

From: Amina [REDACTED]
Sent: 18 May 2026 16:43
To: Consultations
Subject: Response to the Draft Canterbury District Local Plan (2042/43): Regulation 19 consultation

You don't often get email from [REDACTED] [Learn why this is important](#)

--Email From External Account--

Good afternoon,

I am a Canterbury Wincheap resident and I would like to submit my response to the Draft Canterbury District Local Plan (2042/43): Regulation 19 consultation in regards to the site C10 (Land at Merton Park).

Although many of the issues, with regards to this plan, are concerning and will affect me directly, I am choosing to will focus on the topics of transport & access.

Transport & Access

Wincheap (A28) is a crucial but heavily congested gateway into Canterbury, which has already contributed significantly to the demise of the High Street, with many people from outer Canterbury, Ashford and Folkestone choosing to avoid the traffic issues as they stand now. The route frequently suffers from slow moving traffic and elevated pollution levels due to limited route options, inadequate junction capacity, and narrow roadways. The draft Local Plan envisions perhaps doubling the number of residences in the area, bringing thousands more vehicles onto the roads daily, This will force an excessive strain on an already burdened transportation infrastructure.

The Local Plan's preparation has not adhered to best practices with insufficient consultation with local residents and businesses. Some critical transportation data was generated post-decision-making and the infrastructure proposals totally lack viability. Access plans through Hollow Lane and Homersham do not conform to the Kent Design standards, making them inappropriate for both construction and prolonged usage. The projected traffic modeling has overly optimistic projections about residents choosing to walk, cycle, or use public transport, despite recognition of existing limitations regarding car ownership and public transport resources. Collectively, these proposals are likely to increase congestion and deteriorate air quality, making the Plan unsound, unfeasible, and inconsistent with national policy.

The restricted space under Canterbury East Railway bridge adds to the congestion and pollution levels, especially during peak hours.

The Local Plan 2024 with proposals for additional housing developments at Merton Park, Langton Lane, Nackington Police Station, Wincheap Industrial Estate, Cockering Farm, and Milton Manor would surge the ward's household count by 3,115, nearly doubling the total to 6,885 households—a change that will severely escalate traffic along Wincheap and surrounding streets.

The proposed vehicular access for both construction and occupancy phases is not suitable or sufficient. Section 2 of the Kent Design Guide recommends that developments of this magnitude should be connected via a distributor road that accommodates all types of vehicles, including larger transport vehicles. Typically, the carriageway should be 6.75 meters wide, a verge width of 2 meters, and a footpath/cycleway width of 3 meters. The consultation document indicates that primary access to the site would be via Wincheap, with Hollow Lane converted to a one-way system between Wincheap and the junction with Hollowmede, along with proposed upgrades to Homersham that include creating off-street parking bays. However, Hollow Lane, originally a country lane, is inherently unsuitable for accessing a development of this size.

The stretch from Wincheap to the Hollowmede junction has carriageway widths that vary from approximately 5.5 meters to 4.3 meters, featuring on-street parking, no verges, and footways that measure around 1.2 meters on either side. Also, there is a local primary school entrance at the Hollowmede junction, and terraced houses line both sides of Hollow Lane right up to the back edge of the footways, leaving no front gardens. Consequently, there is little potential to upgrade this road to the standards expected of a local distributor road. Increasing traffic volume and variety on this route would significantly jeopardize the amenities and health of local residents by elevating noise levels, dust, air pollution, and endangering pedestrian safety, even if a one-way traffic flow were imposed.

The consultation document fails to address the consequences for existing on-street parking; if removal of these spaces is likely, what alternative measures will be implemented? The segment of Hollow Lane from the Hollowmede junction to the site entry is proposed to be two-way; however, its carriageway width is only about 4.5 meters, with limited possibility for expansion, let alone the addition of footpaths, cycle lanes, or verges.

This Draft of the Canterbury District Plan has caused a great deal of upset and worry for a large amount of the local residents and is regarded as a very unsuitable, unfavourable and badly conceived as regards to all proposed and existing traffic congestion problems.

Kind regards,

Amina Kaufmann



