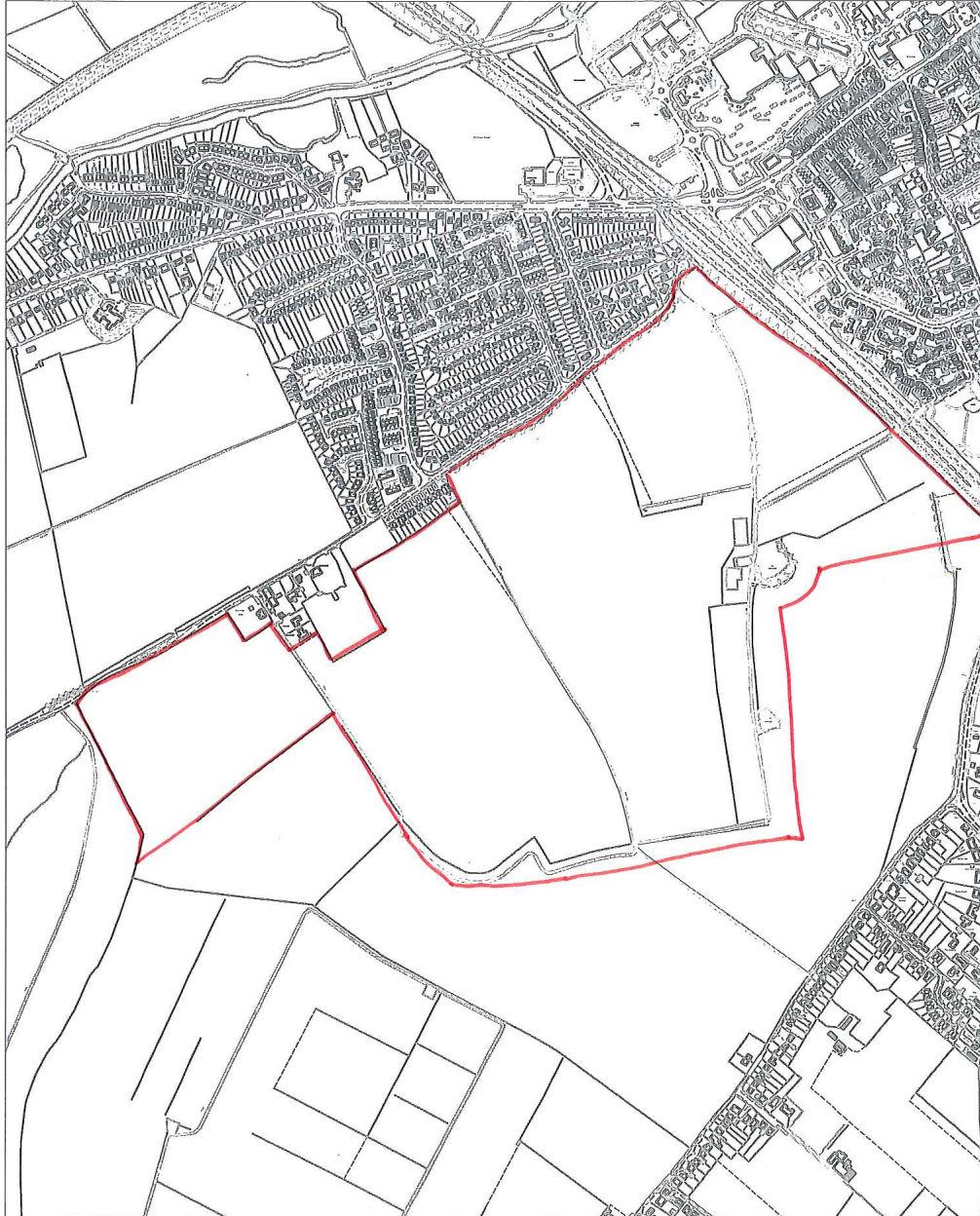


Background: Thanington south of the A28

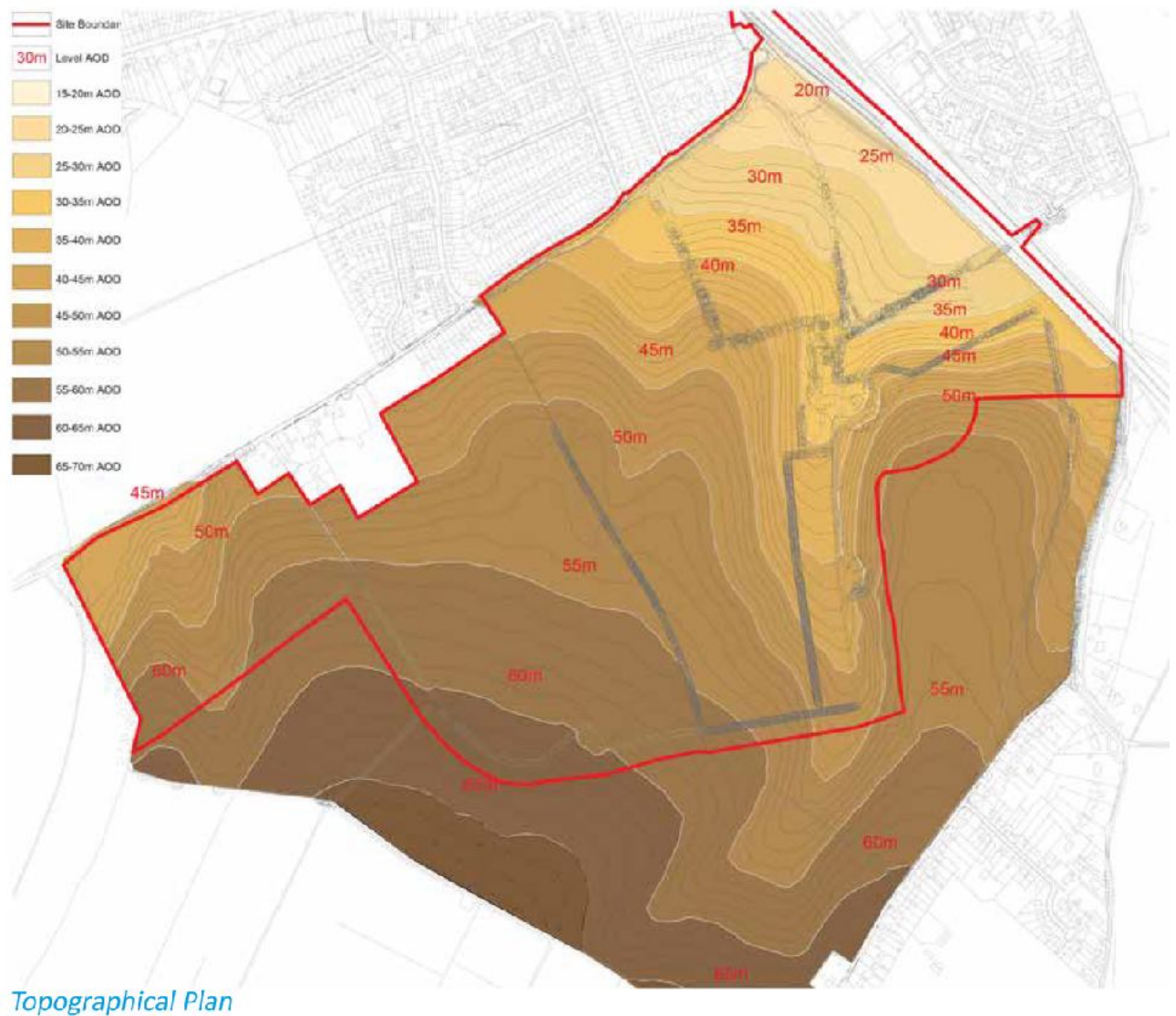
Pentland Properties Ltd (PPL) propose to develop the area re-lined on this map (copied from Canterbury City Council's **Consent Notice** to PPL's Application):

CA/15/01479/OUT



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This topographic map of the area is copied from PPL's **Design and Access Statement**



This site lies on an irregular and steep hill. All the coloured area is the property of PPL's owners.

In terms of levels the Design and Access Statement explains the site falls south-west to north-east from a contour of approximately 63m Above Ordnance Datum (AOD) to the south, and 20 AOD to the north of the site close to the A2. The average gradient is approximately 1:24 with a north easterly aspect. Within the site the sloping pattern of the landform is sub-divided by a secondary dry valley feature with steeper side slopes that rises to the south east and passes close to the two disused chalk pits. There is an embankment along the boundary with Cockering Road, and a part embankment to the boundary with the A2.

The red line outlines the area covered by PPL's proposal for "Thanington Park". Note the differences between the extent of the red line on this and other PPL maps, and the area identified on CCC's Decision Notice. **PPL's red lines include areas that will be affected by work on the development, but which are owned by third parties.**

Thanington south of the A28

The source for much of this section is Clive Church, "Thanington: an introductory history", 2015, which can be found on the internet.

