



## THANINGTON PARISH COUNCIL

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### CANTERBURY DRAFT LOCAL PLAN THANINGTON DETAILS, INFORMATION AND HOW TO COMMENT ON THE PLAN

#### 1/INTRODUCTION:

This is a guide to the contents of the Canterbury Draft Local plan. With basic information on aspects in the Draft Plan that affect the Thanington area and other aspects of the Draft

It also provides information on how to make any comment you feel relevant and also other contacts that if you wish you can contact and express your views.

The Draft Plan is currently out for Public Consultation and comments can be made until 16<sup>TH</sup> JAN 2023.

#### 2/ NOTES ON COMMENTING ON THE DRAFT PLAN:

Public comments on the Draft Plan can be made in the following ways:

- The main way of commenting is via an online questionnaire. This can be accessed via the **Council website** or via the **Thanington Parish Council Website**. There is a link on the Parish Council WEBSITE as well to take you to the Council site Questionnaire.  
On the Parish Council website click on **LOCAL PLAN** and then you can access the questionnaire direct from the box marked **QUESTIONNAIRE** or via the box marked **CANTERBURY NEWSROOM LP**. There are also other links on the Parish Council WEB SITE to other documents on the **LOCAL PLAN PAGE**
- You can also comment DIRECTLY via email to the City Council by sending your response to **consultations@canterbury.gov.uk**.
- If you require help in submitting a response Thanington Parish Council offer a help service and if you contact our Clerk Susannah Young with a request for this or any queries we will be more than happy to assist.

**Should you wish to contact Local Councillors or Officers who have been involved in the Draft Local Plan, there are some Contact details below:**

**Contact Details:**

**These can be used if required in **ADDITION** to the response to Canterbury city Council.  
Some if not all are responsible or have influence on decisions on the LOCAL PLAN content**

**Note: Not extensive.**

**Kent County Council:**

**David Brazier** Executive member for Highways &Transport

**Contact:** [david.brazier@kent.gov.uk](mailto:david.brazier@kent.gov.uk)

**Mike Sole** KCC Councillor for our area

Contact : [mike.sole@kent.gov.uk](mailto:mike.sole@kent.gov.uk)

**Kent Highways :**

**Colin Finch** Officer for Highways and Transport

Contact: [colin.finch@kent.gov.uk](mailto:colin.finch@kent.gov.uk)

**Canterbury City Council:**

**Ben Fitter Harding** Council Leader

Contact:[ben.fitter-harding@councillor.canterbury.gov.uk](mailto:ben.fitter-harding@councillor.canterbury.gov.uk)

**Simon Thomas** Head of Planning and development

Contact:[simon.thomas@canterbury.gov.uk](mailto:simon.thomas@canterbury.gov.uk)

**Nick Eden-Green** Ward Councillor Wincheap Ward

Contact : [nick.edengreen@canterbury.gov.uk](mailto:nick.edengreen@canterbury.gov.uk)

**Leo Whitlock** Communications (Officer) Canterbury City Council Local Plan

Contact : [leo.whitlock@canterbury.gov.uk](mailto:leo.whitlock@canterbury.gov.uk)

**Andrew Thompson** (Officer) Local Plan generation

Contact : [andrew.thompson@canterbury.gov.uk](mailto:andrew.thompson@canterbury.gov.uk)

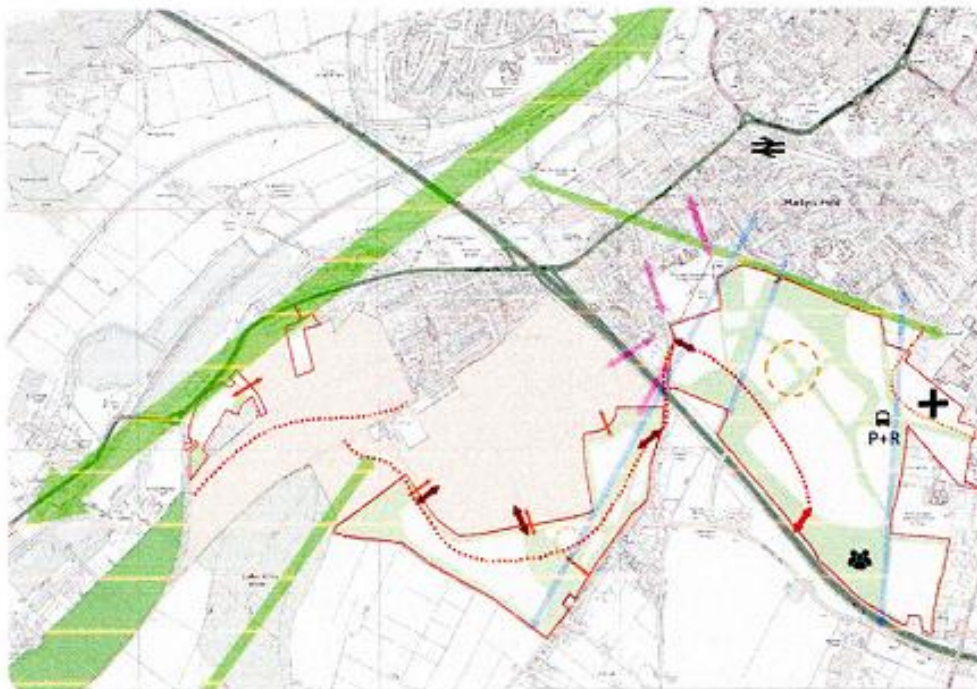
**Note: issues comments re the consultation process should be directed to Leo Whitlock**

