

# Canterbury

CITY COUNCIL

My Ref: FW/74

Extn: 514(F.Williams)

Your Ref:

Date: 3. 3. 83.

Dear Sir,

RE: HOTEL ADJACENT TO A.2. BYPASS, CANTERBURY

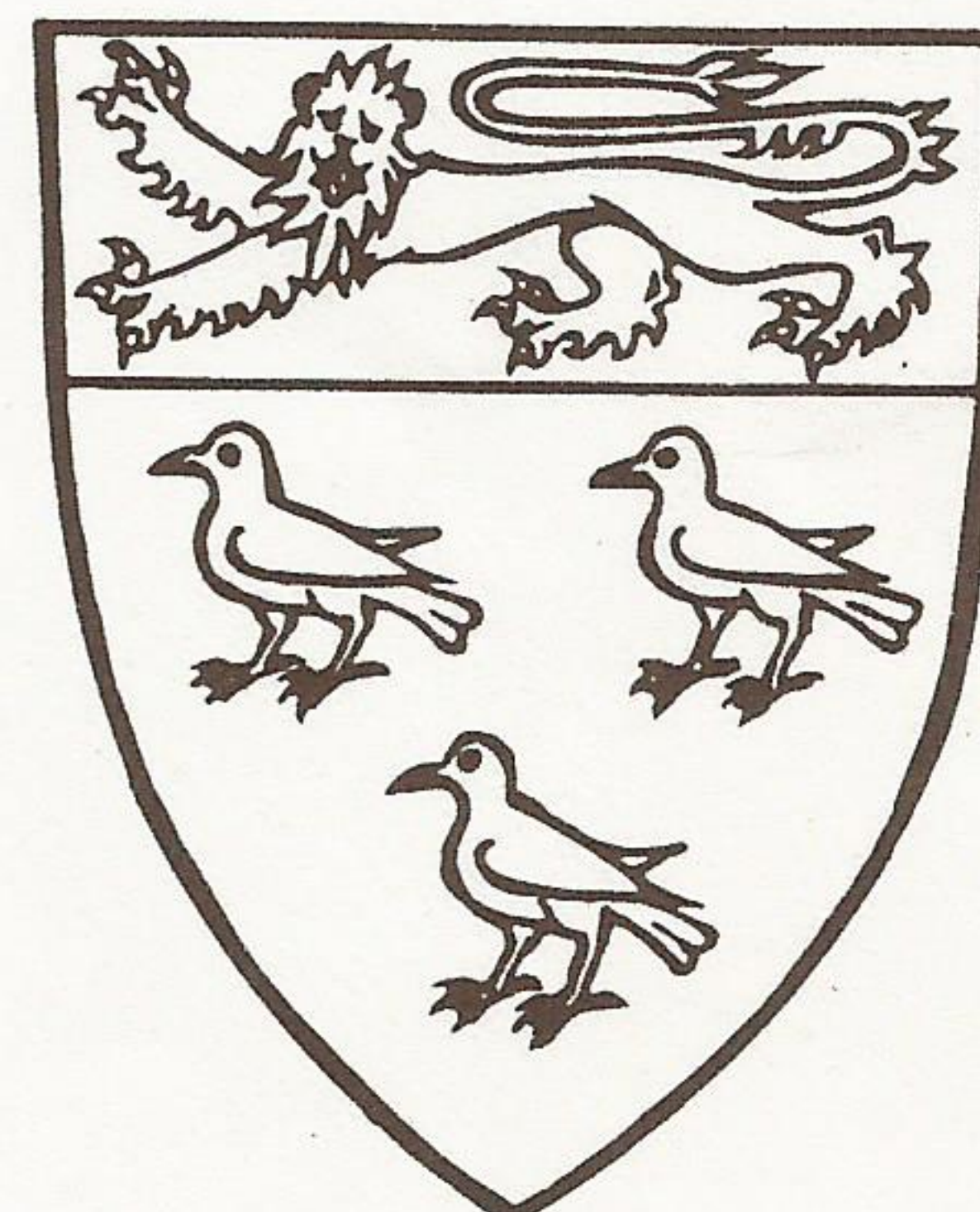
With reference to your letter dated the 18th February 1983 and the comments contained therein with reference to the above planning application, I have now received more detailed plans from the applicant and these are available at these offices for your further comments.

Please do not hesitate to contact Mr. Williams in my department should you have any queries in this respect.

Yours faithfully,

*P. Jackson*

CITY ARCHITECT AND PLANNER



Ian D. Taylor, Esq.,  
Secretary,  
Nailbourne Protection Society,  
3, Whitelocks Close,  
Kingston,  
Canterbury Kent CT4 6JG.

Percy Jackson, RIBA, FRTPI, City Architect and Planner,  
Military Road, Canterbury, Kent, CT1 1YW. Telephone: Canterbury 51755



3, Whitelocks Close,  
Kingston,  
Canterbury, CT4 6JG

Planning Department,  
Canterbury City Council,  
Canterbury.

5th. August, 1984

Dear Sir,

re: CA/84/601/BAR Motel, Spinning Wheel, Pages Down

This Society opposes this Planning Application. The Society's grounds include :

1. The site is within a designated Area of Outstanding Natural Beauty.
2. The proposed development is contrary to sections of the Kent Structure Plan which has been accepted by the C.C.C.
3. The proposed development would introduce an unwarranted commercial development within a countryside area.
4. The proposed development would generate noise and nuisance to the detriment of the peace and quiet enjoyment of those people living close by.
5. The proposed development is unnecessary as hotel accommodation exists in both Dover and Canterbury, and motel accommodation at the Whitfield roundabout only a few miles along the A2.

This Application should be refused.

