

A2/A28 “BELLMOUTH” JUNCTION THANINGTON: SAFETY ISSUES

APPENDIX: SOURCES AND DOCUMENTS

The sources for the main Report and this Appendix to it are:

- Planning Applications on Canterbury City Council’s website canterbury.gov.uk. A list of relevant Applications is set out at Section 3 below. Cut and paste the Application number at “Simple Search” via the **Search and Comments on Applications** page. There are over 400 Comments and 1690 Documents in these Applications (plus about 50 Comments that for some reason have been deleted from 17/00519).
- Extracts of correspondence, both letter and email, and notes of meetings that can be viewed in full on the Wincheap Society’s website/blog wincheapcampaigns.wordpress.com on the **Notification of Breach of Duty of Care** page: three documents: “Notification”, “Evidence of Contempt” and “After Notification”. The second two documents are arranged roughly in chronological order, as is Section 2 below.
- Documents and reports of the Wincheap Society, on wincheapcampaigns.wordpress.com In particular:
 - Page **Contra-flow on A2 north-bound exit**: two documents: ”Hybrid Application Comments”, comments on the plans in “Safety Audit 1”;
 - Page **A2/A28 Fourth Slip Road**: particularly section 2 of the document “Goudie/Mackie Notes”.
 - Page **Thanington Park Access**: particularly the document “1. A2 Westbound slip road access. Revised junction at A2 westbound slip road and A28”.
 - Page **Traffic Nightmare on Wincheap** for slides with brief text of a talk that set the bellmouth junction issue in its wider context of west Canterbury’s plans for roads and developments.

In this Appendix

1. “Bellmouth” Junction Events Timetable
2. Chronological Listing of Extracts from Documents Relating to the Proposed Alteration to the “Bellmouth” Junction
3. List of Canterbury City Council Planning Applications relevant to the Thanington Development Sites

1. “Bellmouth” Junction Events Timetable

For full text of dated items see Section 2

Key to acronyms in Section 2

Applications and Officers

Residents and Councillors

20 November 2014 CA//**14/02441** Wardell Armstrong (*for PPL*) Land off Cockering Road, Scoping Note.

11 December 2014 CCC's **Decision** on **14/02441** No objection.

6 July 2015 Application CA//**15/01479** “Thanington Park”.

3rd August 2015 **HE's** letter to **CCC**

16 September 2015 **HE's** 2nd letter to **CCC**

5 Nov 2015 PBA's Design & Access for **15/01479**

11 December 2015 **HE's** Recommendation to **CCC**. Annex A: Condition(s)

3 December 2015 “Thanington Park” Application: residents' meeting

6 July 2016 S.106 Agreement, **PPL, KCC, CCC**

13th July 2016 **CCC** Decision: Approval **15/01479**

29th July 2016 Bruce Bamber's (Railton TPS Ltd) letter to Richard Buxton (for TWPC)

19th August 2016 Richard Buxton forwards BB's letter to **CCC**

25th November 2016 **KCC's** meeting with Thanington residents

Meeting at Thanington Local Resource Centre re traffic strategy

3 March 2017 Quinn Application CA/**17/00519** Transport Assessment

9 May 2017 “Stakeholders” meeting with Quinn Estates and PBA at TLRC.

May 2017 PBA's full “Stage 1 Safety Audit” for 4th slip road.

13 July 2017 Canterbury District Transport Strategy 2014-3-. Nothing on contra-flow.

August 2017 Wincheap Society's “Access to Thanington Park: the Decisions See-Saw” posted on web. Copies of documents emailed to **HE, KCC, CCC**

11 September 2017 and 15 September 2017 Responses from **KCC** to Wincheap Society

15th September 2017 Councillor Eden-Green writes to Colin Finch **KCC**, (and Richard Moore and Austin Mackie of **CCC**)

25 September 2017 Wincheap Society requests copies of Safety Audit + Approvals and any non-motorised safety report.

26 September 2017 Wincheap Society emails Matthew Balfour **KCC**

11 October 2017 *Purported* "Stage 1 Safety Audit" for contra-flow provided by **KCC** to Wincheap Society. *Road plans but no text or safety assessment.*

22 November 2017 Ruth Goudie and Austin Mackie, CCC, meet with ...
... Nick Eden-Green Wincheap Ward councillor and Gillian Bull, Wincheap Society

24 November 2017 PPL's "Hybrid Application" **17/02718**

12th December 2017 **CCC** provides Wincheap Society with "Thanington 4th Arm Slip Road, Walking, Cycling & Horse-Riding Assessment & Review Report" (Oct 2017).
11 December 2017 Following the meeting on 22 November Gillian Bull provides **CCC** with a summary of continuing concerns.

1 January 2018 Wincheap Society provides Comments on Hybrid Application **17/02718**

11 January 2018 K Bown **HE** emails A Mackie, **CCC** requesting from PPL a Stage 1 Safety Audit and a Walking/Cycling Assessment for the contra-flow.

19th January 2018 Ryan Shiel **KCC**, writes to **CCC** re Condition 08 highway design details) of planning permission **15/01479**

22/23 January 2018 Four Wincheap and Thanington Residents' Associations, and Wincheap Ward Councillor Charlotte MacCaul sign a Notification of Breach of Duty of Care, which is posted and emailed to **HE**, **KCC** and **CCC**.

30 January 2018 D Bowie **HE** emails M Boots **CCC** again inquiring after a Stage 1 Safety Audit and a Walking/Cycling Assessment for the contra-flow.

28 February 2018 Nick Eden-Green emails Colin Carmichael of **CCC**

2 March 2018 P Harwood **HE** writes to
.... Roger Cheeseworth TWPC regarding the Notification.

8 March 2018 **17/02911** Delegated Report re construction access: Approved

14 March 2018 John Osborne, Wincheap Society, on behalf of the Notification signatories, writes and emails Paul Harwood **HE** (cc'd to **KCC** and **CCC**) re safety on the contra-flow.

20 March 2018 Letter 14 March to **HE** copied to **CCC** requesting information.

29 March 2018 P Haywood **HE** replies
... to John Osborne that PBA's swept path analyses suffices for safety concerns.

29 March 2018 R Moore **CCC** emails ...
.... John Osborne, saying HE's response suffices.

10 April 2018 John Osborne to P Harwood
HE “Your response dated 29th March is Kafkaesque, in that it is perfectly circular.”

10 April 2018 John Osborne to Richard Moore **CCC** “The terms of my letter to you and Austin Mackie dated 20th March still apply, and I would appreciate a responsible and appropriate answer to it.”

18 April 2018 R Moore **CCC** to ...

... J Osborne that A Mackie will deal with his letter.

23 April 2018 A Mackie to ...

... J Osborne requesting clarification re LSTs

3 May 2018 Gillian Bull on behalf of John Osborne emails Austin Mackie **CCC**, cc'd to Colin Finch **KCC**, reminding him that she had supplied relevant much information earlier.

20 June 2018 Jamie Finch, Pentland **Homes** Ltd emails M Boots, **CCC** RE: Thanington Park - Phase 1 Reserved Matters, that **KCC** ready to approve **15/01479** Condition 8.

20th July 2018 **CCC** Decision Notice re **17/02912** A Mackie, to J Finch, Pentland **Homes 15/01479** Conditions 8 and 9 Approved only re “Wincheap Farm Underpass”.

24 July 2018 **CCC** Officer's Report **17/02912 HE** and **KCC** both ready to discharge Conditions 08 and 09 of **17/01479**.

28 November 2018 Councillor Nick Eden-Green emails A Mackie **CCC** asking for the Stage 1 Safety Audit and a Walking/Cycling Assessment for the contra-flow.

5 December 2018 A Mackie **CCC** to Nick-Eden-Green “ ,,,I will ask Pentland directly if they have the documents that you seek.”

2. Chronological Listing of Extracts from Documents Relating to the Proposed Alteration to the “Bellmouth” Junction

Key acronyms: *Pentland Properties Ltd (PPL); Peter Brett Associates (PBA); Canterbury City Council (CCC); Kent County Council (KCC); Highways England (HE); Thanington Without Parish Council (TWPC).*

November 2014 Canterbury City Council’s draft Local Plan submitted to the independent planning inspector.

4th April 2017 Kent County Council Decision **No 17/00025**, Matthew Balfour, the Cabinet Member for Environment & Transport (A2/A28 4th slip road plan attached)

21st June 2017 Canterbury District Local Plan cleared for Adoption. The introduction of additional housing sites (1150) at Thanington south of the A28, in Canterbury.

13th July 2017 Canterbury District Local Plan Adopted.

2014

20 November 2014

CA//14/02441 Wardell Armstrong (*for PPL*) Land off Cockerling Road, Thanington Environmental Impact Assessment scoping opinion request in relation to a mixed use development comprising up to 850 dwellings, up to 8,000m² of B1 floorspace, up to 1,000m² of A1-A5 uses, primary school, up to 5,000m² of community uses, up to 2,000m² of leisure uses, local recycling facilities, areas of formal and informal open space and associated utilities and transport infrastructure, landscaping and associated groundworks. Decision: No objection 11 December 2014.

Note: Scoping Note not listed as a Document, and so not seen when compiling this Listing.

CCC’s Decision on 14/02441, extracts: ...

“CCC - Planning Policy:

45. No comments received. The site has not been brought forward as a SHLAA site and has not been allocated for development in the emerging local plan. The site is located outside the built confines of any settlement but is immediately adjacent to Thanington. It will be important to ensure that any application submitted provides justification as to why Local Plan policy that seeks to direct new development to existing urban areas should be set aside in this case. ...

Kent Highway Services:

57. No comments received. Further information regarding residential and non-residential parking standards can be found in the Canterbury District Local Plan First Review and the Kent Design Guide Interim Guidance Note 3: Residential Parking.

58. **I understand you are currently undertaking pre-application discussion with Kent Highway Services.** Please include any documents which are requested as a result of these discussions. ...”

Highways Agency (now Highways England) Letter and Report on the Scoping Note sent to CCC 22 December, a few days after the date for submissions and therefore not referred to in the Decision Notice.

Parsons Brinckerhoff Land at Thanington, Canterbury, Transport assessment Scoping Note **Technical Note 01** 19 December 2014 Extracts:

“1 INTRODUCTION

1.1.1 The Highways Agency has received a Transport Assessment Scoping Note from Peter Brett Associates LLP (PBA) as part of pre-application discussions for a mixed use development on Land at Thanington, Canterbury in Kent.

1.1.2 The proposed development consists of up to 750 residential units; up to 8,000 sqm of Class B1 Offices; up to 1,000 sqm of Class A1 to A5 uses; a Primary School; up to 5,000 sqm of Community Uses incorporating Class D1 elderly mentally infirm centre (30 beds) and a nursing home (60 beds); up to 2,000 sqm of Class D2 Leisure uses; and the provision of a new park and ride site with up to 600 car parking spaces.

1.1.3 It is understood that in addition to the development land uses at the site, **it is proposed that the A2 slip road north bound (NB) shall be reconfigured in order to lengthen and move it south east.** Also, **one access into the site will be taken from the new slip road termination point,** and another access will be created onto Cockerling Road from the site.

1.1.4 The site is currently agricultural land and assumed to have no prior trip generation.

1.1.5 The Agency, on behalf of the Secretary of State for Transport, is responsible for managing and operating a safe and efficient Strategic Road Network (SRN) i.e. the Trunk Road and Motorway network, in England as laid down in the Department for Transport (DfT) Circular 02/2007 (Planning and the Strategic Road Network).

1.1.6 **The HA's concerns at this site is the potential direct impact to the A2 (and junction with the A28) which is first point of contact with the SRN. The development also has a proposal for the creation of a direct access to the A2 slip road on the south, and this will be considered as part of the study area of the Transport Assessment.**

1.1.7 **Due to the proposal for a direct access from this section, as well as the nature of the overall junction A2/A28; it is considered that this is the only point of concern for the HA on the SRN as a result of traffic impact from this development.**

1.1.10 **It is noted that the developer intends to modify part of the SRN at the NB slip road of the A2 by lengthening it, and also providing a new junction as the development's primary access in the form of a roundabout or signal controlled. ...**

2.1.26 Due to the **SRN having a high proportion of HGV's in this area** we will expect a construction traffic management plan, to be agreed with the HA at the planning application stage. However, the initial traffic impacts of the proposed site construction works should be detailed within the Transport Assessment.
....

2.1.35 In addition, the HA has previously noted as highlighted in the minutes of meeting on Thursday 13th November 2014, that the potential for a **4th slip at the Wincheap Area** and development at Mountfield Park in south east Canterbury including the new dumbbell junction, should be considered as part of the impact assessments for this development in the TA. The TA should demonstrate how, via modelling or other, this can be demonstrated as not impacting on this development.

2.1.36 The proposal for separate junction capacity models to be developed at the A28 Wincheap/Hollow Lane/Cow Lane, A28 Wincheap/York Road, and A28 Wincheap/Pin Hill/Castle Street/Rheims Way junction is acceptable."