### **3/ THANINGTON AREA ASPECTS IN THE DRAFT LOCAL PLAN**

In this guide we are just focusing on aspects of the LP that impact on the Thanington area. Obviously the LP covers the whole of Canterbury District, but it is a fair comment to make that it impacts the most on the EAST TO SOUTH quadrant of the city area and surrounds. We will focus on the areas that are covered in the section marked **LP EXTRACT** on the **Parish Council Website** if you want to use a reference document for further information please use that. The comments below **ARE NOT EXTENSIVE JUST SOME OBVIOUS POINTS THERE ARE OTHERS YOU MAY LIKE TO CONSIDER**

*This map shows the sites in our area in the LP as an overall PLAN*

**South West Canterbury strategic development area – concept masterplan**



#### **Key**

- |   |  |   |  |
|---|--|---|--|
|  | Site boundary  |  | Opportunities to improve cycling/walking access and safety |
|  | Open space/ biodiversity opportunities- Indicative locations |  | Pedestrian and cycle access- Indicative location           |
|  | Opportunities for green corridors                            |  | Vehicle access- Indicative location                        |
|  | Community hub- Indicative location                           |  | Park and ride - Indicative location                        |
|  | Potential new hospital facilities                            |  | Interchange to fast bus link/ Transport Hub                |
|  | New sports hub- indicative location                          |  | Opportunity for new junction off A2                        |
|  | Strategic sites allocated in Local Plan 2017                 |  | Key views  |
|  | South west Canterbury link road - Indicative route (Part)    |  | Fast Bus Link -indicative                                  |
|  | Proposed green gap   |   |  |

**These site will mean there is planned an ADDITIONAL 3000 DWELLINGS in our area**

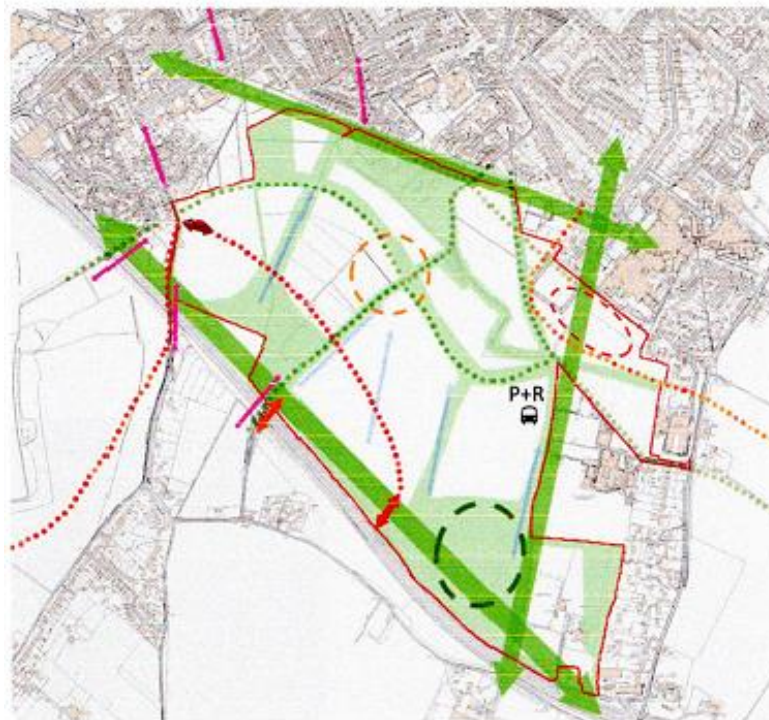
## Taking the sections in order:

### 1/ POLICY C6 LAND AT MERTON PARK

This is a site on the Canterbury side of the A2 and encompasses the Land from Nackington Road, the Rugby Club MS Centre, Along the line of the built up area at the top of Stuppington Lane, then Down to THE OBSERVATORY estate at the bottom of HOLLOW LANE and using the A2 as the Southern border