Yours faithfully,

I.D. Taylor,  
Hon. Secretary



3, Whitelocks Close,  
Kingston,  
Canterbury, CT4 6JG

City Planning Department,  
Canterbury City Council,  
Military Road,  
CANTERBURY.

18th. February, 1983

Dear Sir,

re : CA/83/98/PAT  
Motel adjacent By-Pass

*Outline Remission*

This Society questions the suitability of the proposed site for a Motel on grounds of safety.

The Society's concerns are :-

- 1) That a 70 bedroomed Motel plus ancillary services would generate considerable traffic entering and leaving the site.
- 2) No proposals are yet made regarding access points.
- 3) It is inconceivable that 'Hotel Management International' will not wish to attract by-pass traffic driving towards Dover, yet the site boundary with the by-pass is effectively only about 100 yards - not sufficient for a deceleration lane for fast moving traffic off the by-pass.
- 4) The only other access would be at the bottom of the bridge by 'Pond Cottage'. Such an access would create traffic problems in the vicinity of Bekesbourne Lane. Such traffic dangers were a serious handicap to a previous similar application.
- 5) Access or egress remain serious defects in any application for the use of the site for vehicular purposes and no application, even only outline, should be considered until precise proposals are made known to cope with the traffic problems and dangers.
- 6) The creation of a limited number of jobs and some rates revenue should not be permitted to create traffic dangers which would put life at risk.
- 7) Development on this site is contrary to the Kent Structure Plan, adopted by the Canterbury City Council, which does not allow for developments outside urban areas.
- 8) A 70 bedroomed Motel would, on such a site, undoubtedly have to be constructed to at least four stories high.
- 9) The Application gives no information about the ultimate size, or extent of services which would be provided, and no figures regarding expected use by vehicles. It can be assumed that the Applicants will wish to operate Petrol and Diesel Fuel Pumps amongst the 'ancillary services', and due to the limited acreage such services would in any event be too close to food services.
- 10) The Applicants statement that the site was previously a "spoil dump" is false. The site has been pasture land and was ploughed in January 1983.
- 11) The Applicants statement that the Application is not for a 'change of use' is false.

cont...

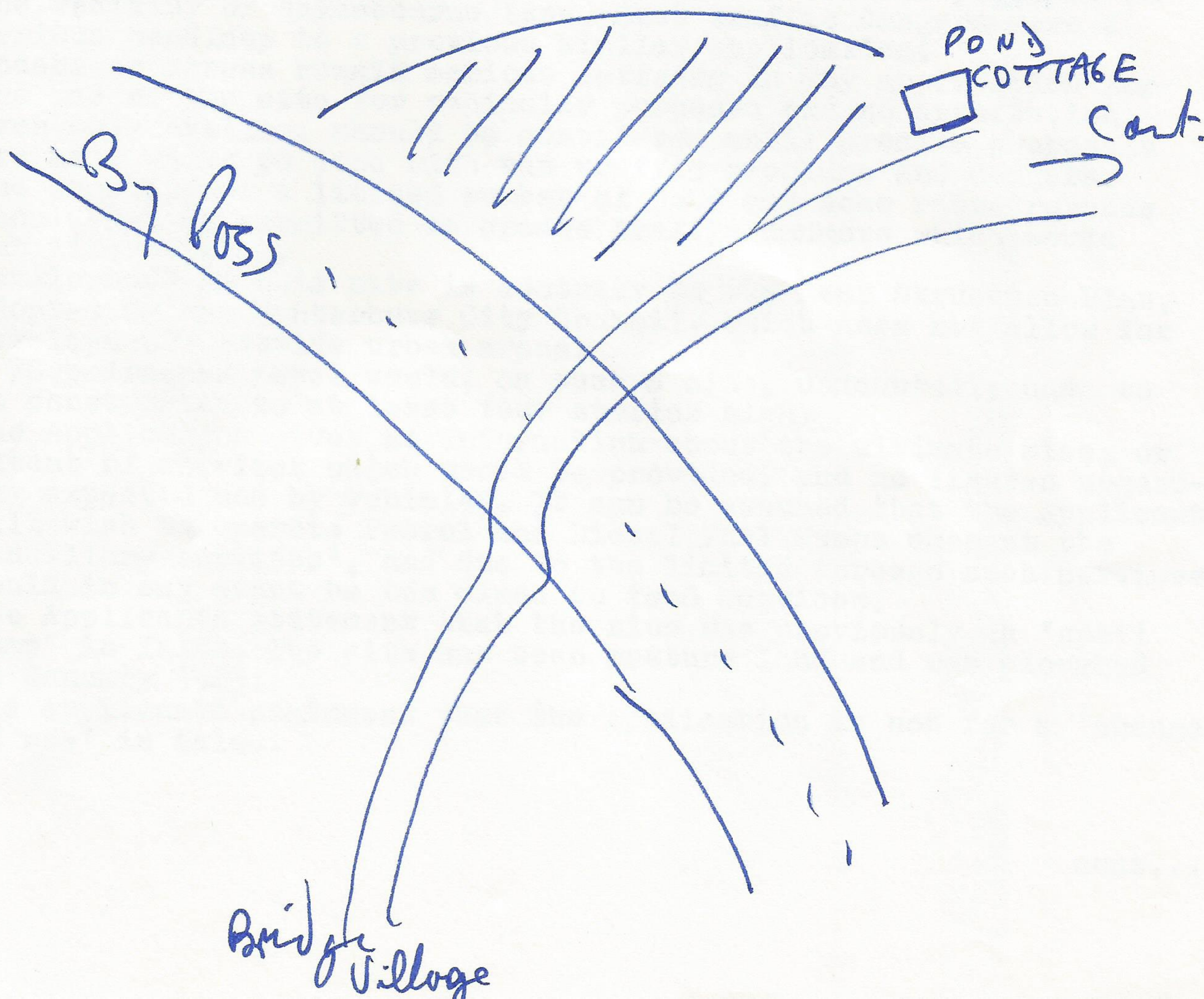


- 12) Clearly the Applicants are most reluctant to try to give precise plans for this inappropriate development, and the Planning Committee should require the Applicant to submit a proper and detailed application so that due consideration can be given. As submitted the Application should not be granted.

