



BOXLEY PARISH COUNCIL
www.boxleyparishcouncil.org.uk

Beechen Hall, Wildfell Close, Walderslade, Chatham, Kent. ME5 9RU
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Clerk Mrs Pauline Bowdery **Assistant Clerk** Mrs Melanie Fooks

A G E N D A

To All Members of the Council, Press and Public

There will be a meeting of the **Environment Committee** on **Monday 14 March 2016 at Beechen Hall, Wildfell Close, Walderslade ME5 9RU** commencing at 7:30 pm when it is proposed to transact the following business:

- 1 **Apologies and absences** (7.30)
To receive and accept apologies for absence.
- 2 **Declaration of Interests, Dispensations, Predetermination or Lobbying** (7.31)
Members are required to declare any interests, dispensations, predetermination or lobbying on items on this agenda. Members are reminded that changes to the Register of Interests should be notified to the Clerk.
- 3 **Minutes of the Meetings of 8th February 2016 - DECISION** (7.33)
To consider the minutes of the meeting (already circulated) and if in order to sign as a true record.
4. **Matters Arising from the Minutes** (7.35)
 - 4.1 Minute 2839/5.2 HGV parking. See report (page 3).
 - 4.2 Minute 2839/5.3 Installation of hard standing/apron at Boxley Road noticeboard. Awaiting response from KCC. See report (page 3).
 - 4.3 Minute 2839/5.6 Inconsiderate parking Provender Way. County Councillor Carter has been approached about using his devolved highway budget to install yellow lines at the junctions on Provender Way.
 - 4.4 Any other matters arising from the minutes not on the agenda.

To adjourn to allow members of the public to address the meeting

- 5 **Planning Applications for Consideration - DECISION** (7.43)
To receive and decide on responses to planning applications (pages 3-4).
- 6 **Planning Decisions, Appeals and Appeals Decisions - INFORMATION** (8:00)
To receive any updates.
 - 6.1 Notification of Appeal Lodged with the Planning Inspectorate. Conversion of existing garage to habitable room, internal alterations, erection of first floor side extension and attached garage - resubmission of 15/506684 at 2 Lombardy Drive Maidstone Kent. Parish council's previous response will be supplied to the hearing (written).
 - 6.2 Land At Junction Of New Cut Road And Bearsted Road Weaving Kent. Proposal: Advertisement consent for 1x hoarding sign. **APPEAL DISMISSED.**
- 7 **Highways and Byways - DECISION** (8:01)
To consider any issues.
 - 7.1 Bollards on verge adjacent to Boxley Rd/Travertine Rd junction see report (page 4).
 - 7.2 Yelsted Lane traffic movements and signage, returned to agenda as requested.
 - 7.3 Highways and planning clarification on when KCC might consider objecting to planning applications see report (page 4-5).

- 7.4 Street lights see report (page 5).
7.5 Nuisance vehicles log see report (page 5).

- 8 **Maidstone Borough Local Plan Publication (Reg. 19) February 2016 and Maidstone Integrated Transport Strategy 2011-2031 - DECISION** (8.10)
A briefing note on each of the documents is enclosed for members and are also available from the parish council website.
- 9 **Lower Thames Crossing Route Consultation 2016 – Have Your Say. - DECISION** (8.25)
Consultation closes on Thursday 24 March 2016. This consultation is now open www.lower-thames-crossing.co.uk and will be an item on the 14th March Environment Committee agenda. To consider a response see report (pages 5-9).
- 10 **Volunteer Groups - INFORMATION** (8.40)
10.1 WWG February task Report (pages 9-10).
10.2 Friends of Boxley Warren (pages 10-11).
- 11 **Policy and Procedures - REVIEW** (8.44)
Inconsiderate parking advice notes see report (pages 11-12).
- 12 **Matters for Information - INFORMATION** (8.50)
12.1 Old Chalk New Downs Project. Cllr Bob Hinder to attend consultation on 8th March, a verbal report will be included on the agenda supplement.
12.2 Online petition to Parliament calling on government to give parish and town councils the right to appeal planning decisions to the Planning Inspectorate. The deadline for the petition is 19 April
- 13 **Next Meeting** (8.54)
Next Environment Committee meeting 11th April 2016 at Beechen Hall commencing at 7:30pm. Items for the agenda must be with the parish office no later than 4th April.

