

## Staplehurst Parish Council (SPC)

Call for Sites Response      January 2020

### 1 Staplehurst Neighbourhood Plan (SNP)

- Community put their trust in the Parish Council that the SNP was the way forward and would give us control over development until 2031 (92% in favour)
- SPC worked with MBC throughout the SNP process
- Map page 19 shows clearly the extent of development in Staplehurst with the rest of the parish as open protected countryside
- Housing areas of about 700 dwellings allocated in SNP are being built, but only about 60 are occupied so the impact of these homes is yet to come
- We have also accommodated windfall sites (about 100) – *Appendix A*
- Need for MBC to take into account, under its Duty to Cooperate, the implications of development proposed in the Tunbridge Wells Borough Draft Local Plan
- Concerns about the inadequacy of inherited infrastructure and the apparent absence of plans to address this situation.

2 **Sewerage Issues** especially the Marden Road area where residents have suffered sewerage in their gardens and toilets backing up yet again in December 2019. New occupants of houses on the David Wilson Homes site have reported that their toilets are bubbling.

3 **Surface Water Issues** are yet again evident in December 2019 across many areas of the parish, with lanes impassable and properties needing last-resort sandbag protection. Wealden Clay retains water and then on drying it cracks - both causing issues. – *Appendix B*

4 **Cuckolds Corner Crossroads** is a major constraint and is increasingly congested at peak times as more development comes on board.

5 Development in our **neighbouring borough** Tunbridge Wells will dramatically add to traffic along the A229. Homes allocated are:

- Hawkhurst 706 Cranbrook 697 Sissinghurst 108
- Frittenden 28 Benenden 90 Sandhurst 24

making a total of 1,653 additional families using this road.

- 6 Staplehurst is designated as a **Transport Hub**. We are served by the Number 5 bus route which has a long history of breakdowns and cancellations. It only runs as an hourly service at best. Residents do report some failures, but many probably go unrecorded. - *Appendix C*
- 7 Staplehurst is served by the **Primary Route** A229 which is getting busier with only 8% of our allocated housing already occupied. The situation will deteriorate further. All other connection routes are along unclassified lanes or residential streets. The A229 has a poor accident record with numerous “minor” collisions as well as fatalities. A traffic survey along the A229 was carried out by SPC in November 2018 which showed the volume of traffic movements and many other issues. – *Appendix D*
- 8 Staplehurst is poorly sited for access to **motorways** and any other major roads. The A229 links with the M20 after travelling north through the county town. All east-west travel is through narrow twisting country lanes.
- 9 **Air Pollution** will be caused by the increased traffic and longer queues will impact greatly on more homes along these roads. (See – Maidstone Local Plan SP23 2xii and DM6 Air Quality Policy)
- 10 Staplehurst has a large number of **Listed Buildings** and a Conservation Area which are detrimentally affected by noise, air and particle emissions. The settings around rural Listed Buildings need careful protection.
- 11 All of these new housing sites which have come forward are **against policies** in the SNP, Maidstone’s Local Plan, Building for Life 12 and the National Planning Policy Framework (NPPF). **All allocations are rejected by SPC.**

## **A North of the Railway Line**

There should be no building north of the railway line, as this has always been our physical boundary. Once breached ..... where will it end? There has been some infill on the western side of the A229 which the SPC has consistently opposed. The fields north of this railway line regularly flood due to their proximity to the River Beult.

The following sites are against:

- **SNP Policies and Objectives - Greenfield dev** section 4.16; PW2; Objective 02; Vision (section 2.10) 1, 2, 5, 7;
- **Local Plan Policies** - DM3 II, I, IV, V; DM6 I; DM30 I, III; SP10 4; SP17 1;
- **Building for Life 12** Policies 1, 2 and 3 - criteria 1, 3, 4, 7, 10;

- **NPPF Policies**

Section 13 paragraphs 133, 143;

Section 14 paragraphs 150, 155, 157;

Section 15 paragraphs 170a, 170b, 170d, 170e, 171, 174, 175, 180, 181.