Yours faithfully,

Ian D. Taylor,  
Secretary.

Some site as Service Station attempted 2yrs ago. This is small development.





"WHITE GATES",  
PATRIBOURNE,  
CANTERBURY,  
KENT. CT4 5AE  
TEL: 0227 830451

29<sup>th</sup> March 1981

Dear Mr. Taylor,

During a recent

telephone conversation with Mr Norman  
Fowler on the subject of the proposed  
Canterbury Hotel he suggested I  
might be interested in joining the  
Nailbourne Protection Society of which  
I understand you are the secretary.

Would you therefore please be kind  
enough to send me details etc  
to enable me to pursue the matter

Yours sincerely

Alan Howland

A. HOWLAND.

Q



# Canterbury

CITY COUNCIL



Nailbourne Protection Society,  
3 Whitelocks Close,  
Kingston,  
Kent.

SL/13

My Ref: CA/84/601/BAR/RM/86

Your Ref:

Extn: 510 (R. Moat)

Date: 31.8.84

Dear Sir,

SPINNING WHEEL MOTEL, PAGES DOWN, BARHAM.

With reference to the above application, I have to inform you that the Town Planning (Development Control) Committee has granted planning permission.

Subject to the following conditions:-

(i) (a) The details submitted in pursuance of condition (i) shall include the provision of vehicle parking spaces within the site curtilage to the satisfaction of the Local Planning Authority (at least equivalent to\*)

(b) The vehicle parking spaces referred to in (a) above shall be provided in accordance with such details as may have been approved by the Local Planning Authority before the premises are first occupied and thereafter used or kept available for vehicle parking at all times when the premises are in use and no development, whether permitted by the Town and Country Planning General Development Orders 1977 to 1981 or not, shall be carried out on such land or in such a position as to preclude vehicular access thereto.

REASON: The development without the provision of adequate parking space would be likely to lead to inconvenience and danger to road users by virtue of vehicles parked on the public highway.

(ii) Trees and shrubs shall be planted on the land in such positions and of such species as may be agreed with the Local Planning Authority. The planting shall be carried out concurrently with or not later than nine months after completion of building operations, and any tree or shrub removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by a tree or shrub of similar size and species to that originally required to be planted.

REASON: In the interests of visual amenity.

Yours faithfully,

P. JACKSON  
CITY ARCHITECT AND PLANNER



3, Whitelocks Close,  
Kingston,  
Canterbury, CT4 6JG

Mr. D. Crouch, M.P.  
House of Commons,  
London.

7th. September, 1981

Dear Mr. Crouch,

re : The Bridge Service Station and Motel

As you will be aware the Canterbury City Council has approved the proposal to construct a Major Service Area at the Bridge Village end of the new Canterbury By-Pass.

Following a public meeting at Bridge Village Hall on July 22nd. and a K.C.C. Planning sub-Committee Meeting at Maidstone on July 28th, 1981, the Kent County Council Planning sub-Committee declared its agreement, that the only proper resolution to the highways access/egress problems was the construction of a new bridge from the site, over the new by-pass to join the London bound carriageway of the By-Pass.

However since then the Developers have protested the cost of a new bridge and seem to have asserted pressure on the Planning sub-Committee, which now appears ready to concede to the developers that no new bridge needs to be built.

If so a traffic hazard will be created which will cause people to be killed. The A2 roadway from the peak of the new fly over bridge to the egress point will be particularly dangerous.

The traffic junction on the A2 at the bottom of the fly over bridge will be an accident black spot comparable to the Barham Cross Roads.

The suggestion that the fly over become a two way road makes matters even worse.

It is purely the reluctance of the Developers to pay the extra cost of constructing the bridge and their knowledge that the Kent County Council and Canterbury City Council want this valuable commercial tourist facility, that is preventing the construction of

cont. **over**



N.P.S. to  
Mr.D.Crouch

2/

the safe access/egress roads over a new bridge.

Please do all you can to prevent the Kent County Council Planning Power sub-Committee on Tuesday 22nd. September from approving this scheme unless a proper new link road and bridge is built from the site to join the London bound carriageway.

Yours faithfully,

Ian D. Taylor,  
Hon.Secretary.



Editor,

Kentish Gazette. *Messenger*

117 Wick St  
Maidstone.  
Dear Sir,

re Major Traffic danger at New Canterbury By-Pass

A Motorway Type Service Station has been proposed at the Southern end of the new Canterbury By-Pass. The County Surveyor has issued a direction of refusal to the Canterbury City Council Planning Committee on grounds of inadequate and unsatisfactory access roads.

Instead of issuing refusal the Canterbury City Planning Committee has asked the Kent County Council Planning sub Committee to overrule their County Highways Surveyor.

On 28th. July, 1981 the Kent County Council Planning sub Committee agreed that the construction of a new bridge across the by-pass was required to avoid a major road danger.

It seems that the Developemtn Company is now seeking to pressurise the K.C.C. Planning sub Committee to disregard the traffic danger. The sub committee has agreed to an investigation into using a bridleway bridge across the by-pass (which is not possible because T.I.R. lorries do not mix well with 180 cows whcih cross this bridleway bridge twice daily ! ), and now a plan to use the A2 road bridge over the by-pass for two way traffic whereas it was built during the last few months for one way traffic only.