#### Policy C6 – Land at Merton Park

##### Merton Park – concept masterplan



Key			
	Site boundary		Opportunities for new cycling/walking connections
	Open space/ biodiversity opportunities - indicative locations		Greenways: cycle and walking only, access only for Stuppington Lane
	Opportunities for green corridors		Fast Bus link including park and ride - indicative route
	Community hub - indicative location		South west Canterbury link road - indicative route (Rat1)
	Sports hub - indicative location		Vehicle access - indicative location
	Hospital expansion		New junction off A2
	Views towards Cathedral / World Heritage Site		Park and ride - indicative location
	Opportunities to improve cycling/walking access and safety		Interchange to fast bus link/ Transport Hub

#### Points to note:

- This site proposes 2075 dwellings on the land shown with the promise of a SHELL of a NEW HOSPITAL. If that cannot be sanctioned the land will be used for additional housing. The Hospital will then be kitted out & staffed and funded by the NHS local trust. Can and will they do that there is no confirmation on that?
- It is being put forward by the same developer QUINN ESTATES who were responsible for the 2 current Thanington sites under construction.

- It will require a local waste water treatment plant (sewage works), Where will the treated effluent be disposed to and also how will the sludge be handled? Tankers?
- It is promising to provide various local amenities and services. (For a fuller description of these please refer to the LP EXTRACT). Can these and will these be delivered/ We were promised various items on the Thanington site i.e. a 4<sup>th</sup> Slip Road, a Health Care Facility none of which are now to appear? The care facility money was directed to NORTHGATE?
- It includes a new A2 Junction located at half way along MERTON LANE but Stuppington would appear to be then closed to through traffic at the A2 Bridge? What is the detail on this junction and Link road? The 4<sup>th</sup> Slip at the A2/A28 is not being delivered because the proposed details did not comply with Regulations and the cost of a viable solution is too high. Shouldn't that have been sorted up front? Also it should be noted that some of the Contractor funds that will need to be put up as part of this site will be used not locally but at the A2 junction at Brenley for KCC. Shouldn't they be used locally if this is to go ahead? Basically will the promises be delivered
- There is a new access point shown at the bottom of HOLLOW LANE at approx. the position of the bend by the converted Oast and THE OBSERVATORY SITE. This will also form part of the EASTEN LINK ROAD from site C7 discussed next. The issue here is the opportunity for RAT RUNNING in all the Local Lanes, MERTON, HOLLOW, IFFIN NEW HOUSE LANE to avoid traffic issues in HOMERSHAM and the A28.
- HOLLOW LANE will need to be extensively modified from the A2 BRIDGE down to the OBSERVATORY SITE for this and site C7. This will be a significant job, take some considerable time to complete (6months?) and will cause a total lack of access to HOLLOW LANE when this takes place. Is HOLLOW LANE suitable for the increased traffic and has the extent of the work, details and cost been looked into?
- Has a true Traffic assessment been carried out on this and C7 proposal and impact been carried out? This particularly relates to the RAT RUNNING and increased traffic volume expected in all the LOCAL LANES from this and site C7? There is no evidence it has and the impact on the Local Lanes will be significant.
- This site will take a significant number of years to deliver. Typically a HOUSE BUILDER delivers 50 houses per year. If we have 3 developers on site and they deliver 150 a year (very unlikely?) it will take MIN 14 YEARS to deliver . This is very optimistic so there could be a construction site here for 20 plus years? That brings issues with gust noise, traffic and disruption to services? How will the site traffic be organised and what will be the impact on local lanes here?
- There is no social housing provision, only AFFORDABLE HOUSING. That is defined at 18% below market value, which does it make it truly affordable when we have 2000 people waiting for housing in the Canterbury area?
- There are other issue you may like to raise those are just a few obvious ones here?

## 2/ SITE C7 LAND NORTH OF HOLLOW LANE

This site borders NEW HOUSE LANE from the A2 BRIDGE up to the HEDGELINE at NEW HOUSE FARM and then across to the current SAXON FIELDS & the REDROW site at COCKERING FARM

### Policy C7 – Land to the north of Hollow Lane

#### Land to the north of Hollow Lane – concept masterplan



#### Points to note:

- This site proposes 735 dwellings in addition to the 1150 that are currently under construction. The original site and the 1150 were allocated under the current LP. The DRAFT LP indicate that this new site was allocated under the existing plan and included in the NEW DRAFT PLAN. There might be a couple of points on this? The current site was ONLY allocated for 1150 HOUSES in the Current Plan. It was restricted to the land currently been developed as the land allocated in this C7 site was designated land of **OUTSTANDING NATURAL BEAUTY, THERE WAS AN ICONIC VIEW OF THE CATHEDRAL** that needed to be retained and it would have meant that there would have been **NO GREEN SPACE** between the SAXON FIELDS site and