007 The Paddocks, Brickfield Cottage - close to George Street which is a dangerous junction.

027 - Land at George Street - Care dwellings - access via George Street which is a single track 60mph lane with no footway or lighting, meeting the A229 at a dangerous junction - the alternative pedestrian route to facilities is across the railway line and on to a dark, unsafe, muddy, public footpath.

034 - Land at George Street - Land is badly drained - access would be via George Street which is a single track 60mph lane with no footway or lighting, meeting the A229 at a dangerous junction.

132 - Land at Knoll House and Tower House, Maidstone Road – may not be a joint application – exit on to A229 from Tower House site near dangerous brow of hill – if two exits they would be close – A229 is very busy and traffic often exceeds the 40mph limit.

154 - Land at Duckhurst Farm, west of Clapper Lane, currently an indoor riding school - remote from services, no footway on 60mph lane, near dangerous single-track railway bridge.

184 - Brickfield and Rosemount, east of Maidstone Road and west of Couchman Green Lane - close to George Street which is a dangerous junction. Added pressure on the A229.

212 - Land at The Grange, George Street - MBC refused - access would be via George Street, a single track 60mph lane with no footway or lighting, meeting the A229 at a dangerous junction.

228 - Land adjacent to, and north of West View - MBC refused 19/504275/OUT – for reasons including that protected wildlife relocation would be impossible due to site condition. It is a rare habitat of expansive dense wild undergrowth not found in the surrounding area. It is the habitat of owls, buzzards and red kites. Seasonal waterway exists onsite, filling a natural pond which houses animal life and supports additional animals including bats. Seasonal flooding, with run-off to residential property. Road safety concerns are no pavement, limited visibility and vehicles routinely doing 60+mph (ref. Staplehurst Streetwise Appendix D, 47% vehicles travelling above speed limit).

## **B Sites East and West of the Cuckolds Corner Crossroad Junction**

There should be no more housing development whose only access is through the crossroads which are extremely busy with long tail-backs at peak times, ahead of the impact of a further 650 homes in this village alone. All schemes to improve capacity of the crossroads have been explored and rejected as totally impractical or unaffordable. Added to this constraint are the foul and surface water drainage. The west is particularly bad regarding sewerage outflows and the east has surface flooding issues. The further east and west you go, housing is too remote from central services such as doctors, school, library and shops - so they will be totally dependent on the car rather than walking. There are no cycle routes along the four spine roads and no capacity for their installation to rectify this. Buses do not run from the east or the west.

The following sites are against:

- **SNP Policies and Objectives** - PW1 7.5, 7.6, 7.7; Obj 2,3,6,7; PW2 7.17, 7.18 Obj 11; E1;
- **Local Plan Policies** - SP10 4; SP17 1 6; SP23 2 ii, v, ix, xii; DM1 viii, ix, xi; DM3 1 I; DM6; DM21; DM30;
- **Building for Life 12** Policies 1, 2 and 3;
- **NPPF Policies**  
Section 9 paragraphs 102c, 103, 104a, 108a, 108b and 110a;  
Section 15 paragraphs 170a, 170b, 171, 174, 175.

037 - Land rear of The Gables, Marden Road - Part of this site has been rejected by MBC and Planning Inspectors.

056 - Orchard House, Clapper Lane - Liable to flooding, remote from any services and no footway on 60 mph lane.

060 - Rush Farm, west of Couchman Green Lane, south of railway – Access on to narrow, rural lanes with no footway.

064 - Land south of Marden Road. 16/507661/OUT refused by MBC and dismissed on appeal

066 - Land at Lodge Road.

076 - Land east of Couchman Green Lane - Too isolated, totally dependent on cars, no footway on 60 mph lane, liable to flooding.

114 - Land at and adjacent to Home Farm, Pile Lane - currently used as greyhound kennels, dog track and pasture – too far from village facilities to encourage walking.

119 - Land north of Thorn View, Park Road, Marden – part in Staplehurst - Remote from any services and no footway on 60 mph lane.

134 - Land at Baldwins Farm on north side of Marden Road - Remote from any services and no footway – close to Coppwilliam, a Listed Building.

137 - Land South of Marden Road, east of Pagehurst Road - Remote from any services and no footway.

