

Great Chart with Singleton Parish Council



Planning Committee Meeting held on Monday 19th May 2025 at 10:00am in Buxford Pavilion MINUTES

PRESENT: Cllrs Y Barker, P Barker, Sullivan, Paula Cowperthwaite (Deputy Clerk).

1. Apologies for Absence

Cllr Tate

2. Declarations of Interest

2.1. Disclosable Pecuniary Interests

None

2.2. Other Significant Interests

None

2.3. Other Interests

None

3. Minutes of the previous meetings

The minutes of the previous meeting held on Monday 28th April 2025 were agreed as a true record.

Proposed: Cllr Sullivan	Seconded: Cllr P Barker	Vote for: 3
Against: 0	Abstain: 0	Motion carried

Public Participation: There will be 15 minutes of the meeting to hear public questions and comments.

4. Planning applications for Consideration

4.1. Planning Application [PA/2025/0755](#)

Twysden, Chilmington Green Lane, Chilmington Green, TN23 3DP
Detached garage and new boundary wall

The committee resolved to support the application provided the boundary wall is a maximum of two metres for the entire length. It was also noted that the biodiversity mitigation of a 100L water butt for loss of permeable ground is insufficient.

Proposed: Cllr P Barker	Seconded: Cllr Sullivan	Vote for: 3
Against: 0	Abstain: 0	Motion carried

4.2. Planning Application [PA/2025/0857](#)

Chilmington Green Secondary School, Chilmington Green Road, Great Chart, Ashford, TN23 3DL

Variation of condition 21 (off-site infrastructure) for planning permission 21/01914/AS (Reserved matters application pursuant to outline planning permission 12/00400/AS for the construction of a 6FE secondary school which will include a multi-use games area (MUGA), car parking, landscaping and external play, with new access) to allow for the opening of the school prior to the infrastructure works being completed.

The committee resolved to object to this application based on the following points:

- Any variant to the original plan sets a dangerous precedent that the permanent closure of Chilmington Green Road is not needed.
- This proposal places pupils, parents, and road users at risk from Day 1 and undermines local policy commitments, national guidance, and common-sense public health principles.
- 'Temporary' needs to be defined as a specific timescale.

No Safe Walking or Cycling Routes at Opening.

- The applicant confirms: "It is not safe for any pupil to travel by sustainable means." — *Transport Assessment (TA), April 2025, p.17*. "Pupils will be unable to walk to school initially." — *Travel Plan (TP), p.14, para 6.24*
- No designated pedestrian crossings, continuous footways, or controlled environments exist along Chilmington Green Road or access routes from Singleton or Great Chart.
- Pupils from Singleton and Great Chart would have to cross open verges or heavily trafficked junctions (e.g., A28) without any mitigations. This breaches: NPPF para 110(b) – Development should not compromise highway safety. NPPF para 92(c) – Development must support healthy, active travel. DfE statutory guidance – Requires safe school access from Day 1. KCC Active Travel Strategy – No opening without safe access

Traffic Congestion and Overcapacity at A28 Junction

- Traffic flows at the A28 / Chilmington Green Road junction show serious congestion: "RFC: 1.09; Queue: 24.5 vehicles; Delay: 49.47s" – *AM Peak* — *TA, Table 7.1, p.19*. PM Peak also approaches capacity: "RFC: 0.90; Queue: 6.9 vehicles; Delay: 17.1s" — *Same source*
- These figures are based on 13 February 2025 surveys, but with no historical baseline or comparison to 2012–2021 data, despite earlier modelling being used to justify prior planning. This breaches NPPF para 113 – Requires robust transport evidence and KCC Transport Development Guidance – All feeder routes must be assessed
- Congestion along the A28 route will increase the likelihood of Ashford School parents and shuttle buses using The Street as an alternative route.

No Assessment of Local Access Roads: Mock Lane and Singleton Hill

- Mock Lane is mentioned only once, and Singleton Hill is completely ignored, despite being key access routes from Singleton and Great Chart.