From this Service Station (to rank equal with or greater than, Motorway Service Stations) there is to be, according to the Developers plans, only one exit point for all traffic, and that is at the bottom of the fly over A2 bridge, the same point where London bound traffic would enter the Services. No ~~reasonable~~ responsible body would contemplate such a dangerous road junction.

Are K.C.C. Planning Committee members ~~so~~ prepared to disregard the danger and the expert advice of their Highways Surveyor, and to concede to the Development Company's access design which will create a black spot to rival the notorious Barham Cross Roads?

The only sensible resolution to this matter, which will bring much needed tourism and commerce to the area, is the construction, at the Developers expense, of a proper access bridge over the By-Pass.

The K.C.C. Planning sub Committee should decide accordingly at its meeting on September, 22nd.

Y.F.



3, Whitelocks Close,  
Kingston,  
Canterbury, CT4 6JG

Member of K.C.C. Planning  
sub-Committee

7th. September, 1981

Dear Sir

re The Bridge Service Station and Motel CA/80/1283

The County Surveyor has directed that this Planning Application be refused on traffic access/egress grounds.

On July 28th. 1981 the K.C.C. Planning sub-Committee agreed with the County Surveyor that the construction of a new access bridge over the Canterbury By-Pass was necessary to prevent a highways danger.

It seems that the Development Company is now seeking to pressurise the Planning sub-Committee into overruling the County Surveyor so that the Developers can proceed with immediate construction and make greater profit at the cost of human lives at the entrance/egress point at 'Pond Cottage' on the A2.

This Society acknowledges the benefit of this Service Station.

This Society does not believe however, that responsible members of the Planning sub-Committee will disregard their duty of care to the public and allow themselves to be unduly influenced by the Development Company's unseemly desire for early profits at the expense of human lives.

This Society relies upon you to support the expert knowledge of your County Surveyor and on September 22nd. vote to uphold his direction of refusal.

Yours faithfully,

Ian D. Taylor,  
Hon. Secretary.



N.P.S.

Mr. D. Crouch, M.P.

House of Commons  
Westminster  
London.

Dear Mr. Crouch,

re : The Bridge Service Station and Motel

As you will be aware the Canterbury City Council has approved the proposal to construct a Major Service Area at the Bridge Village end of the new Canterbury By Pass.

Following a public meeting at Bridge Village Hall on July 22, 1981 and a <sup>KCC</sup> Planning sub Committee Meeting at Maidstone on July 28th, the Kent County Council Planning Sub Committee declared its agreement that the only proper resolution to the highways access/egress problems was the construction of a new bridge from the site over the new by-pass to join the London bound carriageway of the By-Pass.

However since then the Developers have protested the cost of a new bridge and seem to have asserted pressure on the Planning sub-Committee, which now appears ready to concede to the developers that no new bridge needs to be built.

If so a traffic hazard will be created which will cause people to be killed. The A2 roadway from the peak of the new fly over bridge to the egress point will be particularly dangerous.

The traffic junction on the A2 at the bottom of the fly over bridge will be an accident black spot *comparable to the Borden & roads*

The suggestion that the fly over become a two way road makes matters even worse.

It is purely the reluctance of the Developers to pay the extra cost of constructing the bridge and their knowledge that the Kent County Council and Canterbury City Council want this valuable commercial tourist facility, that is preventing the construction of the safe access/egress roads over a new bridge.

Please do all you can to prevent the Kent County Council Planning Power sub Committee on Tuesday 22nd. September, from approving this scheme unless a proper new link road and bridge is built from the site to join the London bound carriageway.

Y.F.





CA / 83 / 98 / PAT

Hotel Management International

86 East Lane

Wembley

Middx

Genl Parsons Bednall RIBA

Robson House

6 East St

Sunny

tel. 22696

20146

Construction of Hotel 70 rooms

Outdoor R. Room. Rest / Bar / Ancil Acc.

change of use?

Appl. says NO!

But it is!

Road and land.

Waste and

Reveries

Spill Jar

for cost of 12

There are trees on the site

Surface water to go via soakaway

Sewage disposal - under disc.

Materials unknown

Own

Renville

forms

to 37

sr Ast in

can't



20.

CANTERBURY CITY COUNCIL  
OFFICIAL RECEIPT

A 32889

DETAILS

*Copying Charges*

*6.00*

Fund

5

Ref.

661

400

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Received from:-

*G. Baker*

Address:-

VAT Reg. No. 202 4269 05

*[Signature]*

Fold here

RECEIPT ONLY VALID WHEN PRINTED MACHINE DETAILS IN THIS BLOCK

CCC 113751 5

6.00 25/05/82 5 66140000040



N.P.S.

A Smith Cont Surveys.

Mr. N. Cole,

Highways Dept.

Springfield  
Maidstone

Dear Mr. Cole,

re : The Bridge Service Area & Motel

CA/80/1283

This Society is becoming increasingly concerned about the possibility of this application being approved without proper regard for the traffic dangers which the present scheme will cause.

Our understanding is that the K.C.C. Planning sub Committee is so keen to have this commercial development that insufficient consideration may be given to the traffic problems.

It is difficult to contemplate the Ministry of the Environment and Transport condoning such a massive Service Area serving the By-Pass which has only one slip road direct from the Canterbury By-Pass, and the other entrance and all egress at one other location onto the narrow A2 road at the bottom of the fly over bridge, (i.e. at Pond Cottage).

The suggestion of making the fly over bridge 'two-way' for traffic only makes that junction worse, for traffic will have a greater number of alternative routes to follow, and any proposed roundabout beyond the fly over (on Bridge Village side) would cause further obstruction. If as we believe parking space is inadequate within the site (still no plans for commercial vehicles parking ! ) then the inability of vehicles to drive into the site will cause a tail back onto the fly over bridge. All traffic travelling over the bridge and from the Nailbourne Valley will be affected.  
The dangers are clear and unacceptable.

