

Draft Canterbury District Local Plan: Regulation 19 consultation

Objection to Planning Application C10 – Merton Park (Wincheap Orchards and Fields), Canterbury By Philip Popescu, [REDACTED]

The proposals for accessing Merton Park are not sound with regards to access via Homersham Road and Hollow Lane.

Primary access will be via Hollow lane. Accessing Hollow lane from Wincheap and the A28 and A2, will be through Homersham Road, presently a traffic-calmed road through a housing estate, and through the northern section of Hollow lane. This is unsound.

First there has been no pro-active engagement with people who will be impacted as stipulated by the National Planning Policy Framework (NPPF) 9. 109a.

Second there are practical reasons. Homersham Road's junction with the A28/A2 junction is already affected by queues at peak times, and parked vehicles mean it is a one-lane road in places. The draft Canterbury District Transport Strategy plan (henceforth CDTS) anticipates widening the road to incorporate parking pays. This neither positive nor appropriate for residents whose homes face Homersham Road, who will lose a pleasant green suburban environment, and it is not **appropriate** as loss of the pavement-cycle way discourages active travel (see photo of mid-section of Homersham Road), promoted in the CDTS p12, 6.1-6.2. See photo here.



To access the development a second roundabout will be required. The map indicates it would involve either the demolition of the Old Oast House or it sited a few metres further south intrude on the Homersham play area

A proposal to make Hollow Lane one way beyond Hollowmede junction, will exacerbate pressure on Homersham Road. The plan does not state whether traffic will flow north or south, and whether construction vehicles would use it. To suggest it could have a contra-flow for cyclists would make it perilous on such a narrow lane.



The new Wincheap gyratory will mean one more potential means to access Merton park without using Homersham Road. This is via Gordon Road or Victoria Road. Since Lime Kiln Road, presently a 'rat run' to Oxford Road, will become non-vehicular, Martyrs' Field will be impacted. Already effectively one-lane due to parked vehicles, it will be negatively affected. From Victoria Road Hollowmede Road can be reached, but it passes a large primary school, and is effectively one lane only due to parked vehicles. Again, it will be negatively impacted.

Presently Stuppington Lane is used as shortcut between Canterbury and New House lane community and villages southwest of Canterbury The Nackington Road access will have

ramifications for Hollow lane and Homersham Road as vehicles will turn into Merton Road, then Hollow Lane to gain access the A2/A28, and as a means to reach western Canterbury.

The Draft Canterbury District Local Plan reasonably says that travel between the two access point, namely Hollow Lane and Nackington Road will be discouraged; it is not indicated how and whether this applies to residents as well as the public. This will mean that to move from near the Hollow Lane accessed area to the Nackington Road accessed area will entail extra traffic along Hollow lane south of the roundabout into Merton park and the narrow Merton lane to the Nackington Road. This circumlocution will not have a positive impact on rural tranquilly, and cause heavier traffic on Hollow Lane – which is a ‘Lane’. This will, incidentally, discourage cycling in this quasi-rural roads; not ‘positive’ or ‘effective’ to encouraging Active Travel (CDTS, 6.2)

The CDTS has a target for reduced use of cars, but this is merely a target. The Merton Park development residents will have cars, and home deliveries and tradesmen visits. The CDTS admits use of ‘vans, has not decreased as more people take advantage of home delivery options’ (p44, Last Minute Delivery). The response is, ‘Sustainable last mile delivery options the park & ride sites as goods transfer stations. It is anticipated that the cross city and city centre deliveries will then be undertaken by electric vehicles, cargo bikes or potentially drones or delivery bots in the future’(P44). This is arguably not effective as it is untried, untested and purely aspirational. Furthermore, the stadium and primary school to be established will involve use of vehicles.

Finally, no consideration has been made as to accessing the site by large lorries and construction machines during the years of construction. Traffic calmed Homersham Road and the narrow Hollow Lane are wholly inadequate for regular passage of such vehicles. Note that Hollow Lane is subject to landslides as evidenced by the picture here.



In short, I regard the plan unsound from the view point of access both at the construction phase and once complete.