**NEW HOUSE LANE.** Has that now been ignored and overridden to allocate this land now in site C7?

- Be very careful of what is proposed and the detail that supports those statements. Can they realistically be delivered by CCC? do CCC have the powers and expertise to achieve that based on past experience?
- There are a number of proposals in section IV of the details of the proposals. Note that there are promises of schools **BUT ONLY AS LAND & BUILD CONTRIBUTIONS** . Note the word CONTRIBUTIONS??? Also a CONTRIBUTION FOR PRIMARY HEALTH CARE AND OTHER NECESSARY **OFF SITE** COMMUNITY INFRASTRUCTURE. It is fair to say that is a repeat of what was promised on the current sites and it is also a fair comment to say that there is a concern that these will not be delivered as has happened on the current development?
- For water treatment the proposal is a new **WASTE WATER TREATMENT PLANT**. Again the issue of disposal of the effluent water and sludge raises concerns? The problem is that the current situation is that the level of waste water treatment capacity is too small for the area and is putting locally located WWTP the best solution? Who will run and maintain them and how will it impact on the existing systems? There could well be issues with contamination of any wetlands provided and in hot weather you could have issues with smells and insect levels? Also where will the fresh water come from? The proposed reservoir at BROADOAK is scheduled for 2036 (READ 204 IF IT EVER APPEARS). It has the capacity to supply 40000 homes BUT that is for the whole of the EAST KENT REGION. Canterbury will have built 30000 NEW HOMES ALONE if the current plans are delivered. Other adjoined authorities have similar plans so overall how does the situation for our area actually match in with that ? The current use of water is about 150 liters per day per person or about 400-500liters per day per household. That leads to a sewage treatment requirement of approx. 400-350 liters per day per household. Simple maths tells the picture of what would be required here in this DRAFT PLAN
- On the map of the site note the SOUTH WEST CANTERBURY LINK road indication from COCKERING ROAD TO HOLLOW LANE. Is that a realistic link road? Both COCKERING ROAD and HOLLOW LANE are country lanes NOT suitable for any major access purpose. The lanes in Thanington are already experiencing RAT RUNNING and increasing traffic that is causing safety concerns and damage to the road structures. Estimates in official reports state that the current vehicle movement per day per household in the SE as 1.5 vehicle movements per day per household. So if we look at just the nearly 2000 dwellings in Thanington proposed, there could be an ADDITIONAL 3000 vehicle movements per day. Does the plan cater for that level of increase in any proposed additional infrastructure to handle that in our area? It would appear all that traffic will still have to use the A28 and ALSO there is an almost guarantee use the LOCAL LANES to bypass the worsening issues on the A28. The

proposal of the NEW A2 JUNCTION on the MERTON PARK will have very little impact on that situation it could be suggested?