186 - Land on South side of Headcorn Road, opposite Magnetic Shields and Jubilee Field - Remote from any services and no footway – site in protected Low Weald as a landscape of local value.

197 - Golf Course Car Park, Cradducks Lane - Remote from any services and no footway on 60 mph lane – site in protected Low Weald as a landscape of local value.

198 - Golf Course, Cradducks Lane - Remote from any services and no footway on 60 mph lane – site in protected Low Weald as a landscape of local value.

229 - Land at Stanley Farm, south of Headcorn Road and east of Slaney Road - 15/507124 refused by MBC – site in protected Low Weald as a landscape of local value.

307 - Land north of Marden Road, east of Clapper Lane for mixed development - Remote from any services and no footway near poor visibility crossroad junction.

## **C Southern Staplehurst**

This area drops into the protected Low Weald with stunning views. This area must be protected and, again, all traffic going north will encounter the crossroads.

The following sites are against:

- **SNP Policies and Objectives** - PW1 7.5, 7.6, 7.7; Obj 2,3,6,7; PW2 - 7.17, 7.18; Obj 10; H1; 13.9;
- **Local Plan Policies** - SP10 4; SP17 1, 6; SP23 2 ii, v, ix, xii; DM1 viii, ix, xi; DM3 1 I; DM6; DM21; DM30;
- **Building for Life 12** Policies 1, 2 and 3
- **NPPF Policies**  
Section 9 paragraphs 102c, 103, 104a, 108a, 108b and 110a;  
Section 15 paragraphs 170a, 170b, 171, 174, 175.

190 - Iden Manor Farm, Cranbrook Road. Remote from any services and no footway without crossing the dangerous A229 – site in protected Low Weald as a landscape of local value.

209 - Rectory Fields, Frittenden Road. Adjoins the churchyard and burial ground – is wildlife protected – access to this site would be very difficult – site in protected Low Weald as a landscape of local value - adjoins the Grade 1 listed Parish Church.

214 - Brattle Farm, Five Oak Lane. Remote from any services and no footway on 60 mph lane.

222 - Land at Henhurst Farm, Pinnock Lane – site in the Low Weald has stunning views across rolling productive agricultural land with a network of native hedges, trees and ponds - enjoys views to the Grade 1 listed Parish Church – thriving bat colonies – vehicular access via Pinnock Lane to A229 junction with its history of accidents – Pinnock Lane floods regularly.

244 - Land north of Iden Park – part application 15/509999 MBC refused and appeal dismissed – site in protected Low Weald as a landscape of local value.

## **D Garden Villages**

The following sites are against:

- **SNP Policies and Objectives - Greenfield dev** section 4.16; PW2; objective 02; vision (section 2.10) 1, 2, 5, 7;
- **Local Plan Policies** - DM3 II, I, IV, V; DM6 I; DM30 I, III; SP10 4; SP17 1;
- **Building for Life 12** Policies 1, 2 and 3 - criteria 1, 3, 4, 7, 10;
- **NPPF Policies**  
Section 13 paragraphs 133, 143;  
Section 14 paragraphs 150, 155, 157;  
Section 15 paragraphs 170a, 170b, 170d, 170e, 171, 174, 175, 180, 181.

226 - Land south west and west of Cross at Hand, extending towards Stile Bridge, mostly in Marden parish - Cross-at-Hand Garden Village is too isolated with no links to the existing village.

318 - Pagehurst Farm Garden Village - no site details given - too isolated with no links to the existing village - this area is beautiful open countryside and productive agricultural land - Part of this site was rejected by the Planning Inspector when a large solar installation was proposed.

## **E Gypsy & Traveller Sites**

Have increased, which all add to the pressure on services and add to the traffic from rural locations. This must be taken into account. *Appendix E*

### **In conclusion ...**

**Staplehurst** has accepted enough housing, as allocated in the SNP.

Improved infrastructure has not been forthcoming.

We have not received any CIL payments because of MBC's delay in sorting this out.

We therefore reject any additional housing.

The PC would consider some economic development, especially as so little has come forward in the call for sites across the Borough.

