

SECTION D  
DEVELOPMENT TO BE CARRIED OUT BY THE COUNTY COUNCIL

Background Documents - the deposited documents, views and representations received as referred to in the reports and included in the development proposal dossier for each case and also as might be additionally indicated.

**Item D1**

**New slip road linking existing A28 to existing A2 London Bound carriageway, Thanington Without, Canterbury – CA/09/702**

A report by Head of Planning Applications Group to Planning Applications Committee on 18 August 2009.

Application by Kent County Council Major Projects for a new slip road linking from the existing A28 Thanington Road to the existing A2 dual carriageway to provide access onto the A2 London bound from the Wincheap and Thanington Without Area, including demolition of former Community Centre building, relocation of existing BMX track and formalisation of parking spaces for existing Community Centre building, at A28 Thanington Road and A2 Canterbury By-Pass, Thanington Without, Canterbury (CA/09/702).

Recommendation: Planning permission be granted subject to conditions.

Local Member(s): Mr. M. Vye

Classification: Unrestricted

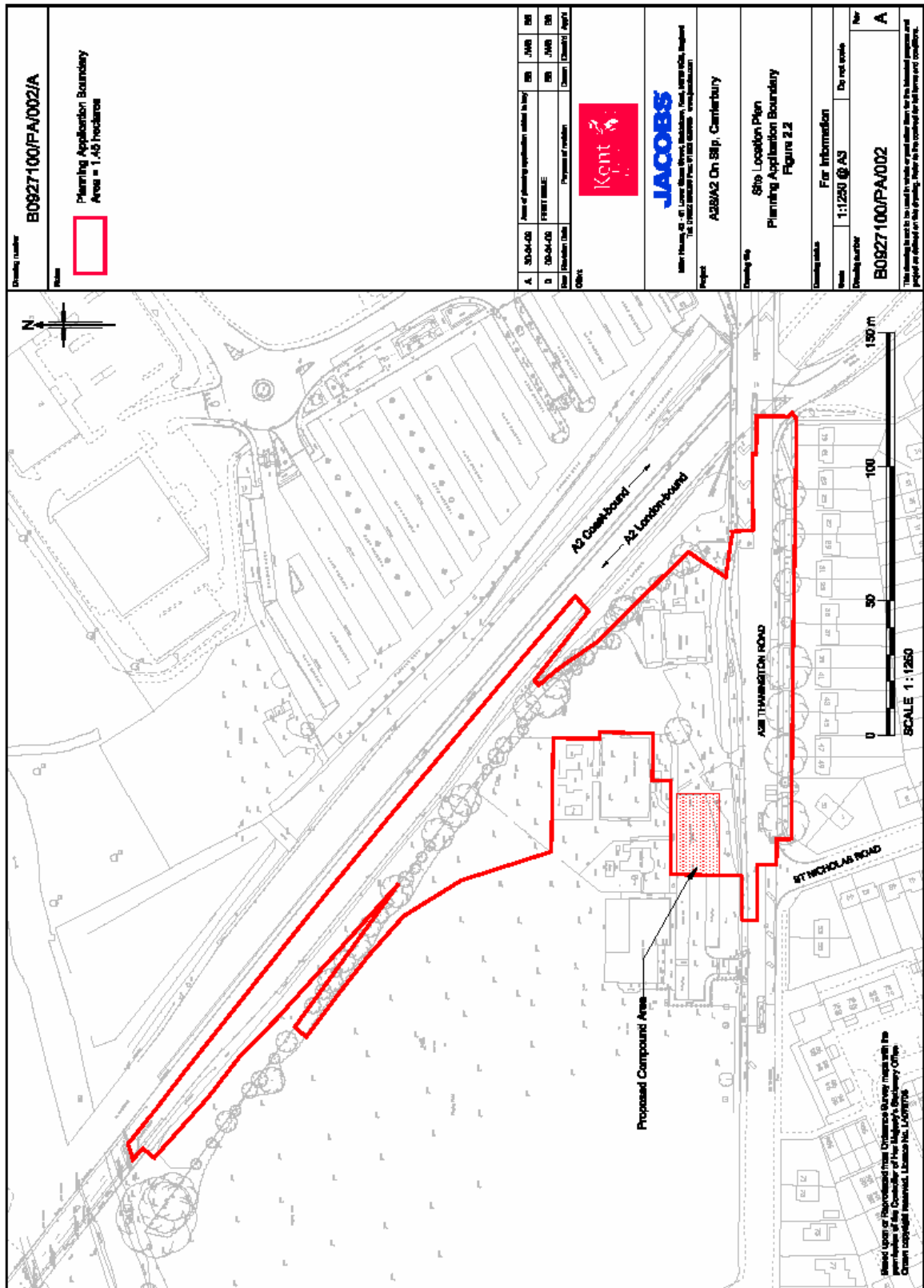
**Site**

1. The proposed A2 entry slip road is located to the West of Canterbury City centre adjacent to the north (Canterbury bound) side of the A28 in Thanington Without. The application site comprises an area of approximately 1.45 hectares, and contains land currently forming part of the Thanington Recreation Ground, the former Thanington Community Centre building and part of the A28 and A2 roads. The site adjoins the London bound carriageway of the A2 trunk road, and is in close proximity to two existing slip roads which allow traffic to leave and join the A2 from the southbound coastal (Dover) direction. At present there are no facilities for vehicles to enter onto the A2 London Bound from the Wincheap/Thanington area or to leave the A2 Coast Bound to access Canterbury at the Wincheap/Thanington area.
2. Most of the application site comprises a strip of land on the eastern side of the Thanington Recreation Ground. It covers an area occupied by the former Thanington Community Centre, now rebuilt to the west of the application site, together with a BMX track on artificially undulating ground. Immediately adjacent to the application site is a basketball court, skateboard park, children's play area and a large area of flat, open space used as recreation ground. There is an eastbound (Canterbury bound) bus stop located in a lay-by to the front of the former Community Centre building, and a westbound (Ashford bound) bus stop and parking lay-by for approximately 10 vehicles for the occupiers of properties fronting Thanington Road to the south of the site. Most of the land to which this application relates is designated within the Adopted Local Plan as Protected Open Space associated with the Thanington Recreation Ground.
3. The recreation ground supports little tree and shrub vegetation, but is enclosed by mature vegetation belts to the east adjoining the London Bound A2 carriageway and to the north along the Great Stour River corridor. To the south, the boundary of the recreation ground with the A28 is demarcated with hedgerow, and to the west of the recreation ground vegetation belonging to neighbouring residential properties defines



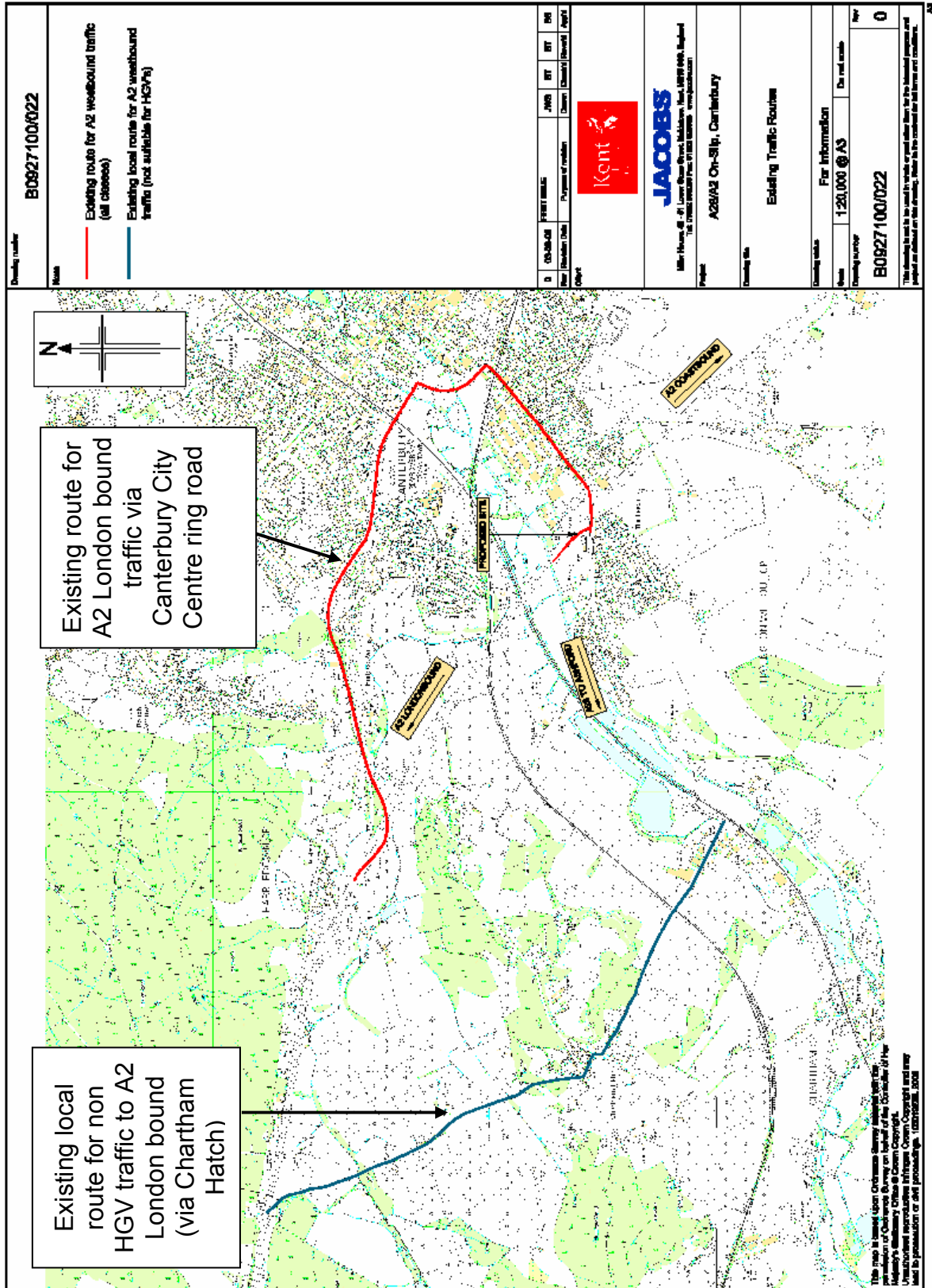
**New slip road onto A2 London Bound carriageway at A28 Thanington Road, Thanington Without, Canterbury - CA/09/702**

