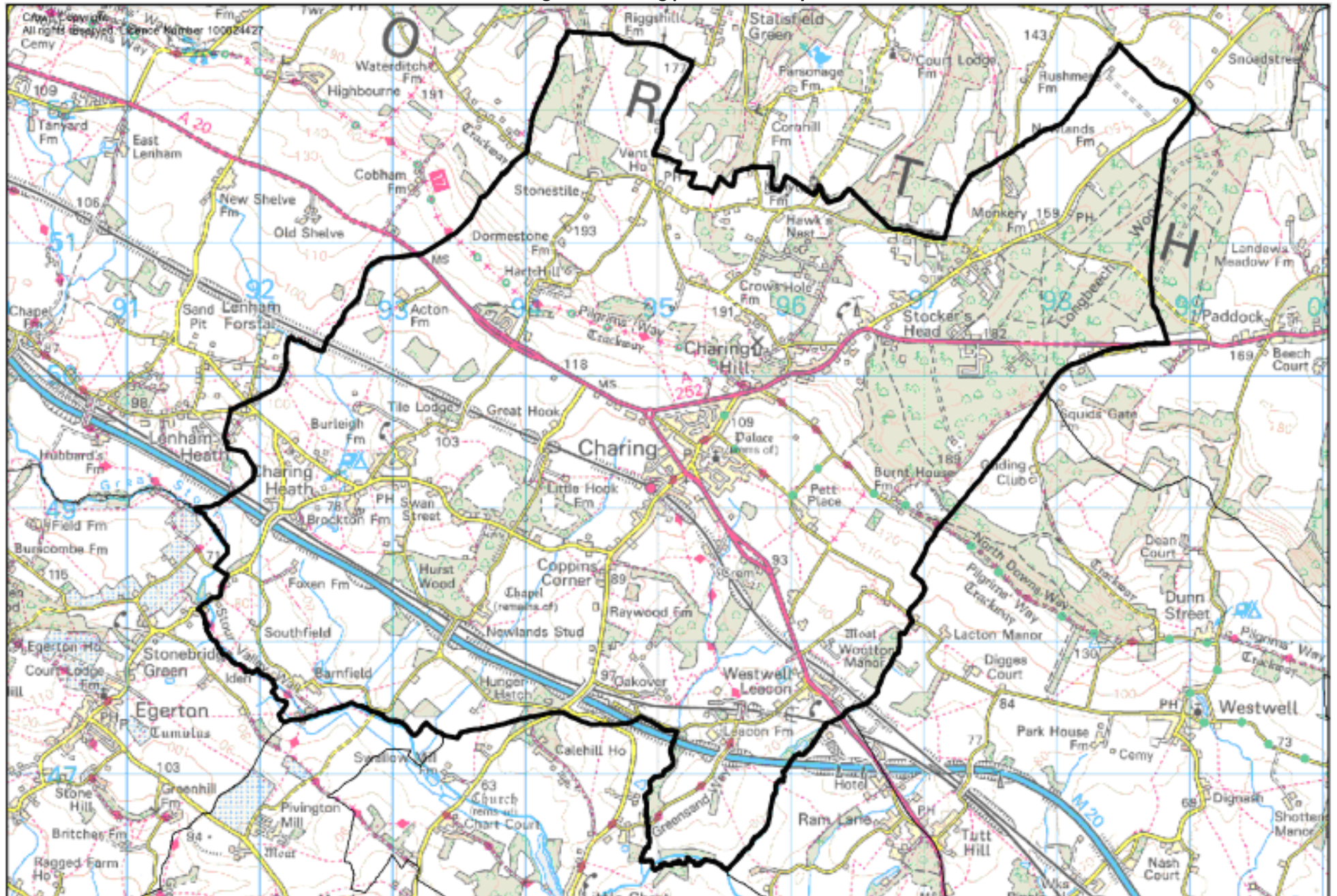
## **CHARING – THE FUTURE VIEW**



**NEIGHBOURHOOD PLAN (May 2022), AS DEFINED BY THE  
NEIGHBOURHOOD PLANNING (GENERAL) REGULATIONS, 2012:  
Submission Version**



Figure 1: Charing parish boundary



(Scale: blue grid is one-kilometre squares.)

## FOREWORD

Neighbourhood Development Plans come out of the Government's determination to ensure that local communities are closely involved in the decisions which affect them. The Charing Neighbourhood Development Plan has been developed to establish vision and objectives for the parish and help deliver the local community's aspirations and needs for the period up to 2030. Unlike the Charing Parish Plan, 2008, on which it builds, our Neighbourhood Development Plan is a statutory document that will be incorporated into the Borough planning frameworks, and must be used by Ashford Borough Council (ABC) to determine planning applications.

Our Plan has been developed from the combined efforts of parishioners, volunteers, the Neighbourhood Plan Steering Committee (NPSC), and the Charing Parish Council (CPC), to ensure local opinion was at the centre of the Plan. A wide range of processes were used in formulating this Plan in order to influence the well-being, sustainability, and long-term preservation of our rural community. Every effort, therefore, has been made to ensure that the policies contained in this document reflect the consensus view of parishioners.

The Neighbourhood Plan has many benefits for the residents, including:

- Protection from uncontrolled large-scale or poorly placed development
- Spreading wherever possible development across smaller sites
- Minimising incursion into open countryside
- Helping to protect the Kent Downs Area of Outstanding Natural Beauty
- Protecting heritage assets and the village character
- Providing suitable housing for residents to downsize
- Providing suitable housing for younger people/first-time buyers
- Promoting existing businesses and creating new business
- Improving infrastructure, facilities, and amenities needed for growing population
- Promoting tourism and preserving vibrant local retailers
- Accessing appropriate funding to meet the needs of a 50% growth in population

**This Plan will be subject to wide-ranging consultation which will be arranged by Ashford Borough Council. It will also be found on the Charing Parish Council website together with all associated documents. A hard copy may be borrowed from the Parish Clerk for those without Internet access.**

I and the CPC would like to thank all the Steering Committee Members who have worked tirelessly over the plan period especially: John Duncalfe; John Gilliver; Simon Lake; Jill Leyland; Sue Lowen; Karen Saunders; Alan Witt; of course others who joined and left the committee during the journey; volunteers; the administrator; and the experts (see project 113) who have worked tirelessly to enable this Plan to be made. In addition, we thank Groundwork UK and Village SOS (see projects 101 and 102) for grants which enabled this Plan to be completed. We also thank those businesses in the area that contributed finance and gifts to promote Neighbourhood Plan activities.

The covid pandemic has significantly delayed the preparation of this Plan.

To help the reader, a list of acronyms used may be found in **Appendix A**.

*Dr Hugh Billot*

**Chair, Neighbourhood Plan Steering Committee**

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## 2 Introduction

Charing parish is in the middle of Kent in the borough of Ashford. It consists of the village of Charing itself, the settlements of Charing Heath and Westwell Leacon, and the surrounding countryside. Part of the parish is in the Kent Downs Area of Outstanding Natural Beauty (AONB), including the scarp slope, and much of the rest is in its setting. Charing and the two settlements are historic villages. The existence of Charing itself is documented from the 8<sup>th</sup> century, and archaeology has shown evidence of both pre-Roman and Roman remains and roads. There are numerous historic buildings.

The Channel Tunnel Rail Link/HS1, the M20, the main railway line from Ashford to London Victoria, and the A20 all run through the Parish. The A20 connects Charing to both Maidstone and Ashford, while the A252 runs from its intersection with the A20 at Charing roundabout to Canterbury.

This plan has been based on extensive research and on extensive consultation with residents.

Charing village has grown in every decade since the Second World War. In general, expansion has been steady with one or two new developments each decade. But all this is about to change. While this Neighbourhood Plan was in preparation, Ashford, pushed by heavier government demand for new housing, substantially increased its planned housing allocations in Charing village.

Over 600 new houses are now likely to be built during the Plan period of 2011 to 2030, with nearly 500 new houses during the 2020s. This is nearly 50% higher than an independent assessment suggested was appropriate for Charing. It is a higher rate of growth than in Ashford as a whole, and Ashford itself is expecting a far higher rate of growth than the country as a whole.

It is worth pointing out that while housing growth in Kent and South East England has been and continues at very high levels, this Plan has embraced the need for more housing, subject of course to the appropriate need, mix, and location. Further, it has contributed to housing growth by allocating sites, but only to ensure there are suitable new infrastructure, amenities, and facilities to ensure that residents do not experience a welfare deficit.

The implications of this housing growth have informed the preparation of this Neighbourhood Development Plan, and have largely driven its proposals.

The Local Plan has stretched the thinking behind this Plan – and, as such, its strategic objectives, plans, policies, and initiatives – socially, economically, and environmentally – fit with the broad thrust of the Local Plan, and are all designed to ensure Charing grows to benefit all of its residents.

These benefits will come from the sound objectives and policies incorporated in the Plan and, in particular, the creation of a new community centre, integrated business units, a health and well-being centre, and a new car park, at Parsons Mead, just a few minutes' walk from the village centre. In addition, this Plan also proposes the creation of a Greenway between Charing itself and Charing Heath, with consequent environmental, health, and well-being benefits.

This Plan cannot solve all the problems Charing will face during the coming decade, but it is believed that it will go a long way towards offsetting or compensating for the negative implications, and leave Charing in a good position by the end of the Plan period.

The Plan has experienced major delays, due to both the covid pandemic, and water quality levels at the Stodmarsh Nature Reserve outside Canterbury which required a Habitats Regulations Assessment in order to amend policies.



## 3 The Parish

### 3.1 Location

Charing is a rural parish in the Borough of Ashford (see map on page 2). It includes the principal settlement of **Charing**, together with the village of **Charing Heath** and the small hamlet of **Westwell Leacon**. Approximately half of the parish lies in the “Kent Downs” Area of Outstanding Natural Beauty (AONB). The village of Charing enjoys an enviable location at the foot of the distinctive chalk escarpment of the Downs, resulting in attractive views framing many of the streets of the village.

Charing with Charing Heath became a civil parish in 1894.

While most of the parish is in Charing ward, Charing Heath – and some of its surrounding area – forms part of another ward.

### 3.2 Connectivity

Charing has good road connectivity, with the resulting traffic, a railway station and an extensive footpath network. Details are given in section 8.

### 3.3 Demographics

A study (project 147) was undertaken of relevant demographics. Specific help was found in *Action with Communities in Rural England (ACRE)*, *Rural Evidence Project October 2013*, and *Rural community profile for Charing (Parish)* [see reference 10] as well as a number of government databases.

At the 2011 census, Charing parish had a population of 2,765 (including 410 in Charing Heath and approximately 82 [based on 2.4 people per house] in Westwell Leacon). The gender breakdown was 47.4% male and 52.6% female.

58.8% were working age adults;  
26.9% were people over 65 years of age, and  
14.3% were children under 16 years of age.

Charing has a disproportionately higher number of residents over 65 compared to the average of

16.3% for England, although this is not very out of line with other villages.

Population growth over the census period 2001 to 2011 was 2.7%, or 77 people.

In 2011 the parish contained 1,228 households and had 1,298 dwellings including park homes, caravans, and temporary accommodation. Detached houses were the most numerous type of property at 44.0% of all properties. 74.5% of properties were owner-occupied, while 15.6% were social rental properties. In 2011 the average number of cars per household was 1.53.

House prices in 2011 were considerably more expensive, other than flats, than for England as a whole, and also more expensive than in Ashford. The parish comprises 2,489 hectares of land, and population density is 1.11 persons per hectare.

There were 1,323 economically active residents according to the 2011 census, and 130 people working from home.

There is a large GP surgery, but no local optician or NHS dentist.

In 2011, 14.6% of the population aged between 16 and 64 had a limiting long-term illness; 14.8% were attendance-allowance claimants; and 5.5% were claiming disability-living allowances (Census 2011).

### 3.4 The historic village of Charing

There is evidence of *occupation* in the area before and during Roman times but the earliest *recorded* history refers to the 8<sup>th</sup> century. During the Middle Ages the manor of Charing belonged to the Archbishops of Canterbury, who built a residence (the Palace – see section 10.4) used as a staging post on the Archbishops’ journeys, and occasionally as a venue for a royal visit. Charing has over 100 listed buildings dating from the late Middle Ages onwards, with Picture 1 and Picture 2 exemplifying some of those listed (see project 142).

Picture 1: Sherbourne House in the High Street



Picture 2: The Old House in Station Road



The village grew only slowly between the 16<sup>th</sup> and 19<sup>th</sup> centuries, remaining primarily agricultural, although the communications revolution of the 19<sup>th</sup> century, and the arrival of the railway, inevitably opened it up. Its location in Kent meant it inevitably played a major role in both world wars.

In contrast to the slow growth of preceding centuries, Charing grew substantially after the Second World War, with developments in every decade (see project 162). These started with the *Downs Way estate* in the 1940s/1950s, and went on to include *The Moat estate*, *Woodbrook*, and *Haffenden Meadow*, to mention just the largest developments. The trend has continued in the 21<sup>st</sup> century with the interconnecting estates of *Charing Green* and *Poppyfields*, comprising nearly 100 houses built south of the A20 between Pluckley Road and the roundabout at the western perimeter. This trend will accelerate significantly over the next ten years (see section 11). Despite population growth, the number of shops in the High Street has continued to decline.

### 3.5 Charing Heath

Charing Heath, formerly an area of scattered farms around a heath, developed into a settlement with a new church. It is situated two kilometres to the west of Charing village on the sandy soils of the Greensand Ridge. There are a number of *farmhouses* dating from the 15<sup>th</sup> century. The *church*, the *vicarage*, and the *church school* (which closed in the 1960s) were built in the 1860s. The *Memorial Hall*, which was updated and refurbished in 2000, is home to a wide range of activities. It has a playing field and playground. The *Red Lion public house* in the centre of the village was originally a farmhouse. It has been licensed since 1709. Charing Heath is adversely affected by ongoing noise pollution from rail and roads (see project 148).

### 3.6 Westwell Leacon

Westwell Leacon is a small hamlet two kilometres south-east of Charing village, and was incorporated into the parish in the 1950s. There are many old dwellings at the Leacon (an area of common land in the centre of the hamlet) including *Leacon Farm*, *Walnut Tree House*, and *Forge Cottage*. *Yew Tree House* dates back to the reign of Queen Anne. The hamlet was badly affected by the construction of the Channel Tunnel Rail Link, with loss of footpath connections and general construction disturbances (see project 148).

### 3.7 Landscape

Charing parish has a very interesting and important landscape, including an area of outstanding natural beauty, a conservation area, and some important public green spaces. The Kent Downs Area of Outstanding Natural Beauty is renowned for its dramatic views and landform, its biodiversity-rich habitats, its woodlands and water, and its history and tranquility. The rest of the parish, apart from being in the setting of the Downs, enjoys a gently rolling pastoral landscape, with the whole of the parish shaped also by the tradition of mixed farming and its history and cultural heritage. For more details see section 10.

**Picture 3: View of the North Downs AONB, north-east from the church tower**



### 3.8 Quarrying and minerals in Charing

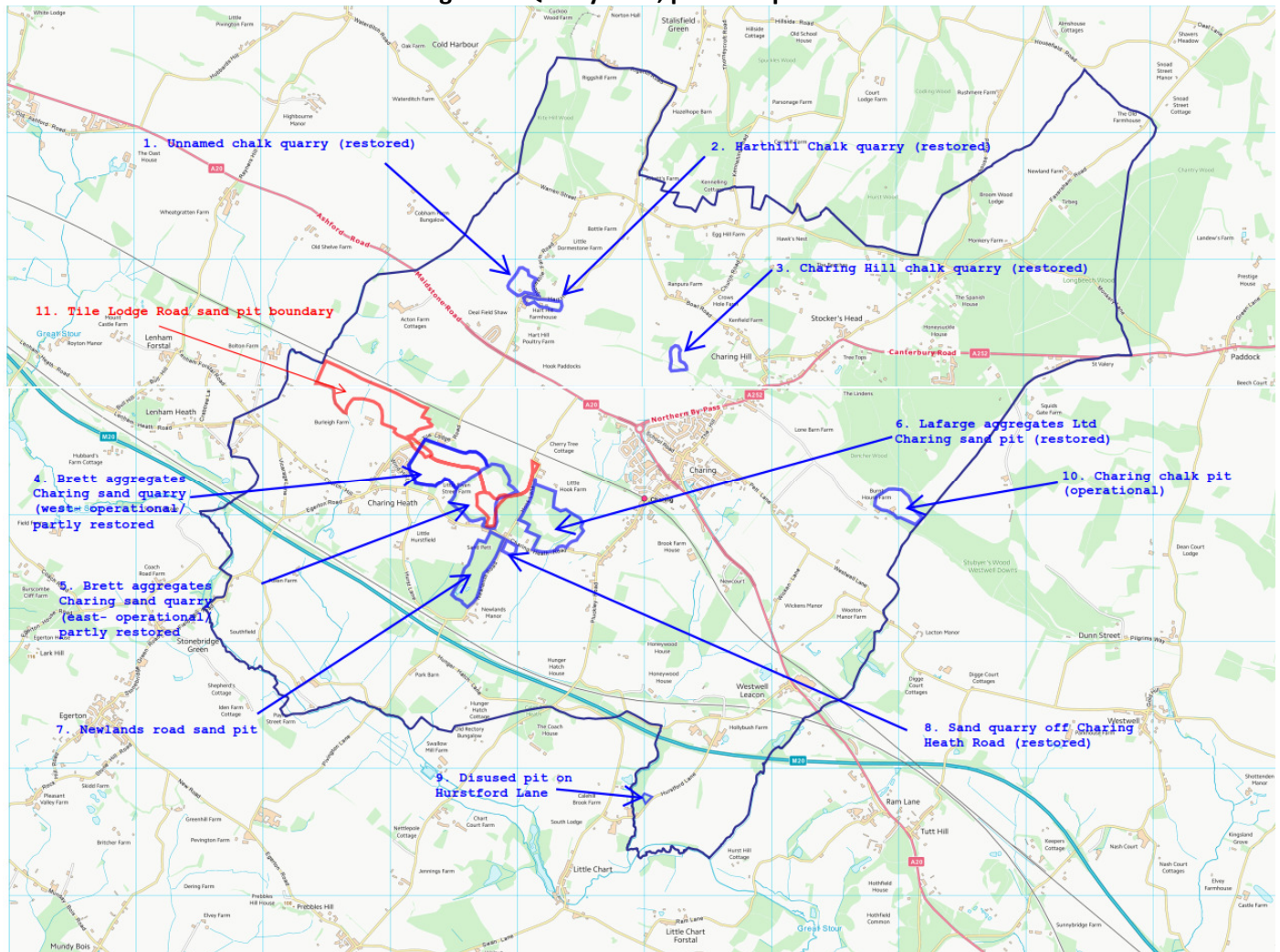
Sand and chalk are the two minerals that have been, and still are, quarried in Charing parish (see project 151). Part of the parish lies on the chalk of the North Downs, while the Folkestone Sand Beds, a major source of soft (building) sand, runs under Charing Heath and much of the south of the parish. The importance of the supply of sand means that areas of the parish are in mineral safeguarding zones.

KCC is responsible for both minerals and waste safeguarding in Kent, ensuring that mineral resources are not needlessly sterilised by other forms of development. Current quarrying operations in the area are subject to modern restoration planning conditions.

Sand is currently being quarried at Burleigh (Tile Lodge Road) Quarry, on the outskirts of Charing Heath. KCC has no plans for more quarries in Charing in its current plan.



**Figure 2: Quarry sites, past and present**



Three old chalk quarries (sites 1, 2, and 3 above) no longer function, but Beacon Hill Quarry (site 10) is still operational albeit intermittently when there is seasonal demand for chalk.

Past sand quarries have had a major impact on landscape. Until recently, they were left as steep-sided wooded pits with no or limited landscaping and unavailable for public access. This applies to sites 6, 7, 8, and 9 on the map. The large Charing Quarry – consisting of two bowls, west and east, sites 4 and 5 respectively – is different: the quarry is now worked out (although it still includes a conveyor bringing sand from the new Burleigh Quarry and a loading bay) and is being restored to form a pleasant landscape. Improving public access will be a major feature of the restoration with a number of additional footpaths created. Ultimately, it should be a major recreational asset to the parish, as well as providing sites favourable to wildlife.

### 3.9 Groundwater protection zones

South East Water operates five boreholes in Charing, drilled into the Folkestone Beds aquifer and located at a key point in the supply network between Maidstone and Ashford. It is vital that developments do not have an adverse impact on the existing yield or quality of water-supply sources.

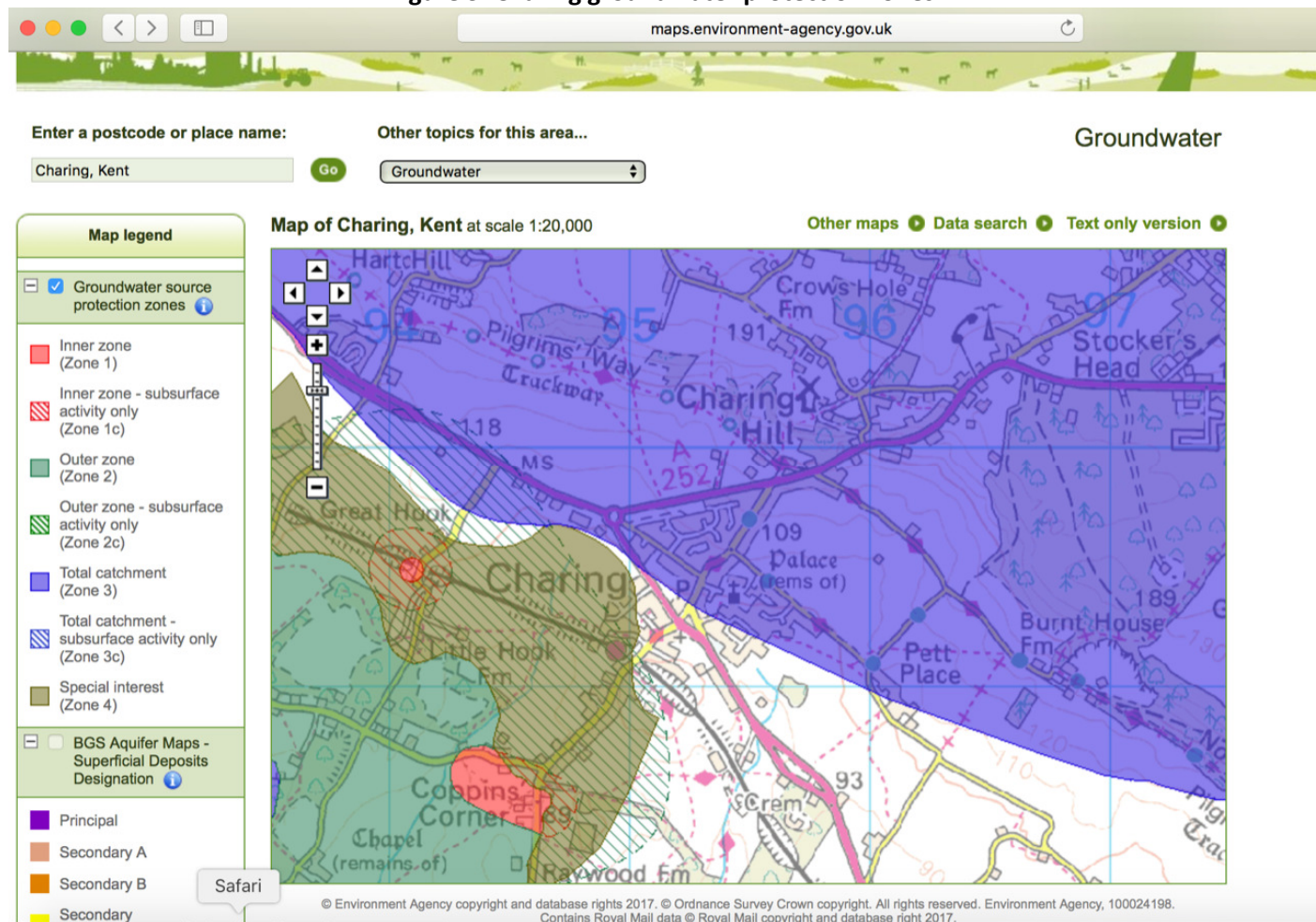
Much of S55, the land immediately to the west of Poppyfields, is an area of groundwater emergence with a number of springs. The water is gathered in S55 meadows, flows into West Brook, and eventually joins the upper Stour River. During its passage, there is a stretch where it passes over or abuts sand. It loses almost a quarter of its flow into the aquifer not far from boreholes which supply drinking water. Water from Charing is widely distributed for drinking, not just in Charing.

Source Protection Zones are defined by the Environment Agency to protect groundwater supplies of drinking water. Much of site S55 is identified as an SPZ 4 (special interest), being an

area of rainfall catchment as well as benefiting from surface water springs. There is also an SPZ 2C, indicating groundwater underneath the Gault Clay;

see projects 131 and 157 and reference 9. Refer also to sections 5.42, 5.43 and 5.44 of the Strategic Environmental Assessment.

**Figure 3: Charing groundwater protection zones**



(screenshot from Environment Agency website)

### 3.10 Sites of special scientific interest, wildlife sites, & nature reserves

Charing is rich in these areas which include:

#### Site of special scientific interest

- Charing Beech Hangers, a. k. a. Dencher Wood

#### Roadside nature reserves

- A20 Hart Hill/Charing Heath Crossroads (AS02)
- Charing roundabout (AS11)
- Stalisfield Road (south) [includes part of Charing] (SW14)

#### Local wildlife sites

- Charing Hill Chalk Pit (AS39)
- Longbeech Wood, Charing (AS40)
- Hurst Wood, Charing Heath (AS68)
- Hart Hill Meadows and Shaw, Charing (AS70)
- Alder Wood and Fen, Charing (AS72)
- Lenham Heath and Chilston Park [includes small part of Charing Heath] (MA66)
- Valley west of Tong Green [includes small part of north Charing] (SW15)

### 3.11 Heritage and character assessment

The AECOM Heritage and Character Assessment, May 2017, provided useful insight into the landscape of the village and parish (see project 118 and 120 and references 5 and 6).

It concluded that “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 AONB are mitigated through appropriate design responses”.



# 4 Preparing the Plan

## 4.1 Purpose

In April 2012, the Localism Act 2011 amended the Town and Country Planning Act 1990, introducing new rights and powers to allow local communities to shape new development in their community by preparing a Neighbourhood Development Plan, which can establish general planning policies for the development and use of land in the neighbourhood. This document is a Neighbourhood Development Plan as defined by the Town and Country Planning Act 1990.

## 4.2 Submitting body

The Neighbourhood Development Plan (the Plan) is submitted by CPC, which is a qualifying body as defined by the Localism Act 2011.

## 4.3 Neighbourhood area

The Plan applies to the Parish of Charing in Ashford Borough, Kent, as shown in Figure 1, in accordance with part 2 of the Regulations.

Ashford Borough Council (ABC), the local planning authority, published the application from the CPC and advertised a consultation period beginning on 18<sup>th</sup> March 2016 and ending on 29<sup>th</sup> April 2016. The application was approved by the Cabinet of ABC on 31<sup>st</sup> May 2016, and the Parish designated as the Neighbourhood Area (NA). [See section 2.2 of the Basic Conditions Statement.]

CPC confirms that this Plan:

1. relates only to the Parish of Charing and to no other Neighbourhood Areas; and
2. is the only Neighbourhood Development Plan in the designated area. No other Neighbourhood Development Plan exists nor is in development for part or all of the designated area.

## 4.4 The Neighbourhood Plan Steering Committee

At an early stage after the launch, a Steering Committee was established. Its terms of reference (project 104) stated its objectives as:

- To prepare a neighbourhood plan for the parish of Charing.
- To promote or improve the social, economic, and environmental well-being of the parish.

The terms of reference also dealt with: purpose; membership; officers; meetings; finances; and changes to the constitution.

The committee has met throughout the planning process, as needed, to deal with issues of importance.

## 4.5 The context

The Charing Neighbourhood Development Plan must:

1. have appropriate regard to national planning policy;
2. contribute to sustainable development;
3. be compatible with EU obligations and human rights requirements;
4. protect the character of the parish; and
5. be in general conformity with strategic policies in the Development Plan for the local area, and as a result the following strategic policies within the Ashford Local Plan need to be adhered to (see also section 2.6 of the Basic Conditions Statement):

**SP1:** Strategic Objectives

**SP2:** Strategic Approach to Housing Delivery

**SP3:** Strategic Approach to Economic Development

**SP4:** Delivery of Retail and Leisure Needs

**SP6:** Promoting High Quality Design

**SP7:** Separation of Settlements

**S55 (ex S28):** Charing – Northdown Service Station<sup>1</sup>,  
Maidstone Road

**S55 (ex S29):** Charing – Land south of the  
Arthur Baker Playing Fields

**S55:** Charing – Land adjacent to Poppyfields

**HOU1:** Affordable housing

**HOU2:** Local needs/specialist housing

**HOU3a:** Residential windfall development  
within settlements

**HOU5:** Residential windfall development  
in the countryside

**HOU6:** Self and Custom Built Development

**HOU7:** Replacement dwellings in the countryside

**HOU8:** Residential Extensions

**HOU9:** Standalone annexes

**HOU10:** Development of residential gardens

**HOU11:** Houses in Multiple Occupation

**HOU12:** Residential space standards internal

**HOU14:** Accessibility standards

**HOU15:** Private external open space

**HOU16:** Traveller Accommodation

**HOU17:** Safeguarding existing Traveller sites

**HOU18:** Providing a range and mix of  
dwelling types and sizes

**EMP1:** New employment uses

**EMP2:** Loss or redevelopment of Employment Sites and  
Premises

**EMP3:** Extensions to employment premises in the rural  
area

**EMP4:** Conversions of rural buildings to non-residential  
uses

**EMP5:** New employment premises in the countryside

**EMP6:** Promotion of Fibre to the Premises (FTTP)

**EMP10:** Local and Village Centres

**EMP11:** Tourism

**TRA3a:** Parking Standards for Residential Development

**TRA3b:** Parking Standards for Non Residential  
Development

**TRA4 :** Promoting the local bus network

**TRA5:** Planning for Pedestrians

**TRA6:** Provision for Cycling

**TRA7:** The Road Network and Development

**TRA8:** Travel Plans, Assessments and Statements

**TRA9:** Planning for HGV movements

**ENV1:** Biodiversity

**ENV3a:** Landscape Character and Design

**ENV3b:** Landscape Character and Design in the AONBs

**ENV4:** Light pollution and promoting dark skies

**ENV5:** Protecting important rural features

**ENV6:** Flood Risk

**ENV7:** Water Efficiency

**ENV8:** Water Quality, Supply and Treatment

**ENV9:** Sustainable Drainage

**ENV10:** Renewable and Low Carbon Energy

**ENV11:** Sustainable Design and Construction -  
Non-residential

**ENV12:** Air Quality

**ENV13:** Conservation and Enhancement of Heritage  
Assets

**ENV14:** Conservation Areas

**ENV15:** Archaeology

**COM1:** Meeting the Community's Needs

**COM2:** Recreation, Sport, Play and Open Spaces

**COM3:** Allotments

**COM4:** Cemetery Provision

**IMP1:** Infrastructure Provision

**IMP2:** Deferred Contributions

**IMP4:** Governance of  
public community space and facilities

In addition, there are a number of policies in the Ashford Local Plan which need to be read in conjunction with the policies in this Plan. These are listed in **Appendix C**.