In view of the confidential nature (personal details and data) on the Enforcement item about to be transacted, it is advisable that the public and press will be excluded from the meeting for the duration of or part of the item.

- 14 **Enforcement and Section 106 updates from MBC** (8.55)
To receive a confidential verbal update.

Pauline Bowdery

Pauline Bowdery
Clerk to Boxley Parish Council

Date: 7 March 2016

In accordance with policy the meeting should close no later than 9:30pm but the Chairman has devolved powers to extend it by 30 minutes.

Items to be returned to agenda: None.

Legislation allows for meetings to be recorded by anyone attending. Persons intending to record or who have concerns about being recorded should please speak to the Clerk.

Supporting agenda papers for the Environment Committee Meeting 14th March 2016. The Chairman will assume that these have been read prior to the meeting. Councillors wishing to suggest changes to any policy or procedure document in this agenda should notify the office, in writing, at least three working days in advance of the meeting to allow details to be circulated at the meeting (or in advance if particularly contentious).

Item 4 Matters Arising from the Minutes. Purpose of item: INFORMATION AND DECISION

Minute 4.1 HGV parking. Installation of hard standing/apron at Boxley Road noticeboard. E-mail from KALC (25.02.06).

Dear Member Councils

As you will know, at the KALC AGM in November 2015 2 motions were agreed relating to HGVs:

- That KALC and NALC should lobby Government to introduce both UK and EU legislation to make it an offence for HGVs to use electronic GPS navigation systems that do not identify routes unsuitable for HGVs.*
- The Association is very concerned at the effects that unlawful HGV parking has on local communities across the county. The Association supports the development of adequate parking facilities, both within the county and elsewhere, for commercial vehicles travelling through the county. The Association urges the Government, Kent County Council and Medway Council to secure adequate funding to make this happen and to consult with Parish and Town Councils and local communities on possible sites.*

KALC has been engaging on illegal/inappropriate HGV parking and use of GPS/SATNAVs for a year now with KCC Highways, Kent Police, MPs and more recently with the Department for Transport. Since the AGM, we have written to the Secretary of State for Transport and the Chief Executive of Highways England on illegal/inappropriate HGV parking (a copy of KALC's 21 December 2015 letter to the Secretary of State is attached). A copy of the response from Andrew Jones MP, Parliamentary Under Secretary of State at the Department for Transport (DfT) is also attached. As a result of the DfT response, we are now looking to meet with Highways England officials and to follow up some of the points from the DfT letter in our next meetings with KCC Highways and Kent Police.

We also responded on 25 January 2016 to the Highways England consultation on Managing freight vehicles through Kent (see attached). Clerk's note: copy enclosed for Environment Committee members available to other members on request.

We have also just written to all Kent and Medway MPs seeking a meeting with them to discuss a number of issues, including illegal/inappropriate HGV parking, Operation Stack and making it an offence to use electronic navigation systems that do not identify routes unsuitable for HGVs.

Item 4.2 Installation of hard standing/apron at Boxley Road noticeboard. Permission to do work on a highway verge has to be obtained from KCC. The officer tasked to deal with the request is being chased for an answer. A verbal update will be given at the meeting and should this fail to arrive the Chairman will be asked to escalate it to the Cabinet Member.

Item 5 Planning Applications for Consideration. Purpose of item: DECISION

MC/15/3781 Construction of a proposed 4 bedroom dwelling with detached garage and associated parking. land adjacent to 803 Lordswood Lane, Lordswood, Chatham, ME5 8JP. Revised design details and positioning of proposed development. To ratify Clerk's decision, made after consulting committee.

