



Fw: Contact form submitted - form reference 1379036

From Planning <planning@canterbury.gov.uk>

Date Tue 3/24/2026 9:02 AM

To Policy <policy@canterbury.gov.uk>

From: noreply@canterbury.gov.uk <noreply@canterbury.gov.uk>

Sent: 23 March 2026 19:23

To: Planning <planning@canterbury.gov.uk>

Subject: Contact form submitted - form reference 1379036

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Page: Your message

- Your first name Mike
- Your last name Ebbs
- Your email [REDACTED]
- Your address [REDACTED]
- Your message Canterbury District Local Plan Reg 19 - Policy C10 Merton Park I am finding it very difficult to understand how the proposed access arrangements are intended to work and should be grateful if you would clarify the following aspects of Policy C10 part 4: * Primary vehicular access is to be from Hollow Lane which is to be made one-way working between the junctions with Wincheap and Hollowmede. In which direction is the one-way working? * If this part of Hollow Lane is made one-way which route would traffic take to go in the opposite direction? * What are the implications for the current on-street parking in Hollow Lane? * What standard of road is required to access a development of this scale? Kent Design indicates that it should be a local distributor road but Hollow Lane is too restricted to meet this standard * The policy requires upgrades to Hollow Lane and Homersham - other than the creation of off-street parking bays on Homersham, what form would these upgrades take? * What type of upgrades are needed at the junction of Wincheap and the A2? * What would be the route for construction traffic? * The South West Canterbury concept masterplan shows a brown arrow indicating vehicular access onto Hollow Lane, while the concept masterplan for policy C10 shows the arrow going across Hollow Lane and connecting to Birch Road. Which is correct? * The South West Canterbury concept masterplan shows a vehicular access arrow extending both sides of Nackington Road whereas the masterplan for policy C10 only shows it to the west side of Nackington Road. Which is correct? * It is stated that the internal road layout should be designed to discourage through trips between Nackington Road and Hollow Lane. What sort of measures might achieve this given the need for connectivity through the site (in case one of the two accesses became blocked) which would normally be achieved by a major arterial road? * The policy requires the provision of safe and convenient pedestrian and cycle access to Wincheap via Hollow Lane and Victoria Road. Bearing in mind that Hollow Lane is of restricted width how would that be achieved? Also what sort of alterations are envisaged to Hollomede and Victoria Road? * What sort of pedestrian and cycle upgrades are envisaged to Lime Kiln Road and Oxford Road Path?
- Do you want to upload any documents? no

Planning Services



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