### **Appendices**

*A Windfall sites listing – (sent as separate file)*

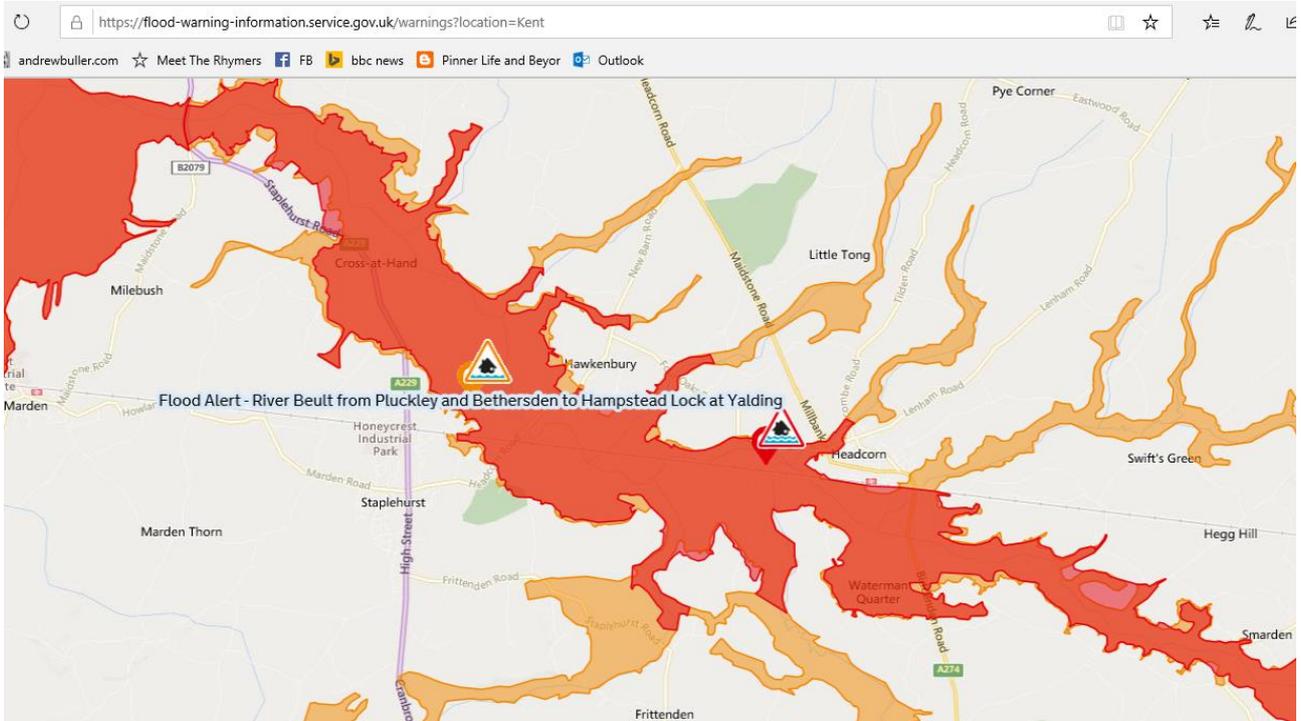
*B Environment Agency - Red and Amber Warnings - 22/12/2019*

*C Arriva No.5 Bus Problems*

*D A229 Traffic Survey – November 2018*

*E Gypsy & Traveller Sites*

# The River Beult floods



## ***Appendix C***

## ***Arriva No.5 Bus Problems***

### **SCHEDULE OF COMPLAINTS ABOUT ARRIVA BUS SERVICE 5 BETWEEN SANDHURST AND MAIDSTONE VIA STAPLEHURST**

#### **2018**

##### **AUGUST 30**

Service 5 to Maidstone from Sandhurst at 8.56, due Pinnock Lane 9.35 did not arrive.

Service 5 to Maidstone from Sandhurst at 9.46, due Pinnock Lane 10.23 did not arrive until 10.42, subsequently arriving Maidstone 11.20.

Service 5 to Sandhurst from Maidstone, King Street at 12.25 did not leave until 12.52.

