

Settlement Hierarchy Technical Paper

Contents

Settlement Hierarchy Technical Paper.....	1
Contents.....	1
Section 1 – Purpose.....	1
Section 2 – National Context.....	1
Section 3 – Regional Context.....	2
Section 4 – Rural Reports	3
State of the Countryside Report	3
Taylor Review of Rural Economy and Affordable Housing.....	4
South East Rural Delivery Framework	4
Kent Rural Delivery Framework.....	5
Section 5 – Gravesham Local Plan First Review 1994	5
Section 6 – Gravesham Local Plan Second Review Deposit Version 2000	6
Section 7 – Gravesham Core Strategy Key Issues and Options Consultation	6
Section 8 – Meopham Parish Plan.....	7
Section 9 – Methodology.....	7
Section 10 – Results	9
First Tier Settlements	9
Second Tier Settlements	9
Third Tier Settlements	10
Fourth Tier Settlements	10
Other Settlements.....	11
Longfield Hill	12
Appendix 1 – Results of Survey	13

Section 1 – Purpose

- 1.1 The purpose of this report is to consider a settlement hierarchy for Gravesham Borough. It will form part of the evidence base for the Local Development Framework (LDF) Core Strategy. It is intended to identify what facilities and services are available in the settlements outside Gravesend/Northfleet/Ebbsfleet and to identify which ones are more sustainable and therefore best placed to accommodate the development requirements set out in the South East Plan for the Borough outside the urban area.

Section 2 – National Context

- 2.1 Planning Policy Statement 1 Delivering Sustainable Development sets out a number of matters which planning authorities should take into account in preparing development plans in order to achieve sustainable development. This includes:
- Bringing forward sufficient land of a suitable quality for development taking into account issues such as accessibility and sustainable transport needs, the provision of essential infrastructure and the need to avoid flood risk and other natural hazards.
 - Ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car, while recognising that this may be more difficult in rural areas.

- Actively manage patterns of urban growth to make fullest use of public transport and focus development in existing centres and near to major public transport interchanges.
- 2.2 The need to consider a hierarchy and network of centres is advocated by Planning Policy Statement 6 Planning for Town Centres. In considering a hierarchy, local planning authorities should consider whether there is a need to avoid an over concentration of growth in the higher level centres, the need for investment and growth to strengthen other centres and the need to address deficiencies by promoting centres to function at a higher level in the hierarchy or designating new centres. It identifies city, town, district and local centres. Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette. It is recognised that in rural areas, large villages may perform the role of a local centre.
- 2.3 Planning Policy Statement 7 Sustainable Development in Rural Areas requires policies to facilitate and promote sustainable patterns of development and sustainable communities in rural areas. It states that most new development should be focussed in or near to local service centres (e.g. country town, a single large village or group of villages) where employment, housing, services and other facilities can be provided close together. This should help to ensure that these facilities are served by public transport and provide improved opportunities for access by walking and cycling. Some limited development should be allowed in, or next to, rural settlements not designated as local service centres to meet local business and community needs and to maintain the viability of these communities.

See:

<http://www.communities.gov.uk/publications/planningandbuilding/planningpolicystatement1>
<http://www.communities.gov.uk/publications/planningandbuilding/pps6>
<http://www.communities.gov.uk/publications/planningandbuilding/pps7>

Section 3 – Regional Context

- 3.1 The South East Plan (adopted 2009) identifies Kent Thames Gateway as an area for growth and regeneration under policy SP1 and this applies to the part of the Borough to the north of the A2. Within this, Ebbsfleet is identified as a Regional Hub under policy SP2 and Gravesend is identified as a Secondary Regional Centre under policy TC1, with details of its implementation contained in policy TC2. It emphasises that the prime focus for development should be urban areas, to foster accessibility to employment, housing, retail and other services, and avoid unnecessary travel (policy SP3).
- 3.2 Policy SP2 requires Local Development Documents to support and develop the role of regional hubs, e.g. Ebbsfleet, by giving priority to measures which increase sustainable transport, encouraging higher density and/or mixed land uses, developing high quality transport interchange facilities, and focusing housing and economic development in locations easily accessible to them.