2015

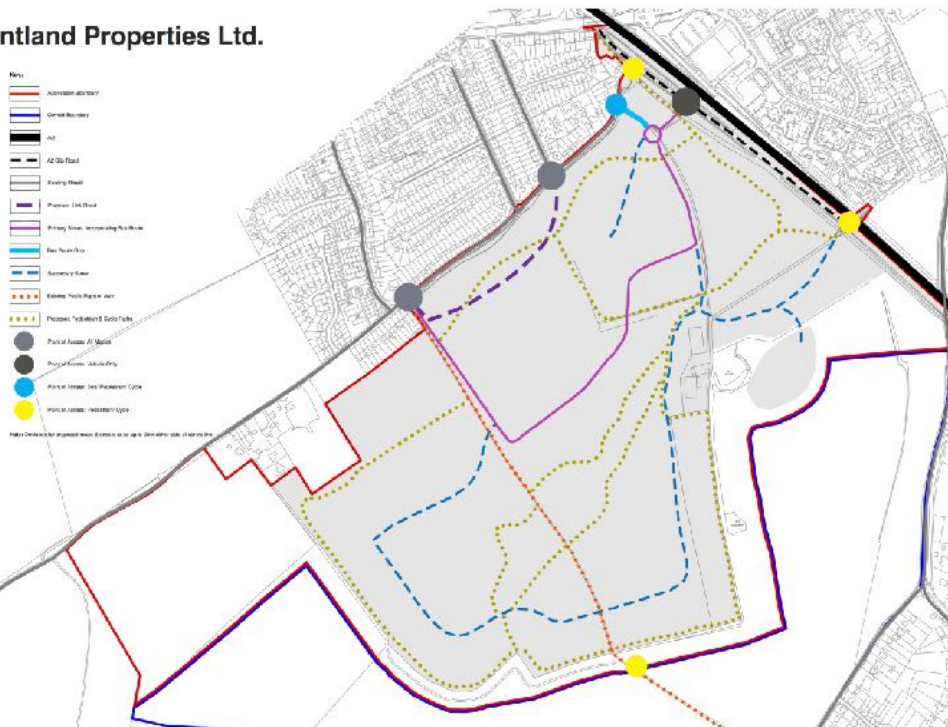
6 July 2015

Application CA//15/01479 extracts of Documents:

Pentland Properties Ltd, Outline application for a comprehensive mixed use development comprising: up to 750 residential units, in a mix of sizes, types and tenure on land off Cockerling Road.

Route Infrastructure Parameter Plan shows a “point of access, vehicle only” to/from the northbound A2 exit slip road.

Pentland Properties Ltd.



At this date a new Park & Ride was envisaged adjacent to the slip road, accessed via the contra-flow. This planned P&R facility was later eliminated from the Application in Addendum to Transport Assessment, 2 November 2015.

PBA Transport Assessment (created 5 February 2015):

“6.5.2 **The primary access will be from the re-aligned A2 westbound off-slip road**, via a traffic signal controlled junction into the site. ...

“A2 westbound off-slip access

6.5.9 The main vehicular access to the site is proposed to the east, via a reconfigured slip road arrangement from the A2. **This has been discussed with the Highways Agency who have agreed the principle of its provision.**

6.5.10 The access will comprise a signal controlled junction on the existing London bound off slip road. The existing slip road will be relocated further to the south east and lengthened to meet appropriate standards...

6.5.11 Two lanes will be provided on each approach to the site access junction. The existing section of slip road between the proposed site access and the A28 corridor will be widened and converted to two way operation. It will cease to be a Trunk road and instead become a local road managed by KCC. ...

A2 westbound off-slip / A28 junction

6.5.12 The slip road between the site access junction and the A28 corridor will be reconfigured to provide a two-way section of carriageway, which will then become part of the local road network. The A2 slip road will effectively end at the new site access traffic signal junction. The existing junction with the A28 will be reconfigured to allow two way operation....

6.5.13 This will incorporate two northbound lanes (one for right turns out and one for left turns out). A single lane for southbound movement towards the site will be provided.”

Transport Assessment Vol 2: **Appendix A2.5 Transport:**

“1.1.17 The layout of the masterplan demonstrates that there will be four vehicular access points to the site. Three of these will be for general traffic whilst the remaining a bus, walk, cycle access. **The primary access will be from the re-aligned A2 westbound off-slip road, via a traffic signal controlled junction into the site.** Two further accesses for general traffic will be provided to Cockering Road whereby an alternative route to Cockering Road will be provided through the site for a short section.”



PPL/PBA's first version of the planned contra-flow and access to "Thanington Park" on the current A2/A28 north bound exit slip road.

Because the proposed alterations affect part of the A2 trunk road system, PPL required the approval of HE, as executive agency of the Department of Transport. During the period PPL's Application was being considered by CCC, HE wrote two letters to CCC. These are informative: HE clearly was concerned about feasibility and safety issues.

3rd August 2015

HE's letter to **CCC**, extracts:

“At the junction with the A28: The revised radius of the eastern side of the junction bell mouth comes very close the parapet railing to the extent that at one corner the railing is too close to the edge of the carriageway and is likely to be prone to vehicle strikes. The other corner of the parapet restricts the footway width to the proposed crossing point to the extent that the layout is likely to be largely impracticable from a day to day usability perspective. We have reservations as to whether or not the correct clearance to the parapet can be obtained or practicable footway width past these pinch points.

Swept path analysis will be required to ensure that all vehicles likely to use this junction can do so safely without entering adjacent lanes. We have concerns that an HGV approaching the stop line northbound on the slip will to be able to make the left turn without encroaching into the adjacent lane and also the turn left onto the slip from Thanington Road looks dubious for large vehicles.

Section of Two Way slip road: The new opposing third lane runs close to the main northbound carriageway of the A2 Trunk Road particularly at the new junction on the slip road. It is likely that to construct this carriageway the embankment separating the slip road from the main alignment will need to be reinforced and proactive safety barrier will need to be provided along its full length. There may not be sufficient verge width to enable this to be achieved particular *{sic}* with regards to working width and set back. Furthermore, an environmental barrier will need to be provided to screen headlights of opposing flows of traffic between the slip road and main carriageway of the A2.”

Half way up (or down) the slip road PPL proposed an access point to the development site. This is a startling proposal for an A2 exit road which is prone to long queues at most times of the day, not just rush hours. A viewing of Google Maps with the “traffic” facility enabled when the A2 is busy will show an amber, red or crimson line signifying a queue - usually reaching as far back as, if not further than, the proposed junction.

HE’s reservations about this proposed arrangement are clear. They were bothered about the layout of the junction:

The adequacy and height of any signals system:

“High mast signal heads will be required to ensure sight stopping distance over 1.5 times sight stopping distance can be maintained to the primary signal heads. It would be appropriate to reduce the speed limit of the slip road to 30 mph at an appropriate distance ahead of the signal stop line so that drivers can adjust accordingly prior to the signals.”

The positioning of the signals and sight lines (if you concentrate hard on the jargon actually means):

“The position of the signal stop line needs to be suitably located away from the A2 northbound mainline. TD 22/06 suggests that ‘drivers leaving the main line should have sufficient time to react and brake safely before the end of any queue’ Para 2.41. The standard also recommends the provision of a near straight after the diverge road marking diagrams 11042 TSRGD 2002 of 70 m which appears to be provided. TD22/06 then requires that Sight Stopping distance is provided from the back of the diverge marking to the rear of the maximum queue likely. In this case sight stopping distance is that of the main line at 295m. As no maximum queue lengths have been provided on the slip road there is concern that the junction may be positioned too close to the main line carriageway.”

The letter closes with HE’s expressing their concerns as to the feasibility of PPL’s plans:

“Our view is that without resolving the above issues we are unable to determine whether the proposed development may result in severe harm to the A2 Trunk Road. We need further information from the applicant to establish whether this is the case.”

16 September 2015

HE’s second letter to CCC

Following the developer’s response to HE’s letter of 3rd August, and supplementary information from the developer’s consultants, PBA, HE sent a second letter to Canterbury City Council.

“... we are minded to recommend a condition related to the satisfactory operation and safety of traffic on the north westbound off slip traffic signals at a) the A28 junction and b) the proposed site access junction to ensure that the slip road is able to cope with traffic demands in 2024 with the addition of the site and background traffic growth. This will require agreement with Highways England on the junction design and traffic signal settings it is also likely to require agreement with KCC as the intention is to de-trunk a section of the slip road and this would then revert to the local highway authority. We will need to speak to KCC about how we manage this process.”

So Highways England was still unhappy about the design, and in effect notified CCC (and KCC) that it reserved its power to require a condition to be placed on PPL to get it approved by

Highways England. Its recommendations about speed limits and signal placements indicate what Highways England will look for in any revised design.

“For safety purposes we would recommend that the speed limit on the north western A2 off slip road be reduced to 30mph approximately 90m in advance of the signal stop line, This does not mean that the applicant can avoid full SSD [*stopping sight distance*] on the approach as this is taken as 295 (120kph) table 3 TD 9/93. Full SSD must be provided in accordance with this requirement to the primary signal heads. Due to the likely occurrence of large goods vehicles on this slip and the vertical alignment of the slip road high mast signal heads should be provided to avoid an obscuration of the signals by slow moving large vehicles.”

HE also states it will require a non-motorised user context report and a road safety audit due to these modifications, and that it will consult with KCC about these requirements and reach agreement about them, and needs to agree prior to the two audits being undertaken by the applicant.

In addition to the two preliminary audits, in an Annex to CCC Decision Notice Highways England sets out its conditions requiring PPL to produce and achieve approval of more plans and drawings of the proposed alterations to the A2 northbound slip road. It is reasonable to assume that the issues raised and recommendations made in the August and September 2015 letters will need to be addressed by PPL.

“In addition, the signals will need to incorporate a loop detector at the start of the slip to ensure that no queuing from the signals out onto the main alignment as this would be exceptionally hazardous. The introduction of the signals on the slip also creates a new area of high stress on the slip road where vehicles will be required to decelerate. accordingly, high friction surfacing will required on the approach tot he stop line on the slip road and it is recommends that the surfacing extends to at least 50m beyond the expected / modelled queue length to mitigate the risk of rear end shunts at the end of the queue on the slip road. The applicant is also required to provide sight stopping distance of 295m to the end of the likely queue.”

5 Nov 2015

PBA Design & Access for 15/01479

Page 21 (plus small road plans)

“Report on the second public consultation

The development of access and movement proposals for the site at Thanington Park has recognised that it is the closest potential major housing site to the City Centre.

This means that, although there will be transport implications from the scheme, the potential wider impacts on Canterbury can be more effectively managed and mitigated than for other proposals that have longer journeys to the city centre.

PBA has developed transport proposals for the site based on its 50 years of experience in development of infrastructure planning and delivery. The masterplan was designed to accommodate the transport requirements.

Connectivity

The existing subway under the A2 – historically used as an agricultural access, will be enhanced and upgraded to form part of a comprehensive network of walking and cycling routes. These will provide access to the two rail stations serving the city.

The new Park & Ride site will be supported by a new dedicated bus service that will also operate a loop into both the existing Thanington settlement and the new residential development at Thanington Park.

General vehicular access will be provided from the main site access on the reconfigured A2 off slip and from secondary access points on Cockering Road.

Proposals

The opportunity to use part of the site to address issues at the A2/A28 Wincheap junction is a fundamental part of the scheme, and comprises:

- A re-aligned slip from the A2 westbound to the A28, which will make this exit safer;
- A new 600 space Park & Ride facility on the south of the A2 – accessible for more traffic with less impact on the A28 traffic signals;
- Revised traffic signal operations, with a new traffic signal junction at St.Nicholas Road, on the A28 corridor to better optimise traffic flows.

Access junctions

The opportunity to use part of the site to address issues at the A2/A28 Wincheap junction is a fundamental part of the scheme, and comprises:

- A re-aligned slip from the A2 westbound to the A28, which will make this exit safer;
- A new 600 space Park & Ride facility on the south of the A2 – accessible for more traffic with less impact on the A28 traffic signals;
- Revised traffic signal operations, with a new traffic signal junction at St.Nicholas Road, on the A28 corridor to better optimise traffic flows.

The site will be accessed from a new signal controlled junction on the re-aligned A2 off-slip, linked to the A28 by a new two-way section of road running on the alignment of the current slip road.

Secondary access points will be provided from Cockering Road in the vicinity of Strangers Lane and St Nicholas Road.

Main site access from A2 slip road Cockering Road connections”

Page 28 under **Assessment and Connections**

“Walking & Cycling

The site is connected to Canterbury town centre via the A28 Ashford Road. **The National Cycle Route 18 (NCR18) runs along Cockering Lane linking Tunbridge Wells to Canterbury City Centre, via Ashford and Tenterden.** Locally, this route links the proposed site to Canterbury East rail station, the City Centre (via the city wall) and Canterbury West rail station.”

[This howler is repeated in all PBA’s subsequent reports e.g. Hybrid Application TA 23 November 2017, despite SPOKES’ and Winsoc’s comments advising on the correct situation.]