16/501479/FULL Single storey rear extension at 22 Restharrow Road Weaving Kent ME14 5UH. Deadline 16 March 2016.

15/504318/FULL Part Retrospective – Removal of diseased and dying hedge to side of property and erection of a fence with planting between fence and boundary line; erection of a wooden shed at 22 Gleaners Close, Weaving Kent ME14 5ST. Deadline 24 March 2016.

16/501664/FULL Two storey extension leading into single storey extension at rear, re siting of front door and rebuilding existing lean-to at Tuddleswell, Weaving Street, Weaving Kent ME14 5JR. Deadline 24 March 2016.

16/501556/TPO TPO application to 1no Oak - crown reduction 20% and thin 10% at 5 Sylvan Glade Walderslade Kent ME5 9PW. Deadline 17 March 2016.

16501551/TPO TPO application to 1No Field Maple – 30% crown reductions at 7 Brownelow Copse, Walderslade, Kent ME5 9JQ. Deadline 23 March 2016.

16/501844/TPO TPO application to 1no Yew – raise canopy by 12 feet at 42 Bargrove Road, Maidstone Kent ME14 5RT. Deadline 24 March 2016.

16/500960/ADV Advertisement Consent for three internally illuminated fascia signs and one internally illuminated individual letters at Performance House Forstal Road Aylesford Kent. Deadline 25 March 2016.

Item 7 Highways and Byways. Purpose of item: Decision/guidance

Item 7.1 Bollards on verge adjacent to Boxley Rd/Travertine Rd junction. A site meeting has been requested with the Highway Steward, photographs have been provided. A reminder was sent on 22 Feb and 7th March and it is hoped to supply an update at the meeting.

Item 7.3 Highways and planning clarification.

E-mail (11/02/16) from Matthew Balfour, Member for Malling Rural East, Cabinet Member for Environment & Transport, Kent County Council

I have seen a copy of an email you have sent around widely to Maidstone Parish Councils and I wanted to assist in the understanding of the County Council's position regarding the Local Plan and the consideration of individual planning applications.

I must emphasise that KCC has not issued a blanket moratorium on all development in the Borough. Indeed, this would be unlawful as each application must be considered on its own merits. What we have made clear to the Borough Council in our response to their proposals to allocate further development is that there is now clear evidence to show that the south and south east sectors are constrained by lack of highway capacity, and the County Council strongly objects to the allocation of any further housing sites. This gives our officers a much stronger basis to proceed from in considering development proposals in this part of the Borough, but it is far less relevant outside the urban area and it does not allow us to oppose all further planning applications as a matter of principle. We must be extremely careful as a statutory consultee to keep our responses objective, evidence based and therefore credible.

I would like to urge everyone to aim their responses at the Planning Authority as the determining body. My highways officers must make an evidence based response on a case by case basis as prescribed by the National Planning Policy Framework. They cannot place weight on strength of public feeling. They also do not have the ability to respond to hundreds of individual objections, and I would hate to raise public expectation that they will. Your County Member will, of course, continue to assist.

I have copied all the Parishes included in your original email for expediency.

Clerk's note: the areas mentioned in the e-mail do not cover junction 7 of the M20, Grove Green or the North Ward of the parish. With reference to item 8 Lower Thames Crossing Route members may wish to make contact with Cabinet Member Matthew Balfour and County Councillor Paul Carter not only about the added congestion on the highways but the need to factor this in for any planning applications in the North Ward.

Item 7.4 Street lights.

The rollout of LED lights to replace existing street lights will take place between Sept 2016 and Nov 2016. On completion the street lights will return to all night illumination with KCC predicting that the whole of Kent will be back to all night street light illumination approximately Spring 2017.

Item 7.5 Nuisance vehicles log

PCSO Matt Adlington undertook an audit on nuisance calls for the parish.

1st December 2015 – 23rd February 2016

09/12/2015 - 20:08 : Lorries parked on a road in Weaving. Broadcast made to patrols.