##### **AUGUST 31**

Service 5 to Sandhurst, late afternoon, failed in service and was noted outside the Wheatsheaf, Loose Road, awaiting breakdown service.

##### **OCTOBER 2**

Service 5 to Maidstone from Sandhurst at 8.56 was a single decker. Passengers were standing from Staplehurst Station and by the time the bus reached The Swan in Loose Road there were 20 passengers standing. One passenger fainted on arrival at King Street.

Service 5 to Maidstone from Sandhurst at 9.46, due at Pinnock Lane 10.25 did not arrive.

##### **OCTOBER 4**

**M20 BLOCKED DUE TO ROAD TRAFFIC COLLISION AND TRAFFIC DIVERTED OFF THE MOTORWAY VIA MAIDSTONE TOWN CENTRE.**

Service 5 to Sandhurst, ex- Maidstone at 9.25, due Staplehurst 9.53, arrived 10.35 and continued to Sandhurst, returning to Maidstone via Cranbrook at 11.36, arrived Staplehurst 11.50. In the meantime, an extra bus was sent from Maidstone, turning at Cranbrook War Memorial at approximately 11.00 and returning to Maidstone.

##### **NOVEMBER 3**

Service 5 to Maidstone from Sandhurst at 10.46 did not appear at Cranbrook at 11.08 but passengers waiting there observed two buses heading south to Sandhurst which continued along the High Street to the War Memorial where all the passengers for Hawkhurst and Sandhurst were put on the second of the two buses. The first bus then turned and apparently returned to Maidstone via Angley Road, NOT back down the High Street. The passengers waiting in the High Street had to wait for the second bus to go to Sandhurst from where it returned as the 11.46 calling at Cranbrook at 12.08.

##### **NOVEMBER 15**

Service 5 to Maidstone from Sandhurst at 8.56, due at Pinnock Lane 9.35 did not arrive.

Service 5 to Maidstone from Sandhurst at 9.46, due at Pinnock Lane 10.23 ran late.

##### **NOVEMBER 24**

Service 5 to Maidstone from Sandhurst at 8.46 due at Staplehurst 9.23 did not arrive.

##### **DECEMBER 18**

Service 5 to Maidstone from Sandhurst at 8.56, due at Staplehurst High Street at 9.39 arrive about 15 minutes late, and then failed in service at Station Road. The passengers then had to wait for the next bus which was also running about 15 minutes late, and eventually arrived in Maidstone at 11.30.

##### **DECEMBER 21**

Service 5 at 11.25 from Maidstone to Sandhurst was observed running 15 minutes late at Pinnock Lane.

##### **DECEMBER 22**

Service 5 to Maidstone from Sandhurst at 14.46, did not arrive. A passenger phoned Arriva but nobody at Arriva could explain why the bus had not arrived, but advised that they had checked the GPS tracker and

said that the next bus should arrive at Staplehurst Crossroads on time at 16.32, but it had still not arrived by 16.50 so the passenger made other arrangements to get to Maidstone.

## **2019**

### **JANUARY 28**

Service 5 to Maidstone from Sandhurst at 9.46, due at Staplehurst at 10.25 did not run.

In the afternoon at about 16.30 there was a broken-down bus opposite the Railway Tavern being towed away by Mick Gould's breakdown wagon.

### **JANUARY 30**

Service 5 to Maidstone from Sandhurst at 8.56, due at Staplehurst at 9.38 ran 16 minutes late, due at Maidstone King Street at 10.08, arrived there at 10.27.

### **MARCH 20**

Service 5 to Staplehurst, scheduled to leave Maidstone King Street at 11.25 and 12.25 did not run, and the bus scheduled to leave at 13.25 did not leave until 13.40, so there had not been a bus between 10.25 and 13.40, i.e. 195 minutes. On arrival home, one of the passengers phoned Arriva at Dunstable and was told that the two missing buses had new drivers who didn't know that they were supposed to start their journeys from King Street and in fact had started their journeys from The Chequers. Lack of training and supervision?

### **MARCH 27**

Service 5 to Maidstone from Sandhurst at 8.56, due at Staplehurst at 9.38 ran 30 minutes late due to a bus which broke down and had to be replaced.

