

DEPARTMENT OF THE ENVIRONMENT

THE LONDON-CANTERBURY-DOVER TRUNK ROAD (CANTERBURY BY-PASS)
ORDER 197

THE LONDON-CANTERBURY-DOVER TRUNK ROAD (CANTERBURY BY-PASS
SLIP ROADS) ORDER 197

THE LONDON-CANTERBURY-DOVER TRUNK ROAD (CANTERBURY BY-PASS
SIDE ROADS) ORDER 197

THE LONDON-CANTERBURY-DOVER TRUNK ROAD (HARBLEDOWN-BRIDGE
DE-TRUNKING) ORDER 197

STATEMENT EXPLAINING THE PROPOSALS

A. BACKGROUND TO THE PROPOSALS

1. The A2 is one of the two trunk roads serving the channel port of Dover and has been improved to near motorway standards from the outer suburbs of London to the M2 at Rochester. By-Passes of Harbledown and Bridge, and a new road from Lydden to the Dover Eastern Docks, are under construction. The provision of a By-Pass of Canterbury will complete the proposed high-standard route between the M2 and Dover Eastern Docks and relieve the City of long distance through traffic.
2. In autumn 1973 the public, local authorities and other interested bodies were consulted on three possible routes for a By-Pass of Canterbury. In March 1974, the then Minister for Transport announced that Route B, the middle one of the three, had been selected as the preferred route and that the Scheme had been included in the Trunk Road Preparation Pool to enable detailed design to proceed.

B. THE PROPOSALS NOW PUBLISHED

3. The draft Orders now published represent the Secretary of State's proposals for the route of the Canterbury By-Pass, for interchange facilities between the By-Pass and other roads, for alterations to existing roads, footpaths, bridleways and private means of access affected by the By-Pass and for the de-trunking of superseded lengths of the present A2. The proposals are briefly described in the following paragraphs and are shown on the plans attached to the Orders.

The London-Canterbury-Dover Trunk Road (Canterbury By-Pass)
Order 197

- (i) The draft Order seeks to establish the route of the By-Pass from the point where the Upper Harbledown By-Pass (at present under construction) changes from dual to single carriageway. It is proposed that the

new road which will be 6.75 Km (4.2 miles) long, should proceed in a south easterly direction passing under Faulkeners Lane and the London-Dover railway line and over the Ashford-Margate railway line south of Whitehall Farm. It would then bridge the River Great Stour, pass under the A28 Thanington Road at its junction with Cockering Road and continue over Hollow Lane and Stuppington Lane and Nackington Road before connecting with the western end of the Bridge By-Pass, at present under construction.

- (ii) The draft Order also seeks to authorise a bridge to carry the By-Pass over the River Great Stour.

The London-Canterbury-Dover Trunk Road (Canterbury By-Pass Slip Roads) Order 197

The draft Order seeks to establish the routes of slip roads to connect the proposed By-Pass to new and existing roads at Harbledown, Thanington and Bridge. At Harbledown a slip road would pass under the new Canterbury By-Pass to allow traffic from Canterbury to join the westbound carriageway. The single carriageway continuation of the Upper Harbledown By-Pass would provide access to Canterbury for traffic from London. At Thanington slip roads are proposed to allow eastbound traffic to join and westbound traffic to leave the By-Pass. At Bridge provision is proposed for access to Canterbury via A2 from Bridge By-Pass and the village, and for traffic from Bridge to join the westbound carriageway of the new Canterbury By-Pass. Access from Canterbury to Bridge By-Pass and the village will be maintained by use of the superseded western end of the Bridge By-Pass.

The London-Canterbury-Dover Trunk Road (Canterbury By-Pass Side Roads) Order 197

- (i) Schedule 1 and Site Plan No. 1 - Faulkeners Lane, Whitehall Road, North Downs Way and other alterations

The existing private means of access between Faulkeners Lane and China and Poldhurst Farms is to be stopped up where it crosses the new trunk road.

The existing Faulkeners Lane will be stopped up for a length of about 290 metres (320 yds). It will be replaced by a new length of highway which will cross the new trunk road by means of a bridge. Faulkeners Lane will be improved and regraded as necessary where it connects with its proposed new length.