Pages 74 and 75 (plus larger road plans)

“MASTERPLAN FRAMEWORK Access Parameters

Access Plan 1: A2 Slip Road

A series of new access points are proposed for the development. These are described in detail in the Transport Assessment and on the detailed Access Plans accompanying this application. They are summarised here in the context of demonstrating how access inter-relates to the proposed masterplan.

The A2 London bound off slip will be relocated south west and lengthened such that the end of the slip road will be positioned approximately 100m to the south east of Cockering Road and 190m south-east of the A28 corridor.

A signal controlled junction will be provided at the end of the new slip road and this will provide access to the site and a new two-way link to the A28 corridor to the north. The link to the A28 corridor to the north will, in effect, be formed through a widening of an existing section of slip road and conversion to two way operation.

A new roundabout will be formed within the development configuring the access roads such that direct access is provided to the new Business campus and to the residential areas.

A new “bus-only” link will be configured between the new gateway roundabout and the existing Cockering Road such that bus service can connect to the existing bus routes in the local area.

Access Plans 2 & 3: Cockering Road Accesses

Further vehicular access will be provided on to Cockering Road at the north boundary of the site. It is proposed that two access locations will be formed, one to the south of St Nicholas Road and one just to the east of Strangers Lane, as shown on the masterplan extract below.

As a result of the consultation exercise, it is proposed that the road priority is changed at the Cockering Road and Strangers Lane junction, such that traffic flows more directly between these two roads . This is detailed on Access Plan 3 opposite.

A new link road will be formed between the two access locations on Cockering Road within the site. This will provide some relief to Cockering Road, and would allow the implementation of a bus gate on this section, if this was considered desirable. It could also facilitate the removal this section of Cockering Road as a through route and significantly reduce the traffic volumes passing the existing houses, again if this was considered desirable.

Pedestrian access will be available at each of the vehicular access points described above, as footways will be provided alongside each of these. The existing PROW passing north-south through the site will be retained within the new development and will maintain its alignment and means of connection to the existing point of access off Cockering Road.”

3 December 2015

At “**Thanington Park**” **planning application: residents’ meeting**, 7:00 p.m.

Thanington Neighbourhood Resource Centre, *notes by Gillian Bull for Wincheap Society*

“Meeting opened by Paula Spencer, introducing the Chair: Graham Page, flanked by Dave Smith and Nick Eden-Green.

1.1 Dave Smith: there is a history of planning applications for this site. Original application for 750 dwellings and amenities, September 2014, rejected on grounds of traffic access and environmental impact. Of the three access points, **the plan for access from the A2 slip road from Dover was not well constructed.**”

11 December 2015

HE’s **Formal Recommendation letter** to CCC. “**Annex A: Condition(s) to be attached to planning permission**”

See below, following CCC’s Decision Notice, 13 July 2016, for the full text of Annex A.

2016

6 July 2016,

Extracts from the **S.106 Agreement concerning 15/01479** between 3 parties: **Pentland Properties Ltd (“Owner”)**. **Kent County Council (“County Council”)** and **Canterbury City Council (“Council”)**.

Clause 1 Interpretation, extracts:

<p>“A2 Slip Road Highways Agreement”</p>	<p>means a Highways agreement between the Owner and the County Council (and/or if applicable Highways England_ which secures the delivery of the A2 Slip Road 4th Arm Works to the reasonable satisfaction of the Council and the County Council through either:</p> <ul style="list-style-type: none"> (i) the funding of the whole of the A2 Slip Road 4th Arm Works by the Owner; or (ii) the construction of the A2 Slip Road 4th Arm Works by the Owner <p>which shall be in a form approved by the Council and the County Council and accompanied by a bond or such other form security for the delivery of the A2 Slip Road 4th Arm Works assay reasonably be required by the Council and the County Council.</p>
<p>“A2 Slip Road Works”</p>	<p>means a scheme of works for the A2/A28 London bound off-slip at Wincheap, Canterbury approved in accordance with Condition 8 of the Planning Permission</p>
<p>“A2 Slip Road Costs”</p>	<p>menas the sum of £8,800.000.00 (eight million eight hundred thousand pounds) IndexLinked to the construction costs of the A2 Slip Road 4th Arm Works costs and 50% of the design costs</p>
<p>“A2 Slip Road 4th Arm Works”</p>	<p>mans a scheme of works for the A2/A28 Coastbound off-slip at Wincheap, Canterbury as shown indicatively of Drawing 5269-GA01 annexed hereto</p>
<p>“Highways Works”</p>	<p>means the A2 Slip Road Works, the A2 Slip Road 4th Arm Works and ancillary works associated with the construction of the A2 Slip Road 4th Arm Works</p>

Schedule 2, Owner’s Obligations to the Council

5. Council Covenants

The Council covenants to:

Upon written request from the Owner to seek any necessary resolutions of the Council necessary for the purposes of making available and/or dedicating as highway any land within the Council’s ownership reasonably required for the purposes of the **Highways Works** and upon receipt of any such resolutions to under into any necessary agreement on such basis as is reasonably required to give effect to said dedication or to make said land available for the purposes of the Highway Works (subject to the Owner meeting the Council’s reasonable costs and indemnifying the Council to its reasonable satisfaction in respect of any reasonable costs or claims arising from its entry in the said agreement or the carrying out of the A2 Slip Road 4th Arm Works.

Schedule 3, Owner's Obligations to the County Council

...

6. Highway Works

6.1	Prior to Occupation of 300 Dwellings the Owner will notify the County Council if it elects to construct the A2 Slip Road 4th Arm Works.
6.2	Prior to Occupation of 300 Dwellings, subject to paragraph 5 of schedule 2 and paragraph 6.5 of schedule 3, to either:
	(a) enter into the A2 Slip Road Highways Agreement with the County Council and provide a copy of the said Agreement to the Council
	(b) pay the County Council the A2 Slip Road Costs less any Grant funding
6.3	Not to Occupy more the 449 (four hundred and forty nine) Dwellings on the Site until the A2 Slip Road 4th Arm Works are Practically Complete

[Sub-clauses 6.1 - 6.5.1 and 6.6 deal only with the "A2 Slip Road 4th Arm Works", the "A2 Slip Road Highways Agreement" and the "A2 Slip Road Costs", all of which concern the 4th east-bound slip road, and not with the "A2 Slip Road Works" concerning the contra-flow.]

6.5 The County Council covenants:...

6.5.2 To make available to the Owner at no cost to the Owner any land within the County Council's ownership necessary for the purpose of providing the **Highway Works**.

13th July 2016

CCC published its **Decision Notice** on an Application (15/01479) by PPL to develop land in Thanington west of the A2 and south of Cockerling Road. The Decision Notice gave approval to the Application, with certain Conditions to be fulfilled by PPL.

"CCC Decision Notice

Conditions 7 - 10

7. i. No development within a construction phase as approved in accordance with Condition 4 shall commence until the highway details in respect of that phase have been submitted to, and approved in writing by, the Local Planning Authority. The highway works shall thereafter be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

ii. The highway details to be provided shall comprise:

- a) the width and configuration of proposed carriageway layouts including any footways and verges;
- b) the width and configuration of any footpaths and cycleways;
- c) the layout and configuration of junctions and roundabouts within the site; d) the layout of street lighting;
- e) the layout and configuration of surface water sewers, drains and outfalls serving the highway;
- f) the layout and configuration of retaining walls and highway supporting structures;
- g) the layout of service routes and corridors within highways;
- h) identification of any vehicle overhang margins, embankments, visibility splays, property accesses, carriageway gradients, driveway gradients, car parking and street furniture.

iii. The gradient of vehicular accesses shall be no steeper than 1 in 10 for the first 1.5 metres from the highway boundary and no steeper than 1 in 8 thereafter.

iv. Before their first use the surface of vehicular accesses shall be a bound surface for the first five (5.0) metres of the access from the edge of the highway and this surface shall be permanently maintained thereafter.

REASON: Pursuant to Articles 35 (1) and (2) of the Town and Country Planning (Development Management Procedure)(England) Order 2015, the local planning authority is satisfied that the requirements of this condition (including the timing of compliance) are fundamental to ensure the proposed site roads are laid out and constructed in a satisfactory manner in accordance with policies C1 and C4 of the adopted Local Plan 2006, policies SP3, T1 & T15 of the CDLP 2014 and provisions of the NPPF.

8. No development on any phase hereby permitted shall be commenced until detailed designs for the following highway works and a timetable for points (iv) and (v) below, have been submitted to and approved in writing by the Local Planning Authority:

(i) A scheme of works to form the site access from the A2 as shown indicatively on drawing 21227/5503/004C.

(ii) A scheme of works to form the site access from the Strangers Lane junction as shown indicatively on drawing 21227/5503/002B.

(iii) A scheme of traffic signal works at the St Nicholas Road/A28 junctions as shown indicatively on drawing 21227/5503/003A; and as outlined in Table 8.1 of the Addendum to the Transport Assessment by Peter Brett.

(iv) A scheme of lane designation signage works on the A28 as outlined in Table 8.1 of the Addendum to the Transport Assessment by Peter Brett.

(v) A scheme of environmental improvements to the A2 underpass as shown indicatively on drawing 2585-52H.

Thereafter no more than 75 dwellings within the development hereby approved may be occupied until the highway works listed at (i) to (iii) above have been completed and are available for/open to public use to the satisfaction of the Local Planning Authority and highway works listed at points (iv) and (v) shall be carried out in accordance with the approved timetable.

REASON: Pursuant to Articles 35 (1) and (2) of the Town and Country Planning (Development Management Procedure)(England) Order 2015, the local planning authority is satisfied that the requirements of this condition (including the timing of compliance) are fundamental to ensure the proposed site roads are laid out and constructed in a satisfactory manner in accordance with policies C1 and C4 of the adopted Local Plan 2006, policies SP3, T1 & T15 of the CDLP 2014 and provisions of the NPPF.

9 No development within a construction phase which includes any other (meaning not referred to in condition 8 above) access junction into the site from the local public highway network shall commence until the details in respect of that access junction have been submitted to and approved in writing by the Local Planning Authority. The highway works shall thereafter be carried out prior to the Occupation of any dwellings in that phase in accordance with the approved details and retained as such thereafter.

REASON: Pursuant to Articles 35 (1) and (2) of the Town and Country Planning (Development Management Procedure)(England) Order 2015, the local planning authority is satisfied that the requirements of this condition (including the timing of compliance) are fundamental to ensure the proposed site roads are laid out and constructed in a satisfactory manner in accordance with policies C1 and C4 of the adopted Local Plan 2006, policies SP3, T1 & T15 of the CDLP 2014 and provisions of the NPPF.

10 No part of the development hereby permitted shall be commenced until full drawings and technical details, including sections of the east bound slip road and construction timetable has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and can be retained as such thereafter.

REASON: Pursuant to Articles 35 (1) and (2) of the Town and Country Planning (Development Management Procedure)(England) Order 2015, the local planning authority is satisfied that the requirements of this condition (including the timing of compliance) are fundamental to ensure the proposed site roads are laid out and constructed in a satisfactory manner in accordance with policies C1 and C4 of the adopted Local Plan 2006, policies SP3, T1 & T15 of the CDLP 2014 and provisions of the NPPF.”

Here are HE's Conditions 1-4 in full

Highways England Formal Recommendation letter to CCC (the LPA) 11/12/15, extract:

“Annex A: Condition(s) to be attached to planning permission

“1) Detailed Drawings

No part of the development hereby permitted shall be commenced until a fully designed scheme has been submitted to and approved by the local planning authority (who shall consult with the Highways England on behalf of the Secretary of State for Transport.)

The drawings shall in all respects comply with the requirements of the Design Manual for Roads and Bridges the Department for Transport Specification for Highway Works and take due regard of the project sponsors comments in respect of those issues raised by the safety audit team in the stage 1 Road Safety Audit.

Reason:

To ensure that the A2 continues to be an effective part of the Strategic Road Network in accordance with the National Planning Policy Framework (NPPF) and Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development and to satisfy the reasonable requirements of road safety.

“2) Scheme Implementation

No part of the development hereby permitted shall be occupied until the completion of the improvements, as approved in writing by the local planning authority (who shall consult with the Highways England on behalf of the Secretary of State for Transport.)

Reason:

To ensure that the A2 continues to be an effective part of the Strategic Road Network in accordance with the National Planning Policy Framework (NPPF) and Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development and to satisfy the reasonable requirements of road safety.

“3) Construction Traffic Management Plan

No part of the development hereby permitted shall be commenced until a Traffic Management Plan (TMP) is submitted to and approved by the local planning department who shall consult with the Highways England on behalf of the Secretary of State for Transport.

The TMP shall provide details of at least the following:-

- a) number of daily and hourly lorry movements
- b) Routing of vehicles including details of roadside signs erected to direct or control construction related vehicles travelling to or from the site
- c) Measures to deal with dust and debris nuisance
- d) Road cleaning
- e) Planned diversion routes during construction
- f) Arrangements throughout the construction period whereby the public may communicate with the contractor

Construction works shall only be carried out in accordance with the approved Traffic Management Plan unless otherwise agreed in writing by the local planning authority (who shall consult with the Highways England on behalf of the Secretary of State for Transport.)