- 3.3 Policy TC2 requires local authorities to set out a vision and strategy for the network and hierarchy of centres within their area. This should include other centres not identified as they may have an important role in meeting local needs. Gravesend is identified as a Secondary Regional Centre and the policy is clear that regard will need to be given to supporting its function and viability to accommodate change and growth, assessing the capacity for this, respecting the historic character and environment, promoting new investment of an appropriate scale, supporting sustainability objectives especially in relation to transport and considering the potential impact on vitality and viability.
- 3.4 The role of small rural towns is outlined in policy BE4 which states that local planning authorities should encourage proposals that help strengthen their viability, recognising their importance to wider rural areas. Local Development Documents should reinforce their role as local hubs for employment, retailing and community facilities and services, encourage community-led local assessments of need, provide for sufficient housing development to meet identified needs where it would reinforce the role of the town, protect their character and appearance and develop public transport networks to meet the needs of the towns and their surrounding rural area.
- 3.5 There is a need to positively plan to meet the defined local needs of rural communities for small scale affordable housing, business and service development, taking account of continued viability of local services, amongst other things (policy BE5). The policy required Local Development Documents to define their approach to development in villages based on the functions performed, their accessibility, the need to protect or extend key local services and the capacity of the built form and landscape setting of the village. Community-led local assessments of need should be encouraged.

See:

<http://www.gos.gov.uk/gose/planning/regionalPlanning/815640/>

Section 4 – Rural Reports

State of the Countryside Report

- 4.1 The Commission for Rural Communities “State of the Countryside 2008” sets out factual information on social, economic and environmental issues in rural areas. It analyses the data and shows the trends that are emerging. It considers access to:
- Banks and building societies
 - Supermarkets
 - Petrol stations
 - GP surgeries
 - Dentists
 - Post offices
 - Primary schools
 - Secondary schools
 - Job centres
 - Pubs and restaurants

The indicator for access to a good bus service is where the nearest bus stop is within a 13 minute walk and has a service at least once an hour.

- 4.2 It classifies settlements of under 3,000 people (roughly equating to ONS villages and hamlets) to be rural, while settlements of between 3,000 to 10,000 people are classified as rural towns in accordance with the ONS classification.

See:

<http://www.ruralcommunities.gov.uk/projects/stateofthecountryside2008/overview>

Taylor Review of Rural Economy and Affordable Housing

- 4.3 The Taylor Review of Rural Economy and Affordable Housing (DCLG, 2008) sets out the steps necessary for the planning system to play its role in realising the vision of mixed, thriving and sustainable rural communities – a living, working countryside. It contains a series of recommendations to achieve this. It recognises that rural areas have experienced large scale migration, higher than average house prices, lower than average wages and loss of services. Restrictive planning policies have exacerbated these effects and made smaller settlements increasingly unsustainable.

See:

<http://www.communities.gov.uk/publications/planningandbuilding/livingworkingcountryside>

South East Rural Delivery Framework

- 4.4 The South East Rural Delivery Framework 2006-2009 has identified the key themes of:

- Biodiversity
- Economic Development and Enterprise
- Exclusion
- Food and Farming
- Forestry
- Green space
- Heritage
- Housing
- Landscape
- Water and Waste

In addressing exclusion, it identifies the need to:

- ensure Local Development Frameworks support rural communities
- support rural communities to improve service availability and social infrastructure

In addressing housing, it states the need to have enough homes available in the right place and of the right standard for rural communities to thrive and to understand and overcome real and perceived barriers to this.

See:

<http://www.gov.uk/government/rural/regionalRuralPolicy/ruralDeliveryFramework/>

Kent Rural Delivery Framework

4.5 The Kent Rural Delivery Framework 2007 seeks to provide a strategic framework for action within rural Kent. It supports the following issues:

- Supporting rural enterprise
- Fostering vibrant rural communities
- Valuing the rural environment

In addressing “fostering vibrant rural communities,” the Framework recognises that:

- rural Kent has a faster ageing population profile
- there is an increasing shortage of affordable rural housing to meet local needs
- there is a need to encourage greater patronage of existing locally-provided rural services and foster innovation to address gaps in supply
- accessibility is a key issue for many rural communities

In order to address these issues, it seeks to:

- Create cohesive and dynamic rural communities
- Develop an innovative and entrepreneurial approach to rural service provision
- Improve rural access and transport provision
- Increase the provision of affordable rural housing to meet local needs
- Address rural disadvantage and support independence

See:

<http://www.kentruralnetwork.org.uk/kent-rural-framework>

Section 5 – Gravesham Local Plan First Review 1994

5.1 Policy V1 of the adopted Gravesham Local Plan First Review 1994 identified a number of villages and their built confines were shown on the Proposals Map. These villages are:

- Cobham
- Sole Street
- Culverstone Green
- Hook Green
- Meopham Green
- Vigo Village
- Istead Rise
- Higham Upshire
- Lower Higham
- Three Crutches
- Shorne
- Shorne Ridgeway
- Lower Shorne

Development was restricted to minor redevelopment or development within the built confines as outlined in policy V2.