Farm land now included in the "Thanington Park" site was bought by Paul Tory several decades ago with funds obtained by selling his land near Folkestone to the Channel Tunnel. He had early plans to build a big house for his daughter there. This was turned down by CCC (apparently difficulty of access was one of the reasons for this rejection) which later gave approval for the land as a whole to be used as a golf course by Tory's development company, Pentland Homes. Although the golf course consent period was extended once, this development did not happen. In recent years the Tory family has reverted to attempting to develop the site for residential purpose, and in 2015 their hour had come.

Initially the semi-detached houses that lie between the A28 and Cockerling Road on St Nicholas Road and Ingoldsby Road were built by Canterbury City Council 1926 for rent at low rates. These houses were followed in 1928 by others including Alfred, Athelstan, Gordon and Windsor Roads. In 1932 Larkey Valley Wood was donated to the City: this now forms the western extremity of the development site. Before WWII and increasingly afterwards private builders added more in-fill housing, starting with Bramley Avenue. Manor Close followed in the 1980s. In the absence of new shops and businesses, and the closure of most of those few that had been there, "Thanington estate" became a dormitory for the city.

Clive Church has described how Thanington Without has yo-yoed in and out of Canterbury's city boundary over the past 150 years. At the time of WWII its victims were listed as being Canterbury's, but the boundary was shifted to the west of the A2 by-pass after it slashed a chasm between the Wincheap and Thanington Road stretches of the A28 in 1981. Thanington currently is a separate parish although it remains in the Wincheap electoral ward, with one of the two ward councillors living on the Thanington estate. However, its status as a single parish is again under review, despite local protests.

No other suburb of Canterbury is so brutally socially and physically separated from the city centre, with no shops, school or surgery, few amenities and a risible bus service. The 1980s in particular witnessed high levels of crime on the estate, public services refusing to go there, and a stand-off with the police, earning it the name "little Beirut". The City Council applied time and attention to this dire situation, which was greatly improved in 2001 with the building of the Thanington Recreation Centre north of the A28 and west of the A2. However, Morrison's supermarket north of the A28 and on the other side of the A2 is the nearest shop for Thanington residents.

Apart from cyclists and pedestrians willing to turn west along the A28 and then down Tonford Lane to Tonford footbridge across the Stour in order to reach the riverside path, **people accessing the city centre from west of the A2 by any means must cross the bridge on the A28 over the A2.** Road traffic from the Thanington estate must turn right, usually into already queuing traffic, out of Strangers Lane or St Nicholas Road.

People walking to and from Morrison's or the city centre must now negotiate several sets of traffic and pedestrian lights at the entrances and exits from the A2, Homersham,

across the A28, and the Park and Ride and retail park. Nearly all of these involve pedestrian islands between traffic lanes. Alternative pedestrian and cycle paths are inadequate (see our Report at “Cycle Paths” on this website). The following statement by Kent Council Council in a letter re PPL’s Application clearly was made by someone who has never visited the development site or tried walking or cycling to it.

There are good walking and cycling connections between the proposed development and the City Centre which are well used and thus will be further secured by increased activity. Developers are contributing £100k towards the upgrade and improvement of these connections to encourage sustainable trips from their site, which is welcomed and encouraged.

KCC Highways letter to CCC dated 4th December 2015.