Reason

To ensure that the development does not result in avoidable congestion on the A2 Truck Road and to prevent extraneous material from being deposited on the highway. To ensure that the A2 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

“4) Travel Plan No part of the development hereby permitted shall be occupied until a Travel Plan has been approved in writing by the local planning authority (who shall consult with the Highways England on behalf of the Secretary of State for Transport) and implemented. The Travel Plan shall include arrangements for monitoring and effective enforcement.

Reason

To minimize traffic generated by the development and to ensure that the A2 Truck Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980.

5) Wheel Washing ...

6) Surface Water Drainage ...”

29th July 2016

Letter refers to a **CCC** Planning Committee on 05 January 2016

Bruce Bamber's (Railton TPS Ltd) letter to Richard Buxton (*instructed by TWPC*) who forwarded a copy of it to **CCC** on 19th August 2016:

**Ref. Planning Application CA/15/01479: Thanington Park Canterbury
Judicial Review Assessment: Transport Matters**

"I refer to your email of 21 July 2016 requesting advice on the potential grounds for a claim for Judicial Review of the decision made at the Planning Committee on **05 January 2016** in relation to the above planning application. ...

Access to be dealt with in detail: I note that the application is outline with all matters reserved except for access. This is clearly stated at the top of the committee report, in paragraph 10 of the committee report and the planning officer repeats this during the presentation to the committee (minute 15 of audio recording). At several points during the committee meeting concerns are raised about the lack of detail on access issues and lack of plans either attached to the committee report or presented to the committee during the presentation. **There is particular concern of the lack of any details about the proposed connection between the A2 London bound off-slip and the A28.** In response to those concerns the Chair states at minute 131 of the audio recording that **all matters are reserved and details of highways matters will be agreed subsequently with the Highway Authority. The Chair seeks confirmation for this statement from the representative from the Highway Authority who is present at the meeting. It is apparent from the audio recording that the representative of the Highway Authority provides this confirmation.**

The main access to the proposed development is via a roundabout on the A2 London bound off-slip and the signalised London bound off-slip/A28 junction. The London bound off-slip and the off-slip junction are subject to significant alteration to provide access to the proposed development. The off-slip is proposed to become 2-way between the A28 and the site access roundabout. No details of these alterations are provided in the supporting Transport Assessment and Transport Assessment Addendum or in the Committee Report and no details are presented by the Highway Authority representative at the Committee Meeting despite direct appeals at the Committee Meeting for this information to be provided.

On the basis of the above it appears that the Committee was not in a position to determine the application since no detail was provided on the main access to the site and there was therefore no certainty that a safe and acceptable arrangement could be delivered. The Committee also appears to have been misled by the Chair and the Highway Authority representative when it was stated that all matters were reserved, including access. This statement served to silence genuine concerns that were being expressed at the meeting that there has been insufficient information provided to demonstrate that the proposed access arrangements were acceptable."

25th November 2016

**"NOTES ON MEETING HELD AT THANINGTON LOCAL RESOURCE CENTRE
SUBJECT : THANINGTON PARK DEVELOPMENT TRAFFIC STRATEGY**

...

5/ When requested to show and discuss the details and plans available for the Wincheap Relief Road, 4th Slip road, West Bound London direction slip road modifications and the Ten Perch Road modifications by Nick Eden-Green (NEG) [Wincheap Ward Councillor] Sally Benge (SB) [KCC] stated they were not available and that the traffic modelling had been validated .

...

17/ Bruce Bamber (BB) [Railton TPC] asked re the modelling of the modified west bound to A28 junction. He explained that the figures collated showed this junction off the A2 was already operating at full capacity in its current form. Any modifications needed to evaluate their effect on the junction operation. SB responded by informing the meeting that she was not sure if this modelling had been carried out. BB responded that this was of major importance as it had a significant effect on how the overall system would

work, and also the impression the planning committee would have had on the robustness of the traffic survey work.

2017

3 March 2017

Quinn Application **CA/17/00519 Transport Assessment ...**

“5.6 Highway Network ...

5.6.3 The A2 Wincheap junction currently comprises 3 slip roads with the eastbound off slip not provided. The Thanington Park development has an obligation to provide the eastbound off slip prior to 450 units being built. ***In addition, the Thanington Park development will upgrade the London bound off slip.***

6.3 Queue Observations ...

A28 / A2 London bound off slip ...

6.3.6 With respect to eastbound vehicles along the A28, towards Canterbury, there are modest queues with a maximum of 7 vehicles recorded during the morning peak hour.

6.3.7 For vehicles heading westbound towards Ashford, the morning peak hour queue reaches a maximum of 15 vehicles but is typically around 5. Queues are generally less than 5 during the evening peak hour

6.3.8 The A2 off slip queue (combined left and right) extends to a maximum of 23 to 24 vehicles but is typically 5 to 15 vehicles.”

9 May 2017

As “stakeholders” members of the Wincheap Society Committee attended meetings called by both Pentland Homes and Quinn Estates. At this meeting with Quinn Estates Ltd on 9th May 2017 Gary Heard, of PBA, responded to comments that the proposed additions to the slip road situated west of the northbound A2 into Thanington Park and accessed southwards from the A28 were physically unfeasible, as well as adversely affecting adjacent existing houses, by saying, “I’ve done the measurements, and it will work”.

This is what we were shown (extract):



13 July 2017

Canterbury District Transport Strategy 2014-31, Adopted by Canterbury City Council
No mention whatsoever of the contra-flow system planned for the A2/A28 exit slip road or of access to Thanington Park.

“Wincheap traffic management scheme

7.17 The A28 Wincheap corridor is a primary route into the city and provides access to the Wincheap estate. As such, the route suffers from peak hour congestion and pollution. The previous district Transport Action Plan set out a three phase traffic management scheme for this corridor, subject to further assessment work and public consultation.

- short term scheme (one to two years): re- timing signals at the Park and Ride/A2/Ten Perch Road junction to better regulate the flow of traffic along Wincheap
- medium term scheme (two to five years): implement a one-way gyratory sending inbound traffic through the Wincheap estate to rejoin the A28 at the Simmonds Road junction and outbound traffic on Wincheap with associated traffic management and bus priority measures
- long term scheme (five years+) – construct an A2 slip road(s) and reroute the A28 through the Wincheap Estate with road links to the A2 and Rheims Way with a local traffic, cycle and pedestrian zone along Wincheap

7.18 To date only the short-term traffic signal improvement and construction of A2 London bound slip road have been achieved.

7.19 The previous Local Plan (2006) designated a Wincheap Regeneration Zone for the redevelopment of the Wincheap area. A draft Wincheap Development Brief outlined proposals following public consultation and the city council secured a development partner. Proposals to deliver some of this important transport infrastructure were well advanced before the financial recession prevented any further progress in 2008.

7.20 The Local Plan now identifies the Wincheap estate is being the most suitable location for all additional retail capacity over the plan period.

7.21 Having one satellite centre adjacent to and complementing the existing city centre is supported in transport terms.

7.22 Key transport infrastructure will be provided:

- A2 off-slip road,
- re-provision and expansion of the Park and Ride which would cater for A2 north- western traffic (as well as A28 Ashford traffic)
- a relief road through Wincheap estate with bus lanes.

7.23 It was previously thought that the relief road, which would become the new A28, would link with Rheims Way via a tunnel beneath the railway line. This option was considered by the city council's development partner in 2008 and the cost was found to be prohibitive. A more achievable solution would be the provision of mini gyratory system or one-way system which would improve traffic flow, facilitate bus priority measures and remove westbound queuing which currently creates blockages at the roundabout.

7.24 It will be vital that this retail area is accessible by sustainable transport modes in order to avoid the problems created by other retail parks over the last 30 years. As well as bus lanes from the Park and Ride into the city centre there will be medium term scheme (two to five years): implement a one-way gyratory sending inbound traffic through the Wincheap estate to rejoin the A28 at the Simmonds Road junction and outbound traffic on Wincheap with associated traffic management and bus priority measures a need to ensure walking and cycling journeys between Castle Street and Wincheap are enhanced and providing a signalised junction at Wincheap Green will be considered.

7.25 Parking numbers would be strictly controlled in line with the city centre parking strategy.

A2 slip roads

7.41 The A2 trunk road passes through the outskirts of the city of Canterbury and has three junctions at Harbledown, Wincheap and Bridge but none of these junctions offer full turning movements, meaning that some drivers have to take long detours via the ring road and inner radial routes to gain access to/from the A2.

7.42 In the previous Transport Action Plan providing all-movement A2 junctions was considered to be one of the highest priorities in order to reduce vehicle movements through the city.

7.43 An on slip to the A2 from the A28 at Thanington was constructed in 2011 and provides both a strategic link to London avoiding Wincheap, and an alternative route to Whitstable and Herne Bay avoiding the city centre. As discussed in 7.22 an off-slip at Wincheap is required in order to facilitate the redevelopment of the estate. The current lack of a slip road onto the A28 for traffic coming from the west means that some drivers turn off earlier at the Harbledown junction and then drive via Rheims Way, along the ring road and turn right up Wincheap. This is a very busy part of the ring road and the right turn causes delays to westbound traffic on the ring road at the Wincheap roundabout. The completion of a final A2 slip road at this junction is therefore a priority of this strategy.

7.44 Although the previous transport modelling work did show that the provision of east facing slip roads at the A2 Harbledown junction would provide some benefits in the city centre, the distance between the Harbledown and Wincheap junctions would be well below minimum trunk road design standards. This issue as well as the fact that it would not be possible to raise funds through associated development mean that slip roads at Harbledown are unlikely to be deliverable within the period of this Strategy.”

August 2017

Access to Thanington Park: the Decisions See-Saw

Report by the Wincheap Society, on wincheapcampaigns.wordpress.com

Extract: Proposed access points to Thanington Park:

“1. A2 westbound slip road access

Revised junction at A2 westbound slip road and A28

Pentland Properties Ltd's (PPL) 2015 Application proposes vehicle-only access from the north-west bound A2 off slip road. Currently the slip road divides traffic for right or left turning into the A28 Thanington Road, via traffic and pedestrian light controls at the mouth of the junction. The changes will involve an exit and entrance to the development inserted about two-thirds of the way up the slip road (when driving up it from the south), and an additional lane to the east of the existing two lanes for traffic that will turn into the slip road from the A28 and travel south to the new access point, i.e. contra to traffic exiting the A2 via the slip road.

Here and below are sections of PPL's plan for the slip road copied from BDB Design's access diagram in PPL's **Design and Access Statement** dated October/November 2015. ...

Our queries August 2017

Is there room for a third contra lane down this slip road? Surely not, unless the exit lanes are shifted to the left over the pathway and a grassed area, and probably over the front garden of the first house to the west. Will demolition of that house be needed? Is there room for three HGVs in parallel anywhere on the altered slip road?

Is there room for a second pedestrian island at the junction mouth, between the northbound and southbound lanes? There is not, so how are pedestrians crossing the bridge over the A2 on the south side to do so safely?

What additional traffic lights will be required at this junction, and on what sort of sequence? Traffic currently travelling east and west on the A28 often is held up for several minutes, and through several light changes, while long lorries attempt to turn right from this slip road. The existing system is difficult for any driver not acquainted with it to negotiate.

The slip road approaches the A28 at a 45-degree angle. Long vehicles turning right though 135 degrees into the east-bound A28 have at least the full width of that road in which to manoeuvre. How will such vehicles turning sharp left into that angle do so without danger of breaching the parapet? The new very long HGVs are 7 foot longer than the current norm. (Also, negotiating 90 degrees mid-slip road will be difficult enough.)

Where will the “environmental barrier to screen headlights of opposing flows of traffic between the slip road and main carriageway of the A2” be located? The eastern side of the slip road is a 80/90 degree drop to the A2 at this point. ...

Comment With regard to the proposed alterations of the A2 northbound off-slip road it is difficult, given the terrain, to see that these will ever achieve acceptance by Highways England. In which case, PPL will need to provide vehicle access to the development site by other routes.”

11 September 2017

Email correspondence between the Wincheap Society and KCC Highways contained the following statement from **KCC**:

“Designs for changes to the London bound A2-off slip and site accesses have secured Stage 1 Safety Audit approval from both the County Council and Highways England. This approval confirms that the design has been accepted by both KCC and HE and included an assessment of vehicle tracking as part of the process. **Both KCC and HE will now complete the more detailed Stage 2 safety audits** in order for the developer to commence construction.“

15 September 2017

Email sent on behalf of Matthew Balfour, KCC to John Osborne and Gillian Bull of the Wincheap Society:

“...Having considered their contents and the remarks in your email, I have the following comments:

Access to “Thanington Park” the decisions see-saw

Contrary to the opinion of the email, the conditions in place for this development protect the interests of the authorities and local community. In respect of construction traffic, Condition 4 ensures that no development will commence until such a time as a Construction, Environmental and Traffic Management Plan has been approved in writing by the local planning authority.

In respect of traffic using the “farmers” access to Birch Road, an explanation has already been provided. The works are limited to site investigations currently in relation to archaeology. This route is unsuitable for construction traffic and the authorities would not agree to such use.

