

Adisham Parish Council's response to the draft 2045 Canterbury Local Plan (regulation 18)

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Executive Summary

The R1 Cooting Farm garden community policy (CFGC) is fundamentally flawed and Adisham Parish Council (APC) urges Canterbury City Council (CCC) to remove it from the plan before the regulation 19 draft is issued. If it remains in the plan, APC intend to be represented at the Examination-in-Public (EiP). It is the opinion of APC that R1 CFGC is not deliverable and not sustainable.

There are certain things about R1 CFGC that can never be ameliorated: the end of Adisham's existence as a separate, independent, close rural community; the massive loss of a huge and prominent area of classic and historic open North Downs landscape; and the complete destruction of prime and superbly-productive farmland (green belt).

It is APC's understanding that a large proportion of the land that the CFGC proposal is predicated on is not available for development and is tied up with a long term tenant. This alone makes the policy undeliverable in the mid-long term. Added to this is inadequate road and public transport infrastructure. The B2046 is already at capacity with a steady increase in accidents at the junctions from Aylesham and Adisham. The use of this road by heavy vehicles and the increased traffic from the recently developed Aylesham housing estate means that any further increase in housing would require a significant action plan and budget to ensure safe passage. In addition, APC are deeply concerned that the CFGC proposal has been assessed on the assumption that a modern train station will be provided, to replace what is now a rural platform. Given that this remains entirely uncertain and with no commitment from Network Rail as well as this being a time of considerable budget cuts and uncertain economic growth, APC believe that the sustainable travel policy associated with R1 is misleading and is based upon an assumption that a new railway station and associated infrastructure will be in place to support any new development.

R1 CFGC and R20 Womenswold are based on a now defunct housing policy. With Michael Gove's letter to local authorities (5 December 2022), the old developer-led approach to housing policy in England is giving way to a community-led approach that is based on meeting housing need rather than, as previously directed, developer-led market demand. These changes are reflected in the LUR Bill going through Parliament. If the changes are adopted, the need by CCC, to parachute a new settlement of 3,200 new housing units onto a green field site in Adisham parish with limited infrastructure, as well as 420 'minimum' units onto similar land in Adisham's neighbour Womenswold (R20, Aylesham South) would no longer be required.

It is true that we do not yet know what a community-led housing policy looks like. However, the nationally-derived housing target, imposed on CCC, may become 'advisory'. As the Secretary of State states, there will also be no 'Five-Year Supply Rule'. CCC can focus on identifying and meeting local housing need in collaboration with local parish councils and become a leader in a community-led housing policy.

Another feature will be a renewed focus on previously developed land inside settlement boundaries, with some urban extensions, is consistent with the thrust of the NPPF (National Planning Policy Framework). At paragraphs 119 and 120, the NPPF encourages the use of this specifically defined brownfield land whilst also recognising the benefits of rural land for both development and other functions, such as wildlife, recreation and food production. In all instances with the new approach, 'brownfield-first' approach should be taken and that only locations 'within settlement confines' should be considered sustainable for the purposes of the Canterbury Plan.

APC constructed a neighbourhood plan in 2012 (Appendix A) through consultation with the village and as appropriate to the size of the settlement. The survey at the time included a 'call for sites' and also gathered information on where villagers worked, what they enjoyed about living in the village and where they would like to see improvements. The summary of this neighbourhood plan including any proposed sites for development were submitted to CCC in 2013. APC will be formally updating this plan using the information that has been gathered for this response and by seeking further feedback from Adisham residents and will formally submit this to CCC in 2023.

Policy R1 – Land at Cooting Farm (Cooting Farm garden community)

Adisham Parish Council **Strong Disagrees** with **Policy R1- Land at Cooting Farm**

1. Destruction of Adisham's long rural history

R1 will end Adisham's long history as a separate, independent, close, rural community.

In 2023, Adisham will celebrate the 1,400th year since the village was entered into written records (623AD/CE). Furthermore, there is archaeological evidence going back past the Iron Age to the Bronze Age that people have been living on this site for at least 4-5,000 years.

The idea that Adisham's existence and identity can be maintained with an undeveloped strip between Adisham Village (200 houses and 350 inhabitants) and CFGC (3,200 housing units) is not realistic or achievable. Everyone who visits the site can see that R1 CFGC will, in reality, swamp Adisham and join it to the parish of Aylesham (Dover DC).

If Dover DC's 'South Aylesham' extension goes ahead, as in the draft Dover Local Plan (regulation 19 version) and if both CCC's R1 CFGC and CCC's R20 'Aylesham South' (aka Womenswold) are in the final Canterbury Plan together, the resulting conurbation will be significantly impactful to all of the existing rural communities.

2. Destruction of landscape of national importance

R1 will cause massive loss of a huge and prominent area of classic and historic open North Downs landscape

The North Downs, that striking chalk range starting with the Kent Downs and through to the Surrey Hills, is important and it is rightly celebrated. Throughout its length and starting in East Kent, its natural post-Ice Age geology combined with 5,000 years of human activity has shaped North Downs so that its landscapes are both gently beautiful and magnificent, mysterious and full of meaning.

If you stand by the Adisham trig point (OS Explorer 150, 215 541) and look towards Thanet, you will see that the Parish of Adisham is where the North Downs rise.

In section 5.6 of the plan, CCC state that *'the new garden community presents opportunity to create large new areas of publicly accessible open spaces, with improved ecological connectivity to key natural assets such as Ilden and Oxenden SSSI woodland....'* Since 'lock down', APC have already observed an increase in visitors to these woodlands and although the majority are respectful of the ANOB/SSSI status and remain on designated footpaths (both in the woodlands and the surrounding countryside) there are a proportion that are not respectful, drive motorbikes/4x4s

through the byways and poach. An increase of over 3000 houses in such close proximity to the ANOB and SSSI would threaten the future of this woodland which has been used for centuries to support households in the village, create habitat for flora and fauna and improve mental and physical wellbeing of residents and visitors.

2.1. Contradiction of National & local landscape policies by introduction of CCC R1.

2.1.1. CCC's own '*Landscape Character Assessment & Biodiversity Appraisal*', (October 2020) pages 277-282 – shows that R1 and R20 are directly contrary to the conclusions and recommendations '*the key sensitivities & values*'; also with '*Landscape Guidelines and Key Habitat Opportunities*' and '*Landscape Management & Development Management*'. It is difficult to understand the process by which the site selection for R1 and R20 took place, when CCC possessed this knowledge. The section 'Adisham Arable Downland' in the document above emphasises the importance of the land at Cooting (and at Womenswold) as sharing similar character to the adjacent AONB (the Area of Outstanding Natural Beauty, nationally-designated on the basis that the landscape is equivalent in quality to that of a national park). R1 would also be the death-knell of hopes that the AONB boundary would (at AONB boundary review) be extended East to cover all Adisham Arable Land (landscape type 11) and Bramling Downland (type 12) to the A256 (certainly to the railway line) and south to the B2046.

2.1.2. *Kent Downs Area of Outstanding Natural Beauty (AONB) Management Plan 2021-2026* (Kent Downs AONB Unit) underlines the fact that the land that would be destroyed by R1 CFGC is part of what is defined as 'the setting for the AONB' (see 1.2 and 3.3).

'Often the setting of the Kent Downs has great value and was a principle reason for the Kent Downs AONB designation'

'The setting of the Kent Downs AONB is broadly speaking the land outside the designated area which is visible from the AONB and from which the AONB can be seen, but may be wider when affected by intrusive features beyond that ...'

2.1.3. Kent Downs AONB 'Setting Position Statement' (Updated February 2022):

'A recent Appeal decision has confirmed that where a proposal is outside of an AONB, the effect on views outside of the AONB, but gained from within the AONB would result in NPPF paragraph 176 being relevant. Amendments to the NPPF in July 2021 included reference to setting now being incorporated into the NPPF for the first time: 1 Appeal Ref: APP/G1630/W/20/3256319 Land off Ashmead Drive, Gothenington 4 "...while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas".'

2.1.4. National Government's *Planning Policy Guidance* (PPG): Advice on how to approach development within an AONB setting is expanded on in the *Planning Practice Guidance* (PPG). This confirms that the Duty of Regard is relevant in

considering proposals located outside of AONB boundaries, but which might have an impact on their setting or protection.

The PPG also refers to guidance produced by Defra on the ‘Duty of Regard’. Defra’s guidance confirms that this can be relevant outside of the AONB boundary: *‘Additionally, it may sometimes be the case that the activities of certain authorities operating outside the boundaries of these areas may have an impact within them. In such cases, relevant authorities will also be expected to have regard to the purposes of these area’*. The PPG goes on to state that: *‘Land within the setting of these areas often makes an important contribution to maintaining their natural beauty, and where poorly located or designed development can do significant harm. This is especially the case where long views from or to the designated landscape are identified as important, or where the landscape character of land within and adjoining the designated area is complementary. Development within the settings of these areas will therefore need sensitive handling that takes these potential impacts into account’*. The views out from the chalk scarp of the Kent Downs over its setting was a key reason for the designation of the Kent Downs AONB back in 1968. This feature has remained critical to its value and to public enjoyment ever since and today is recognised as one of its special characteristics and qualities.

- 2.1.5. National Planning Policy Framework (NPPF) – see ‘farmland section below’ below.
- 2.1.6. CCC Plan policy R28 – ‘Countryside’: Sections 1, 2 and 3 of R28 are failed by R1.
- 2.1.7. Plan policy DS18 ‘Habitats & landscapes of national importance’: R1 CFGC would result in the failures of S1 and S2 of DS18. APC are concerned by the impact of R1 on S4, S5 and S7 of DS18 (as far as the impact on Adisham’s five SSSI woods, all of which are also registered on the Ancient Woodland Inventory).
- 2.1.8. Plan policy DS22 ‘Landscape character’: Proceeding with R1 would mean failing every section of DS22 including S1, S2 (except S2f) and S3, which Adisham PC was glad to read, states ‘Proposals for development which would cause significant harm to the landscape character of an area will be refused’).
- 2.1.9. *North Downs Way National Trail* is one of sixteen National Trails showcasing Britain’s most beautiful landscapes. The trail follows an international pilgrim route dating back to the Middle Ages. Pilgrims would originally travel to Canterbury Cathedral and then onward to Winchester Cathedral. The North Downs Way is also a part of the *Via Francigena Pilgrim Route*, which starts at the Canterbury Cathedral and ends in Rome. One of the great views from this international way is when, going north to Canterbury, you enter our Parish. Looking right, you take in the dry river valley towards Wingham. R1 CFGC will literally be the blot on this wonderful open landscape, wrecking one of the finest views in Kent. You then come to a specially-commissioned bench: *‘Sedile Francigena is a bench that aspires to extend the perspective for those*

that use the bench. A bench on a walk is a place to stop and rest and to consider the beautiful setting, but potentially also more. This bench uses its form, scale and a carefully chosen quantity of surface mapping to introduce a sense of scale, an appreciation of the bigger picture'. (Christopher Daniel, Polysemic)

- 2.1.10. Sustrans popular *National Cycle Network Regional Route 16* goes through our parish. R1 CFGC would cause NCN 16 to fail the key Sustrans criterion, '*Be traffic-free or a quiet-way*', part of the reason for the selection of Adisham roads by Sustrans (along with beautiful landscape). Putting aside the fact that Adisham's country roads would be flooded with cars as a result of R1, NCN 16 would be on the edge of CFGC as it leaves the parish to the south.

Adisham is already incredibly well endowed with dramatic open spaces, tranquil ancient woodland and a well-signed network of PROWS (public rights of way). The plan can do nothing to enhance our already excellent access to 'green spaces'. The long distance views that CCC suggest new residents of CFGC will benefit from are at odds with the detriment of the change of view existing residents will have to endure and further the sweeping views that can be observed from the trig point. Those views will be abolished for ever if R1 proceeds as planned.