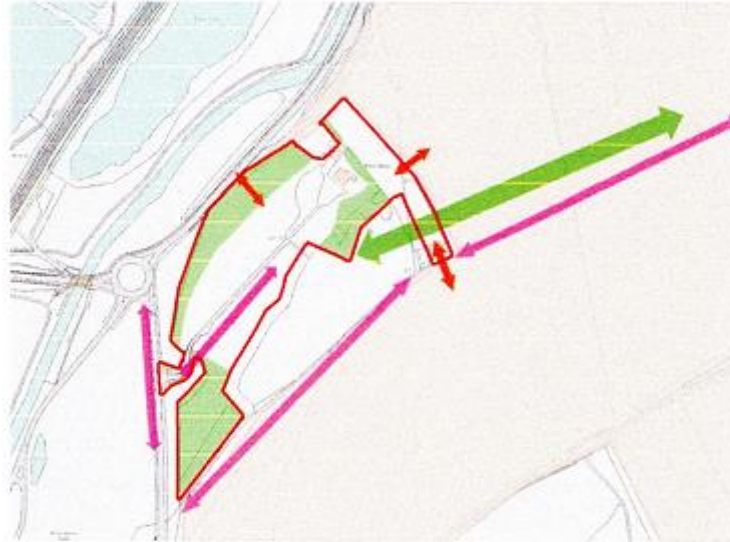
- Note the exit point onto HOLLOW LANE for the LINK ROAD. It is by the A2 BRIDGE. What is not noted is that to achieve that it will impact on the MAIN SEWER and also the MAIN WATER SUPPLY PIPE. They are located approx. 20ft above HOLLOW LANE in the field alongside the footpath. Can that be achieved without major disruption to those services and also will it work given the nature of HOLLOW LANE and the adjoining roads, in allowing traffic to easily exit the area?
- The site also proposes a Transport assessment (Sec 4 part E) Transport assessments are carried out on behalf of the DEVELOPER by consultants, who they pay for. Experience with the history of Traffic Assessments is that they are faulty do not reflect the true current situation and are not carefully or diligently assessed by CCC or KCC. We have a number of examples of that situation and it was certainly the case with the existing sites in Thanington and continues to be so. What confidence do we have in that statement?
- Is it what people want locally despite the apparent promised benefits that may of may not be delivered? Our THANINGTON NEIGHBOURHOOD PLAN (TNP) quite clearly showed people's concern about further development. Have a look at the results on the PARISH COUNCIL WEBSITE UNDER NEIGHBOURHOOD PLAN. The survey results are at the end of the TNP and the TNP reflects that in its content?
- Construction sites like this deliver 50-70 dwellings per year. Allowing for 3-4 YEAR application phase and detail this site would be at best nearly 20 YEARS in the construction with all that brings. Has that impact been truly assessed on the current dwellings and people? The current development has caused some quite major issues for those people living in COCKING ROAD and surrounding Roads. Also remember it is DEVELOPERS who set the timing on delivery. They will build only when the market and economic climate is favourable?
- There is no allocation of any social housing again AFFORDABLE HOUSING is mentioned but is it affordable at just 18% below Market value?
- Where are the cost estimates for the proposed supplied aspects of this site? They are crucial to the delivering of the proposals. Have they been assessed, there is no indication in any document of those facts?
- Is this site what local people want when the impact of the current developments is still unknown but concerning?
- If this site progresses virtually ALL productive AGRICULTURAL LAND will be gone in Thanington. As a point of note both this site and the current sites are on GRADE 1 AGRICULTURAL LAND.



### 3/ C8 MILTON MANOR HOUSE

#### Policy C8 - Milton Manor House

##### Milton Manor House – concept masterplan



#### Key

- Site boundary
- Open space/ biodiversity opportunities- Indicative locations
- Opportunities for green corridors
- Opportunities to improve cycling/walking access and safety
- Opportunities for new cycling/walking connections
- Strategic sites Local plan 2017/ other sites

#### Points to Note:

- This site is for 95 dwellings and is located between HOWFIELD ROUNDABOUT THE A28 & MILTON MANOR ROAD. It is effectively the land on MILTON MANOR that has not yet been developed next to the REDROW development currently underway for 400 dwellings
- The site will be accessed via the new roundabout onto MILTON MANOR ROAD and also COCKERING ROAD both from the REDROW sites.
- There are already TRAFFIC AND CONGESTION concerns re the potential impact on ST NICOLAS ROAD, STRANGERS LANE, COCKERING ROAD, MILTON MANOR ROAD, THE DOWNS ROAD , THE A28 AND THE A28/A2 JUNCTION.
- There is no mention of any provision for reducing that impact the only mitigation being promised is improved cycling and walking and a bus service. Is that the correct mitigation required? KCC HIGHWAYS expressed concern and objected to an application 28 properties on land just off the A28 due to traffic impact concerns,

UNTIL THE IMPACT OF THE CURRENT DEVELOPMENTS were fully understood> Has that been taken into account when putting this site forward?

- It is yet another piece of productive agricultural land that will be lost to Thanington. Is that the right thing to be doing in the current situation?

## C9 LAND NORTH OF COCKERING ROAD

### Policy C9 – Land to North of Cockerling Road

#### Land to North of Cockerling Road – concept masterplan



#### Key

- Site boundary
- Open space/ landscape buffer - Indicative locations
- Strategic sites Local plan 2017/ other sites
- ↔ Opportunities for new cycling/walking connections

Site C9 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

#### 1. Development mix

Across the site, which measures 1.92 ha, the development mix will include:

- (a) Approximately 36 new dwellings across circa 1.02 ha:
  - (i) 30% affordable housing in line with Policy DS1;
  - (ii) 15% of new homes to be built to M4 (2) standards, and 5% to be built to M4 (3) standards;