Conditions 8 and 9 ensure that Highways works pertaining to access to the site are approved prior to commencement. Furthermore, only 75 units are permitted to be occupied prior to completion of works on the following access points; the A2 access, Strangers Lane and the St Nicholas Road/A28 junction.

Designs for changes to the London bound A2-off slip and site accesses have secured Stage 1 Safety Audit approval from both the County Council and Highways England. This approval confirms that the design has been accepted by both KCC and HE and included an assessment of vehicle tracking as part of the process. Both KCC and HE will now complete the more detailed Stage 2 safety audits in order for the developer to commence construction.

15th September 2017

Wincheap Ward Councillor Nick Eden-Green writes to Colin Finch **KCC**, (and Richard Moore and Austin Mackie of **CCC**):

“A2/A28 Junction at Wincheap

I write further to my letter of the 23rd August to Mr. Balfour to which I have not had a reply. As a result of the recent requirement for safety and EIA screening information, local residents and I have been examining certain past documents which require information prior to any agreement on new roads or junctions at Wincheap.

Highways England in their memo from Simon Jones to Canterbury City Council dated 11th December 2015 required a fully designed scheme as detailed in their annex A. It appears that this still has not yet been done. If the scheme is available can you please forward a copy to me?

Mr. Jacob's letter from Highways England to David Campbell dated 3rd August 2015 raised various questions relating to the two way slip road to access the Thanington Park site. This required plans. Once more no plans seem to be available. If there are any such plans please forward them to me.

The letter also raised a number of concerns and criticisms relating to traffic growth, residential trip generation, transport modelling etc. Have these concerns been answered? We note that there appears to be reliance on information on these matters being provided by the developer's traffic consultants PBA. From earlier meetings with Thanington Without Parish Council, Wincheap Society, Chartham Parish Council and local residents' associations considerable doubt has been cast on the accuracy of the PBA findings given that they are in the pay of the developers. We would ask that the findings of the Railton report commissioned by Thanington Without Parish Council dated 5th April 2016 forms part of this consideration.

Highways England have set out various conditions which they require to be met. These include condition 1, detailed drawings of a fully designed scheme prior to any development and condition 4, a travel plan. Once more these conditions do not yet seem to have been met.

In Mr. Jacobs' letter to David Campbell dated 16th September 2015 further doubts over PBA's assumptions are voiced, conditions raised and audits required, notably for non-motorised users. Please can you let me have copies?

The Planning Decision Notice granted on 13th July 2015 required detailed drawings of the proposed two way access slip road. Both residents and Mr. Bamber of Railton have examined the physical feasibility of this and do not see how it can actually be achieved on the ground. Clearly this may be proven or disproven by a detailed plan, but once more no such plan appears to exist.

Schedule 3 paragraph 6 of the S106 Agreement dated 6th July 2016 refers to the number of houses that can be built at Thanington Park prior to the construction of the fourth slip road.

However, if any houses are built the two way access slip road must be constructed first. Given that there are no plans for this and that its feasibility is questioned should there be any reliance on a funding stream from housing development for the fourth slip road? Surely plans for the two way access road, including plans for the junction on to the A28 are the first priority.

The two contradictory plans for the fourth slip road take no account of the two way access slip road, nor do there appear to be any plans for the overall A2/A28 junction as modified by these changes. A piecemeal approach clearly will not do. Where is the comprehensive plan, including traffic modelling?

If any of these plans or alterations are going out to consultation then they must be in the context of an agreed overall plan because each will impact on the other and they will also require a new Park and Ride, new allotments, Wincheap relief road, junction onto the ring road etc. Unless and until this is done, consultation on, and progress with, the fourth slip road cannot logically be undertaken.”

25 September 2017

The Wincheap Society requested copies of the Safety Audit and Approvals and any non-motorised safety report.

26 September 2017

Wincheap Society emails Matthew Balfour **KCC**.

“...Thank you for your emailed response on 15th September to ours of 5th September. **Access to “Thanington Park”**

Firstly, you state that “Designs for changes to the London bound A2-off slip and site accesses have secured **Stage 1 Safety Audit** approval from both the County Council and Highways England.” Please supply copies of this design and the respective approvals to the Wincheap Society, and also to our Ward Councillors, Nick Eden-Green and Charlotte MacCaul and our KCC Councillors Michael Northey and Ida Linfield (if this has not been done already).

Secondly, we do not in way any question the function of Conditions in Decision Notices or s.106 Agreements. Our concern in this case is, that the KCC/CCC conditions when juxtaposed with those required of the developer by Highways England will result in an impasse, or a long delay, in reaching Commencement. We are worried that, because of any such impasse or delay, off-contract horse-trading will result, particularly concerning the proposed alterations to the northwest-bound off-slip road, so that construction of the southeast-bound off-slip road can commence. ...”

11 October 2017

A document prepared in May 2017 comprising road plans was sent by KCC to the Wincheap Society attached to an email. No text or information concerning the actual approvals or the included assessment of vehicle tracking were provided. It is entitled as “Stage 1 Safety Audit” for the A2/A28 north bound slip road contra-flow.

Essentially, it is not a safety audit - just a set of road plans, without text. The Wincheap Society’s report on these plans is available on the Contra-flow page of wincheapcampaigns.wordpress.com.

*Correspondence between HE and CCC in January 2018 (see below) shows that the two reports had not yet been prepared. At the date of this document, November 2018, neither an **independent Stage 2 Road Safety Audit** or a **Walking, Cycling & Horse-Riding Assessment & Review** for the contra-flow system has been seen by the Wincheap Society.*

22 November 2017

Ruth Goudie and Austin Mackie, CCC, met with Nick Eden-Green, Wincheap Ward councillor, and Gillian Bull of the Wincheap Society, following which Gillian Bull emailed to both CCC officers her comments on the meeting, including concerns regarding signage and HGV capacity of the “bell mouth” junction at the modified A2/A28 north bound slip road. See this document on wincheapcampaigns.wordpress.com.

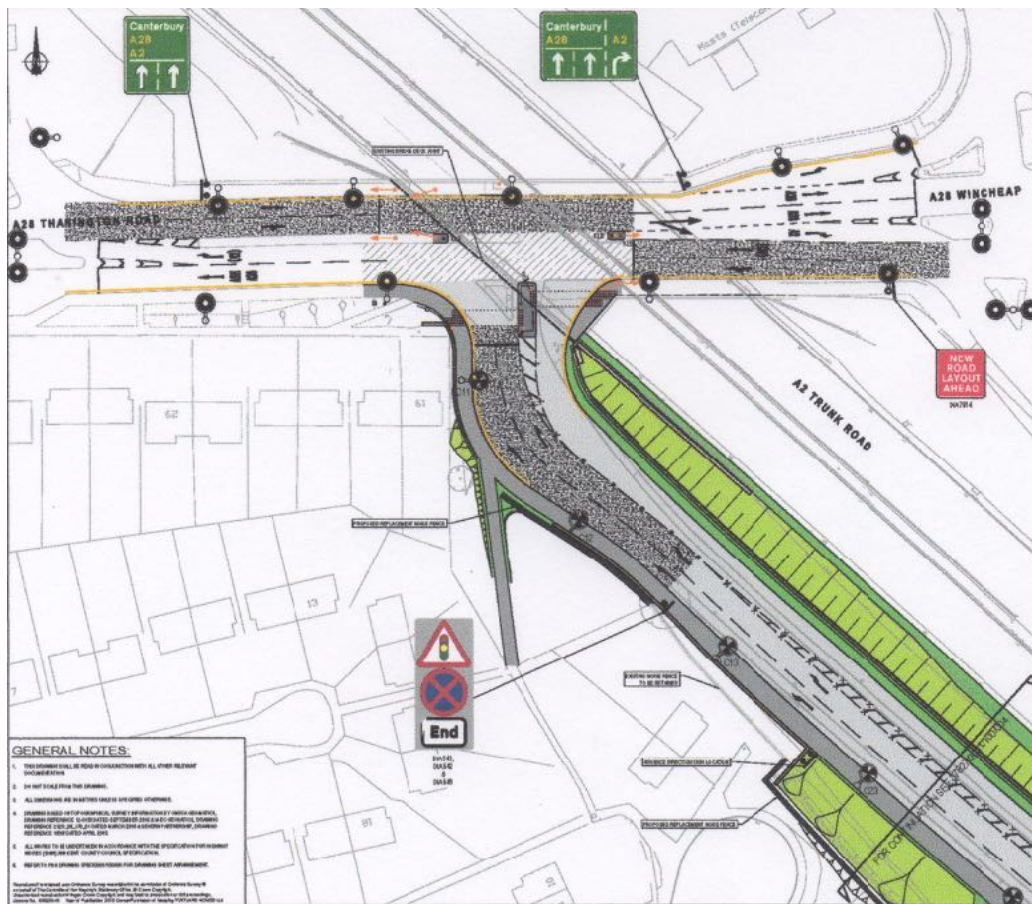
24 November 2017

PPL’s Hybrid Application 17/02718 Transport Assessment extracts and plan:

Plan: the “bell-mouth” exit and entrance from and to the contra-flow

Traffic turning left into the contra-flow will negotiate a tight turn of 45 degrees. It is highly likely that long vehicles will need to impinge on the exit lane(s). It is also highly likely that the “tail swing” of LSTs (very long rigid vehicles of 18.55 metres) will pass over the east to west lane of the A28 that leads to the north-bound A2 exit off Thanington Road.

Note that the pedestrian path on the eastern corner of this junction will be considerably reduced.



It is not clear if A28 traffic from the east will be permitted to turn into the contra-flow. Some plans prohibit this, while others have arrows indicating that it will happen.

“1.3 The Hybrid Application area development proposals ...

1.3.4 The reconfigured westbound A2 slip road will be consistent with that proposed for the permitted Thanington Park development and will therefore be to current standards, and hence offer a betterment over the existing slip road. It will reposition the slip road so that a new two way link road can be provided from the A28 into the site, with the slip road ending to the south-east of its current position. A secondary vehicle access point will be taken from Cockering Road in the vicinity of St Nicholas Road.” ...

“4.5 Highway network

4.5.1 The strategic highway network comprises the A2 Trunk road that passes through Canterbury and forms the north east boundary to the Thanington Park site. The A2 is a dual carriageway which runs from Dover to London and covers a length of approximately 116km. The A2 provides access to Canterbury at Bridge, Wincheap and Harbledown.

4.5.2 Within the vicinity of the site the A2 is a dual carriageway with two lanes in each direction and the London bound off slip of the Wincheap junction forms part of the north west boundary of the site. The westbound off slip is substandard, in terms of its length, when referenced against current standards. The Wincheap junction provides three slip roads with the missing slip being the Dover bound off slip.

4.5.3 The local highway network will provide direct access to the site via Cockering Road. Cockering Road is residential in character in the vicinity of the site with predominately semi- detached housing and private

driveways along the northern side of the road. The road width varies along its length but is between 6m and 7m wide over the site frontage.

4.5.4 Cockering Road has a 30mph speed limit in place from the eastern extent of the road to the west side of Manor Close to the west. Beyond this point the national speed limit is applied. Street lighting is provided along Cockering Road and parking is not restricted. On street parking currently occurs on both sides of Cockering Road to the east of St Nicholas Road. To the west of St Nicholas Road on street parking is intermittent on the north side of the carriageway.

4.5.5 Strangers Lane and St Nicholas Road connect with Cockering Road and head north to connect with the A28 corridor. Strangers Lane is a relatively wide (typically around 6.8m) single carriageway residential road. On street parking is evident along much of this corridor although is prohibited by double yellow lines at the north extent where this road is a little narrower. Parking restriction ceases south of Strangers Close and on street parking is available on both sides of the carriageway.

4.5.6 At its southern extent Strangers Lane forms a simple priority junction with Cockering Road and this comprises a wide bellmouth suitable for bus use.

4.5.7 St Nicholas Road is a relatively wide (around 7.2m) single carriageway residential road. At its southern extent it forms a priority junction with Cockering Road whereby the east arm of Cockering Road gives way. On street parking is provided on St Nicholas Road, having been formalised at the north end through the marking of several parking bays in recent years.

4.5.8 To the north Strangers Lane and St Nicholas Road connect with the A28 Thanington Road as side roads at priority junctions. The A28 corridor connects Hastings with Margate, providing access to Ashford and Canterbury en route. Within the vicinity of the site, the A28 is a single carriageway with a 30mph speed restriction and numerous side road connections. The junction of the A28 with Strangers Lane forms a left-right staggered priority junction with Grays Way to the north. Both side roads benefit from a right turn bay on the A28 to assist right- turning traffic. These bays are 2.5m wide and each can accommodate up to three cars waiting to turn into the side roads. Kerbed islands protect the right turn bays.

4.5.9 Heading east the A28 intersects with St Nicholas Road as a left right staggered priority junction with a right turn bay provided for traffic turning in to St Nicholas Road to the south and the Thanington Resource Centre to the north.