We are aware of the attitude of the Developers to gain planning consent with the cheapest possible requirements. We feel somebody must exercise courage and good ~~sense~~ sense to ensure that the only satisfactory resolution to this matter, which is the construction by the Developers (at whatever cost) of a new bridge to carry traffic from the site across the by pass to the London bound carriageway, is built.



## THE TRAFFIC DANGERS

### PROPOSED BRIDGE SERVICE STATION

1. All traffic from the Channel ports wishing to use the Services must use the slip road off the Bridge By pass, drive over the new bridge, and turn sharp left at the bottom of the bridge into the services (at Pond Cottages).
2. The left turn is too sharp and narrow.
3. The A2 road at this left turn is single lane only.
4. T.I.R. lorries would block the A2 as they turn left into the Services
5. There is no provision for commercial vehicles to park, and only about 105 car parking lots at the services, thus vehicles will be unable to gain entry and block the A2.
6. Fast traffic from the Bridge By-Pass will not see any road obstruction at this access point until at the top of this bridge, leaving inadequate distance to stop.
7. All traffic from Villages along the Nailbourne Valley travelling into Canterbury will cross the bridge and be subject to obstruction and danger especially if struck from behind by a fast T.I.R. lorry.
8. Traffic from the City of Canterbury (travelling towards Dover) will turn right off the A2 at this same point to gain access to the services.
9. ALL traffic using the Services must leave at the same point. It will turn left into Canterbury City, or right to rejoin the A2 to Dover.
10. If the new bridge is made 2 way (instead of at present being one way) then the congestion and danger will be even greater at this point. The bridge has two lanes at its peak, but is too narrow for two way traffic in any volume.
11. The stretch of A2 road from the top of the bridge to this dangerous access/egress is already difficult due to the local road from Bridge Village merging at the approach to the peak.
12. Sensible access/egress can only be provided by the Development Company constructing a new link bridge between the site and the London bound carriageways.

I.D.T.



To The Editor Kent Messenger

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Dear Sir,

Re: Major traffic danger at New Canterbury By-Pass

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A Motorway Type Service Station has been proposed at the Southern end of the new Canterbury By-pass. The County Surveyor has issued a direction of refusal to the Canterbury City Planning Committee on grounds of inadequate and unsatisfactory access roads.

~~On 28 July 1981~~

Instead of issuing refusal the Canterbury City Plan, Comm. has asked the Kent County Council Planning Sub Committee to overrule their County Highways Surveyor.

On 28<sup>th</sup> July 1981 the Kent C.C. Planning Sub Committee agreed that the construction of a new bridge across the by-pass was required to avoid a major road danger.

It seems that the ~~Developing~~ Kent Company is now seeking to pressurise the K.C.C. Planning Sub Comm.



mix well with 180 cows which cross the  
bottleway bridge (twice daily!), and now a plan  
to using the ~~A2~~ A2 road bridge over the  
bypass for two way traffic whereas it was  
built ~~for~~ during the last few months for  
one way traffic only.

From this Service Station (to rank equal with  
as greater than, Motorway Service Stations)  
there is to be, according to the Developer's plans,  
only one exit point for all traffic  
and that is at the bottom of the flyover  
A2 bridge. <sup>the same point where London bound traffic would enter the Service</sup> No ~~res~~ responsible body  
would contemplate such a dangerous  
road junction.

~~Why~~ Are KCC Planning Committee members  
so prepared to disregard the danger <sup>and</sup> the expert  
advice of their Highways Surveyors, and to  
concede to the Devel. Co access design which  
will create a black spot to rival the  
notorious Barton Crossroads?

The only sensible resolution to this  
I loaded tourist & commerce



N.P.S.

To: Mr N. Cole  
High Ways Dept  
Springfield  
Newston.

Dear Mr Cole,

Re: The Bridge Service Area + Motel

This Society is

~~We are~~ becoming increasingly concerned about the possibility of this ~~motel~~ <sup>office</sup> being approved without proper regard for the traffic dangers which ~~will result~~ the present scheme will cover.

Our understanding is that the <sup>KCC</sup> Planning Sub-Committee is so keen to have this ~~valuable~~ commercial development that insufficient consideration may be given to the traffic problems.

It is difficult to contemplate the Ministry of the Environment + Transport condoning such a massive Service Area <sup>serving the</sup> <sup>by pass</sup> which has only one slip road direct from the <sup>by pass</sup> and the the entrance and ~~both~~ all egress at one other onto a narrow road at the bottom of



Bridge 'two-way' for traffic only makes  
that junction worse, for traffic will have  
a greater number of alternative routes to follow,  
and any proposed roundabout beyond the  
flyover (on Bridge Village side) would cause  
further obstruction. ~~It is~~ as we  
before taking space is inadequate within the  
site (still no plans for commercial ~~park~~ vehicle  
parking!) then the mobility of vehicles  
to drive into the site will cause a tail  
back onto the flyover bridge. <sup>All traffic travelling over  
the bridge and from the local bus  
station will be affected.</sup>

The dangers are ~~obvious~~, and  
~~unsatisfactory~~ and unacceptable.