3. Destruction of farmland

- 3.1. R1 CFGC cannot be considered appropriate as it will result in significant loss of prime and versatile agricultural land at the very time that our country needs such land. In the past 12 years England has lost over 14,000 hectares of Grade 1 and 2 agricultural land to development, the equivalent to the productive loss of around 250,000 tonnes of vegetables (ref CPRE). It also appears that this figure is increasing, with there being a 100-fold increase in 2022 from that built on in 2010. This loss cannot continue to be ignored. As expected in a parish with a notable agricultural heritage (e.g. the 'Reynolds Turnip' now known as the 'Swede' was first grown in Adisham's Z-Field) and a strong identification with farming, it is APC's view that the R1 site selection is wrong due to the impact on this farming heritage.
- 3.2. Whilst APC understand that the National Planning Policy Framework (NPPF) is being updated, R1 CFGC appears to be at variance with national policy as expressed in the current version of the NPPF: '*Planning policies and decisions should contribute to and enhance the natural and local environment...*' by '*recognising the intrinsic character and beauty of the countryside and the wider benefits from the natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land...*'. The NPPF also contains the following definition: '*Best and most versatile agricultural land: Land in grades 1, 2 and 3a of the Agricultural Land Classification*'. Elsewhere the NPPF states: '*At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs*'.
- 3.3. It is APC's understanding that a large proportion of the land identified for development in R1 is not available. This alone makes policy R1 defunct and undeliverable in the mid-long term.

3.4. R1 CFGC simply cannot be defined as 'sustainable development'.

4. Lack of Infrastructure

The CCC plan for R1 and proposed infrastructure is less of a plan and more a wish list of what CCC would like to happen to support the building of R1. The reality is that for the plan to become operational, budget and commitment from other agencies (e.g. Network Rail and KCC) would need to be secured ahead of any development. It is APC's opinion that with the budgetary constraints across all of the UK, it is unlikely that there would be significant support from these partners for a complete overhaul of the road and rail network in this rural area.

4.1. Railway

It is APC's understanding that although an initial discussion has taken place about the railway infrastructure, there is no commitment to budget or an agreed action plan. The current railway station runs a very limited service from Dover to Canterbury (approx. 1 per hour) with no branch line to reach other parts of East Kent. Travel to London is on the 'slow line' with an option to change at Faversham for a faster service. Within R1/section 4, CCC make brief reference to improvement to the station access, however, if the plan is for a sustainable development and to encourage the use of public transport to work, significant and expensive upgrades to lines and routes would be required to support such a vision. There is no evidence that this is part of a longer term plan for Network Rail and even that such a vision is supported. Without the prior investment in such infrastructure, the sustainable vision of CCC for R1 will fail with ~6000 leaving the rural development each day to take children to school/travel to work/travel around the county. It could be argued that if R1 was built, those at the far end of the development would perceive the distance to walk to such a small/under-served station as a barrier to ecological travel.

4.2. Buses

There is currently one bus that travels from Adisham to Canterbury and returns each school day (89b). R1/section 4 you speak of additional bus routes to Adisham Railway Station, Aylesham and Canterbury City Centre. It is unclear from the plan what is expected both in terms of number of buses and routes. It is implied in the plan that an individual may catch a bus from one end of the development to the train station for onward travel. If the CCC vision is for a sustainable environment, this is failing that vision.

4.3. Roads

4.3.1. The road infrastructure surrounding Adisham parish is totally inadequate to accommodate an extra 3,200 houses that would be built under R1, 420 houses from the Womenswold development (R20 Aylesham South) and an additional 640 houses contributed via the Dover Plan in Aylesham. Dover DC

have already recognised the limitations of the current road infrastructure and, on the advice of KCC highways, have cut their housing plans by 500 houses (the 'North Aylesham' expansion of Aylesham). There would be a significant cost to upgrade the road to account for this huge increase in houses (could predict ~8000 new cars onto the B2046 if the assumption is made that each house has an average of 2 cars). It is APC's understanding, that this has not been accounted for in KCC budget. In addition to the B2046, there would need to be further work at the junction with the A257 at Wingham to allow easier access towards Discovery Park in Sandwich and at the other end of the B2046 with the A2. Similar to the B2046, the A260 road from Barham to Folkstone is also inadequate for the current volume of traffic before any proposed increase in housing.

- 4.3.2. An increase in accidents at junctions joining the B2046 from Adisham through past Aylesham can be evidenced on <https://www.crashmap.co.uk/#crashmappro>.
- 4.3.3. Adisham Downs Road (linking Adisham to Bekesbourne) with the current volume of traffic requires traffic calming. APC have started this process through the use of village gateways and visual reminders of speed limits. This is a high priority as part of APCs Highways Improvement Plan (HIP) with grant funding being requested for a SID. Any increase in housing would further stress this route that many from Aylesham and surrounding villages use to get to Canterbury. This road is currently inadequate to support two large vehicles and has unofficial passing points on the edge of farmland.
- 4.3.4. APC and many residents have concerns around current traffic in and around the village, specifically The Street, Woodlands road and the Adisham Downs Road. APC have an up to date HIP and are consistently and regularly working with highways to ensure the road and lanes surrounding the village are safe for all users (cars, horses, bikes, walkers). Any significant increase in houses would further aggravate and amplify concerns around road safety in the village envelope. Under the Transport Act 2000, local authorities are able to designate roads for which they are responsible as 'Quiet Lanes'. We ask that this is actioned here, for the whole length of Woodlands Road.

In conclusion, R1 CFGC should be taken out of the draft 2045 Canterbury Plan for road infrastructural reasons alone. The impact of traffic from existing growth in Aylesham has already had a significant impact on rural routes, including the B2046, in and around Adisham. There is no suggestion in the current plan that substantial financial and operational discussions have taken place with KCC to support this plan. It is the opinion of APC, that the B2046 is not able to support the growth in housing proposed by CCC and DDC in Adisham, Womenswold and Aylesham and that therefore there is no clear or supported strategy.

Please see Appendix B: *CFGC - Further vehicular, rail and public transport considerations*

5. Lack of provision for adequate water and sewage facilities

In the context of the 3,620+ new housing units in the CFGC scheme and the huge estate proposed for Womenswold, the preparation in the draft 2045 Canterbury Plan for sewage treatment & disposal is inadequate. R1 will cause drainage & flooding problems both in the village of Adisham and within the areas that will be built on above the village and will cause sewage pollution elsewhere in East Kent unless enhanced or new sewage treatment and disposal facilities are built beforehand.

- 5.1. Sewage pollution of the Kent coast is a national scandal, as is the eutrophication downstream of our wetlands, such as famous Stodmarsh. New infrastructure is needed now to cope with approved but as yet unbuilt developments such as Mountfield New Town. In these circumstances, it would clearly be reckless to keep R1 and R20
- 5.2. See attached map (Figure 1): APC are concerned that the prominent position of R1 CFGC, at the top of the slope, would exacerbate existing flooding in the village and sewage emerging up through drains in The Street.
- 5.3. Plan Policy DS20 (Flood Risk & Sustainable Drainage) would almost certainly be failed by R1 unless the surface and groundwater systems were built, following the appropriate site-specific assessments tests, before R1 house-building started. Failure to follow the principle of 'infrastructure first' would also lead to plan policies DM14 (Flood risk) and DM15 (sustainable drainage) being failed as well.
- 5.4. As R1 would sit on an important aquifer, plan policy DM15, sections (h) and (i) is particularly important. See below for more on groundwater contamination.
- 5.5. Plan policy DM16 (Water pollution): risk assessments of the impact of R1 on surface and groundwater systems are needed now (before the regulation 19 draft), not after R1 has entered the plan.
- 5.6. APC are far from being reassured by CCC's document '*Potential onsite wastewater treatment works*' and are astonished that CCC considers as acceptable, the carrying-away by lorries every day, of the sewage output from new developments, for years to come until new sewage facilities are built, if they ever are. Clearly, this would be unacceptable if the CFGC stayed in the plan.
- 5.7. East Kent is already a water-stressed area. We understand that CCC have no scientific evidence to show that local water resources can bear the extra burden of 3,200 houses in R1 CFGC.
- 5.8. A new reservoir is again proposed at Broad Oak (R26). APC are sceptical that this can solve East Kent's water shortage and that it can reasonably allay fears that R1 would stretch local water resources to breaking point. In terms of it providing water economically and sustainably, the new reservoir proposal looks no different to the version that was turned down at the 1979 public inquiry. However, APC note that the reservoir scheme is now being marketed to the public as a wonderful leisure resource, a tactic which suggests much about the reservoir's actual feasibility. One of the key reasons for the Inspector's decision back then to refuse the reservoir application was that the River Stour would be turned into a ditch for much of the year (because its water would be required to top up the reservoir). Nothing appears

to have changed in this respect. Clearly, this would be a disaster for the area's tourist and visitor industry, the Stour's river valley environment and for angling, to say nothing of the City's residents. There would also be a huge loss of farmland. Again, it is not CCC's budget and CCC cannot assume that the reservoir will be approved.

- 5.9. Potential aquifer poisoning: An important bore-hole is situated in the Parish of Adisham. We understand that this supplies Thanet and elsewhere. The aquifer, tapped by the bore-hole, includes the chalk under the R1 CFGC. A few years ago, a tank above the aquifer was punctured and released a potentially water-contaminating substance. The water company had to remove large quantities of contaminated soil/sub-soil and water company staff were active around the release area for a long time. The landowners were told that, if the contaminant had filtered down to the aquifer, Thanet and elsewhere would be on bottled water until a new, uncontaminated water source could be tapped and new pipes laid. If CFGC was to go ahead, the risk of a major aquifer contamination must surely be high with the housing and whatever commercial enterprises that CCC imagines will set up at R1 above the aquifer. For strategic resource reasons and to avoid significant risk to public health, CCC should now drop R1 CFGC.

A detailed drainage strategy needs to be in place now, before any new town is considered and a definite funding commitment secured from the utility company. Building the proposed 3,620 housing units of R1 and R20 will add massively to this problem unless an effective drainage strategy is in place. The implementation of the drainage strategy must be funded and realistically phased before CFGC can be part of a future Canterbury Plan. Just for the lack of an adequate drainage strategy, APC request that policy R1 should not be part of the 2045 Plan.

6. Lack of understanding of archaeology and geological factors

- 6.1. The site of R1 is a site of high archaeological interest. The area under consideration for the R1 CFGC scheme shows the extensive influence of people occupying the surrounding landscape for at least the last 4,500 years. As evidenced by the known remains of agriculture (field boundaries, enclosures etc.), habitation (settlement, farmsteads etc.) and funerary sites (graves, cemeteries, and tumuli etc.) as can be seen through traditional aerial photographs and more recently by Laser Imaging, Detection and Ranging (LIDAR). These techniques show a complex sequence of occupational land use differing from the focused settlements of villages and hamlets of the last two millennia. Largely ploughed level by later farming activities, their remains still survive as negative (below ground) cut features extending below the level of modern farming practices, and positive (earthworks, existing field boundaries), surviving and incorporated in the surrounding landscape. Varying in size and depths from post/stake holes through to extensive linear ditched enclosures, this historic landscape will also possess the remains of these early residents. Indeed, it is already known that during the expansion of Aylesham in

recent years, archaeological remains of local/national importance were encountered, many of these being undetectable through the detection methods mentioned above and thus were only encountered through archaeological prospecting in advance of any construction, or discovery during constructional groundworks, their encountering causing costly delays. As such, we believe the R1 CFGC would fail plan policy S8 of DS26 (Historic environment & archaeology).