4.5.10 As the A28 heads to Wincheap it passes through a series of signal controlled junctions. The first of these provides access to the A2 London bound on slip. This junction provides one lane on the eastbound approach and two on the westbound (one for right turns to the A2 and one straight ahead). Pedestrian crossing movements are incorporated to the signal control.

4.6 Proposed network changes

4.6.1 The existing pedestrian routes from the site towards the A28 corridor (and hence towards the city centre) are illustrated as red dashed lines in the plan below.

4.6.2 The development of Thanington Park will open up additional pedestrian routes to provide access. This includes enhancement and use of the existing farmer's underpass of the A2 on the east boundary of the site (see photo opposite) illustrated as a blue dashed line in the figure above. This will be available for walking and cycling trips forming a connection between the development and the Homersham / Hollow Lane corridors to the east.

4.6.3 A further pedestrian and cycle access route will be created alongside the proposed vehicular access to the site utilising the existing A2 London bound off slip road between the site access and the A28. This is indicated as a green dashed line in the figure above.

4.6.4 The primary access will be from the re-aligned A2 westbound off-slip road. This access is required at 75 dwellings (under the extant Thanington Park permission) and will comprise a signal controlled junction on the existing London bound off slip road. The existing slip road will be relocated further to the south east and lengthened to meet appropriate standards. A further access for general

traffic will be provided to Cockering Road (in the vicinity of St Nicholas Road) which will access the initial 75 dwellings on the hybrid application area.

4.6.5 Two lanes will be provided on each approach to the primary site access junction. The existing section of slip road between the proposed site access and the A28 corridor will be widened and converted to two way operation. It will cease to be a Trunk road and instead become a local road managed by KCC. The A2 slip road will effectively end at the new site access traffic signal junction.

4.6.6 The existing junction with the A28 will be reconfigured to allow two way operation. This will incorporate two northbound lanes (one for right turns out and one for left turns out). A single lane for southbound movement towards the site will be provided.

4.6.7 A signal control junction will be implemented at the junction of the St Nicholas Road junction with the A28 corridor. This is a requirement at 75 units under the extant Thanington Park permission. The implementation of signals at this junction will allow the management of traffic access to Thanington, provide capacity for development traffic as well as provide greater certainty for existing residents trying to exit St Nicholas Road.

4.6.8 At 75 dwellings the Thanington Park development is required to contribute £250,000 to KCC to be used for serving the Thanington Park site by bus at a 20 minute frequency. Further bus contributions of £200,000 are due at 1 and 2 years after the initial contribution.

4.6.9 It is intended that the relevant s106 requirements from the 2016 permission will be imported to the hybrid area permission via a new or amended s106." ...

“6.3 Development traffic distribution

6.3.1 The distribution of the hybrid application area development traffic has been extracted from the Thanington Park Transport Assessment on the basis that this was previously agreed with highway officers.

6.3.2 It has been assumed that the first 75 units (67 of which are private houses) **will use a single access onto Cockering Road in the vicinity of St Nicholas Road. After this, and up to the proposed 95 units plus employment, a further access will become available via the new A2 London bound off slip.**”

12th December 2017

*Ruth Goudie of CCC provides Gillian Bull, Wincheap Society, with **Thanington 4th Arm Slip Road, Walking, Cycling & Horse-Riding Assessment & Review Report**, October 2017.*

2018

1 January 2018

Gillian Bull, Wincheap Society, emailed the Wincheap Society’s comments on the PPL’s Hybrid Application to Austin Mackie **CCC**.

11 January 2018

Kevin Bown, **HE** emailed Austin Mackie, **CCC** Planning Department

“Application: CA/17/02718 (“Hybrid” Pentland Properties Ltd)

Site: Land south of Cockering Road and west of the A2, Thanington

Proposal: Hybrid application for mixed-use development of land bounded by Cockering Road and the A2 Dover Road. Application for outline planning permission for 4000sq. m. of B1 employment floorspace.

Application for detailed planning permission for 87 dwellings, an extended westbound slip road on the A2, a new access on to Cockering Road main link road, areas of formal and informal open space, utilities infrastructure including flood attenuation works and associated groundworks.

Highways England Ref: 79891#4165

Dear Mr Mackie, I refer to your consultation dated 6 December 2017 regarding the above application, seeking a response no later than 12 January 2018.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Highways England will be concerned with proposals that have the potential to impact on the safe, reliable and efficient operation of the Strategic Road Network (SRN), in this case the A2(east).

In the case of this planning application, understood to be the first phase of the larger Thanington development outlined in Local Plan Policy SP3 Strategic Site Allocations, Highways England is interested in the potential impact that the development might have upon the A2 main carriageway and slip roads at A28 Wincheap. We are concerned as to whether there would be any adverse safety implications or material increase in queues and delays on the SRN as a result of development.

We have reviewed the documentation relating to the outline application and have the following specific comments and queries.

Transport modelling work was undertaken previously for the full outline application (15/01479) and the subsequent granting of permission was conditional on no more than 75 dwellings could be occupied prior to the new access to the existing London Bound A2 off slip road along with associated modifications and de-trunking requirements. The hybrid planning application triggers this requirement and therefore similar conditions will be required in this regard for the current application.

With regard to the **A2 London bound off slip proposed highway works, while the outline design appears in principle to be acceptable, Highways England require a design check** to ensure that the proposals are compliant with our standards as per the Design Manual for Roads and Bridges (DMRB).

In addition to the compliance design check **an independent Stage 1 Road Safety Audit to DMRB standard HD 19/15 'Road Safety Audit' is required. In this regard the applicant will need to provide Highways England with a fully compliant Road Safety Audit Brief** in accordance with para's 2.87 – 2.90 HD 19/15 with particular attention being given to the information forming the Brief given in para 2.89 of HD 19/15.

Further the applicant should propose a Road Safety Audit Team consisting of a Team Leader and Team Member to Highways England for approval. In this regard the Auditors CV's must be provided and particular care should be made to ensure that their CV's demonstrate fully how they meet the requirements of para's 2.76 to 2.84 HD 19/15 and how they are independent of the Design Team.

Finally, all schemes affecting the Strategic Road Network are to be supported by a non- motorised users assessment. **Accordingly, the applicant is required to provide the assessment in accordance with DMRB standard HD 42/17 'Walking, Cycling & Horse-Riding Assessment and Review'**. This should be submitted to Highways England for consideration and approval.

In the meantime, we would ask that the authority does not determine the application (other than a refusal) ahead of us receiving and responding to the required information. In the event that the authority wishes to permit the application before this point, we would ask the authority to inform us so that we can provide a substantive response based the position as known at that time.

You will note I have copied this response direct to the applicant's transport advisor and Kent Highways.

Should anyone have any queries regarding this response, please contact us. Regards ...”

19th January 2018

Ryan Shiel, Senior Development Planner, **KCC** Highways and Transportation, wrote to **CCC** Planning Department.

“Application **CA/17/02912/SOD**, Land off Cockering Road, Thanington Without, **Details submitted pursuant to Condition 08 (highway design details) of planning permission CA/15/01479/OUT**

Thank you for your consultation in relation to the above planning condition.

Although details have been submitted, approval has not been given for the s.278 works covered by the submission for condition 8 and the proposals are likely to be subject to further amendment. The drawings subsequently approved for the s.278 works should therefore be submitted for this condition at the appropriate time. Yours faithfully“

22/23 January 2018

*Four Wincheap and Thanington Residents' Associations, and Wincheap Ward Councillor Charlotte MacCaul signed a **Notification of Breach of Duty of Care**, which was posted and emailed to **HE, KCC and CCC**.*

This document is available on www.winsoc.org.uk and wincheapcampaigns.wordpress.com

30 January 2018

David Bowie for **HE** emailed Maria Boots, **CCC** Planning Department.

“Dear Maria, Application No: **17/02912/SOD**, Land off Cockering Road, Thanington Without, Details submitted pursuant to Condition 08 (highway design details) of planning permission CA/15/01479/OUT. Location Land off Cockering Road, Thanington Without.

Thank you for your communication with Highways England regarding the amended plans / information received in respect of the above planning application.

Highways England is not at present able to provide a final substantive response to the council as a review of the information supplied with the application suggests **we are awaiting a Road Safety Audit on the highway proposal as well as an NMU assessment**.

The Road Safety Audit is required to be carried out in accordance with the requirements of DMRB document HD 19/15 “Road Safety Audit”. I have received the CV’s of Paul Martin (Audit Team Leader) and Kevin Seymour (Audit Team Member) acting as the proposed Audit Team and have accepted this proposal, However, I have still to receive the Road Safety Audit Brief for approval in accordance with para’s 2.87 - 2.90 HD 19/15 with particular attention being given to the information forming the Brief given in para.2.89 of HD 19/15. Once I have received the Audit Brief and have accepted it I will then issue this to the Audit Team. On completion of the audit report I will, with the assistance of the Design Team, instruct what changes need to be made to the design to make it acceptable to Highways England.

In addition, the applicant is also required to provide the NMU assessment in accordance with DMRB standard HD42/17 “Walking, Cycling & Horse-Riding Assessment and Review”. This should be submitted to Highways England for consideration and approval.

With the above in mind, I consider that Highways England will not be in a position to provide a full and final substantive response until the above assessments have been undertaken and any matters identified included within the design proposals. The above processes can take time to complete and you should allow at least 4 to 6 weeks from today’s date in order for Highways England and the applicant to close out these issues. Accordingly I would be grateful if your council could refrain from discharging the condition because of the potential for severe harm to the strategic Road Network.

I trust that the above is of assistance and will continue to work with the applicant and his consultants in order to resolve the above matters as quickly as possible, Kind regards, “

28 February 2018

Nick Eden-Green emailed Colin Carmichael of **CCC**:

“...For many years the land at Thanington has been serially refused planning consent for all sorts of development. This continued through the deliberations of the Local Plan Steering Group. Thus it can come as no surprise that the sudden overturning of years of policy, in response to the planning inspector’s unpicking of the evidence in the local Plan, needs to be supported with robust detail of **why what was previously unacceptable is now acceptable and how the previously insurmountable issues can now be overcome.**

I believe it is that detailed evidence which residents have, quite rightly, been seeking for over 2 years and its absence has caused them to adopt their current position. ...”

2 March 2018

Paul Harwood, Regional Lead Spatial Planning, **HE** wrote to Roger Cheeseworth of Thanington Without Parish Council:

“Dear Mr Cheeseworth,

Thank you for your letter of 22 January to Kevin Bown regarding planning applications No’s CA/14/02891 (Pentland Homes Ltd), CA/15/01479 (Pentland Properties Ltd) CA/17/00519 (Quinn Estates Ltd) and CA/17/02718 (Pentland Properties Ltd). May I first apologise for the protracted delay in our responding to you.

You consider Highways England has failed in its duty of care of two counts as follows:

1. two unsafe road constructions proposed for the A28 junctions with the A2, and
2. ...

With regard to the A2 slip road modifications and additions, we are content that the design for the modifications to the London bound off slip to the A28 Thanington Road is appropriate. Whilst I understand your concerns, **the scheme has been subject to independent road safety scrutiny under the direction of Highways England.** The applicant and his consultants have not had any influence over the contents of **the report that has resulted from the Road Safety Audit process.** I therefore do not accept your council’s or signatorys’ [sic] position that we have failed in our duty of care in regard to the safe design of this slip road. ...”

8 March 2018

DELEGATED REPORT

APPLICATION NUMBER:	CA/17/02911/SOD
APPLICATION TYPE:	SUBMISSION OF DETAILS
PROPOSAL:	Details submitted pursuant to condition 06 (construction, environmental and traffic management plan) for planning permission CA/15/01479/OUT.
LOCATION OF SITE:	Land off, Cockering Road, Thanington
CASE OFFICER:	Maria Boots

Environmental Health

Environmental Health are happy with the content of this submission.

Kent Highways & Transportation

Based on the submitted plans and information we are satisfied that this application meets the requirements, for the Construction Management Plan, as outlined in condition 6 and would raise no objection on behalf of the highway authority (HA).

St Nicholas Road can only be used for the first phase of the sites construction. The CMP does outline that most of the site traffic will be required to use the new A2 slip, once opened, however **to facilitate the works for the A2 slip improvements and to build, up to, the first 75 dwellings (as stated in condition 8 of the approved outline permission) access will be needed using the most direct route from the A28 which is via St Nicholas Road.** This is outlined in the CMP, although the maximum number of dwellings was not stated.

RECOMMENDATION : *APPROVED*

14 March 2018

John Osborne, Wincheap Society, on behalf of the Notification signatories, wrote and emailed to Paul Harwood **HE** (cc'd by email to **KCC** and **CCC**).

“Dear Mr Harwood, Thank you for your letter to Roger Cheeseworth of 2nd March, addressing the points we raised in the Notification. We have no further comments to make to Highways England at this time regarding the issues of air quality and the continuing discussions regarding the 4th slip road.

However, regarding the London bound slip road, we do have grave concerns that neither Highways England, Kent County Council nor Canterbury City Council has been prepared to address over the past two years. Crucially, we seek a straight answer to one central question:

How are vehicles longer than a domestic car to negotiate the left turn from the eastern A28 into the contra-flow?