09/12/2015 - 21:14 : Lorries parked on a road in Weaving. Placed on local list, PCSO called back.

17/12/2015 - 11:45 : The inft was calling to complain about nuisance vehicles revving their engines the night before. Relevant advice given by local PCSO.

20/12/2015 - 14:28

20/12/2015 - 14:54

20/12/2015 - 14:42 Main CAD : Motorbikes reported to being in Bredhurst Woods. The inft had citizens arrested a 15 year old male motorcyclists whilst 3 others ride off. Male was aggressive and the call was treated as Immediate. 3 friends came back and the male left the area with them. YA963, YY61 and YA972 attended. ASNT. YY61 attempted to call back the inft but no answer, voicemail left giving relevant Citizens Arrest advice and details of what actions the Police can do if the suspects are caught.

27/12/2015 - 17:24 : Go-Kart seen traveling down Boxley Hill towards Boxley Village. Broadcast made to patrols. Patrols attended no trace.

15/01/2016 - 15:26 : Motorbike doing wheelies around Eclipse Park and near the Chiltern Hundreds. Broadcast made to patrols. Patrols attended no trace.

30/01/2016 - 14:20 : Two scrambler type vehicles in Bredhurst Woods. Broadcast made to patrols. Patrols attended no trace.

30/01/2016 - 17:10 : Four quad bikes in the woods off Bell Lane. Broadcast made to patrols. Patrols attended no trace.

12/02/2016 - 23:12 : Quad bike going round the roundabout in Walderslade near Boxley Road. Broadcast made to patrols. No acknowledgements.

12/02/2016 - 23:54 : Quad bikes reported to be traveling up and down Boxley Road. Broadcast made to patrols. YA32 assigned but diverted to an immediate.

20/02/2016 - 19:55 : Quad bikes driving around Walderslade Woods with no VRM. Broadcast made to patrols. YA963 acknowledged but unable to attend.

It is suggested that an article is placed in the Downs Mail to encourage residents to report nuisance to 101 or to the parish office.

Item 9. Lower Thames Crossing Route Consultation 2016 – Have Your Say Purpose of item: Decision.

Briefing report

At the Environment Committee meeting members asked for a briefing note that dealt with any

impact on the parish of Boxley specifically the M2 and A229.

This consultation closes on Thursday 24 March. www.lower-thames-crossing.co.uk

Extracts from the consultation document are shown in italics. Unless otherwise stated when referring to traffic movements the principle/comment relate to BOTH south and north movements.

The Clerk has undertaken an informal study of the congestion problem at the M2 junction road network and has used this and responses from North Ward parish councillors to formulate a response.

Highways England is consulting on options for a Lower Thames Crossing; a new road crossing of the River Thames connecting Kent and Essex.

A new crossing is needed to reduce congestion at the Dartford Crossing and unlock economic growth, supporting the development of homes and jobs in the region.

We have looked at options near the existing crossing at Dartford and further East and our findings are the subject of this consultation.

Our assessment has led us to our proposal which is a tunnel under the Thames located east of Gravesend and Tilbury. We have identified three possible route options north of the river, and two south of the river, which would connect to the new crossing. We have also identified which of these options make up our proposed route.

Our proposal is a bored tunnel crossing at Location C, east of Gravesend and Tilbury.

South of the river - Kent There are two routes and we consider both of these to be viable. The Eastern Southern Link is a more direct, motorway to-motorway connection and as a result better meets the economic and transport objectives. It has greater community and environmental impacts. The Western Southern Link has a lower community and environmental impact but, as a less direct route with a lower speed junction on the A2, it is weaker against the economic and transport objectives.