**Site Location Plan**



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**Existing traffic route through Canterbury City Centre & Chartham Hatch**









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the boundary. To the east of the recreation ground the A2 corridor forms a distinct boundary between the residential character of Thanington and the industrial character of Wincheap, which supports a 'park and ride' facility and an industrial estate. *A site context plan is attached on page D1.2, together with a site location plan on page D1.3.*

**Background to Proposals**

4. The proposal has been brought forward through the Local Transport Plan and the Canterbury Action Plan to address congestion and provide better travel choices for people accessing Canterbury City. At present, only limited access arrangements exist for motorists travelling in and out of Canterbury so motorists are required to take inappropriate routes into and through the city road network that suffers from chronic traffic congestion. This congestion is damaging for residents, visitors, the economy and the historic City itself.
5. To begin addressing these problems, it was decided that a limited amount of new road building would be necessary to enable better use of road infrastructure. In particular making more effective use of the A2 trunk road which by-passes Canterbury to the south-east of the City. The A2 currently has surplus capacity with no congestion and is lightly loaded with traffic. Its function in the Trunk Road network is of 'regional significance' rather than national importance and providing access to a regional hub (i.e. Canterbury) is a key objective for a trunk road of this type.
6. Consequently, construction of an entry slip road onto the A2 from the A28 at Wincheap is being proposed. This is the first phase of longer term aspirations for both Kent County Council and Canterbury City Council to develop the road network by improving access to and from the A2 trunk road at Wincheap, plus at Harbledown and Bridge.

**Proposals**

7. The application seeks planning permission for the construction of a new slip road to link the existing A28 to the London bound A2, together with associated works including the demolition of the former Thanington Community Centre building, relocation of an existing BMX track and the formalisation and extension of parking spaces within the new Thanington Community Centre building. The application is accompanied by an Environmental Report, Bat Survey, Badger Survey, Protected Species Assessment, Flood Risk Assessment, Traffic Assessment and Pre-Development Tree Survey. The various aspects of the scheme are outlined in the various sub-sections below:

Slip road design

8. The proposed slip road would extend for a distance of approximately 550 metres between the A28 and the point where it ties in with the A2, including a 3.7 metre running lane and short length of hard shoulder some 3.3 metres wide. An existing lay-by on the London Bound A2 would be removed to accommodate the new slip road.
9. The scheme has been designed to achieve the best possible fit within the physical constraints of the site, namely the River Stour, the A2 and the A28 Thanington Road. To achieve a suitable alignment, both horizontally and vertically, the scheme requires a number of size departures from the standard design requirements. As the A2 trunk road is the responsibility of the Highways Agency (HA), permission for the outline design and design departures was sought from the Highways Agency in August 2006. Approval for the departures was given in September 2006, and Ministerial approval for the scheme

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to proceed was then subsequently given in December 2007. The acceptance of a reduced specification scheme by the HA has helped minimise the impact on the existing recreation ground and consequently minimises the loss of protected public open space.

10. The main alignment of the A28 would remain unchanged as a result of the proposed scheme, apart from the addition of a new central island, the introduction of two new lay-bys, and some minor alterations to the existing footways. The new raised central island on the main A28 carriageway is required to accommodate a new controlled pedestrian crossing, allowing pedestrians to cross in two stages with the phasing of the signals and also to give protection for right turning vehicles onto the A2. A central island has also been proposed within the junction of the slip road to provide a safe refuge for pedestrians and to help them cross in two stages with the phasing of the signals. It is proposed that the new junction on the A28 would be signal controlled, and would be operationally linked to the three existing junctions at Wincheap in order to manage the flow of traffic as effectively and efficiently as possible.

#### On street parking

11. The proposal involves the removal of an area of existing lay-by on the southern side of the A28. This lay-by is currently used as an area of on-street parking for residents fronting Thanington Road, and comprises a strip of land adjacent to the existing highway of approximately 50 metres in length, or space for 10 un-marked parking bays (based on adopted Kent Vehicle Parking Standards stipulating each official parking bay should be 5 metres in length when in line to cater for an average size vehicle). The application highlights that it has not been possible to retain on-street parking along the southern side of the A28 given the new road layout proposed. The applicants point out that whilst every consideration has been given to this issue, the existing topography, location of existing trees and safety implications make it almost impossible to achieve.
12. In recognition of potential parking difficulties for some adjacent residents, a restricted 3 metre wide and 13 metre long loading/unloading lay-by is proposed immediately in front of properties on the south side of the A28. It is anticipated that this short-stay lay-by would provide sufficient space to accommodate approximately two delivery vehicles allowing for the drop off/collection of bulky goods to nearby properties. In addition, a new 2.5 metre wide, 40 metre long lay-by is also proposed to be constructed on the north side of the A28, allowing parking spaces for approximately 8 vehicles.

#### Associated works

13. Alterations to two existing bus stops in the vicinity of the proposed slip road are required. The works involve the eastbound bus stop being completely removed and the westbound stop being repositioned to accommodate the proposed new road layout. It is understood that these changes have already been agreed with the appropriate bus operator(s).
14. In addition, general improvements would also be made to the existing footway and carriageway surfaces within the vicinity of the site, and high friction surfaces would be provided on all approaches to the new junction stop lines. Whilst it is noted that the scheme would be constructed on land that is owned either by the Highways Agency, Kent County Council or Canterbury City Council, it is envisaged that the final ownership of the proposed slip road, and liability for maintenance would be the responsibility of the Highways Agency.



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15. As part of the proposed ancillary works, the former Thanington Community Centre building which lies on the footprint of the new slip road would be demolished. At present this building is owned by the City Council and occupied by a performing arts school on a short term lease. A new Community Resource Centre and associated car park has been built in recent years to replace the former building which is now at the end of its useful life. An area of earth mounding forming the existing BMX track would also be affected by the proposal, and as such part of this scheme proposes the relocation of this facility to an adjoining site and would involve the construction of a new and improved BMX track facility clear of the slip road. Car parking facilities at the new Thanington Community Centre are proposed to be improved and extended as part of the ancillary works.
16. As the land within the recreation ground is formally designated within the Local Plan as Public Open Space, steps are already underway with the City Council for the acquisition of an area of approximately 2,655 sq. metres to facilitate the implementation of these proposals.