- 5.2 From the reasoned justification, it appears that the basis for identifying the villages was the Kent Structure Plan policies relating to the metropolitan green belt rather than an assessment of the facilities and services which they contained.

See:

<http://www.gravesham.gov.uk/index.cfm?articleid=1202>

Section 6 – Gravesham Local Plan Second Review Deposit Version 2000

- 6.1 Policy RA9 of the Gravesham Local Plan Second Review Deposit Version 2000 identified the same villages above and policy RA10 continued to restrict development to minor redevelopment or development within the built confines. Policy RA12 allowed for affordable housing to be developed outside the village confines in the green belt in very special circumstances.
- 6.2 The reasoned justification suggested that consideration was given to whether any of the villages would have potential for residential development in excess of minor development or redevelopment in accordance with the Kent Structure Plan policy at the time – policy RS3 (a). The background to policy RS3 (a) suggested that villages identified were likely to be among the small rural towns and larger villages which because of their size, function and range of services may have capacity to absorb limited amounts of new housing, either within their built confines or on their periphery. It was concluded that no villages in Gravesham had this potential but it is not clear how this conclusion was reached.

See:

<http://www.gravesham.gov.uk/index.cfm?articleid=1200>

Section 7 – Gravesham Core Strategy Key Issues and Options Consultation

- 7.1 The Core Strategy Key Issues and Options Consultation which was carried out in 2007 contained a strategic objective relating to rural settlements. This was:
- “To protect the character, appearance and distinctiveness of individual rural settlements whilst maintaining and enhancing their vitality where appropriate through the encouragement of limited small scale development, improved employment opportunity and the provision of local services and facilities.”
- There were 24 responses to this strategic objective, 21 of whom agreed with the statement and 3 of whom disagreed.

See:

<http://www.gravesham.gov.uk/index.cfm?articleid=3869>
<http://www.gravesham.gov.uk/democracy/ecCatDisplay.aspx?sch=doc&cat=12929&path=480,12928>

Section 8 – Meopham Parish Plan

- 8.1 The Meopham Parish Plan 2008 addressed the following issues and made a number of recommendations in respect of each topic area:
- Crime, law and order – community safety
 - Highways (road safety), traffic and transport
 - Maintaining the environment and rights of way
 - Use of amenities and facilities for young people
 - Quality of services
 - Education
- 8.2 In terms of services and facilities, the following recommendations are relevant:
- TT.4 seeks improved bus services
 - Am.1 states that the library should be enhanced
 - YP.1 suggests the provision of a purpose built youth centre
 - QS.1 recommends improving the health facilities offered by the medical centre
 - QS.3 states that local post offices should be able to improve their range of services
 - QS.4 seeks support for existing shops
 - EC.1 suggests that the schools should continue to be supported

See:

<http://www.meopham.org/parishplan/>

Section 9 – Methodology

- 9.1 The role of the Gravesend/Northfleet/Ebbsfleet area as the first tier of the hierarchy has already been established through their identification within the Kent Thames Gateway Growth and Regeneration area in the South East Plan (see section 3 above). Therefore, this study focuses on other settlements within Gravesham Borough plus Longfield Hill which is within Dartford Borough but whose eastern boundary abuts Gravesham.
- 9.2 The settlements which contain at least 1 of the services listed in the table below were considered as part of work on the settlement hierarchy. These are services that meet peoples' everyday needs and contribute to the sustainability of settlements. In the case of no other facilities being present, there had to be at least one bus or train per hour during the day for transport to be considered a service, consistent with the State of the Countryside Report (see paragraphs 4.1-4.2 above).
- 9.3 A survey of each settlement was undertaken to assess the service provision. The Parish Councils and Istead Rise Community Association were consulted to check the accuracy of the survey information. Bus and train timetables were used to list the availability and frequency of public transport provision. Output areas from the 2001 Census data were used to approximate the population for each settlement. It should be noted that the output area boundaries do not always closely reflect the settlement boundaries and are an approximation only. Also the settlements may have experienced minor

population changes since the 2001 Census but this is regarded as the most robust demographic data set available across all the settlements.