### **MAY 1**

Service 5 to Maidstone from Sandhurst at 8.56, due at Staplehurst at 9.38 was heavily loaded by the time it reached Linton Hill. It managed to creep up to Linton crossroads where it failed completely. All the passengers had to disembark from the double decker bus into a single decker on route 89 from Coxheath, many were standing, (not ideal for the elderly) and the bus then proceeded into Maidstone, not stopping at the 10 stops between Linton crossroads and King Street, and leaving passengers waiting.

### **MAY 14**

Service 5 to Maidstone from Sandhurst at 8.56, due at Staplehurst at 9.38 did not run. Passengers had to wait for an hour for the next bus.

### **JUNE 13**

Service 5 due to leave Maidstone Chequers at 14.27 did not leave until 14.35 and ran 8 minutes late throughout its journey to Staplehurst.

### **JUNE 14**

Service 5 to Maidstone from Sandhurst at 10.46 due Staplehurst at 11.25 ran 23 minutes late.

### **JULY 7**

Service 5 bus failed in service Southbound at Station Road, Staplehurst in the afternoon. No further details available.

### **JULY 8**

Service 5 from Maidstone, due to leave King Street at 11.25 did not leave until 11.32. It should have arrived at Pinnock Lane at 11.57 but did not arrive until 12.11. There appeared to be some sort of technical problem with the bus.

### **JULY 10**

Service 5 from Maidstone, due to leave King Street at 11.25 did not arrive at Pinnock Lane until 12.18 when it should have been there at 11.57.

### **AUGUST 3**

Service 5 from Maidstone, due to leave King Street at 10.25 did not run.

#### AUGUST 20

Service 5 from Maidstone King Street at 12.25 failed outside Boots in King Street and was delayed for approximately 30 minutes whilst a replacement was found.

#### AUGUST 30

Service 5 from Sandhurst at 09.46 was operated by a single deck vehicle and by the time it reached Station Road, Staplehurst at 10.25 it was so full that it did not stop there, leaving a number of passengers to wait another hour for the next bus.

#### SEPTEMBER 11

Service 5 from Sandhurst at 08.56 suffered intermittent faults with the engine cutting out when the bus stopped to pick up passengers.

#### SEPTEMBER 26

Service 5 from Maidstone King Street at 09.25 failed at the bottom of Linton Hill. Only one passenger on board. Arriva engineer arrives after about 30 minutes and told the driver to phone the depot for a replacement bus. The passenger transferred to the replacement and the driver said he would only stop for her to alight at Staplehurst High Street although she wanted the next stop. He then drove past people waiting at stops between Linton and Staplehurst and they had to wait for the next bus.

#### OCTOBER 2

Service 5 from Maidstone King Street at 13.25 failed at Staplehurst Station.

#### OCTOBER 15 & 16

Service 5 from Maidstone should have started from King Street at 11.25 but in fact started from The Mall Bus Station. Passengers waiting for the bus at King Street were left an hour for the next bus at 12.25.

#### OCTOBER 21

Service 5 to Maidstone departing from Sandhurst at 7.01, due at Pinnock Lane 7.41, failed at Pinnock Lane. At approximately 8.45 the bus was noted, still at Pinnock Lane with its hazard lights on and with an Arriva fitter in attendance. There appeared to be a small number of passengers on board and it left Pinnock Lane at 8.50 with destination shown as 'Not in Service'.

#### OCTOBER 29

Service 5 from Maidstone at 9.25, due at Staplehurst at 9.55 did not arrive and the passenger waiting at Station Road, who was travelling to an important appointment, missed that appointment.

#### DECEMBER 10

Service 5 bus heading north noted broken down with hazard flashers going, at bottom of Linton Hill

#### DECEMBER 13

Service 5 bus scheduled to leave King Street at 11.25 did not leave until 11.53

Service 5 ex- King Street at 14.25 was noted running 25 minutes late at Staplehurst Church.

#### DECEMBER 17

Service 5 to Maidstone from Sandhurst at 8.56, due at Staplehurst at 9.38, was only a single decker and by the time it left Staplehurst was heavily overloaded with passengers with shopping trollies, walking frames and pushchairs and an excessive number of passengers standing all the way to Maidstone. This can only be regarded as potentially hazardous, for example if the bus had to brake suddenly in an emergency.