We are aware of the attitude  
of the Developer to gain planning consent  
with the least possible requirement.  
~~without regard to dangers~~. We feel  
somebody must exercise courage and  
good sense to ensure that the  
only satisfactory resolution to this matter,  
which is the construction of the Developer (at  
the cost of the Council) a new bridge to carry



# THE TRAFFIC DANGERS

## PROPOSED BRIDGE SERVICE STATION

1. All traffic from the channel ports wishing to use the Service must use the slip road off the Bridge By-pass, drive over the new bridge, and turn sharp left at the bottom of the bridge into the Service (at Pond Cotts.)
2. The left turn is too short and narrow.
3. The A2 road at this left turn is single lane <sup>only</sup>
4. The lorries would block the A2 as they turn left into the Service
5. There is no provision for comm veh to park, ~~inside the service~~ ~~the~~ ~~increasing~~ and only about 105 car parking lots at the service, thus vehicles will be unable to gain entry and block the A2.
6. Fast traffic from the Bridge By-pass will not see any road obstruction at this access point until at the top of the bridge, leaving inadequate distance to stop.
7. Traffic from the City of Canterbury (travelling towards Dover) will ~~cross the A2~~ turn right off the A2 at this same point to gain access to the Service.

8. All traffic from local villages along the



street from behind by a fast TIR ferry.

9. All traffic using the Services must leave at this same point. It will turn left into Canterbury City, or right to rejoin the A2 to Dover.

10. If the new bridge is made 2 way (instead of at present being one way) then the congestion & dangers will be even greater at this point. The bridge has two lanes at its peak but is too narrow for two way traffic in any volume.

11. The street of A2 road from the top of the bridge to the dangerous access/egress is already difficult due to the local road from Boring Village merging at the approach to the peak.

12. ~~The only~~ sensible ~~an~~ access/egress ~~is~~ can only be provided by the Development Co. constructing a new link bridge between the site and the London bound carriageway.



To Mr N. Fowler  
Minister of Transport  
London

NPS

Copy to Mr A  
Transport

Dear Sir,

Re: traffic danger at proposed Dover Road Service area - Bridge  
Ref: CA/80/1283  
Kent

This Society requests your ~~Department~~ <sup>in order to prevent</sup> ~~is prepared to~~  
~~intervene in this matter~~ <sup>there is very likely to be</sup>  
~~create a major traffic accident spot~~ <sup>being created</sup> on the  
busy A2 trunk road in Kent ~~near the channel~~  
~~on the main road to Dover & the~~  
~~channel ports~~ between London & the Channel ports.

~~With~~ The Canterbury Bypass  
is due to open in a few weeks time  
at the southern end (i.e. at the Village Bridge)  
~~Planning authorities~~

is proposed a major Parkway type Service  
station to include retail shops, parking,  
cafes, toilets, coach park & station,  
tourist office, restaurants, bars, Exhibition Hall  
LPG & Diesel fuel & service, ~~retail shops~~, banking  
service, Tourist Office, 250 bedroomed hotel  
Banquet Hall Amenity shops & telegraph offices



commercial vehicles. ~~The East CC~~  
~~has asked~~ ~~the~~ ~~CC~~ ~~Planning Sub Comm~~ ~~to~~ ~~overrule~~ ~~to~~ ~~highways~~  
~~the~~ ~~objection~~ ~~and~~ ~~order~~ ~~to~~ ~~refuse~~ ~~planning~~ ~~consent~~ ~~issued~~ ~~by~~ ~~the~~ ~~County~~ ~~Surveyor~~  
~~scene~~ ~~being~~ ~~afforded~~ ~~but~~ ~~that~~ ~~the~~ ~~unsatisfactory~~  
~~access/egress~~ ~~is~~ ~~being~~ ~~disregarded~~ ~~and~~

~~the~~ County Surveyor is seeking with  
difficulty to persuade the KCC Planning Com  
of the difficulties of the problems and dangers. On 28<sup>th</sup> Sept  
the Planning Sub Comm decided that the Devel. should contract a new bridge across  
the by pass. Following pressure from the Devel. Co. the KCC Planning Sub Comm. is mindful  
to consider the Planning Committee (Lower Sub) is ~~are~~ due to  
consider the matter again on Tuesday

22 September 1981

It is unacceptable to local people  
& to the Society that this massive service  
area designed to attract tourist along the busy  
trunk road to/from the park, has only one direct  
access slip road from the new Court Bypass.  
It is unacceptable that all traffic must  
leave the service area at the same  
point <sup>Cia Pond Cottage on the A2</sup> together with its entry of vehicles  
from the old A2 London bound traffic as from  
the City of Canterbury.

The only satisfactory resolution, which  
will be to provide access/egress to + from



the site over the by pass and onto the  
London bound carriageway.

The future of the KCC Planning Sub Committee to exercise  
due regard for the Surveyors expertise is now likely to  
be the Level, KCC, & Cont CC  
are all eager to approve the ~~the~~ X roads  
construction of this Service area. <sup>similar to Barton</sup>  
highways dangers are being disregarded <sup>is long ignored</sup>  
<sup>both costly and a</sup>  
<sup>great danger</sup>

You will be aware that when such  
dangers are created, then in ensuing  
years people are killed and eventually  
the local authority calls upon the  
Min of Transport to finance expensive  
repair construction. (e.g. the expensive flyover at Barton X roads)

Each as we <sup>appreciate the</sup> need commercial ventures  
to attract tourist, please <sup>exercise your power to</sup> ~~intervene~~ to  
call in the Planning matter to ensure that approval is not  
~~given that this development is~~ <sup>given to a traffic scheme that will endanger life.</sup>  
~~KCC only approves when a proper~~  
~~link bridge road is built from the site~~  
~~to the London bound highway of the~~



\* The KCC Highways Surveyor has directed refusal  
of the scheme on ~~highways~~ <sup>no</sup> traffic grounds but  
the Cant CC Planning Comm. has asked  
KCC to overrule their County Surveyor  
Cant City C. Planning Comm has already  
instructed its Planning Officer to issue  
planning consent as soon as KCC may  
overrule their KCC Surveyor.

10/1/72

210



100

Site

**To All**

75



to Mr D. Crowl M.P.  
 House of Commons  
 London

Dear Mr C.