- 6.2. Mine workings, geological anomalies and sink holes. There is no evidence that CCC have obtained a mining report on the proposed land. It is important that all known mining information, including the area's subsidence insurance claims history, can be published now. In the late 1970s/early 1980s, some houses in Adisham's The Street were visited by representatives of the National Coal Board to check for subsidence caused by the coal mines. The coal seams extend beneath Adisham, as evidenced by initial borehole dated 1922-1923 near Adisham Court, and the surrounding landscape to the north, south and east. Sealing the underlying coal seams is an extensive deposit of soft, white, porous, sedimentary rock, known to all as 'Chalk'. Consisting of a subordinate carbonate mineral calcite limestone, it identifies the immediate geology of East Kent, and the North Downs. Formed by the compression of microscopic plankton settling on a sea floor of a warm tropical sea, its erosion since the last glaciation of the Ice Age (c.7,000 – 10,000 BPE) through natural processes defines the landscape and topography of the surrounding area. This forms vertical cracks and fissures to enlarge, subsequently infilled with later periglacial deposits, forming roughly circular funnel shapes of sizes ranging between 1 – 2m and up to 20m in diameter, but known to extend through the entire depth of the chalk. These create erratic anomalies to form in their depressed head openings, such as natural ponds, their unstable infilling deposits have been known to form sinkholes, many of which have caused constructional problems across Kent in the past. Several of these have been identified across the surrounding countryside.

7. Negative impact to air quality, noise and surrounding environment

- 7.1. Impact on air quality. APC are concerned that significant air quality deterioration is inevitable, if the new town is built. The pollutants will come from traffic from the new town's 3,200 new houses moving by car within the new town, driving via 'rat runs' through Adisham and, understandably, using the B2046. There are Adisham residents whose families moved here for clean air for better health. Bluntly, looking at new settlements of this scale elsewhere in England, concluding that there will be no adverse respiratory impact on people living in Adisham by air pollution from the new town seems unreal. The health of some people in Adisham will suffer unless policy R1 is dropped from the plan. If R1 is still in the plan at the Reg 19 consultation, research should be provided on the likely impact on health by air pollution arising from CFGC.
- 7.2. APC are sceptical that plan policy DS16 (Air Quality) can be met. An Emissions Mitigation Assessment needs to be conducted now to prove that R1 CFGC will be 'air quality neutral' and will not lead to a net increase in emissions. Section 4 of DS16 states: *'Development which has an unacceptable impact on air quality,*

including sensitive receptors, will be refused'. Adisham will hold CCC to this commitment in its DS16 policy.

- 7.3. Impact on tranquillity/noise pollution. Amazingly, despite the busy-ness of East Kent, an area of tranquillity (ref CPRE Tranquillity Maps) still encompasses the Parish of Adisham. That sense of tranquillity is an important reason why so many of us in Adisham have either moved to the parish or stayed here. It cannot be disputed that, at best, that stress-reducing sense of peace and calm will be diminished or lost if R1 CFGC is built.
- 7.4. Plan policy DM17 (Noise pollution & tranquillity), sections 3 & 4 are hollow commitments. S5 of DM 17 is relevant: 'Where any significant noise pollution cannot be adequately mitigated, a proposal will be refused'.
- 7.5. Impact on 'Dark Skies'/light pollution. One of the great things about living in Adisham is that, on a dark and clear night, you can see the Milky Way while walking down The Street. CPRE's '*Night Blight – Reclaiming Our Dark Skies*' maps show that, despite everything, we in Adisham live in a place generally of dark skies at night. Based on the light emission from neighbouring Aylesham to say nothing of the egregious light emission of Highland Court, R1 would spoil Adisham's dark skies at night, yet again eroding our quality of life.
- 7.6. DM18 (Light pollution & dark skies) again rings hollow. R1 CFGC and S1 of DM18 are incompatible. S2(d), (f) & (g) cannot be met.
- 7.7. S3 of DM18 reads 'proposals for external lighting within areas of dark skies will only be permitted in exceptional circumstances'. This is contradictory to building 3000+ houses.

8. Negative impact on wildlife habitat

Please see Appendix C, a substantive document with each of two parts prepared by expert ecologists and biological recorders. See also the Annex 1.

- 8.1. A biodiversity net gain of 20% can never compensate for the three huge losses described above. However, the garden ponds along the length of Cooting Lane (and indeed those in Aylesham and along The Street, Adisham) will possess most, if not all, of the invertebrate population (which are mobile) that a water feature in R1 might contain. Unless completely artificial devices like introducing fish into a water feature, or planting tree species not naturally found in the North Downs, is envisaged, it is likely that R1 will fail plan policy DS21. Expert evidence will be given on this point at the EiP.
- 8.2. In addition, vertebrate species abound of the edges of the land that would be destroyed by the new town, as well as on the site itself. These include badgers, foxes, bat species, slow-worms, grass snakes, frogs, newts and the Common Lizard. Toads are found around Pond Green.
- 8.3. A White Stork from the White Stork Project visited Cooting Farm recently. In 2022, at least one raven has been observed on several occasions flying over the R1-targetted land. Lapwings used to over-winter on the 'R1-targetted land', between Bloodden/ Cooting Lane and the B2046, until the 1980s. As the national programme

to rebuild lapwing populations gathers momentum, we hope that this beautiful species will once again over-winter in these fields.

APC strongly believe that a development the size of R1 can only have a negative impact on the biodiversity of the proposed site and also the surrounding area. This may be due to loss of habitat, safe travel between habitats or the inevitable impact that 1000's more individuals will have on the surrounding rural area including ANOB/SSSI.

Policy R21 – Local Service Centres

Adisham Parish Council Strongly Disagrees with Policy R21-Local Service Centres as it specifically relates to Adisham Parish

Adisham is already leading as a sustainable community with a well established Sustainable Adisham group, local creative businesses and events such as litter picking and the Big Breakfast. These activities are run by the community for the benefit of those in the community and are supported by the majority of residents, our local village school and the parish of Holy Innocents. The village have worked together to maximise the use of the shared space through sensitively updating the church to create a space that can be used by broader community groups (e.g. Late Queen's Platinum Jubilee 'tea & cakes with karaoke', Eclectic choir, birthday parties) and, through a new committee, reinvigorating the village hall post-Covid with a greater variety of activities (e.g. community lunches/dinners, pop up bar, games night, exercise classes).

In the last 80 years, much has changed in Adisham with the loss of; two general stores, the Post Office, the Bulls Head pub (going back to Tudor times), the Baptist Chapel, Draper Shop, Butcher, Baker, market garden, coal hauliers, coffin-maker, village undertaker, tea-room, off-licence, care home, sweet shop and bee-keeping business. Adisham has also seen the reduction in the number of farms by consolidation, the loss of the police house with the officer based there and, before that, the forge and at least two windmills.

However, most people in Adisham do not want to return to the past but neither do they want shopping centres in the parish (as represented by R21). The village is fortunate to be well supported, within 2-3 miles of the village, by a number of local independent farm shops, local independent tea rooms, local creative businesses and if required, more extensive shops and take aways in Aylesham. Most residents remain in the village or move here because they value the tranquillity and beauty of the area, clean air, the friendship and the strong sense of community. The community is sustained by new and existing groups such as book clubs, musical events and public interest groups (e.g. WOAW, Sustainable Adisham) constantly evolving and developing to serve the current demographic. A sense of community is now enhanced by greater number of people working in the village, either in their home office or using their home as a base for visiting clients. There has been an increase in new rural focussed business' such as dog grooming, dog exercise area and 'My Rural' business, which offers rural educational events and dog training. New enterprises are thriving in previously disused farm buildings. Our much-loved village school, which survived at attempt in the 1980s to close it, flourishes and is rated as outstanding by Ofsted. Part of the schools success is that, due to its small size, every child and teacher in the school know each other creating a nurturing environment. There is a true sense that the school is an integral part of the community which is supported by parents and residents. On the whole, apart from traffic and road safety, just small tweaks from CCC are needed to maintain Adisham as it is, with appropriate and targeted growth in housing and future rural employment opportunities.

Policy R20 – Aylesham South

Adisham Parish Council **Strong Disagrees** with **Policy R20-Aylesham South (aka Womenswold)**

Even if R1 (CFGC) had not been proposed, APC would have opposed the R20 policy. It suffers many of the negatives that go with the new town. In sheer landscape terms, the scale of the proposed estate can be understood from the B2046 (in the direction of Wingham), looking to the right of Aylesham Wood and to the left of Well, Willow and Ackholt Woods.

Many of the aspects related to R1 are significant here for policy R20 of specific note are sections 4-8 of the R1 Policy response.

The introduction of a new country park to sit on the boundary of CCC and DC is unnecessary when the area is already serviced by a number of country parks at Snowdown and Bettshanger and a strong PROW network cutting across the districts. It is not clear what advantage a new country park will bring to a rural area, especially when in 1 (d) (vii) it is stated that farmed landscape and grazing pastures should be encouraged. This is what already exists on this land.

Policy R22 – Land west of Cooting Lane and south of Station Road

Adisham Parish Council **neither agrees nor disagrees** with **Policy R22-Land west of Cooting Lane and south of Station Road**

APC note that the proposed settlement boundary of Adisham does not currently include Blooden, settlements at the railway station and those beyond Love Lane. APC request that CCC adjust the settlement to include these well established areas of Adisham Parish.

APC accept that modest development, even in a small rural setting is important to ensure that appropriate houses are made available to attract diverse new residents and keep village life contemporary and active. R22 was initially suggested as part of APC neighbourhood plan (Appendix C) back in 2012.

APC thank CCC for recognising that the village has a clear policy to reduce/avoid back filling and observe that this has been taken into account when thinking about development on this small site.

There are some concerns that have been raised by the use of this site and would need further thought and exploration. These include but are not limited to safe access of station road, the proposal to keep a tree line facing station road and an ongoing challenge with parking spaces on station road. Under the R1 response (section 4) a number of recommendations are suggested for the Adisham Downs Road/Station Road part of the village which will take on even more significance if there is more development in this area of the village.

Policy Canterbury

APC recognise the many communities within the Canterbury area the desire for CCC to create a sustainable living space for future generations in the city. APC have focussed on their response specifically on Adisham and policies in the immediate surrounding areas, however, there are a number of aspects that APC would like to comment on in the broader plan in relation to Adisham Parish

1. Policy C10 – South West Canterbury Link Road. For villagers in Adisham who have children at school in Canterbury, attend clubs in Canterbury and use canterbury facilities. The introduction of the EMC would create huge logistical problems. In the R1 response, APC have laid out the lack of current infrastructure in the village and so it would be unreasonable to expect parents to pay to bring children from the city centre back to their rural village. We are very lucky in Canterbury to have a wealth of high end sporting and cultural centres that the future generation benefit from, exclusion from flexible access to the city centre with preclude much of the younger generation from taking advantage of these opportunities and facilities when local transport links are unreliable and unsafe for younger travellers.
2. Policy C13 – Land south of Bekesbourne Lane. Please refer to R1 response, section 5 on water and sewerage challenges associated with building in this vicinity.
3. Policy C21 – Land at Canterbury Business Park. APC are supportive of additional employment opportunities at this site, however, caution that clear road infrastructure to access the site will need to be implemented ahead of any development. APC have concerns that any increase in activity at the site will bring additional traffic through Adisham from Dover and Sandwich direction as a cut through to access. There has been an increase in traffic through Woodlands road and if there is an accident on the A2, Woodlands road and Adisham Downs Road become increasingly busy and dangerous (see response R1, section 4 on infrastructure).

