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From: Newberry, James [REDACTED]
Sent: 22 October 2025 15:28
To: Consultations; [REDACTED]
Subject: Canterbury District Local Plan - Chartham Paper Mill and Rattington Street Feedback

--Email From External Account--

To whom it may concern,

Please consider the following feedback on the proposed Policy N31 CHARTHAM PAPER MILL and N32 LAND AT RATTINGTON STREET - CHARTHAM.

N31 CHARTHAM PAPER MILL

The centre of Chartham is a conservation area with listed buildings - how will this be impacted?

The mill is a brownfield site, with 70 years of previous industrial development and operation before closure - there must be a considerable risk of land contamination from the physical disruption that would be caused by housing development.

Flood risk - the centre of Chartham, including the mill, is in the flood plain. How will this be managed? Who will control the sluice gates and therefore mitigation of risk for the village in winter?

N32 LAND AT RATTINGTON STREET

There seem to be significant potential wildlife and environmental concerns for the area under consideration.

Where are the vehicle access points for the site? See below for concerns re: Rattington Street vehicle capacity and navigability.

IN COMBINATION AND OVERALL

Traffic and Infrastructure - a total estimated c.500 (say 250 each) extra motor vehicles from the two developments will transform (not in a good way) the village.

There is already insufficient road infrastructure at the bottom of Rattington Street leading into Station Road, where currently two cars cannot easily pass each other routinely going in opposite directions! The road here cannot be widened without removing the existing, inhabited houses.

Congestion on Shalmsford Street by the school is already an issue and will get much worse.

In combination with other proposed developments in the wider area (Thanington, Nackington etc.), traffic flows are likely to increase significantly, with material detrimental effects on the well-being and health of residents. Have the cumulative effects of multiple area development been considered?

The village does not have sufficient parking: there is nothing at the train station, and no obvious way of creating it to cope. Most likely, this will result in the village green and surrounding areas becoming Chartham's unofficial car park, leading to congestion and greater air pollution (car parking outside the village hall is already busy/to full, so this is now an existing problem that will worsen).

Reference is made in the outline planning details to improved A28 access. How? The close proximity of the Chartham road junction to the rail crossing already creates traffic backlogs to the main road. Installing, say, traffic lights would exacerbate this problem considerably – and with danger risks.

Services and Facilities – how will the existing school, doctor's surgeries, cope with the influx of people and demand?

Village Environment – two developments built so close to each other will threaten the continued existence of Chartham, as a village with sufficient (green) space and a low level, built environment.

Planning History – the problematic nature of building in Chartham (see all the above and more) has already resulted in a series of planning proposals being rejected. The village has not changed significantly since the last one.

Chartham Local Plan

The village has developed and completed its Local Plan, which recognises all of the above and should be given serious consideration and acted upon rather than ignored.

Kind regards,

James Newberry and Diane Newberry