#### Points to Note:

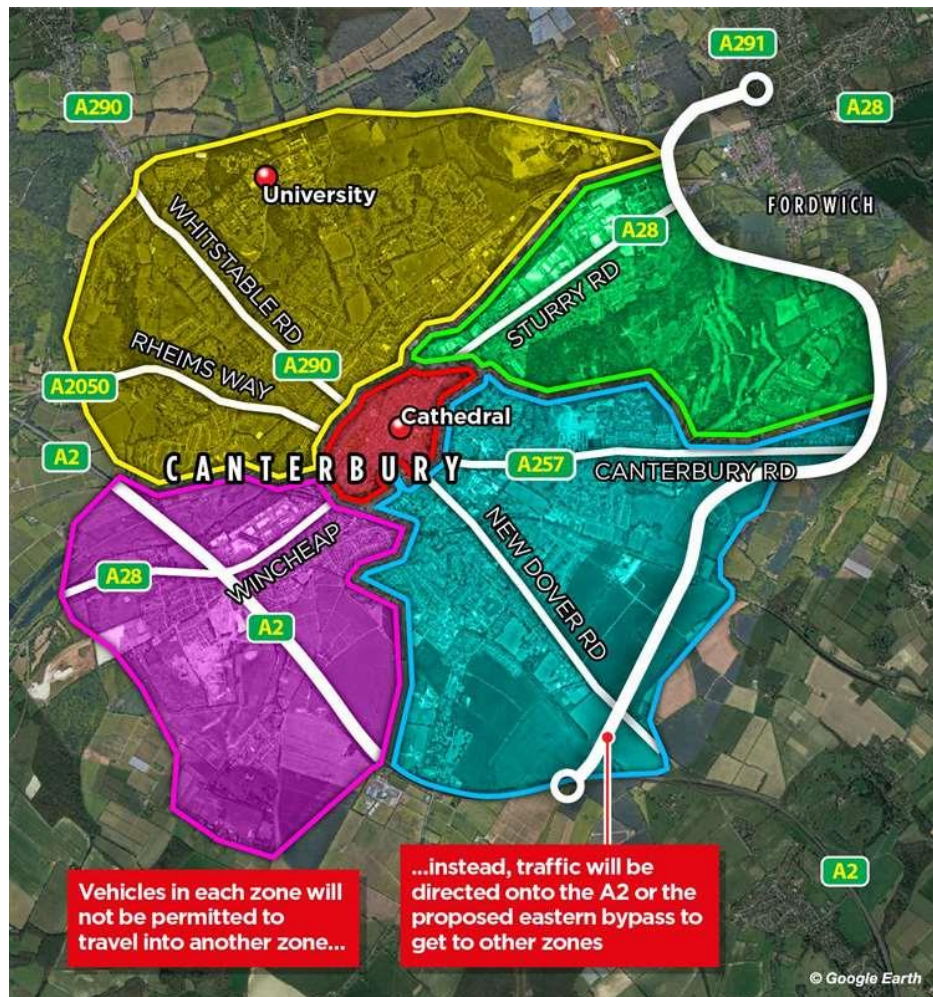
- This site is located behind the ASHFORD ROAD and is land that used to be a Farm. It was severely contaminated with waste and illegal dumping which it is stated is now cleared. It is for 36 Dwellings

- This site was withdrawn after application when a proposed 28 dwellings were proposed. It was objected to then because KCC HIGHWAYS were concerned about of and objected to it because the traffic impact in the area. They stated that the impact of the current developments on the traffic MUST be assessed before any further development should be considered in the area. It has now been submitted for the Local Plan with 36 DWELLINGS. The access is NOT to the A28 but through the REDROW development. Does that really change the issue re traffic, as it will still exist and if there was an issue with 28 dwellings then how does that relate to 36 now submitted and also the impact caused by the above sites as well?
- It states measures re easier walking and cycling but this site is nearly 2 miles from Canterbury. Is that valid argument re the effect of the increased traffic that will result from this and the other sites? It has not shown to be the case now and it is acknowledged that the current LOCAL PLAN has failed to bring about MODAL SHIFT (Walking cycling use of public transport and less use of cars) and also failure to improve AIR QUALITY. Is there confidence that this will be achieved to even higher levels for this DRAFT plan?