Re: The Bridge Service Station & Hotel

As you will be aware ~~both~~ the C.C.C.  
 has approved the proposal to construct a Motor  
 Service area at the Bridge Village end of the  
 new Cont Bypass.

~~Although~~ Following a public meeting at  
 Bridge Village Hall on July 22 1981 the

~~KCC Planning Sub Com. indicated its~~

and a <sup>Planning Sub</sup> Committee Meeting at Maidstone on July 26<sup>th</sup>

the KCC Plan Sub Com. declared its agreement

that the only proper resolution to the

highways access/egress problem was the

construction of a new bridge from the site

over the new bypass to join the London

road carrying way of the Bypass.

then the Devel.



and seem to have asserted pressure on the  
bridge, and ~~the~~ KCC <sup>also</sup> ~~as well as~~  
~~the C.C.C.~~ in their eagerness to  
create ~~the commercial venture~~ <sup>which now</sup> ~~that~~, appears  
ready to concede to the developers that no  
new bridge needs to be built.

If so a traffic hazard will  
be created which will cause people  
to be killed. <sup>The road way from the ~~egress point~~ <sup>A2</sup> ~~is~~ <sup>flyover</sup> bridge to the egress point  
will be particularly dangerous.</sup>

~~Whilst there is one direct slip road  
from the By-pass (for Down bound traffic) into  
the site, all traffic must leave at  
the same one egress point on the old  
A2. Also London bound traffic must enter  
at this same point.~~

The traffic junction ~~at the~~ on the  
A2 at the bottom of the flyover bridge  
will be an accident black spot.

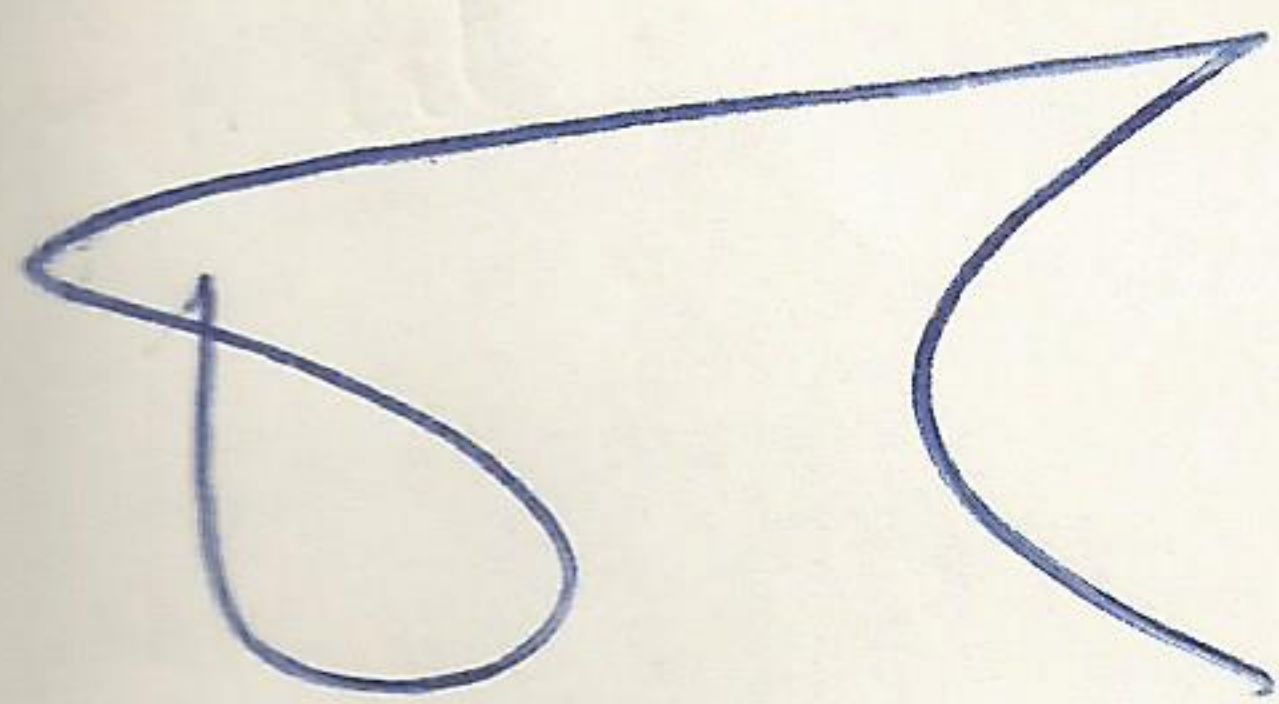
The suggestion that the flyover become  
a two way road makes matters even worse.

It is purely the ~~quest~~ <sup>reluctance</sup> of the  
A2 & A1 to the extra cost of construction



fracturing, that is preventing the ~~safe~~  
the construction of safe access/egress roads.  
over a new bridge.

Please do all you can  
to prevent the KCC Planning  
powers and Com. on Tue 22 Sept  
from approving this scheme unless  
a proper new link road + bridge  
is built from the ~~site~~ site to join  
the London bound carriage way





N.P.S.

Mr.N.Fowler,  
Minister of Transport  
London

Dear Sir,

re : Traffic danger at proposed Major Road Service Area, Bridge, Kent  
ref CA/80/1283

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This Society requests your Department to intervene in this matter in order to prevent a major traffic hazard being created on the busy A2 trunk road in Kent, between London and the Channel ports.