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<sup>1</sup> "Northdown Service Station" is now "Charing Motors"



## 5 Community Engagement

Considerable effort throughout the Plan process has been devoted to engaging parishioners, and this has enabled the development of ideas and plans for the future based on the expectations and requirements of parishioners.

### 5.1 Sense of community

The parish has a strong sense of community which is borne out by the number of societies in action and major village events.

There is a Farmers' Market every Thursday in the church barn, and coffee mornings are held every Wednesday in the Methodist Church and once a month in Charing Heath and Lenham Heath Memorial Hall. The Church produces a monthly magazine, and the Parish Council a periodic newsletter. Facebook groups – notably Charing Chatter, Charing Heath, and Lenham Heath – and Charing Parish Council keep people informed, as well as Nextdoor.

A Neighbourhood Watch scheme operates. There are a number of organisations that meet regularly throughout the year and which run fundraising events to ensure the ongoing success of village Christmas lights, summer fete, and village picnic. Other societies include a senior citizens' club, gardening, history, archaeology, knit and natter, the country ways quilters, and the guild of players. Cubs, scouts, beavers, and brownies are involved in the scout hut.

There is much emphasis on sport with an excellent Sports Club in the village. Sports include bowls, cricket, football, badminton, and tennis. There are walking and gardening groups organised via the GP surgery aimed at improving residents' health.

During the late spring and summer of 2020, the parish created a "stone snake" whereby residents, notably children, painted stones and added them to a line to form a "snake" named Charlie. The Parish Council is having the "snake" installed as a permanent memorial to the covid pandemic and its impact on the parish.

### 5.2 Community engagement

It was determined that parishioners needed to be kept informed every step of the way, and have every opportunity of inputting their thoughts, opinions, and views at each stage of the process.

The Neighbourhood Plan was launched at four meetings in the parish in September 2016, held at the parish hall on the morning and evening of Thursday 22<sup>nd</sup>; on the morning of Saturday 24<sup>th</sup>; and at the Memorial Hall at Charing Heath on the evening of Monday 26<sup>th</sup>.

Seven key surveys were carried out:

- A Community survey (parish-wide; 24 questions)
- B Poppyfields survey
- C Facilities survey
- D Survey of traders in and around the High Street
- E Business growth and decline survey 2017 (83 businesses)
- F Village confines
- G New community facility at Parsons Mead

Responses were categorised into six important themes, namely:

- Improving the village character.
- Landscape, views, and green spaces.
- Community facilities.
- Traffic, transport, and parking.
- Housing, including alternative sites, and the village confines.
- Sustaining successful businesses in the High Street, and capability to bring new business to Charing.

A wide range of projects were undertaken by task groups to collect data relevant to the issues established at the launch and workshops. The results of the projects are to be found in bound evidence books located in the Charing Parish Council archives, and may also be accessed on the parish council website:

<https://www.charingkent.org/neighbourhood-plan/neighbourhood-plan-documents> – click any of the 8 links below "Evidence Books". A full list of projects undertaken is listed in **Appendix B**.

A Community Engagement Consultant, who gave expert advice, was appointed at the beginning. The NPSC also took advice from Village SOS, and had a number of useful meetings with the local officer, especially in terms of learning what works well. During the middle-to-end stages of the Plan, advice was taken from planning consultants. In addition, an administrator was appointed to record all meetings and relevant information, and assist with organising events and especially with communications. Section 2 of the Consultation Statement details who was consulted during the process, when, and the outcome.

It was determined that parishioners needed to be kept informed every step of the way, and have every opportunity of inputting their thoughts, opinions, and views at each stage of the process. Our community engagement process and events have included:

The Plan was launched with a series of four open, heavily advertised, meetings (three in Charing and one in Charing Heath) to gather initial ideas. These were followed by a number of workshops, including one on Vision and Objectives, and a survey delivered to every home in the parish. As the Plan was developed, further workshops and a number of specific surveys were carried out. On three occasions, including the Regulation 14 consultation, major exhibitions, again heavily advertised, were held to update residents on progress and to gather their opinions on the emerging policies. Residents were also updated regularly in the Parish Council newsletter. Full details can be found in the Consultation Statement, in the reports on exhibitions and workshops detailed in projects 105, 119, 136, and 137, and in the reports on surveys detailed in projects 106, 121, 127, 128, 134, and 159.

**Picture 4: “Vision & objectives” workshop (preparation)**



### **5.2.1 Task groups**

A number of formal and informal task groups have been used during the process. These included the following group functions:

- Preparing the community questionnaire, and a number of smaller and more specific questionnaires.
- Establishing village confines for Charing.
- Assessing the growth in housing year by year over the last twenty years.
- Keeping track of housing built and planned for the plan period.
- Heritage and village character assessing.
- Analysing workshop outcomes.
- Assessing impact of exhibitions.

### **5.2.2 Volunteers**

Volunteers were sought at all public events, by advertising in articles in the parish magazine, by word of mouth, and through personal contacts. Over fifty volunteers have been involved at different stages. Maintaining engagement and full participation has not always been easy, and the type of activity has often been the determinant of continued involvement. The administrator kept a record of all volunteers and the type of project/event work they would prefer to engage in (project 108).

We were fortunate to have some keen photographers, and they have taken many photographs, a selection of which have been incorporated into this Plan (see project 109). A photographic library has been created on a Charing Parish Council laptop.

## 6 Vision and Objectives

This Neighbourhood Development Plan has many benefits for the residents of the parish of Charing, by incorporating their genuine needs into sound policies, as well as some important recommendations for CPC and ABC, including:

- Protecting **Charing village, Charing Heath, and Westwell Leacon** from *uncontrolled, large scale, or poorly placed* development.
- Spreading new development, wherever possible, across *smaller* sites, to avoid village character damage resulting from *large-scale* estates.
- Minimising incursion into open countryside, and avoiding adverse impact on the Kent Downs Area of Outstanding Natural Beauty (AONB) and heritage assets.
- Ensuring that new development is sympathetic to, and improves the look and feel of, the village and the two settlements, and that the recommendations of the Parish Design Statement, 2002 are preserved.
- Providing new houses to enable *younger people/first-time buyers/renters to secure a place to live, and existing residents to downsize and remain in the parish.*
- Promoting the prospects of existing business, and creating opportunities for new business, through highlighting *locations* suitable for business development.
- Identifying the potential to improve: infrastructure, especially *parking; road and pedestrian safety; community meeting space; health facilities; local environment; and travel and transport.*
- Promoting tourism, and, especially, preserving a vibrant High Street.
- Giving the village the potential to access S106 and/or Community Infrastructure Levy funding to improve village and parish facilities.

***Our vision for the parish of Charing at the end of the Plan period is that both new and existing residents will be enjoying the same or greater benefits of living in the village and parish as current residents do, and that the area will be an even more attractive community in which to live and work.***

### 6.1 Plan objectives

The “Vision and Objectives” activity, combined with the views obtained from the community questionnaire and exhibitions, enabled the establishment of these key objectives (with sections):

1. To minimise the impact of new developments on the surrounding countryside, landscape, and ecosystems. (10.7)
2. To ensure the beautiful views inwards and outwards are not compromised, and the public open spaces are protected. (10.8)
3. To improve and increase Charing village parking, including provision of charging facilities to encourage the use of electric vehicles. (8.4)
4. To establish a multipurpose community centre with attractions for all. (13)
5. To provide existing and future residents with the opportunity to live in a decent home. (11)
6. To enhance the prospects of local business, and take actions to create additional employment. (9)
7. To reduce harm to the environment by seeking to minimise pollution. (14.5)
8. To ensure the village character and spirit are maintained, and, where possible, enhanced. (10.1)
9. To support actions likely to re-establish a pub/restaurant/hotel in the village heart. (7.1)
10. To support the enhancement of, and improvement in, the level of healthcare provision. (7.7)
11. To promote retail activity to the parish, especially Charing High Street. (9.3)
12. To take actions to ensure road traffic congestion does not get worse, and that road networks in the parish are safe for both vehicle users and pedestrians. (8.2)
13. To establish a formal cycle- & footpath between Charing and Charing Heath. (14.1)
14. To support full restoration of the Archbishop's Palace. (10.4)
15. To support all initiatives which preserve heritage in the parish. (10.2 & 10.3)
16. To promote sustainable tourism. (6, 7.6)

## 6.2 Neighbourhood Development Plan policies

The following sections contain the policies to deliver the objectives of the plan listed in section 6.1. To aid identification the policies have been coded as indicated in Table 1.

**Table 1: Policy classification and coding**

code	policy area	nº of policies
C	Community well-being	8
T	Traffic and transport	5
EC	Employment creation and business development	3
E	Environment and countryside	7
H	Housing	17
D	Housing design	3

## 7 Community Well-Being Policies

Charing is defined as a second-tier settlement in the Ashford Local Plan to 2030, and currently has, in general, good facilities to promote resident well-being. Charing village has a library; two churches; a large general practice and pharmacy (although Charing residents only account for about a quarter of the total patient count); a reasonable range of shops including a post office; a parish hall; a sports pavilion and playing fields; considerable recreation space including two playgrounds; and a wide range of clubs and societies. Charing village lost (we hope temporarily) its only pub (the building is an asset of community value), but has a micro-pub. The village does not have a community centre with parking, and this is becoming increasingly important as the population grows. Charing Heath has a church, a pub, a community hall, and a sports field and playground. There are two pubs elsewhere in the parish.

With estimates indicating population growth for the village at around 50% in the Plan period (and around 40% in the current decade), it is essential that this Plan ensures there is no resident welfare deficit, and hence an increase in community facilities will be essential.

The spring 2017 community questionnaire emphasised the importance of parish facilities, with the medical practice, pharmacy, and library in the top three, as well as suggesting what needs improving – where the top three were activities for the young, village parking, and restaurants.

A further analysis was undertaken using a Survey Monkey questionnaire in September 2018 (project 128), which confirmed the importance of improved facilities for the future, including: more parking; a new community centre; improved facilities for teenagers; more recreational facilities;

and a footpath/cycleway connecting Charing to Charing Heath.

It is important that facilities are not lost, but, more importantly, that they are enhanced to meet the needs of population growth.

All major developments should contribute to the extra facilities and infrastructure needed to support the development. Accordingly, all developments shall make provision to meet the additional requirements for infrastructure arising from the development, either through Section 106 agreements, or Community Infrastructure Levy contributions, or both.

Infrastructure and community facilities, needed to address the growing needs of residents and to meet population growth, are detailed in sections 13 & 14 of this Plan.

### 7.1 The Oak public house, an Asset of Community Value

The loss of the only remaining pub in Charing village has had a negative impact on the well-being of residents. A social meeting place, restaurant, hotel accommodation, venue for events, receptions, and wakes, and, in addition, a visitor attraction were lost. The owners have refused offers from a community group, from individuals, and from owners of small pub chains. Their 2019 application to convert the main part of the building to four flats was refused in March 2020.

The Oak was first nominated as an Asset of Community Value on 5<sup>th</sup> May 2016 and the nomination was approved by ABC on 23<sup>rd</sup> May 2016. The status was extended for a further five years in July 2021 (ABC reference number PR86-013; relevant documents may be found at <https://www.ashford.gov.uk/media/ugynksrr/decision-pr86-013.pdf>).

The micro-pub, while welcome, is small, and does



not serve food or have rooms to rent, and the limited hours of bar opening at the Sports Pavilion

do not offset the profound loss of the pub/restaurant/B&B.

### **ASSETS OF COMMUNITY VALUE (Statement of fact)**

Where a community facility plays a significant role in contributing to the enjoyment of life in the parish and the sustainability of the community, Charing Parish Council will support the seeking of designation as an Asset of Community Value.

## **7.2 Community facilities (sports, social, and recreational)**

Charing has a number of buildings, including the parish hall, the church barn, and the sports pavilion (Charing Heath has the Memorial Hall), devoted to a range of recreational, sport, and social activities. With the exception of the sports pavilion and the Memorial Hall in Charing Heath, there is no associated parking. None of the current facilities are of adequate size to meet the growing needs of the community.

At the Arthur Baker playing fields (Picture 5), there is a recently constructed sports pavilion, which has a limited-hours bar and social space, changing rooms, and a kitchen for production of refreshments. The playing fields comprise two football pitches, a cricket square, a modest skate park (Picture 12), and two tennis courts which have floodlights, a bowling green, and an extensive children's playground (Picture 6). There is also a newly-constructed scout hut.

There is an additional playground at Piquets Meadow. The parish hall has badminton facilities, and holds fitness classes such as Zumba dancing as well as other indoor activities. Charing Heath has a playground and sports field. Westwell Leacon has a field with swings in it.

Charing Parish Council has ensured that playground facilities have been upgraded as and when necessary, and are kept in safe working order.

However, to meet expected population growth of over 50% and to address major shortcomings with existing facilities, this plan is proposing a completely new community facility, health and wellbeing centre, new business units, and a new car park at Parsons Mead (see section 13 for full details).

**Picture 5: Arthur Baker playing fields**



**Picture 6: Children's playground at  
Arthur Baker playing fields**



### **Policy C1: New community centre at Parsons Mead, and improved sports facilities**

Development proposals for a new Community Centre developed on Parsons Mead will be supported in principle, with integrated business units, health and well-being centre, and new parking - for use by users, shoppers to Charing High Street, and tourists.

Development proposals which provide additional sports, recreation, social, and educational facilities which meet the wider community needs will be supported in principle.

### 7.3 Infrastructure and utilities

Charing village is situated on a spring line, and is also divided by the A20. It has an important conservation area, and lies in the setting of the Kent Downs AONB. The latest successful large-scale development, Poppyfields, has preserved the recommendations of the Parish Design Statement (now enshrined into policies in this Plan) with character housing, large open spaces, and ample provision for parking, coupled with the provision of high-speed broadband and fibre.

With Poppyfields and the proposed site S55 both being on an Environment Agency Source Protection Zone, an area where drinking water is collected for Charing village and the wider area, the sewage, storm drains, and Sustainable Drainage Systems (SuDS) infrastructure need to be very effective.

The drainage lessons learnt by Poppyfields are important for any new large development in Charing. The process of adoption of the Poppyfields storm and foul drains took longer than expected and occurred only after extensive consultation and negotiation between the developer, expert parties, and the residents. It required various alterations to the drains and, in addition, some extensive works to comply with SuDS standards and guidelines. The

Poppyfields' Residents Group produced an information document (project 150, which has now been updated and replaced by project 160), explaining the potential pitfalls of adoption, and suggesting ways that drainage issues can be avoided during any future build process.

Any new Charing development must obtain drainage adoption by a sewerage undertaker. The consequences of non-adoption are that the responsibility of maintenance would ultimately fall on the residents of any new development, and any problems and costs would fall on its residents' management company.

More development in the village and surrounding villages has markedly increased traffic volumes, including HGVs, especially on Station Road and Pluckley Road. Road surfaces have deteriorated and pavement walking has become increasingly hazardous in places.

With a predicted growth in housing exceeding 50% during the Plan period it is vital that infrastructure, services, and facilities are adequate to meet growing demands, and that financial contributions are made to key planned projects. Policy C2 addresses this.

## **Policy C2: Infrastructure, services, and facilities**

Development proposals will be expected to address demonstrably the following:

- a. Organisations (including developers) for new development should ensure appropriate provision of additional facilities, services, and infrastructure where needed.
- b. Development proposals should provide appropriate contributions to necessary infrastructure, services, and facilities.
- c. New development must ensure that additional needed facilities are in place early during construction, to avoid deterioration of prevailing and developing services such as health care, education, and general resident well-being.
- d. New development proposals must, in liaison with any sewerage providers, ensure adequate *foul* sewerage infrastructure and capacity exists to serve the proposal.
- e. New developments must ensure sustainable drainage systems to address *surface* water drainage
- f. New developments must ensure that the current fresh-water systems which provide Charing residents and others with drinking water are not put at risk.
- g. Developers will be required to provide details of the measures that will be taken to ensure that polluted run-off (including suspended sediment) does not leave the site and enter the River Stour and surrounding waterbodies, both during and after construction.
- h. Development will only be supported if it demonstrates nutrient neutrality regarding Stodmarsh SAC/SPA, both in relation to phosphorus and nitrogen.
- i. New infrastructure services must not generate unacceptable noise, fumes, smell, or other disturbance to neighbouring residential properties.
- j. New developments should not lead to traffic congestion, or adversely affect the free flow of traffic onto adjoining highways, or adversely affect pedestrian safety.

### **k. Contributions to new community facilities**

Financial contributions will be required, as appropriate, from developers, to help fund additional health care, education, leisure services, community well-being, and other facilities and infrastructure needed in the parish.

Specifically, contributions may be required towards:

- a. A new community centre (including a complementary health centre, an education and training facility, a Parish Council office, and facilities and integrated business units to create employment) at Parsons Mead.
- b. A new car park at Parsons Mead.
- c. A new all-weather footpath and cycleway connecting Charing to Charing Heath.

This policy C2 adds definition to the Local Plan strategic policy IMP1 - Infrastructure Provision and major protection to the Stodmarsh Lakes.

Additionally, an exploratory note is taken from the Habitats Regulations Assessment, to help developers' thoughts and actions and shown in Table 2 below:

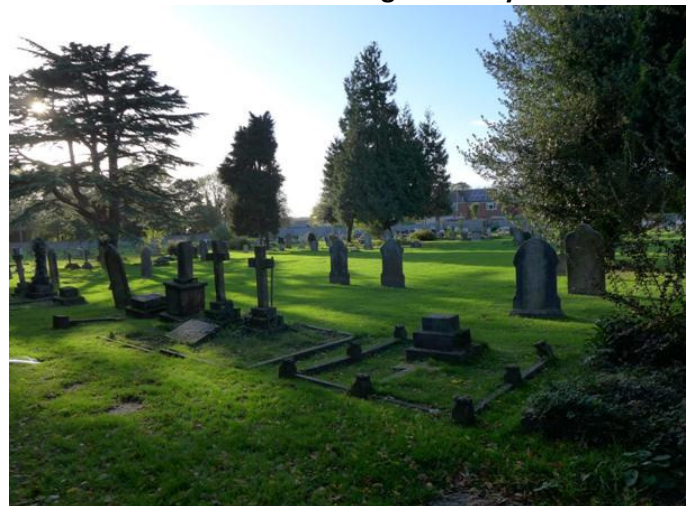
**Table 2: Potential mitigation measures developers can take to protect Stodmarsh Lakes**

- i. Secure agreement with the wastewater treatment provider that they will maintain an increase in nitrogen/phosphorus removal at the WwTW though this will be unlikely to be successful until after the WINEP study is completed and the measures required to achieve favourable conservation status with regards to treatment works have been agreed.
- ii. Secure agreement with the wastewater treatment provider or others to provide and maintain an increase in nitrogen/phosphorus offsetting from catchment management measures (this may include mini-farm interceptor wetlands). This must take account of the restoration duties and must not hinder the ability to achieve the conservation objectives.
- iii. Provide measures that will remove nitrogen/phosphorus draining from the development site or discharged by the WwTW (such as wetland or reedbed).
- iv. Increase the size of the SANGs and Open Space provision for the development on agricultural land that removes more nitrogen/phosphorus loss from this source.
- v. Establish changes to agricultural land in the wider landholding in perpetuity that removes more nitrogen/phosphorus loss from this source.
- vi. Acquire, or support others in acquiring, agricultural land elsewhere within the river catchment area containing the development site (or the waste water treatment discharge if different), changing the land use in perpetuity (e. g. to woodland, heathland, saltmarsh, wetland, or conservation grassland) to remove more nitrogen/phosphorus loss from this source, and/or, if conditions are suitable, provide measures that will remove nitrogen/phosphorus on drainage pathways from land higher up the catchment (e. g. interception wetland).

## 7.4 New burial ground

The burial ground or cemetery (Picture 7) has a theoretical capacity of 706 spaces as depicted on very old maps, but much of this has now been used. With both a growing and an ageing population, the average number of burials is likely to increase from 8 per year on average, as assessed over the period 2010 to 2017, to, possibly, around 11-12 per year. A section of the previously-unused land has recently been designated for the burial of ashes. With those factors, and a trend towards larger “American” caskets, which take up 1.5 times the space of a traditional casket, it is estimated that only around 110 spaces still remain. Thus the cemetery is likely to be full towards the end of the Plan period (see project 133).

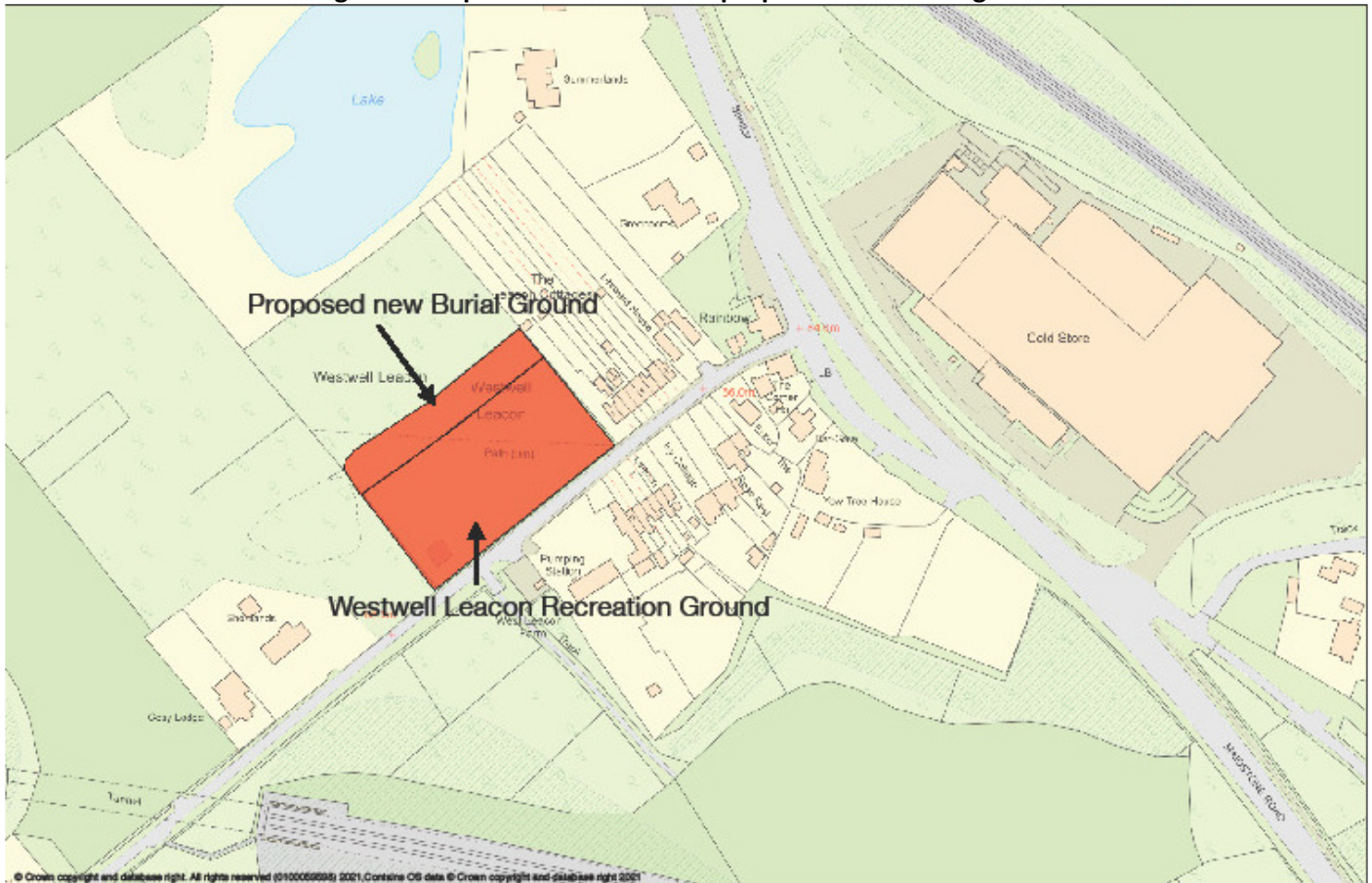
**Picture 7: Charing cemetery**



In addition, there is some demand for a natural burial ground. It is thought that land already owned by the Parish Council at Westwell Leacon could provide, subject to further investigation, a suitable site (see Figure 4). Such a burial ground could prolong the life of the current cemetery as some families would prefer a natural burial.



**Figure 4: Map to show location of proposed new burial ground**



### **Policy C3: New burial ground**

Proposals for a natural burial ground, on land identified on the map in Figure 4 at Westwell Leacon, will be supported in principle, subject to satisfactory site investigations. Where justified, contributions towards the cost of providing a new burial ground will be sought from new development proposals.

The Local Plan, through strategic policy COM4, supports cemetery expansion or creation.

## **7.5 Communications infrastructure**

The communications infrastructure has improved significantly over the last few years, and now most of the parish has access to high-speed broadband (see project 152). The provision of good telecommunications is particularly important in rural areas, and for the support of rural enterprise and homeworking. While Policy EMP6 in the Local Plan is duly noted, there are a considerable number

of people who work from home in the parish. Currently fibre-optic connections are the most robust and future-proof method of delivering high-performance connectivity, and this should be the aim for all new developments, to suit homeworking or be attractive to new businesses setting up in the parish. Developers introducing fibre connections should, wherever possible, give the resident a choice of service provider.

### **Policy C4: Communications infrastructure**

- a. Proposals that seek the expansion of electronic/digital communication networks and high-speed broadband, along with improvements to connectivity, will be supported.
- b. All residential developments, however small, should endeavour to enable fibre to the premises.

## 7.6 Survival of the High Street/shopping

Most parishioners value the High Street businesses. However, during a SWOT analysis at a workshop (see project 137), concerns were expressed about their long-term survival, and issues raised threatening the High Street included: lack of parking; no pub/community hub; poor broadband; lack of customers; conversion of shops to residential; potential introduction of a chain store; and ease of shopping in nearby towns.

Retail facilities in Charing village have been steadily in decline in recent years, due mainly to loss of footfall, brought about by changing shopping habits, with Internet shopping now a regular occurrence. It is rare not to see delivery vans from the major supermarkets on a daily basis. Despite this, there is a reasonable range of stores, including: a butcher; two general stores; a post office which acts as a bank for the village/parish; and a jewellery/clothing/gift shop. In addition, there is a micro-pub, an estate agency, a barber's shop, an osteopath's practice, and two hairdressers. Not far away are a farm shop and ironmongers.

A questionnaire was sent to all businesses in and around the High Street in December 2016 (see project 121), and three major issues reported were:

- Shortage of customers
- Inadequate parking
- Lack of broader range of businesses

Some traders have publicly stated that if people can't park close by, they are likely to drive to Lenham or Ashford to do their shopping. The car parking survey did reveal less than 100% occupancy at the time of the study, but random observations at other times confirm the car parks are full, and not just at major events such as weddings and funerals. The car parking surveys did also reveal significant illegal parking in and around the High Street. Picture 8 and Picture 9 are typical of any day in the village showing cars parked (legally) bumper to bumper, in front of shops.

Picture 8: Parking in the High Street



Picture 9: Parking in the High Street



This Plan recommends actions to safeguard shops, while the project to build a new community centre incorporating a visitor centre should help to boost tourism increasing footfall in retail units in and around the High Street (see sections 13 & 14 and project 130). The map at Figure 26 (page 88) shows the location of shops, other amenities, and car parking in and around Charing High Street (along with their relationship to the proposed new community centre).

Local Plan policy EMP10 is very much welcomed; the Plan policy C5 provides additional local clarity.

### Policy C5: Shopping

- a. Proposals for additional retail services in and around the High Street will be supported.
- b. Proposals to increase footfall within retail units through appropriate forms of tourism development will be supported.



## 7.7 Health and health care

Charing has the benefit of a large GP practice (Picture 10), serving not just Charing but surrounding villages and the outskirts of Ashford. It has close to 11,000 registered patients (December 2021), and the equivalent of 7.5 full-time doctors (see also projects 123 and 124). This provides a doctor:patient ratio of 1:1,467. While this is a better ratio than many GP surgeries, the population served is older than average (see section 3.3) and the recent completion of a block of accommodation for older people in Charing will accentuate this.

The practice also employs 4 advanced Clinical Practitioners, a Paramedic Practitioner, First Contact Physiotherapists, and Clinical Pharmacists. The surgery has its own pharmacy. It offers a broad range of services including minor surgery, ultrasounds and echocardiograms, and several specialist clinics. It is focused on overall well-being, supporting also gardening and walking groups, and offering various classes from its own staff or outside specialists, such as mindfulness and relaxation, and respiratory rehabilitation.

Expected population growth from new developments, not just in Charing, and an ageing

population, is likely to place additional demands on the practice although the surgery does have plans to address this.

This Plan recognises that there will be significant challenges for the Charing surgery and pharmacy to meet ongoing population growth in its catchment area. As a result, and with the support of the current GP Practice, a small health and well-being centre is planned in the proposed new community centre (see section 13) which could ease some pressures on the existing GP Practice by providing space for non-clinical services.

**Picture 10: Charing surgery and pharmacy**



### **Policy C6: Health and health care**

Development proposals that expand the Charing Surgery and Practice to meet local patient needs will be supported.

## 7.8 Education

Charing Primary School (see Picture 11) was converted to an academy (part of Aquila) in March 2017. The school has 115 pupils (November 2021) in the age range 4 to 11 (see also project 122).

The school can accommodate 140 children. The governors have commissioned a feasibility study to develop a plan for the school. The local authority has identified Charing as a school with potential for expansion to at least 1 form entry resulting in a capacity for 210 children. This could be achieved with only limited expansion of buildings, and is fully supported by the governors and the school leadership team. However, there would need to be considerable infrastructure development to make this happen, including the retention of the 'old school site', additional special needs space, intervention areas, expanded office space, and a library. Local Plan strategic policy COM1 makes

clear the need to ensure education provision, and this Plan adds to that policy.

It is also important to note the importance of early-years learning facilities and Special Educational Needs schools, as well as secondary schools which serve children in the parish but lie outside the parish boundary.

**Picture 11: Charing primary school**



### **Policy C7: Education**

Where justified, development proposals will be required to provide for necessary education infrastructure and facilities. Such provision must be in place to support the needs generated by the development.

## 7.9 Recreation – skate park

The small existing skate park, although well used, is considered to be of poor quality by users. With the expected growth in population, especially of younger residents, a new skate park would be of significant benefit, and S106 funds have been promised for this. There is a shortage of facilities for older children, which needs to be remedied in the near future.

**Picture 12: Skate park at Arthur Baker playing fields**



### **Policy C8: New skate park and other recreational facilities for older children**

Proposals to build a new skate park on the Arthur Baker playing fields will be supported.

## 7.10 Community well-being

Local Plan housing requirements, together with strong windfall development, are predicted to increase the number of dwellings by around 50% during the Plan period (around 40% between 2020 and 2030), and to increase the population broadly

proportionately. In order to avoid a welfare deficit for residents, developers will need to make a considerable contribution to new community facilities, and policy C2 has been developed to ensure that happens, and should be considered alongside Local Plan policies COM1 and IMP2.



