

Matter 5. Infrastructure.

5.1 Transport infrastructure – is the modified Plan supported by robust infrastructure planning which demonstrates that the proposed development is deliverable?

No. *The Councils response to Transport Issues Point 1 (SBC/CSR/5) 'Development in this location and at this scale is not considered to be in conflict with the NPPF paragraphs in question. There are local services at Newington and public transport appropriate to the limited levels of growth proposed. The NPPF does not take the view that additional traffic cannot be placed on key roads, with para.32 indicating that such impacts would need to be severe and not capable of mitigation before it would act as a constraint to growth. This is not the case here'. As the Development is classed as a large Major development I do not understand the Council's 'limited levels of growth'. The public transport for the village is poor with most having to use cars. Unless there is substantial change this will only get worse. The junction will have a severe impact (see paragraph 1.3 in Matters 1) with the road width being one of the narrowest points on the whole of the A2. The severity would increase with the cumulative effects of AX6 together with the Extraction of Brick Earth at Paradise Farm and possible Planning at Pond Farm.*

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

No. Improvements to the A249 should be in place before any Major development allocations are included in the plan to the West of Sittingbourne but it appears that improvements to Junction 5 will not take place until 2024.

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

No. There is 'bottle neck' on the A249 at Stockbury roundabout. Improvements to the A249 should be a priority (maybe an underpass under the roundabout for traffic travelling to Maidstone and A20). This is supported by the daily traffic reports on the radio warning of the huge tailbacks. It can take my son-in-law over an hour to get past this bottle neck as it is.

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?

Yes. The M2 is a lot busier to the West of Junction 5 than to the East (which includes Junction 7). The priority should be the widening of the M2 to 3 lanes throughout its length however more significant is the concern over the A249.