Landscaping

17. A pre-development tree survey has been submitted with the application which includes a full survey of all trees/shrubs within and immediately adjoining the site area. The proposals involve the removal of approximately a 250 metre length of existing semi-mature vegetation belt along the A2, together with some tree/shrub removal surrounding the former Community Centre building and hedgerow bordering the A28. The tree survey which accompanies the planning application states that a total of 26 individual trees and 6 groups of trees (containing a further 24 trees) would be removed as part of the proposed works. All of these trees have been graded in arboricultural terms as either Category C (i.e. of low quality and value) or Category R (i.e. trees which should be removed for sound arboricultural management). A number of existing trees outside of the immediate development footprint would be retained and safeguarded during construction operations as per the current British Standard requirements.
18. A landscaping scheme has been included within the application and proposes a mix of native tree and shrub species along the western and eastern highway boundaries of the new slip road, together within a mix of ornamental species planting within the relocated BMX park area. To the east of the proposed slip road, a triangular section of land adjacent to the old highway boundary would be planted that would extend and complement the existing highway planting. To the west of the slip road between the realigned highway boundary and the A28, the highway boundary is proposed to be reinforced with a native shrub screen interspersed with individual trees. This planting would create a buffer between the recreation ground and the new highway land and would enable a green corridor link to be extended from the retained vegetation through the A28. A native hedgerow would be planted along the realigned A28 road frontage which would link in with the existing road hedgerow and the new shrub belt. The proposal includes large growing trees along the realigned A28 frontage and within the new shrub belt. These trees are proposed to be in keeping with the scale and height of the existing trees and residential properties located on the opposite side of the A28, and would in time assist in visually breaking up the views of the proposed scheme.
19. The relocated BMX park would consist of a track with a number of jumps, similar to those already located at the site. Some material from the existing site would be used to make up levels and created additional mounding. It is proposed that the start, finish and bends of the track would be surfaced in asphalt, and elsewhere the track and jumps would be topped with subsoil or a thin layer of asphalt. It is proposed that planting within

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the replacement BMX park would consist of small to medium sized light foliage trees with a mix of autumn and spring colour and ornamental bark interest, as the applicant considers that these would frame and visually enhance the relocated BMX park.

Street Lighting

20. The proposal involves alterations and additions to the existing street lighting to ensure that the junction and pedestrian facilities are suitably lit. As part of the design of the scheme, the applicant has relocated existing columns away from existing tree cover on the south side of the A28, improving the lights performance and reducing future maintenance issues.
21. The existing lighting columns on the A28 currently comprise 10 metre high lanterns which provide an orange light. It is proposed that all new lighting columns would be installed to the same 10 metre height, but would be of modern standard and produce a white light which is directed to the road carriageway with minimum light spill.
22. There are currently four existing floodlights within the recreation ground which illuminate the skateboard park and basketball court, and these would not be affected by the proposals. It is noted that no additional lighting is proposed as part of this application for the relocation of the BMX track.

Ecological Assessments

23. The application details that the proposed scheme would have potential impacts on ecological features, including: The Great River Stour; tree/scrub planting along the A2 embankment; slow worms; Pipistrelle bats; hedgehogs and nesting birds. As these potential impacts were deemed to be significant at least within the local environment, the application proposes mitigation safeguarding measures such as pollution control measures, the careful timing of works, appropriate landscaping proposals and the relocation of venerable protected species to new habitat area adjacent to the proposed scheme. With the various mitigation measures proposed, the applicant therefore argues that the overall residual impact of the development to the area's biodiversity is not considered to be significant.

Traffic Assessment

24. A traffic assessment accompanies the planning application, and sets out the justification for the proposals. The application recognises Canterbury as a unique city with a wealth of historic buildings and is recognised as a World Heritage Site, yet notes that the existing road network suffers from chronic traffic congestion across much of the city. It considers that traffic movements within Canterbury are currently severely hindered through limited access onto the A2 trunk road at the Harbledown, Wincheap and Bridge junctions.
25. The scheme has been developed primarily through the Canterbury District Transport Action Plan and Kent Local Transport Plan and aims to optimise the use of the existing trunk road network whilst promoting sustainable travel modes. Therefore, the main objectives of the proposals are to provide better access onto the A2 trunk road to assist in the regeneration of the Wincheap area and to reduce congestion within the inner city ring road network.

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**Planning History**

26. There is no known planning history relating to this development site which is relevant for consideration in this instance.

**Planning Policy**

27. The key Development Plan Policies summarised below are relevant to consideration of the application:

(i) The adopted 2009 **South East Plan**:

**Policy SP2** – Regional strategies, local development documents and local transport plans will include policies and proposals that support and develop the role of regional hubs (of which Canterbury is identified as one) by, amongst others, giving priority to the development of high quality interchange facilities between all modes of transport.

**Policy CC1** – Seeks to achieve and maintain sustainable development in the region.

**Policy CC4** – Refers to sustainable design and construction.

**Policy CC6** – Refers to sustainable communities and character of the environment.

**Policy CC7** – Ensures that sufficient capacity is made available in existing infrastructure to meet the needs of new development.

**Policy T1** – Amongst other matters, seeks to manage demand on the road network through re-allocating capacity, promoting sustainable modes, parking policy and travel planning.

**Policy T8** – Amongst other matters, seeks to address identified transport bottlenecks and provides a level of service that supports the role of regional hubs as a focus of economic activity.

**Policy T14** – Encourages transport schemes that make the best use of the existing infrastructure asset, promote sustainable travel and reduce the demand by behavioural change. Recognises that as far as possible, the location, design and construction of all new transport infrastructure projects should enhance the environment and communities affected.

**Policy NRM1** – Water supply and ground water will be maintained and enhanced through avoiding adverse effects of development on the water environment.

**Policy NRM4** – Refers to sustainable flood risk management.

**Policy NRM5** – Local planning authorities shall avoid a net loss of biodiversity, and actively pursue opportunities to achieve a net gain across the region.

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**Policy NRM9** – Planning proposals should contribute to sustaining the current downward trend in air pollution in the region. Amongst other matters, developments should seek to reduce the environmental impacts of transport and congestion management and encourage the use of best practice during construction activities to reduce levels of dust and other pollutants.

**Policy NRM10** – Traffic management and sound attenuation measures to address and reduce noise pollution will be developed where necessary.

**Policy W1** – Encourages waste reduction methods in development proposals.

**Policy W2** – Sustainable design, construction and demolition.

**Policy S1** – Recognises the role the planning system can play in developing and shaping healthy sustainable communities through community access to amenities such as parks and open spaces, healthier forms of transport and encouraging safer footpath routes.

(ii) The adopted 2006 **Canterbury City Council Local Plan (Saved Policies)**:

**Policy BE1** – The Council will expect proposals of high quality design that respond to the objectives of sustainable development by having regard to, amongst others, the need for the development, accessibility and safe movement within the proposed development, the landscape character and way the development is integrated into the landscape, the conservation of natural features, and the form of the development.

**Policy BE15** – Prior to the determination of applications for development that may affect a known or potential site of archaeological interest, developers will be required to make provision for an appropriate archaeological evaluation.

**Policy NE1** – Where development proposals are being considered for a site known, or likely to have protected habitats or species, developers will be expected to carry out a survey and present proposals for mitigation measures.

**Policy NE5** – Development should be designed to retain trees, hedgerows, woodlands or other landscape features that make an important contribution to the amenity of the site and the surrounding area.

**Policy C1** – In considering the location or control of new development, or the relocation of existing activities, the Council will, amongst other matters, take account of the following principles: controlling the level and environmental impact of vehicular traffic; providing alternative modes of transport to the car by extending provision for pedestrians, cyclists and the use of public transport.

**Policy C5** – The City Council will seek to implement the improvements of the A2 junctions and the Wincheap traffic relief scheme and any development that might prejudice these improvements will be resisted.



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**Policy C24** – Proposals which would result in the loss of protected open space where, amongst others, where material harm would be balanced against demonstrable need for the development.

(iii) The National planning guidance that is relevant to this application includes:

**Planning Policy Statement 1 – Delivering Sustainable Development**  
**Planning Policy Statement 9 – Biodiversity and Geological Conservation**

**Planning Policy Guidance Note 13 – Transport**

**Planning Policy Guidance Note 16 – Archaeology and Planning**

**Planning Policy Statement 23 – Planning and Pollution Control**

**Planning Policy Guidance Note 24 – Planning and Noise**

**Planning Policy Statement 25 – Development and Flood Risk**

**Consultations**

28. **Canterbury City Council:** The proposal was considered at the Council's Development Control Committee where it was resolved that no objection be raised to the planning application but that the points set out below should be taken into account and satisfactorily addressed before any planning permission is granted:

- That appropriate conditions are imposed relating to protection of wildlife, surface water drainage, contamination and Highway Agency issues;
- That additional mitigation measures be investigated and implemented by Canterbury City Council and Kent County Council working together to achieve further on-street resident parking on the south side of the A28 to offset the loss of parking as proposed.