- 9.4 Tier 2 settlements were identified on the basis of their larger populations, greater range of facilities and services and the availability of at least an hourly daytime bus/train service.
- 9.5 Tier 3 settlements were identified on the basis of having some services or employment land and at least an hourly daytime bus/train service.
- 9.6 Tier 4 settlements were identified on the basis of having a village shop and a bus service running several times daily.
- 9.7 Some settlements did not have any of the facilities and services required to place them within any of the above categories and are referred to as "other settlements."
- 9.8 The information is accurate at the time of survey and limitations of the data are recorded in the table below.

Table: Facilities/Services considered

Facility/Service	Notes	Information Source
Fresh food retail	Greengrocer, butcher or baker. The absence of such a facility does not necessarily mean that fresh food is not available from a general grocery store	Survey
General grocer	Typically a supermarket or general village store	Survey
Post office	Where this is located within a store, the post office and the store are counted separately	Survey www.postoffice.co.uk
ATM		Survey
Chemist	Includes dispensaries located within GP surgeries	Survey
Public house		Survey
Takeaway / Café / Restaurant	Includes sandwich bars	Survey
Petrol station	Includes small shop ancillary to the main petrol station	Survey
Other shops	Includes uses operating from shop type premises, i.e. hairdressers, newsagents, estate agents, dry cleaners, florists, travel agents, gift shops, clothes shops, hardware shops, off licences, art shop but not vacant units	Survey
School	Primary and secondary schools but not independent or special schools	Survey www.kent.gov.uk
GP Surgery		http://www.westkentpct.nhs.uk/
Indoor sport/leisure		Survey
Library	Includes mobile services	Survey www.kent.gov.uk

Facility/Service	Notes	Information Source
Meeting hall	Does not include church halls	Survey
Place of worship		Survey
Other facility	Includes dentists, veterinary surgeries, nurseries providing full time child care	Survey
Transport	Train and bus services, with frequencies	www.nationalrail.co.uk www.kent.gov.uk
Employment	Number of sites	Survey

Section 10 – Results

- 10.1 In accordance with the methodology outlined in section 9 above, the services/facilities available in the following settlements were reviewed:

Cobham
Culverstone Green
Harvel
Lower Higham
Higham
Istead Rise
Luddesdown
Hook Green, Meopham
Meopham Green
Lower Shorne
Shorne
Shorne Ridgeway
Sole Street
Three Crutches
Vigo

The information was recorded between December 2008 and April 2009 and is set out in Appendix 1.

First Tier Settlements

- 10.2 As outlined in paragraph 9.1 above, Gravesend/Northfleet/Ebbsfleet form the first tier in the settlement hierarchy.

Second Tier Settlements

- 10.3 It is apparent from the Appendix that 3 settlements – Istead Rise, Hook Green Meopham and Higham – stand out from the rest by virtue of their population (each above 2,700) and the greater range of facilities and services they provide. These settlements typically offer a number of shops, a post office, a GP surgery, a primary school, and at least an hourly daytime bus and/or train service.
- 10.4 **Istead Rise** is located approximately 4.1km south of Gravesend town centre. It has the largest population of the rural settlements, with a total of approximately 3,500 people. It has a wide range of facilities including a primary school, a GP surgery, a community centre, a small supermarket, a number of other shops, a post office and a place of worship. It is served by

bus 306/308 which runs hourly daytime services to Gravesend, Bluewater and Sevenoaks.

- 10.5 **Hook Green** extends from Meopham Railway Station in the north to the Primary School in the south. It is located between 6.2km and 7.5km south of Gravesend town centre. With an approximate population of just over 3,000 people, it has a post office, a number of shops, an employment site at Meopham Sidings and places of worship. It shares a primary school, a GP surgery, a village hall, a library and a secondary school with Meopham Green. It is served by bus 306/308 which runs hourly daytime services to Gravesend, Bluewater and Sevenoaks and by trains which run half hourly daytime services to the Medway Towns, Bromley and London Victoria.
- 10.6 **Higham** lies approximately 7.6km east of Gravesend town centre. There are approximately 2,700 residents. It has a number of facilities including a post office, a GP surgery, a library, a place of worship and a number of shops. It shares a primary school and a village hall with Lower Higham. It is served by bus 136 which runs half hourly daytime services to Gravesend and the Medway Towns.