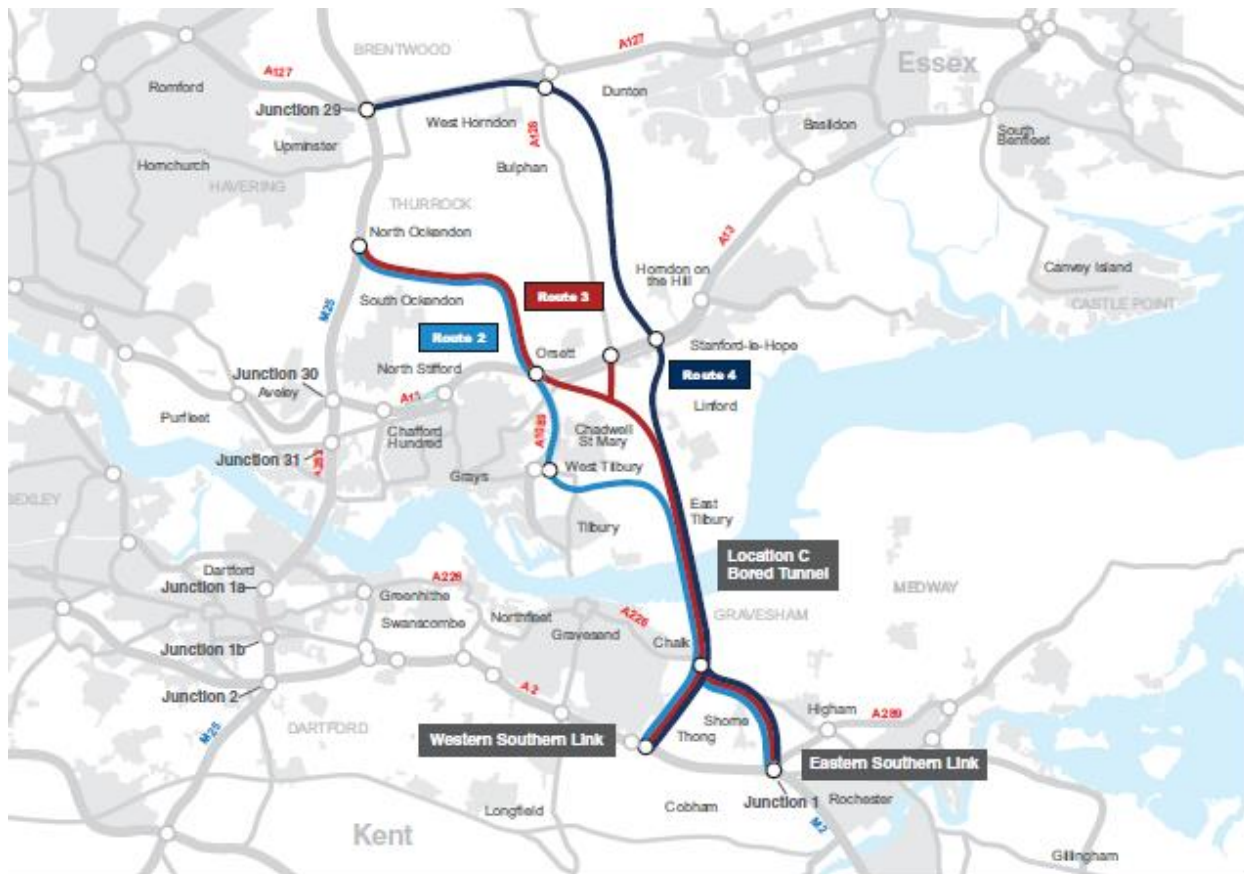
Economic

- To support sustainable local development and regional economic growth in the medium to long term.*
- To be affordable to Government and users. To achieve value for money.*

Transport

- To relieve the congested Dartford Crossing and approach roads and improve their performance by providing free flowing north-south capacity.*
- To improve resilience of the Thames crossings and the major road network.*
- To improve safety. Community and environment*
- To minimise adverse impacts on health and the environment.*

The three routes that the Government have identified start/finish at the M2 with a new junction (west of Thong) as the Western Southern route or an upgraded junction 1 Eastern Southern Route.