A letter from the Chief Executive of Canterbury City Council has been received following the outcome of the consideration of the application at the City Council's Development Control Committee. *A copy of the letter is contained in Appendix 1, and sets out further discussions that have taken place between the applicant and Canterbury City Council regarding parking issues.*

**Thanington Without Parish Council:** no comments received to date. Any views expressed ahead of the Committee meeting will be reported verbally.

**Thanington Residents Association:** no comments received to date. Any views expressed ahead of the Committee meeting will be reported verbally.

**Divisional Transportation Manager:** notes that Kent Highway Services were consulted at the scheme design stage and that all highway matters were discussed and agreed at this stage. Therefore, no objection is raised to this scheme.

**Highways Agency:** In principle, content for the A2 Wincheap on-slip proposal to go ahead, subject to the following comments and observations:

- the key aim for providing further slip roads between the A28 and A2 is to relieve congestion within Canterbury City Centre; and it was on this basis that ministers approved the principle of new access points on to the A2. As such it is important to

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collate evidence to demonstrate that the proposed slip road, when in operation, is behaving as forecast and is contributing to the overall strategy for the junction (i.e. a reduction in traffic travelling through the City). The accompanying Traffic Assessment shows how traffic flows would change along the A2, A28 and A2050 with and without the on-slip, but it is not immediately clear by how much city centre traffic would be reduced. Therefore, a condition requiring a traffic monitoring strategy should be imposed on any forthcoming planning consent;

- The signal junctions on the A28 in the vicinity of the A2 slip roads have been assessed using modelling software. In all scenarios, with or without the proposed London bound on-slip, the A2 off-slip is shown to operate at above 90% saturation. This suggests that this link is close to capacity. Furthermore, in all AM peak scenarios, the queue on the A28 eastbound between the A2 north-bound on and off-slips is longer than its link length. This could block traffic in both directions of the A28 from entering the proposed on-slip. As a consequence traffic on the A2 off-slip could be prevented from exiting the junction, subsequently blocking back onto the main carriageway. A condition directing that no part of the development can commence until a suitable traffic signal operation protocol is in place to ensure that queues from the junction do not back onto the main carriageways of the A2, with consequent risk of a fatal accident and delays to traffic using the A2 should be imposed on any future planning consent;
- Similarly, it will be important to protect the operation of the A2 during construction of the proposed slip road and therefore a condition in respect of a Construction Management Plan should be imposed.

**Environment Agency:** The Environment Agency has no objection, provided conditions are imposed on any planning permission granted covering: surface water drainage, contamination and fuel, oil and chemical storage measures.

**River Stour Internal Drainage Board:** no comments received to date. Any views expressed ahead of the Committee meeting will be reported verbally.

**The County Archaeologist:** Notes that the application site lies in an area of archaeological potential and in particular related to a number of Roman remains which have been found in the vicinity. Notes that it is therefore possible that the scheme would impact on presently unknown archaeological remains, and as such recommends that provision is made in any forthcoming planning consent for a programme of archaeological work.

**Natural England:** advises that the proposals as presented have the potential to affect species protected under European or UK legislation and refers the applicant to its Standing Advice on protected species and recommends that KCC consults its 'in-house' ecologist.

**Kent Wildlife Trust:** The trust accepts the findings of the Environmental Assessment Report and raises no objection to the grant of planning permission, subject to the imposition of conditions to secure:

- Submission for approval of a construction environmental management plan demonstrating measures to mitigate the risk of contaminated surface water polluting the River Great Stour;
- Implementation of such measures prior to the commencement of construction operations and their maintenance thereafter to mitigate the pollution risk following the completion of the works;
- Implementation of all ecological mitigation and enhancement proposals contained in the Environmental Assessment report.

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The Trust would also urge the County Council to ensure the submission of a planning application for the construction compound proposed on land not either within the limits of the scheme or on land previously developed in the vicinity. Only through this mechanism can the planning authority assure itself that suitable controls will be imposed on construction operations that may affect local sensitive receptors, including the River Great Stour which is of county ecological value.

**The County Council's Biodiversity Officer:** notes that the ecological surveys contained within the application appear to be very thorough, and provided the mitigation proposed is undertaken does not raise an objection to the scheme.

**The County Council's Noise, Dust & Air Quality Advisor:** Makes the following comments:

- The application suggests that slight increases in traffic on the surrounding road network as a result of the proposed scheme would not have any significant impact on the nearby residential properties. The calculations demonstrate that air pollution levels would remain well below the Air Quality Objectives;
- The mitigation measures proposed during the construction period would be sufficient to keep nuisance dust to acceptable levels;
- From the information provided it is demonstrated that the introduction of the new slip road would have no adverse effects upon the closest residential properties. The changes in noise levels occurring as a result of the traffic increases are considered insignificant and thus any impact caused by these changes is considered to be negligible.

**The County Council's Lighting Advisor:** Notes that the A28 Thanington Road is already provided with street lighting and the proposed new lighting levels are of a similar standard to the existing but the column locations have been designed and re-positioned to allow for the new slip road. The lanterns however are of the flat glass type thereby directing light down on to the road and minimising light intrusion relative to the older lanterns currently used on this road.

The only extra lighting is on the slip road itself and this is minimal designed to give safe movement of traffic to and from the slip road. It also has the same type of lanterns and is too far away from the residential properties to have any significant visual impact.

**Southern Gas Networks:** Offers advice regarding the presence of low/medium/intermediate pressure gas main in the proximity to the site and require no mechanical excavations are to take place above or within 0.5 metres of the low pressure and medium pressure system and 3 metres of the intermediate pressure system. The position of mains should be confirmed using hand dug trial holes.

**EDF Energy:** raises no objections to the proposed development.

**The Ramblers' Association:** Raises concern over the project regarding the resident wildlife and considers that protection is necessary for any identified ecologically sensitive areas with it being desirable to monitor progress of wildlife protection during the progress of the scheme.

**Additional Views**

29. I have received views from additional organisations who were not notified of the original application, but have written to express their opinions as follows:

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**Wingham Parish Council:** Would like to express its support for the above application for a new slip road from the existing A28 Thanington Road to the existing A2 dual carriageway.

**Chartham Parish Council:** Raises no objection to the proposed development.

**Canterbury4Business:** Write to express our support for this proposal. Canterbury4Business is the Economic Partnership for the Canterbury district and represents the views of over 300 associates and the wider business community, our mission is to “unlock the path for business”. This new slip road is crucial to the future economic development of Canterbury and we believe it will make a significant contribution to the alleviation of traffic congestion in the Wincheap area.

**Kent Invicta Chamber of Commerce:** Write to express support for this proposal. Kent Invicta represents the interests of approximately 1200 businesses across Kent. As the Chair of the Chamber’s Canterbury Economic Development Group I am writing to express our strong support for the above proposal. Improved communications are vital to encouraging business growth and wealth generation in the district. The partial connections to the A2 that exist at present hinders movement across the district and within the Kent region generally. The Chamber has, with other business organisations, long campaigned for an improvement to these connections and we are delighted that this application is the first tangible evidence of a commitment by KCC to help communications and thereby stimulate the East Kent economy.

**Local Members**

30. The local County Member, Mr. M. Vye, and the adjacent local County Member Mr. J. Simmonds were notified of the application on the 12 May 2009. A letter from Mr. Vye was received on 19 May, setting out the following concerns:

“Let me say that I welcome this long-overdue project, for which I have been lobbying for many years, as local Member for this part of Canterbury.

However, there is one aspect of the current plans which concerns me. Sixteen houses on the opposite side of Thanington Road from the proposed slip currently have parking space on the highway. There are elderly people, and young families with children, who depend on their cars. The current plans contain provision for far fewer parking spaces than are currently available, and it is on the other side of the A28. I believe it is unreasonable, and indeed dangerous, for the residents of the stretch of Thanington Road affected, to have to cross this very busy main road to access the cars on which they depend.

I am in communication with Geoff Cripps about how this problem might be resolved. In the meantime I feel I have no alternative but to register an objection. I repeat that this is not an objection to the project as a whole, but to this one, technical aspect of it”.

A letter from Martin Vye was received on 26 July requesting that Kent County Council and Canterbury City Council get together with a sense of urgency to produce a report that shows that all possible measures to maximise parking spaces have been thoroughly investigated.

Further correspondence was received from Martin Vye on 4 August setting out his further views as follows:

“Residents and I have only just received a report on the options for replacement parking which have been investigated. Ideally I believe the hearing of this application should be deferred to give them and me sufficient time to study and respond. However, I am willing to remove the formal objection if the Planning Applications Committee imposes a



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condition on the permission that meetings with residents and myself and Kent Highway Services, Canterbury City Council and Jacobs are arranged as soon as possible, to explore ways of improving the parking offer within the new development”.