# 8 Traffic and Transport Policies

## Introduction

Since prehistoric times, major transport routes have passed in or near Charing, and this is still the case today. The M20 and the High Speed (Channel Tunnel link and HS1) railway pass through the south of the parish. Charing village lies at the junction of the A20, running parallel to the M20 with Maidstone to the north-west and Ashford in the south-east, and the A252, running towards Canterbury. A busy road (Station Road leading to Pluckley Road) runs towards Pluckley and the Weald. Charing village has a railway station on the Ashford to London Victoria line, and is on the Maidstone to Ashford bus route.

Its position on major transport links has been and is a strong influence on the development and character of the village and is a key reason why it is a magnet for new housing development. While this brings advantages to Charing by providing connectivity and making Charing the site of facilities such as the major GP surgery, a library, and a range of shops in the High Street, the roads also bring the disadvantages of traffic and congestion as well as danger to pedestrians.

Traffic issues are of growing importance to residents, as evidenced through a SWOT analysis developed at the workshops (see project 137). The main concerns were:

- Shortage of parking in Charing village (and illegal parking).
- Inappropriate road widths for HGVs, especially Pluckley/Station Road and the High Street.
- A20/Station Road crossing is dangerous.
- Speed of traffic, especially on A20, A252, and Station/Pluckley Road.
- Increased housing and population are likely to make the above concerns worse.

Indeed, issues concerning parking, growth in vehicle movements, and vehicle and pedestrian safety, have been raised at every event held during the Plan process.

Currently, Charing is reasonably well-served by public transport. However, the bus service, operated by Stagecoach, is only once an hour for most of the day, with an early end in the evening. One weekday bus service stops at Charing Heath and doubles up as a school bus.

The train service is also only one per hour for part of the day. There is no step-free access to the Up platform. (See projects 125 and 126.)

**The volume of passenger rail travel in Charing was increasing prior to the pandemic. Figures from the Office of Rail and Road show an increase of passenger numbers from 66,616 in the period 2014/15, to 89,554 in the period 2019/20.**

Wealden Wheels, a not-for-profit membership community transport company, supported financially by six parish councils and with ad-hoc capital grants from ABC and KCC, makes a significant positive impact on the rural community. It currently operates 4 vehicles and engages in events such as trips for societies, youth clubs, scouts, care homes, shopping trips, and hospital visits.

## 8.1 Traffic congestion and speed

Vehicle traffic by residents has increased with population growth. The 2011 census showed over 1,980 cars in the parish, an average of 1.5 per dwelling (up from an earlier figure of 1.4).

With around 650 additional dwellings built or planned between 2011 and 2030 (see project 153), this suggests 2030 could see nearly 1,000 additional cars, bringing the total number of cars owned by Charing residents to a figure not far short of 3,000, a growth of around 50%. This situation, along with growth in neighbouring areas, will add to traffic congestion and parking problems, as well as increasing air pollution.

2011 census information also showed that 907 people – 71% of those in employment – travelled to work by car, generating significant vehicle movements every working day.

The A252 had a high injury accident record but has recently been the subject of major works by Kent Highways to improve this and slow speeds. 2020 also saw the introduction of a 30mph limit in Charing Heath and a 40mph limit along Charing Heath Road.

The A20 bisects the village. Traffic growth resulting from rapid population growth in Ashford, Maidstone and surrounding villages, speeding, accidents and noise are major concerns. The A20 is a relief road for the M20 and gets substantial traffic

when there are incidents on the motorway or when the M20 is used as a holding area for lorries as a result of disruption to cross-channel traffic.

The crossroads of the A20 with Station Road and the High Street is a particular concern with the number of injury accidents in recent years being sufficient to oblige Kent Highways to prepare an improvement plan (options under consideration at November 2021) under Department for Transport rules. A survey by Kent Highways in September 2021 showed 97,000 vehicles using the crossroads in the survey week.

While flows into and out of the High Street were small, 40% of all traffic turned into or out of Station Road, the majority coming from or turning to the Maidstone direction. 5% of this traffic – 6% on weekdays – was HGVs or other large vehicles, a high proportion for what is supposedly a minor unclassified road. Between Maidstone and the A28 most roads are unsuitable for HGVs with the result that many are channelled down Station Road (see Picture 13). The narrow and bendy nature of Station Road (see Picture 14) creates a significant problem with wide vehicles having at times to mount the narrow pavements in order to pass.

Indeed traffic along Pluckley and Station Roads has grown substantially during the last decade. Surveys taken in 2012, 2017, and 2021 show growth of 12% from 2017 and 29% from 2012. (See references 1, 2, 3, and 4, and projects 117 and 162.)

**Picture 13 Shows that HGVs are directed south from the A20 into Station Road**



**Picture 14: Entrance into Station Road from A20**



Traffic speeds are also a concern on a number of minor roads. A 2021 survey showed over 80% of vehicles exceeding the 30mph limit on Pluckley Road with 85th percentile speeds of over 40mph. The Hill in Charing, along with Egerton Road and Church Hill in Charing Heath, are also roads where speeds are notably higher than the limit, with a significant number of vehicles exceeding the speed at which the police would in theory take enforcement action. Finally there are concerns over speed along Faversham Road, a natural, but narrow and in places bendy, cut through from the A252 to the A251, where the national speed limit applies (see Project 162).

Informal surveys in 2020 also highlighted an issue of traffic using the village centre as a rat run, for example traffic coming from the Canterbury direction driving down the High Street and Old Ashford Road rather than staying on the A252 and then turning onto the A20 at the roundabout.

Crashmap data shows that, in the parish as a whole, there were 3 fatal and around 25 serious injury vehicle accidents, as well as numerous minor injury accidents, reported to the police between 2011 and 2020 (see project 154). Most serious injury accidents occur along the A20 and the A252. In addition, there are frequent reports from residents of non-injury accidents.

Few requirements to contribute to improvements in road safety have been planned for the current large developments. So future large developments should contain plans for appropriate contributions towards safer infrastructure.

While there are issues with the A20, and traffic is growing as a result of developments elsewhere as

well as in Charing, it remains the most logical choice for the placement of larger new developments from the point of view of traffic management and avoiding congestion. Additional access points will add to the need to control speeding. (It is noted

that Maidstone Borough Council required new developments in the village of Harrietsham, which lies on the A20 to the north, to contribute to a number of road safety improvements including a reduction in the speed limit to 30mph.)

### **Policy T1: Traffic congestion and speed**

- a. Development proposals that accord with the policies in the Plan, and result in improvements to the free flow of traffic, will be supported.
- b. Development proposals to reduce the speed of traffic through Charing village, and reduce through traffic using the High Street, without inhibiting visitors to the village centre, will be supported.
- c. Major developments will be supported in principle, subject to an acceptable impact upon the road network, which should include appropriate highway mitigation measures where necessary, and must not adversely affect pedestrian safety.
- d. Where justified, developments may be required to contribute to related road safety improvements.
- e. Development proposals to reduce the number of HGVs travelling through Station Road and Pluckley Road (or mitigate their impact) will be supported.

## **8.2 Pedestrian safety**

The A20 cuts the village in two. The village centre, shops, library, primary school, cemetery, church, and sports ground are on the north side; the current parish hall, as well as the proposed community centre (see section 13), GP surgery, railway station, and Methodist Church, as well as most of the newer and proposed housing developments, are on the south side. Consequently, pedestrians frequently need to cross the A20. While the pedestrian lights just east of the A20/Station Road crossroads provide a safe crossing route, they are less convenient for residents of Poppyfields and Charing Green, as well as the proposed developments to the west. Further, many pedestrians using the traffic lights may find they also need to cross Station Road, which has its own traffic issues, and where sight lines are limited due to its bends. Additional housing will add to these issues.

Pavements in Charing centre are narrow, so that for two pedestrians to pass, one often has to step into the road. Wheelchair users often struggle.

The pavements on Station Road are dangerously narrow, forcing pedestrians into the road to pass one another. As already explained, traffic, including HGVs, has increased substantially along this road, and there is a pinch point where two wide vehicles

cannot pass without one mounting the already-narrow pavement. The railway bridge, at the point where Station Road becomes Pluckley Road, is a further danger spot where the narrowness of the pavements obliges pedestrians to step into the road to pass. Beyond the railway bridge, a continuous pavement only exists on the west side.

**Picture 15: Lights-controlled pedestrian crossing east of A20 crossroads**



With the current population, the number of pedestrians walking along Pluckley and Station Roads is limited. An application for up to 245 houses on the west side of Pluckley Road was refused by Ashford Borough Council in 2017 with one of the reasons cited being the absence of a safe



pedestrian route to the village centre and the possibility of an increase in pavement overrunning by the additional traffic.

### **Policy T2: Pedestrian safety**

- a. Development proposals shall demonstrate how safe and accessible pedestrian access and movement routes will be delivered, and how they will connect to the wider movement network. This includes ensuring that residents can walk safely with children, prams, and buggies, to shops, school, bus stops, railway station, surgery, and other village facilities, and that wheelchair users can also travel safely except where the width of existing pavements in the village centre already precludes this.
- b. Proposed developments that will increase pedestrian movements across the A20 should deliver pedestrian-crossing improvements where necessary.
- c. Proposals to make the centre of Charing more attractive to pedestrians, without inhibiting visitors to the village or reducing parking, will be supported.
- d. Major developments of more than 10 houses, with direct access onto Pluckley Road and Charing Heath Road, will only be supported if it can be demonstrated that a safe pedestrian route of acceptable length to the village centre exists or can be created.

### **8.3 Residential car parking**

Ashford's Local Plan sets out car parking spaces for residential development in suburban and rural areas of one space for a one-bed dwelling, two spaces for a two- or three-bed dwelling, and three spaces for a four-bed or larger dwelling. Visitor parking of 0.2 spaces per dwelling is to be provided. The Parking Standards guide also requires an additional allowance of 0.5 spaces where there is tandem parking. This is therefore the default requirement for Charing. There is nevertheless an additional need to avoid adding to parking stress in the village centre. In addition, where developments

provide direct access to the A20 or to the A252, it is clearly desirable that there is no risk of excess parking taking place on those A category roads. In these cases, additional visitor parking is appropriate. This is particularly important for smaller developments where there is less opportunity for excessive visitor parking connected to one dwelling to be compensated by less parking at others.

Electric charging points should be provided for at least 50% of new parking spaces and a minimum of one per dwelling, plus provision for visitors wherever two or more dwellings are involved.

### **Policy T3: Residential car parking spaces**

- a. Visitor parking for developments on the High Street and roads which only exit onto it, developments on School Road and roads which only exit onto it, developments on Station Road, and developments exiting onto either the A20 or A252, shall provide 0.3 visitor spaces per dwelling, rounded up to the next highest whole number, plus two additional visitor spaces per development, in order to accommodate visiting cars in locations where parking is already at capacity.
- b. All other large developments shall provide 0.2 visitor spaces per dwelling, rounded up to the next highest whole number.
- c. Adequate provision shall be made for electric vehicle charging points in all new developments.



## 8.4 Charing village parking

Parking is a major issue in Charing village. There are five formal car parks: Surgery Close (also known as Station Road car park); Hitherfield; Market Place; and Brenchley Mews, which are free to use, and the train station car park which can be used for a fee. The overall capacity of these car parks is 96. The GP surgery has its own car park.

In addition to the formal car parks, there is 'legal' street parking in the High Street, School Road, Downs Way, Hitherfield, and Old Ashford Road. Some of this parking is used by residents who lack sufficient, or any, parking on their properties. The full capacity of this street parking is estimated at 119 car spaces giving a total capacity of 215.

**Figure 5: Map showing car parks in and around Charing Village**



Note: Hitherfield car park is closest to the Charing Station car park, and Station Road car park is directly off Station Road.

In order to obtain an objective position, a number of detailed car parking surveys were undertaken (see project 116). To gain an understanding of where cars that park in Charing come from, a number of points of origin studies (project 140) were undertaken. This latter covered the main car parks, including the surgery, the High Street, and School Road.

Key findings from these surveys are:

- Overall weekday occupancy was 50% for off-street and 66% for on-street parking, but there were substantial differences between different areas.
- Weekday occupancy in the High Street and Market Place was 86% and 77% respectively, with Market Place rising to 85% on Saturday.
- Random checks showed that legal street parking in the village centre reaches 100% capacity on occasion leading to illegal or dangerous parking. Market Place, Surgery Close, and Hitherfield are also full at times, while queuing can occur for the GP surgery car park.

- Of 1,696 vehicles counted during the parking surveys, 38 were parked illegally or obstructively. Such parking can cause traffic problems, particularly at the junction of High Street and School Road, where the 10X bus can struggle to get through.
- Brenchley Mews car park and the Station car park were under-occupied. Inadequate signage may account for the former. The Station car park is the only paid parking and there is a clear problem of commuters using Hitherfield or the Surgery Close car park instead of the station.
- School Road is “overparked” at school pick-up times.
- Parking in Old Ashford Road by the junction with The Moat does obscure visibility for vehicles leaving The Moat, and can cause hazardous driving conditions.
- People regularly visit Charing for many reasons. The origin study found only around a fifth of parking was by Charing village residents. Others came from:  
Ashford: 12%;  
villages within 5 kilometres: 33%;  
villages between 5 and 10 kilometres: 25%;  
locations 10-15 kilometres away: 3%; and  
locations over 15 km from Charing: 7%.

**Table 3: Parking survey - numbers & occupancy, by weekday/Saturday and off/on street**

area/zone	off-street	capacity	Weekday		Saturday	
			av. n <sup>o</sup> . cars	av. occ.	av. n <sup>o</sup> cars	av. occ.
A4	Surgery Close	14	12	82%	5	32%
A3	Hitherfield parking	7	5	68%	5	64%
A1	Station car park	35	7	21%	2	6%
B1	Market Place	26	20	77%	22	85%
C1	Brenchley Mews	14	4	30%	1	9%
	<b>total off-street:</b>	<b>96</b>	<b>48</b>	<b>50%</b>	<b>35</b>	<b>36%</b>
	<b>on-street</b>					
A2	Hitherfield	12	7	60%	6	50%
B2a-e	High St (A20 to Kings Head)	32	27	86%	26	82%
B2f-g, 3a-b, 4a	High St north and Old Ashford Road	39	19	49%	18	46%
C2-4	School Road & Downs Way	36	25	68%	21	59%
	<b>total on-street:</b>	<b>119</b>	<b>78</b>	<b>66%</b>	<b>71</b>	<b>60%</b>
	<b>grand totals:</b>	<b>215</b>	<b>126</b>	<b>59%</b>	<b>106</b>	<b>49%</b>

#### **Policy T4: Charing village parking**

- Development proposals for additional public car parking in Charing village centre, or close to, will be supported.
- Larger developments with houses located more than 1 kilometre from the village centre should contribute to the costs of adding or improving car parking facilities in the village centre, including the proposed car park at Parsons Mead.



## 8.5 Cycle routes, footpaths, and bridleways

With poor connectivity with public transport and a narrow bendy road link, without pavements, between Charing and Charing Heath, this Plan recommends action to improve safe connectivity.

Ashford Local Plan, Policy TRA6, states that the Borough Council will seek to improve conditions for **cyclists** through the following measures:

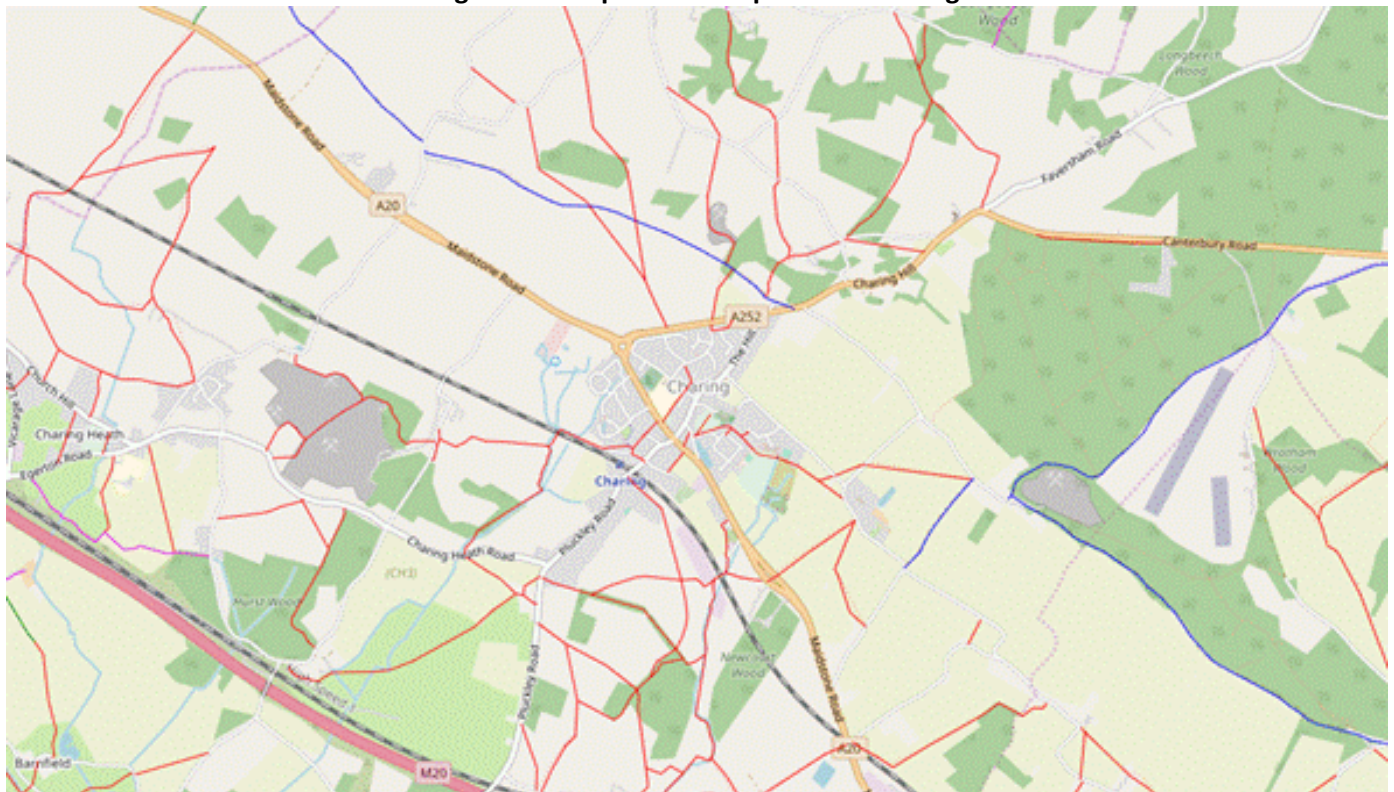
- Promoting and developing a Borough-wide network of cycle routes.
- Developments should, where opportunities arise, include safe, convenient, and attractively-designed cycle routes, including, where possible, connection to the Borough-wide cycle network.

Despite being a rural area, **bridleways** are limited in the parish. Some are short stretches that do not connect with other bridleways.

Charing has a substantial network of **footpaths**, but some become too muddy to use in the winter. In particular, there is no all-weather walking route between Charing and Charing Heath: see separate section on the proposed Charing/Charing Heath Greenway (see section 14.1).

There is a comprehensive network of 82 public footpaths and other rights of way with an estimated combined length of 52.6 kilometres within the Plan area, including the *North Downs Way* National Trail, the *Pilgrims' Way*, and *National Cycle Network Route 17* (see project 146):

**Figure 6: Footpaths in the parish of Charing**



### **Policy T5: Rights of way, bridleways, and cycleways**

- a. Development proposals will be expected to take opportunities to connect with and enhance public rights of way, bridleways, and cycleways whenever possible, encouraging journeys on foot, cycle, or horseback.
- b. New developments should seek to connect with footpaths and cycleways and should contribute to their improvement and extension where appropriate.

# 9 Employment Creation and Business Development

## 9.1 Employment data

The AECOM Housing Needs Assessment, September 2017 reported that Charing has the third largest rural business proportion in the borough, after Tenterden and Wye. The parish accounted for 8% of all employment in the borough. See project 103.

There were 1,323 economically active residents according to the 2011 census. This included:

625 full-time employees,  
252 part-time employees, and  
357 self-employed.

According to the 2011 census, 130 people worked from home, and the long-term impact of the covid-19 pandemic will probably increase this number. There were 704 economically inactive residents; those included the retired, students, and home-makers.

Since 2013, employment in the Plan area has been in decline (see Table 4), and no initiatives have been taken to boost the economy with new business premises. However, job creation and business development is a core strategy of this plan.

**Table 4: Number of businesses in Charing parish at start of 2018**

source: project 112

location	nº of		businesses closed in last 5 years	jobs lost due to company closure/downsizing
	businesses	employees		
village centre	19	67	6	38
Charing settlement	21	160	1	14
rural Charing	29	279	3	10
Charing Heath	4	53	0	3
<b>TOTALS:</b>	<b>73</b>	<b>559</b>	<b>10</b>	<b>65</b>

The parish of Charing had, at the start of 2018, 73 businesses confirmed in a survey (project 112). It is recognised that there may well be other businesses operated via personal service company employees, but it was not possible to identify them. Taking Charing village as a whole, some 40 businesses are to be found, 55% of total businesses in the parish.

The parish business economy is primarily made up of small businesses. 85% employ 10 or fewer employees (see Table 5, source project 112).

**Table 5: Number of businesses by size in Charing parish**

source: project 112

size of business by nº of employees	village centre	Charing settlement	Charing rural	Charing Heath	Totals
1	6	9	8	1	<b>24</b>
2-5	10	4	11	2	<b>27</b>
6-10	2	3	6	0	<b>11</b>
1-25	1	3	3	0	<b>7</b>
26-50	0	2	0	1	<b>3</b>
51-100	0	0	0	0	<b>0</b>
101-150	0	0	1	0	<b>1</b>
<b>Totals:</b>	<b>19</b>	<b>21</b>	<b>29</b>	<b>4</b>	<b>73</b>

More of a concern was that only five new businesses were set up in the parish in the last five years, and so far they have created just 26 new jobs. This is disappointing, as the economy and job creation in the UK have been growing during this period; this plan will allocate sites for new business development.

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

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

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

## 9.2 Locations for new business

New business locations should be within easy walking distance of the train station and bus stops, and should have ample capacity for car parking. The plan allocates three sites for business development as shown in Figure 7 and detailed in policy EC1.

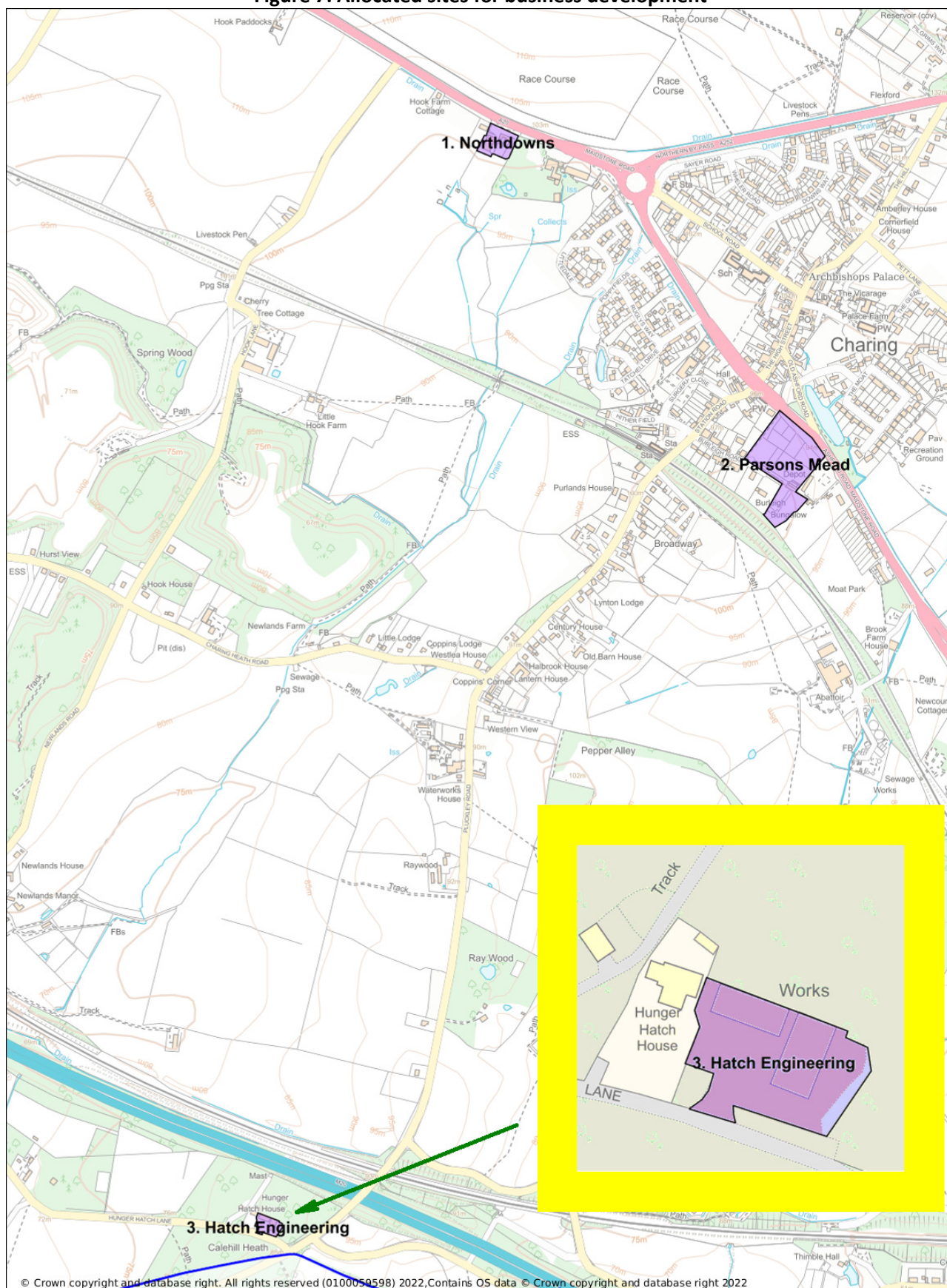
At **Parsons Mead** there will be six business units and a shared space area, with an opportunity of creating 20-25 new jobs to offset severe job losses in the village over the last five years.



**Northdowns Garage (now Charing Motors)** was a business location and planning has been approved for some business units.

**Hatch Engineering** is a manufacturing company to the south of the village. The owners are willing to allow industrial development on the adjacent land. No other suitable sites were found.

**Figure 7: Allocated sites for business development**



The expected type of business activity at these three sites is shown in Table 6:

**Table 6: Expected business activity at allocated sites**

Table of Expected business activity at associated sites				
class	activity	Parsons Mead	Charing Motors	Hatch Engineering
Ea	Display or retail		Yes	
Eb	Sale of food, consumption on premises	Yes		
E(c) (i)	Financial services	Yes	Yes	
E(c) (ii)	Professional services			
E(c) (iii)	Other commercial services			
E(d)	Indoor recreation	Yes		
E(e)	Health services			
E(g)(i)	Administrative functions	Yes	Yes	
E(g)(iii)	Industrial process			Yes
F1(a)	Education	Yes		
F2(b)	Community hall			

### **Policy EC1: Locations allocated for new business units**

The following sites (as shown in Figure 7) are allocated for the development of new business premises.

#### **PROVISION OF COMMERCIAL BUSINESS UNITS**

(see Table 6 for business class):

- a. Parsons Mead.
- b. Charing Motors site (planning granted for some units replacing current petrol station).

#### **PROVISION OF INDUSTRIAL ACTIVITY**

(see Table 6 for business class):

- c. Hatch Engineering.

Development proposals will be expected to demonstrate the suitability of design and use whilst ensuring appropriate servicing and access arrangements, which should include connections to footpaths and cycleways. All schemes should ensure a minimal effect upon the surroundings.

## **9.3 Innovative commercial development & retention of existing business zones**

Innovation may be required to create employment opportunities which could include mixed development.

### **Policy EC2: Mixed use developments**

Mixed use developments, comprising commercial and domestic properties, will be supported on Parsons Mead, sites S28, S29, and S55, and any new housing sites.

In order to protect existing employment, and create more job opportunities for residents and newcomers, it is vital that the current business zones are not converted to residential areas. The plan seeks to introduce initiatives to stem job losses, and increase employment.

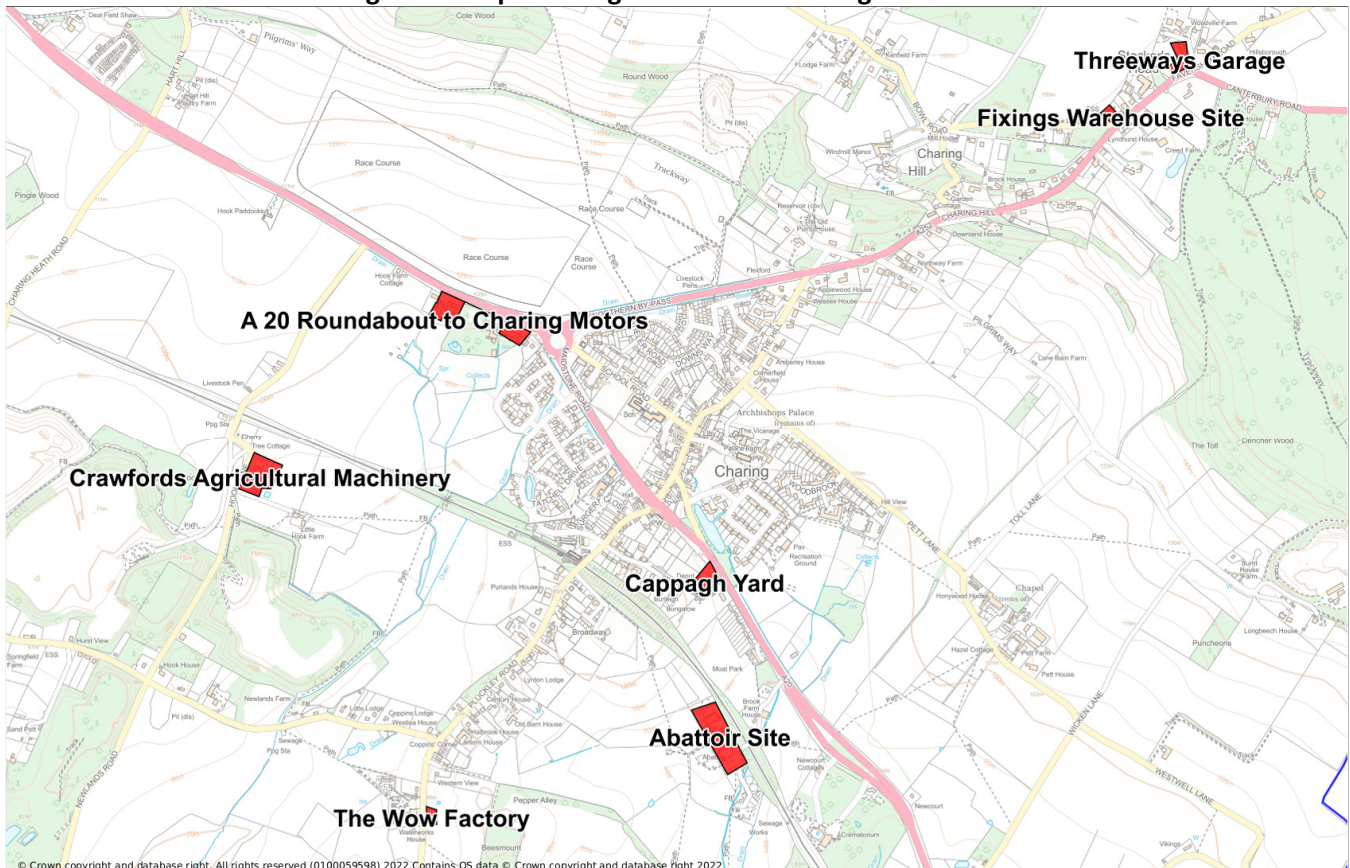
Policy EC3 aims to preserve the current commercial areas. Land next to the farm shop owned by Cappagh is currently let out for a three-year period to a utility support business. The **land fronting the A20 from the roundabout to the Charing Motors** repair workshop comprises mixed business use including the vehicle repair shop, an accountancy

firm, and a restaurant. Occasionally pop-up shops trade there. These businesses provide significant employment.