Third Tier Settlements

- 10.7 The settlements within this category lack some of the services necessary to make them more sustainable but they do provide either employment land or a number of other facilities such as a village store, a post office and a primary school, as well as at least an hourly daytime bus/train service. Culverstone Green, Meopham Green and Vigo fall within this category.
- 10.8 **Culverstone Green** lies approximately 11.1km south of Gravesend town centre. There are approximately 1,200 residents. It has a few facilities including a primary school, a post office, a small supermarket and a community centre. It is served by bus 306/308 which runs hourly daytime services to Gravesend, Bluewater and Sevenoaks.
- 10.9 **Meopham Green** extends for some 1.4km from The George Inn in the north to Meopham Veterinary Surgery in the south. At the green, it is located 9km south of Gravesend town centre. It has a population of approximately 1,200 and its facilities include employment sites at Bowes Industrial Estate and Lomer Farm and a place of worship. It shares a primary school, a GP surgery, a village hall, a library and a secondary school with Hook Green, Meopham. It is served by bus 306/308 which runs hourly daytime services to Gravesend, Bluewater and Sevenoaks.
- 10.10 **Vigo** lies approximately 12.3km south of Gravesend town centre, at the southernmost part of Gravesham Borough. It has an approximate population of 2,200. Its facilities include a primary school, a post office, a village store and a village hall. It is served by bus 306/308 which runs hourly daytime services to Gravesend, Bluewater and Sevenoaks.

Fourth Tier Settlements

- 10.11 The settlements within this category contain at least a village shop and a bus service running several times daily. Cobham, Shorne and Sole Street fall within this category.

- 10.12 **Cobham** is situated 6.3km south east of Gravesend town centre. It has a population of approximately 280 and it has a few facilities including a primary school, a village hall, a village store and a place of worship. It is served by the infrequent 416 bus service to Gravesend.
- 10.13 **Shorne** and Shorne Ridgeway have a combined population of approximately 740. Shorne is located 5.9km east of Gravesend town centre. It contains a number of facilities including a primary school, a GP surgery, a village hall, a village store and a place of worship. However, it is only served by the infrequent 416/417 bus service to Gravesend. Shorne Ridgeway is described in further detail below.
- 10.14 **Sole Street** is located 7.2km south of Gravesend town centre. Its approximate population is just over 900. Apart from a village store and a public house, it has no facilities. However, it is served by trains which run half hourly daytime services to the Medway Towns, Bromley and London Victoria.

Other Settlements

- 10.15 The remaining settlements either have very few services and/or an infrequent bus service:
 Harvel
 Lower Higham
 Luddesdown
 Lower Shorne
 Shorne Ridgeway
 Three Crutches
- 10.16 **Harvel** lies in the south east of Gravesham Borough, approximately 11.1km from Gravesend town centre. It is not possible to estimate the population due to the nature of the Census Output Area Statistics. Apart from a village hall and a public house, it has no facilities and is only served by a community bus to Gravesend twice a week.
- 10.17 **Lower Higham** lies about 7km east of Gravesend town centre and has a population of approximately 600. The village itself contains limited facilities apart from a public house but it shares a primary school and a village hall with Higham. It is served by the infrequent 417 bus service to Gravesend and by trains which run half hourly daytime services to the Medway Towns, Gravesend, Dartford, London Bridge and London Charing Cross/Cannon Street. There is an extant planning permission for light industrial units in the station yard which if implemented would provide employment use. Should this planning permission be implemented, a review of whether it is appropriate to retain Lower Higham within this settlement hierarchy category would be appropriate.
- 10.18 **Luddesdown** is situated 8.9km south east of Gravesend town centre. It is not possible to estimate the population due to the nature of the Census Output Area Statistics. Apart from a village hall, a place of worship and 2 public houses, it has no facilities and is not served by any bus service.
- 10.19 **Shorne Ridgeway** and Shorne have a combined population of approximately 740. Shorne Ridgeway is situated 6.9km south east of Gravesend town

centre. Apart from a public house, it has no facilities and is only served by the infrequent 416/417 bus service to Gravesend. Shorne is described in further detail above.

- 10.20 **Lower Shorne** lies 5.6km east of Gravesend town centre. It has a population of approximately 450. It has no facilities but is served by bus 136 which runs half hourly daytime services to Gravesend and the Medway Towns.
- 10.21 **Three Crutches** lies 9.3km east of Gravesend town centre, close to Strood. It has approximately 320 residents. Apart from a public house, it has no facilities. However, it is served by bus 700/701 which runs half hourly daytime services to the Medway Towns and Bluewater.