31. A letter from Leyland Ridings, the County Member for Sandwich and Cabinet Member for Children, Families and Education, was received on 27 May 2009. Mr. Ridings sets out his full support for the new slip road as he believes this will ease access on to the A2 for his constituents.

**Publicity**

32. The application was publicised by the posting of four site notices along the A28 Thanington Road, a newspaper advertisement, the individual notification of 81 neighbouring residential properties and the existing Thanington Community Centre.

**Representations**

33. I have received 43 letters of objection from local residents to date in respect of this application. The main points of objection are summarised under the key headings below:

Noise

- Aware that most of the work would take place during the night to minimise inconvenience to motorists. This is very considerate to the motorist but not for local residents whose sleep patterns would be disturbed by the inconsistent noise of road-works taking place throughout the night;
- Planning application states that additional slip road traffic will to some degree increase noise in the vicinity. It is understood that specialist advice is being sought in this area about traffic noise, however the current noise levels would clearly become exacerbated with this new slip road;
- Plan also shows a considerable strip along the east side of the recreation ground where trees and bushes would be lost that have taken some 20 years to develop and help screen the by-pass;
- Important consideration needs to be given to the measures to reduce noise pollution to the recreation ground and the locality, such as the use of suitable acoustic fencing between the A2 roadside verge and the playing field fence and a planting scheme of semi-mature trees/bushes to replace those that would be lost due to the proposed works which would not take so many years to grow before providing a green and leafy hedge, as exists now.

Loss of residents' parking

- Concern over loss of parking bay outside properties – removal of parking which is currently assigned to 37 properties along Thanington Road will leave no option but to park vehicles up-to 200 metres away from properties;
- Proposed parking bay on the opposite side of the road is insufficient to accommodate current parking demands and increases the need to cross the busy A28 in order to reach properties. Concerns over need to cross over the road with young children or elderly residents and the increased levels of danger this would pose to existing residents;
- Removal of parking bays and replacement with a loading/unloading bay would mean that parents would either have to unload their shopping, pushchairs etc. whilst children remain in the cars, or take their children to their homes whilst unloading shopping and then look to find an appropriate parking space in the nearby area;

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### **New slip road onto A2 London Bound carriageway at A28 Thanington Road, Thanington Without, Canterbury - CA/09/702**

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- Would shift parking problems from Thanington Road into St. Nicholas Road and surrounding roads within the area, which would have an adverse effect on the estate, which struggles to provide adequate parking for those residents living there at present;
- Ask that instead of a loading/unloading bay, the residents of Thanington Road directly affected by the plans, be given drop kerbs and drives on their front gardens. This would be far less dangerous than expecting parents with young children, the elderly and disabled, to cross a very busy road, and would be no different to other properties along Thanington Road;
- Whole proposal is causing a lot of concern and upset to all tenants/owners that would be affected. As it seems it will go ahead whether we agree or not, could residents not sacrifice the front gardens to be used for parking, instead of providing inadequate parking on the opposite site of an extremely busy main road?
- Please can you take our concerns seriously? We feel we have the right to park our car on our property to aid us with our disabled son;
- Loss of parking in the area will cause an increased amount of social tension with residents competing for parking spaces – this area has had problems in the past and anything that causes conflict must be taken into consideration;
- Please consider recommending a revised proposal that takes into consideration the local residents and their children.

#### Traffic management issues

- Proposed scheme would result in a further two sets of traffic lights being placed along Thanington Road, totalling 5 sets of lights within 200 yards;
- Increase traffic flows outside peoples homes.

#### Other issues

- Residents will be at more risk from traffic fumes and vandalism to cars if parking spaces are not adjacent to properties;
- Lack of pavement space within Thanington Road for cyclists;
- Smaller pathways for pushchairs, and those using mobility scooters;
- Increase costs to residents for insurance as cars/vans will not be parked outside their homes;
- Money spent on this scheme would be better spent by KCC looking to reduce all road traffic and to pursue a more sustainable transport policy.

34. I have received a residents' petition signed by 108 people. The petition was not sent directly to the County Planning Authority and does not have a cover sheet identifying which individual/organisation is behind the submission of the petition. However, the following statement is written on the header of the petition, against which the signatures have been written:

**“Thanington London-bound Slip Road (A28 to A2) - Petition to retain parking for residents** – It has been proposed that due to necessary road widening, the present parking bay for residents in Thanington Road will be lost. This affects nos. 19-51. This will push parking onto neighbouring roads (principally St. Nicholas Road). The residents affected by this proposal have agreed to forgo some of their front gardens to accommodate a new parking bay with entrance and exit from the left hand lane only. Please, please sign this petition and support retention of parking for local residents”.

**New slip road onto A2 London Bound carriageway at A28 Thanington Road, Thanington Without, Canterbury - CA/09/702**

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**Discussion**Introduction

35. The application seeks planning permission for the construction of a new slip road to link the existing A28 to the London Bound A2, together with associated works including the demolition of the former Thanington Community Centre building, relocation of an existing BMX track and the formalisation and extension of parking spaces within the new Thanington Community Centre building. The application is being reported for determination as a result of the objection received from local residents, predominantly relating to the loss of parking, safety concerns and the expected increase in background noise levels, as summarised in paragraphs (33) and (34) above.
36. In considering this proposal, regard must be had to the Development Plan Policies outlined in paragraph (27) above. Section 38(6) of the 2004 Planning and Compulsory Purchase Act states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore the proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity. Issues of particular relevance in this case include the potential impact on the surrounding area from any increased background noise levels during construction and subsequent operation; the visual and ecological impacts of the proposed scheme; the loss of on-street parking; together with the wider transport benefits to Canterbury and the surrounding area arising from the proposed development. These issues, together with other important material planning considerations are discussed below.

Noise Impacts

37. Members will note that concerns have been expressed relating to the impacts of construction activities and the subsequent operation of the slip road scheme on existing background noise levels. It is therefore important to fully consider any potential impact on nearby noise sensitive receptor sites against development plan policy and best practice guidelines.
38. An assessment of the construction and operational phases of the proposed A2 slip road has been included within the application, and has been based on the guidance contained within the Highway Agency's Design Manual for Roads and Bridges. It is noted that there are a number of nearby noise sensitive receptors within the vicinity of the proposed slip road scheme, notably residential properties fronting the existing A28 Thanington Road, the Thanington Community Centre and the recreation ground and associated play/sporting facilities. It is also noted however that as an important consideration in this case, the existing noise environment of the area around the proposed slip road is predominantly dominated by road traffic noise from the busy A28 and A2 trunk road.
39. With regards to construction impacts, the applicant has estimated that the total duration of works to complete the scheme would be within one year of commencement. Construction would comprise a sequence of intermittent activities, including: the excavation, transport and placement of soils; the construction of structures; and drainage works and the carriageway construction. As part of the mitigation during construction the applicant is proposing that a number of measures be adopted including: the use of 'best practicable means' during construction activities; switching off plant and equipment when it is not in use for longer periods of time; establishing an

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agreement with the local authority on appropriate controls for undertaking significantly noisy works or vibration-causing operations close to receptors; programming work so that the requirement for working outside of normal working hours is minimised; the use of low noise emission plant where possible; the use of temporary noise screens around particularly noisy activities; and regular plant maintenance.

40. In terms of the subsequent operation of the slip road scheme, as outlined above, noise levels have been assessed at a number of representative receptors within 600 metres of the proposed scheme. Anticipated noise levels were then calculated using noise modelling software, based on anticipated traffic flow data for the 'baseline', or proposed first year of operation (2011), and 15 years after opening (2026). These calculations concluded that the noise environment at nearby sensitive receptors would be predicted to experience a negligible change as a result of the introduction of the slip road. Based on this assessment, no mitigation measures are proposed in respect of the operational phase of the proposed slip road.
41. It is noted that the County Council's Noise Consultant has independently assessed the proposed scheme, and as outlined in paragraph (28) above, and considers that the development would not have an adverse impact on nearby noise sensitive receptors. I note that Policy NRM10 of the adopted South East Plan requires noise attenuation measures to be included within new road schemes where they are considered to be necessary. However, in this particular instance it is considered that the inclusion of noise attenuation measures, such as the provision of an acoustic fence, is not specifically warranted. Whilst an acoustic fence would inevitably bring significant benefit to the locality, it is not considered that such measure is warranted as a direct result of this slip road scheme, but instead would be beneficial more generally given the background noise from the existing A2 trunk road (i.e. its main carriageways). That said, given the extent of the removal of vegetation required to construct the slip road scheme along the recreation ground boundary with the A2, I consider it necessary to ensure that the proposed planting scheme includes trees of a substantial height and density to afford noise and visual screening from the slip road and A2 road. Subject to this measure, together with an appropriate planning condition controlling the hours of construction operations, based on the professional advice received from the County Council's Noise Consultant, I would not seek to raise an objection on noise grounds in this case.

