

Part 1: Comments on Policies C7, C9 and C10

I wish to object to Policies C7, C9 and C10 in the draft local plan.

Thanington parish will almost double in the number of houses from existing planning consents already granted within the 2017 Local Plan. Whilst most of these have yet to be built and occupied, the effects on traffic in Wincheap and Ashford Road are already affecting residents in terms of pollution and access. Journey times have already worsened.

There has been no masterplanning of the developments most recently granted and different developers compete with each other to build suburban housing estates with minimal common infrastructure, access, traffic management, social infrastructure etc. These are already faceless individual housing estates with little sense of place or community. They will become the problem estates of the future.

The above policy proposals add yet further to this problem and, if granted, would approximately triple the number of dwellings in Thanington. This will transform the nature of the community and be to the detriment of that community. It is significant that 3 adjoining sites are treated as 3 separate policies when they should be seen as a whole and wholly within a properly considered masterplan for the whole area.

All traffic from these sites should use an entry and exit route via a new link road to the recently constructed 2 way access road onto the A28 at the A2/A28 junction at Wincheap. Access via St Nicholas Road and Strangers Lane is not acceptable as these are residential roads designed purely to serve houses in an already deprived community (see my comments on the Wincheap P&R proposal)

Building faceless housing estates in the suburban fringes where existing access is already problematic shows little understanding of basic town planning principles about building communities.

Specifically

Policy C7 The number of dwellings proposed has actually risen from the earlier draft plan from 735 to 800 thus further worsening an already unacceptable idea. It must be integrated with the Pentland, Redrow and Taylor Wimpey sites which have arisen as a result of policy SP3 Site 11 in the July 2017 Local Plan. The splitting of this site highlights the lack of soft infrastructure and social planning as a single site is broken up between competing developers. It is no way to plan.

Access must be via the purpose built 2 way A2 slip road.

Site C9 This is a new site from the now rejected 2021 draft options plan. It was inserted in a wholly clandestine manner by a former councillor and I understand remains under scrutiny.

In any event it is unsuitable as it involves demolishing a perfectly satisfactory residence and is effectively inaccessible other than by car with no pavement access onto the A28 which is a 40mph road with a bend and Milton Manor road which has similar access issues. Thus claims about cycle access are wholly misleading. It is too far from any facilities to expect pedestrian journeys. It can only add to A28 traffic

Site C10 Planning consent for building on this site has previously been objected to by CCC Highways on the grounds of adding to traffic congestion. Access direct to the A28 by pedestrians and cyclists is distinctly unappealing as it involves a steep slope likely to deter most people, especially shoppers, those with young children or anyone with disability. Given the planning consent granted for CF1 site 11 and the layout plan for those houses it is difficult to see how this site can form part of a masterplanned integrated development.

I urge you to reject these proposals on the above grounds.

The fatal flaw in this draft plan is identical to that in the 2021 proposal.

It concentrates development in Canterbury, and particularly Southern Canterbury with no overall masterplanning for community building or traffic solutions (which I highlight in my objection to the Wincheap P&R)..

It neglects to consider a new town/garden city/15 minute city approach which is the only realistic solution to the housing targets set by the government. This should be considered together with the neighbouring local authorities.

Part 2: Comments on Policy N3 – Wincheap Park and Ride

I wish to object to the Local Plan policy relating to the relocation of the Park and Ride at Wincheap and associated traffic plans.

1 A 4th slip road off the A2 will bring more traffic into Wincheap which is already the most congested and polluted entry road into the city. The pinch points are the A2/A28 junction and the entry/exit to the ring road at Wincheap railway bridge. Nothing is being done to address these pinch points which will be worsened by the new slip road and further housing development in Thanington.

2 The entry to the city from Harbledown could be improved instead by dualling the short stretch between the traffic signals at Palmers Cross Hill and the existing dual carriageway leading to the London Road roundabout. Land is available and thus costs should be modest.