**Threeways Garage** also provides employment, and the **Fixings Warehouse** is an important facility used by local people and those from farther afield. The **Abattoir** owned by Kent Halal Meat Limited is not currently operational. **RW Crawford** is an important agricultural machinery supplier in the south-east of England. The **WOW Factory** site on Pluckley Road was developed to secure the return of a company that moved away from Charing due to a shortage of business space. These are all successful businesses.



**Figure 8: Map showing locations of existing businesses**



### **Policy EC3: Protection of existing commercial/industrial zones**

The following sites should be maintained for such use:

- a. Land owned by Cappagh (adjacent to the A20 in Charing village).
- b. The land fronting the A20 from the roundabout to the Charing Motors repair workshop.
- c. Threeways Garage site (at the top of Charing Hill).
- d. The Fixings Warehouse site (at the top of Charing Hill).
- e. The Abattoir site.
- f. RW Crawford Agricultural Machinery.
- g. The WOW Factory.

Combined commercial and residential use may be permitted, if this facilitates the viability of commercial or industrial establishments.

## **9.4 New community centre with integrated business units**

A significant part of the NP is the construction, at Parsons Mead, of a new community centre (see section 13), which will include a modern complementary health centre and café/tearoom (there is not currently one in Charing), as well as flexible office space and a car park. Demand for such office space has been confirmed with Locate in Kent as well as the results from the community questionnaire. It is likely that this new community facility could create a number of permanent jobs, plus shared space to accommodate the needs of homeworkers who may need either meeting space

or improved working space for periods during the week. Rental income from the business units is expected to cover the community centre running costs.

Section 13 describes this Parsons Mead community hall development.

All Internet users wish to see improvements in broadband speeds and reliability.

# 10 Countryside and Environment

## 10.1 Key characteristics found in Charing

Natural England defines key characteristics as “those combination 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. The key landscape characteristics of Charing, as identified by AECOM in its Heritage and Character Assessment (see reference 5), are:

- Steep, wooded, chalk ridge escarpment north of the village of Charing, which allows panoramic, long-distance views across the landscape to the south.
- 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 the village thinly dispersed across rural landscape.
- 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.
- Historic and cultural associations with the city of Canterbury such as the Pilgrim’s Way national walking trail and the Archbishop’s Palace.
- Motorway, road, and rail traffic reduce tranquillity in the landscapes from the scarp and the land running south from the scarp.

These features, with the exception of the last, figure strongly in residents’ appreciation of living in the parish. In the community survey, respondents rated the beautiful countryside and green spaces in Charing parish as features that make Charing special. Likewise, these features, together with wonderful views and the AONB, were picked out at

a workshop as strengths on a SWOT on maintaining and improving village character and landscape and green spaces (see project 137).

The character and charm of Charing village itself comes largely from the combination of a village centre packed with historic buildings and climbing up the scarp slope of the Kentish Downs, views into and out of the village and the various green spaces. The parish is partly within the Kent Downs Area of Outstanding Natural Beauty (AONB) and the rest of it is largely within its setting. Historic buildings also feature both in Charing Heath and Westwell Leacon and are scattered throughout the more rural areas of the parish.

**Picture 16: Charing village centre and surrounding countryside**



## 10.2 Heritage

Archaeology shows that there were both Iron Age and Roman settlements, while the historical record also confirms that Charing was a notable settlement in Anglo-Saxon times. However, with the exception of the Archbishop’s Palace and the church (see below), the earliest surviving buildings date from around AD 1400 with about 40 houses built in the 16<sup>th</sup> century or earlier. Many have been altered substantially over the years. To these were added a number of fine buildings in the 17<sup>th</sup>, 18<sup>th</sup>, and 19<sup>th</sup> centuries.

The parish has over 100 listed buildings (see project 142), and 3 sites are scheduled ancient monuments. Many are found in the centre of Charing village, but others are found in Charing Heath, Westwell Leacon, and scattered throughout the rural areas of the parish.



**Picture 17: Historic houses in Charing High Street**



In addition to the Archbishop's Palace (see separate section below), the Church of St. Peter and St. Paul in the centre of Charing village, and Pett Place, a grand house on the outskirts of the village, are both listed Grade I. Several houses are listed Grade II. These include such houses as the Old House in Station Road (see Picture 2 in section 3), Peirce House and Sherbourne House in the High Street, and houses such as Wickens in the rural area.

There was probably a church on the site of the present one in the 8<sup>th</sup> century but the earliest material in the current building is probably from the late 12<sup>th</sup> or early 13<sup>th</sup> century, when the main body of the church was originally built. Some additions and alterations were made in the later Middle Ages and the 16<sup>th</sup> century. Much of the church survived an accidental fire in 1590 but the roof was destroyed and had to be rebuilt.

**Picture 18: Church of St. Peter and St. Paul**



### 10.3 Non-listed heritage assets

In addition to listed buildings, there are a wealth of heritage assets in the parish that help shape its distinctiveness, and which need to be preserved.

The following are considered by CPC and the NP Steering Committee as worthy of conservation, as they contribute to the character and heritage of the area:

- 1 Charing Railway Station, opened in 1884 and still active.
- 2 The Old Pumping Station, Pluckley Road, now converted to apartments and named Harrison Court.
- 3 Charing Methodist Church, built in the nineteenth century with a schoolroom added in 1905.
- 4 The old building at Charing Church of England Primary School, which opened in 1873 to replace an earlier school in the High Street. It is a good representation of Victorian village architecture.
- 5 Memorial Porch, at the parish hall (designated War Memorial) was built c1920 to commemorate the fallen of WW1.
- 6 Queens Head House, a 1920s building in mock-Tudor style, was originally a public house, and is now commercial offices.
- 7 Cemetery Lych Gate, School Road, built in the nineteenth century.
- 8 The moat which partially surrounds the 15<sup>th</sup> century Moat House; the moat was known to exist in the late 16<sup>th</sup> century but may be earlier.
- 9 Roman finds in the area between Pett and Wickens extending to Wootton Lane. Preliminary excavation and geophysical surveys reveal remains of a military characteristic and villa dating c.200 to 400 AD.
- 10 The area 200 metres wide centred on a line drawn from Charing Church towards Pluckley Church running along the western side of Beesmount of Roman characteristic; locates at its northern end close by Maidstone to Ashford, and includes the site of a medieval windmill.
- 11 The area from Newlands Manor House north-east to Coppins Corner shows extensive mediæval water works. A possible Roman road extends from Pepper Alley across the Pluckley Road and south of Charing Heath Road.
- 12 The area from the A20 along the East Brook, past Brook House south of the railway, to Pepper Alley, has a mediæval water mill, dam, and leat, and a kiln of uncertain age.
- 13 The church barn, an old building which was brought to Charing from High Halden and re-assembled in 1958.
- 14 Dormeston Farm complex, which is typical of mediæval settlements strung out along the top of the North Downs.
- 15 Ridge and Furrow near Wickens Manor is characteristic of mediæval arable.

16 Second World War pillboxes guarding the railway bridge on Pluckley Road.

17 Three milestones, probably 19<sup>th</sup> century, are located: on Faversham Road near Monkery Farm; on the A20 near Hook Lane; and by Acton Farm.

18 The Old Deer Park near Newlands Manor, although recorded from 1639, may date back to the 12<sup>th</sup> century.

19 Mediæval moat at Wootton Manor; lies north of the A20 towards the eastern boundary of the parish, and may date from the 14<sup>th</sup> century. It is recorded in Dr Natasha Coveney's 2014 thesis on English moats.

20 Iron Age village on west side of Hurst Lane in Hurst Wood.

21 Burleigh Chantry Chapel complex, including chapel ruins by Burleigh Farm, (other than the remains of the Chapel which is already listed).

22 The Newlands Manor complex other than the Chapel and the Manor House which are already listed.

23 Brockton Manor Moat, dating back to at least the 13<sup>th</sup> century.

24 Armada Beacon site above Beacon Hill quarry.

25 Sandpett is an important, but unlisted, mediæval house.

26 Tramhatch Moat and associated older buildings, which date from around the 15<sup>th</sup> century, with the exception of the House which is already listed.

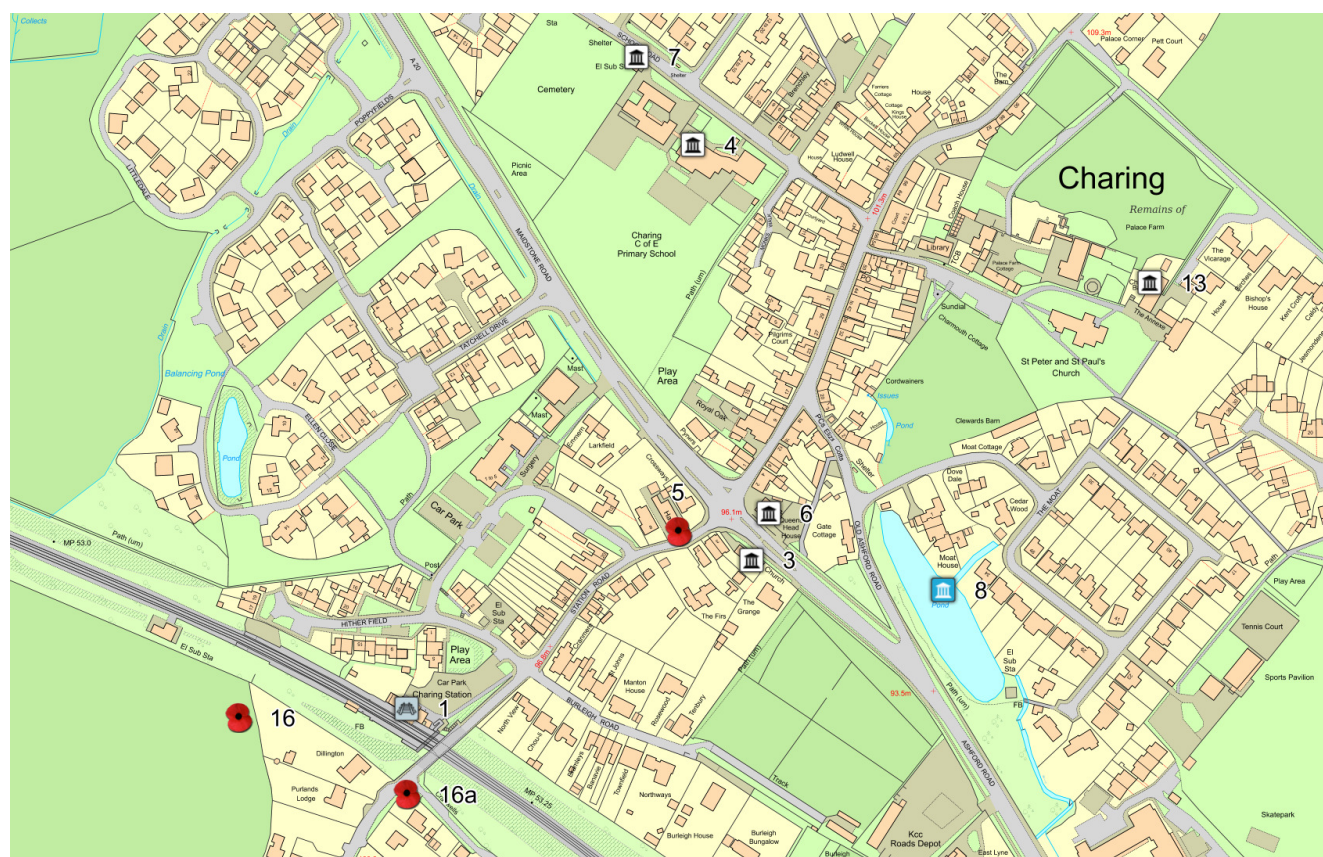
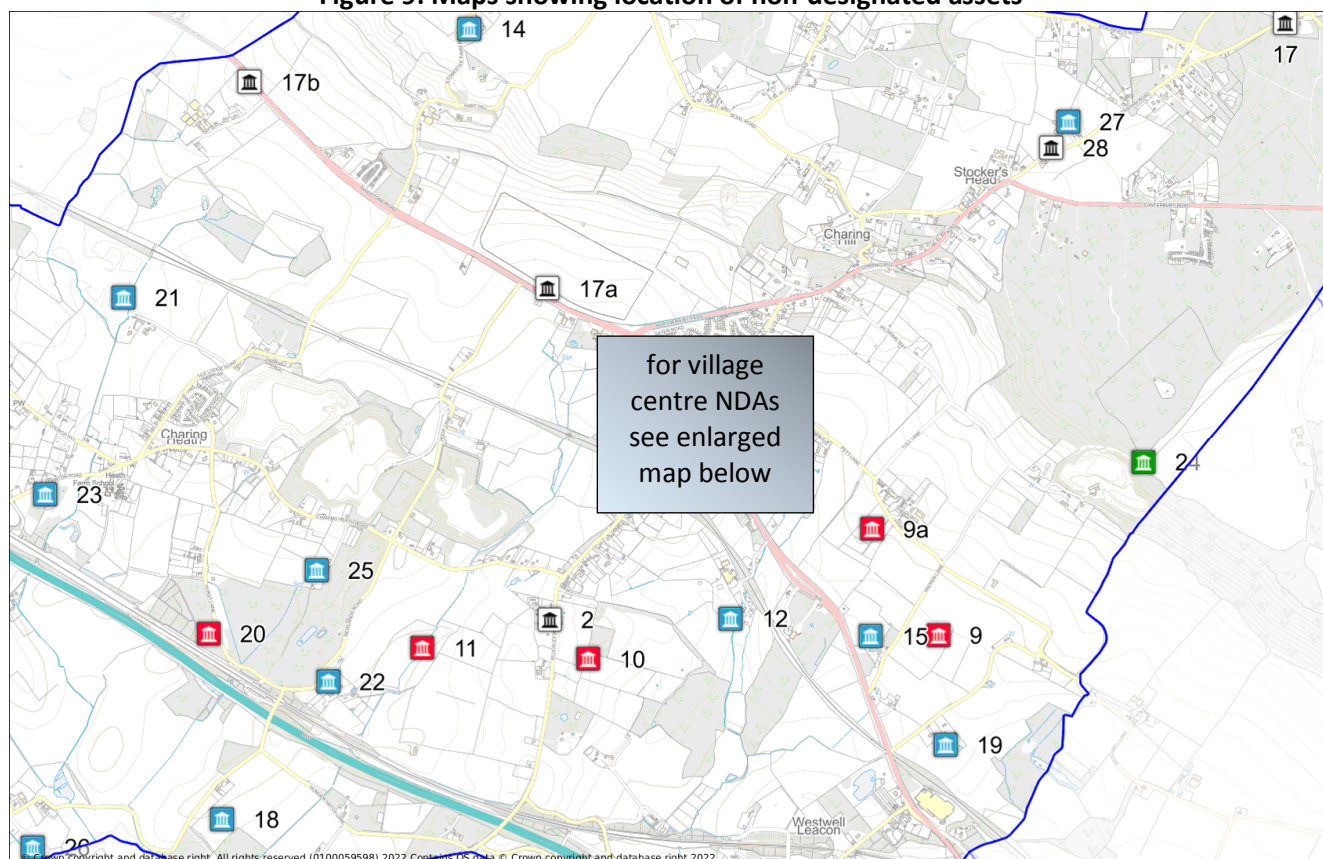
27 Impkins Farm and Barn. The farmhouse dates from the 17<sup>th</sup> century but includes some timbers which appear to be of mediæval origin. The barn is thought to be mediæval.

28 Impkins Cottage. A cottage dating from at least the early 18<sup>th</sup> century and possibly earlier; it may have been a toll cottage. It is relatively unusual for such a modest building to survive today.






**The locations of these assets are shown on the following maps.**



**Figure 9: Maps showing location of non-designated assets**



**Key for Charing non-designated assets maps:**

- |   |   |   |  |
|---|---|---|--|
|  | Iron Age or Roman structures                                |  | Mediæval buildings or landscape features   |
|  | 16 <sup>th</sup> - and 17 <sup>th</sup> -century structures |  | 18 <sup>th</sup> -, 19 <sup>th</sup> -, and early 20 <sup>th</sup> -century structures |
|  | Railway station (19 <sup>th</sup> century)                  |  | War memorial, and Second World War pillboxes   |

## Policy E1: Historic environment

a. Proposals will be supported that conserve and enhance for their historic significance and their importance to local distinctiveness, character, and sense of place any:

- i listed buildings and their settings,
- ii scheduled ancient monuments and their settings,
- iii future conservation areas, or
- iv non-designated heritage assets listed in this Plan and their settings.

This refers to assets and settings both above and below ground.

b. Proposals for development that affect non-designated historic assets will be considered taking account of any harm or loss, and the significance of the assets and their setting.

### 10.4 The Archbishop's Palace

A particularly important heritage site is the Archbishop's Palace in the centre of Charing village. This was one of a number of "Palaces" owned by the Archbishops of Canterbury and used on their travels. Many of the current palace buildings date back to the early fourteenth century with later additions and rebuilding, notably under Archbishop John Morton, in the late fifteenth century. The Palace was visited by Kings Edward I and II, King Henry VII, and King Henry VIII and his wife Catherine of Aragon, on their travels.

[https://en.wikipedia.org/wiki/Archbishop%27s\\_Palace,\\_Charing](https://en.wikipedia.org/wiki/Archbishop%27s_Palace,_Charing) - cite note-3

The Palace was acquired by the Crown in 1545 and was subsequently leased to, and then owned by, local farming gentry, notably the Honywoods and the Whelers. The present owner's family acquired the complex in the 1950s. In 1952 the Palace was designated a scheduled monument and four of its buildings listed Grade I.

Two of the buildings fronting the Market Square have been restored in recent years as private dwellings by the Spitalfields Trust (ST), a British

Building Preservation Trust. However the remainder of the complex is in disrepair and features very prominently on Historic England's "Heritage at Risk" list.

There is strong support among residents for restoration of the complex with responses to the Neighbourhood Plan questionnaire also showing majority support for some form of community hub/access in the complex.

**Picture 19: The Archbishop's Palace**



### Policy E2: The Archbishop's Palace

- a. Proposals for ongoing restoration will be supported.
- b. If shown to be possible as part of a sustainable and deliverable solution for the site as a whole, proposals that enhance public access (including community uses) will be encouraged.

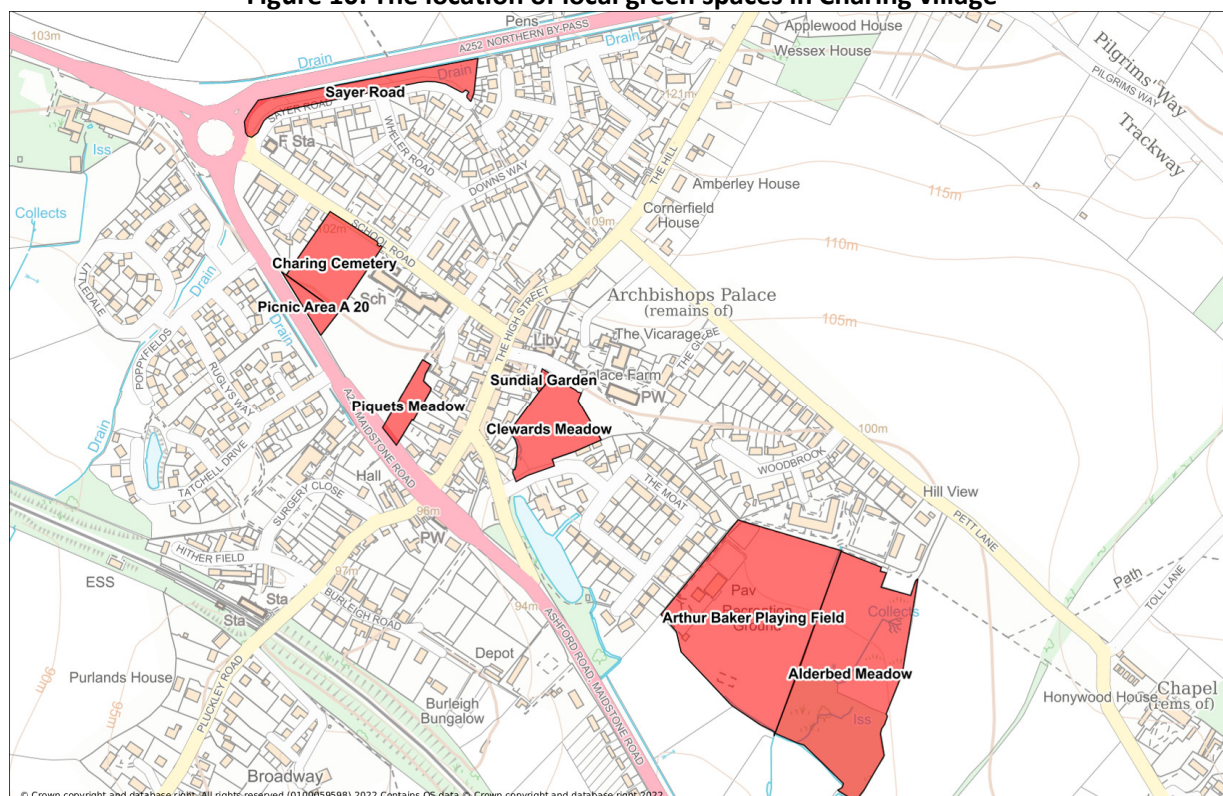


## 10.5 Public green spaces

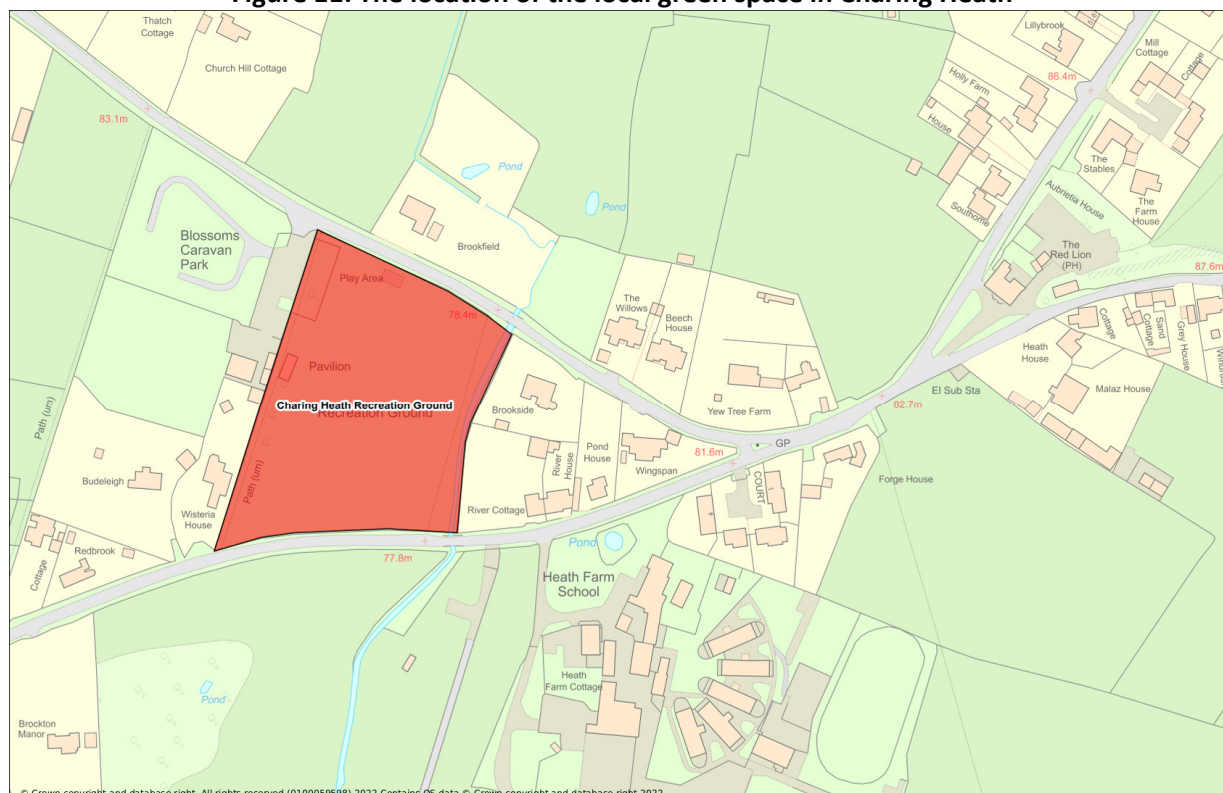
The parish has ten public green spaces (see project 114). These are:

- Picnic area A20 (next to school field and cemetery).
- Piquets Meadow A20 (east of school field) which includes a playground. To the north of this is an area of grassland owned by KCC.
- Clewards Meadow (off Market Place).
- Sundial Garden (off Market Place).
- Charing Cemetery (School Road).
- Arthur Baker playing fields.
- Alderbed Meadow.
- Sayer Road (managed by Ashford Borough Council).
- Westwell Leacon recreation ground.
- Charing Heath recreation ground.

**Figure 10: The location of local green spaces in Charing village**



**Figure 11: The location of the local green space in Charing Heath**



**Figure 12: The location of the local green space in Westwell Leacon**



Clewards Meadow (see Picture 20) is at the centre of the village and is the main public green space. It is a registered village green (number VG229) [see project 155]. A small strip to the immediate north of it owned by Ashford Borough Council is also a designated village green. It is used formally for fetes and picnics and other fundraising events. Informally, visitors and residents use it for recreation including walking, dog walking, playing games, or just sitting and enjoying the peace and tranquility of the space. It is particularly valued for its exceptional idyllic panorama of the church, Archbishop's Palace, roofscape of varied vernacular styles seen from the rear of the buildings in the High Street, and mature shady trees.

**Picture 20: Clewards Meadow**



The Sundial Garden just off Clewards Meadow is a peaceful spot for people to sit and enjoy the surroundings. It also has the human sundial where a

person may stand on the central strip in whatever place is dictated by the time of year, and their shadow will indicate the time. There is a commemorative paving stone for Corporal Frederick Coppins VC in the garden.

The Arthur Baker playing fields is the principal recreation ground in Charing Village (see section 7.2).

The Charing Alderbed Meadow (Picture 21) is a landscape of wet grassland and woodland immediately to the east of the Arthur Baker playing fields. It consists of 2.5 acres (1 ha) of woodland and 4 acres (1.6 ha) of grassland, both wet in character due to the presence of small streams that rise from the spring line at the base of the North Downs. It is designated as a Local Wildlife Site. Residents frequently enjoy walking through this tranquil and attractive area.



**Picture 21: The Alderbed**



The picnic area and adjacent layby off the A20 is regularly used by vehicles (domestic and industrial) passing through Charing who wish or need to take a break, and enjoy that and refreshments at picnic tables provided by the Parish Council.

The Sayer Road green is a small area used for recreation, mainly by residents of the Downs Way Estate.

The recreation grounds in Charing Heath provide space for formal or informal sports and recreation as well as a playground in Charing Heath and children's swings in Westwell Leacon.

These spaces meet the requirements of paragraph 101 in the (2021) NPPF Guidelines of: being reasonably close to the community; demonstrating special local significance in terms of beauty, recreational value, tranquillity, and richness of wildlife; and being local in character rather than extensive tracts of land. They are a feature of the parish, and allow the countryside to come into the developed areas, affording open views and providing habitats for a variety of wildlife.

### **Policy E3: Designation of local green spaces in the parish**

The following are designated Local Green Spaces:

- Picnic area A20 (next to school field)
- Piquets Meadow A20 (east of school field) (which includes a playground)
- Clewards Meadow (off Market Place)
- Sundial Garden (off Market Place)
- Charing Cemetery (School Road)
- Arthur Baker playing fields
- Alderbed Meadow
- Sayer Road (managed by Ashford Borough Council)
- Westwell Leacon recreation ground
- Charing Heath recreation ground

### **Policy E4: Local green space development**

Proposals for development in such locations will only be allowed in very special circumstances, and, where such development takes place, the following must apply:

The loss of green space resulting from the proposed development must be replaced by equivalent or better provision in a suitable location; **or**

The development proposed is for alternative sport and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

The former Charing Quarry on the edge of Charing Heath, being attractively restored and with a number of footpaths, is likely to qualify as a local green space in future years, once it no longer also houses the loading bay for sand excavated from Burleigh Quarry and the conveyor belt which transports the sand.

There are a number of other important green spaces in Charing village which are not public open spaces. They include the green areas in Charing Green and Poppyfields housing developments to the south of the A20, which are managed by each development's residents' association, and the primary school playing fields.

## 10.6 Development in the Kent Downs AONB

The provisions of the NPPF, which requires great weight to be given to conserving the landscape and scenic beauty of AONBs, of the Ashford Local Plan, through policy ENV3b, and the Kent Downs AONB Management Plan, address this matter comprehensively.

In formulating policies which protect the landscape and natural habitat, this Neighbourhood Plan has taken account of the Kent Downs AONB, due to its distinctive landscapes and its impact on the parish landscape. Developments in, or in the setting of, an AONB must take account of the landscape character areas, and policies – in this case, The Kent Downs Area of Outstanding Natural Beauty Management Plan, 2014-2019.

## 10.7 Landscape Strategy and ecological impacts

As this Plan notes throughout, the landscape and countryside throughout the parish are very important and enhance its character.

Previous landscape studies by ABC, which have defined 44 Landscape Character Areas outside of the AONBs and the Ashford and Tenterden Urban Areas, are set out in detail in the Landscape Character SPD (2011), and such assessment has assisted policymaking in this Plan.

In addition, the Charing Neighbourhood Plan Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) Screening Report and determination, prepared by ABC, December 2020, draws attention to water quality, as the parish lies in the Stour catchment area where Natural England have concerns of environmental degradation, and that further development in Charing would likely lead to adverse effects on the Stodmarsh Lakes, east of Canterbury. This matter will be addressed later in this section, including reference to mitigation strategies.

While development is taking place and will continue through the Plan period, it is important that it does not become an eyesore and can blend in to the character of the area. Developers and planners will be expected to ensure there is a buffer of trees, hedgerows, and/or other vegetation to reduce visual, audible, and other impacts of traffic (carbon sequestration, air quality, wildlife resource, and the reduction of air and particulate pollution, nitrogen oxides, ground level ozone, and other vehicle emissions). These buffer zones will also act as habitat corridors.

The Environment Act (2021) will require new developments to meet at least a 10% net gain, and this is taken into account in Policy E5.