The Canterbury By-Pass is due to open in a few weeks time and at the southern end (i.e. at the Village of Bridge) is proposed a major Motorway type Service Station to include retail shops, banking, cafes, toilets, coach park and station, tourist office, restaurants, bars, Exhibition Hall, Petrol & Diesel fuel and service, banking service, Tourist office, 250 bedroomed Hotel, Banqueting Hall, American express, & telex offices., and parking for the main services for about 100 private cars, but no parking for commercial vehicles. The Kent County Council Highways Surveyor has directed refusal of the scheme on traffic grounds but the Canterbury City Council Planning Committee has asked Kent County Council to overrule their County Surveyor. Canterbury City Council Planning Committee has already instructed its Planning Officer to issue planning consent as soon as Kent County Council may overrule their K.C.C. Surveyor. [The County Surveyor is seeking, with difficulty, to persuade the K.C.C. Planning Committee of the problems and dangers.] On 28th. <sup>July</sup> ~~September~~ the Planning sub-committee directed that the Developers should construct a new bridge across the by-pass. Following pressure from the Development Company the K.C.C. Planning Sub-Committee is mindful to concede to the Developers and overrule their Surveyor. \*

This Planning Sub Committee is due to consider the matter again on Tuesday 22nd September 1981.  
~~xxxxxx unacceptable to local people and to this Society~~

It is unacceptable to the local people and to this Society that this massive service area designed to attract tourists along the busy



must leave the service area at the same point (i.e. Pond Cottages on the A2 ) together with the entry of vehicles from the old A2 London bound traffic and from the City of Canterbury.

The only satisfactory resolution, which will provide for safe access/egress to and from the By-pass, is the construction of a new bridge to carry traffic from the site over the by-pass and onto the London bound carriageway.

The failure of the Kent County Council planning sub committee to exercise due regard for the Surveyors expertise is now likely to create a danger black spot, similar to Barham Cross roads 3 miles south.

You will be aware that when such dangers are created, then in ensuing years people are killed and eventually the local authority calls upon the Ministry of Transport to finance expensive re-construction (e.g. the expensive fly-over at Barham Cross Roads.)

Much as we appreciate the need for commercial venture and to attract tourists, please exercise your powers to call in this Planning matter to ensure that approval is not given to a traffic scheme that will endanger life.

This is a matter of both local and national interest.

Yours faithfully,



N P Soe.

(Extra copy)

To City Planning Dept  
CCC  
Military Rd  
Canbury

Dear Sir,

Re: CA/83/98/PAT  
Motel adjacent By Pass

This Society questions the suitability of the proposed site for a Motel, for which an outline planning permission is sought.   
as safety aspects of the

This Society questions the suitability of the proposed site for a Motel on grounds of safety.

The Society's concerns are:

- 1) That a 70 bed roomed Motel plus ancillary services would generate considerable traffic entering & leaving the site.
- 2) No proposals are yet made regarding access points.
- 3) It is inconceivable that the ~~Developer~~ 'Hotel Management International' will not wish to attract by pass traffic driving towards Dover yet the site boundary with the by pass is effectively only about 100 yards ~~long~~



— not sufficient for a ~~decel~~  
~~decel~~ deceleration lane for fast moving  
traffic of its by pass.

if the only the access would be  
at the bottom of the bridge by  
'Pond Cottage'. Such an access would  
create traffic problems in the  
vicinity of Bekebourne Lane. Such  
traffic dangers to were a serious  
handicap to a previous similar  
application.

5) Access or egress remain serious  
defects in any application for the  
use of the site for ~~vehicular~~  
vehicular purposes and no application  
even only out-line, should be  
considered until ~~traffic problem~~  
~~that been~~ precise proposals  
are made known to cope with  
the traffic problems & dangers.

6) The creation of a limited number of jobs  
and ~~the~~ if some rates revenue should  
not be permitted to create traffic dangers  
which would put life at risk.

7) Development on this site would be contrary  
to the Kent Structure Plan, adopted by  
the Cant City Council, which does not  
allow for development ~~at~~ outside  
city urban areas.

8) A 70 bedroom Hotel would on such



~~a site~~  
a site would undoubtedly have to  
be constructed to a least four stories high

9. The Application gives no information about the ultimate size, ~~and as not~~ as extent of services which would be provided, and no figure regarding expected use by vehicles. It can be assumed that the Applicants will wish to operate Petrol & Diesel Fuel Pumps amongst the 'on alley services' and due to the limited acreage such service would in any event be too close to food services.
10. The Applicants statement that the site was previously a "spoil dump" is false. The ~~gr~~ site ~~was~~ has been pasture land and was ploughed in January 1983.
11. The Applicants statement that the Application is for a 'change of use' is false.
12. Clearly the Applicants have done not try to give precise plans for this inappropriate development and the Planning Committee should require the Applicant to submit a detailed application so



that due consid<sup>er</sup>ation can be given -  
As submitted the Application should be  
not granted.

✓



Re The Bridge Station  
CA 1807

The ~~West~~ County Surveyor has directed  
that this Planning Application be refused on traffic  
access/egress grounds.

July 28<sup>th</sup> 1981 The ~~Planning~~ Sub Committee  
agreed <sup>with the County Surveyor</sup> that the construction of a new access  
bridge over the Cat. By Pass was necessary  
to prevent a highway danger.

It seems that the Development Co. is  
now seeking to pressurise the Planning Sub Com.  
into overruling the County Surveyor so that  
the Devel. can ~~now~~ proceed with immediate  
construction and make greater profit at the  
cost of human lives at the access/egress point  
at 'Low Cottages' on the A2.

This Society acknowledges the ~~economic~~ benefit of  
this Service Station.

This Society ~~however~~ does not believe however,  
that responsible <sup>members of</sup> the Planning Sub Com. will  
disregard their duty <sup>to the</sup> public and allow themselves  
to be unduly influenced by Devel Co. unseemly desire  
for early profits at the expense of human lives.

This Society relies upon the ~~Planning~~ Sub Com. to support  
the expert knowledge ~~of~~ of your County Surveyor and on  
his advice.