Policy Rural Areas

In addition to the specific responses for R1, R21, R20 and R22 listed above, there are some general points to be made around the rural policies in the CCC. Apart from R1 and R20, it appears that CCC have taken the more pragmatic view of extending rural areas by a smaller number of houses and adjacent to current settlements. To APC, this appears to be a more sympathetic and considered view than that suggested for R1 and R20. Examples of this are in R5 (Bridge), R7 (Chartham), R11/R13 (Hersden), R12 (Bread and Cheese Field), R15 (Littlebourne), R16 (Land north of Court Hill), R18 (Sturry), R19 (Shallock) and R27 (Hoath). APC would encourage CCC to continue with sympathetic and pragmatic development of smaller scale programs in line with community-led housing policy that allow modest development and use of existing infrastructure to support whilst retaining the local culture of rural settings.

With specific reference to Policy 28 – Countryside. APC request that Adisham Parish (not just settlement boundary) be included in this policy to protect the *'rural character and appearance of the countryside'*.

Summary

In summary, APC strongly disagree with policy R1 as it is not deliverable due to a lack of available land and budget to support appropriate infrastructure, increased rail network and facilities such as water and sewerage. It is not sustainable as it fundamentally goes against recommendations in CCC's own planning document on retaining local habitat, the use of brown field ahead of green field sites and national recommendations with respect to ANOB. CCC will not be able to deliver this plan alone without substantial partnership (e.g. KCC, Network Rail) and associated budget. APC urge CCC to reconsider inclusion in the plan until it is clear that the associated infrastructure to support such a development is clearly supported and financed by their development partners.

With new community-led planning, if there is still a requirement to significantly increase the number of dwellings in the Canterbury district, we would urge CCC to ensure that all granted permissions of units are progressed over the next 5 years which may reduce the need for further extensive building. What is clear from the evidence that APC and supporting members of the village have provided is that the site at Cooting is not the site to extensively build a garden community.

APC have always had a good relationship with CCC and were disappointed in the lack of transparency and consultation, specifically in relation to R1 and the impact the an ancient rural community like Adisham. It is clear that there has been limited consultation with the neighbouring Dover District Council on the plan and this has resulted in policy R1 being undeliverable. Although Adisham community is relatively small, you will have observed that we have a diverse and passionate community that has expertise in many areas and a long history on 'knowing' Adisham and the surrounding areas. APC would urge CCC to work with this community in the future on any proposed planning in the area.

As CCC now knows, the Hawarden Family have told developer representatives, the Council, the Parish of Adisham and the media that they (including the 'next generation', all aged in their twenties) will continue to farm that land (as they have for generations). The family have stated that they have the full support of the landlord (where land farmed is rented) and the family trustees. CCC's earlier survey (2015) concluded that Cooting Farm as a standalone was not suitable for development.

In addition, much reliance is placed on developers to deliver infrastructure and services such as schools. Sadly, experience reveals the inability of local authorities to hold developers even to 'affordable housing provision'. The fact that the developers might have to spend in the region of £100million just to buy the land (if all the required farmland was available for purchase) means that the developers will have relatively little to spend on infrastructure and things like schools would be delivered barely meeting quality requirements, if at all.

- **Policy R1 – Land at Cooting Farm (Cooting Farm garden community)**
Adisham Parish Council Strong Disagrees with Policy R1- Land at Cooting Farm
Action: Remove from the plan
- **Policy R21 – Local Service Centres**
Adisham Parish Council Strong Disagrees with Policy R21-Local Service Centres as it specifically relates to Adisham Parish
Action: Remove Adisham as a Local Service Centre
- **Policy R20 – Aylesham South**
Adisham Parish Council Strong Disagrees with Policy R20-Aylesham South (aka Womenswold)
Action: Remove from the plan
- **Policy R22 – Land west of Cooting Lane and south of Station Road**
Adisham Parish Council neither agrees nor disagrees with Policy R22-Land west of Cooting Lane and south of Station Road
Action: further consultation with APC ahead of planning agreement
- **Policy R28 – Countryside**
Action: include Adisham Parish (not just settlement boundary) under this policy

Appendix A – Adisham Parish Council Neighbourhood Plan (2013)

Adisham Parish Council
c/o Elizabeth Collins
87 The Street
Adisham
Canterbury
CT3 3JN

Adrian Verrall
Planning Policy Manager,
Canterbury City Council
Military Road,
Canterbury
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January 2013

Introduction

In response to the recent request to supply information to Canterbury City Council on the future housing needs of Adisham and to support the District Plan, the Parish Council issued a survey to all villagers and subsequently followed the survey with a public meeting. The District Plan will be used over the next 20 years to determine housing requirements in the area and will influence future planning decisions.

The aim of the survey was to gather information in four main areas; Housing and Development, Employment Opportunities, Parking/Speed Control and Amenities/Facilities. 41 questionnaires were returned (full results are summarised in Appendix 1) from a total number of around 200 – this represents approximately 20% of the parishioners - with over 85% of those who replied owning their home. The open meeting which followed to discuss the results (24th October 2012) was attended by approximately 25 parishioners plus the full Parish Council and Councillor Bill Oakey.

Villagers expressed views via the survey regarding their likes and dislikes. Villagers liked the rural nature of Adisham and the quiet woodland and farmland that surrounds the village. They appreciated the proximity to the city of Canterbury and the train and bus public transport services.

In a relatively small village, the community spirit as reflected in local groups, Church activities, School activities and events such as Big Breakfast forms the heart of the village. The main ‘dislikes’ revolved around the lack of amenities within the village and anti-social behaviour either in terms of low level (but disruptive) crime and unkempt areas (either privately owned areas, dog mess on paths or general litter).

Housing and Development

The majority of those who responded to the survey indicated that any new housing within the village should be starter homes followed by homes for the elderly and affordable housing. Family housing

represented the least preferred view. During the meeting, there was a diversity of opinion which is reflective of individual requirements.

The response from the survey suggested a wide range of future development sites with the most popular suggestion of sites being on the edge of the current village envelope and the dilapidated site of The Bulls Head public house. During the open meeting the residents debated the site at The Bulls Head. There is planning permission currently being reviewed by the city council which would require demolition of the building. There are some reservations for this approach with a number of residents representing a view that they would prefer to see the current building refurbished and regenerated to preserve some historic features. The Parish Council support the proposed plan to demolish the building and would like to see development on the site to improve the entrance and therefore the first impressions of the village. They accept that this is in conflict to the view of some parishioners but believe it represents the view of the majority.

As well as The Bulls Head site where it is proposed that six houses are to be built, there are five other sites that have been identified in the village; two sites in Blooden, one at Woodlands Farm and two on The Street - one behind the Old Post Office and one opposite footpath CB196 (refer to Appendix 2 for exact sites). Further information on these sites may be made available upon request. Other areas include farm land on the edge of the village which is currently owned by the Church of England and rented by local landowners. One site which the Parish Council would like excluded from future development is the site opposite The Church/Pond Green (this is stated on Appendix 2). There was limited support for 'infilling' and 'back filling' within the current residential areas of the village.

The Parish Council share the general concerns expressed at the meeting regarding utilities to any new housing in the village. Drainage has been an ongoing area of concern and is raised each time planning permission is presented to the Parish Council. The Parish Council have expressed this concern with the water authority.

Employment Opportunities

A small number of residents work in the village – some employed by the local school and others work on surrounding agricultural land. An increasing number of people spend a proportion of their time working from home and if this was to be further encouraged, the Parish Council would need to consider improved Broadband facilities into the village.

A small number of parishioners suggested sites within the village that could support future development of commercial business; these include expansion of the current business area near the train station. Most would like to see employment opportunities increase within Adisham but accepted that there may be more opportunity either at Aylesham or within the Canterbury city area.

Parking and Speed Control

The majority of residents think that there is inadequate parking in the village (specifically on The Street) and further that speed control measures would create a safer environment. Some of the parking problems could be resolved by residents parking on their designated driveways however, it is recognised that as the number of cars per household increases this is not a full solution to the issue. Any future development in Adisham should take account of the current parking issues and the narrowness of The Street specifically towards the far end of the village.

During the open meeting, speed control measures were discussed. Many residents are in favour of reducing the speed limit to 20mph within the village and potentially the introduction of speed control measures such as chicanes.

Amenities and Facilities

The majority of residents would like to see an improvement of amenities in the village which it is believed would further increase community spirit by providing a place for villagers to a gather as well as encourage new people to the village. It is however widely recognised, that many people go out to work and so in such a small village it may be difficult to sustain a full time shop or cafe.

Currently the most used amenity in the village is the Village Hall. The Village Hall is used for a range of events including supporting the school (the school has no hall of its own), local sporting activities, children's youth groups and specific events such as the MS Big Breakfast. The local footpaths are also widely used.

Other ideas to improve facilities in the village include a bus shelter, improved public transport and a number of additional community groups.

Summary

Adisham is a small village that benefits from its rural location and close knit community. The recent survey issued by the Parish Council and the subsequent open meeting, allowed the Parish Council to gather feedback from the local residents to inform the District Plan and to further guide the Parish Council on future initiatives.

The Parish Council have identified a number of sites (detailed in Appendix 2) that are available for future development; The Bulls Head, two sites at Blooden, Woodlands Farm and two on The Street (behind the Old Post Office and further up The Street opposite footpath CB196). Other sites on the edge of the current village envelope could be used for development if permission by local land owners was granted, however, the Parish Council has specifically been asked to exclude proposed further development on the agricultural land opposite Pond Green. The village have expressed limited support for any 'infilling' or 'back filling' along The Street.

Any future plans to expand the number of buildings in the village should take into account the current infrastructure. Of particular concern is the drainage system which appears to be under stress and may require updating.

To encourage a diversity of new residents in the village, some increased housing development needs to be accompanied by improved facilities such as broadband, amenities (i.e. shop) as well as taking into account current parking challenges and speed restrictions.

Appendix 1 – Summary of survey results

1. General information

- Response: 40 questionnaires returned (as of 22nd October 2012)
- Age range (per household)*
 - Approximately 60% of those who responded were between 35 and 60 (the remaining 40% were >60yrs of age)
 - The majority of those who responded were between 45 and 75 (~70%)
 - The majority of responders did not have under 18 children living with them (85%)
 - *difficult to collate data due to how the question was asked – information on the oldest (assumed house – owner)
- Length of time living in Adisham
 - Less than 5 yrs 20%
 - 5-10 years 12.5%
 - 10-20 years 30%
 - 20-30 years 15%
 - 30-40 years 10%
 - > 40 years 12.5% (1 resident for 55 years)

2. Housing an Development

- **88% of responders** owned their own house
- Should the number of houses in Adisham increase?
 - **Yes 40%**
 1. Increase population in village
 2. Increased facilities
 3. To keep the village ‘alive’ and feed the school
 - **No 58%**
 4. Keep small community feel
 5. Peace and quiet, don’t want to lose rural nature
 6. Difficulty in selling new houses
 7. No amenities to support
 8. Increased parking problems
 9. Strain on infrastructure
 - (1 non-responder)
- If yes, what type of housing (ranked in order of preference)
 - **Starter 1st**
 - Affordable 2nd
 - Family 4th
 - Elderly 2nd
- Proposed sites
 - The Bull
 - Moor Head corner – near station
 - Negotiated with Aylesham
 - C of E sites
 - Field opposite Station Road

- Cooting
- Infill in The Street and to the rear of The Street
- Near the affordable housing in Bossington Road
- Private land for sensible private homes
- Pond Hill opposite bottle bank
- Blooden Road
- Quarry adjacent to Woodlands Farm

3. Employment Opportunities

- **10%** of the responders **work in Adisham**
- The majority of responders wanted to see employment in Adisham, surrounding villages and Canterbury, with a few opting for just Adisham (as a preference) or just Canterbury.
- Business location within the Parish
 - Near main road access
 - Existing underused buildings
 - Bossington
 - **Working from home facilities i.e. improved broadband***
 - **Near the station***
 - **Bulls Head site***
 - Aylesham Industrial Area
 - None in Adisham
 - *** multiple responses**