### **Policy E5: Landscape strategy, and safeguarding and enhancing biodiversity**

- a. Development proposals should include a proportionate landscape strategy, which will incorporate hard and soft landscaping, tree and hedgerow surveys, and measures to protect trees and hedgerows, and demonstrate consideration of both near and distant views of the development from key public vantage points where appropriate.
- b. Each such development should put forward proposals to enhance the biodiversity and green infrastructure of the parish wherever possible, for example through retaining and enhancing wildlife areas and green spaces and the connections between them.
- c. Proposals should safeguard features of nature conservation interest, and should include measures to retain, conserve, and enhance habitats and networks of ecological interest, including ancient woodland, water features, and ditches, dykes, and hedgerows, as corridors and stepping stones for wildlife.
- d. Development proposals which minimise impacts on, and provide net gains in, biodiversity, will be supported in principle.



## 10.8 Views

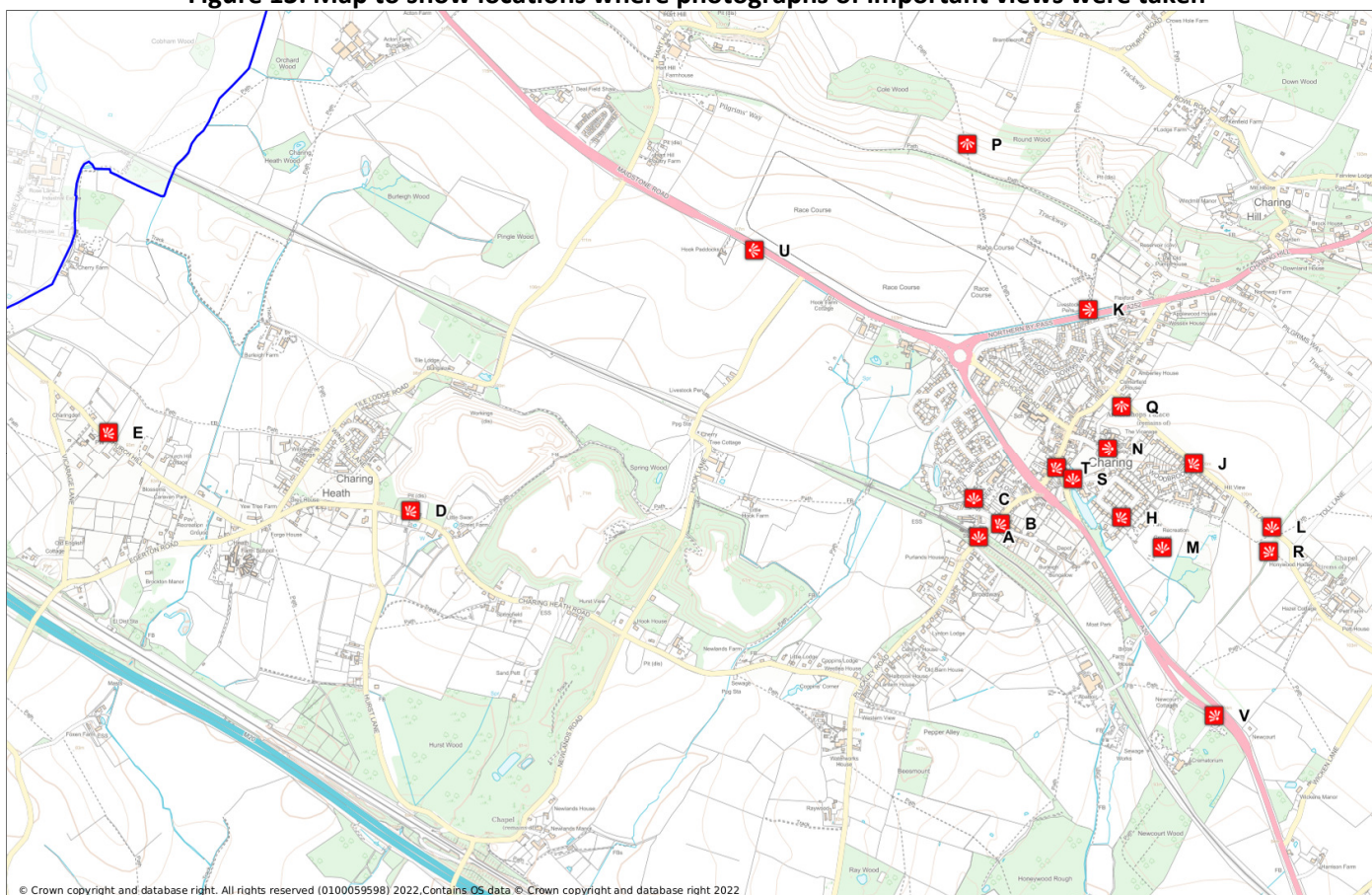
A number of existing views are greatly valued by members of the parish, and such views are what attract many residents to settle in Charing. Many ramblers and walkers visit Charing to walk the footpaths and the Pilgrim's Way, where they enjoy the views, as do many residents who walk daily.

The AONB is the most significant landscape valued by the residents, as it comprises a dramatic and diverse landscape. The upland nature of the scarp makes it a prominent feature in the wider landscape, particularly in views towards it from the south. Long-distance panoramas are offered across open countryside, particularly from the scarp, primarily in a southerly direction. The AONB was designated in part because of these views beyond it into its setting, and these have remained critical to its value and to public enjoyment. The *setting* of the AONB does not have a geographical border; in most cases, it comprises land *outside* the AONB which is visible *from* it, and *from which it can be seen*.

The AECOM Heritage and Character Assessment report identified elements which are particularly sensitive to change in relation to the value and setting of heritage assets, and the village's rural characteristics, including views from the North Downs ridge towards Charing and vice versa.

The importance and preservation of locally-cherished views, such as those to and from the Downs, and of the High Street and the church and its surroundings, was an important feature in the Parish Design Statement.

**Figure 13: Map to show locations where photographs of important views were taken**



(the view symbols on the map show the direction in which the photograph was taken)

### **Policy E6: Views**

Developments will not be supported that significantly detract from the following views into, out of, and within the village, by failing to respect their distinctive characteristics.

- a. Views of the scarp ridge and southern slopes of the AONB to the west and north from: (i) Pluckley Road (ii) Station Road (iii) Charing Green (iv) Charing Heath Road (v) Charing Heath Memorial Hall (vi) Tile Lodge Road (vii) Hook Lane.
- b. Views of the scarp ridge and southern slopes of the AONB to the north and east from (i) The Moat (ii) Woodbrook (iii) The Hill at the entrance to the racecourse (iv) Pett Lane (v) Arthur Baker playing fields.
- c. Views of the AONB from the village centre.
- d. Views into Charing from the AONB, especially the Pilgrim's Way and to the western and eastern perimeters of the village.
- e. Views to and from the Archbishop's Palace and Charing Church.
- f. View towards the village from Clewards Meadow and the bottom of the High Street.
- g. Views to the centre of the village from west to east, and east to west approaches on the A20.

### **Views to and from the Archbishop's Palace and Charing Church [views (e) in policy E6]**

(Figure 13 shows locations where pictures were taken from):

Views taken from the church tower have been addressed from location N under (c) in policy E6.

**Picture 22: View of the Archbishop's Palace and church from location Q**



**Picture 23: View across Clewards Meadow to church & palace from Old Ashford Road (location S)**





**Views of the scarp ridge, and southern slopes of the AONB to the west and north  
[views (a) in policy E6]:**

**Picture 24: View (a) (i) from Pluckley Road  
(from location A on Figure 13)**



**Picture 25: View (a) (ii) from the Station Road/Burleigh  
Road junction (from location B on Figure 13)**



**Picture 26: View (a) (iii) from Charing Green (from  
location C on Figure 13)**



**Picture 27: View (a) (iv) from Charing Heath Road from  
the eastern side of Swan Street &  
Little Swan Street Farm (location D on Figure 13)**



**Picture 28: View (a) (v)  
from Charing Heath Memorial Hall car park  
(location E on Figure 13)**



[Similar views are obtained from Tile Lodge Road (F on the map and view (a) (vi) in Policy E6) and Hook Lane (G on the map and view (a) (vii) in Policy E6) so no further photographs were used to show the view.]



**Views of scarp ridge & southern slopes of the AONB to the north and east  
[views (b) in policy E6] (Figure 13 shows locations where pictures were taken from):**

**Picture 29: View (b) (i) from the Moat at entrance to the Arthur Baker playing fields (location H)**



**Picture 32: View (b) (iv) from Pett Lane near the pig field/Pett Place from location L**



**Picture 30: View (b) (ii) from Woodbrook at the junction with Pett Lane from location J**



**Picture 33: View (b) (v) from Arthur Baker playing fields from location M**



**Picture 31: View (b) (iii) from The Hill at the entrance to the racecourse from location K**



**Views of the AONB from Charing village centre (taken from the top of the church tower - location N on Figure 13 [view (c) in policy E6]) - see also Picture 16:**

**Picture 34: to north-west**



**Picture 35: to east**



**Picture 36: to north-north-west**



**Views into Charing from the AONB, especially the Pilgrim's Way and the western and eastern perimeters of the village (from location P on Figure 13 [view (d) in Policy E6]):**

**Picture 37: View of western end of village from the Pilgrim's Way overlooking the racecourse**



**Picture 38: View of the centre of the village taken from the Pilgrim's Way**





**Views (identified in policy E6; Figure 13 shows locations where pictures were taken from):**

**Picture 39: View of church & village from Pett Lane by the pig field from location R [view (e)]**



**Picture 42: Hook Lane taken from location U [view (g)]**



**Picture 40: Village from Clewards Meadow at entrance from Old Ashford Road (location S) [view (f)]**



**Picture 43: Charing east to west from western side of Crematorium (location V) [view (g)]**



**Picture 41: View of village from crossroads at bottom of High Street from location T [view (f)]**





## 10.9 Climate change

Policy E7 has been designed to play its part in positively affecting climate change, and making Charing a safer and healthier place to live.

### Policy E7: Climate change

- a. New development should, wherever possible, include net additional native planting (including green walls, green roofs, and/or fruit and nut trees for local food provision); also retaining, enhancing and expanding green infrastructure and ensuring ecologically friendly maintenance.
- b. Development proposals will be supported in principle where the following matters are addressed as appropriate: siting/orientation for passive solar gain, thus reducing energy need; providing adequate space for waste recycling and composting; maximising thermal efficiency and environmental sustainability in building materials; providing, wherever possible, carbon reduction plans alongside development applications.
- c. New development will be supported provided it meets minimum energy efficiency standards guided by local and national policy.
- d. New development will be supported where it provides: demonstrable and strong support for cycling and walking infrastructure; guidance on the location and number of electric vehicle charging points (e-bikes as well as cars) to meet expected need; and, where feasible, connectivity to the existing footpath network, so that new residents may cycle or walk to local amenities, their place of work, and especially the proposed new community centre at Parsons Mead.
- e. Development will be supported which ensures appropriate flood defences and drought-resistant planting, and minimises urban heat islands and/or internal overheating, e. g. through planting and materials.

### 10.10 Habitats Regulations Assessment and Stodmarsh Lakes

AECOM was commissioned to undertake a Habitats Regulations Assessment (HRA) in 2021 to assess the potential effects of development allocated within this plan on European sites.

The assessment confirmed that there are no European Sites in the NP area and that the Plan was unlikely to have any significant effect on two European sites that lie within 10 km from the parish boundary: the Wye and Crundale Downs Special Area of Conservation (SAC) and the Swale Special Protection Area (SPA)/Ramsar.

However, Charing parish lies within the hydrological catchment of the Stodmarsh SPA/Ramsar/SAC, which has been identified as being under threat from high levels of nitrates and phosphates leading to eutrophication. As a result, Natural England requires that all new residential development in

hydrological connectivity with these sites is phosphorus and nitrogen neutral. The HRA then produced advice to the NPSC/CPC by recommending policy adjustments required to protect European sites, and advice to assist ABC to discharge its duty under Regulations 105 and 106.

The screening process confirmed that none of the policies (other than H1 and H3) were likely to have significant effects so these were the only policies for which an Appropriate Assessment was carried out. (At the time of the Assessment, the site in Charing Heath next to the Red Lion (see Policy H4) was not included in the Plan, but the conclusions will be the same as for the other two sites.) While the NP allocates land for a relatively small amount of housing, the HRA said that “effects on the integrity of the Stodmarsh SAC/SPA/Ramsar sites from increased phosphorus levels are inherently in combination with all other growth within the hydrological catchment of this European site”.

However, for completeness, the potential impacts of draft NP housing development in isolation were also assessed.

All allocated sites in the NP are within the basin catchment of, and within close proximity of, the River Stour. First there is a general risk of pollution, during and after construction, reaching the Stodmarsh SAC/SPS/Ramsar in the absence of mitigation. Preventing further surface water run-off and flood risk, within Charing parish, can be mitigated using high quality drainage design, which prevents surface water entering environmentally-sensitive areas, and standard construction pollution controls. The NP recognises this, and provides policy mitigation for the management of surface water/flooding/drainage as follows:

#### **10.10.1 Mitigation measures taken in this plan**

- Policy C2: New developments must ensure sustainable drainage systems to address surface water drainage.
- Policy C2: New development proposals must, in liaison with any sewerage service providers, ensure adequate foul sewerage infrastructure and capacity exists to serve the proposal.
- Policy C2: Developers will be required to provide details of the measures that will be taken to ensure that polluted run-off (including suspended sediment) does not leave the site and enter the River Stour and surrounding waterbodies, both during and after construction.
- Policy C2: Development will only be supported if it demonstrates nutrient neutrality regarding Stodmarsh SAC/SPA, both in relation to phosphorus and nitrogen.
- Policy H17: Where a site for development overlies a groundwater protection zone, an appropriate site investigation and risk assessment will be required to be undertaken, in consultation with the Environment Agency, prior to the grant of planning permission.
- Policy D1 (climate change): New buildings, infrastructure, and landscape should be resilient to climate change and other environmental threats in the long term. Policies and plans should take a proactive approach to mitigating and adapting to climate change impacts such as periods of increased and reduced precipitation

(i.e. surface water flood risk and water use/supply).

- Policy D1: Surfacing of large areas (parking areas, paths, etc., though not roads) with concrete or tarmac is prohibited. Brick or block paving should be encouraged in areas of light use; pea shingle on hoggin would be a viable alternative. In general, a permeable or semi-permeable surface would assist with minimising run-off and localised flooding.

In addition to mitigation features in the NP, the overarching ABC Local Plan addresses drainage and flooding mitigation in policies ENV6 and ENV9.

#### **10.10.2 Nutrient neutrality**

This Plan's policies have been designed to address nutrient neutrality by taking away the uncertainty of pollution from new developments. Natural England has provided advice that a nutrient budget can be calculated for new developments, and a guidance document to aid calculations. Developers should refer to the HRA (Appendix A) carried out for this plan to see how calculations are made. This calculation can be used to show that development either avoids harm to protected sites from water quality issues, or will need to provide mitigation to avoid adverse effects with respect to nutrients.

The proposed 57 dwellings on land allocated under policies H1 and H3 would, without mitigation, lead (using the methodology approved by Natural England) to a small net increase in nitrogen of 173.09 kg/total nitrogen/year and an increase in phosphorus of 4.73 kg/total phosphorus/year when compared to 'no change' in existing land use. Protection is incorporated in policy C2. The 9 dwellings proposed in the additional Red Lion site (policy H4) would add a further 33.57 kg/TN/year and a further 0.87 kg/TP/year.

The Charing NP has amended its relevant policies to include all of the HRA recommendations, and, on that basis, the HRA confirmed "that no adverse effect would occur on the integrity of Stodmarsh SAC/SPA/Ramsar sites".

# 11 Housing

## 11.1 The Local Plan

There are important issues concerning the extent of housing growth in the parish. In order to explain this in context, this section is introduced by a short description of the impact of Ashford Borough Council's Local Plan.

While both Ashford's Local Plan and this Neighbourhood Plan were in preparation, revised household projections, and hence housing targets, were published by the government. This substantially increased the amount of housing required for the borough, and this in turn resulted in the allocations Ashford made in Charing rising

from 55 to 235 dwellings (excluding the 51 units in the Orbit housing for older people).

Ashford Borough Council has a tiered approach to allocating housing. Ashford itself is the prime target, followed by Tenterden. Charing, along with Wye and Hamstreet, is next in the hierarchy due to having more facilities than other villages.

In addition, the amount of windfall development (housing in addition to planned development) has been high in Charing in recent years, and looks likely to continue on a broadly similar scale.

**Table 7: Allocations from Adopted Local Plan**

Location	Proposed housing numbers	Comments
Charing Motors Service Station site S28	20	<b>Full PP for three units; outline for up to 17.</b>
Land south of the Arthur Baker playing fields, site S29 (also known as "Char 1")	35	Outline granted with plan indicating 40 dwellings. Current (April 2021) reserved matters application for 60 units to enable smaller dwellings.
Land South of the Swan	180 jointly	Outline granted for up to 135 dwellings. Current application for 131.
Adjoining land rest of site S55 ("Bromley land")		<b>Assumed therefore around 45-50.</b>
<b>Total:</b>	<b>235</b>	<b>286 including the 51 age-related units</b>

In addition to this plan, 51 age-restricted units were approved, and, at the time of writing, construction is almost complete.

## 11.2 Housing needs

Housing development in Charing always attracts great interest, more so since the current Local Plan allocates so much housing to Charing.

Four independent studies were examined. Three were by Action with Communities in Rural Kent (ACRK), namely 'Older Persons Accommodation', March 2010 (see reference 7); 'Charing Housing Needs Survey', May 2014 (see reference 8); and an updated Housing Needs Assessment in January 2021 (reference 13).

The fourth was a comprehensive study by AECOM commissioned for the Neighbourhood Plan in 2017 (see project 103).

Finally, the Neighbourhood Plan questionnaire (as well as workshops and meetings) enabled

parishioners' views (see projects 137 and 156) to become clear.

## 11.3 Views obtained from the community questionnaire

Concerns were expressed regularly during the consultation process about the urbanisation of the countryside, and the conversion of villages into dormitory towns, where character and tradition would be lost. Another issue is the high number of large high-priced executive homes being built, which reduces the scope for younger people to remain in the village and for older residents to downsize. There were grave concerns that already-stretched local facilities would not cope with a significant growth in population. These issues have clearly conditioned our thinking.



The Neighbourhood Plan questionnaire (see project 156 for full details) also contained a number of questions regarding the amount and type of new housing. It was clear that residents wanted far less new housing than the quantity planned, and also that they did not favour large estates. The type of house was also important. With concerns about the number of large “executive”-style houses that had been built so far this century, the need for smaller houses was a clear requirement.

Respondents were very clear on the type of new houses they wanted: most wanted homes at market prices, but there was strong feeling that there was a need for affordable homes, with emphasis placed on houses for elderly or disabled, shared-equity properties, and social housing (see Figure 17).

Respondents gave their preferences for new homes and included having: lots of different styles; developments for all different age groups and residents with differing physical abilities; new houses spread across lots of different sites; new developments having a single road onto an existing road; and affordable flats, bungalows, and houses.

#### **11.4 Housing needs – independent study by consultancy AECOM**

The AECOM Housing Needs Assessment, commissioned by the NPSC and CPC, was very detailed (see project 103 and reference 11). It noted that Charing accounts for 2.6% of Ashford’s housing stock.

AECOM examined four ways to assess the ideal number of houses that should be built in Charing over the Plan period. Three of these were based on the fact that Charing in 2011 accounted for 2.6% of Ashford borough’s housing stock, and applied this percentage to the housing projections in the Local Plan, the household projections for the borough from the Office for National Statistics, and a study which provided an assessment of Objectively Assessed Need for Ashford. The fourth was based on a projection of past housebuilding in the parish. The four ways gave a mean figure to meet housing needs, in the plan period 2011 to 2030, of **358** (with a range of 190 to 419). However, one of the four methods, that based on past housebuilding trends for the parish, was out of line with the other three, and, if this were excluded, the mean would be **413** dwellings. Since around 70 houses had already been

constructed during the plan period, the *additional* housing need was **288 or 343**.

#### **11.5 Estimated number of new houses to be constructed in the Plan period**

The NPSC has regularly assessed the amount of housing that could be built during the Plan period. These studies have been based on: numbers already constructed; Local Plan numbers; increases due to planning decisions; other proposed developments; and windfall developments (housebuilding that occurs in addition to that in any plan).

The latest estimate (see project 153 updated) of the number of new houses for the 2011 to 2030 Plan period is 652, 55% more than the maximum given by the AECOM study of housing needs. Population growth will be similar, possibly slightly higher.

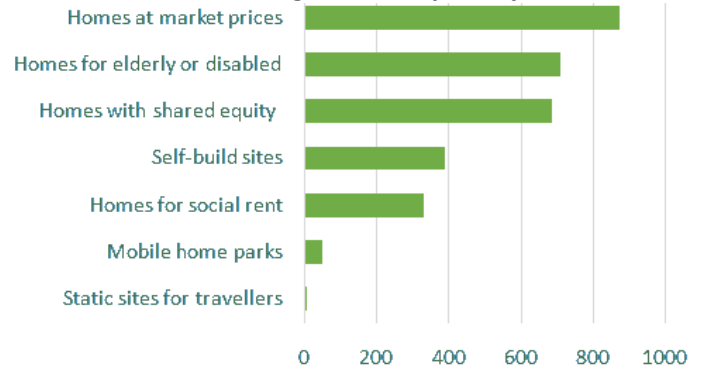
Of this total, around 540 will be built in the 2021-2030 period, resulting in growth of around 40% in the parish, primarily in and around Charing village itself. The largest part of this growth – 286 houses or 53% – comes directly from Ashford’s Local Plan. The next largest amount, 188 or 35%, comes from windfall development, including a probable increase in the number of dwellings on one Local Plan site to enable that site to be mainly smaller dwellings (see section 13).

Finally, this Neighbourhood Plan makes three allocations, accounting for 66 houses or 12%. Two are specifically to enable other benefits – additional land coming into public ownership and a contribution to the proposed Greenway in Charing Heath (see below), and the proposed community facility at Parsons Mead (see below and section 13). The final allocation is to enable homes for first-time buyers in Charing Heath (see below). While it may seem at first sight strange to allocate more houses in this Plan, given the substantial amount of housing already in view, the benefits are deemed easily to outweigh any disadvantage.

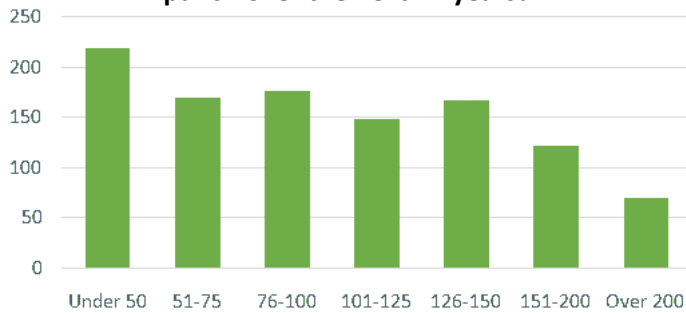
**Figure 14: What sort of housing are you likely to need when you next move home?**



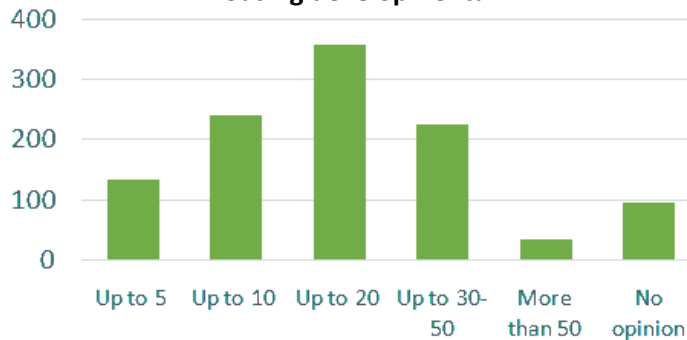
**Figure 17: What types of homes should be given most priority?**



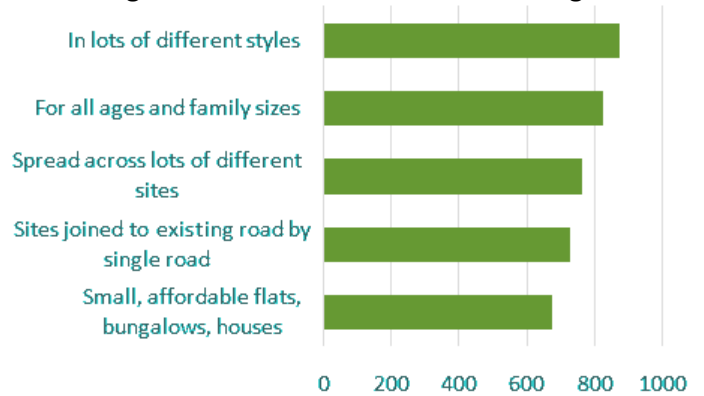
**Figure 15: How many homes should be built in the parish over the next 14 years?**



**Figure 16: How many homes should be built in any new housing development?**



**Figure 18: Preferences for new buildings**



Each was an "either/or" question – for example, people were asked if they preferred to see homes built in lots of different styles or just one style.

**Table 8: Charing housing and population growth**

The usual assumption of 2.4 people per dwelling has been used to estimate population growth, except where the size of dwellings suggests a smaller figure would be appropriate. Such cases are indicated in the notes.

	<b>dwellings</b>	<b>population</b>	<b>notes</b>
2011 census	1,298	2,765	
additions to 31/3/2021	112	269	
<b>current (31/3/2021) situation</b>	<b>1,410</b>	<b>3,034</b>	
<b>likely additions 2018 to 2030:</b>			
Orbit age-restricted	51	70	single- & two-person units so assume 1.3 per dwelling
"Char 1" (site S29*)	35	84	
Charing Motors (site S28)	20	48	
land south of Swan (part site S55**)	131	314	
remainder of site S55	49	118	
<b>total above</b>	<b>286</b>	<b>634</b>	
<b>windfall</b>			
additional on "Char 1" site	25	60	
Yew Tree Park	15	21	park homes, assume 1.5 per dwelling
windfall with extant PP Mar 2020	46	110.4	
PP granted 2020/2021	17	40.8	
estimated additional windfall to 2030	85	204	
<b>Total above</b>	<b>188</b>	<b>436</b>	
<b>proposed allocations from NP***</b>			
Parsons Mead	48	115	
Crofters, Charing Heath	9	14	one- & two-person starter homes; assume 1.6 per dwelling
Shepherd Neame site	9	22	
<b>total above</b>	<b>66</b>	<b>151</b>	
<b>total additions from 31/03/2021</b>	<b>540</b>	<b>1,221</b>	
<b>total since 2011</b>	<b>652</b>	<b>1,487</b>	
<b>total at 2030</b>	<b>1,950</b>	<b>4,252</b>	
<b>% growth from 31/03/2021</b>	<b>38.3</b>	<b>40.1</b>	
<b>% growth from 2011</b>	<b>50.2</b>	<b>53.8</b>	

**Additional notes**

\*S29 is in Local Plan at around 35. However, due partly to Charing's need for smaller homes, it is possible that plans will be changed to smaller houses and the number increased to up to 60.

\*\*This part of S55 was originally proposed for around 100 homes. Outline PP is for 135; latest plans are 131.

\*\*\* see text.

The table below summarises the considerable impact of expected housing growth on Charing Ward and Charing Heath separately. (While most of the parish is in Charing ward, Charing Heath – and some of its surrounding area – forms part of another ward). The parish as a whole seems likely to be around 50% larger in 2030 than at the start of the Plan period in 2011, and around 40% larger than in 2021 – a very substantial increase.

The bulk of the growth will be in and around Charing village itself with rather lesser growth in Charing Heath. While it is not possible to provide separate figures for the two villages that are separate from their more rural hinterlands, there will be only limited development in the more rural areas.

**Table 9: Housing and population growth in Charing ward and Charing Heath**

	2011	2021	2030	% growth	
				2011-2030	2021-2030
Nº of houses					
Charing ward	1,135	1,236	1,729	52.3	39.9
Charing Heath	163	174	221	35.6	27.0
total parish	1,298	1,410	1,950	50.2	38.3
Population					
Charing ward	2,355	2,597	3,710	57.5	42.8
Charing Heath	410	436	542	32.2	24.2
total parish	2,765	3,033	4,252	53.8	40.1



The Local Plan and Neighbourhood Plan together account for six major sites, which are marked on Figure 19:

site A: Orbit age-restricted development (51 dwellings);

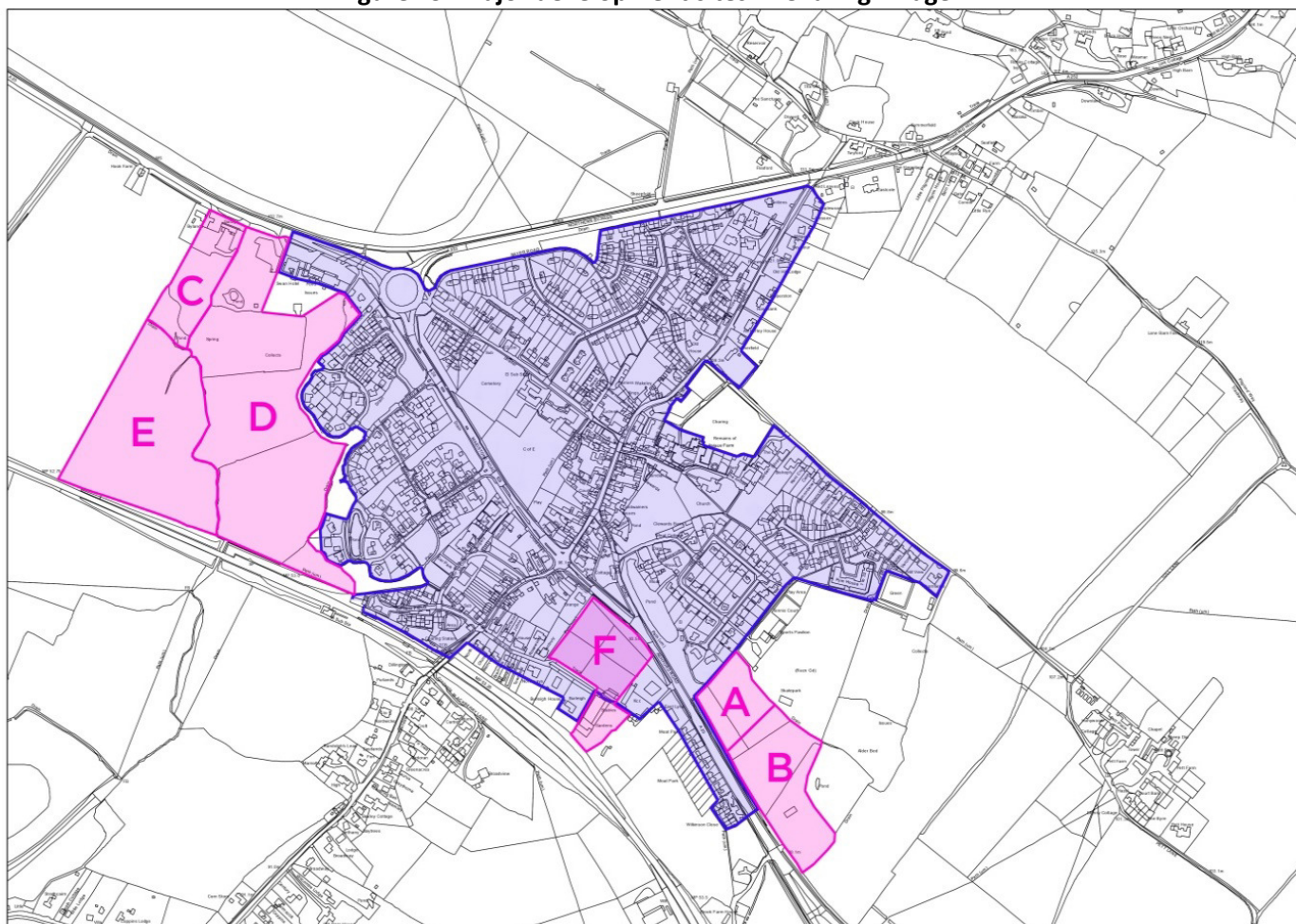
site B: land south of the Arthur Baker playing fields (Local Plan site S29, 35 dwellings);

site C: Charing Motors service station (Local Plan site S28, 20 dwellings);

sites D and E together, making land west of Poppyfields (Local Plan site S55, 180 dwellings); and

site F: Parsons Mead and land next to Burleigh Bungalow (allocated site for development of up to 48 dwellings, a new Community Centre, Business Units, and a new car park) [see section 13].