#### DECEMBER 20

Service 5 to Maidstone from Sandhurst at 8.56, due at Staplehurst at 9.38, was only a single decker.

#### DECEMBER 21

Service 5 to Maidstone from Sandhurst at 8.06, due at Staplehurst at 8.45 was approximately 30 minutes late.

DECEMBER 23

Service 5 ex-King Street at 12.25 did not run.

DECEMBER 24

Service 5 ex-Sandhurst at 8.56 due at Staplehurst at 9.38 did not run.

2020

JANUARY 11

Service 5 ex-Sandhurst at 10.46 due at Staplehurst at 11.25 did not run.

### Tabular Summary of reports from Staplehurst Residents about the ARRIVA No.5 BUS (Service)

*Is this just the tip of the iceberg?*

**N = from Sandhurst to Maidstone S = from Maidstone to Sandhurst**

**X = failed to arrive Z = failed to complete journey**

**Y = single decker overcrowded causing distress for vulnerable passengers**

DATE	NORTH SOUTH	SERVICE START	MINUTES LATE	DID NOT ARRIVE	SINGLE DECKER	OTHER DETAILS
30.8.18	N N S	8:56 9:46 12:25	19 27	X		
31.8.18	S	Late pm		Z		Broken down at Wheatsheaf
2.10.18	N N	8:56 9:46		X	Y	20 standing – 1 fainted
4.10.18	S N	9:25 ???	42 very			M20 closed Extra bus sent
3.11.18	N	10:46		X		2 buses travelled S, but 1 turned along Angley Rd, 2 <sup>nd</sup> arrived Cranbrook at 12:08
15.11.18	N N	8:56 9:46	late	X		
24.11.18	N	8:46		X		
18.12.18	N N	8:46 9:45	15 15	Z		Broke down in Station Rd Collected from above - to Maidstone at 11:30
21.12.18	S	11:25	15			
22.12.18	N	14:46		X		Phoned Arriva – said next bus on time for 16:32 – not by 16:50 so gave up
28.1.19	N N	9:46 16:30		X Z		Station Rd bus being towed away
30.1.19	N	8:56	16			
20.3.19	S S S	11:25 12:25 13:25	15	X X		➔ 195 minutes wait ← Arriva, Dunstable said 2 new drivers missed out King Street stop, starting at Chequers
27.3.19	N	8:56	30			

1.5.19	N	8:56		Z		Died on Linton Hill – passengers onto 89 which was full so no stops to Maidstone
14.5.19	N	8:56		X		
13.6.19	S	14:27	8			
14.6.19	N	10:46	23			
7.7.19	S	pm		Z		Died in Station Rd
8.7.19	S	11:25	7			Technical problems getting worse on journey
10.7.19	S	11:25	21			
3.8.19	S	10:25		X		
20.8.19	S	11:25		Z		Died in King St – 30 mins till replacement
30.8.19	N	9:46		???	Y	Too full to stop in High St so wait 1 hour
11.9.19	N	8:46	?			Engine cut out at each stop
26.9.19	S	9:25		Z		Died at Linton Hill – 30 mins engineer told driver to phone – single passenger transferred to replacement bus which drove past people at stops – dropped her at wrong stop in Staplehurst
2.10.19	S	13:25		Z		Died at Station
15.10.19	S	11:25		X		Missed out King St stop
16.10.19	S	11:25		X		Missed out King St stop
21.10.19	N	7:46	???	Z		Died at Pinnock Lane – left at 8:50 with passengers – NOT IN SERVICE
29.10.19	S	9:25		X		
10.12.19	N			Z		Died on Linton Hill – seen early evening
13.12.19	S	11:25	28			
	S	14:25	25			
17.12.19	N	8:56			Y	Pushchairs, walkers and trollies with standing passengers all the way to Maidstone – great difficulty for passengers to exit - dangerous
20.12.19	N	8:56			Y	
21.12.19	N	8:06	30			
23.12.19	S	12:25		X		
24.12.19	N	8:56		X		
11.1.20	N	10:46		x		
39	N = 26 S = 21		20	X = 17 Z = 9	4	<b>TOTALS</b>

The service provided by the Arriva No. 5 is poor – even at one per hour at peak times.