4. Parking and Speed Control

- **Adequate parking**
 - Yes 32%
 - **No 63%**
 - No answer 5%
- **Speed Control Measures**
 - **The Street 1st**
 - Bossington 3rd
 - Station Road 2nd
 - Blooden 3rd
 - No 5th
- **Comments on speed control**
 - 20mph signs throughout the village
 - Parked cars provide some restriction
 - Residents should park in designated private drives and be respectful of others
 - Consider shared pedestrian/vehicle areas

5. Likes and Dislikes

- **Like**
 - Friendly neighbourhood
 - Proximity to Canterbury
 - Rural nature
 - Beautiful view/pleasant woodland

- A real village
- Relative isolation
- Train connections/bus service
- Community spirit
- Quiet
- Church
- Mixture of houses/community
- Good school
- Big Breakfast
- Father Christmas on Christmas day
- Seeing farm animals
- **Dislike**
 - No shop or pub
 - Litter and unkempt gardens
 - Pub 'wasteland'
 - Noise and vandalism
 - Proposed 'infill' development
 - New homes that are not sustainable
 - Lack of sense of community – lack of enthusiasm (in some people)
 - Dog mess on woodland paths
 - Disruptive children
 - Anti-social behaviour
 - Lack of bus shelter
 - Parents not parenting
 - Church asking for money
 - Poor digital reception
 - Aircraft noise from Manston flight path

6. Suggested improvements and changes

- **Amenities**
 - Shop or pub (including chemist/PO?)
 - Better facilities
 - Bus service
 - Internet speed
- **Development/Infrastructure**
 - Get something done about the pub site (expediate development)
 - Condition of roads
 - Parking
 - Sustainable new builds
 - Accessibility of emergency services due to parking (people to use drives)
 - Speed of traffic – decrease speed limit
 - Homes for youngsters to stay in the village
 - More street lights past the chapel
 - Yellow lines enforced on the street
 - Improved drainage
 - Recycling to be moved to less visible area (back of village hall)

- **Community**
 - Control over youth vandalism
 - Introduce a strong Neighbourhood Watch
 - Increase in community life
 - MSS Big Breakfast seem to be on a knife edge
 - More volunteers to help organisations
 - Greater use of church for lay activities
 - Church people getting on with village hall people
 - Relationship with Aylesham
 - More support for sport
 - More allotments
 - People to cut back hedges to aid walking on pavements

7. Current Amenities

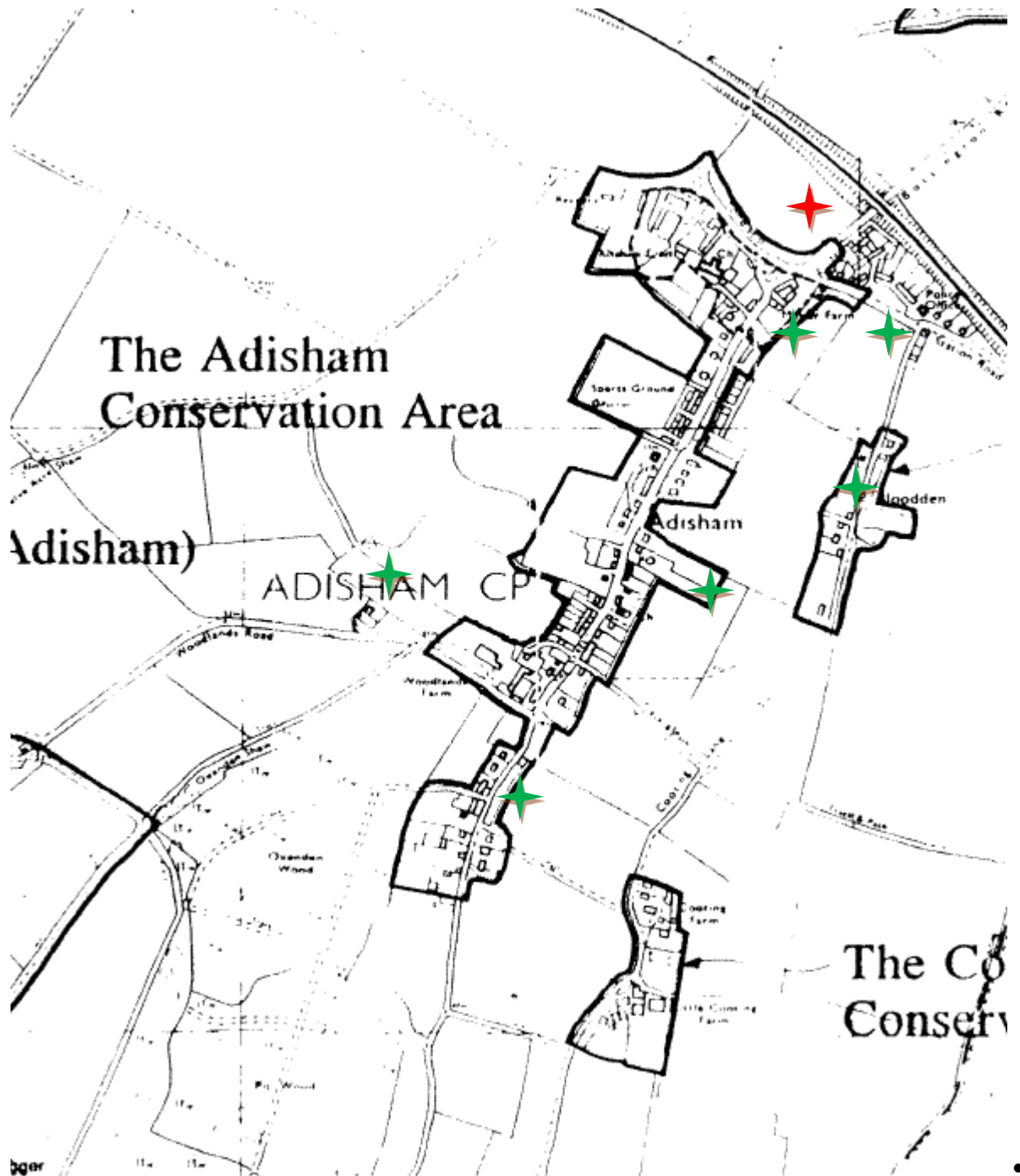
- Amenities used
 - **Village Hall (incl keep fit/mother and toddler group)** 1st
 - Primary School 6th
 - Parish Church 3rd
 - Recreation Ground 4th
 - **Footpaths** 2nd
 - Children/Youth activities 7th
 - Church Groups 5th
 - Other
 1. Chapel
 2. Womens Fellowship
 3. Quilting
 4. Book Club

8. Ideas for New Organisations/Facilities

- **Amenities**
 - Shop
 - Sell local produce in village hall (w/ends)
 - Post Office
 - Footcare
 - Dry Cleaning
 - Pharmacy
 - Village Hall with bar
 - After and pre-school provision
- **Development/Infrastructure**
 - Allotments
 - Bus Shelter
 - Notice board for local sales/advertising
 - Public Transport – increase bus service
- **Community**
 - More Concerts/arts in Village Hall
 - Skate Park
 - Social Committee

- Aylesham/Adisham Group
- Horticultural/Produce Society
- Walking Track around the Rec
- Activities for older youths
- Walking Group
- Art Group
- Quizzes
- Gardening Club

Appendix 2 – Map of proposed sites for future development



- ★ Areas designated as proposed sites for future development
- ★ Areas not suggested for further development

Appendix B: CFGC - further vehicular, rail and public transport considerations

(i) VEHICULAR CONSIDERATIONS

The City Council's Local Plan (Draft Infrastructure Delivery Plan) is light on vehicular issues and is based on 2019 transport studies. Volumes of traffic stated do not take account of the 1,000+ homes built in Aylesham between then and now. Nor is the impact that this has had on local traffic volumes accessing the A257 at Wingham from the B2046 or the A2 at the Barham interchange, both of these interchanges experience traffic queues each day Monday to Friday, been studied since the new development.

No provision has been stated within the new Infrastructure Delivery Plan as to how an additional 3,000 plus cars are going to access; 1) the B2046 and 2) the junctions at Wingham and the A2 at peak times without excessive queuing times at each of these junctions.

Within the Local Plan and Infrastructure Delivery Plan, no Traffic Management Plan has been produced to deal with such an increase in traffic volumes trying to access existing A-roads nor additional safety measures along the B2046, which has already experienced fatalities within existing traffic volumes.

No mention is made within the Infrastructure Delivery Plan as to how the existing single Lane system of roads linking local villages would be enhanced to deal with the substantial increase in traffic from the proposed developments.

This is an over-sight within the Local Plan and the Infrastructure Delivery Plan

The Infrastructure Delivery Plan also states that there will be no benefit in reduced emissions due to residents cycling rather than driving, nor from the use of Public Transport, which is currently non-existent within the area of the proposed Cooting Farm development.

If there is to be no benefit in reducing carbon emissions from this proposed development, why is it being proposed in this position which will see the destruction of many acres of quality farming land?

(ii) RAIL CONSIDERATIONS

The Draft Infrastructure Delivery Plan at 10.20 states that the City Council will work with Network Rail and Southeastern to develop proposals for upgrading Adisham Station including a southern access to the station, step free access between platforms and a cycle hub. Other recent upgrades to Southeastern Stations (Swanley, Sevenoaks and Maidstone) have been jointly funded between the Railway Company, Kent County Council and the relevant Local Authority. In this proposal, no mention is made within the Plan of how improvements to Adisham Station would be funded.

Within the Draft Infrastructure Delivery Plan, no funding source is mentioned at table 8.1 for the development of Adisham Station

When asked South-Eastern stated that any long term plans for increased services would be based on changes to passenger numbers and travelling patterns on the Dover to Victoria route.

(iii) PUBLIC TRANSPORT CONSIDERATIONS

Within the Draft Infrastructure Delivery Plan (2022) no mention is made of public transport provision to and from the proposed new development. Currently there is no bus service to and from Adisham Village provided, other than a daily school bus to and from Canterbury, which is over subscribed.

This lack of consideration for bus services to the proposed new town in Adisham ('Cooting Farm Community Garden Scheme) and the current village is shown by the lack of carbon reduction mentioned by the building of this development.

It is assumed that no bus service would be forthcoming unless there was a demand.

This week the Levelling-up Secretary stated (Centre for Policy Studies Conference):

"... that planning reforms would see the creation of beautiful homes, accompanied by infrastructure and environmental enhancement, with environmental concerns being taken seriously, and democratic decision making taking in the wishes of local communities."

Appendix C (two parts):

Part one: Impact of the proposed R1 development on the Kent Chalk downland landscape

Lying within the hinterland of dipslope country of the East Kent Downs, the proposed development would have an impact on a range of species and habitats characteristic of this landscape. The undulating farmed countryside is notable for its well-drained chalk soils which support important arable plant communities. Arable fields immediately adjacent to Well Wood and Ileden Wood and within 500 metres of the site have been surveyed by Plantlife (International Conservation charity for wild plants) in 2016 and have been found to support nationally rare and threatened species such as fine leaved fumitory, stinking chamomile and dwarf spurge. The survey's findings concluded that these "arable fields are of great importance for arable flora and the continuation of cultivation is required to sustain their populations" (Arable Plant survey Ileden Farm, Plantlife 2016). The proximity, same soil type and cultivation patterns in the arable fields of the proposed development area mean that it's highly likely that a similar arable plant community lies within the footprint of the site. Ceasing arable cultivation within this area will therefore have a detrimental impact on these important plant communities. The arable landscape of the Cooting Downs and general area also supports notable farmland bird breeding populations, notably red listed (birds of conservation concern) species such as grey partridge, corn bunting, barn owl, skylark, yellowhammer and linnet. These species rely on the undisturbed, open arable landscapes of the area and being birds of 'open country' will be adversely affected by the proposed development area.

