

R1 supporting document

Adisham is a historic village created 1400 years ago with a small number of houses (approx. 300) and about 650 residents. Currently they experience woodland and open green land walks, dark skies where they regularly watch stars, planets and nightlife such as bats and various species of owls including long-eared, and white tailed eagles. These use the wildlife corridors between Aylesham and the village, and Littlebourne and the village. The farmland is their prime foraging area, and the trees and hedges are their roosting or perching areas. Flocks of starlings and long-tailed tits use the hedgerows and fields to rest and feed on their migration paths. The dark skies policy appears to be being ignored when considering the tenfold increase of homes within the Adisham boundary and will affect not only the historic landscape views across towards Barham and Bridge but will prevent our views of the star maps due to increased light pollution from these houses and the planned local centres. Adisham has no shops, pubs, post office, takeaways and that is causing much extra vehicular movements when driving to neighbouring villages for these services. Adding 800 homes to the area before considering local centre 1 to be built will mean a huge increase in the number of vehicles using the small country lanes in and out of the village.

The main access roads are Station Road through across the downs to Bekesbourne. This road is only single car wide in many places, has never been part of a gritting plan and has seen several accidents along its length. The amount of traffic increases to approximately 10 vehicle movements during rush hour times, especially when the alternative route of the B2046 is closed.

The B2046 saw a fatality last year with people regularly trying to cross the busy road between the two villages. Adding more roads from R1 leading onto and off the B2046 will mean more junctions where accidents will happen, and more people crossing the road especially before local centre 1 is built as they will need to shop in Aylesham.

This road narrows in places with bends that block the view of traffic emerging from lanes on the Aylesham side of the village, and especially the junctions at Dorman Avenue and Spinney Lane are the scenes of regular accidents and road closures given the current volume of traffic that uses the road from the A2 to Wingham, Sandwich and Thanet. Increasing the number of houses in the area by over 4500 in all across the Canterbury and Dover plans will cause more gridlock on these roads. The B2046 ends at Wingham in a bottleneck single vehicle wide area between two houses. Often there are queues of vehicles trying to pass through this gape, when two larger vehicles meet and cannot easily back up. The amount of vehicle emissions from waiting traffic in this area needs to be assessed and recalculated given the extra volume that will use this road. In the same area this road has been closed many times in the last three years, mostly due to leaks from antiquated water main routes. These are only repaired and patched, a replacement along the entire length from Wingham to Aylesham and Adisham is already required, notwithstanding the extra capacity of water which will be needed both to build and for domestic use of all the houses if R1 and other plans were to go ahead. Closing the B2046 always results in queues of traffic using single track country lanes, damaging the verges and destroying local wildlife, in areas which saw

only occasional traffic use. The increase in traffic on these country lanes should all this housing be built will totally destroy the local ecological climate, having a knock on effect to mammals and birds that feed on the flora.

Adding 3200 homes in close proximity, joining Adisham to Aylesham will change the nature of both villages beyond recognition. This area will span two local councils and Dover District Council was not informed of this building plan when they submitted first R18, then after consultation and feedback they have recently submitted R19. DDC councillors admitted at recent meetings that they had no knowledge of CCC plan despite a ruling that local councils must engage and discuss with their neighbouring councils of plans that would affect both communities.

Adisham currently has an antiquated overhead power cable system supplying electricity to much of the village in the area where R1 will be situated. This regularly breaks down, especially in windy weather and must be upgraded with decisions to make all electricity underground before any extra housing is added in the area.

Sewerage outlet pipes are mostly 4" in the immediate locality and regularly during heavy weather or increased sewerage production (holiday times, covid lockdowns) the fields close to the siting of R1 and R22 flood with raw sewage. Part of this land is also where fresh water boreholes reside and the risk of cross contamination is high. All of Adisham's sewerage that reaches the pipework is then passed to Wingham pumping station for its first stage of treatment. Several times a year this village is blocked by lines of tankers extracting untreated sewerage to take to the next stage of processing (Thanet sewerage works) as it is over capacity. Adding just a few more homes in the area will break this outdated system which is in urgent need of upgrading. The final stage in the treatment works at Thanet is also often unable to cope with the amount of sewerage, and Southern Water is now being fined for dumping raw sewage onto Thanet beaches as the entire system can no longer cope with the demand due to increased housing in the south east. A planned new waste treatment at Littlebourne will help that side of the downs but there is nothing in R1 to place a treatment works in this area despite the increase in housing being more than twice that in C12 area.

There are no secondary schools within a wide area surrounding R1 at present. All secondary school age children from Aylesham, Adisham, Wingham, Littlebourne and surrounding villages have to go to either Sandwich, Canterbury or Dover. Public transport is inadequate with many bus services being cancelled in the last year, train services are not direct and often need a long walk or a bus to connect the route to the school. Both of these services have increased astronomically in recent time and this is causing more hardship for parents during this economic crisis. There must be consideration to provide a secondary school in the area now, let alone when 3200 homes are built in the same vicinity.

There are no doctor's surgeries or dentists within the village. The two doctor's surgeries in neighbouring villages are already at capacity, waits on the telephone to get connected are often 60 people waiting long, and attempts to get appointments are often more than two weeks hence. The local hospitals are also over capacity and have been for most of 2022 not just being caused by winter pressures. QEQM recently had over 120 patients fit for discharge but no capacity within local care homes to send them to, so they remained bed blocking instead of the beds being used for other patients in need of urgent medical

treatment or operations. Addressing the needs of medical facilities for current residents is far more important given the current NHS crisis, than by adding to it with more unnecessary housing.

CCC state in the plan that housing development should benefit by 30% affordable housing yet it has been seen that new builds in the area attract prices way outside that of local people wanting to get on the property ladder for the first time. Salaries, rules for mortgages are now outdated compared with what property developers are charging and therefore any new housing in the south east must take into consideration the priority for local first time buyers wanting to purchase or rent and remain in the area, rather than building and pricing them as second or replacement homes for those out of the area who live in much more expensive properties than in local areas.

When the call for sites became known to some of the landowners (without any official consultation), the owner and tenant of much of the area upon which R1 is based, contacted CCC to state that the land would never be for sale, as it is valuable and historically worked prime farming land. CCC have ignored their requests to remove R1 from the plan and it was a shock to all to see it in the current draft plan, of which this is a supporting document raising objections to several areas within this plan.

R1 must be removed from the plan as the strategy is unsound, the need for housing is no longer applicable as government housing needs have been removed and are being reassessed, the land is not for sale, and is prime farming land in times where the UK needs to be self-sufficient in producing crops and meat to support its own needs rather than relying on transporting these from other countries.