This is a sharp angle: 45 - 50 degrees. This left turn cannot be smoothed, as the similar angle turn from the A2 into Ten Perch Road has been, by bringing it forward into the car park. There's a sheer drop onto the A2. Anything long turning left into the contra-flow will need to swing into the exit lanes. The “bell mouth” junction can only be widened by pushing out the pedestrian areas: on the west side right up against the unfortunate people who are living in the first house; on the east side by biting space off the already not very adequate pedestrian pavement.

This question seems to fall into the category of “Emperor’s New Clothes”. It appears to us, who are “expert” in living in the area and using this stretch of the A28 daily, to be a simple matter of what is or is not physically feasible. You don't need to be an expert to see that the proposed design is deeply problematic.

But no one is prepared to answer it. None of the reports or audits produced by Pentland Properties Ltd's agents address it. Furthermore, some such plans show vehicle access to the contra-flow by a 90 degree right turn for traffic coming from the west on the A28, whereas others show no such turning, but require traffic to negotiate the proposed “keyhole” layout of the 4th slip road, then turn 90-degrees right from Ten Perch Road onto the A28, and then left into the contra-flow. The alternative to this convoluted trip would be for drivers to turn into St Nicholas Road (as they surely will, and indeed are required to do in the early stages of Thanington Park construction): the very manoeuvre that the contra-flow was planned to avoid.

Nor is it addressed anywhere in Highways England's two letters set out in Comments on Application CA/15/01479 or its Formal Recommendation letter to LPA 11/12/15: “Annex A: Condition(s) to be attached to planning permission.” (Relevant extracts of all three documents are set out under the heading “Access to Thanington Park” on wincheapcampaigns.wordpress.com in the document “1. A2 westbound slip road access, Revised junction at A2 westbound slip road and A28” *Wincheap Society Report August 2017*.) Nor is it in the “independent road safety scrutiny under the direction of Highways England” to which you refer.

The Thanington Park Development includes “employment land” which is likely to mean warehousing and distribution. Thus it will be expected that HGVs will exit from London on the new 4th slip and then turn left to access the Development via the contra-flow slip. We continue to question the safety, practicality and indeed feasibility of this manoeuvre.

It is not too late for Highways England to address this issue. Unless this is done, our distrust of Highways England's competence to protect public safety can only deepen. If this strikes you as somewhat harsh, please take a few minutes to read the two documents additional to the Notification now posted on the relevant page of wincheapcampaigns.wordpress.com (i.e. "Evidence of Contempt" and "PR Spoof"). These should make clear to you why we have become both frustrated and cynical over this issue."

29 March 2018

Paul Haywood **HE** emailed Gillian Bull his reply to John Osborne:

"Dear Ms Bull, Thank you for the correspondence from your Chairman John Osbourne regarding the turning movements of large vehicles from the A28 onto the reconfigured A2 slip road.

It is a routine part of our road design process to check that layouts can accommodate turning vehicles. Moreover, depending on the road layout, it is not necessarily the longest vehicle that will have problems. Therefore we carry out checks for a number of vehicles.

We carry out these checks using **vehicular 'swept path analysis'** where we plot the extremities of the vehicle concerned for the whole of the turning movement.

I attach the current relevant drawings for both the 4th slip (coast bound, left turn from A28 to Ten Perch Road) and the **London bound off slip** (A28 left in to the new link road down to the development access). Those numbered 39183 relate to the 4th slip, those numbered 37827 are for the site access/London bound slip. The drawings provided cover the swept paths for **refuse, bus and articulated vehicles**.

I hope that these are sufficient to demonstrate that your concerns have been addressed in the design of the scheme."

10 April 2018

John Osborne posted and emailed Paul Harwood **HE**:

"Dear Mr Harwood, I am astonished and disappointed by your email reply to my letter dated 14th March, on behalf of all the Notification signatories.

Your response dated 29th March is Kafkaesque, in that it is perfectly circular:

1. Pentland Properties Ltd's agent, PBA's inadequate swept path analysis drawings led us to question the feasibility of their contra-flow plan.
2. In the expectation that Highways England's engineers will have assessed the accuracy of the PBA drawings, we wrote to Highways England (and KCC Highways, and Canterbury Council) outlining our specific concerns - how are long vehicles to turn on a 45-degree angle; only shorter vehicle lengths shown on the PBA drawings (i.e. 1998 rigid lorry lengths, not the 1000+ very long vehicles now being "triallyd"); no coordination with plans for the proposed 4th slip road; no clarity as to whether traffic from the west also is to turn into the contra-flow, etc.
3. In your reply you insist that everything is absolutely fine because there's a swept path analysis that says so - and you attach the same PBA drawings that gave rise to our specific concerns.

Your attachment in addition of the drawings for the 4th slip road indicates to us that you have not concentrated your attention on the salient question in our letter, which concerns the contra-flow plan. Additionally, we are very puzzled by your statement:

"... it is not necessarily the longest vehicle that will have problems. Therefore we carry out checks for a number of vehicles."

Yes, we agree that there will be problems with vehicles that are shorter than the longest, but that does not in either case mitigate those problems. Your statement is otiose. It does not address our salient question.

And, who are the “we” you refer to? If this means Highways England, acting as independent technical assessors and not just rubber-stamping PBA’s reports, will you please provide us with your assessment data and conclusions? If such documented information exists, we hope it may alleviate our fears that no one is monitoring the physical feasibility of what is being proposed by a developer for changes to the A2/A28 junctions.”

20 March 2018

John Osborne, on behalf of the Notification signatories, wrote to Richard Moore and Austin Mackie **CCC**:

“Dear Mr Moore and Mr Mackie,

I enclose a copy of a letter dated 14th March to Mr Paul Harwood of Highways England, comprising part of an exchange of correspondence subsequent to the Notification of Breach of Duty of Care dated 22nd January sent to Highways England, Kent County Council and Canterbury City Council.

You will see that in the letter to Mr Harwood we have requested an answer to one central question, i.e. “How are vehicles longer than a domestic car to negotiate the left turn from the eastern A28 into the contra-flow?”

If CCC can provide us with an answer to this question, or even information that may point in the direction of an answer, we would be glad to receive it.

Please regard the terms of the letter as applying to CCC *mutatis mutandis*.”

29 March 2018

Richard Moore **CCC** emailed John Osborne:

“Dear Mr Osborne, I refer to your letter addressed to myself and Austin Mackie dated 20th March regarding highway design issues at the A28 Wincheap.

I note this morning that Paul Harwood from Highways England has responded on this issue and copied you in on his reply, so I trust this has addressed the queries raised in your letter. Yours sincerely.”

10 April 2018

John Osborne wrote and emailed Richard Moore **CCC**:

“Dear Mr Moore, With reference to your email date 29th March, in which you state:

“I note this morning that Paul Harwood from Highways England has responded on this issue and copied you in on his reply, so I trust this has addressed the queries raised in your letter.”

If you had read Mr Harwood’s response, rather than just noting it had been sent, it would have been clear to you that he did not address our concerns in any way. I enclose a copy of my letter of today’s date to Mr Harwood, protesting the inadequacy of his response.

The terms of my letter to you and Austin Mackie dated 20th March still apply, and I would appreciate a responsible and appropriate answer to it.”

16 April 2018

Richard Moore **CCC** emailed John Osborne:

“Dear Mr Osborne, In your letter to me dated 10th April (emailed on 12th April) you state that you enclose a copy of your further letter to Paul Harwood. Unfortunately that wasn't included within the email attachments, would you be kind enough to send this through so that Austin and myself can provide comments as requested. Yours sincerely,”

The Harwood letter was re-sent to Richard Moore immediately.

18 April 2018

Richard Moore **CCC** emailed John Osborne:

“Dear Mr Osborne, Many thanks for the copy of the letter from the Wincheap Society to Paul Harwood at Highways England, dated 10th April. I can confirm that Austin Mackie will respond to you shortly regarding these matters. Yours sincerely,”

23 April 2018

Austin Mackie emailed John Osborne:

“Mr Osborne, Before I speak to the respective applicants, can I check that where you refer to 'tracking for the longer lorries being trialled', you are referring the trial which the DfT started in 2012, in which up to 1,800 vehicles would be trialled for a 10 year period with longer than standard trailers (LST), ie, the standard trailer length of 13.6m could be increased to either 14.6m or 15.65m. Many thanks.”

3 May 2018

Gillian Bull on behalf of John Osborne emailed Austin Mackie **CCC**, cc'd to Colin Finch **KCC**:

“Dear Mr Mackie, we were surprised at the details re LSTs you set out in your email of 23rd April as they are inaccurate. Our comments on PPL's “Hybrid” Application **CA//17/02718**, an extract of which are reproduced below, were sent to you earlier this year. It contains the correct details of LSTs - both measurements and the increase in numbers in the trial to 2800. Perhaps you did not read this when we submitted it?”

‘1.2 Very long vehicles and road trains using the proposed new layout: not considered

The 8 illustrations show green and arrowed routes at the 90 degree turn into the Thanington Park site and the 45 degree left turn at “bell mouth junction” for 4 types of vehicles, with maximum legal overall lengths, as follows:

1. Single deck bus: 11.98 metres
2. Articulated vehicle: 16.5 metres, kerb to kern turning radius 6.8 metres.
3. Refuse vehicle: 11.347 metres.
4. FTA Design HG Rigid Vehicle (1998) : 10 metres, kerb to kerb turning radius 11 metres.

The maximum lengths chosen in these illustrations for articulated and rigid vehicles are puzzling, The current legal maximums in the UK are:

- One truck: 12 metres;
- Truck + trailer: 16.5 metres;
- Road trains: 18.75 metres.
- Longer semi-trailers (LSTs) now being trialled: 18.55 metres (60 ft).

Road trains and LSTs are now with us, on roads in the Wincheap / Thanington area. Why are they not illustrated in PPL's Application CA//17/02718?

[*Illustration*] UK Road train UK LST: note the long “tail” extension behind the rear wheels: this is over 2 metres (7 ft) longer than on most current UK lorries. ...

Can such vehicles negotiate the 45 degree angle left turn into the contra-flow from the A28, of the 90 degree right turn into the development site, or the roundabout at the north end of Ten Perch Road? Can they do so without disrupting other vehicles?

At the east side “bell mouth” junction of the contra-flow with the A28 there will be no bollards, only unshielded pedestrians waiting to cross and standing on a corner pathway much reduced from what it is now.

And will not buses and lorries of the lengths actually considered in CA//17/02718 intrude upon the north bound lanes? What will happen when an LST or road train attempts this turn, or the 90 degree turning into the site, or into the west bound A28? What will happen when one of these monsters turns into or out of St Nicholas Road and Cockering Road?

(Regarding 90 degree left turns, the situation at the junction of Simmonds Road with Wincheap is informative. Single deck buses (11.98 metres) and lorries turning east from Simmonds Road into Wincheap now have to wait for a space in traffic to become available in the westbound lane in order to swing out while making this manoeuvre. The metal bollards set up on the pedestrian pavement to protect people waiting outside the Maiden Head pub to cross the junction mouth are constantly knocked over by such vehicles.)”

20 June 2018

Jamie Finch, Development Manager, Pentland **Homes** Ltd emailed Maria Boots, **CCC** Planning Department.

“RE: Thanington Park - Phase 1 Reserved Matters.

Hi Maria, My apologies for the delay in responding to your below email.

I have been with KCC this morning discussing the on and off-site highway works and they have confirmed today, verbally that they are now happy to recommend approval on **conditions 7, 8 and 9**. They will be followed up formally in due course.

I have just spoke directly to David Bowie of Highways England in relation to their part of the planning conditions, and he will be speaking to the delivery team in respect of the technical approval process, as I believe there is only a technical departure process outstanding on a bridge parapet link to be agreed. David is in agreement that this off-site issue should not hold up the discharge of the planning condition, on the basis that clearing the planning condition is not deemed as technical approval or authorisation to commence work on the Highways England Network, which is very clear to Pentland. We would need to have a S278 agreement in place before off-site works commence in this regard. David will confirm this to you via email when he is next in the office in a couple of days. I have copied him in to this email as agreed with him.

Condition 12 and 13 have now been dealt with. I understand there has been an issue with an email not getting to recipients from KCC with respect to approving these conditions, so I have attached a letter prepared from Bronwyn Buntine, removing her objections to conditions 12 & 13. I have also attached a letter from Southern Water accepting the connection of the surface water.

Condition 32. I had sent a note directly to Austin 30th May responding to some of the points Kent Police had raised (attached for your records), however I confirm we will continue to work with them to ensure our scheme is compliant with their recommendations for Secure by Design,

Condition 33 I should be able to update you on shortly, but in the meantime, as you requested, I can agree to an extension of time until Mid-July 2018 on our outstanding conditions, which should enable enough time to formally clear the remaining pre-commencement conditions.