It is anticipated the new crossing will result in an adverse traffic, noise and air pollution impact on the North Ward of the parish and parts of the parish that border the A229. There might however be a small decrease in traffic on the M20 which will benefit the South Ward.

HGV vehicles currently using the Dartford Crossings use either the M2 or M20 to access the ports or tunnel. The proposed new crossing will be across the Thames north of Chalk and so there it is likely that it will be popular due to:

- Better traffic flows reducing the congestion experienced at the Dartford crossing.
- Potentially shorter driving time and thus fuel saving.
- The avoidance of the M25
- The quicker access to Tilbury docks and major Essex towns and in reverse the Medway Towns and Dartford/Gravesend.

As there is no direct link from the proposed route to the Medway Towns via the Medway Tunnel it is anticipated that a large number of drivers will opt to use junction 3 and junction 4 of the M2 to access these areas, thus avoiding Rochester and Chatham built up areas.

Junction 3/A229 is generally the quickest route between the M2 and M20 and with the single lane carriageway of the A228 and as the A249 route is longer, it is anticipated that it is likely to be the preferred route of drivers wishing to access the M20 and vice versa. It appears that KCC are against additional traffic on the A228.

Additional traffic at junction 3 will have an adverse and severe impact on the highway infrastructure but more importantly on the local communities which will suffer from additional noise and air pollution.

C Variant

In addition to assessing options for a new crossing, routes and junctions, we have also considered whether widening the A229 between the M2 and the M20 (called C Variant in earlier studies) would be a necessary part of a new crossing. Our assessment has concluded that this upgrade would have limited benefits, high environmental impact and high cost and is not essential as part of a new crossing scheme. We will give

further consideration to this link separately as part of Highways England's ongoing regional route planning.

Clerk's note: The Lord Lees and Taddington Wood roundabouts are unable to cope, at peak times, with existing traffic. Delays at the roundabouts cause queues on the M2, A229, Maidstone Road and Walderslade Woods road (A2045).

An informal study of the local road network shows that a single lorry parking over the yellow hatched box at Taddington Wood roundabout or vehicles not using the inner coast bound slip lane (which is often empty when there could be six cars or two HGVs) results in vehicles having to sit, with little movement, through a traffic light cycle (approx. 3 minutes). The impact then escalates around the two roundabouts (which have seven traffic lights and a single yellow hatched box) so that in a fairly short time vehicle movements through traffic light cycles are significantly down on what is normally experienced.

Current peak time situation	
Time	Result
0 minutes Yellow hatched box blocked/dedicated inner slip lane unused.	Limited amount of traffic can move across the box. The yellow hatch box is in this position to allow traffic going towards Chatham/Walderslade to empty off of the roundabout. Coast bound vehicles do not have sight of the dedicated coast bound inner lane so also sit at the lights.
3 minutes (roughly one traffic light cycle)	Traffic starts to queue back beyond the previous junction (M2 coast bound ramp). Interference with traffic from Walderslade/Chatham wishing to go onto the M2 London bound and traffic wishing to exit M2 starts.
6 minutes (approximately).	Traffic queue now on two of the three lanes coming from Lord Lees roundabout. Interference with traffic coming from A229 (both directions), creating queues, starts. Traffic movement around Lords Lees slows considerably creating delays for traffic trying to get to the A229 (Maidstone bound). Traffic movements around the remainder of Taddington Wood roundabout affected. Queues on M2 access and egress ramps starting to grow.
8 to 10 minutes (approximately).	Interference with traffic coming from M2 wishing to go to the A229. Interference with traffic coming from Walderslade Woods Road (A2045 Chatham/Walderslade) wishing to go to the M2 (coast and London bound) and the A229. Queues are now almost back to the start point of the problem. Vehicles now queuing on the M2, 500 metres or more. A229 now has seriously queues or very slow moving traffic of 1 kilometre or more.
10 to 12 minutes.	The queues on the Walderslade Woods road (A2045) now affects the local road network and communities.

