

Brian Jemmett  
1017399  
Matter 3

Swale Borough Council  
Local Plan Part 1 Examination  
Further representations

**Matter 3.5 – *Supported by clear and deliverable measures to address transport implications on the proposed development?***

Matter 3.5

Depending on which option is being considered I do not think this item has been addressed. The main modification documentation (Option 1) shows access from Borden Lane to the A2 via Wises Lane. The reason behind this plan was to provide alternative access to the A2 relieving Borden Lane; Adelaide Drive and Cryalls lane junctions on the A2 by providing an alternative route from | Homewood Avenue. Yes this would achieve that objective but only move the problem to Wises lane and the A2 junction which is already very congested for the majority of the day

To Address this issue the developers have presented and Option 2 by purchasing more land at Hooks Hole and moving the junction into Chestnut street. This option again runs into many problems not only of those mentioned above but loading the Keystreet roundabout with a block of traffic from the Chestnut Street exit.

Another attempt has been made through Option 3 by proposing to put a roundabout by the Tudor Rose in Chestnut street and diverting all London bound traffic through Danaway. Once Again it solves one problem but delivers more. Danaway could not handle that volume of traffic, that is why the bypass was built several years ago. All London bound traffic would then be delivered onto an already very busy A249 / M2 Stockbry roundabout. There is talk of providing alternative access to the M2 but the consultation for this does not begin until Spring 2017 and by the time it takes to deliver they will be in catch up mode and the people in Danaway bogged down with traffic congestion.

The developers are attempting to resolve the problem but in essence they are just moving the issue further and further out and giving the problem to some other body to resolve. The arguments for doing this are against existing traffic, a development of this size 600+ houses would generate an additional 2500 traffic journeys per day ( 2 cars per house both way travel), let alone all the other development that will generate even more traffic in a timescale not linked to any planned development of both the A2 Keystreet and A249 Stockbury junctions. If a holistic view of all the proposed development in Sittingbourne were taken the whole area will be at standstill not just for rush hour (or two) but for the majority of the day. Impacting on this are major problems on the M2 when this is closed traffic is diverted into Sittingbourne and from Keystreet to Faversham and Keystreet to Rainham, the whole area comes to a standstill causing chaos and misery for residents and businesses the whole of the borough.

One solution to ease this problem would be another North South route out of Sittingbourne located to the east of the town thus giving an alternative to the current heavily used A249

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***Matter 5.2 – Does the plan include adequate infrastructure planning for highway improvements along the A249 corridor to accommodate growth in the west of Sittingbourne?***

There is no plan in place to address the A249 problems in the short term. Sittingbourne has one big major problem, being one road in and out east to west the A2 and one road in and out North to South A249 and all development in recent years has been to build along the A249 corridor and on the Island not only residential but industry resulting in the congestion issues we have today. No body appears to be looking at the overall development strategy within Swale each part is singular but has a major impact on these routes regardless of where they are built, from Teynham; the Isle of Sheppey, Upchurch and even lower Rainham where a large refrigeration site has opened in the last few years pushing traffic back to the A249.

The planning for Infrastructure across Swale is in chaos several attempts have been made but have not solved the problem they were either ill thought out or not completed. For example:

Grovehurst link road to ease traffic into Milton area, worked for a while then Senora fields and the Meads development loaded this road so its back to Square one congested.

Northern relief Link road, again Housing development at Easthall and Iwade, along with Industrial growth in that area has overloaded this scheme giving problems at Grovehurst A249 junction and the failure to complete the link at the eastern end onto the A2 has forced all traffic back onto this junction.