**Figure 19: Major development sites in Charing village**



#### **Note on Site A - Orbit development**

Initially, this development was put forward as an Exception Site (so numbers would not count towards the Local Plan) for the establishment of 'extra care housing'. However, this proposal became no longer viable on financial grounds, and the development of 46 flats and 5 bungalows is now purely an age-restricted development, although preference will be given to local people. The original intention was for the development to provide a mix of shared ownership (up to a 95% ownership share being available to the purchaser, thus enabling buyers to retain substantial equity) and social rented properties. However, at a late stage, Ashford Borough Council changed this to

make the development all social rented. Thus a need for open market older people's accommodation remains.

### **11.6 Site assessments**

As part of the Neighbourhood Plan process, Charing undertook a call for sites. One aim was to see whether the use of large estates could be reduced.

#### **11.6.1 Call for sites**

We were aware of the five sites above from the Local Plan as well as responses to previous calls for sites by ABC.

In March 2017, we asked landowners to contact CPC where they had minimum 0.2-hectare sites which they may consider for housing or business

development over periods of 0-5 years, 5-10 years and 10 years plus (see project 149).

Seven sites were put forward in or around Charing village, and three in Charing Heath.

There was also a response for land close to Hatch Engineering for industrial use.

## 11.6.2 Sites assessments result

Of the sites assessed, those *not* considered suitable were too far from the village and facilities to be sustainable, or were in the AONB. Table 10 shows a summary of the results for those supported. The full details may be found in project 110.

**Table 10: Summary of site assessment outcomes for approved sites**

Site	Assessment outcome	Comment
land at Parsons Mead (CH37)	Suitable for development	Subject to: <ul style="list-style-type: none"> <li>safe access to A20</li> <li>protection of specified trees</li> <li>needs to be design-sensitive to conservation area</li> </ul>
land next to Burleigh Bungalow (was CH12 but now part of CH37)		Subject to: <ul style="list-style-type: none"> <li>achieving suitable access and reinforcement of south-east boundary</li> </ul>
land next to Crofters, Charing Heath		
land at Church Hill, Charing Heath		Subject to: <ul style="list-style-type: none"> <li>re-routing the footpath</li> <li>sensitive design addressing the adjoining listed buildings</li> </ul>
Hatch Engineering site	Suitable for <i>industrial</i> development	
land north-west of Swan Street	Suitable for development	

Subsequently, land at Church Hill has been granted full planning permission, and land north-west of Swan Street has been granted outline permission.

## 11.7 Housing allocations

Most of the Local Plan sites already have outline planning permission. The one exception is the second part of site S55 (S55/2 or “Bromley land”). It is important that this site provides both the type of housing stock needed, and a contribution to related additional facilities (see Policy H7).

### 11.7.1 Allocation of housing in sites in Charing

Policy H1 covers proposed developments on the two adjoining sites of Parsons Mead and Land Next to Burleigh Bungalow (mostly referred to as just Parsons Mead in this Plan). The sites are shown as site F in Figure 19. Parsons Mead is the larger, roughly rectangular, portion of the land and fronts the A20. KCC Highways has already indicated likely approval for a priority junction enabling access to the site. The Land next to Burleigh Bungalow is the smaller piece of land behind and would be accessed via Parsons Mead. The two landowners have agreed to work together. We have worked closely with

them to come up with a proposal for around 48 new houses plus a community facility. In exchange for planning permission for housing on the rest of the site the landowners will donate to the Parish Council an area not less than 0.3 hectares on the Parsons Mead section to house the new community facilities.

Section 13 describes the need for the community facility which, in addition to rooms for community use, would include office space, space for non-clinical medical activities easing the pressure on the GP surgery building, a café and welcome facility for tourists, and office space for the Parish Council and parish archives. This chapter looks at the planning need and justification for the project.

The NPPF (e.g. paragraph 16a) underlines that development must be sustainable. Among other points, this requires both support for economic growth, including in rural areas, and the provision of appropriate infrastructure and facilities. Ashford Borough Council's Local Plan echoes this, for example:

***Policy SP1 e:*** *To ensure development is supported by the necessary social, community, physical and e-technology infrastructure, facilities, and services with any necessary improvements brought forward in a co-ordinated and timely manner;*

***Policy SP1 h:*** *To provide a range of employment opportunities to respond to the needs of business, support the growing population, and attract inward investment;*

***Policy SP2 paragraph 4:*** *Development in rural areas will be of a scale that is consistent with the relevant settlement's accessibility, infrastructure provision, level of services available, suitability of sites, and environmental sensitivity;*

*and:*

***Policy SP3 e:*** *Promoting rural employment opportunities in sustainable locations in accordance with policies EMP3, EMP4, and EMP5;*

As regards promoting employment, while the Local Plan contains measures to boost employment generally in the borough, it does not include measures specific to Charing. It therefore falls to this Neighbourhood Plan to fill in the gap. Many people living in Charing will work in London or in centres such as Ashford town itself, Maidstone, or Canterbury, but it is clearly not desirable that it becomes only a dormitory parish. Research for the Neighbourhood Plan found a clear need for office space – whether space for small companies or “co-working” space for individuals who currently work from home (whether full-time or as hybrid working) but do not have satisfactory facilities in their own dwellings (see section 9.1). A café and welcome facility for tourists will also help the local economy.

Meanwhile, the parish hall is ageing, expensive to run, does not have parking or modern facilities, and is already too small for larger community meetings. Other facilities in the parish are also too small for larger meetings (see section 13). With the growth in housing and population, better facilities for social and community activities are needed.

Finally, the GP surgery has a growing number of patients as a result of the growth in housing, not just in Charing but in the rest of its catchment area. While core medical activities will remain in the surgery building, space in the new community facility for some non-clinical activities would enhance parishioner welfare.

This projected grant of land in an area close to the village centre, and within easy walking distance of both the station and bus stops, is a once-in-a-lifetime opportunity for the local community. The facilities will also be of wider benefit to the surrounding villages and rural area. It is, therefore, the flagship project of this Neighbourhood Plan, and fundamental to its success. The existing parish hall served the community well for over a century; we have the opportunity to build a facility which should serve for a further century.

The building envisaged is ambitious, and will likely cost a sum approaching £2.0 million at 2021 prices, including fit-out costs and the car park. While the developer has to build this, and meet the costs of doing so, the Parish Council intends to make a significant financial contribution. To do this the Parish Council intends to take out a significant loan. It also hopes to sell the current parish hall. This latter has to be subject to referendum and also to a sensitive relocation, with wide consultation of parishioners and interested parties, of the War Memorial, currently the parish hall porch.

It was originally hoped that site S55 in the Local Plan would provide a substantial contribution via S106 monies. The Local Plan, indeed, stated in the preamble to its policy for the site:

*The scale of development proposed on this site is significant in a village context and it is therefore particularly important that the scheme makes an appropriate contribution to the facilities of the village so as to cater for the additional demand generated. The scale of such a contribution will be negotiated with the Borough Council (in consultation with the Parish Council).*

However, despite requests from the Parish Council, the Borough Council considered, at the time the S106 agreement for the larger part of site S55 (“Land South of the Swan”) was negotiated, that the plans for the community centre were not sufficiently advanced for any contribution to be



included. An S106 contribution will be requested from the smaller part of site S55.

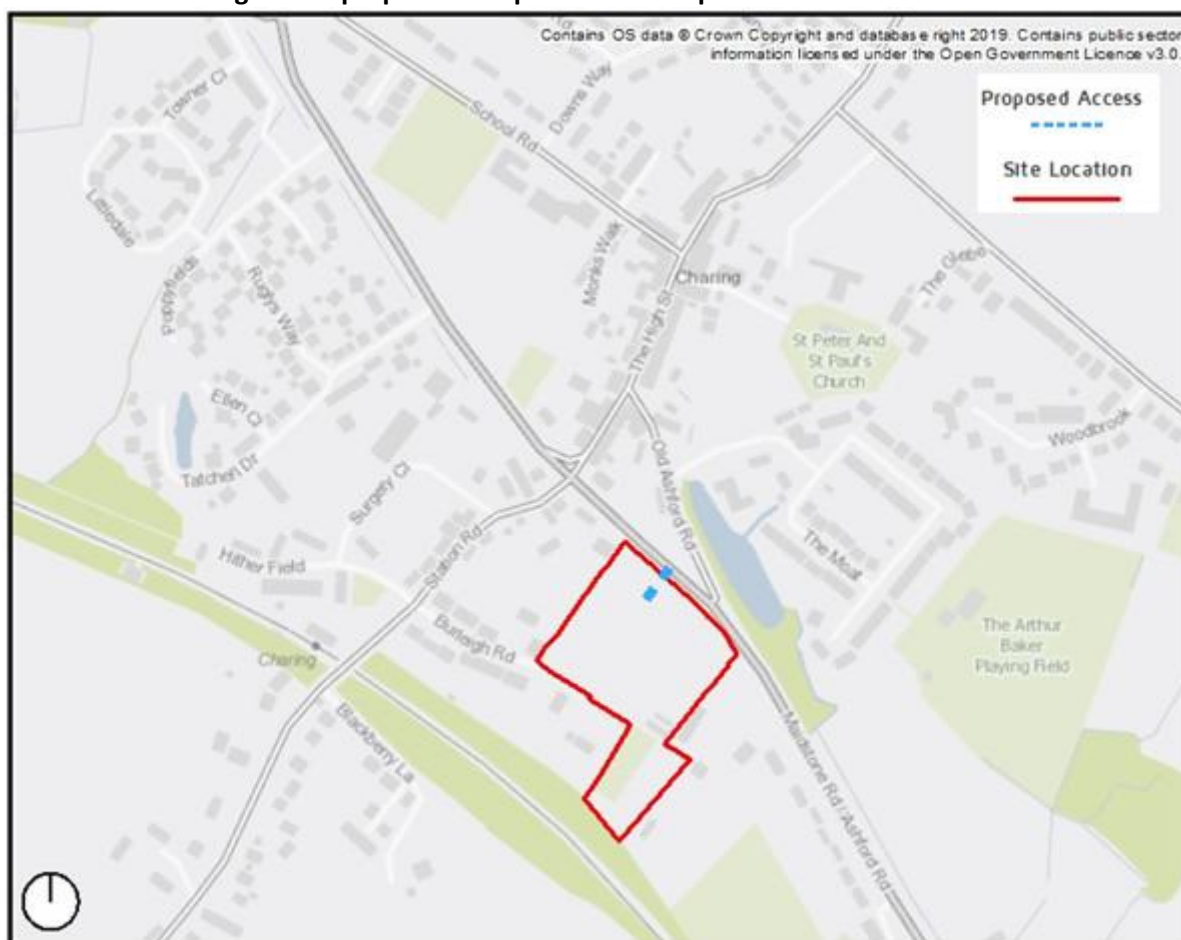
The parish council also believes that there is a strong case for Ashford Borough to contribute a part of the money it receives from the government under the “New Homes Bonus” scheme for local authorities, given the contribution Charing will be making to Ashford’s housing targets and to ensure the success of this major project. (We acknowledge that the scheme is currently under review.)

A business plan providing great detail on the new facilities project will be submitted at the time of the outline planning application, and the financial terms

will also be the subject of legal agreements between the Parish Council, the current landowner, and the ultimate developer.

It is acknowledged that the cost to the developer of building the community centre, even with the parish council contribution, could be onerous. There may therefore be a need for the developer to seek relief from some of the other normal infrastructure requirements, given the importance of the proposed facility to the parish and the benefits it will bring. This will be assessed under the terms of Policy IMP2 of Ashford Borough’s local plan.

**Figure 20: proposed site plan for development at Parsons Mead**



### **Policy H1: Land at Parsons Mead**

A key objective of the Neighbourhood Plan is to provide a new community facility at Parsons Mead. The primary uses for the facility shall include community use, commercial use, uses promoting health and wellbeing and events space for a wide range of social, educational and recreational activities. Alternative compatible uses may also be appropriate.

In order to facilitate the delivery of the key objective, 'enabling' residential development on the Parsons Mead site allocation will be acceptable (indicative capacity of 48 dwellings). The new community facility shall be served by appropriate levels of car parking with sufficient space to serve the needs of the facility and provide public car parking for the wider community.

The exact amount of any enabling residential development to be delivered will be determined through viability evidence provided in support of an application and in agreement with the Parish Council and the Borough Council. The viability evidence must be set out in a transparent way, must take full account of the financial contribution for the community centre to be made by the Parish Council and other potential funders, and must detail the amount of affordable housing to be delivered on site, and other required contributions, taking into account the cost of constructing the new community facility to an agreed specification. The viability evidence will be produced by the applicant and will be rigorously tested by the Borough Council's independent viability experts, at a cost to the developer, in accordance with Policy IMP1 and IMP2 of the Ashford Local Plan 2030.

The community facility to be constructed as part of the proposal shall be transferred to the Parish Council early in the development, to be agreed as part of the viability work. The community facility shall be laid out and serviced to include access to the public highway, electricity, water and a connection to the nearest point of adequate capacity in the sewerage system in collaboration with the service provider.

Development on the Parsons Mead site shall also:

- a) Be designed and laid out in such a way as to preserve or enhance the character and appearance of the conservation area and its setting, in accordance with Policy ENV14.
- b) Be consistent with Policy HOU3a of the Ashford Local Plan 2030.
- c) Where possible, retain and enhance the current landscaping on site.
- d) Protect the residential amenity of neighbouring dwellings.
- e) Provide adequate residential car parking in accordance with policy TRA3(a) of the Ashford Local Plan 2030, and a minimum of two fast charging points.
- f) Provide safe vehicular and pedestrian access.

### 11.7.2 Housing need and allocations in Charing Heath

#### This Plan allocates two sites in Charing Heath.

Charing Heath is a small settlement with limited facilities. It is therefore not suitable for major development. In Ashford's Local Plan, it is listed as a settlement in which limited infill within the confines is possible, but not outside them.

Until recently, the development which has occurred in Charing Heath has tended to be larger,

"executive" housing. Discussions with residents showed a need for a limited amount of smaller or more modest family houses, including bungalows, suitable for younger people including first-time buyers, for younger families, and for older people. This would help to rebalance the settlement's demographics. Therefore, some limited development is appropriate as described in policy H2.

#### **Policy H2: Housing in Charing Heath**

- a. Small-scale developments will be supported on appropriate sites within the confines of Charing Heath as defined in Figure 24.
- b. Such developments need to meet the criteria laid down in policy H13.

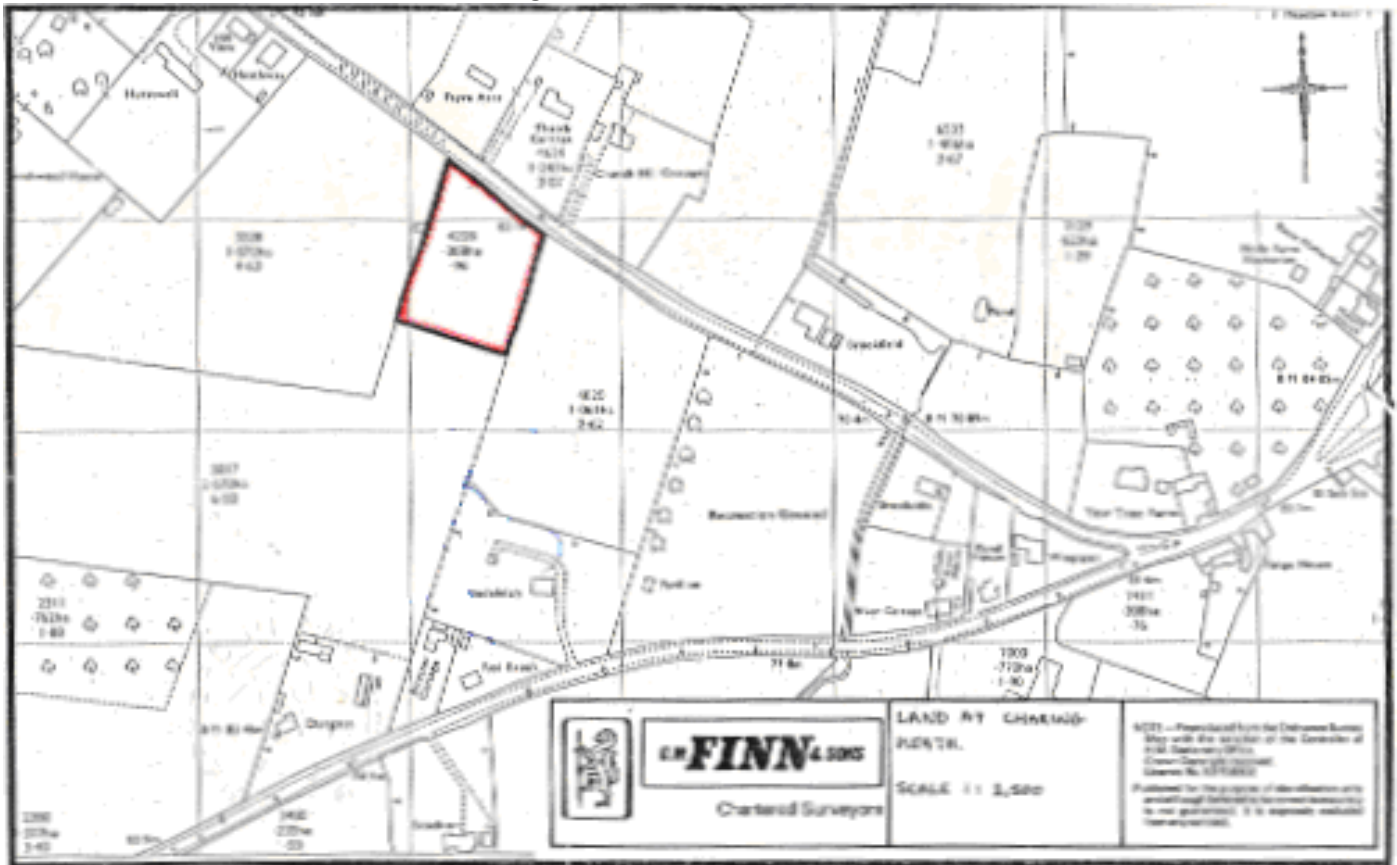


### 11.7.3 Land next to Crofters

The land next to Crofters is one allocated site. It is a flat rectangular area mainly surrounded by hedges. It is within the proposed confines. To the west is a dilapidated barn, and to the east Blossoms mobile home/caravan site. Access is off a straight section

of road. This land is proposed for First Homes (homes for first-time buyers discounted by a minimum of 30% against market value [see 11.7.5 including policy H5]) although it may include a small number of open-market houses as enabling development.

Figure 21: Land next to Crofters



### Policy H3: Allocation of land next to Crofters

Development will be permitted for an indicative capacity of 9 dwellings on the Land next to Crofters, provided:

- At least 5 of the dwellings are First Homes, and the remainder predominantly one- to two-bedroom dwellings.
- An appropriate road access and sufficient residential parking are provided.
- Footpath AW14, which crosses the site, is preserved.
- The provisions of Policy HOU3A in Ashford's adopted Local Plan are met.

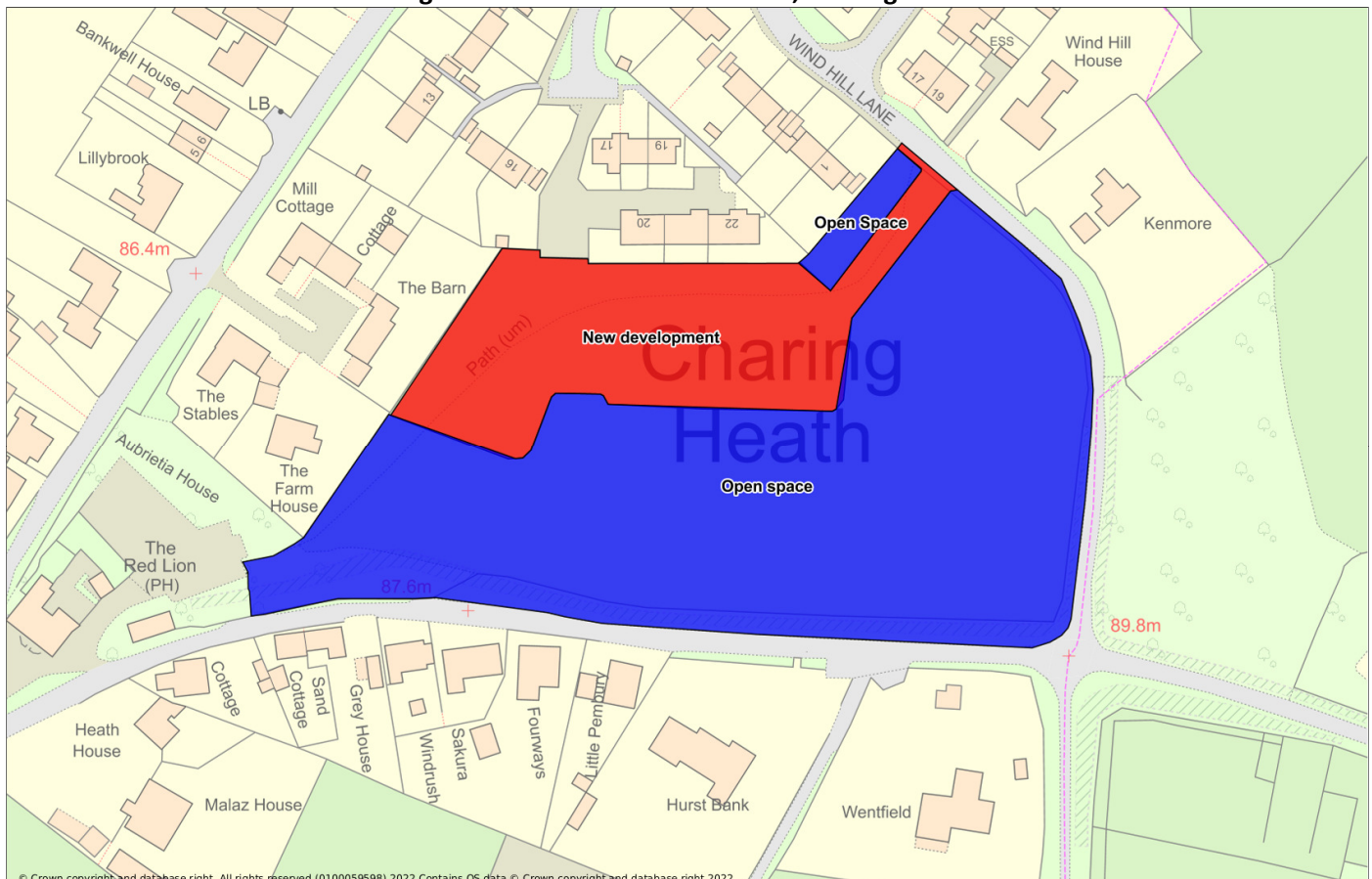
#### 11.7.4 Land rear of Red Lion, and north of Charing Heath Road

At a late stage in the preparation of this Plan, a potential additional site was brought to the attention of the Parish Council and the NPSC. The site proposed lies just outside the previously-decided confines of Charing Heath (see Figure 24), so would not be permitted under Local Plan Policy HOU5. However, if the site *is* permitted, the owners have offered to gift land to the Parish Council for public benefit, as well as constructing a

route which could be part of the Charing- Charing Heath Greenway (see section 14.1). It is appropriate, therefore, that an additional policy be added to the Plan to enable these advantages to be realised.

The site is on land which is owned by Shepherd Neame and is behind the Red Lion pub. A planning application (21/02055/AS) was submitted to Ashford Borough Council in November 2021. The proposed Plan is shown below.

**Figure 22: "Rear of Red Lion" site, Charing Heath**



The area is currently green space which, although privately owned, has been used informally by residents for dog walking and other recreation. If planning permission is granted for the proposed development – approximate area shown in red on the map – Shepherd Neame is willing to gift the remainder of the land – in blue – to the Parish Council. This could therefore ensure that the remainder can be used in perpetuity for recreation or other public benefit. Shepherd Neame will also ensure that there is a route across the land to the Red Lion, which can be part of the proposed Charing/Charing Heath Greenway. This would take

the final part of the Greenway away from Charing Heath Road to a pleasanter and safer route. Finally Shepherd Neame is prepared to gift to the Parish Council a further stretch of land on which Charing Heath and Lenham Heath Memorial Hall stands.

Plans currently proposed are for the type of housing needed in Charing Heath: there are two bungalows, one 3-bedroom chalet, four terraced 3-bedroom houses, and two 2-bedroom houses. Planning Permission would be subject to satisfactory offset for nitrates and phosphates to offset the impact of these on the Stodmarsh lakes (see section 10.10.2).

#### **Policy H4: Land rear of Red Lion, Charing Heath**

The construction of up to 9 houses on the land behind the Red Lion Pub and to the North of Charing Heath Road will be supported provided:

- i) The houses include at least two bungalows, and a further bungalow or house with both living rooms and a bedroom and bathroom on the ground floor.
- ii) Remaining houses are small in scale with either two or three bedrooms only.
- iii) The remainder of the open space outlined on the plan above is gifted to the Parish Council, along with the land on which the Charing Heath and Lenham Heath Memorial Hall stands.
- iv) The developer constructs a route from Wind Hill Lane to the Red Lion that could be incorporated into the proposed Charing/Charing Heath Greenway.
- v) Other relevant provisions of this Plan, and, in particular, policy C2g, are adhered to.

#### **11.7.5 First Homes**

First Homes are a specific kind of discounted market sale housing, and should be considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which:

- a) must be discounted by a minimum of 30% against the market value;
- b) are sold to a person or persons meeting the First Homes eligibility criteria (see below);

c) on their first sale, will have a restriction registered on the title at HM Land Registry, to ensure this discount (as a percentage of current market value), and certain other restrictions, are passed on at each subsequent title transfer; and,

d) after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London).

#### **Policy H5: First Homes**

All large-scale developments should meet the Government's guidance on the proportion of affordable housing, which should be specified as First Homes.

This plan specifically allocates a site (see Policy H3) in Charing Heath for the development of not less than 5 First Homes.



### 11.7.6 Size of new developments

The Local Plan effectively stipulates two large estates. S55 and S28, immediately to the west of Poppyfields, will together provide around 200 dwellings; the indicative size of the “Orbit” older people’s accommodation, and the open market section of the land south of the Arthur Baker playing fields (S29), is around 90 (increased in the

latest application to around 110) dwellings in the LP. Larger estates were not favoured by residents as they are considered likely to damage the character of the village. This level of growth raises issues of sustainability, so, to avoid future damage to the character of the village, no further large-scale developments should be approved during the plan period unless they comply with Policy H6.

#### **Policy H6: Larger new developments**

**Due to expected housing and population growth in excess of 50% during the Plan period, further large-scale developments (not identified in this Plan) during the Plan period will only be supported if they do *not*:**

- create a significant adverse impact on the infrastructure and amenities, so creating a welfare deficit for residents;
- take away land, public or private, that contributes positively to the local character;
- damage the character, form, heritage, or attractiveness of the settlements themselves and the surrounding countryside;
- be disproportionate to the size of the settlement; or
- compromise vehicle movements (unsafe access or vehicle congestion) or pedestrian safety,

**and *are***

- within easy walking distance of basic day-to-day services.

## 11.8 Rest of site S55

Site S55 is a site to the west of Poppyfields listed in the Local Plan for residential development for an indicative capacity of 180 dwellings (see Figure 19).

The main part of S55 “Land South of the Swan” has outline permission for up to 135 houses. Given the extent of development Charing is taking, it is desirable that S55, as a whole, does not exceed approximately 180 houses. Further, S55/2 will be an edge-of-village location, and is more visible from the AONB than Land South of the Swan. It is therefore appropriate that the development is not too dense, to allow sufficient landscaping.

Site S29 and Parsons Mead should both be predominately smaller houses. Current proposals for the “Land South of the Swan” part of S55 suggest that it will be 2-, 3-, or 4-bedroom houses. Between them, these sites should help to rebalance housing stock in Charing. However, none currently looks set to provide bungalows, which are a type of dwelling badly needed in Charing. Providing bungalows rather than two-storey dwellings will help to screen the development in views from the AONB. An alternative type of house could be a chalet style.

The site should make an appropriate contribution to the proposed community centre and the proposed Greenway. Since houses on it will be at the limit of or beyond an appropriate walking distance to the village centre, a contribution to village-centre car parking should also be made. Alternatively, a contribution to improving pedestrian crossings of the A20 would be appropriate.

The parish needs allotments. The only current allotment site will be subsumed by the Parsons Mead project, so a replacement is needed. In addition, there will inevitably be some demand for these from new residents. This site would be an appropriate place for them if no other site can be found. It will need a water supply. No financial contribution would be needed, since finance is adequately provided through S106 agreements on other sites. (A “man-shed” – that is an informal shed-style building where people can carry out repairs and DIY activities, and also get training in these skills – has been suggested by some residents, and, if space permits, adjacent to allotments would be a suitable place.)

The new site should be designed so that informal green open space on it links to that on the rest of site S55.

### **Policy H7: Rest of site S55 (S55/2)**

Development on the site will be supported if it:

- a. meets the requirements of policy S55 in Ashford’s Local Plan;
- b. provides an indicative capacity of 180 dwellings less the number built in “Land south of the Swan”;
- c. provides at least 10 bungalows of varying sizes to cater for an ageing population in Charing wishing to downsize but remain in the area;
- d. provides appropriate contributions to the proposed Community Centre at Parsons Mead and the proposed Charing/Charing Heath Greenway;
- e. provides an appropriate contribution to village-centre car parking or to improving pedestrian crossing points on the A20;
- f. if requested by the Parish Council, provides approximately 0.5 hectares of land for allotments; and
- g. provides a safe footpath linking to the existing footpath network, and ensures safe walking to the proposed new community centre.