**Prepared by**

**Thanington Parish Council Dec 2022**

## TRAFFIC PROPOSALS FOR THE DRAFT LOCAL PLAN



*Schematic plan of the ZONING proposal for Canterbury City Access*

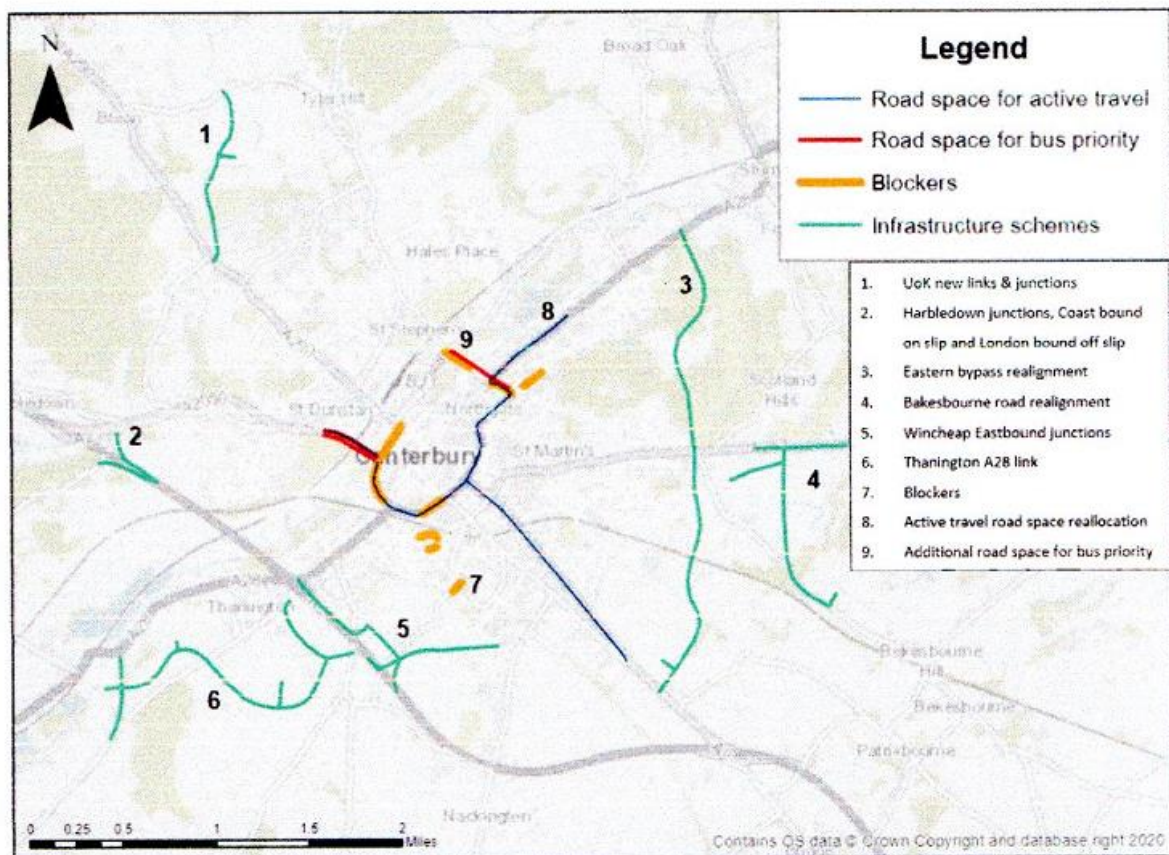
As part of the DRAFT LOCAL PLAN (DLP) there is rightly a consideration of the congestion issue that Canterbury suffers from. If the proposal, as indicated in the DLP, is followed where the majority of the development is CANTERBURY centred then there is an obvious issue and major consideration as to how to tackle this issue. **(It was the LEAST PREFERRED OPTION IN THE PRE PLAN CONSULTATION.)** With the inherent additional housing at approx. 30000 dwellings being delivered this congestion issue will become significantly larger, and worse if that is carried out. There needs to be a proposal to tackle it in a deliverable manner. **Full details** of the proposals are available on the **THANINGTON PARISH COUNCIL WEBSTE** under **TRAFFIC TOPIC PAPER**

**To summarise:**

This has been proposed as dividing CANTERBURY up into a series of **5 ZONES** . Thanington would be in the **PURPLE ZONE**. **SEE ABOVE**

This will involve:

- Restricting access to the city centre and existing Ring Road and access to vehicles
- Development of an OUTER RING ROAD
- Restriction of movement BETWEEN ZONES i.e. they will be controlled to prevent access between zones, and monitored/ blocked to prevent this happening. With penalties if that is done without authorised access



**Map showing some of the proposal routes and SOME ROAD blockers (NOT ALL)**

**Note ITEMS 5 & 6 in our area**

- Selling off and closing of some City centre car parks
- Necessary deliverable and sustainable improvements to public transport and non-vehicle access
- It will require major infrastructure improvements mainly the EASTERN BYPASS ROAD which is shown above and will need to be built.