3 The playing fields next to the Thanington Resource Centre are the only public green space available to the residents of Thanington. Thanington is one of the most deprived communities in Canterbury and the Resource Centre was set up to address the

deprivation and associated social problems in the area. This has been very successful and the availability of this open space is an integral part of this success.

4 Building on public open space is contrary to the Council's own Public Open Space strategy and the declared Environmental Strategy for the district. The number of houses in the parish of Thanington will be doubled once existing planning applications, which have been granted, have been built out. No further applications in this area should be granted given the traffic congestion in the area. Thus I also object to policies C7, C9 and C10.

5 This site has been considered for development in the past and has been roundly rejected. The grounds for rejection remain entirely valid and that decision should stand. Turning a public open space into a car park is contrary to the vision for the district laid out in the draft plan of a thriving environment and healthy communities.

6 If it is deemed that the 4th slip road is required then it should be designed to join at the existing roundabout outside the B&M store on Ten Perch Road. This may mean extending the bridge over the Stour. The cost of this can be mitigated by not implementing the wholly unnecessary Wincheap gyratory system and not building a new car park on the recreation ground. This would preserve the existing Park and Ride which could be extended if necessary by a cheap multi storey construction akin to those used at some airport car parks..

7 The existing Wincheap junction is already the main cause of traffic congestion on the A28. It is highly complex with the largest collection of traffic lights in the district. A new slip road and a Park and Ride site on the Thanington Recreation ground would mean a right turn from Ten Perch Road onto the A28 and a further right turn into the recreation ground. Traffic coming off the slip road would need to be prioritised in order to prevent traffic backing up onto the A2. This would mean even greater delays to traffic on the A28 approach to the ring road. It would also mean further queuing traffic in Wincheap, notably in the wholly residential and narrow section between Hollow Lane and Homersham. Locating the Park and Ride in this location can only mean a significant increase to congestion.

As indicated above, there are alternatives which should be pursued.

Part 3: Comments on Policy N1 – Merton Park

I wish to object to the inclusion of this site.

Southern Canterbury, and Wincheap in particular, suffer the worst traffic congestion and pollution in the district.

This site is effectively contiguous with sites CF1, CF11, C7, C9, C11. Cumulatively some 8000 dwellings.

There is no single masterplan for this scale of development, nor any

traffic modelling masterplan. Furthermore some of these sites have been split between competing developers, a trend likely to continue. This results in a string of suburban developments which will rely on the city for their major social needs. They all rely on the A28/ring road and/or the New Dover Road/ring road. Any idea of Garden City principles has been abandoned and there is little or no idea of neighbourhood and community planning.

The 4th slip road at Wincheap will bring more coastbound A2 traffic onto the A28 and right turning Ashford bound traffic from this slip road will further slow traffic exiting the city via the A28.

The 1930 dwellings which this site adds to an already unsupportable situation is unacceptable.

Specifically, traffic access to this site is wholly unclear in detail.

Policy N1 states under 'Access and Transportation':

2.

vi A direct active travel corridor through the site between Site 10 (Policy CF1) and Hollow Lane. However, Site 10 has been replaced and no longer exists. It has been replaced by C6 which appears to show vehicle access via Homersham/Hollow Lane. Both these narrow wholly residential roads are totally unsuitable for through traffic. Furthermore all this traffic will end up on Wincheap, with the majority wishing to turn right to access the city.

If this site is to be considered at all then traffic must be taken under the A2 and then use the new purpose built 2 way slip road used which serves Site 11.

The traffic mitigation proposed by the Wincheap gyratory system is an expensive white elephant and should be scrapped. It will not address the causes of congestion on the A28 which occur at the junction with the ring road and the A2/A28 junction. Congestion at the latter will worsen further if the P&R is moved necessitating 2 right turns for access from the proposed 4th A2 slip road.

This statement should be read in conjunction with my objections to Policies N3, C7, C9 and C11

Nick Eden-Green

Former Lib Dem councillor for Wincheap

Former Lord Mayor

Former Trustee: Thanington Neighbourhood Resource Centre

Alderman of the City