If you have any questions in the meantime, please don't hesitate to contact me. Best regards, “

4th July 2018

Ryan Shiel Senior Development Planner, **KCC** Highways and Transportation wrote to **CCC** Planning Department

“Application - CA/17/02912/SOD

Location - Land off Cockering Road, Thanington Without.
Proposal - Details submitted pursuant to condition 08 (highway design details) of planning permission CA/15/01479/OUT.

Thank you for your consultation, and additional information, in relation to the above planning condition.

Following comments from the highway authority (HA) on 19th January, the applicants have now been given approval for the section 278 highway works. Based on the submitted information we are satisfied that this application meets the requirements as outlined in condition 8 and would raise no objection on behalf of the HA. Yours faithfully,"

20th July 2018

CCC Decision Notice sent by Austin Mackie, Authorised Signatory of the Council to Mr J Finch of Pentland **Homes** [*Appears to be the correspondence address for Pentland Properties Ltd.*]

"Town and Country Planning Act 1990
The Planning (Listed Buildings and Conservation Areas) Act 1990

Application number: CA/17/02912/SOD
Location Land off Cockering Road, Thanington Without.
Proposal: Details submitted pursuant to conditions 08 (highway design details) and 09 (access junctions not included in the scope of condition 08) of planning permission CA/15/01479/OUT.

Take notice that CANTERBURY CITY COUNCIL, the district planning authority under the Town & Country Planning Act 1990, has *APPROVED* your application.

The application was processed having regards to the National Planning Policy Framework, which requires that where there are potential solutions to problems arising in relation to dealing with planning applications, the Council will work with the applicant in a positive and proactive manner to seek solutions to those problems.

NOTES TO APPLICANT:

1. This decision specifically relates to the Peter Brett associates Extension to Wincheap Farm Underpass report with appendices and drawing numbers ...

[a full listing follows of:

37827/2004/.. and revisions,

37827/2001/1200/001,

37827/1501/UE/SCH and revisions,

37827/1505/UE/.. and revisions,

37827/2001/100 and revisions.]

... received 22 December 2017 and the email from Pentland Homes regarding their discussions with Kent Highways & Transportation and Highways England received 20 June 2018.

2. You should also refer to the decision notice for all conditions that do not require the submission of details but remain in force, as well as any that require further information to be submitted to the Local Planning Authority.

Please note this approval relates on to that required under the Town and Country Planning acts and does not include any permission, consent or approval under any other enactment or under the Building Regulations. Any other permission, consent or approval necessary must be obtained from the appropriate authority."

24 July 2018

CCC Officer's Report

DELEGATED REPORT

Application number: CA/17/02912/SOD

Proposal: Details submitted pursuant to conditions 08 (highway design details) and 09 (access junctions not included in the scope of condition 08) of planning permission CA/15/01479/OUT.

Location of site: Land off Cockerling Road, Thanington Without.

Application type: SUBMISSION OF DETAILS

Case Officer: Maria Short

Following comments from the highway authority (HA) on 19th January, the applicants have now been given approval for the section 278 highway works. Based on the submitted information we are satisfied that this application meets the requirements as outlined in **condition 8** and would raise no objection on behalf of the HA.

My colleagues in the KCC agreements team have stated that they are **satisfied, in principle, with all of the proposed highway works**, as such the HA would be happy to discharge the requirements of **condition 9** of planning **15/01479**.

Highways England

Please accept this email as Highways England's confirmation that we are content for Canterbury as Planning Authority to **discharge conditions 08 and 09** submitted under application CA//17/02912/SOD. We will continue to work with Pentland Homes with regards to their requirements to implement the agreed highway scheme as they move towards the agreed unit occupation trigger point.

RECOMMENDATION : APPROVED

28 November 2018 Councillor Nick Eden-Green emails A Mackie of **CCC**:

"As I am sure you can imagine, local residents are scrutinising the various changed traffic plans in Wincheap/Thanington. Obviously, I am also involved.

We cannot trace two missing documents

1. Request from K Bown of HE to A Mackie on 11 Jan 2018 for a Stage 1 Safety Audit and a Walking and Cycling Assessment for the contraflow.
2. Request from D Bowie of HE to M Boots on 30 Jan 2018 again asking for these two documents re the contraflow under condition 8 of the Pentland "Thanington Park" Decision Notice.

Can you pl point out where these two documents can be found, or better still email me copies?

Many thanks"

5 December 2018 A Mackie of **CCC** to Nick Eden-Green

"Hi Nick, I am not dealing with the 'missing documents' but will find out who is and chase. ..."

Then later on the same day:

"Following up on your request. The email that you refer to from Highways England to me of 11 January 2018, was in relation to the then proposed Hybrid Planning Application CA/17/02719/OUT to change the disposition of land uses within the site.

However, that application was placed in abeyance at an early stage and we are currently awaiting confirmation of its withdrawal. On that basis, consultee requests and further negotiations did not progress. Condition 8 of outline [15/01479](#) was discharged under reference CA/17/02912 - Details submitted pursuant to conditions 08 (highway design details) and 09 (access junctions not included in the scope of condition 08) of planning permission

I note the email from David Bowie that you refer to, which is on the website. After his email, there seems to be a circa 6 month gap before an email from Pentland to the Council which states:

I have just spoken directly with David Bowie of Highways England in relation to their part of the planning conditions, and he will be speaking to the delivery team in respect of the technical approval process, as I believe there is only a technical departure process outstanding on a bridge parapet link to be agreed. David

is in agreement that this off-site issue should not hold up the discharge of the planning condition, on the basis that clearing the planning condition is not deemed as technical approval or authorisation to commence work on the Highways England Network, which is very clear to Pentland. We would need to have a S278 agreement in place before off-site works commence in this regard. David will confirm this to you via email when he is next in the office in a couple of days. I have copied him in to this email as agreed with him.

It is possible that the information requested by HE was addressed under separate (sic) processes, such as the s78 works or direct liaison between HE and the developer.

The Officer report on the website dated 24 July states in relation to Highways England:

Please accept this email as Highways England's confirmation that we are content for Canterbury as Planning Authority to discharge conditions 08 and 09 submitted under application CA/17/02912/SOD. We will continue to work with Pentland Homes with regards to their requirements to implement the agreed highway scheme as they move towards the agreed unit occupation trigger point.

I do not have a copy of that email and do not have access to the former conditions officer emails. I will ask Pentland directly if they have the documents that you seek.”

3. LIST OF CANTERBURY CITY COUNCIL PLANNING APPLICATIONS RELEVANT TO ACCESS TO THE THANINGTON DEVELOPMENT SITES

Available on Canterbury City Council's website canterbury.gov.uk

Key:

Red: Pentland Homes Ltd

Black: Pentland Properties Ltd

Green: Quinn Estates Ltd

Orange: Frontier Estate Ltd

C: Comments on CCC's Application web page

D: Documents on CCC's Application web page

C and D numbers for Decisions Pending applications may be out of date

Pre-2014: example of rejected Application, access difficulties being one reason.

29 October 2007 **CA//07/01540** Pelham Homes Ltd Land at Cockerling Farm, to North of Cockerling Road and South of Ashford Road, Thanington. Residential development (480 dwellings) with associated highway works and open space. (Outline application) Decision: **Refused** 28 January 2008. Comments: 0; Document: 145.

2014

1.1 20 November 2014 **CA//14/02441** Wardell Armstrong Land off Cockerling Road, Thanington Environmental Impact Assessment scoping opinion request in relation to a mixed use development comprising up to 850 dwellings, up to 8,000m² of B1 floorspace, up to 1,000m² of A1-A5 uses, primary school, up to 5,000m² of community uses, up to 2,000m² of leisure uses, local recycling facilities, areas of formal and informal open space and associated utilities and transport infrastructure, landscaping and associated groundworks. Decision: No objection 11 December 2014. Comments: 0; Documents: 15.

2015

2.1 2 November 2015 **CA//14/02891**, Pentland Homes Ltd, Outline application for the erection of 52 detached, semi-detached and terraced dwellings at east side of Hollow Lane, south of Hollowmede. Decision: **Granted**, 2 November 2015. Comments: 5; Documents: 151

2.2 3 July 2015 **CA//15/01479** Pentland Properties Ltd, Outline application for a comprehensive mixed use development comprising: up to 750 residential units, in a mix of sizes, types and tenure on land off Cockerling Road. Decision: **Granted**, 13 July 2016. Comments: 325; Documents: 413.

2016

3.1 29 July 2016 **CA//16/00413**, Pentland Homes Ltd, Reserved matters application relating to the appearance, landscaping and scale pursuant to outline planning permission CA/14/02591/OUT; outline application for the erection of 52 detached, semi-detached and terraced dwellings, car parking and landscaping, together with all associated infrastructure. Decision: **Granted**, 13 October 2016. Comments: 10; Documents: 78.

2017

4.1 28 July 2017 **CA//17/01803** Wardell Armstrong for Pentland Properties Ltd. EIA screening opinion request for a proposed mixed use development of up to 105 dwellings, and approximately 4000 sqm of (B1) floor space. Land off Cockerling Road, Thanington Statutory experts date: 18 August 2018. Decision issued date, 6th March 2018. **WITHDRAWN**. Comments: 0; Documents: 3.

4.2 3 October 2017 **CA//17/00519** Outline application by Quinn Estates Ltd for a mixed use development comprising up to 400 dwellings in a mix of sizes, types and tenures Land at and adjacent to Cockerling Farm, Thanington Without. Passed by Planning Committee, 18th September 2018, Decision: **Granted** 12 November 2018. Comments: 29; Documents: 333.

4.3 24 November 2017 **CA//17/02718** Pentland Properties Ltd, Hybrid application for mixed-use development of land bounded by Cockering Road and the A2 Dover Road. **Decision: not yet available.** Comments: 2; Documents 135.

4.4 22 December 2017 **CA//17/02912** Pentland Properties Ltd, Details submitted pursuant to conditions 08 (highway design details) and 09 (access junctions not included in the scope of condition 08) of planning permission CA/15/01479/OUT. Decision: Approved **but only relating to the PBA Wincheap Farm Underpass report** 20t July 2018. Decision not available. Comments: 0; Documents: 94

2018

5.1 3 January 2018 **CA//18/00011** Pentland Properties Ltd Details submitted pursuant to conditions 12 (sustainable drainage scheme) and 13 (sustainable drainage scheme management plan) for phase one only of outline planning permission CA/15/01479/OUT. Decision: Approved 20 July 2018. Comments: 0; Documents: 55.

5.2 5 January 2018 **CA//17/02910** Pentland Properties Ltd Road plan layout for phase 1. Decision: Approved, 20 July 2018. Comments: 0; Documents: 75.

5.3 22 January 2018 **CA//17/02911** Pentland Properties Ltd Construction arrangements document and timetable for Thanington Park works to commence, including the contra-flow slip road. Decision: Approved 8 March 2018. Comments: 1; Documents: 7.

5.4 31 January 2018 **CA//18/00235** Pentland Properties Ltd, Construction of a new eastbound (coastbound) A2 off slip, associated reconfiguration of both Ten Perch Road and the Ten Perch Road/A28 junction, modified footpath/cycle routes, ground re-profiling, lighting, surface water attenuation features and landscaping. Decision: Granted, 9 May 2018. Comments: 11; Documents: 84.

5.5 14 February 2018 **CA//18/00346** Pentland Properties Ltd: Variation of conditions 03 & 31 of planning permission CA/15/01479/OUT (outline permission for mixed use development of up to; 750 residential units, 4,000 m2 of business use, 1,000 m2 of retail/service uses, 5,000 m2 of residential institutions, including hospice and nursing home, 2,000 m2 of community and leisure uses; primary school; ex-tended westbound slip road on the A2, accesses to Cockering Road; internal roads, footpaths and cycle routes; plus new planting and landscaping. All matters reserved) to allow: relocation of; the employment area, the nursing home, a proportion of the housing, reduced local centre footprint; increase the height of the hospice; updated cricket pavilion pitch area; and updated internal access routes. **Decision ?** Comments: 0; Documents: 157.

5.6 7 March 2018 **CA//18/00490** Frontier Estates Ltd. Proposed part two-storey and part three-storey 64 bed care home with accommodation in the roof together with associated landscaping, parking and access. Decision: Granted, 29 June 2018. Comments: 17; Documents: 76.

5.7 8 March 2018 **CA/18/00514** Pentland Homes Ltd: Non-material amendment to planning permission CA/14/02591/OUT for the outline application for the erection of 52 detached, semi-detached and terraced dwellings, car parking and landscaping, together with all associated infrastructure. All matters except access and layout are reserved; to allow erection of fencing to front of plots 23 and 24. Decision: Approved 20 March 2018. Decision not available. Comments: 0; Documents: 5 *NOTE: The railings were put up before permission was granted.*

5.8 16 July 2018 **CA//18/01429** Pentland Homes Ltd: Variation of conditions 01 (approved drawings) of planning permission CA/16/00413/RES, a reserved matters application which followed the outline application for the erection of 52 detached, semi-detached and terraced dwellings, car parking and landscaping, together with all associated infrastructure; to allow change of footpath location. | Land at Hollow Lane, Canterbury. Decision: Granted, 11 October 2018. Decision not available. Comments: 1; Documents: 10.