Longfield Hill

- 10.22 It should be noted that Longfield Hill is a cross boundary issue between Dartford and Gravesham Boroughs. Longfield Hill is identified as a village in the Dartford Borough adopted Local Plan 1995 and is not within the Green Belt. It is referred to in this paper as there have previously been representations relating to properties outside the village which wish to be considered as part of an expanded Longfield Hill settlement. The settlement contains a public house and a place of worship and is served by a community bus to Gravesend twice a week. If it was assessed according to the methodology outlined in section 9, it would be equivalent to "other settlements."

See:

<http://www.dartford.gov.uk/planningpolicy/AdoptedPlanMenu.htm>

Appendix 1 – Results of Survey

Gravesham Borough Council

Settlement Hierarchy Technical Paper Gravesham Borough December 2009

		Second Tier			Third Tier			Fourth Tier			Other					
		Istead Rise	Hook Green	Higham	Culverstone Green	Meopham Green	Vigo	Cobham	Shorne	Sole Street	Harvel	Lower Higham	Luddesdown	Lower Shorne	Shorne Ridgeway	Three Crutches
Population		3,505	3,066	2,752	1,223	1,200	2,201	279	743	912		600		451	Combined with Shorne	321
Fresh Food		2	1	1												
General Grocer		1	1	2	1		1	1	1	1						
Post Office		1	1	1	1		1									
ATM		1														
Chemist		2 (includes 1 dispensary)	2 (includes 1 dispensary)	1		1 (dispensary)	1		1 (dispensary)							
Pub		1 (in the community centre)	1	2		3	1	3	1	1	1	1	2		1	1
Takeaway / Café / Restaurant		1	7	4			2									
Petrol Station					1											
Other Shop		4	13	2		3	2		2							
School		P	P*, S*	P*	P	P*, S*	P	P	P			P*				
GP Surgery		1	1*	1		1*			1							
Indoor Sport			1*			1*										
Library		M	1*+M	1	M	1*	1+M	M	M	M	M	M		M	M	
Meeting Hall		2	1*	1*	1	1*	1	1	1		1	1*	1			
Place of Worship		1	2	1		1		1	1				1			
Other Service		1	1*			2+1*										
Direct Bus	Yes/No	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y
No. Direct Bus Service Routes (Weekly)		2	4	3	2	4	2	3	2	3	1	2	0	2	2	1
Principal Service	Service Number	306/308	306/308	136	306/308	306/308	306/308	416	416/417	416	MC1	417		136	416/417	700/701
	Operator	Arriva	Arriva	Arriva	Arriva	Arriva	Arriva	Redroute	Redroute	Redroute	Meopham Parish Council	Redroute		Arriva	Redroute	Arriva
Principal Service Frequency	^Typical Weekday 3 hour Frequency	Hourly	Hourly	2 per hour	Hourly	Hourly	Hourly	1,1	2,2	0,0		1,1		2 per hour	2,2	2 per hour
	*Per Day Running	Hourly	Hourly	2 per hour	Hourly	Hourly	Hourly	5,4	8,6	5,4	Twice per week	3,3		2 per hour	8,6	2 per hour
Rail Service	Yes/No	N	Y	N	N	N	N	N	N	Y	N	Y	N	N	N	N
Station			Meopham							Sole Street		Higham				
Operator			Southeastern							Southeastern		Southeastern				
Route			Gillingham to London Victoria							Gillingham to London Victoria		Gillingham to London Charing Cross				
Daytime Frequency (each way)			2 per hour							2 per hour		2 per hour				
Employment Sites No.			1			2						1e				
Population figures for Shorne and Shorne Ridgeway are combined																
Population figure for Lower Shorne includes Thong																
It is not possible to approximate population figures for Harvel and Luddesdown																
* means facility shared by Hook Green and Meopham Green, or Higham and Lower Higham																
P = Primary school, S = Secondary school																
M = mobile library																
^ Sample: Services 12-3pm Monday Timetabled Each Way																
* Weekday numbers each way on principal service (daily services only)																
Fresh Food = bakers, butchers, greengrocers																
General Grocer = supermarkets, general village stores																
Other Shop = hairdressers, newsagents, estate agents, dry cleaners, florists, travel agents, gift shops, clothes shops, hardware shops, off licences but not vacant units																
Other Service = dentists, veterinary surgeries, nurseries providing full time child care																
e = Provisional employment site at Lower Higham depends on implementation of extant planning permission																