

**Mick Drury: [prepared by John Wilde] for:
Mulberry Estates (Sittingbourne) Limited
Representor ID: 875290
LP Refs: LP 1853 & LP 2233
Modification Number: 107**

POLICY MUX1 Land at South West Sittingbourne

FURTHER SUBMISSIONS

Matter 5 : INFRASTRUCTURE - Inspector's questions:***5.1 Transport Infrastructure – Is the modified plan supported by robust infrastructure planning which demonstrates that the proposed development is deliverable? (Paragraphs 39, 66, 97-99, 101-107)***

With respect to the Main Modification MUX1; a comprehensive Traffic Impact Appraisal is being conducted following scoping with all relevant highway authorities. Much of the detail on this has been presented and discussed in response to Matter 3. To confirm, the main modification includes additional infrastructure, including a link between Wises Lane and Borden Lane as well as associated off-site infrastructure; to more than off-set the impact of the development on the site and to ensure its deliverability.

5.2 Does the Plan include adequate infrastructure planning for highway improvements along the A249 corridor to accommodate growth to the west of Sittingbourne?

Growth largely anywhere in Sittingbourne will give rise to impact on the A249 corridor, as it represents the main, and in many cases only, practical route from the town to the strategic network and beyond. The location of development to the west of Sittingbourne is not unique in deriving impact in this location – but in certain case it is best placed to provide the necessary infrastructure to enhance the network and mitigation the impact.

The suitability of the highway network to accommodate the growth envisaged in the original Local Plan was considered and accepted by the relevant authorities during the previous sessions.

Detailed work continues to be undertaken, in accordance with a scope agreed with the authorities, to assess the implications of the Main Modifications on this conclusion. An interim position statement and methodology was presented in representations to matter 3. Furthermore a Statement of Common Ground has been reached between parties on these matters.

The on-going work, anticipated to be complete for the EIP sessions, is aimed at demonstrating that the infrastructure associated with the main modifications and other plan allocations can accommodate the growth from the Plan.

5.3 *Has the highway impact of the proposed level of growth on Sheppey been properly addressed?*

No Answer Provided.

5.4 *Does the Plan include robust infrastructure planning to ensure that the highway network can accommodate the level of growth proposed in and around Faversham, with particular regard to the impact on J7 of the M2?*

No Answer Provided.

5.5 *Are modifications, which add further reference to infrastructure to existing allocations policies justified? (Paragraphs 128,140,144,153)*

Separate representations have been made on the infrastructure associated with the alternative representor proposals for MUX1 (referred to as MUX1a). These set out the benefits and justifications for the additional infrastructure referred to in the proposals; whilst representations to the main modification MUX1 deal with the benefits of the infrastructure proposed as part of this.

To summarise, the aim of the infrastructure provided in MUX1 and to a greater extent MUX1a, are to both support the delivery of the site allocation, to address existing issues on the local highway network and, in the case of MUX1a, to provide greater flexibility in the options for delivering development on the site in the early stages of the Local Plan.

Traffic Impact Analysis on all aspects of this is on going, in accordance with scope agreed with the authorities and the intention is to have this available prior to the EIP sessions. In this regard we may wish to add further Addenda to this statement, once the SOCG has been issued.