### 11.8.1 Affordable housing and housing need

The Rural Housing Enabler for Action with Communities in Rural Kent (reference 8) surveyed housing need in Charing in January 2021 (results published in April). Surveys were posted to every home in the parish (those living away seeking housing in Charing were also entitled to reply), and there was a 25% response rate. Main findings were:

- 19 households need affordable housing – 8 of these being older people. All of these lived in the village or had a strong local connection. This is a substantial reduction from the number (42) identified in the 2014 survey.
- Of the 11 working-age households needing affordable housing, 6 were single people, one couple, and 4 families. 28 older households needed new homes now or in the near future. 20 of these required open-market properties, either to downsize or to meet their needs. 11 of these were single people and 17 were couples.

Affordable homes comprise social, rented, and intermediate (shared ownership) housing, provided to eligible households whose needs are not met by the open market.

While the need for affordable housing overall is limited, there is a continuing need for accommodation for single people and for older people, a number of whom need bungalows. There is a need for both affordable and open-market housing for older people.

The AECOM Housing Needs Assessment (Project 103) looked at the *type* of housing required. Taking account of the needs and characteristics of Charing and the “Ashford Rural North” area, it supported the requirement for 40% affordable housing on larger sites that is in the Local Plan, but recommended that the 40% affordable housing required across the Charing neighbourhood plan area should be divided as follows:

- 40% affordable/social rented products
- 60% affordable home ownership products of which
  - 35% Shared Ownership;
  - 15% Starter Homes; and
  - 10% Discounted Market Housing.

As this was a specific local study, it was considered to be more representative of local needs than the split shown in Policy HOU1 of the ABC Local Plan.

So, for example, if, in the Plan period, the new housing build is say 100, the affordable content would be 40 units, which would comprise:

- 16 affordable/social rented units
- 14 shared ownership
- 6 starter homes and
- 4 discounted market homes.

This is a higher proportion of affordable/social rent, relative to other forms of affordable property, than is currently found in Ashford’s policy HOU1, but justified by the results from AECOM’s assessment of local need.

#### **Policy H8: Affordable housing**

40% of dwellings in developments of 10 or more dwellings, or sites of 0.5 hectares or more, should, wherever possible, be affordable housing, divided as follows:

- 40% social rented.
- 35% shared ownership.
- 15% starter homes.
- 10% discounted market housing.

Deviations from this policy should be exceptional, and only occur in cases where alternative benefits deemed to be of equal or greater value (for example meeting known needs of local people or people connected to Charing) are being provided to the local community to improve its well-being.

This policy will not apply to the housing development proposed for Parsons Mead (the rationale and evidence for this has been considered earlier as introduction to Policy H1).



In a Charing Parish Council study of November 2020, 57% of the residents in Poppyfields affordable housing had a local connection\* with

Charing. On the November 2020 housing waiting list, there were 16 people over the age of 55 years that had a connection to Charing.

### **Policy H9: Local-needs housing**

- A minimum of 50% of all new affordable housing in Charing (planned developments *or* windfall) provided by the Plan will initially be made available to those with a local connection\* and whose needs are not met by the open market.
- \* A “local connection” is defined as a person who has lived in the parish for 5 of the last 8 years and is currently resident there, or who has lived in the parish for at least 5 years or whose parents or children are currently living in the parish and have at least 10 years continuous residency.

### **Policy H10: Local-needs housing on exception sites**

Proposals for the development of small-scale local needs/subsidised specialist housing schemes in or around Charing village, where housing would not normally be permitted by other policies, will be supported, provided:

- the need is clear;
- such development would not adversely affect the character of the area and surrounding landscape;
- such development would not have a negative impact on local infrastructure and amenities; *and*
- the scale of development is compatible with the character and density of the surrounding area.

### **11.8.2 Type and size of new houses**

Charing has twice the proportion of detached houses (44%) as the average for England (22.3%): It also has around half as many terraced homes – 11.5% compared to the England average of 24.5% [figures from section 7.1.1 of AECOM HNA]. The village is a much-sought-after rural location with excellent communication networks, so house prices attract a considerable premium. Returns for developers are larger as house prices increase, and this may explain the increasing number of planning

applications for development in the village of Charing and the parish.

The housing stock needs rebalancing with the construction of smaller houses, chiefly two- and three-bedroom properties and bungalows, to attract younger families and enable older people to downsize. This will also require more affordable housing, which should be fully integrated into the community. Because of this, and also the wishes of residents (see Figure 14), we are including the following policy.

### **Policy H11: Size of homes**

Developments of 9 or more houses will not be supported unless they approximate the following mix:

- 10% one bedroom
- 40% two bedrooms
- 40% three bedrooms
- 10% four or more bedrooms,

unless viability or other material considerations show a robust justification for a different mix, or other policies in this Plan indicate a different mix.

This policy is compatible with the AECOM Housing Needs Assessment (paragraph 136) which stated clearly that housing needs require "... 2-3 bedroom units with a particular focus on bungalows and terraced housing, to compensate for their relative under provision...".

Further, it meets the requirement of local residents, where the highest response in the community questionnaire to housing need was for "smaller property".

It redresses the housing imbalance in the village/parish.

It produces smaller and therefore more affordable properties.

It meets the requirement for those residents that wish to downsize.

#### **11.8.3 Retirement housing provision**

Demographics show an ageing population in the parish, which will lead to an increasing need for housing provision for the elderly. While many residents are happy to continue into retirement in their current homes, there will be a need for alternative accommodation:

- to suit those who have a wish to downsize, due to declining family size or capability to look after their current property;
- secure 'sheltered or age-related' housing for those capable of living independently or with limited support; and
- care-home provision for those no longer capable of independent living.

National standards for accessible homes and the Local Plan policy HOU14 should therefore be followed.

#### **11.8.4 Mixed development**

Research for this Plan has shown declining employment in Charing village over the last five years, while employment nationally has been growing. Achieving a sustainable Plan will require new employment opportunities, not just for current residents, but for the expected increase in the adult population over the Plan period. For this reason, it should become an aspiration for all large developments to have a mix of residential and commercial properties.

#### **Policy H12: Mixed development**

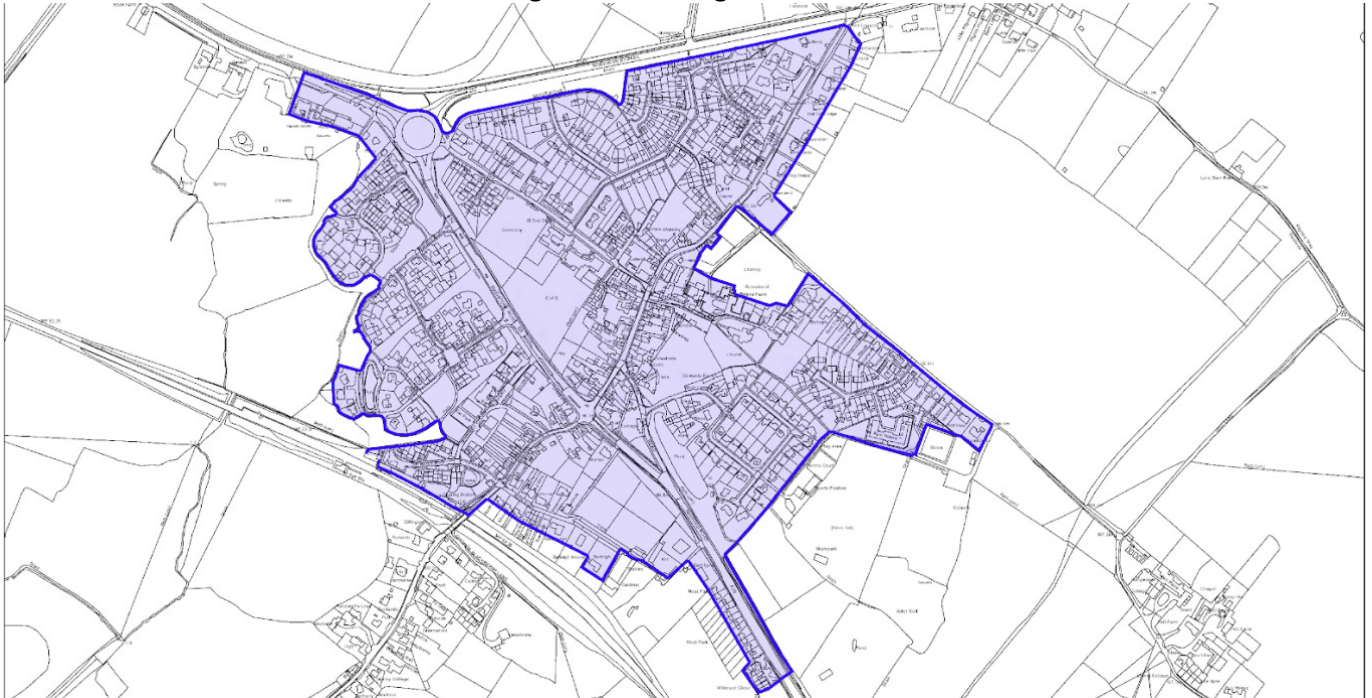
Support will be given to developments of 10 dwellings and above which provide a mix of residential and commercial premises, to create local employment and reduce vehicle movements creating a healthier environment.

## 11.9 Village confines

Village confines include the existing main built-up area, but exclude open spaces, rear gardens which abut open countryside, peripheral buildings such as free-standing individual or groups of dwellings, and nearby farm buildings or other structures which are not closely related to the main built-up area. Outside this area, all land is regarded as open countryside. Permission for residential development outside village confines will normally only be granted in exceptional circumstances.

This therefore meant that the confines needed mapping. Charing NP opted to produce maps for Charing and Charing Heath. The draft confines for Charing were submitted to residents. 40 people provided valid responses. 32 (80%) approved the confines without qualification. Of the remaining 8, three people suggested one small change to exclude the allotments at the end of Burleigh Road, and this was adopted. The final version of Charing village submitted to ABC, and adopted in this Plan, is shown here:

**Figure 23: Charing confines**





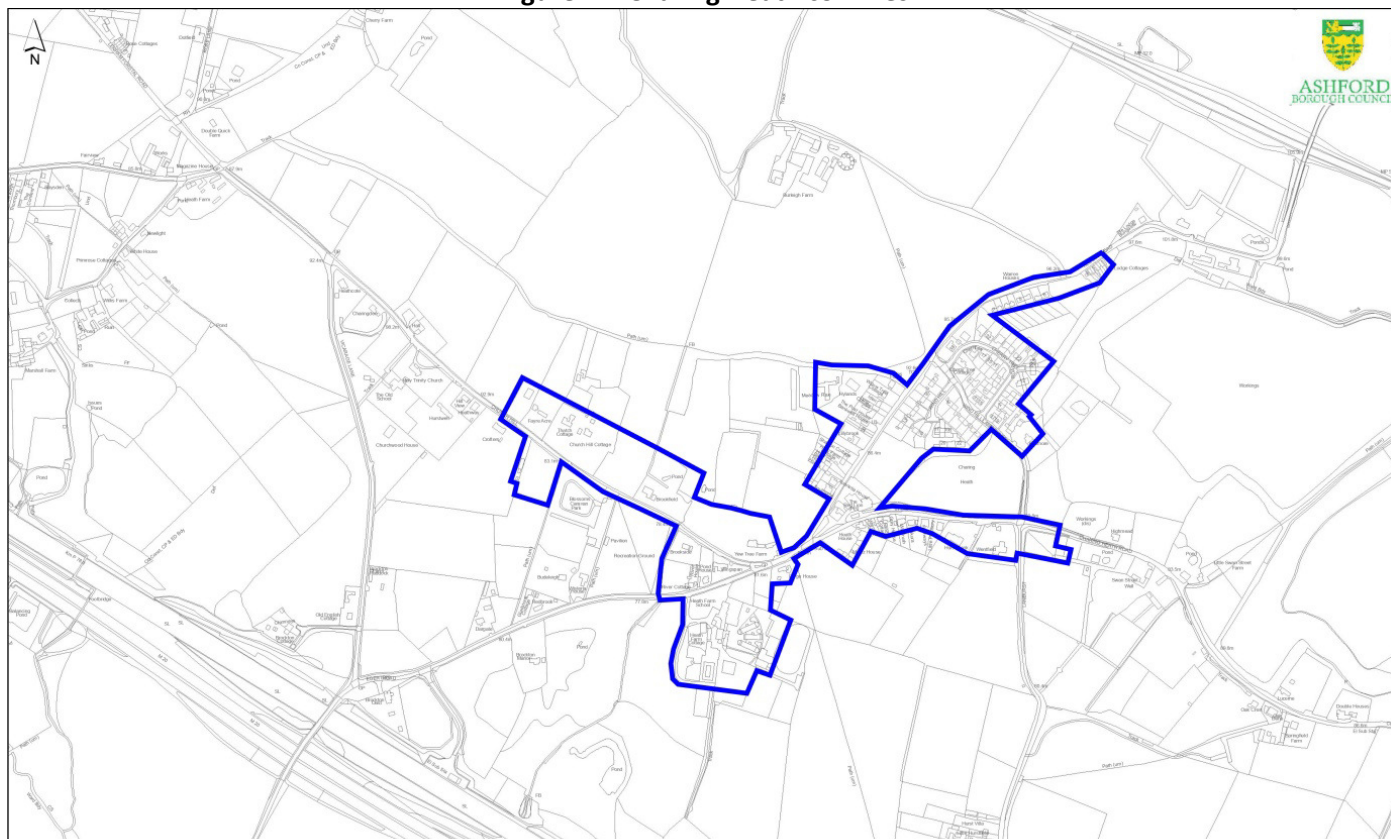
For Charing Heath, where the precise lines of the confines are particularly sensitive, two versions were submitted to residents in a survey (as with Charing, this was carried out online with Survey Monkey and via a paper questionnaire at the Post Office). One was more restricted than the other.

30 people responded. There was a small majority in favour of the more restricted option (13 to 11). 6 people made comments. 5 simply suggested a small change in the vicinity of Brookfield. The final respondent suggested that the confines should be

much larger and include all properties in Charing Heath.

The confines proposed are therefore the more restricted version, plus a small change in the vicinity of Brookfield. The final version adopted for this Plan is shown below, although a small adjustment will need to be made to take account of the late allocation of land behind the Red Lion, assuming the proposed development obtains planning permission (see section 11.7.4).

**Figure 24: Charing Heath confines**



It was considered that these village confines were essential going forward, for the following reasons:

1. To limit the potential for future development in Charing village and Charing Heath.
2. To protect the countryside from encroachment of land uses more characteristic of built-up areas, and to conserve and enhance cultural heritage and natural beauty.
3. To maintain the compact nature of the settlement.
4. To respect the historic core.
5. To help sustain the identity of separate communities, and maintain the local distinctiveness of settlements and traditional built form.
6. To allow small-scale incremental growth in certain areas to assist in the longer-term sustainability and vitality of the village.
7. To identify land available for commercial development, to stop the further loss of business and employment opportunities and provide work for new residents.
8. To respect natural boundaries such as trees, hedges, springs, streams, and rivers.
9. To preserve current open spaces.
10. To ensure development is directed to more sustainable locations, both in terms of accessibility to and support of existing services and transport, and in terms of landscape.

### **Policy H13: Housing in Charing Heath**

The confines of Charing Heath are shown in Figure 24, wherein new development proposals must satisfactorily integrate with the existing settlement.

### 11.10 Infill

Charing Parish has an open, rural character with many wooded areas and open spaces, as well as the Kent Downs AONB which makes an important contribution to the local character. It is important

that infill development does not destroy this essentially open character, and does not adversely affect the natural beauty and landscape throughout the parish.

#### **Policy H14: Infill development**

Infill development within the village confines of Charing as defined in Figure 23 and Charing Heath as defined in Figure 24 will be supported provided that:

- a. It is sympathetic in scale, style, and location to the form and character of the village and surrounding area.
- b. It would not create a significant adverse impact on the amenity of existing residents.
- c. It would not result in significant harm to, or the loss of, public or private land that contributes positively to the local character of the area.
- d. It would not result in significant harm to the landscape, heritage assets, or biodiversity interests.
- e. It is able to be safely accessed from the local road network and that additional traffic generated can be accommodated on the road network.
- f. It has safe pedestrian access.
- g. It would not displace an active use such as employment, leisure or community facility.

### 11.11 Housing outside the Charing village confines

During the formulation of this plan, grave concerns were expressed about major development spreading into the countryside around the village, adversely affecting the village character, impacting negatively on the environment resulting from greater vehicle movements, stretching facilities and amenities to an extent that existing residents would suffer a welfare deficit, and changing village life

from an integrated society to that of a dormitory town.

Charing will grow in terms of new housing and population by over 50% in the Plan period, principally through the construction of two very large adjoining 'estates' adjacent to the A20. The village is ill-equipped to deal with further large estates outside the village confines, but would be sensitive to small-scale development outside the confines in limited circumstances, as detailed in policy H15.

#### **Policy H15: New development, including extensions outside village confines**

- a. Sensitive small-scale development (normally up to 5 dwellings or extensions), compliant with design policies in this Plan, adjoining or close to the confines of Charing village may be supported.
- b. Development elsewhere in the countryside will only be supported if it meets the requirements of Policy HOU5 in the Local Plan.

## 11.12 Development in gardens

Charing has a great many houses with large rear gardens; this Plan outlines a policy to minimise the over-development of garden land, in order to

preserve and enhance the open and rural character of the settlements of the Plan area.

### **Policy H16: Development in residential gardens**

Development proposals involving the complete or partial redevelopment of residential garden land will be permitted, provided the proposed development complies with Local Plan space standards as laid out in Local Plan Policy HOU15. Windfall development will be permitted if it complies with Policies HOU3a and HOU5 and does not result in significant harm to the character of the surrounding area or harm wildlife corridors and biodiversity habitats.

The use of rear gardens for new housing within the centre of Charing village will only be permitted provided that it does not harm the character of the village.

## 11.13 Development on groundwater protection zones

Charing Parish has a number of Groundwater Protection Zones which lead to the supply of fresh drinking water to Charing residents and others further afield.

A Hydrological Appraisal of Charing's Future Development and Public Water Supply was undertaken by Water Resources Associates (see reference 9). They concluded "The proposals for large-scale development across an important Chalk scarp spring-line demonstrates an inherent lack of understanding of hydrological processes. They would have an adverse impact on public water

supply and environmental baseflows in the Upper Stour. Groundwater discharge at the Chalk-GC spring-line and Gault Clay run-off at Charing provides a significant contribution to the water available in the Folkestone Beds aquifer used for public water supply and baseflow in the Upper Stour.

The aim of SuDs is to promote water infiltration and water retention so that run-off rates are similar to pre-development conditions: in practice, a natural regime is rarely achieved with large-scale developments."

It was concluded that a policy was needed (see policy H17).

### **Policy H17: Development on groundwater protection zones**

a. Where a site for development overlies a Groundwater Protection Zone, an appropriate site investigation and risk assessment will be required to be undertaken, in consultation with the Environment Agency, *prior* to the grant of planning permission.

b. S55 in Charing Village includes Groundwater Protection Zones, and developers will be required to confirm to the Planning Authority that any development will not contaminate the drinking water supply sources, create flooding risks, or involve residents at such a development in additional costs over and above the standard Community Tax.



## **11.14 Housing strategy and policies meet general conformity to the Local Plan**

This Plan is in general conformity with the Local Plan, and in many ways enhances the plan:

- The plan supports a broad mix of housing to meet known needs of first-time buyers and downsizers wishing to remain within the community they were brought up in (see 11.3).
- Proportionately, Charing will see the construction of more housing than Ashford borough as a whole, by taking 3.6% of the Borough Objectively Assessed Need. Charing had 2.6% of houses in the borough at the start of the Plan period (see 11.4).
- While the Borough has been experiencing 167 windfall dwellings per annum, Charing has experienced 8, or 4.8% of the Borough *total*, so once again has proportionately experienced a greater rate (see Table 8).
- As one of the more sustainable villages in the Borough, Charing has responded positively to major development, but with expected new housing exceeding the Local Plan requirement by around 100%, there are issues of sustainability. To overcome this, new facilities and infrastructure are proposed on an allocated site at Parsons Mead (see 11.7.1).
- This plan supports the Local Plan approach of not building in the wider countryside but does express concerns about continuously extending development from within the confines out into the countryside which will damage the village character.
- The Local Plan allocates 235 houses for Charing. In addition, the age-restricted Orbit development of 46 flats and five bungalows is near completion. This plan has estimated housing growth to be of the order of 650 new dwellings over the Plan period, and 540 from 2021 to 2030, significantly exceeding the requirement in the Local Plan (see 11.5 again, as well as 11.1, 11.2, and 11.4).

## 12 Design Policies

Considerable information became available to assist with the development of effective design policies. Much of the work undertaken in preparing the Charing Parish Design Statement in 2002 is very relevant today in terms of development, and is therefore confirmed in this Plan. The AECOM Heritage and Character Assessment identified some important issues, and parishioners made their views clear in the community questionnaire.

Further, with six large developments planned involving the construction of over 300 new dwellings, there is a real opportunity to enhance the built environment and improve the quality of

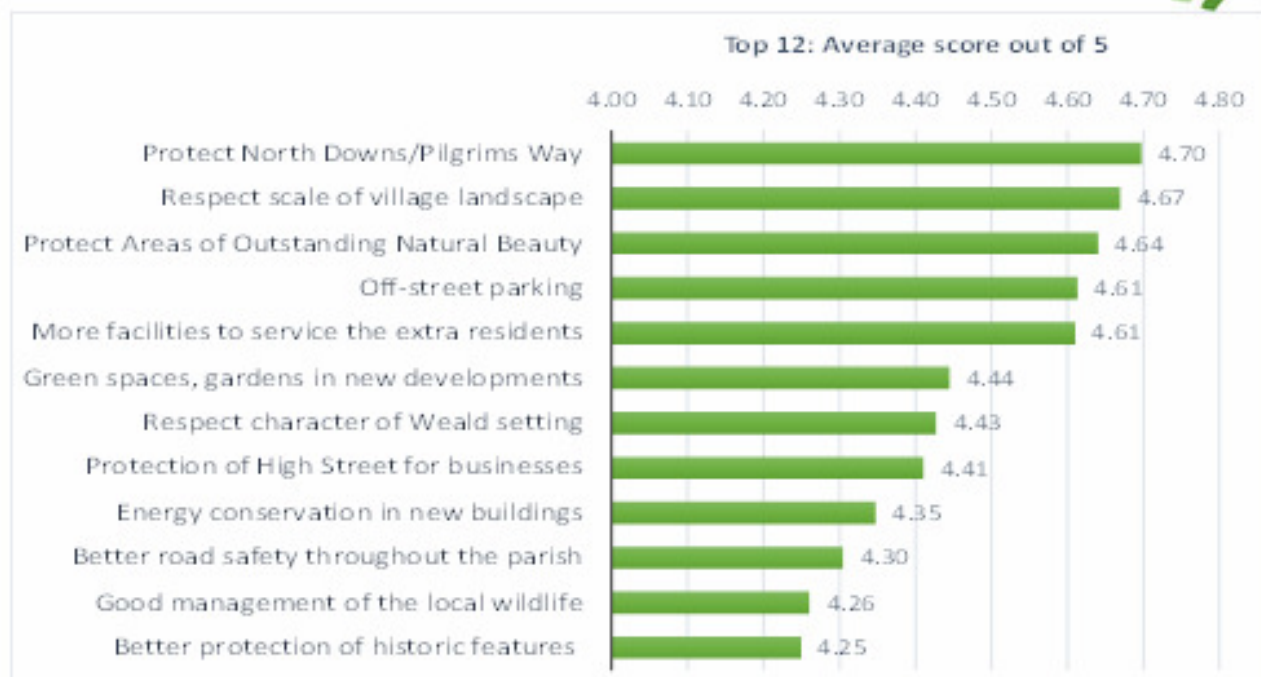
the design to fully reflect the character of the village.

### 12.1 Parishioners' views

Parishioners were asked, in the community questionnaire, what would be important when building new developments in the parish. The results are shown in Figure 25. The three main issues all relate the benefits of living in beautiful countryside, including: protection of the North Downs AONB and the Pilgrim's Way, and respect for the scale of the village landscape.

Figure 25: Important issues when building

### What's important when building



### 12.2 The AECOM heritage and character assessment

This assessment identified issues regarding design of recent housing in the Plan area including:

- Standard design of modern housing that is out of proportion with existing buildings within Charing village, and does not add to sense of place; and
- new developments on the edge of Charing village that are expanding into the surrounding open landscape, and consequently affecting the village's setting, as well as that of the Kent Downs AONB.

### 12.3 The Charing Parish Design Statement

This 2002 statement laid down recommendations with which developers should comply. Where these are still relevant, they have been introduced into our policies.

### Policy D1: Good design

- a. Proposals for all forms of new development must plan positively for the achievement of high quality design, at the same time demonstrating that they have sought to conserve local distinctiveness and the aesthetic qualities of traditional patterns of development, buildings (proportions, architectural detailing, and materials), and settings (including man-made and natural features, important views, and heritage).
- b. **Water conservation:** There is an expectation that new homes should be designed to achieve a maximum water efficiency of 110 litres per person per day.
- c. **Climate change:** New buildings, infrastructure, and landscape should be resilient to climate change and other environmental threats in the long term. Policies and plans should take a proactive approach to mitigating and adapting to climate-change impacts, such as periods of increased and reduced precipitation (i. e. surface water flood risk and water use/supply); increased temperatures (through use of shading and air-conditioning vegetation, including green walls, pale-coloured materials, positioning of units, use of water features); landscape design for biodiversity (utilising connectivity and complex topography, shade, and wetlands); optimising air quality (utilising extensive new woodland and street tree planting and avoiding areas of ‘still air’); reducing fire risk (through avoiding conifers and non-native trees which create a heavy litter layer); and enhancing biosecurity (avoiding invasive non-native trees and shrubs), utilising local-provenance native planting and natural regeneration while enabling dynamic natural processes across new natural habitats such as floodplain, woodland and scrub which function without human intervention.
- d. **Sustainable design** and construction methods, and the incorporation of renewable and decentralised power generation, must be considered, to ensure that the development remains resilient into the future, does not contribute to climate change and local air pollution, facilitates affordable utility bills, and delivers resilient local energy supplies.
- e. **New buildings:** Use should be made of simple design and proportions, reflecting the locality in scale, form, and detail. They should generally be of one or two storeys and not more than three, with a variety of roof heights. **Roofs** should be usually of plain clay tile at appropriate pitch, with a mixture of hipped and gabled forms, together with chimneys and dormer windows conforming to local details. **Walls** should match local colouring, with forms of local facing to achieve variety, e. g. painted brickwork, painted weatherboarding, tile hanging, flint, or ragstone. **Windows** should normally be or resemble white-painted joinery, preferably two- or three-light casement windows. **Doors** should be simply panelled or vertically battened under flat hoods or within plain tiled gabled porches. **Garages** of a flat-roofed, prefabricated concrete box type are not acceptable; they should complement associated housing. Open-sided “car ports” will be preferred, to encourage use for parking rather than storage.
- f. **Extensions, conversions, and alterations** should reflect the character of the existing building and its setting, and be carried out with similar materials and detail. Replacement doors and windows should similarly mirror the existing, and avoid inappropriate materials and styles.
- g. **Surfacing** of large areas (parking areas, paths, etc., though not roads) with concrete



or tarmac is prohibited. Brick or block paving should be encouraged in areas of light use; pea shingle on hoggin would be a viable alternative. In general, a permeable or semi-permeable surface would assist with minimising run-off and localised flooding.

- h. **New industrial buildings** should be considered not only in context with the locality, but also in environmental terms of noise, smell, and light pollution.
- i. **Boundaries:** Ragstone and flint with brickwork should be encouraged for screen walling. Where fencing has to be used, a living screen of planting should be established on the public side. Native species should be encouraged in rural areas, in conjunction with paling fences of natural colour. Picket fencing is acceptable in other situations.
- j. Designs which fail to respect the connections between people and places, are inappropriate to their location, or pay inadequate regard to issues raised in this Plan and including valued landscape, village character and biodiversity considerations, will be refused.

#### **Policy D2: Good, imaginative and innovative design**

Development proposals which demonstrably address the following considerations will be supported in principle:

- a. The introduction of imaginative and innovative designs which are complementary to the surroundings;
- b. Housing adjacent to service roads should be at variable distances from the verge, to avoid monotony, provide privacy, and reduce the impact of car parking;
- c. Simple terracing should normally not exceed six houses;
- d. Developments should be appropriate to the context of the location in all developments of more than 30 dwellings.

#### **Policy D3: Street furniture**

Where appropriate, development proposals will be expected to take into account the following considerations:

- a. Materials for street furniture or railings should be suited to their site, particularly in the Conservation Area.
- b. Poles, wires, aerials, and satellite dishes should be hidden in all new developments, and if possible concealed when alterations take place to older properties.
- c. Lighting fitments should not be too tall and, where consistent with safety, the light should be muted rather than produce an orange glow or obstructive glare.
- d. Village approaches should be improved by restricting the number and size of signs and advertisements, and increasing tree planting and boundary screening.

Charing is a rural area with the Kent Downs AONB to the north, and farmland to the south. Much of the Kent Downs and the farmlands enjoy low levels of light pollution, an important aspect of their landscape character and tranquillity that it is important to conserve. With a large proportion of

new development planned in the setting of the AONB, it is vital that all obtrusive lighting, which harms residential amenity and the diurnal rhythms of biodiversity, is avoided. The Local Plan policy ENV4 should apply to all developments in Charing.

# 13 The Plan's Flagship Programme at Parsons Mead

The policy supporting this proposal is detailed in policy H1 and the Housing section of the Plan.

Charing is likely to experience one of the fastest and heaviest housing growth rates in the borough, and probably in Kent, during the Plan period. This is certain to create a welfare deficit unless infrastructure, facilities, and amenities are substantially improved. In order to ensure sustainable development, the proposed new community centre at Parsons Mead will include a health and well-being centre, new business units, and a new car park, together with a new housing development focusing on mainly smaller dwellings.

## 13.1 Setting the scene

Housing and growth is estimated at over 600 new houses during the Plan period, which is 55% more than required by the AECOM housing needs assessment. To cope with this level of growth, adequate infrastructure, facilities, and amenities need to be in place, and the Parsons Mead project is designed to meet much of this demand.

Current facilities are inadequate to meet expected growth in population.

House prices are increasingly becoming unaffordable for local people.

There has been a downward trend in jobs. In the 5 years to 2018, 9% of jobs were lost in the village as a whole, and 57% in the village centre. The Local Plan makes no provision for job creation in Charing, other than transient construction trades.

Number of cars in the parish is estimated to increase by 45%.

Cumulative development in Charing and the surrounding area may well lead to increased air pollution.

No new vehicle parking spaces have been created around Charing village, and this is negatively affecting the remaining few businesses in and around the High Street.

Traffic volumes, speeds, parking, and congestion are growing issues.

While Charing Medical Practice has plans to expand its facilities to cater for the expected population growth in Charing and surrounding villages, additional off-site accommodation for ancillary services would be welcome.

Charing is increasingly becoming a commuter town.

## 13.2 Existing facilities

The village has six facilities for holding public meetings. Charing Primary School is rarely available. Of the other five:

- The *Methodist Church* has limited space, and, outside its religious activities, tends to hold small group events. It has no car parking.
- The *church barn* is used for some public meetings, but has virtually no car parking and has limited capacity.
- The *sports pavilion* and the *scout hut* have significant parking but also have limited seating capacity.
- The *parish hall* has the largest capacity, but has no car parking, and very limited facilities for the disabled.