#### Atmospheric Issues

42. An assessment of air quality for the construction and operation phase of the proposed development has been undertaken by the applicant and considered by the County Council's Air Quality Consultant. It is noted that emissions from road traffic can have a significant impact on air quality, and that any new road scheme may result in changes to the existing traffic flows and/or traffic speeds, thereby affecting air quality.
43. The National Air Quality Strategy identified clear measurable targets to improve air quality in the UK by 2005 and 2010, based on an understanding of the health effects of the pollutants concerned and the economic efficiency of any reduction. These proposals are reaffirmed through Policy NRM9 of the South East Plan which recognises that planning proposals should contribute to reducing air pollution in the region.
44. The air quality study has found that as a result of the proposed slip road scheme the predicted pollutant concentrations in the area would continue to be within the Air Quality Objectives, and therefore no mitigation measures are proposed for the operational phase. Members will note that the County Council's Air Quality Consultant does not



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raise objection to the proposed scheme, as set out in paragraph (28) above. Therefore, on the basis of this technical advice, I would not seek to raise an objection on air quality issues in this instance and consider that the scheme is in accordance with Policy NRM9 of the South East Plan.

Landscape / Visual Impacts

45. The application has been accompanied by a landscape and visual assessment. It is noted that the proposed slip road area lies within the urban areas of Canterbury and its footprint and immediately surrounding area is not covered by any specific landscape designation. The main landscape impact during construction would occur as a result of the removal of existing semi-mature and mature vegetation along the A2 which currently acts as a visual buffer between the recreation ground and the A2 trunk road. The removal of this vegetation would inevitably open up view of the A2 and vehicle movements from the recreation ground and beyond.
46. Policy BE1 of the adopted Canterbury City Local Plan seeks to promote developments that reflect high quality design having regard to the landscape character and the way the development is integrated into the landscape. Policy NE5 of the Local Plan seeks to retain trees, hedgerows and other important features that make a positive contribution to the amenity of the site and the surrounding area. Policy T14 of the South East Plan seeks to encourage transport schemes that make the best use of the existing infrastructure asset whilst recognising that as far as possible, the location, design and construction of all new transport infrastructure projects should enhance the environment and communities affected.
47. The applicant has submitted a landscaping scheme with the application that, as detailed in paragraphs (17) – (19) above, proposes a mix of native tree and shrub planting along the boundary of the new slip road, native hedgerow along the boundary with the realigned A28 and ornamental planting within the relocated BMX park. Whilst it is unfortunate that 26 individual trees and a further 6 groups of trees/shrubs would need to be removed to facilitate the development, it is considered that the overall visual impact of the scheme, once landscape planting has taken place and subsequently matured, would be minimal. Therefore, subject to appropriate conditions requiring full details of the landscaping scheme to be submitted to and approved by the County Planning Authority, including appropriate 'mature' standard of trees and vegetation, the implementation of the scheme within the first planting season following the completion of the works, tree protection measures for trees retained in close proximity to the development site during construction and that any trees/shrubs which die are replaced, I consider the proposals to be in accordance with Development Plan Policy and therefore raise no objection in landscaping or visual impact terms.

Ecological Impacts

48. The application has been submitted with an accompanying environmental assessment report, taking account of known ecological features within or near to the site including the River Stour, slow worms, bats, hedgehogs and nesting birds. The applicant proposes a range of mitigation measures including the translocation of protected species to new habitat adjacent to the site, together with the careful timing of works and appropriate landscaping measures to ensure that the residual impact to the area's biodiversity is minimal.
49. Members will note that consultees, including Kent Wildlife Trust, the County Council's Biodiversity Officer and the Ramblers Association, as detailed in paragraph (28) above,

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have supported the principle of the scheme but have suggested appropriate planning conditions be imposed on any forthcoming consent to ensure that ecological matters are safeguarded during construction activities. It is noted that Policy NRM5 of the South East Plan places a duty on all local planning to ensure that a net loss of biodiversity is avoided during the consideration of development proposals. Similarly, Policy NE1 of the adopted Local Plan seeks to ensure that appropriate ecological mitigation measures are secured by condition in the event of the grant of planning permission.

50. I consider that based on the ecological mitigation measures proposed, together with those further comments raised by consultees, I am satisfied that the proposals are in accordance with Development Plan Policy and would accordingly not raise an objection to the development on this specific aspect. Furthermore, I note that the translocation of protected species from the development site to a new habitat area would be the subject of separate legislative requirements, including the application for a protected species licence from Natural England.

#### Archaeology

51. Members will note that the County Archaeologist has highlighted the potential for the proposed scheme to impact on previously unknown archaeological remains. To this effect, it is proposed that an appropriate condition be imposed on any planning consent to ensure that a programme of archaeological work is undertaken. I concur with this view, and note that subject to the imposition of an appropriately worded condition that the proposals would be in accordance with Policy BE15 of the adopted Local Plan.

#### Impact on Open Space

52. Members will note that part of the land required to facilitate the development involves an area of protected open space, as defined by Policy C24 of the adopted Local Plan. This policy recognises that any loss in protected open spaces would clearly need to be balanced against a demonstrable need for this development. However, in this particular location, Policy C5 of the Local Plan recognises that a section of the open space land would be required to facilitate the implementation of a new A2 on slip road.
53. Whilst the loss of a small corner of protected open space is unfortunate, I consider such loss to be justified by the wider transport benefits that the proposal would bring to the City and surrounding area. Furthermore, it is considered that most of the recreation ground would remain in its current form and that the small area lost would be compensated by the provision of a new BMX track which would enhance the quality of the remaining open space. I would therefore not raise an objection to the loss of a relatively small area of open space, and note that steps are already underway with the City Council for the disposal of this area of protected open space.

#### Loss of on-street parking

54. As noted in the Proposals section, an existing on-street parking lay-by on the south side of the A28 would be lost as a result of the realignment of the A28 to accommodate the slip road scheme. This lay-by is 50 metres in length and currently provides approximately 10 informal parking spaces for nearby residential properties, on a first-come-first-serve basis. This area of parking is unrestricted and, contrary to the views expressed by some local residents, is not allocated to specific properties. Instead, it is land owned and managed by the Highway Authority for which residents have had the benefit of parking on for some considerable length of time.

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55. In anticipation of the adverse impacts of a loss of on-street parking for nearby properties, the applicant has proposed two new parking areas in compensation. These comprise a new parking lay-by on the opposite (northern) side of the A28 to accommodate approximately 8 cars on an informal basis (i.e. not delineated into parking bays) and the construction of a loading/un-loading bay on the southern side of the A28, adjacent to residential properties. The latter has been designed to meet the needs of nearby residents who could use such bay for the delivery and collection of bulky goods near to their existing properties.
56. It is therefore noted that the net loss of permanent car parking spaces would be two spaces, based on the original lay-by accommodating approximately 10 vehicles and the new lay-by on the opposite side of the road accommodating approximately 8 vehicles, albeit on the opposite side of the carriageway. It is noted however that there has been some discrepancy relating to the number of cars in which the existing lay-by can hold, as some claims have been as many as 16 vehicles. However, the lay-by has been measured and based on its current length (50 metres) it is able to accommodate 10 vehicles when parked legally and based on the Kent Vehicle Parking Standards (each car parking space being 5 metres in length). Any vehicles parked illegally on yellow lines, or within the adjacent bus lay-by therefore cannot be counted.
57. Members will note that the local County Member, Mr. Vye, has expressed his concerns regarding the loss of on-street parking on the southern side of the A28. He does however, reassure me that his objection relates solely to the loss of residents' parking and not to the principle of the whole project, which he has been lobbying for many years as local Member. In addition, Mr. Vye has expressed his desire for further discussions to take place between Canterbury City Council (as the parking authority) and Kent County Council to ensure that every possibility for further parking on the southern side of the A28 is investigated.
58. These further discussions have now taken place between the applicant (Kent County Council Major Projects) and the Head of Transport and Engineering at Canterbury City Council. The outcome is that everything that is reasonably possible regarding parking has already been included in the current scheme proposals. To this effect, I attach a letter from the chief executive of Canterbury City Council in Appendix 1 detailing these further discussions which have taken place.
59. Members will note that Mr. Vye has specifically requested that the current application be deferred from consideration at this Committee meeting in order to provide residents additional time to consider the further information provided by the City Council (as detailed in Appendix 1). Whilst Mr. Vye's comments are noted, I consider that based on the discussions which have taken place between the applicant and the City Council, I am mindful that all feasible options appear to have already been considered in this instance. In addition, I am mindful over the potential implications that the deferral of this application could have on the successful delivery of the project. On balance, I therefore consider that given the importance of this scheme to Canterbury and the wider East Kent area, the current application should be reported for determination at this meeting of the Planning Applications Committee. Furthermore, whilst I am mindful of the current level of local objection relating to the loss of parking in this instance, I would not wish to raise expectations for further parking to be provided by the applicant, which ultimately could not be delivered.
60. In terms of the compensatory parking solutions considered by the County and City Councils, the main options included the construction of an extended lay-by between the realigned A28 and the houses on Thanington Road; the construction of separate