Within 1km of the proposed site lies an important expanse of 100ha of native wildflower grassland. These undisturbed grasslands support a diverse array of plant and insect life, including a large colony of small blue butterfly (UK BAP Section 41 priority species), dingy skipper, wall brown, small heath (also all Section 41 species), six belted clearwing (nationally scarce), and 16 species of bee including both brown banded carder bee and ruderal bumble bee (nationally scarce, Section 41 species). These grasslands also support breeding yellowhammer, corn bunting, linnet, skylark, barn owl and grey partridge. The development is highly likely to result in increased footfall and public recreation pressure on these grasslands which would have an adverse disturbance effect on the insect and birdlife of these grasslands.

18/12/2022

Part two: Impact of the proposed R1 development on the Ileden and Oxenden Woods SSSI and adjacent land

The proposed development of a 'garden community' at Site R1 in the Draft Local Plan represents an existential threat to the flora and fauna of the Ileden and Oxenden Woods SSSI and adjacent meadows, scrub and agricultural land. The SSSI is designated for its nationally rare woodland stand and the rich ground flora and breeding bird community that these woods support. It is a unique site that wholly deserves the national protection its SSSI status affords and whose special interest must be conserved and enhanced.

Firstly, to establish the importance of the SSSI site in question, we should review the species currently present at the site.

These woods themselves hold one of the country's largest populations of Lady Orchid, a nationally-rare species classed as Vulnerable on the GB Red List for Vascular Plants, almost completely confined to Kent's chalk landscapes (and hence its recent designation as one of only three Kent Biodiversity Strategy plants). Alongside the Lady Orchid, the SSSI's citation highlights the presence of the Narrow-Lipped Helleborine, another nationally-rare plant.

Botanical records show that the woods are also home to several other nationally and locally rare plant species. Lesser Butterfly-Orchid and White Helleborine are both on the GB Red List for Vascular Plants, while Birds-Nest Orchid, Trailing Tormentil and Wild Strawberry all occur throughout the SSSI and are listed on the Kent Rare Plant Register. Adjacent to the woods and within the vicinity of the proposed development are wildflower meadows containing several other plants listed on the Kent Rare Plant Register, including Field Scabious, Sainfoin, Stinking Chamomile, Fine-Leaved Fumitory and Dwarf Spurge. Cornflower and Wild Clary – also Kent RPR species – can be found in connecting meadows that lie within 1km of the proposed site.

In terms of fauna, a recent survey of part of the SSSI (Woodlands Wood: Ecology of an Ancient Woodland, 2003) identified 16 red list bird species and a further 26 amber list species present. This is an exceptionally high number of rare breeding bird species to be recorded in a single site, exemplifying why the SSSI has been designated for its rich fauna as well as flora. Alongside birds, other protected species present in the SSSI include dormice, badgers, bats and shrews (protected under Schedules 5 and 6 of the Wildlife and Countryside Act 1981).

In the SSSI designation documents, there are 28 listed 'operations likely to damage the special interest'. The proposed development at Site R1 would likely introduce 6 of these identified damaging operations to the area:

9) The release into the site of any wild, feral or domestic animal, plant or seed: the proximity of so many new households to the SSSI would inevitably introduce a large number of household pets and non-native and/or invasive garden plants into the local ecosystem that are not currently there.

10) The killing or removal of any wild animal, including pest control: the proximity of households in the proposed development represents a threat to local populations of wasps, bees and rodents, through habitat loss as a result of construction and through pest removal when new these species encroach on new households.

14) The changing of water levels and tables and water utilisation: 3,200 new homes will unavoidably have an impact on local water levels, which has not been adequately accounted for in the proposals.

The SSSI citation highlights how the soil's drainage capacity is central to the woods' ability to support biodiversity.

21) Construction removal or destruction of roads, tracks, walls, fences, hardstands, banks, ditches or other earthworks, or the laying, maintenance or removal of pipelines and cables, above or below ground: the area marked for development at Site R1 directly abuts the boundaries of the SSSI woodland. Construction activity within this zone would cause significant disturbance to species within the SSSI through noise and light pollution, and to species moving between the woodland and adjacent fields. A particular risk in this regard is to pollinator activity. For example, the Fly Orchid, a rare plant previously recorded in the SSSI, relies on a specific species of digger wasp for pollination, which is highly vulnerable to local soil disturbance.

26) Use of vehicles or craft likely to damage or disturb features of interest: through construction traffic and increased recreational traffic on the byway running through the SSSI and neighbouring roads. Even now, the SSSI woods are experiencing problems with motor vehicle users leaving approved PROWs and causing damage to smaller woodland paths and their associated flora. This damaging activity would almost certainly occur with 3,200 extra households close by.

27) Recreational or other activities likely to damage or disturb features of interest: such a large increase in the local population will result in an unprecedented swell of recreational users of the public rights of way through the SSSI. This risks significant harm to fauna and flora through the disturbance of shy mammal, bird and invertebrate species and the destruction of plants through trampling.

Alongside these 6 identified operations, a further damaging impact of the proposed development would be light and noise pollution, resulting from several years of continuous construction activity, followed by residential activity. Both light and noise pollution threaten the breeding and feeding activities of nocturnal animals, as

artificial light has been shown to disrupt the circadian rhythms of mammals such as bats. These are sites that have never been introduced to artificial light at any point in history. The rare habitats that have grown accustomed to these conditions would change irrevocably.

In summary, the land within and surrounding the Ileden and Oxenden Woods SSSI represents an ancient woodland, scrub and meadow habitat of the highest tier of ecological importance. This site is rightly designated by the highest level of national protection, yet the proposed development at Site R1 would be the most significant threat the SSSI ever encountered in its history, with the landscape supporting this rare habitat changing beyond recognition. Contrary to the claims in the Draft Local Plan, the development would not improve ecological connectivity to the ancient woodland at this site. This connectivity is already provided by a network of wildflower meadows, environmental management verges and woodland management operations maintained by local landowners and extensively monitored by ecologists.

Instead, the proposed development would involve undertaking 6 operations that have been identified by Natural England as likely to damage the special interest of the SSSI. It would introduce unprecedented pressures on public rights of way usage and water resources, with implications for plant and soil damage. Light and noise pollution, alongside the construction of large residential areas, would cause significant disturbance to pollinator activity and introduce non-native species that are not compatible with a thriving, biodiverse SSSI habitat.

JAL
31/12/2022

Figure 1: Adisham Flood Maps



<https://webapps.kent.gov.uk/GIS/public/Floodmaps/>

Annex 1: Kent Ornithological Society records for south Adisham (i.e. for the land that would be destroyed by R1 Cooting Farm garden community and neighbouring land that would be detrimentally impacted by increased disturbance of all sorts and by increased footfall in the most sensitive habitats.

Species	Site	Date(s)	Count
Grey Heron	Adisham (near Aylesham) (TR2253)	18.09.1997	4 (NW 4)
Grey Heron	Adisham (near Aylesham) (TR2253)	26.12.2012	1
Mandarin Duck	Adisham (near Aylesham) (TR2253)	21.02.2008 to 02.03.2008	1
Red Kite	Woodlands Wood (Ileden) (TR2153)	24.04.2003	1
Red Kite	Adisham (near Aylesham) (TR2253)	21.07.2008	1
Hen Harrier	Woodlands Wood (Ileden) (TR2153)	22.11.2002 to 08.04.2003	1
Hen Harrier	Woodlands Wood (Ileden) (TR2153)	21.02.2003 to 20.03.2003	1
Hen Harrier	Adisham (near Aylesham) (TR2253)	27.01.2012	1
Hen Harrier	Adisham (near Aylesham) (TR2253)	09.12.2015	1
Hen Harrier	Adisham (near Aylesham) (TR2253)	20.01.2016	0
Hen Harrier	Woodlands Wood (Ileden) (TR2153)	21.02.2019	1
Hen Harrier	Woodlands Wood (Ileden) (TR2153)	21.02.2019	1
Hen Harrier	Woodlands Wood (Ileden) (TR2153)	21.02.2019	1
Hen Harrier	Adisham (near Aylesham) (TR2253)	21.02.2019	0
Montagu's Harrier	Barham Downs (TR2151)	28.05.1998	1 (N 1)
Montagu's Harrier	Barham Downs (TR2151)	07.08.2014	3
Sparrowhawk	Adisham (near Aylesham) (TR2253)	08.11.1993	1
Sparrowhawk	Woodlands Wood (Ileden) (TR2153)	21.02.2003	6
Sparrowhawk	Woodlands Wood (Ileden) (TR2153)	24.11.2010	1
Common Buzzard	Aylesham (TR2151)	16.10.2001	2
Common Buzzard	Woodlands Wood (Ileden) (TR2153)	22.12.2002 to 14.06.2003	4

Common Buzzard	Woodlands Wood (Ileden) (TR2153)	01.06.2004	2
Common Buzzard	Adisham (near Aylesham) (TR2253)	04.07.2008	1
Common Buzzard	Adisham (near Aylesham) (TR2253)	19.07.2008	1
Common Buzzard	Woodlands Wood (Ileden) (TR2153)	24.11.2010	3
Common Buzzard	Adisham (near Aylesham) (TR2253)	17.01.2011	1
Common Buzzard	Adisham (near Aylesham) (TR2253)	05.01.2012	1
Common Buzzard	Adisham (near Aylesham) (TR2253)	26.12.2012	2
Common Buzzard	Barham Downs (TR2151)	30.03.2016	1
Common Buzzard	Barham Downs (TR2151)	26.01.2017	3
Common Buzzard	Barham Downs (TR2151)	26.01.2017	3
Kestrel	Woodlands Wood (Ileden) (TR2153)	01.06.2003	4
Kestrel	Woodlands Wood (Ileden) (TR2153)	31.12.2008	1
Kestrel	Adisham (near Aylesham) (TR2253)	31.12.2008	1
Kestrel	Woodlands Wood (Ileden) (TR2153)	24.11.2010	2
Kestrel	Barham Downs (TR2151)	07.08.2014	2
Kestrel	Barham Downs (TR2151)	26.01.2017	1
Merlin	Woodlands Wood (Ileden) (TR2153)	24.11.2010	1
Hobby	Adisham (near Aylesham) (TR2253)	11.05.1998	2
Hobby	Woodlands Wood (Ileden) (TR2153)	15.06.2003	1
Peregrine	Woodlands Wood (Ileden) (TR2153)	06.01.2003	1
Peregrine	Woodlands Wood (Ileden) (TR2153)	31.03.2003	1
Peregrine	Adisham (near Aylesham) (TR2253)	26.12.2012	1
Red-legged Partridge	Adisham (near Aylesham) (TR2253)	31.12.2008	7
Red-legged Partridge	Woodlands Wood (Ileden) (TR2153)	24.11.2010	18
Red-legged Partridge	Adisham (near Aylesham) (TR2253)	31.05.2011	1

