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From: Alison Jackson [REDACTED]
Date: 18 October 2025 at 08:24:04 BST
To: [REDACTED]
Subject: Fwd: Rattington Street proposed development N32

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Begin forwarded message:

From: [REDACTED]
Date: 18 October 2025 at 08:19:38 BST
To: [REDACTED]
Subject: Rattington Street proposed development N32

Dear Mike

I am writing to you in relation to the above proposed developments in the village of Chartham.

To start as I am sure you are probably aware a similar proposal with fewer houses was rejected in the past 2 years. The rationale for the rejection would still be relevant and if anything more so, given the further deterioration in the infrastructure of the village road systems, the drainage, sewage and the natural increase in traffic.

1. Highways and Transport

If you are familiar with the area you will be aware that Rattington Street is a narrow lane which leads down from Cockerling Road which joins Station Road. Coming through the village past the Artichoke Inn the lane narrows with a sharp turn and carries on over three river bridges before meeting the A28. Rattington Street has no pedestrian, cycle pathways or street lighting. Station Road has some pathways, but there are parts which do not and would not allow for the development of such. Over one of the bridges the road is single track.

Shalmesford Street is the a larger road situated to the other side of the proposed development N32 and by far the busiest for traffic. The village school is situated on this road and at peak times becomes hazardous for pedestrians due to the number of cars parked and the volume of traffic, bearing in mind people also using the road to get to work and as a Rat Run. This can be evidenced by the Speed Watch Groups findings that in the last 2 years they have carried out 20 sessions. Identified 136 speeding car (ranging from 35 to 58mph) most frequently between the house of 7am and 11am supporting the idea that the road is used as a Rat Run.

In fact the KCC assessed Chartham as not be safe to run a Walking Bus Service. Regularly you will see cars mounting the pavements to get past regardless of people on the narrow pavements. Additional traffic would only worsen this situation. Statistically a development of 170 houses would mean an additional 470 vehicles on our lanes.

In relation to public transport the train station has no car park so it is well known that people from Chartham that use the train DRIVE to Chilham where there is parking. The bus service is poor and I suspect the reason bus services have been cut over the years is through lack of use.

On the map there is no vehicle access to the proposed site? Only pedestrian and cycle routes, one of which (off the Crescent at the Local Inn end) is jointly owned by the residents when the land was sold off some years ago. I can sincerely state that they will not allow this entrance to be used for access to the site. Therefore in short the current roads footpaths, lack of street lighting and already dangerously busy village lanes and roads could not meet the safety requirements of the additional use. The last Traffic and Road Survey was

conducted 7 years ago and therefore now out of date, therefore a current survey would need to be carried out before any planning application is considered.

2. Public Health and Wellbeing

As stated an estimated increase of 470 cars (from Rattington Street proposed development) would increase noise and air pollution. It's ironic that the CCC air pollution reduction targets focus on the centre of Canterbury. Sure, there is a serious problem with the number of cars travelling through the City and the pollution this causes. I emphasise through the City because in my view it is the lack of ring road that causes the traffic issues, especially from West to North and vice versa. So no amount of Park and Ride facilities and over priced parking will change this. But an increase in traffic fumes past our village school and through our village caused by over development will risk the health and wellbeing of our children and residents.

3. Heritage and Landscape Impact

The site lays near to listed buildings and conservation areas, and is part of the rising side of the River Stour Valley which extends in the easterly direction above the Stour Valley. The result of building will transform the character and appearance of this important valley landscape. The rural lane of Rattington Street would also be transformed by this proposal N32
The site is widely visible because of its elevation and its steeply sloping character from a number of public vantage points along Bakers Lane, Summer Peace Grove, The Crescent and Rattington Street. It is also viewed from Beech Avenue through gaps in the trees to the North East. It would also be visible from nearby Area of Outstanding Natural Beauty. The proposal would result in the coalescence of Chartham with St Augustines. Currently the two areas are largely

separated by the field. This coalescence will also have a significant visual impact which is accentuated by the fact that the land slopes steeply upwards from Chartham in the southerly direction towards the Crescent. This all contradicts the Canterbury Landscape Character Assessment, which seeks to preserve village separation.