The existing North Downs Way (Footpath 452) will be stopped up for a short distance where it joins Faulkeners Lane to the south of the new trunk road and will be replaced by a new length of footpath linked to the new length of Faulkeners Lane.

The existing Footpath 512 will be stopped up from its existing junction with Faulkeners Lane to the east side of the new trunk road. A new length of highway will be provided running along the northern boundary of the new trunk road connecting Footpath 512 to the realigned Faulkeners Lane.

The existing North Downs Way/Pilgrims Way (Bridleway 521) is to be stopped up where it crosses the new trunk road.

The length south of the new trunk road will remain and the new highway linking Faulkeners Lane and Footpath 512 (see above) will be extended to connect with Bridleway 521 east of the new trunk road.

A new length of private means of access will be provided along the southern boundary of the new trunk road to link land further east to the existing access along Bridleway 521.

The existing Footpath 485 will be stopped up for its length from Whitehall Road to its junction with Footpath 509. The alternative route will be along Footpath 456.

The existing Footpath 456 is to be stopped up where it crosses the new trunk road and will be replaced by a new length of footpath slightly to the southeast passing under the new trunk road to join the realigned Whitehall Road.

The existing Whitehall Road is to be stopped up for a distance south of the railway where it lies within the route of the new trunk road. It will be replaced by a new length of road running parallel with the north side of the new trunk road. Two further sections of Whitehall Road will be improved and regraded as necessary.

(ii) Schedule 2 and Site Plan No. 2 - Thanington Road, Hollow Lane, Stuppington Lane and other alterations

Three private means of access serving allotment gardens and smallholdings north of Thanington Road are to be stopped up where the new trunk road crosses them. A new length of private means of access **is to** be provided from the existing access from Wincheap opposite Thanington Pumping Station.

The existing A28 Thanington Road is to be regraded and slightly realigned to pass over the By-Pass which will be in cutting at this point.

Cockering Road is to be stopped up from its junction with Thanington Road to a point just to the south of the new trunk road. A turning circle is to be provided on Cockering Road to the south of the new trunk road.

The junction of St Nicholas Road and Thanington Road is to be improved as necessary.

Four private means of access serving Wincheap Farm between Thanington Road and Hollow Lane are to be stopped up where the new trunk road crosses them.

The existing Footpath 491 is to be stopped up where it crosses the new trunk road parallel with Hollow Lane. A new length of footpath is to be provided passing under the new trunk road which is on embankment at this point.

The existing Hollow Lane is to be retained in its present form as far as possible with a minimum of improvement. The new trunk road which is on embankment at this point is to pass over Hollow Lane by means of a bridge.

The existing Footpath 111 - 112 is to be stopped up where it crosses the new trunk road and replaced by two new lengths of footpath on each side of the new trunk road linking the footpath with the realigned Stuppington Lane (see next paragraph).

The existing Stuppington Lane is to be stopped up for a length of about 280 metres (300 yards). It will be replaced by a new length of highway which will cross the new trunk road by means of a bridge. Other sections of Stuppington Lane to the north and south of the new trunk road will be realigned and regraded as necessary.

(iii) Schedule 3 and Site Plan No. 3 - Merton Lane, Nackington Road and other alterations

The existing Merton Lane is to be stopped up where it crosses the new trunk road. It will be replaced by a new length of highway to the south of the new trunk road joining Nackington Road. A further section of Merton Lane to the south of the new trunk road will be realigned and regraded including its junction with BR358 and FP 116 - 117. A short section of Merton Lane to the north will be slightly improved to maintain access past Merton Lodge and a new turning bay on Merton Lane is to be provided.

The existing Footpath 115 - 116 and private access to the Rugby Club are to be stopped up where they lie within the new trunk road. They are to be replaced by a new length of highway and private access joining the existing Merton Lane alongside the north of the new trunk road. A further length of the same footpath to the north of the new trunk road is to be slightly improved.

The existing Footpath 115 - 118 is to be stopped up for a distance north of its junction with Merton Lane.

The existing Footpath 348 is to be stopped up for a distance south of its junction with Merton Lane. The new route for these two footpaths will be the two new lengths of highway described above and below, Merton Lane and Nackington Road.