Red-legged Partridge	Adisham (near Aylesham) (TR2253)	19.04.2018	2
Grey Partridge	Woodlands Wood (Ileden) (TR2153)	01.06.2003	2
Grey Partridge	Adisham (near Aylesham) (TR2253)	10.02.2008	3
Grey Partridge	Adisham (near Aylesham) (TR2253)	17.01.2010	2
Grey Partridge	Adisham (near Aylesham) (TR2253)	09.01.2011	3
Grey Partridge	Adisham (near Aylesham) (TR2253)	10.03.2013	1
Pheasant	Woodlands Wood (Ileden) (TR2153)	24.11.2010	8
Pheasant	Adisham (near Aylesham) (TR2253)	26.12.2012	3
Pheasant	Barham Downs (TR2151)	26.01.2017	4
Pheasant	Adisham (near Aylesham) (TR2253)	17.06.2018	2
Great Bustard	Barham Downs (TR2151)	01.01.1909	1
Golden Plover	Adisham (near Aylesham) (TR2253)	31.12.2008	2
Lapwing	Adisham (near Aylesham) (TR2253)	22.09.1992	350
Lapwing	Barham Downs (TR2151)	22.09.1992	240
Lapwing	Woodlands Wood (Ileden) (TR2153)	20.07.2003	510
Lapwing	Adisham (near Aylesham) (TR2253)	02.12.2008	150
Lapwing	Barham Downs (TR2151)	26.01.2017	1
Snipe	Woodlands Wood (Ileden) (TR2153)	31.03.2003	1
Woodcock	Woodlands Wood (Ileden) (TR2153)	22.11.2002 to 06.02.2003	20
Woodcock	Adisham (near Aylesham) (TR2253)	31.12.2008	2
Black-headed Gull	Woodlands Wood (Ileden) (TR2153)	24.11.2010	165
Black-headed Gull	Adisham (near Aylesham) (TR2253)	26.12.2012	12
Common Gull	Woodlands Wood (Ileden) (TR2153)	24.11.2010	74
Common Gull	Adisham (near Aylesham) (TR2253)	26.12.2012	25
Common Gull	Barham Downs (TR2151)	26.01.2017	2
Herring Gull	Woodlands Wood (Ileden) (TR2153)	24.11.2010	9
Herring Gull	Adisham (near Aylesham) (TR2253)	26.12.2012	86
Herring Gull	Barham Downs (TR2151)	07.08.2014	3

Herring Gull	Barham Downs (TR2151)	07.08.2014	10
Herring Gull	Barham Downs (TR2151)	26.01.2017	2
Stock Dove	Woodlands Wood (Ileden) (TR2153)	24.11.2010	7
Stock Dove	Adisham (near Aylesham) (TR2253)	26.12.2012	69
Wood Pigeon	Woodlands Wood (Ileden) (TR2153)	08.12.2002	1100
Wood Pigeon	Woodlands Wood (Ileden) (TR2153)	22.12.2002	1600
Wood Pigeon	Woodlands Wood (Ileden) (TR2153)	27.12.2002	1800
Wood Pigeon	Woodlands Wood (Ileden) (TR2153)	31.01.2003	1600
Wood Pigeon	Woodlands Wood (Ileden) (TR2153)	21.02.2003	2050
Wood Pigeon	Woodlands Wood (Ileden) (TR2153)	24.04.2003	1200
Wood Pigeon	Woodlands Wood (Ileden) (TR2153)	01.06.2003	10
Wood Pigeon	Adisham (near Aylesham) (TR2253)	29.06.2008	2
Wood Pigeon	Woodlands Wood (Ileden) (TR2153)	24.11.2010	265
Wood Pigeon	Adisham (near Aylesham) (TR2253)	26.12.2012	52
Wood Pigeon	Barham Downs (TR2151)	07.08.2014	12
Wood Pigeon	Barham Downs (TR2151)	07.08.2014	12
Wood Pigeon	Barham Downs (TR2151)	26.01.2017	0
Wood Pigeon	Adisham (near Aylesham) (TR2253)	17.06.2018	5
Wood Pigeon	Adisham (near Aylesham) (TR2253)	20.06.2018	4
Collared Dove	Adisham (near Aylesham) (TR2253)	29.06.2008	4
Collared Dove	Woodlands Wood (Ileden) (TR2153)	24.11.2010	4
Collared Dove	Adisham (near Aylesham) (TR2253)	26.12.2012	8
Collared Dove	Barham Downs (TR2151)	07.08.2014	2
Collared Dove	Adisham (near Aylesham) (TR2253)	17.06.2018	2
Collared Dove	Adisham (near Aylesham) (TR2253)	20.06.2018	8
Turtle Dove	Woodlands Wood (Ileden) (TR2153)	01.06.2003	4
Cuckoo	Woodlands Wood (Ileden) (TR2153)	01.06.2003	2
Barn Owl	Adisham (near Aylesham) (TR2253)	08.04.2011	1
Little Owl	Woodlands Wood (Ileden) (TR2153)	01.06.2003	2

Little Owl	Woodlands Wood (Ileden) (TR2153)	24.11.2010	1
Little Owl	Adisham (near Aylesham) (TR2253)	20.06.2018	2
Tawny Owl	Woodlands Wood (Ileden) (TR2153)	27.02.2003 to 14.05.2003	6
Tawny Owl	Adisham (near Aylesham) (TR2253)	01.01.2012	2
Tawny Owl	Adisham (near Aylesham) (TR2253)	01.01.2013	1
Long-eared Owl	Adisham (near Aylesham) (TR2253)	01.01.2013	1
Swift	Woodlands Wood (Ileden) (TR2153)	04.05.2003	15
Swift	Adisham (near Aylesham) (TR2253)	22.07.2019	14
Hoopoe	Adisham (near Aylesham) (TR2253)	15.06.2015	1
Hoopoe	Adisham (near Aylesham) (TR2253)	15.06.2015	1
Wryneck	Adisham (near Aylesham) (TR2253)	02.05.1986	1
Green Woodpecker	Woodlands Wood (Ileden) (TR2153)	01.06.2003	2
Green Woodpecker	Adisham (near Aylesham) (TR2253)	31.12.2008	1
Green Woodpecker	Woodlands Wood (Ileden) (TR2153)	24.11.2010	2
Green Woodpecker	Adisham (near Aylesham) (TR2253)	26.12.2012	1
Green Woodpecker	Barham Downs (TR2151)	07.08.2014	2
Green Woodpecker	Woodlands Wood (Ileden) (TR2153)	21.02.2019	2
Great Spotted Woodpecker	Woodlands Wood (Ileden) (TR2153)	01.06.2003	6
Great Spotted Woodpecker	Adisham (near Aylesham) (TR2253)	31.12.2008	3
Great Spotted Woodpecker	Woodlands Wood (Ileden) (TR2153)	24.11.2010	3
Great Spotted Woodpecker	Adisham (near Aylesham) (TR2253)	26.12.2012	1
Great Spotted Woodpecker	Barham Downs (TR2151)	26.01.2017	1
Great Spotted Woodpecker	Adisham (near Aylesham) (TR2253)	17.06.2018	1
Great Spotted Woodpecker	Woodlands Wood (Ileden) (TR2153)	21.02.2019	4
Lesser Spotted Woodpecker	Woodlands Wood (Ileden) (TR2153)	01.06.2003	4
Skylark	Woodlands Wood (Ileden) (TR2153)	01.06.2003	3
Skylark	Adisham (near Aylesham) (TR2253)	31.12.2008	2
Skylark	Woodlands Wood (Ileden) (TR2153)	24.11.2010	8
Skylark	Adisham (near Aylesham) (TR2253)	26.12.2012	17

Skylark	Barham Downs (TR2151)	07.08.2014	2
Skylark	Barham Downs (TR2151)	26.01.2017	6
Skylark	Barham Downs (TR2151)	26.01.2017	6
Swallow	Adisham (near Aylesham) (TR2253)	22.09.1992	600 (SW 600)
Swallow	Barham Downs (TR2151)	07.08.2014	6
House Martin	Adisham (near Aylesham) (TR2253)	22.09.1992	100 (SW 100)
Meadow Pipit	Barham Downs (TR2151)	22.09.1992	100
Meadow Pipit	Adisham (near Aylesham) (TR2253)	31.12.2008	7
Meadow Pipit	Woodlands Wood (Ileden) (TR2153)	24.11.2010	3
Meadow Pipit	Adisham (near Aylesham) (TR2253)	26.12.2012	7
Yellow Wagtail	Barham Downs (TR2151)	07.08.2014	4
Grey Wagtail	Woodlands Wood (Ileden) (TR2153)	24.11.2010	1
Pied Wagtail	Adisham (near Aylesham) (TR2253)	31.12.2008	2
Pied Wagtail	Woodlands Wood (Ileden) (TR2153)	24.11.2010	3
Wren	Woodlands Wood (Ileden) (TR2153)	01.06.2003	16
Wren	Woodlands Wood (Ileden) (TR2153)	24.11.2010	10
Wren	Adisham (near Aylesham) (TR2253)	26.12.2012	5
Wren	Barham Downs (TR2151)	26.01.2017	0
Dunnock	Woodlands Wood (Ileden) (TR2153)	01.06.2003	6
Dunnock	Adisham (near Aylesham) (TR2253)	31.12.2008	0
Dunnock	Woodlands Wood (Ileden) (TR2153)	24.11.2010	14
Dunnock	Adisham (near Aylesham) (TR2253)	26.12.2012	15
Dunnock	Barham Downs (TR2151)	26.01.2017	5
Dunnock	Barham Downs (TR2151)	26.01.2017	5
Robin	Woodlands Wood (Ileden) (TR2153)	01.06.2003	18
Robin	Adisham (near Aylesham) (TR2253)	31.12.2008	0
Robin	Woodlands Wood (Ileden) (TR2153)	24.11.2010	6
Robin	Adisham (near Aylesham) (TR2253)	26.12.2012	8
Robin	Barham Downs (TR2151)	07.08.2014	2

Robin	Barham Downs (TR2151)	26.01.2017	0
Robin	Adisham (near Aylesham) (TR2253)	17.06.2018	2
Redstart	Barham Downs (TR2151)	22.09.1992	2
Whinchat	Adisham (near Aylesham) (TR2253)	05.09.1993	2
Wheatear	Barham Downs (TR2151)	22.09.1992	2
Blackbird	Woodlands Wood (Ileden) (TR2153)	01.06.2003	8
Blackbird	Woodlands Wood (Ileden) (TR2153)	24.11.2010	18
Blackbird	Adisham (near Aylesham) (TR2253)	26.12.2012	24
Blackbird	Barham Downs (TR2151)	07.08.2014	1
Blackbird	Barham Downs (TR2151)	26.01.2017	20
Blackbird	Adisham (near Aylesham) (TR2253)	17.06.2018	1
Blackbird	Woodlands Wood (Ileden) (TR2153)	21.02.2019	5
Fieldfare	Woodlands Wood (Ileden) (TR2153)	27.12.2002	300
Fieldfare	Woodlands Wood (Ileden) (TR2153)	26.02.2003	569
Fieldfare	Woodlands Wood (Ileden) (TR2153)	24.11.2010	6
Fieldfare	Adisham (near Aylesham) (TR2253)	26.12.2012	23
Song Thrush	Woodlands Wood (Ileden) (TR2153)	01.06.2003	6
Song Thrush	Adisham (near Aylesham) (TR2253)	31.12.2008	0
Song Thrush	Woodlands Wood (Ileden) (TR2153)	24.11.2010	3
Song Thrush	Adisham (near Aylesham) (TR2253)	26.12.2012	1
Song Thrush	Woodlands Wood (Ileden) (TR2153)	28.04.2013	0
Song Thrush	Barham Downs (TR2151)	26.01.2017	5
Song Thrush	Barham Downs (TR2151)	26.01.2017	5
Redwing	Woodlands Wood (Ileden) (TR2153)	24.11.2010	3
Redwing	Adisham (near Aylesham) (TR2253)	26.12.2012	2
Redwing	Barham Downs (TR2151)	26.01.2017	1
Redwing	Barham Downs (TR2151)	26.01.2017	1
Mistle Thrush	Woodlands Wood (Ileden) (TR2153)	11.05.2003	5