It also ignores the Neighbourhood Plan 'to maintain village character and protect green space'

4. Impact on adjacent Conservation Area – Flooding Drainage and Environmental Risk.

The North East section of the site sits next to Chartham Conservation Area. One of its key characteristics is the proximity of that build development within the conservation area to open countryside in that part of the conservation area which is located on the south side of the River Stour. The Conservation area is currently drawn tightly around the historic centre of the village. The development of the site would impact adversely upon the setting of the conservation area and fail to meet the statutory requirements of preserving or enhancing the character and the appearance of the conservation area.

(Local authorities have a statutory duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay "special attention" to preserving or enhancing the character or appearance of a conservation area when exercising their planning powers

The site is also located near to the Nailbourne and Stour river systems, both prone to season flooding. With the increase of hard surfaces this will worsen the surface and run off and further risk of flooding. The groundwater and drainage capacity does not appear to have been properly assessed nor mitigated in the draft proposal. There has also been serious concern raised regarding the potential negative impact on Stodmarsh International Nature Reserve which is already affected by

pollution. The primary concern is the potential for increased levels of nitrates and phosphates in the wastewater, which negatively impacts the sensitive wildlife of the reserve, known as nutrient neutrality. Consequently previously, new housing in the catchment has been heavily restricted until developers can prove their projects will not worsen the problem. Should this not still be a significant consideration?

It is inconsistent with the National Planning Policy Framework section on sustainable development, protecting the natural environment.

The use of greenfield good quality agricultural land

The site is prime agricultural land which has produced arable crops year on year for at least the last 30 years we have lived in our property which backs onto the field.

The National Planning Policy Framework (NPPF): emphasises authorities protect the best and most versatile agricultural land (grades 1, 2, and 3a) from development.

In the UK our production of cereal crops has decreased by 22% in the last year, in part due to changing and extreme weather conditions. Supply has also been affected by geopolitical volatility. As arable commodities are internationally traded, the disruption to the supply of oilseeds and cereals resulting from Russia's invasion of Ukraine caused prices to rise rapidly in spring 2022. (Official Statistics UK Food Security Report 2024 UK Food Supply Sources) Natural Englands 25 year plan to improve the health of the environment by using natural resources more sustainably and efficiently by

- protect the best agricultural land
- put a value on soils as part of our natural capital
- manage soils in a sustainable way by 2030
- restore and protect peatland

The National Planning Framework states local authorities should consider the economic and other benefits of BMV agricultural land, and try to use areas of poorer quality land instead of higher quality land

5. The adverse effect on the nature of the site

The Rattington Street Field (N32) has a large area of ancient woodland in its centre. Whilst on the initial proposal this area would be maintained it would never the less impact the species that inhabit it. Fragmentation Even if patches of natural areas remain within urban landscapes, these fragments are often isolated from one another by roads, buildings, and other structures. Fragmentation disrupts migration patterns and breeding processes, which are crucial for maintaining genetic diversity in wildlife populations.

The area is habitat to bats which are a protected species, tawny owls, badgers foxes and numerous other bird species. Both the Woodland Trust and the Kent Wildlife Trust have been contacted with our concerns regarding the negative impact on this area as well as the negative impact on surrounding areas as previously stated.

Finally to quote our Elected National Strategic Leader and probably the most informed Prime Minister Sir Keir Starmer

‘Brownfield First. So where there are brownfield sites. So that comes first, if there isn’t enough brownfield then we’re not going to build all over the countryside. That’s a nonsense of course, nobody wants to do that. But within that you do get pockets of what I call the ‘grey belt’ This is classically disused car parks, old petrol stations, industrial sites. And you can, I think, and should be able to to build on these sorts of areas. Nobody’s talking about building on the countryside. That has to be preserved of course’ interview BBC radio Derby.

Yours sincerely

Alison Jackson