**Some points to note:**

- With the ZONING in place if you consider routine journeys you may make i.e. to the Doctors, to the Hospital to visit friends, and other routine journeys. You will have to make longer journeys and also further mileage costs and pollution it is suggested?
- It relies on a RING ROAD but there is no viable RING ROAD shown. In fact when looked at in detail there is NO RING ROAD. What is proposed is a cobbled together system of existing roads, some new road. That is not a workable solution for the core of this proposal. Some of the existing roads proposed are NOT VIABLE as major trunk roads which will be needed
- The details have not been sufficiently assessed for feasibility and practicality. Look at the proposed items 5&6 how will they be delivered? They look problematical and also do they solve the issues?
- The proposals only cover the main areas. There has been no assessment of the increased RAT RUNNING that will occur in local lanes etc. caused by the proposal. That surely should have been looked into
- There is no viable costing for the proposal and that is key to the viability & deliverability of the scheme. The idea is that the housing would pay for this proposal. How do you know if that is achievable if you do not know a realistic budget cost and when the works will take place? As this also affects its final cost and funding if it is in the future by some years.
- We need the solution to be upfront not later. As the problem is here NOW and will only get worse if the delivery comes after significant numbers of houses are delivered? What is the plan for that and its timing?
- The solution apparently is use of public transport and walking and cycling. Is that a realistic assessment of the solution? The current Local Plan was based on a MODAL SHIFT ( more walking cycling use of public transport and reduced car use). That has been acknowledged as failed as have the targets on reduction in AIR POLLUTION and improved AIR QUALITY. This is even more ambitious in those aims so what has been proposed to achieve that in this DLP? There is very little detail on that on HOW?
- If we look at the NIGHT TIME ECONOMY and also the GENERAL DAY ECONOMY in Canterbury. If we wish to maintain a viable night economy i.e. hospitality The Marlowe Theatre and visitor experience. The public transport systems will need to run longer hrs (24/7?) and also the support services for the technology services needed to control and maintain the system. How is this to be funded and delivered? The STURRY ROAD P&R was shut down because the CITY COUNCIL couldn't afford it. So what is the information on how that support can be achieved there is nothing available in the documents? Funding resource etc. After 2 years of work, it would be expected that this level of detail would be available but it appears not to be when questions are raised?
- Is it what the people of Canterbury want? It was the LEAST preferred option in the pre PLAN consultation so how has it become the solution here?

- It is based apparently on the system used in GHENT. But is that a valid comparison with Canterbury? Ghent has 2 ring roads its public transport system has evolved over a number of years, the resource was put in place in a planned way, and was in place before the CHANGEOVER took place. It is FLAT and is far more conducive in layout and geography than Canterbury. It has a far more developed strategy than what is proposed here from a number of years back . It is nowhere comparable to Ghent in principle or detail?
- Is it what people want? It was the least preferred option with growth centred around Canterbury 68% disagreed with it in the PRE PLAN CONSULATION) What is really driving this?
- We have a demographic in population that is increasingly getting older? Is this proposal the right one to deal with that situation, or will it make older people more isolated and unable to live their lives?

## **C10 SOUTH WEST CANTERBURY LINK ROAD**

### Policy C10 – South West Canterbury Link Road

1. Land is safeguarded for the provision of a new South West Canterbury Link Road, as identified on the policies map.
2. The Link Road will comprise:
  - (a) Provision of new on/off slips on A2 Coastbound;
  - (b) Provision of direct access to the Kent and Canterbury Hospital;
  - (c) Provision of access to the new Park and Ride facility, with onward connection to Fast Bus Link serving Site 1 (Policy SP3), in the Canterbury District Local Plan (2017);
  - (d) Upgrading of Hollow Lane to provide vehicular connection between Sites C6 and C7; and
  - (e) Connection between Hollow Lane and A28 at Thanington, through Site C7 and Site 11 (Policy SP3), in the Canterbury District Local Plan (2017).
3. Sites C6 and C7 will be required to deliver the infrastructure that serves their sites (limited to that which is over and above the provision required to serve Site 11 (Policy SP3) in the Canterbury District Local Plan (2017)). Land within Site 11 (SP3) will be required to facilitate the connectivity between Site C7 and the A28 at Thanington.
4. Proposals for development which would prejudice the effective implementation of the South West Canterbury Link Road will be refused.

This is the LINK ROAD shown on sites C6 MERTON PARK and C7 LAND NORTH OF HOLLOW LANE.

#### **Points to Note:**

- There is very little detail of the exact connections. There are certainly issues in the above description as some of the promised provisions may prove on closer inspection harder if not impossible to deliver?
- The point d/ the upgrading of HOLLOW LANE at the point shown is a problem as the water main and sewer run at a level approx. 15ft above the level of hollow lane and would be a major job to reposition or relocate to deliver the connection at the point shown?
- The proposals do not really supply a LINK ROAD that will have any real effect on congestion reduction as they do not reduce the traffic?
- Point e/ is worth a consideration? SITE 11 is the CURRENT DEVELOPMENT site at SAXON FIELDS and COCKERING FARM. If this LINK ROAD is as described and supplied it will lead to a SIGNIFICANT problem with RAT RUNNING in all the local Lanes that are not fit to be subject to that?