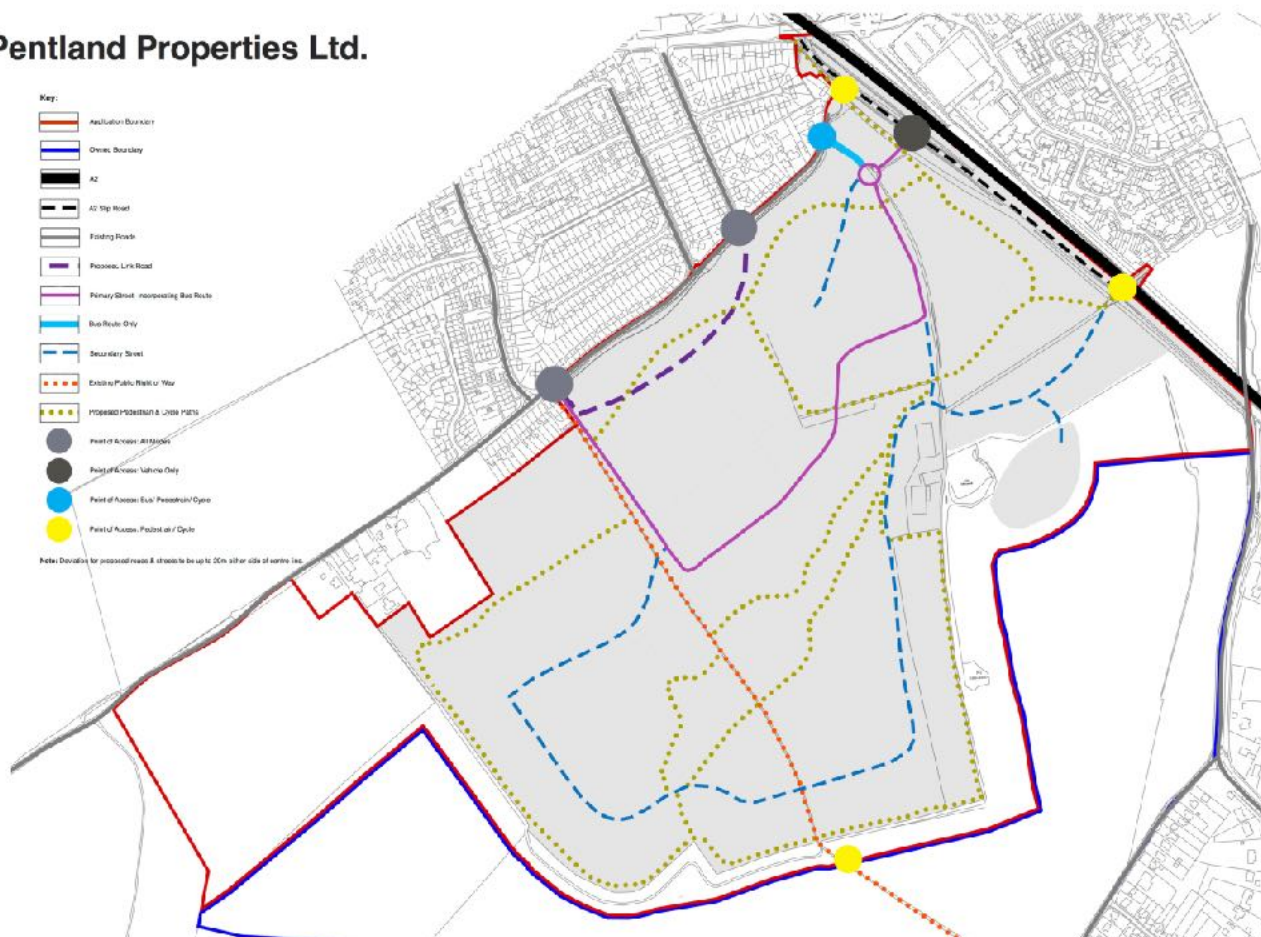
PPL’s plans for “Thanington Park” will not alleviate this situation, except for providing a route for cyclists and pedestrians under the A2 via the farmers’ underpass to connect with Hollow Lane. Thanington Park traffic will exacerbate the problem. In the unlikely event of Highways England accepting PPL’s proposals for alterations to the A2 northbound off-slip road, traffic up and down that will reach or leave it from the east via the A28 bridge and its multitude of traffic lights.

We are genuinely puzzled as to who PPL and CCC expect to buy the houses they propose for “Thanington Park”. A little child could see the difficulty there will be getting to and from the development. Middle class commuters and retired people will not be attracted to buy a home with poor access, up a steep hill, next door to an already disaffected housing estate, with a lousy bus service (that only goes to the bus station), and three kilometres from Canterbury West rail station - which journey by car takes longer during rush hours than the high speed trains take to get to St Pancras.

As for “appropriate housing in appropriate locations”, PPL is committed only to a maximum number of “affordable housing” - no minimum - and the prices of such housing notoriously are beyond the purse of people struggling to get onto the property ladder.

Here is PPL’s diagrammatic plan for access points to “Thanington Park. These are discussed in the following three sections of this Report.

Pentland Properties Ltd.



Proposed routes and access points from the Design and Access Statement.

Land south of the red line, and outlined in blue (the two lines together look purple) belongs to PPL's owners.

PPL propose various points of access to the "Thanington Park" development. On the diagrammatic map shown here these are:

The two grey circles for "All Modes" indicate access at the junction of Cockering Road and St Nicholas Road and very close to the junction of Cockering Road and Strangers Lane.

The blue circle for "Bus/Pedestrian/Cycle" indicates a turn south off Cockering Road, probably where there is now a metal farm gate.

The black circle for "Vehicles Only" enters the development site from the off-slip road leading north-west from the A2.

One yellow circle for "Pedestrian/Cycles" indicates use of the "farmers' underpass" beneath the A2 on Birch Road, already in use by pedestrians. Another other probably shows the existing path leading from the corner of Thanington Road next to the A2 slip road exit to the western dead end of Cockering Road.

The third yellow circle shows where Public Right of Way CC59, commencing at the junction of Strangers Lane and Cockering Road, crosses the southern boundary of the site before continuing on to New House Lane.