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accesses to provide off-street parking space for each property; and the construction of a rear access road to serve the affected properties. There have however, been a number of reasons why these alternative compensatory parking measures have been discounted as being reasonably practical, including the loss of mature trees along the road frontage of the affected properties leading to a change in the character of the street scene, the substantial loss of front gardens of numbers 19-51 Thanington Road and issues with underground services and level changes, together with a lack of space to the rear of properties and the need to compulsorily purchase land which would be complex and difficult to justify. Furthermore, the provision of individual accesses to properties has been discounted on the basis of fundamental highway safety concerns, and in fact previous planning applications for similar developments were refused on highway safety grounds by the City Council in 1995 and 2000. Based on the proposed new realignment of the A28 carriageway, any potential new individual accesses would pose greater highway safety issues than those applications which were previously refused in the past. It is noted that further details relating to these 'alternative' compensatory measures are set out in the letter from Canterbury City Council, as detailed in Appendix 1.

61. Whilst it is unfortunate that a scheme which would provide parking for residents on the southern side of the A28 has not been possible to develop in this instance, it is noted that the applicants have been able to offer up a compromised solution to local parking issues which has been extensively discussed by officers at the County and City Councils. Whilst this proposed compensatory parking lay-by would inevitably mean that residents who need to park their vehicles on the opposite side of the road to their property and cross the re-aligned A28 using a new signal controlled crossing point, in reality this situation occurs at many residential properties which face onto main roads across the County and also in residential streets which are not wide enough to accommodate parking on both sides. I therefore sympathise with the local residents on the loss of parking adjacent to their properties, but do not consider that this issue alone is sufficiently overriding to warrant the refusal of this application. Furthermore, I note that the applicant is providing additional parking facilities for residents within the locality, over and above any statutory duty to provide on-street parking facilities. I would therefore not wish to set any future precedent whereby the Highway Authority is required to provide new residents' parking facilities as an ancillary part of future highway schemes.
62. Having considered the arguments put forward by residents on this sensitive local issue, together with the difficulties experienced by the applicant in finding an engineering solution to best fit the needs of the scheme and the interests of nearby residents, as well as the considerations of the City Council as the parking authority, I consider that the need for the slip road and its associated benefits outweigh the loss of parking in this instance. I would however, like to ensure that should planning permission be granted for this scheme, that in the event that alternative compensatory parking measures are presented to the applicant that they are fully considered in terms of the potential viability. Therefore, I propose that a suitably worded informative be attached to any decision to make provision for the applicant to consider any additional reasonable parking scheme put forward. I do not consider however that such measure should be controlled by a pre-commencement planning condition as I remain to be satisfied that any additional parking measures could reasonably be accommodated in this instance.

Need and Development Plan Policy

63. I consider that the case of need for the slip road scheme has been clearly demonstrated by the applicant in this instance. It is considered that the need for the slip road and its

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associated benefits in reducing traffic congestion through Wincheap, the City centre ring road and nearby areas including Chartham Hatch (as identified on Page D1.4) provide a sound justification for approval of this application. The resulting impact of the slip road would be to disperse traffic currently taking inappropriate routes through an already heavily trafficked road network directly onto the A2 trunk road network. I consider therefore that the principle of the scheme is in accordance with Policy T1 of the South East Plan which seeks to manage demand on the road network through the re-allocation of capacity, together with the principle of Policy T8 which seeks to address known transport bottlenecks at support the role of regional hubs (for which Canterbury is classified as) as a focus of economic activity.

64. The improvements to the various A2 junctions (at Harbledown, Wincheap and Bridge) are identified in the adopted Canterbury Local Plan under Policy C5. This Policy reflects the priorities as set out in the Council's District Transport Action Plan which was adopted in 2004. The recently adopted South East Plan recognises Canterbury as a 'Regional Hub' under Policy SP2 and indicates that Regional Hubs will be "a focus for investment in multi-modal transport infrastructure both within and between hubs, supported by initiatives to re-balance travel patterns through behavioural change". Furthermore, the on-going preparation of Canterbury's Local Development Framework Core Strategy which is an emerging planning policy document, albeit not yet formally adopted by the City Council, indicates that the A2 junction improvements are critical to the delivery of future development requirements at the City and to the broader vision for the area set out in Canterbury's Corporate Plan and the Canterbury Partnership Strategy. It is also noted that there would be a wider benefit of the proposed scheme within the East Kent area, as has been identified by the various business action groups (see Paragraph 29 above) together with the local Member for Sandwich (Paragraph 31).
65. Notwithstanding the various points of objection discussed here, I consider that the proposed slip road scheme is acceptable as a matter of principle, bringing significant benefit to Canterbury by reducing traffic congestion through Wincheap and the City centre itself. Furthermore, I note that the scheme has strong support from adopted Local Plan policy.

Other issues arising from Consultations and Publicity

66. The issue of increased traffic congestion was raised during the consultation and publicity of this application. It is noted that the A28 through Wincheap already experiences high levels of traffic flows and comprises a complex series of traffic junctions in the vicinity of the existing A2 slip roads and Morrison's/Wincheap Park & Ride. The concerns have mainly related to the potential impact of further traffic restrictions through additional sets of traffic lights along this stretch of road and the ability to cause long tail-backs if not managed correctly. Whilst to some degree that is a planning issue, the final operation of the lights will be the responsibility of the highway authority and would be subject to on-going review and adjustment once implemented. Nevertheless, Members will note that the Highways Agency has requested that a planning condition be imposed on any forthcoming planning consent to ensure that a suitable traffic signal operation protocol is agreed prior to the scheme being implemented. I therefore recommend that any planning consent includes such condition, together with the additional conditions that the Highways Agency has requested, as set out in paragraph (28) above.
67. Issues have been raised relating to concerns with small pedestrian pathways surrounding the proposed slip road scheme to allow for the safe movement of pedestrians. This issue has been thoroughly investigated during the design stage and is

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not considered to be a true reflection of the current proposals. Furthermore, the applicant has indicated that it intends to resurface all pavements within the vicinity bringing them up to modern standard.

68. The increased cost of insurance for vehicles parked away from residents' properties, as a result of the proposed parking arrangements is not a material planning consideration and cannot therefore be considered as relevant to the determination of this application. Similarly, the comment that the *'money spent on this scheme would be better spent by KCC reducing all road traffic and pursuing a more sustainable transport policy'* is noted by the applicant but again is not a material planning consideration in this instance, since it is in relation to a wider aspect which the County Council is pursuing separately through its Integrated Transport Strategy.

**Conclusion**

69. Having regard to the Development Plan Policies, and the material planning considerations received from both consultees and local residents, I consider that the environmental aspects of the scheme are acceptable in planning terms and are in accordance with the Development Plan. Whilst it is unfortunate that the scheme involves a loss of on-street parking adjacent to residential properties, the transport benefits brought about by the slip-road scheme in helping to alleviate traffic congestion within the City centre road network and surrounding area onto the trunk road network outweigh any local parking issues in this instance. Furthermore, I am mindful that the applicant, together with the City Council, have thoroughly investigated the best practicably possible parking solution to accommodate the requirements of the proposed scheme against the needs of local residents, and have ultimately concluded that the current scheme offers the best solution. I note that the local Member has requested that the application be deferred pending further investigations, or that any decision to grant planning permission be made on a conditional basis that further investigations relating to on-street parking take place, but in this instance feel that this is an unreasonable requirement on the applicant who does not have a statutory duty in law to provide residents parking on the highway and has, in my opinion, undertaken a comprehensive review of potential alternative parking solutions in this instance. I therefore consider that a suitably worded informative be placed on any future decision notice requesting the applicant to consider any reasonably possible alternative parking solutions which are put forward to them.
70. On balance, I therefore consider that subject to the imposition of the conditions as set out in paragraph (71) below, together with a suitably worded informative to request the applicant to consider any reasonably possible alternative on-street parking measures, that planning permission be granted for this highway scheme.