The failure to plan for the additional traffic impact on junction 3 will now just shift the congestion problem from the Dartford Crossing to local areas with no guarantee that future works to improve the conditions will receive funding.

A new crossing at Location C would provide a high quality, safer transport solution with a 70mph road providing improved journeys. Crossing capacity would increase by 70% in the opening year and, as a new route, it could be constructed without impacting the already congested Dartford corridor.

On opening it would draw 14% of existing traffic away from Dartford, improving journey times on the existing crossing by up to 5 minutes in peak time and improving journey times from Kent to the M25 by up to 12 minutes when using the new crossing. It would provide a clear alternative to the existing crossing when

incidents occur and traffic flows on the A2 and the A13 would also improve.

Significant economic growth and regeneration would be enabled by connecting key areas (such as Ebbsfleet, Swanscombe and Gravesend to the south and Tilbury and wider areas of Thurrock to the north) to the national road network. Improved access to jobs and services, and more opportunities for new businesses are estimated to generate double the wider economic benefits at Location C compared with Location A.

A crossing at Location C would have greater ecological impacts than one at Location A.

Conclusion Location C is proposed because it offers far greater benefits than Location A. It would unlock significant wider economic growth and offers higher transport performance in terms of safety, capacity and resilience. We believe Location C best meets the economic and transport objectives, while balancing these with the community and environmental benefits and impacts.

We recognise that there would be noise and air quality impacts generated in the vicinity of the proposed scheme. Detailed air quality and noise modelling will be conducted during the next stage of the project to assess the potential effects and how best to mitigate these. By reducing congestion at the existing crossing, the proposed scheme would improve air quality and reduce traffic noise for residents nearby.

We recognise that our proposed scheme would have an impact on local communities as well as cultural heritage and landscape. These include areas of greenbelt, the Kent Downs Area of Outstanding Natural Beauty and areas of ancient woodland. As the scheme develops we will continue to work to understand how best to avoid and minimise impacts as we have successfully done on other schemes. We will also conduct seasonal surveys of habitats to understand in more detail the plant and animal species that could be affected.

This will help us minimise impacts and develop mitigation measures such as replacement habitats.

Clerk's note: The above statement is the only recognition of the impact on the communities that will see increased traffic e.g. the M2 and A229.

From consultation document.

South of the river in Kent

We are seeking your views on two alternative routes south of the river. These would both have an impact on existing communities and protected sites, but differ in terms of impacts on transport and economics.

Suggested response:

It is anticipated that a significant percentage of the vehicles using the proposed crossing will use junction 3 of the M2 to access the M20 via the A229 and this will have an adverse and severe impact on the highway infrastructure but more importantly on the local communities which will suffer from additional noise and air pollution.

Junction 3 of the M2 is already overloaded at peak times and it is unacceptable that this consultation has ignored this issue and in fact absolves itself from making a decision on Blue Bell Hill. An informal study of the congestion problem at the M2 junction road network is attached for your information. For the Lower Thames Crossing to work effectively and for all the improvement aims to be reached the adjacent supporting infrastructure needs to be updated at the same time. With additional traffic at junction 3 the situation will surely worsen so why defer the inevitable?

Boxley Parish Council recognises that there is a need for a lower Thames crossing however whilst the congested Dartford Crossing issue will be addressed congestion is being created further down the infrastructure e.g. Blue Bell Hill.

Safety may be improved at locations close to the current crossing but the issues experienced there will be transported to this area.

Additional traffic movements and queues at junction 3 and on the A2045 and A229 will have an adverse impact on local community health and the local environment.

Item 10. Volunteer Groups. Purpose of item: Information
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9.1 WWG Status Report for February 2016

Following on from last month's Task Day, and in an attempt to tighten security against quads, we worked on the Medway part of the woods behind Sherwood Avenue and Marlow Copse. We have installed two hoops where Sherwood Avenue enters the woods, and cleared all paths leading down to Coal Bottom.