The oldest buses seem to be used on this route. The regular breakdowns happen and passengers are left stranded at roadsides for very long periods.

Some drivers appear badly trained or supervised. Some have poor public-relations skills.

The residents of Staplehurst wait in hope that a vehicle will arrive. If and when it does, it is hoped that it will reach its destination.

No-one can use this service to fulfil any appointment.

The populations of all of the communities along this route are growing. Overcrowding because of single-decker bus provision at peak times is dangerous and leaving people at roadsides for another hour disgraceful.

MBC's stated policy for "Modal Shift" is that residents will change from cars to public transport. The reverse is apparent in Staplehurst.

No development along this route is "sustainable" as there are no means of walking in safety or using public transport for schools, work, shopping or medical appointments.

**A229 STREETWISE REPORTS**

14/11/18 – 20/11/18

Four sets of monitoring equipment were deployed along the A229.

The totals of vehicles passing through these checks in the week was very revealing.

	Northbound		Southbound		Total Numbers
	Numbers	% speeding	Numbers	% speeding	
<b>Cranbrook Road</b>	35,246	39.90	35,264	16.20	70, 510
<b>Church Hill</b>	39,714	72.66	39,238	58.21	78,952
<b>Station Road</b>	36,443	40.24	37,182	54.28	73,625
<b>Maidstone Road</b>	30,289	46.50	30,648	47.14	60,937

The 12,688 difference between Maidstone Road and Station Road shows the influence of the Railway Station and commuters from the south outnumbering those from the north.

*Since this survey was made, housing numbers have increased from the estates being built beside the Marden and Headcorn Roads, and will significantly do so as more become occupied. The pressure on the A229 crossroads has and will increase accordingly. Long tail-backs are growing. Building in the Tunbridge Wells borough further to the south will bring even more traffic through this junction.*

*Appendix E*

*Gypsy & Traveller Sites in Staplehurst*

LOCATION	SITE NAME	NO of FAMILIES	MOBILE HOMES /CARAVANS	PLANNING PERMISSION	
Clapper Lane	Land off Clapper Lane	1	2	Granted	
Cradducks Lane	Oak Tree Farm	3	5	Granted	
	Oak Tree Farm	3	6	Granted	
George Street	Blue Bell Farm	1?	4	Granted	
	The Paddocks	1?	4	Granted	
	Land East of The Paddocks	2	4	Refused	Appealed
Goudhurst Rd	Woodside Place	1	6	Granted	
Maidstone Road	Land North of Willow End	1	2	Granted	
Marden Road	Little Acre	2	2	Granted	
	Stable Paddocks	1	4	Granted	
	Udene Barn Stud	3	8	Granted at Appeal	
	Whiteacres	2	5	Granted	
	Whiteacres	1	2	Granted	
	Meadow View	1	4	Granted	
	Meadow View	0	4	Granted	
Maplehurst Lane	Land East Maplehurst Lane - The Stables	2	4	Granted at Appeal	
	Little Oak Farm	2	2	Granted	
	Maplehurst Paddock	1	2	Granted	
	The Oaks	1	2	Granted at Appeal	
	Delilah Lodge Maplehurst Lane	1	2	Granted	
	The Acorns, Frittenden Road	1	2	Granted	
Park Wood Lane	Blossom	1	2	Granted at Appeal	
	Perfect Place	1	2	Granted	
	Perfect Place	1	2	Granted at Appeal	
	Perfect Place	1	2	Granted at Appeal	
	Perfect Place	1	2	Granted at Appeal	
	Three Sons	1	2	Refused	
	Three Sons	2	4	Granted	
	Parkwood Stables	2	4	Granted	
<b>TOTAL</b>		<b>29 sites</b>	<b>96 pitches</b>		
As at 11th December 2019			90	Granted	
			6	Refused	
			0	NYD	
			<b>96</b>		