The current facilities are not conducive to the holding of important major public meetings, and cannot cater for *current* demand safely: certainly, the parish hall is oversubscribed at many public events (see picture below), and the Parish Clerk has had to turn down applications for events due to the limited size and the lack of facilities for disabled people.

This situation will worsen with a 50% increase in population. This is recognised by parishioners who have given good support to the development of a new community hall, and this project has been integrated with other known key needs in the community.

Picture 44: An example of parish hall use





## Meeting facilities

**Picture 45: The Methodist Church**



No parking  
Maximum people capacity 40

**Picture 46: The parish hall**



No parking  
Maximum people capacity 130

**Picture 47: Charing primary school**



Limited parking  
Maximum people capacity 175

**Picture 48: The sports pavilion**



Parking for 80 cars  
Maximum people capacity 55

**Picture 49: The church barn**



Parking for 4 cars  
Maximum people capacity 75

**Picture 50: The scout hut**



Parking for 50 cars  
Maximum people capacity 70

### 13.3 The need for the Parsons Mead project

There is a great need for this project:

1. to provide enough space for public meetings, with state-of-the-art facilities and flexible space to accommodate both large and small events;
2. to meet the needs of population growth of around 50% in Charing, as well as growth in nearby villages;
3. to provide improved facilities for local societies, including storage for important documents and equipment;
4. to provide a facility for council meetings, large enough to enable more members of the public to attend;
5. to provide office space for the Parish Clerk and the Finance Officer;
6. to establish a proper facility for council archives;
7. to maintain and develop activities and services for local people;
8. to give full and effective disabled access;
9. to provide car parking for around 40 cars;
10. to establish a 'mini museum' and visitor information centre;
11. to establish a health and well-being centre focusing on a range of services including: podiatry; dietary guidance; and social well-being activities. This will relieve pressure on the local GP surgery, giving it more room for core medical activities;
12. to create flexible office space for use by local businesses or individuals with rental income used to meet hall running costs and loan repayments;
13. to provide education and training for local people, and a facility for third-party training to add to the hall's income;
14. to create a café/tearoom for users of the new facility, residents, and visitors;
15. to provide meeting rooms for hire, adding further income; and
16. to have a reception area to welcome visitors and tourists, with a small exhibition space highlighting aspects of the parish history.

### 13.4 The new facility

**The need is clear because of the current shortage of facilities, and the significant population growth expected in Charing. The purpose of the community hall is to create a central hub and hive of activity. It will be a lively and well-used facility, with a focus on supporting the Charing villagers and those from further afield.**

The building will be as sustainable as possible, with an aspiration to achieve a BREEAM certification. It

will focus on implementing as many sustainable measures as possible, including sustainable and healthy materials, utilising green energy, operable windows, presence detection to reduce power consumption, water saving measures, reduction of carbon use and emissions, waste management, and a focus on increased well-being and health.

In order to encourage as many people as possible to use the hall, there will be several technology solutions that will attract users. The hall will have free and accessible Wi-Fi throughout the building. The business units, meeting rooms, and council chambers will have video and audio conferencing. The hall will also provide free power for visitors with laptops and other devices. Security and lighting technology will be as advanced as possible. There will be several digital displays for hall and community announcements.

The hall will be multifunctional and intensively multipurpose. The intention behind most of the spaces within the hall is that they can flex and change throughout the day and into the evening. The potential uses of the space are still in development and could change and be enhanced once the hall is occupied. Some of the requests from the community are as follows:

- Social events (weddings/funerals/parties/lunches/dinners)
- Large public meetings such as the Annual Parish Meeting
- Training (small and large capacity, single and several-day events) as well as educational events for all ages
- Community activities (council meetings and events, holiday, and seasonal events)
- Sports (yoga, dancing, pilates, ballet, aerobics, other low-impact sports)
- Classes (language, cooking, other etc.)
- Senior events (dancing, exercise classes, dinners/lunches)
- Youth activities (sports, ballet, martial arts, music, tutoring etc.)
- Young children and baby classes and groups
- Business Units (targeting co-working and start-ups) which will create significant new employment opportunities in the village
- Leisure facilities (concerts, theatre, café, and social events)
- Farmers' markets and other local outreach
- Self-help classes (Slimming World, weight watchers, other support groups)

- Health and well-being as an extension of the Charing Surgery non-clinical services
- Charing Parish Council office, meeting space, and archive.

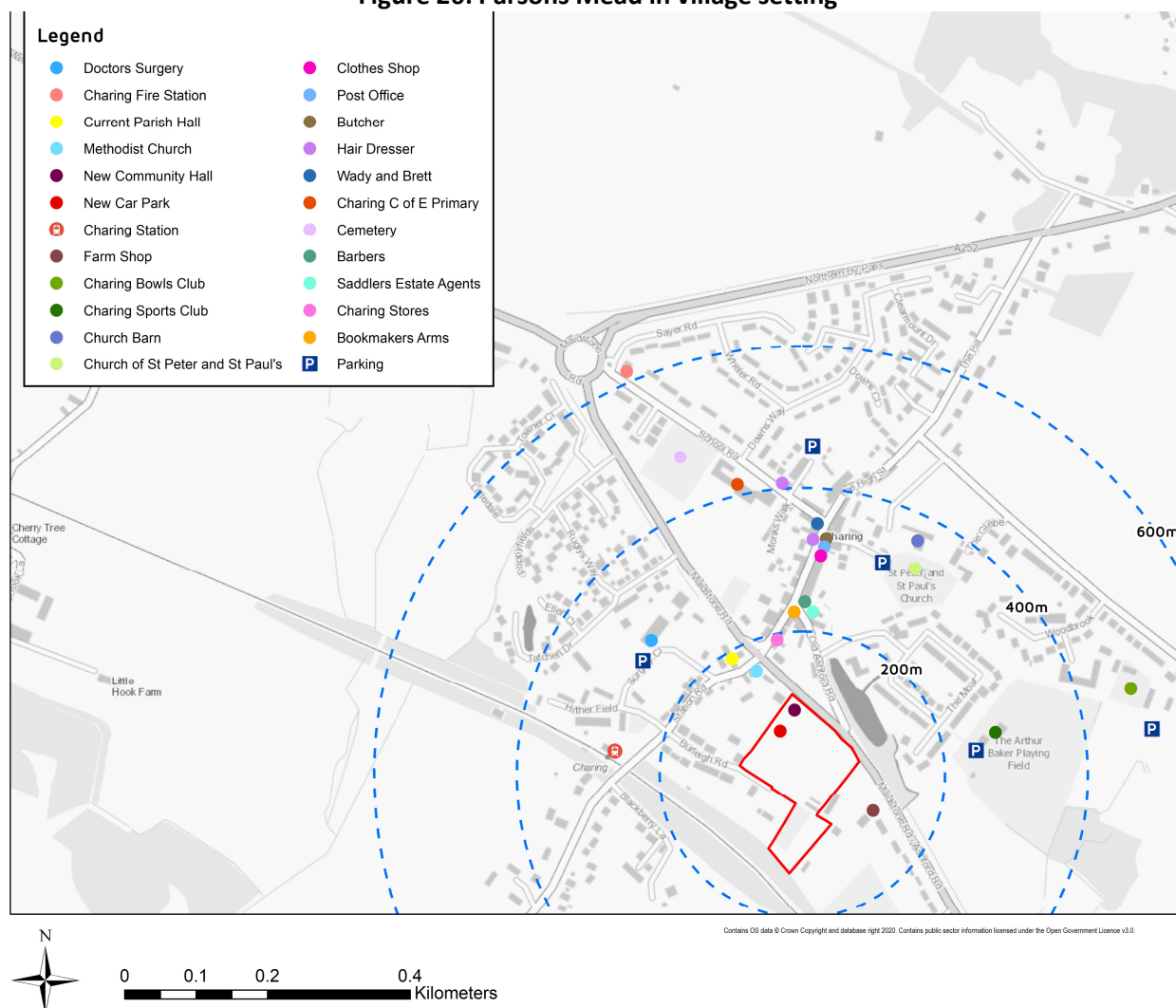
### 13.5 The location – Parsons Mead – and project viability

Exhaustive investigations were undertaken to determine a satisfactory location which was available and deliverable, and Parsons Mead was the only location meeting the criteria. The owners philanthropically wished to give something back to the community, and, in exchange for reduced S106 provisions, they will make a substantial financial contribution. This will help with construction costs of the new community facility (see 'Community Hall Delivery Statement', produced by DHA, March 2020). Other funding will come from the sale of the

existing parish hall (subject to approval in a referendum), possible grants, and from the Charing Parish Council taking out a loan (e.g. from the Public Works Loan Board). Any sale of the parish hall would require moving the War memorial which is currently the hall porch. This is a sensitive and important issue which would need to be considered carefully, taking into account the views of both parishioners and, where possible, relatives of those commemorated. It would give the opportunity to add any names of those who lost their lives but may have been inadvertently left off the memorial at the time.

The site is very close to the village centre and within easy walking distance of all major amenities, and no other site offers those benefits. Figure 26 demonstrates its setting in relation to important local facilities.

Figure 26: Parsons Mead in village setting



This plan at Parsons Mead provides an opportunity to improve the well-being of residents in Charing and surrounding villages. There are no alternatives, and no prospect of a similar alternative on the

horizon. That is why this Flagship Proposal is central to the Neighbourhood Plan.

The Strategic Environmental Assessment concluded that the Regulation 14 version of the



Neighbourhood Plan is likely to lead to significant long-term positive effects in relation to the population and community and health and well-being themes. These benefits largely relate to the Neighbourhood Plan's focus on providing

significant new community and health infrastructure in Charing.

An artistic impression of what the new community centre will look like is shown in Figure 27.

Figure 27: Artist's impression of new hall, and floor layout



The hall is to have (not shown in the above plans) a lift for the disabled to reach the first floor. In conclusion, this is a once-in-a-lifetime opportunity to improve the well-being of local residents at a time of significant population growth, and ensure a new facility which will enhance the lives and well-being of all age groups in the community and further afield. It will be beneficial to all parties involved: Charing, the landowners, and (through adding further to the housing supply) Ashford.

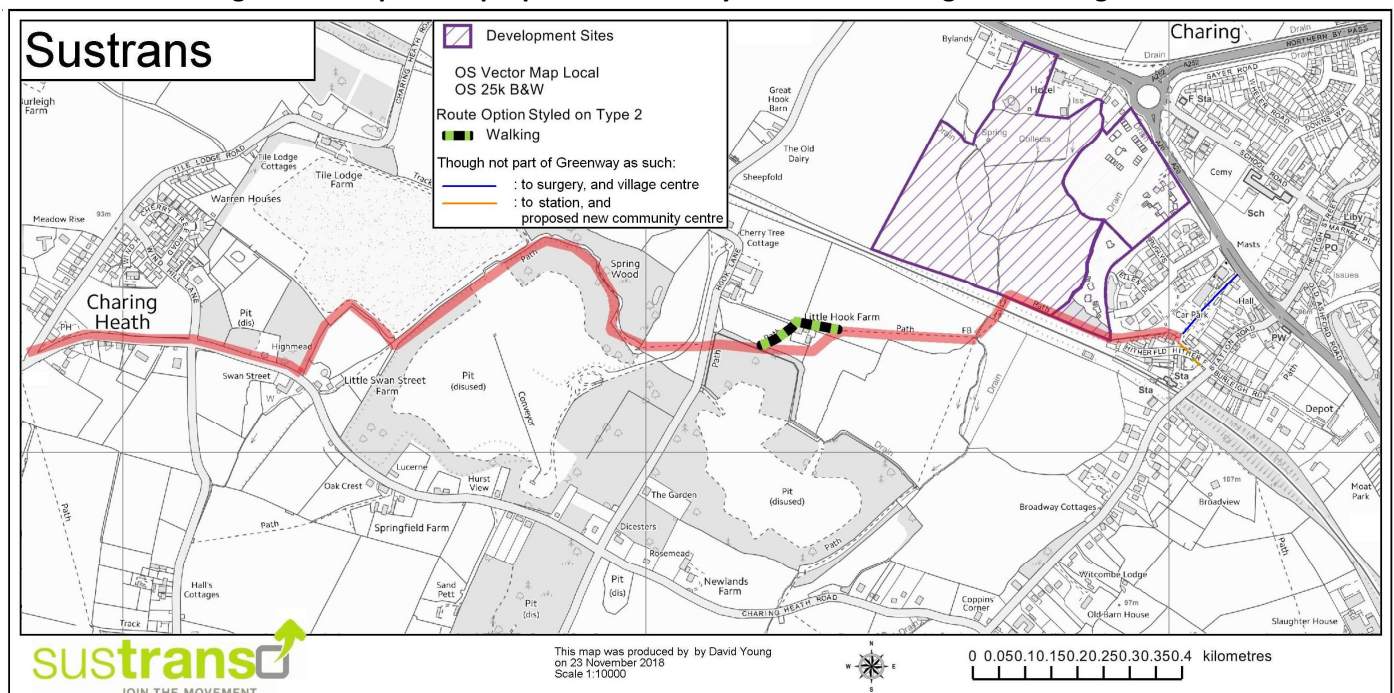
## 14 Other Community Needs

### 14.1 Cycle and footpath from Charing Heath to Charing

Roads between Charing and Charing Heath are narrow and bendy, and generally hazardous to cyclists. Charing Heath has limited facilities, and its residents need to use facilities in Charing almost daily. A safe cycle and pedestrian route would be of considerable value and it would provide much safer travel for youngsters in particular (see project 145). It is pleasing that ABC has given this high priority in 'Ashford Cycling and Walking Strategy' 2019-2029

(see reference 12). The proposed route is shown in Figure 28. Current users of the footpath walk very close to a farmhouse and can see right into the living room (the route marked green and black passes alongside the farmhouse). It is planned to divert away from it in exchange for its owners providing at their expense suitable alternative land to ensure the footpath continues its route.

Figure 28: Map of the proposed 'Greenway' between Charing and Charing Heath



### 14.2 New green cemetery

The existing cemetery (see project 133) will reach capacity in about 13 years' time, which virtually coincides with the end of this Plan period. It is therefore important to identify, and have in place, a new cemetery around the year 2030. A site in Westwell Leacon has been identified.

### New skateboard park

Charing has a skateboard park on its main sports and social club recreation field. The equipment was acquired second-hand some 15 years ago, and is in poor condition. It is much-valued equipment for mainly young people and a replacement is needed.

### 14.4 New allotments

Currently research is taking place to determine the best location for community-use allotments.

### 14.5 Air-quality monitoring

While air quality in the parish is within World Health Organization guidelines, there are real

concerns of air pollution from increased traffic flow, specifically in the area of the A20 crossroads with the High Street and Station Road, which could impact negatively on the health of residents. Developers should be mindful of the full extent of all proposed developments when assessing traffic and air-quality impact.

### 14.6 New employment/business opportunities

With an expected increase in population in Charing village of over 50%, it is vital that new permanent jobs are created to reduce the harmful effects of vehicle movements and to apply a stimulus to the local economy. While there are specific proposals to create employment at Parsons Mead, it is hoped that the Plan policies concerning mixed development will come to fruition, enabling many current and future residents to work locally.

## 15 Plan period, monitoring, and review

The Charing Parish Neighbourhood Development Plan will run from 2011 to 2030, aligning its period to the ABC Local Plan. It is, however, a response to the needs and aspirations of the local community as understood at the time this Plan is being developed, and it is recognised that challenges and concerns may change over the Plan period.

CPC, as the Neighbourhood Development Plan authority, will be responsible for maintaining and

periodically revising the Plan to ensure relevance and to monitor delivery.

A team, involving CPC and members of the community, will be established to monitor the ongoing effectiveness of the plan. That group will aim to meet with ABC and KCC, possibly twice per year, but could vary that on a needs basis to ensure the policies are working well, and that recommendations attached to the Plan are progressing.

## 16 Conclusions

This Neighbourhood Development Plan covers the period 2011 to 2030. It has been developed following comprehensive and inclusive consultations, and is underpinned by a robust evidence base, which ranges from specialised technical studies to the full use of extensive local knowledge. The Neighbourhood Development Plan is consistent with the strategic aims of the Ashford Local Plan 2030 and – through its policies and recommendations – sets the framework for ensuring that Charing Parish develops in a sustainable manner, taking into account the needs and aspirations of parishioners.

The Plan provides clear policies which support sustainable development at the appropriate scale, bringing social, economic, and environmental co-benefits, and which address the priorities of Charing Parish. These include, but are not limited to: the preservation and enhancement of the well-being of existing residents and strengthening of

community assets; the creation of a variety of employment opportunities; and the conservation of the built environment, its cultural heritage, and the natural beauty of the Parish.

New and appropriate development, compliant with the policies and recommendations set out in this Neighbourhood Development Plan over the Plan period, will be the principal mechanism to deliver the priorities above, and meet the needs of existing and new residents, as the community within Charing Parish absorbs its share of increased population and housing requirements in the borough.

As a statutory document, residents of the parish will be pleased to see their concerns and aspirations addressed in the decision-making processes affecting the parish, including politicians, developers, local authority officers, and other relevant stakeholders.



## Appendix A: ABBREVIATIONS

ABC	Ashford Borough Council
AECOM	AECOM Infrastructure & Environment UK Limited
AONB	Area of Outstanding Natural Beauty (Kent Downs)
CPC	Charing Parish Council
HNA	Housing Needs Assessment
HRA	Habitats Regulations Assessment
KCC	Kent County Council
NP	Neighbourhood Plan ( <i>this document</i> )
NPPF	National Planning Policy Framework
NPSC	Neighbourhood Plan Steering Committee
PRoW	Public Right of Way – a way over which the public have a right to pass and repass, including Public Footpaths, Public Bridleways, Restricted Byways, and Byways Open to all Traffic
SAC	Special Area(s) of Conservation
SPA	Special Protection Area(s)
SWOT	Strengths, Weaknesses, Opportunities, & Threats (analysis)

## Appendix B:

### PROJECTS/EVIDENCE BASE, AND CONSULTATION STATEMENT

The analysis, objectives, and proposals in this Neighbourhood Development Plan have drawn on a variety of sources/evidence, including:

- **Population, employment, housing, health, and vehicle ownership details**, obtained largely from the Office of National Statistics and Action with Communities in Rural Kent.
- **Housing need**, determined from an *independent survey* undertaken by AECOM (project 103), Action with Communities in Rural Kent, and *views of residents* gained during public consultation and via a community-wide questionnaire.
- **Life in the village**, obtained from previous appraisals and plans, views of residents expressed at public meetings, workshops, and through the community and other questionnaires.
- **Information regarding important amenities**, obtained through specific projects undertaken by volunteers and other principals in the planning process, as well as from residents, primarily through the community questionnaire.
- **Landscape information**, obtained primarily from the Department of the Environment, and the *Heritage and Character Assessment* undertaken by AECOM.
- **Water and drainage data**, obtained from water companies and the Department of the Environment, and from a *Hydrological Appraisal of Charing's Future*, undertaken by Water Resource Associates, February 2018 (project 131).

project nº	project
101	government grants
102	grant from village SOS
103	housing needs assessment completed by AECOM
104	steering committee terms of reference
105	full report on the development and outcomes of the questionnaire
106	exhibition main exhibits, July 2017
107	development of email database (no reports)
108	sign-up volunteers (no reports)
109	key photos (held in a photographic library)
110	site assessments
111	vision & objectives workshop
112	business/employment survey
113	consultants and experts appointed to assist with the plan
114	review of public open green spaces
115	air quality
116	vehicle parking survey including

project nº	project
	(1) station/Station Road car park and close-by roads (2) the High Street/Market Place/Old Ashford Road (3) School Road/Brenchley car park/Downs Way (part)
117	traffic management (1) Pluckley/Station roads and part A20 (2) the High Street/Old Ashford Road (3) School Road (4) A252 Charing Hill (5) Faversham Road (6) Charing Heath
118	heritage & character assessment undertaken by AECOM
119	engagement, attendance at public meetings
120	landscape studies
121	protecting & improving the High Street
122	Charing Primary School capacity
123	GP capacity to meet growing population
124	pharmacy future
125	train services and usage
126	bus travel through Charing/Charing Heath
127	exhibition November 2018 results
128	facilities survey results 04-12-2018
129	Archbishop's Palace, document collection
130	tourism – need for promotion
131	hydrological study
132	village confines
133	capacity of cemetery and additional site
134	Poppyfields study on resident behaviours on a range of subjects
135	tourism grant possibilities
136	findings from NP launch
137	findings from first workshop October 2016
138	CPC/SC position after NP launch and first draft local plan
139	councillors' views of Charing in 2032
140	vehicle origination survey
141	new community hall
142	listed buildings survey
143	house planning consents 1996 to 2017
144	potential car park sites
145	cycle-/footpath Charing Heath To Charing
146	PRoWs in parish
147	parish demographics
148	impact on Westwell Leacon and Charing Heath of M20 and HS1 rail link
149	call for sites information
150	environmental problems at Poppyfields
151	quarrying and minerals in Charing
152	broadband progress
153	housing growth and estimates for plan period
154	traffic accidents in Charing
155	parish ownership/management of land
156	favoured sites for residential development
157	groundwater protection zones



project nº	project
158	amended approach to village confines
159	parishioners' views gained at Annual Parish Meeting for the new community facility at Parsons Mead
160	issues with the planning process which may have environmental and other impacts in the locality (Poppyfields experience)
161	documents used in the appeal by Gladman Development Limited for planning permission to build on Wheler South land (the appeal was subsequently withdrawn shortly after the appeal hearing)
162	analysis of 2021 Traffic Surveys

## Appendix C: ASHFORD LOCAL PLAN POLICIES

The following list of Ashford Local Plan policies should be read alongside those of this Neighbourhood Development Plan:

HOU1	affordable housing
HOU3a	residential development within settlements
HOU10	development of residential gardens
EMP6	promotion of fibre to premises
EMP10	local and village centres
TRA3a	parking standards for residential development
TRA5	planning for pedestrians
TRA7	provision for cycling
ENV3b	landscape character and design in the AONBs
ENV5	protecting important rural features
ENV8	water quality, supply, and treatment
ENV9	sustainable drainage
ENV12	air quality
ENV13	conservation and enhancement of heritage assets
COM1	meeting the community's needs
COM4	cemetery provision

## Appendix D: LINKING VISION, OBJECTIVES AND POLICIES

### VISION

*Our vision for the parish of Charing at the end of the Plan period is that both new and existing residents will be enjoying the same or greater benefits of living in the village and parish as current residents do, and that the area will be an even more attractive community in which to live and work.*

### Community well-being

plan objectives	policies
To establish a multipurpose community centre with attractions for all (Section 7.2)	<b>Policy C1: New community centre at Parsons Mead, and improved sports facilities</b> <b>Policy H1: Land allocation at Parsons Mead &amp; Burleigh Bungalow</b>
To ensure the village character and spirit are maintained, and, where possible, enhanced (Sections 10.5 and 12.3)	<b>Policy E4: Local green space development</b> <b>Policy D1: Good design</b> <b>Policy D2: Good, imaginative and innovative design</b> <b>Policy D3: Street furniture</b> <b>Policy E3: Designation of local green spaces in the parish</b> <b>Policy H16: Development in residential gardens</b>
To support the enhancement of, and improvement in, the level of healthcare provision (Sections 7.2, 7.7, and 11.7.1)	<b>Policy C1: New community centre at Parsons Mead, and improved sports facilities</b> <b>Policy C6: Health and health care</b> <b>Policy H1: Land allocation at Parsons Mead &amp; Burleigh Bungalow</b>
To support actions likely to re-establish a pub/restaurant/hotel in the heart of the village (Section 7.1)	<b>ASSETS OF COMMUNITY VALUE (Statement of fact)</b> Where a community facility plays a significant role in contributing to the enjoyment of life in the parish and the sustainability of the community, Charing Parish Council will support the seeking of designation as an Asset of Community Value.
To promote retail activity in the parish, especially Charing High Street (Section 7.6)	<b>Policy C1: New community centre at Parsons Mead, and improved sports facilities</b> <b>Policy C5: Shopping</b> <b>Policy H1 also applies but has been specified under other objectives.</b>

### Housing

plan objectives	policies
To provide existing and future residents with the opportunity to live in a decent home	<b>All housing policies (policies H1 to H17)</b>

## Traffic and transport

plan objectives	policies
To improve and increase Charing village parking (Section 8.4)	<b>Policy C1: New community centre at Parsons Mead, and improved sports facilities</b> <b>Policy H1: Land allocation at Parsons Mead &amp; Burleigh Bungalow</b> <b>Policy T4: Charing village parking</b>
To take actions to ensure road traffic congestion does not get worse and that road networks in the parish are safe for both vehicle users and pedestrians (Sections 8.1 and 8.2)	<b>Policy T1: Traffic congestion and speed</b> <b>Policy T2: Pedestrian safety</b>
To establish a formal cycle and footpath between Charing and Charing Heath (Section 8.5)	<b>Policy T5: Rights of way, bridleways, and cycleways</b>

## Employment creation and business development

plan objectives	policies
To enhance the prospects of local business. and take actions to create additional employment (Sections 9 and 11.8.4)	<b>Policy EC1: Locations allocated for new business units</b> <b>Policy EC2: Mixed use developments</b> <b>Policy EC3: Protection of existing commercial/industrial zones</b> <b>Policy H12: Mixed development</b>
To promote sustainable tourism (Sections 6, 7.6)	Please see policy H1 already detailed under other strategic objectives.

## Environment and countryside, including heritage

plan objectives	policies
To minimise the impact of new developments on the surrounding countryside, landscape and ecosystems (Section 10.7)	<b>Policy H14: Infill development</b> <b>Policy E3: Designation of local green spaces in the parish</b> <b>Policy E5: Landscape strategy, and safeguarding and enhancing biodiversity</b>
To ensure the beautiful views inwards and outwards are not compromised, and the public open spaces are protected (Section 10.8)	<b>Policy E6: Views</b>
To reduce harm to the environment by seeking to minimise pollution (Section 10.9)	<b>Policy E7: Climate change</b>
To support the full restoration of the Archbishop's Palace (Section 10.4)	<b>Policy E2: The Archbishop's Palace</b>
To support all initiatives which preserve heritage in the parish (Sections 10.3 and 10.1)	<b>Policy E1: Historic environment</b>



## Appendix E: RECOMMENDATIONS

This Plan recommends that Charing Parish Council takes appropriate action with regard to these recommendations.

### Parish Facilities

- Continue to support initiatives which would enable the Oak to return to a successful pub/restaurant/hotel.
- Maintain the community-wide working party to develop, and subsequently implement, the plans for a new community facility with integrated health and well-being centre, business units, and a new car park at Parsons Mead.
- Lobby for bus services to be maintained and improved to meet the needs of rapid and significant population growth.

### Traffic and Transport

*A Highways Improvement Group has been established to progress highways issues. The Parish Council should maintain this group, or take alternative steps to ensure highways matters are regularly reviewed.*

- Maintain a Highways Improvement Plan for the Parish with continual dialogue with KCC Highways and other relevant parties. In particular:
  - Lobby for measures to reduce the speed of traffic on the A20 through Charing village, ideally enabling a 30mph limit to be imposed.
  - Maintain dialogue with KCC Highways over proposed changes to the crossroads.
  - Lobby for changes to the entrances to Land South of the Swan, and to the Charing Motors/site S28, to avoid having two full junctions so close together.
  - Monitor the impact of the 2020/2021 changes to the A252.
  - Discuss possible improvements to Faversham Road, e. g. the extension of the 40mph limit.
  - Based on the information from the 2021 surveys (see project 154), draw up a scheme to help reduce speeding in selected roads through the use of gateways, roundel markings on roads, and possibly vehicle-activated reminder signs.
  - Consider ways to improve traffic management and parking in Charing village centre, and to reduce through traffic.

- Engage with KCC, ABC, and other relevant parish councils, to ensure that the existing funding streams to Wealden Wheels are retained.
- Resuscitate, if possible, Charing Speedwatch, and extend it to Charing Heath.
- Continue to engage with all relevant organisations to create a formal cycle/footpath (known as a Greenway) between Charing and Charing Heath, with funding coming from developers in the parish and other relevant sources.

### Tourism

- Establish a working group, comprising representatives of traders, societies, CPC, and other interested parties, to develop a really attractive tourist agenda, together with a fully-detailed implementation strategy.

### Education

Engage with the governing board (and KCC Education if relevant), with a view to:

- establishing a drop-off/collection place for vehicles on the school grounds, to minimise traffic hazards on School Road.
- the introduction of staggered finishing times for different years, to reduce congestion and improve both vehicle and pedestrian safety.

### Housing

- Continue to engage with Orbit and Countryside, with A Better Choice for Property Ltd, with Shepherd Neame, and with any other developer of multi-housing sites, as well as ABC, to ensure that such developments meet local needs as closely as possible.
- Liaise with the owners of Crofters to assist in having First Homes built on the site.
- Engage with Orbit and ABC to establish a resale policy to ensure local needs are *continually* met.
- Meet with ABC to determine the future use of Pym House and, where possible, influence decisions in favour of local people.

## Appendix F: REFERENCES

<i>reference</i>	<i>title</i>	<i>source (e. g. URL)</i>	<i>date</i>
1*	<b>Technical Note re HGV percentages on Pluckley Road</b>	<i>Campaign for the Protection of Rural England/CPC</i>	<u>2018</u>
2	<b>Traffic Assessment for CPC on Station/Pluckley Roads</b>	Advanced Transport Research	<u>October 2017</u>
3	<b>AADT and AAWT Calculations</b>	made by <i>DHA Transport</i> (retained by Future Biogas Ltd)	<u>March 2012</u>
4	<b>Proof of evidence</b> of Mrs Jill Leyland and Mr Colin Burns <b>re: Gladman Appeal</b>	PINS Ref. APP/E2205/W/17/3182838; ABC Ref. 17/00303/AS	
5	<b>“Charing Heritage and Character” Assessment</b>	AECOM Infrastructure and Environment UK Limited	<u>May 2017</u>
6	<b>Kent Downs Area of Outstanding Natural Beauty Landscape Character Assessment</b> – Hollingbourne Vale, Landscape Character Area 7		update <u>2017</u>
7	<b>ABC Older Persons Accommodation Survey</b>	Ms Tessa O’Sullivan, Rural Housing Enabler, Action with Communities in Rural Kent	<u>March 2010</u>
8	<b>Charing Housing Needs Survey</b>		<u>May 2014</u>
9	<b>Hydrological Appraisal of Charing’s Future Development and Public Water Supply</b>	Water Resources Associates	<u>February 2018</u>
10	<b>Rural community profile for Charing (Parish)</b>	Action with Communities in Rural England (ACRE) Rural evidence project	<u>October 2013</u>
11	<b>Charing Parish Council HNA</b>	AECOM Limited	<u>September 2017</u>
12	<b>“Cycling and Walking Strategy 2019 to 2029”</b> booklet	Ashford <a href="https://www.ashford.gov.uk/cycling-and-walking-consultation">https://www.ashford.gov.uk/cycling-and-walking-consultation</a>	
13	<b>Housing Needs Assessment, Charing Parish</b>	conducted by Rosemary Selling, Rural Housing Enabler for Action with Communities in Rural Kent	April 2021

\* Reference 1 is “study undertaken to refute findings submitted in the Gladman appeal against the refusal by ABC to grant planning permission for development on the Wheler south fields behind Pluckley Road”.