

**From:** Jonathan Gore Court [REDACTED]  
**Sent:** 19 October 2025 11:57  
**To:** Consultations  
**Subject:** Re: Merton Park proposal for adoption into 2040 Local Plan

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Dear Sirs,

Please consider two additional concerns that has come to mind since my previous email.

1, Regarding access. I note that a new junction from the A2 is classed as an, "opportunity". I must say that any such junction must be an absolute prerequisite for the proposal and must be implemented, built and ready, as a priority before access is allowed onto the site for construction. Any further pressures through the existing A2/A28 interchange will exacerbate this existing bottleneck as well as the existing Homersham and Hollow Lane. Access from Old Dover Road/Nackington Road/Merton Lane North are also not suitable even in any part of construction phase. Unless this junction is implemented first in priority the whole scheme should be abandoned in my opinion. The great benefit of the scheme is sustainable vehicular access from outside of the City's existing creaking road infrastructure, combined with easy pedestrian and cycling access to the City centre and railway stations.

2, In connection with the above, the other side of the coin must be truly useful pedestrian and cycling routes into the City. What I mean is not mickey mouse and frankly dangerous schemes like the new cycle route from Church Street St Pauls to Littlebourne Road. This route ludicrously begins and ends from a one way street (Burgate), cannot be joined by cyclists approaching from Waitrose on the A257, and then continues to Spring Lane with painted icons on the tarmac, it is just not acceptable, although the 20mph limit for motor traffic in the area does help.

In the same way, just to expect cyclists to happily use the existing Victorian road infrastructure in the Martyrs Field area, used as a rat run between the Dover roads and the A28, littered with parked vehicles, and the the existing lift and carry footbridge accessed by a narrow footpath from Oxford Road is not good enough. A designated priority cycle route to Canterbury East and onto the centre and Canterbury West must be implemented. This will not be easy, due to the constrictions around this footbridge, or the main bridge at Wincheap/Gordon Road junction, but I would say that a definite routes from Homersham, from Lime Kiln Road, from the hospital/South Canterbury Rd, the new recreation/sports hubs and from Stuppington Lane demonstrating both priority over and/or separation motor traffic, and practicability for cyclists and pedestrians must be agreed with a priority in construction time, before permission for any version of Site 6c is granted.

With kind regards,

Jon Court,  
[REDACTED]

----- Original Message -----

**From:** [REDACTED]  
**To:** consultations@canterbury.gov.uk  
**Sent:** Saturday, October 18th 2025, 16:01

Subject: Merton Park proposal for adoption into 2040 Local Plan

Dear Sirs,

I have the following comments to please be considered and hopefully addressed by planners from the public consultation regarding the proposed Merton Park Plan for the new local plan 2040.

**Positives:**

Site 6c Merton Park, I believe that the plan is generally sustainable, very well thought through, with an opportunity to bury some old chestnuts, including a home for a City Football Club, a provision of public recreational sports facilities as well as providing for the Rugby football club to upgrade their facilities.

2, A Park and Ride site in good access to the Hospital is a no brainer, although maybe a one way system loop incorporating Nunnery Fields, South Canterbury Road and Ethelbert Road will be considered to allow free flow of traffic?

3, Vehicular access from the A2 and linking with the Thannington developments could relieve the current congested Wincheap/Morrisons/A2 junction, or at least not make the problem worse. All direct access to the city centre and railway stations will be encouraged by planned in sustainable transport routes (i.e.walking and cycling routes).

4, Wildlife corridors and biodiversity protection using the old railway track, yes..obvious.

5, A good development mix, including community hubs, a new primary school, self build and social housing.

**Concerns:**

I have four main concerns. Three to do with access to the site, and one regarding general recreational space.

1. I question the feasibility of upgrading **Hollow Lane** to be used as vehicular access between the sites.

I understand that Hollow Lane provides a crossing under the A2 bypass, but even the portion of Hollow Lane from the Homersham roundabout up to the A2 bridge contains constrictions due to its sunken nature, and the A2 bridge itself has a short span. This part of the lane would need to be widened surely? It seems that this route will be used to link the Bretts roundabout on the A28 with the new A2 junction, thus relieving Thannington and the current A2/A28 junction of some traffic. Is such widening of this section of Hollow Lane possible and feasible?

2, Will the **new A2 junction** be restricted junction in either direction? I believe that this must be considered carefully, with any relieving impact on the existing restricted A2/A28 junction maximised and uncompromised, as well as safety and flow at the new junction not compromised.

**3, Pedestrian/Cycling access to Canterbury via Lime Kiln Road.** The top section of this road which includes my house, house number 7, is unadopted and contains serious hazards for cyclists, namely potholes and uncontrolled leaves and growth from the sycamores etc.

Will this section be adopted by the council and sufficiently upgraded and maintained for cycling? This road is currently a footpath outside of the proposed Site 6C boundary, but could be a major cycling and pedestrian artery from the proposed site to the city centre and railway stations and therefore I believe any upgrades/adoption issues must be directly addressed as part of the proposed 6C site plan. It is also of course used as vehicular access by Lime Kiln Road residents and service vehicles, and this vehicular access and resident's parking would have to be protected in any adoption or change of use to a cycle path. Cycling/pedestrian safety issues in sharing the space with motor vehicles, should be addressed, particularly in the section from Zealand Road up to number 7 Lime Kiln Road where increased useage by pedestrians and cyclists of this stretch of lane could have safety issues with Lime Kiln residents who access their properties with motor vehicles and use the lane for vehicular parking and turning and also have young children who could be at risk from cyclists. Also, the crossroads of Zealand Road and

Lime Kiln Road, where the middle and upper sections of Lime Kiln Road cross Zealand road is quite dangerous for cyclists, particularly if cyclists are using the middle section of Lime Kiln Road to travel south from Canterbury. The dangerous nature of this junction would have to be addressed, at least by imposing parking restrictions around the junction to open up sightlines for cyclists and pedestrians crossing Zealand road, or preferably by making traffic progressing along Zealand Road give way at this junction.

4, I note that a the largest green/**recreational space** is the old derelict quarry site to the south of the old railway line and the Orchard school. Will this site likely be more suited to protecting biodiversity, but not for public access due to the cliffs and sunken topography? I am concerned that the provision for public recreation will fall short and that a small extension to the existing Lime Kiln recreation area will not suffice for the myraids of locals in the current Martyrs Field area who currently and historically have enjoyed walking and dog walking across the proposed site, and their concerns and needs should be addressed.

Yours faithfully,

Jonathan Court,

[REDACTED]

[REDACTED]