

Statement of Common Ground in relation to Strategic Highways (A2/M2 corridor)

Date: 6/3/2026

Main Parties: Dover District Council (DDC), Canterbury City Council (CCC), Swale Borough Council (SBC)

Other signatories: Kent County Council Highways and Transportation (KCC), National Highways (NH)

Purpose

To set out the strategic joint working that has taken place in relation to considering the impact of development upon the A2/M2 corridor in the preparation of the Local Plans of DDC, CCC and SBC, and how any impacts will be mitigated.

Context and Background

The A2/M2 corridor runs from Port of Dover, in Dover District, to London, passing through Canterbury District and Swale Borough. Key junctions on this route are known to be at or nearing capacity. Proposals for growth in the Local Plans need to assess the impacts upon this route and where necessary identify deliverable mitigation measures.

The key junctions identified are:

- M2 Junction 6 (Swale Borough)
- M2 Junction 7 Brenley Corner (Swale Borough)
- A2 Whitfield Roundabout (Dover District)
- A2 Duke of York Roundabout (Dover District)
- A2 Harbledown, Thanington and Bridge junctions (Canterbury District)

Improvements to the A2 corridor are also identified in KCC's Local Transport Plan 5, with the priorities remaining delivering the bifurcation of Port Traffic between the M20/A20 and M2/A2 routes.

M2 Junction 7 (Brenley Corner) and A2 Lydden to Dover were identified in RIS2 as projects within National Highways' Road Infrastructure Strategy (RIS) as pipeline projects for RIS3. The Draft RIS3 was published August 2025 <https://assets.publishing.service.gov.uk/media/68ca9c35995dfd01bff0bfec/draft-ris-3.pdf>. The final RIS3 is due no later than March 2026. It should be noted that as decisions from central government remain outstanding on the RIS3 projects they have not been included in the Local Plan modelling work.

Agreement in Principle

In the signed SoCG March 2023 the parties set out:

"In principle it is agreed that development mitigation at Whitfield and Duke of York roundabouts will be addressed through the Dover District Local Plan and funded by development within the District. Development mitigation at Brenley Corner will be addressed by the Swale Borough Local Plan and funded by development in the district. Mitigation required for the Harbledown junction, Thanington and Bridge junctions will be addressed through the Canterbury Local Plan and funded by development within the District."

The parties have progressed work on this basis and remain committed to this approach in principle.

Local Plan Status

DDC adopted its Local Plan in October 2024. An improvement scheme catering for growth on the corridor within Dover District has been agreed and work is underway to progress its delivery.

SBC undertook Regulation 18 consultation on Vision and Development Management Policies in January and February 2026, ahead of a Regulation 19 consultation on a full plan to include site allocations in summer/autumn 2026.

CCC is preparing to undertake a Regulation 19 consultation in March 2026, ahead of submission for Examination in autumn 2026. Improvement schemes catering for growth in the adopted 2017 Local Plan have been secured through planning consents and work is underway to progress their delivery.

Strategic Transport Modelling

Each LPA is responsible for developing transport evidence to support their respective plans, the methodology of which has been agreed with KCC and NH on an individual authority basis as summarised below.

District	Base	Reg 18 Reference Case	Reg 19 Reference Case	Forecast Scenarios
Dover	2015 Agreed KCC/NH	2040 RC Agreed KCC/NH	2021 Do Minimum Agreed KCC/NH	Reg 19 2040 Scenarios 1 and 2 Agreed KCC/NH
Swale	2017 Agreed KCC/NH	2038 RC Agreed KCC/NH	N/A	N/A
Canterbury	2020 Agreed KCC/NH	2045 RC Agreed KCC/NH	2025 Forecast Baseline Agreed KCC/NH	2025 Scenarios DS1, DS2 and DS3 Agreed KCC/NH

The parties have compared TEMPRO growth outside of District's used in DM scenarios, with actual growth proposed in Local Plans to ensure broad consistency.

More detailed modelling of the M2 J7 and A2 Thanington junctions is now underway.

Outcomes and next steps

The parties agree that the junctions in Dover District have a suitable mitigation scheme which is to be delivered through the adopted Dover Local Plan. No further assessment work is required for the Canterbury Local Plan and Swale Local Plan in respect of these junctions.

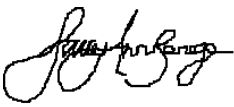
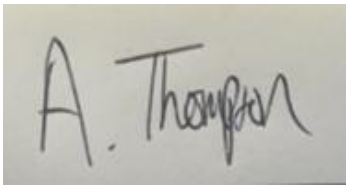
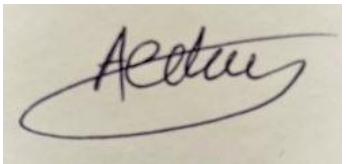
The parties agree that the junctions in Canterbury District have been suitably assessed, however there is a need for more detailed modelling at M2 J7 and A2 Thanington junction in respect of the Regulation 19 Canterbury Local Plan, ahead of the Examination stage and to support the emerging Swale Local Plan.

Local Plan impacts at Brenley Corner will be assessed, and any necessary individual or joint/ cumulative mitigation will be based, on final versions of the Swale and Canterbury evidence bases. This work is in progress.

The parties agree that CCC, SBC, KCC and NH will work collaboratively to undertake this further work ahead of the Examination stage.

This statement will be updated once the work is completed to assist the Planning Inspector.

Signed:

Kent County Council	Sally Benge Transport and Development Manager for East Kent	
Canterbury City Council	Andrew Thompson Corporate Policy and Strategy Manager	
Dover District Council	Ashley Taylor Planning Policy and Projects Manager	
Swale Borough Council	Natalie Earl Planning Manager (Policy)	
National Highways	Kevin Bown Kent & Medway Planning Lead	