The existing Nackington Road (B2068) is to be slightly realigned and regraded to pass over the new trunk road.

The private means of access from Nackington Road across Winters Farm will be stopped up where it lies within the new trunk road.

(iv) Schedule 4 and Site Plan No. 4 - Dover Road and other alterations

The existing Footpath 346 is to be stopped up where it is crossed by the new trunk road.

Three private means of access across land east of Footpath 346 are to be stopped up where the new trunk road crosses them.

The existing Footpath 315 is to be stopped up between a point opposite "Renville Cottages" and its junction with the existing A2 Dover Road. It is to be replaced by a new length of highway between Dover Road and a point north of "The Bungalow", running parallel with the slip road joining Dover Road and the new trunk road.

The unclassified and unnamed road leaving Dover Road adjacent to Pond Cottages is to be stopped up as a public highway from its junction with Dover Road to the southern boundary with the new trunk road. It will continue to serve as a private means of access from its junction with Dover Road to the rear of Pond Cottages. An additional short length of this highway is to be improved to the south of the new trunk road.

The existing private access to Renville Farm is to be stopped up for a distance from its junction with Dover Road. A new length of private access from the Dover Road will be provided alongside the slip road joining Dover Road and the new trunk road.

The existing Dover Road to be de-trunked when Bridge By-Pass opens, is to be stopped up for a distance southeast of its junction with the Bridge By-Pass and will be replaced by one of the slip roads mentioned earlier. A further existing length of Dover Road southeast of the stopped-up length is to be regraded.

The existing private means of access from Dover Road to the orchard between Bridge By-Pass and Bokesbourne Road is to be stopped up. An alternative access has been provided from Bokesbourne Road as part of the Bridge By-Pass construction.

The existing road linking Dover Road and Bokesbourne Road is to be widened and improved.

The London-Canterbury-Dover Trunk Road (Harbledown-Bridge De-Trunking) Order 197

The draft Order seeks to alter from Trunk Road to Principal Road the status of those lengths of the existing A2 between the Canterbury City limits and the Harbledown and Bridge By-Passes. This would mean that the responsibility for these two lengths of existing A2 would pass from the Department of the Environment to Kent County Council.

(NOTE: (i) None of the plans purport to show precise widths or constructional details of new, altered or stopped up lengths of highway or rights of way.

(ii) The footpaths within the City of Canterbury are identified by numbered nodes situated on each footpath. Therefore each footpath is given the numbers of the two nodes which it joins. Footpaths outside the City boundary are allocated one number for each footpath.)

C. EXHIBITION OF PLANS

5. An exhibition of plans of the proposals is to be held at the Sidney Cooper Centre, St Peter's Street, Canterbury, Kent on Friday 25 June between 4.30 pm and 9.00pm; Saturday 26 June between 10.00am and 4.00pm; and Monday 28 June between 4.30pm and 9.00pm., when representatives of the Department and their consulting engineers, Brian Colquhoun and Partners, will be available to answer questions.

D. THE USE OF THE STATUTORY PROCEDURES

6. The proposals are published in draft so that anyone affected by or concerned about them can consider them and, if they wish, send in objections or representations stating the grounds of their objection or representation. They may also submit alternative proposals for the Department to consider.
7. The period allowed for objection starts on 18 June 1976 and ends on 17 September 1976 and during this time the draft Orders and plans may be inspected free of charge at the Department of the Environment, Room P2/038, 2 Marsham Street, London SW1; South Eastern Road Construction Unit, Federated House, London Road, Dorking, Surrey; the Kent County Council, County Hall, Maidstone, Kent; the Canterbury City Council, Dane John, Canterbury, Kent and the Canterbury Public Library, Beaney Institute, High Street, Canterbury, Kent. Objections or representations to any or all of the proposals outlined above may be made to the Secretary of State at his address at the South Eastern Road Construction Unit, Federated House, London Road, Dorking, Surrey, RH4 1SZ. The draft Orders and their related plans are available on request from the Unit.
8. The Secretary of State will decide whether, in the light of any objections received, an opportunity should be given for objectors to state their views at a Public Inquiry before an independent Inspector. If an Inquiry is held, all objectors will be notified individually at least six weeks beforehand, and notice will appear in the local press.