

From: Elizabeth Ovenden [REDACTED]
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To: Consultations
Subject: Regulation 19 representation -Objection to SLAA062 (Barham)

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E R Ovenden
[REDACTED]
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Dear Sir

I register my strong objection to SLAA062 proposed allocation / development.

The selection of this particular piece of greenfield land for development is unfortunate as it defines the iconic and historic village of Barham. All of Barham land is stunningly beautiful in an area of AONB but to develop further as proposed would unnecessarily spoil for ever the old centre of Barham with its Village Green which the school may use as a playing field and open space east of the Nailbourne. Any other site could do at least as well and avoid Barham's major and tricky problem of traffic that has never yet been successfully addressed and the problem is daily compounded.

Rapid expansion to nearly 50 houses from 22 (under construction on brownfield land (sensible development) to 48 on greenfield land (agricultural) in AONB is not a modest extension (CF2) (DS13) or necessary. Barham is not due for expansion. The size of and speed of development would be disproportionate.

However the most significant problem is that the traffic provision for this site has thus far been completely ignored. The problems are currently unmanageable and require significant correction. see below

(Regulation 19) Barham school is overfull (rapid expansion of Aylesham's house building) before any further Barham house building.

The school has no space for current housing development's children.

Village shop set up and run by volunteers, owned by villagers -potentially vulnerable shop provision.

Traffic

Road survey of Church Lane (mid-morning October 2021 for 45 minutes) for Barham Court Farm development road provision failed to identify longterm and rapidly increasing problems with east-west traffic - currently real danger to life.

A 75m stretch contains three 90 degree bends, with overhanging buildings where cars need to shuffle onto private land at the corners to be able to pass through 3 pinch-points. At these places it is single file traffic for all but the smallest cars. There are no footpaths.

Large vehicles are neither banned nor physically restricted. Recently, we have persuaded National and Kent Highways Temporary signage teams (when they need to close the A2 overnight) to implement a roadblock against long and large vehicles recognising the problems. The problems return the next morning when the temporary signs are removed.

The volume of traffic has increased significantly since the 2021 survey in length, height, width and frequency. 4 residents households (at significant risk to their lives) deal with the problems of wedged large vehicles 24/7 (hours at a time) that damage houses and walls -all listed by Historic England. Long and high vehicles cannot fit through and Church Lane is used as an inappropriate cut through. Particular increase of traffic since A260 roundabout and expansion of Barham Business park from planned small scale to large businesses that need daily access by HGVs.

Further developments automatically bring more traffic from residents and deliveries via Church Lane.

Proposal for further development is not sound from a Heritage point of view. Most of Barham's listed properties are in Church Lane, The Street and Rectory Lane. Their fabric is being significantly eroded /damaged by this traffic and the high wall is considered by many as Barham's Monument and is listed by Historic England in its own right.

Footpaths and upgraded bridge over the Nailbourne.

The bridge to be built over the Nailbourne only provides access to the houses being built. It makes a mockery of the costs involved and the unworkable, existing road provision for the village: an extraordinary decision given the problems of Church Lane, Gravel Castle and Rabbit Hole. Most problems could have been resolved by routing through the Barham Court Farm development. It will surely have to be considered.

Footpaths would only lead to 48 new houses, cars to their parking spaces, similarly delivery vans and cyclists will have to push bikes on footpaths from Valley Road. But traffic will use A260 and Church Lane and The Street as now to Valley Road.

(OS6) Barham has good and wide footpaths on west side of Valley Road and does not need the east side grass verges put under unnecessary hard landscaping and loss of Nailbourne habitat or further play area degrading the existing unspoilt natural landscape.

This goes against spatial policy.

(CC2)The impact on the Nailbourne is significant and whilst not a chalk stream in the purist meaning of the definition, significant and immediate government legislation is in the throes of supporting total protection of this rare feature and this development should be stopped before further polluting the landscape.

Yours faithfully
E R Ovenden

Sent from my iPad