**Recommendation**

71. I RECOMMEND that PLANNING PERMISSION BE GRANTED, SUBJECT TO conditions, including amongst others, conditions to cover the following aspects:
- 5 year time limit for implementation;
  - The development to be carried out in accordance with the permitted details;
  - Overall landscaping scheme to be submitted to and approved prior to the commencement of operations on site, and thereafter be fully implemented as approved within the first planting season following the completion of works;

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### **New slip road onto A2 London Bound carriageway at A28 Thanington Road, Thanington Without, Canterbury - CA/09/702**

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- Planting scheme retention and maintenance requirement for a period of not less than 5 years;
- Tree protection measures be imposed (in accordance with British Standard 5837:2005) on trees to be retained in the locality of the development site;
- The development shall be carried out strictly in accordance with the various ecological mitigation measures detailed within the Environmental Report;
- Traffic monitoring strategy;
- Traffic signal operation protocol;
- Construction management plan;
- Surface water drainage, ground contamination and oil & chemical storage details;
- Programme of archaeological works;
- Construction environmental management plan demonstrating measures to mitigate the risk of contamination of surface waters on the River Stour;
- Details of contractors compound;
- Dust suppression measures and controls to limit mud/debris on the highway;
- Hours of construction be limited to between 0700 and 1900 Monday to Saturday, and no operations shall take place on Sundays and Bank Holidays, except as may be agreed in writing by the County Planning Authority in liaison with the City Council as a result of a clearly demonstrated need to work outside of the 'standard' working hours during construction operations;
- Removal of all plant and equipment and restoration of site following completion of works.

An INFORMATIVE be placed on any decision notice to require the applicant to fully investigate any reasonably possible compensatory parking measure put forward to them prior to the commencement of the development.

Case officer – Julian Moat	01622 696978
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Background documents - See section heading
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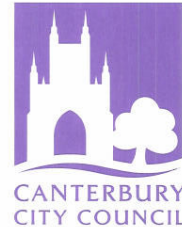


**New slip road onto A2 London Bound carriageway at A28 Thanington Road, Thanington Without, Canterbury - CA/09/702**

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**Appendix 1**

Date: 31st July 2009  
Your Ref: PAG/CA/09/TEMP/0017  
Our Ref: Transport.Moat.31.7.09  
Direct dial: 01227 862082  
Direct fax: 01227 471646  
E-mail: chief.executive@canterbury.gov.uk



Julian Moat  
Planning Applications Group  
First Floor, Invicta House  
County Hall  
Maidstone  
ME14 1XX

Dear Mr Moat

**New slip road linking A28 Thanington Road to A2 existing dual carriageway**

I am writing this letter to set out the views of Canterbury City Council of the proposal for a new slip road at Wincheap. The scheme has been identified as a critical element of a long term package of measures to tackle traffic congestion in the city. Improved junctions at the A2 in Canterbury are highlighted in the District Local Plan and this scheme is key to delivering the Local Development Framework. As well as being a critical priority in the City Council's Corporate Plan, the need is recognised in a wider perspective within East Kent and the slip road scheme is included in the priorities of the East Kent Local Strategic Partnership. You should consider our Development Control Committee's view below as seeking to mitigate local impact, and not as opposition to the Scheme.

I wish to take this opportunity to follow up on Canterbury City Council's Development Control Committee's formal response to the above planning application, dated 22<sup>nd</sup> July 2009. In particular, I wish to address the specific comment in paragraph 2 of the letter:

*"That additional mitigating measures be investigated and implemented by Canterbury City Council and Kent County Council working together to achieve further on-street residents parking on the south side of the A28 to offset the loss of parking as proposed."*

Further discussions have been held between technical officers on the City and County Councils and Kent Highway Services' consultant, Jacobs. The range of mitigation measures have been reviewed and assessed. The discussions took account of comments made by residents at the public consultation held in March 2009.

The current on street parking provision along the south side of Thanington Road, between nos 19 and 51, is 50 metre long, sufficient for 10 cars. As this area is not within a controlled parking zone, this area is not specifically designated for residents. However, in reality, use of this area by non residents is rare.

The current application proposes a 40 metre long layby on the northern side of the road to accommodate up to 8 vehicles. In addition, a 13 m long layby is proposed on the south side, intended as loading/unloading bay only, with parking restrictions. This would accommodate 2-3 additional vehicles.

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INVESTOR IN PEOPLE

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The construction of the new slip road will necessitate widening of the A28 along the section between 19-51 Thanington Road to accommodate a new lane for outbound traffic wishing to turn right onto the new slip road. Inevitably, the widening will take up the space currently used for on-street parking.

The options for replacing the current parking provision to the south of the A28, ie on the same side of the road as 19-51 Thanington Road, have been considered.

Physical measures explored were:

- a) the construction of an extended new layby between the realigned A28 and the houses on Thanington Road,
- b) construct separate accesses to provide off street parking space for each property,
- c) construct a rear access road to serve the affected properties.

Any extended new layby would mean the loss of a line of mature trees which are critical to the setting of properties along Thanington Road. Removal of the trees would significantly damage the local environment, the landscape and the suburban setting of the properties and the surrounding community. There would be significant road safety concerns and the proposed pedestrian crossing would have to be staggered, thus reducing its effectiveness. There is a number of public utility plant in this area which would require diversion or protection. The total cost of a new layby on the south side would be very high.

A segregated layby to serve 19-51 Thanington Road, as proposed in a petition by local residents, would also mean the loss of the mature trees, but would also encroach onto the front gardens of the properties. This would fundamentally change the character of the area. The total cost would be very high due to public utility costs and the construction of retaining walls to overcome the differences in level.

Provision of separate vehicular access to each property would be very unlikely to be approved by Kent Highways or Canterbury City Council Development Control due to road safety concerns. Indeed, previous applications in 1995 and 2000 were rejected.

A rear access road would impact very heavily on the properties of both Thanington Road and Ingoldsby Road. The process would require use of compulsory purchase powers and would be complex and difficult to justify. Physically, it would be very difficult to fit an entry in between the properties that front St Nicholas Road. The rear gardens decrease in size towards the north eastern end and it would be virtually impossible to provide a turnaround facility.

I have concluded that there are no practical and affordable physical measures that could be provided to meet the residents' wish to retain the full parking provision on the south side of the A28. The new layby to the north of the road, supplemented by the loading/unloading facility on the south side, as proposed in the application, goes a long way to mitigating the impact on residents and offers the best practical solution.

In addition, we have considered parking management measures. The area is not currently designated a controlled parking zone with specified restrictions, but with exemptions for resident's permit holders. There would appear to be little advantage in designating this area, at present, as there is no evidence of widespread parking by non residents, at least not to a level that would result in a consensus in favour of restrictions.

**New slip road onto A2 London Bound carriageway at A28  
Thanington Road, Thanington Without, Canterbury - CA/09/702**

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This situation can be kept under review and local consultation could be held in the future to test public opinion, if evidence of demand becomes apparent.

There are currently no restrictions on any parking in adjacent streets and this occasionally occurs if residents are unable to find a space immediately outside their own home. Residents of 19-51 Thanington Road would continue to be able to park in other streets, such as St Nicholas Road, provided they do not obstruct accesses to properties. Given that the majority of properties on St Nicholas Road have off street parking, there is generally plenty of space on street. It may be possible to mark out suitable on street parking areas to reduce risk of obstruction or anti-social parking. Marking the bays in St Nicholas Road would give confidence for Thanington Road residents that they have a right to park there.

There is a risk that the proposed new layby to the north of the A28 could be occupied, at times, by users of the nearby community centre, despite ample on site parking. In the first instance, I would propose to erect advisory signs to indicate parking for residents only. I would not advocate a formal order, as this would necessitate a resident's permit system and residents may be obliged to pay an annual fee for a permit if this were to be implemented. However, in the event of frequent abuse, it would be possible, in the future, to investigate the option of a formal traffic regulation order.

The City Council will regularly review parking management options with ward councillors and, if appropriate, the Joint Transportation Board.

In conclusion, officers of the City and County Councils are of the opinion that all possible alternatives have been investigated and that everything reasonably possible has already been included in the scheme proposals. The City Council is fully committed to the project and strongly supports the application.

Yours sincerely



Colin Carmichael  
Chief Executive