Mistle Thrush	Adisham (near Aylesham) (TR2253)	31.12.2008	3
Mistle Thrush	Woodlands Wood (Ileden) (TR2153)	24.11.2010	2
Mistle Thrush	Adisham (near Aylesham) (TR2253)	28.04.2012	2
Mistle Thrush	Adisham (near Aylesham) (TR2253)	26.12.2012	2
Mistle Thrush	Woodlands Wood (Ileden) (TR2153)	28.04.2013	0
Mistle Thrush	Barham Downs (TR2151)	26.01.2017	3
Mistle Thrush	Barham Downs (TR2151)	26.01.2017	3
Whitethroat	Barham Downs (TR2151)	07.08.2014	2
Whitethroat	Adisham (near Aylesham) (TR2253)	17.06.2018	2
Whitethroat	Adisham (near Aylesham) (TR2253)	20.06.2018	1
Garden Warbler	Woodlands Wood (Ileden) (TR2153)	01.06.2003	2
Blackcap	Woodlands Wood (Ileden) (TR2153)	01.06.2003	6
Chiffchaff	Adisham (near Aylesham) (TR2253)	22.09.1992	2
Chiffchaff	Woodlands Wood (Ileden) (TR2153)	01.06.2003	6
Willow Warbler	Woodlands Wood (Ileden) (TR2153)	01.06.2003	7
Goldcrest	Woodlands Wood (Ileden) (TR2153)	01.06.2003	4
Goldcrest	Adisham (near Aylesham) (TR2253)	31.12.2008	2
Goldcrest	Adisham (near Aylesham) (TR2253)	26.12.2012	5
Goldcrest	Woodlands Wood (Ileden) (TR2153)	28.04.2013	0
Goldcrest	Barham Downs (TR2151)	26.01.2017	2
Goldcrest	Barham Downs (TR2151)	26.01.2017	2
Spotted Flycatcher	Adisham (near Aylesham) (TR2253)	22.09.1992	1
Spotted Flycatcher	Woodlands Wood (Ileden) (TR2153)	14.06.2003	1
Spotted Flycatcher	Adisham (near Aylesham) (TR2253)	01.06.2008	2
Spotted Flycatcher	Adisham (near Aylesham) (TR2253)	29.06.2008	2
Long-tailed Tit	Woodlands Wood (Ileden) (TR2153)	01.06.2003	6
Long-tailed Tit	Adisham (near Aylesham) (TR2253)	31.12.2008	7

Long-tailed Tit	Woodlands Wood (Ileden) (TR2153)	24.11.2010	5
Long-tailed Tit	Adisham (near Aylesham) (TR2253)	26.12.2012	6
Long-tailed Tit	Barham Downs (TR2151)	26.01.2017	7
Long-tailed Tit	Barham Downs (TR2151)	26.01.2017	7
Long-tailed Tit	Adisham (near Aylesham) (TR2253)	20.06.2018	5
Marsh Tit	Woodlands Wood (Ileden) (TR2153)	01.06.2003	4
Marsh Tit	Walk Wood (TR208521)	23.07.2015	2
Coal Tit	Woodlands Wood (Ileden) (TR2153)	01.06.2003	6
Coal Tit	Adisham (near Aylesham) (TR2253)	31.12.2008	2
Coal Tit	Woodlands Wood (Ileden) (TR2153)	24.11.2010	4
Coal Tit	Woodlands Wood (Ileden) (TR2153)	28.04.2013	0
Coal Tit	Barham Downs (TR2151)	26.01.2017	3
Coal Tit	Barham Downs (TR2151)	26.01.2017	3
Coal Tit	Woodlands Wood (Ileden) (TR2153)	21.02.2019	3
Blue Tit	Woodlands Wood (Ileden) (TR2153)	01.06.2003	20
Blue Tit	Woodlands Wood (Ileden) (TR2153)	24.11.2010	13
Blue Tit	Adisham (near Aylesham) (TR2253)	26.12.2012	12
Blue Tit	Barham Downs (TR2151)	26.01.2017	0
Blue Tit	Adisham (near Aylesham) (TR2253)	17.06.2018	8
Blue Tit	Adisham (near Aylesham) (TR2253)	20.06.2018	4
Blue Tit	Woodlands Wood (Ileden) (TR2153)	21.02.2019	6
Great Tit	Woodlands Wood (Ileden) (TR2153)	01.06.2003	10
Great Tit	Woodlands Wood (Ileden) (TR2153)	24.11.2010	14
Great Tit	Adisham (near Aylesham) (TR2253)	26.12.2012	10
Great Tit	Barham Downs (TR2151)	26.01.2017	0
Great Tit	Adisham (near Aylesham) (TR2253)	17.06.2018	4
Great Tit	Adisham (near Aylesham) (TR2253)	20.06.2018	4
Great Tit	Woodlands Wood (Ileden) (TR2153)	21.02.2019	9
Treecreeper	Woodlands Wood (Ileden) (TR2153)	01.06.2003	12

Treecreeper	Woodlands Wood (Ileden) (TR2153)	24.11.2010	1
Treecreeper	Adisham (near Aylesham) (TR2253)	26.12.2012	2
Treecreeper	Walk Wood (TR208521)	23.07.2015	2
Treecreeper	Woodlands Wood (Ileden) (TR2153)	21.02.2019	3
Golden Oriole	Adisham (near Aylesham) (TR2253)	26.05.1986	1
Jay	Adisham (near Aylesham) (TR2253)	31.12.2008	0
Jay	Woodlands Wood (Ileden) (TR2153)	24.11.2010	2
Jay	Adisham (near Aylesham) (TR2253)	26.12.2012	1
Jay	Barham Downs (TR2151)	26.01.2017	1
Jay	Adisham (near Aylesham) (TR2253)	20.06.2018	4
Magpie	Woodlands Wood (Ileden) (TR2153)	24.11.2010	9
Magpie	Adisham (near Aylesham) (TR2253)	26.12.2012	11
Magpie	Barham Downs (TR2151)	26.01.2017	0
Magpie	Adisham (near Aylesham) (TR2253)	17.06.2018	2
Jackdaw	Woodlands Wood (Ileden) (TR2153)	27.12.2002	116
Jackdaw	Adisham (near Aylesham) (TR2253)	31.12.2008	0
Jackdaw	Woodlands Wood (Ileden) (TR2153)	24.11.2010	24
Jackdaw	Adisham (near Aylesham) (TR2253)	26.12.2012	22
Jackdaw	Woodlands Wood (Ileden) (TR2153)	28.04.2013	0
Jackdaw	Barham Downs (TR2151)	07.08.2014	18
Rook	Woodlands Wood (Ileden) (TR2153)	24.11.2010	11
Rook	Adisham (near Aylesham) (TR2253)	26.12.2012	55
Carrion Crow	Woodlands Wood (Ileden) (TR2153)	24.11.2010	21
Carrion Crow	Adisham (near Aylesham) (TR2253)	26.12.2012	14
Carrion Crow	Barham Downs (TR2151)	07.08.2014	4
Carrion Crow	Barham Downs (TR2151)	07.08.2014	3
Carrion Crow	Barham Downs (TR2151)	26.01.2017	4
Raven	Adisham (near Aylesham) (TR2253)	04.02.2017	2
Starling	Adisham (near Aylesham) (TR2253)	29.06.2008	5

Starling	Woodlands Wood (Ileden) (TR2153)	24.11.2010	1
Starling	Adisham (near Aylesham) (TR2253)	26.12.2012	21
House Sparrow	Adisham (near Aylesham) (TR2253)	05.09.1993	200
House Sparrow	Adisham (near Aylesham) (TR2253)	29.06.2008	1
House Sparrow	Woodlands Wood (Ileden) (TR2153)	24.11.2010	13
House Sparrow	Adisham (near Aylesham) (TR2253)	26.12.2012	26
House Sparrow	Adisham (near Aylesham) (TR2253)	17.06.2018	20
House Sparrow	Adisham (near Aylesham) (TR2253)	20.06.2018	10
Chaffinch	Woodlands Wood (Ileden) (TR2153)	01.06.2003	10
Chaffinch	Adisham (near Aylesham) (TR2253)	29.06.2008	2
Chaffinch	Adisham (near Aylesham) (TR2253)	31.12.2008	0
Chaffinch	Woodlands Wood (Ileden) (TR2153)	24.11.2010	13
Chaffinch	Adisham (near Aylesham) (TR2253)	26.12.2012	28
Chaffinch	Barham Downs (TR2151)	07.08.2014	7
Chaffinch	Barham Downs (TR2151)	26.01.2017	0
Chaffinch	Adisham (near Aylesham) (TR2253)	17.06.2018	4
Chaffinch	Adisham (near Aylesham) (TR2253)	20.06.2018	4
Greenfinch	Adisham (near Aylesham) (TR2253)	31.12.2008	0
Greenfinch	Woodlands Wood (Ileden) (TR2153)	24.11.2010	4
Greenfinch	Adisham (near Aylesham) (TR2253)	26.12.2012	2
Greenfinch	Adisham (near Aylesham) (TR2253)	17.06.2018	2
Goldfinch	Woodlands Wood (Ileden) (TR2153)	24.11.2010	2
Goldfinch	Adisham (near Aylesham) (TR2253)	26.12.2012	3
Goldfinch	Adisham (near Aylesham) (TR2253)	17.06.2018	4
Goldfinch	Adisham (near Aylesham) (TR2253)	20.06.2018	2
Siskin	Woodlands Wood (Ileden) (TR2153)	24.11.2010	2
Linnet	Adisham (near Aylesham) (TR2253)	22.09.1992	220
Linnet	Adisham (near Aylesham) (TR2253)	31.12.2008	1
Linnet	Adisham (near Aylesham) (TR2253)	26.12.2012	33

Linnet	Barham Downs (TR2151)	07.08.2014	2
Linnet	Barham Downs (TR2151)	07.08.2014	1
Linnet	Adisham (near Aylesham) (TR2253)	17.06.2018	2
Lesser Redpoll	Woodlands Wood (Ileden) (TR2153)	24.11.2010	2
Lesser Redpoll	Adisham (near Aylesham) (TR2253)	26.12.2012	1
Common Crossbill	Cold Harbour Farm nr. Bridge (TR2053)	20.06.2011	38
Bullfinch	Adisham (near Aylesham) (TR2253)	31.12.2008	2
Bullfinch	Woodlands Wood (Ileden) (TR2153)	24.11.2010	2
Bullfinch	Barham Downs (TR2151)	26.01.2017	2
Bullfinch	Barham Downs (TR2151)	26.01.2017	2
Bullfinch	Woodlands Wood (Ileden) (TR2153)	21.02.2019	4
Hawfinch	Woodlands Wood (Ileden) (TR2153)	01.06.2002	2
Hawfinch	Woodlands Wood (Ileden) (TR217524)	26.06.2002	5
Hawfinch	Woodlands Wood (Ileden) (TR2153)	24.03.2003 to 23.05.2003	3
Yellowhammer	Woodlands Wood (Ileden) (TR2153)	24.11.2010	5
Yellowhammer	Adisham (near Aylesham) (TR2253)	26.12.2012	13
Yellowhammer	Barham Downs (TR2151)	07.08.2014	2
Yellowhammer	Adisham (near Aylesham) (TR2253)	20.06.2018	5
Reed Bunting	Woodlands Wood (Ileden) (TR2153)	24.11.2010	1
Reed Bunting	Adisham (near Aylesham) (TR2253)	26.12.2012	6
Reed Bunting	Barham Downs (TR2151)	26.01.2017	3
Reed Bunting	Barham Downs (TR2151)	26.01.2017	3
Corn Bunting	Adisham (near Aylesham) (TR2253)	26.12.2012	14
Corn Bunting	Barham Downs (TR2151)	07.08.2014	4
Corn Bunting	Adisham (near Aylesham) (TR2253)	17.06.2018	4
Corn Bunting	Adisham (near Aylesham) (TR2253)	19.06.2018	2

[End of KOS data]