- These areas are already experiencing increased pressure from construction traffic and early residential occupation, yet have no traffic flow data, junction capacity checks, or safety audits in the submitted materials. This breaches: NPPF para 112(c) – Requires consideration of access needs from surrounding areas and Manual for Streets – All likely pedestrian and vehicle routes must be assessed

Inadequate School Transport and No Guaranteed Bus Provision

- Only 25% of pupils will be eligible for school transport. The remaining 336+ pupils will arrive by private car: “Circa 25% of pupils will be eligible for school transport.”
— *TP, p.1, para 1.5*
- No dedicated school bus contracts or timetables are guaranteed. Public bus accessibility is rated: “AI: 0.56 – Very Poor” — *TP, p.7, para 4.8*
This breaches KCC School Transport Policy – Mandates equitable, safe access and the Equalities Act 2010 – Disproportionately impacts lower-income families without private vehicles

Risky On-Site Drop-Off Strategy

- Drop-off and staff parking share the same access point, with no signalisation or marshalling in place.
- No overflow areas or traffic calming planned on Chilmington Green Road. Peak flows predict over 336 car movements in a 15-minute window — this is not realistically manageable.
This breaches DfT Road Safety Audit Guidelines – No Stage 1 audit presented, and Highway Code – Section 206 – Increased duty of care where children are involved

Monitoring and Enforcement Is Retrospective, Not Preventative

- The plan is to monitor transport safety after the school opens: “Initial travel surveys will be carried out during the Autumn Term of 2025.” — *TP, p.1, para 1.9*. This violates basic public safety principles: children should not be exposed to risk in order to validate modelling. It breaches NPPF para 116 – Development should only proceed if risk is acceptable, and Safeguarding Standards (Ofsted) – Require proactive harm prevention

If Ashford Borough Council is minded to approve this application despite the above evidence, we insist on the following conditions being attached:

- Delay opening until full safe footways and signalised crossings are completed, Chilmington Green Road is closed at the A28, as originally intended, and a Road Safety Audit (Stage 1 and 2) is submitted and approved
- Guarantee a dedicated school bus routes covering Great Chart, Singleton, and Chilmington Green Phase 1. Timetables to be published before opening day and monitored by KCC for performance
- Independent Traffic Management and Safety Marshal Scheme implemented with drop-off/pick-up monitored by trained marshals, no queuing onto public highway permitted, and a Feeder Route Traffic Assessment - Mock Lane, Singleton Hill, and Tally Ho Road to be assessed for volume and safety impact. If deemed unsafe, temporary traffic calming or access restrictions imposed

Proposed: Cllr Y Barker	Seconded: Cllr Sullivan	Vote for: 3
Against: 0	Abstain: 0	Motion carried

5. Planning Decisions

PA/2024/2350

28 Harvest Way, Singleton, Ashford, TN23 5WP - Proposed single garage conversion (Retrospective)

<https://ashfordboroughcouncil.my.site.com/pr/s/planning-application/a0hTw0000017sMTIAY/pa20242350>

PC: Object **ABC:** Approve

PA/2025/0473

15 Bartlets Lane, Chilmington Green, Ashford, TN23 8AB – Extension to existing garage

<https://ashfordboroughcouncil.my.site.com/pr/a0hTw000001xWo5IAE>

PC: Support **ABC:** Approve

PA/2025/0436

3 Quarry View, Singleton, TN23 5WD - Conversion of existing double garage into habitable accommodation

<https://ashfordboroughcouncil.my.site.com/pr/s/planning-application/a0hTw000001wJsvIAE/pa20250436>

PC: Support **ABC:** Approve

6. Date and venue of next meeting

Any applications for comment before 4th June will be discussed at Full Council on 9th June. The next planning meeting will be held on Monday 30th June 2025, in the Parish Office.

The meeting closed at 11am.

Signed as a true record by;

Cllr Yolanda Barker: _____

Date: _____