During the Task Day, we also picked four black sacks of litter, and generally tidied up some fallen trees. With the view of making safe, a large hung-up branch in a tree in Coal Bottom was eventually pulled to the ground. I don't think we would have managed it without the extra energy provided by Sophie's chocolate brownies!

We will now plan doing the same kind of security work at Marlow Copse, in the very near future.

It has been reported to me that unregistered quads have been seen fuelling at the Robin Hood service station. I will talk to the PCSO about what can be done.

We plan to purchase signs which will publicise the names the group have given to the remaining plateaux, excluding the enabling development. These names are directional, and should help with identifying where they are in relation to each other.

The names are as follows:-

Central Plateau, Round Wood

West Plateau, Round Wood

North Plateau, Round Wood

North East Plateau, Round Wood

& East Plateau, Round Wood.

Rob Burrows.

9.2 FOBW report 6.3.16

We met today and cleaned up the area we have been working on for the past 4 sessions. Have forwarded pictures showing before and after and some of the team taking a well-earned rest at the end. 8 people attended including a new member who attacked the work with great vigour and gusto.

Mike Phillips attended and made an interesting observation that what we should now be doing is to obtain new Hazel saplings and planting in amongst the ones we have worked. Apparently they are too far apart and the branches grow outwards instead of upwards.

Another 20 bean poles were retrieved and will be taken to the allotments.

We do plan now to expand this work along the top ridge as there are more hazel to coppice.



Bob Hinder

Item 11 Policy and Purpose of item: DECISION

Members asked for this item to be returned to the agenda. The previously suggested amendments have been made. A previous decision has been made that councillors can request copies of the note to be placed on windscreens.

Inconsiderate Parking.

Section 217 of the Highway Code states

Do not park your vehicle or trailer on a road where it would endanger, inconvenience or obstruct pedestrians or other road users. For example **DO NOT STOP/PARK**

- ☐ Near a school entrance.
- ☐ Anywhere you would prevent access for emergency services.
- ☐ At or near a bus stop or taxi rank.
- ☐ Opposite or within 10 metres (32 feet) of a junction except in an authorised parking space.
- ☐ Near the brow of a hill or hump bridge.
- ☐ Opposite a traffic island or (if this would cause an obstruction) another parked vehicle.
- ☐ Where the kerb has been lowered to help wheelchair users.
- ☐ In front of an entrance to a property.
- ☐ On a bend.
- ☐ On pavement.

The parish council has been receiving numerous complaints about inconsiderate parking and it is asking all drivers to be more aware of the danger and inconvenience that they are causing children and residents.

An advice notice issued by Boxley Parish Council.

Clerk's note: Do members wish to consider a Downs Mail item? If so the following is suggested.

Problem parking.

The parish council has been receiving numerous complaints about inconsiderate parking and it is asking all drivers to be more aware of the danger and inconvenience that they are causing children and residents. The safety of all residents is affected by inconsiderate and dangerous parking.

Emergency vehicles. Fire engines, ambulances, etc. **must be allowed access at all times.** The property they need to get to could be yours. Therefore, when parking on the highway look at where you've parked to see

- If you've left enough space for an emergency vehicle to get through.
- If possible don't park opposite other vehicles if this impedes emergency vehicles by causing a 'chicane' effect.

Commercial vehicles. If you park a commercial or other large vehicle at your home, please try to park it on your drive as the extra width causes problems on the highway.

DON'T BLOCK driveways etc. If a resident uses their driveway/front garage to park their vehicle then they are helping their neighbours. It is **unacceptable** therefore for these neighbours to block access and egress. Please be considerate and do not overhang any of the driveway – not all vehicles are as manoeuvrable as yours.

Driveways/garages/front areas.

If these are available then please use them and get your vehicles off the highway.

Properties with lots of vehicles.

Make sure everyone in the family who owns a vehicle is aware of the problems. Try to work out a parking scheme to fully use your driveway. Arrange it so that the first person leaving in the morning is the last car on the drive. They are then less likely to park in the road.