

**Tom Hawkes**

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**From:** Consultations  
**To:** Alan Baldock  
**Subject:** RE: Rattington Street Development N32

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**From:** Paul Jackson [REDACTED]  
**Sent:** 20 October 2025 17:48  
**To:** Alan Baldock [REDACTED]  
**Subject:** Rattington Street Development N32

**--Email From External Account--**

Dear Alan

**Subject: Proposed development of 170 houses on land adjacent to Rattington Street – N32**

**From: Paul Jackson – 1 The Crescent, Chartham, Canterbury CT47PX**

**Email – [REDACTED]**

**Tel- [REDACTED]**

Here is a summary of my objections regarding the proposed housing development on the Rattington Street site in Chartham.

\* A similar proposal but for far less houses has been rejected within the past 2 years. This current application for a total of 170 houses makes the reasons for the earlier even more pertinent and binding, particularly as the village infrastructure has visibly deteriorated, not improved, in this time.

\* The proposed development site is a long established green area providing vital agricultural land and although some areas of woodland may be protected, the proximity of nearby housing and inhabitants would inevitably prove toxic to the woodland and wildlife therein by virtue of man made contamination, light pollution, disruption of habitat and human interference.

\* The proposed consultation map provided by Canterbury District Council does not provide any details, either written or marked on the map, regarding vehicular access, egress or inward movement around the site.

These vital details need to be in place before any decision around the proposal can reasonably be expected to be made, but absence of them at this stage suggests no obvious vehicular routes are currently present.

\* Irrespective of where vehicular access for the development may be proposed, all existing surrounding roads are all small, invariably congested, poorly maintained, frequently subject to repair owing to failing infrastructure and generally struggling to cope with the current volume of traffic – As an example, the lower end of The Crescent heading towards the small roundabout by The Local public house is ostensibly a 2 way road, but has a 50 to 75 yard section where 2 cars going in opposite directions cannot pass one another. This causes hold ups, frustrations, mounting of kerbs to get through and many broken wing mirrors. This type of thing is replicated on all the other small roads surrounding and going into the village, including Shalmsford Street, Bakers Lane and Rattington Street, so the negative impact of 170 households worth of cars is obvious.

\* Obviously, the significant increase in local population will place extra burden on the local schools and GP practices, whilst also increasing pressure on the already failing infrastructures such as water, gas and electrical supply. In reality, the local infrastructures are not functioning appropriately currently. Water shortages to houses owing to lack of water pressure or leaks are frequent, electrical supply outages are common and the roads in and around Chartham, particularly Shalmsford Street, are closed very regularly due to emergency repairs.

\* The proposed ideas around making access to the cycle path starting from Chartham Playing Fields and then into Canterbury are over stated. As someone who has lived in Chartham for many years and used the cycle path for my commute into Canterbury for work, it's self evident few people actually use the cycle path for this purpose. Further, over the past few years in particular, the last part of the path nearest to Canterbury is often flooded for all of the winter months after heavy rain as it merges into the surrounding marshland, thus rendering it so deep as to be impassable on a bike.

\* Whilst all of the above will inevitably impinge upon Chartham and it's immediate surrounds most significantly, the marked volume increase in traffic will in turn add to the daily congestion encountered heading into Thannington and Wincheap. This is irrespective of whether traffic is headed into Canterbury itself, as unless small roads or 'rat runs' are used, accessing the A2/M2 for Medway/London or the A2 towards Dover/Folkestone, are both via slip roads in Wincheap.

\* At a human level, this proposal runs the risk of destroying the basic beauty, character, connection to nature and sense of community living in Chartham offers, such is the threat to the current environment villagers enjoy. Whilst many households most proximal to this proposed development would suffer most immediately from the negative visual impact and loss of landscape character, everyone else within the Chartham area would still be affected by all those issues outlined above to a significant extent.

Yours faithfully

Paul Jackson