

Swale Borough Council  
Local Plan Part 1 Examination  
Further Representation - Addendum  
to

Statement of Common Ground SBC/PS/121

Having reviewed the document I wish to make the following observations:

The SOCG has been based on documentation provided by the developer of MUX1 there is no evidence that any consultation or strategic thinking has been performed by any other party and the result is just simple adoption of a developers proposal.

Par 1.2 states that the examination in December 2015 is based on a model of 740 rising to 776 dwellings. This could be therefore a minimum of 3000 journeys a day ( each house having a minimum of 2 cars and 2 journeys each). The drawings show that this is a major route through a residential housing estate on estate sized roads, this is without the additional traffic proposed to use this route from Borden lane and surrounding areas from the South of Sittingbourne

The mitigation plan also then amounts to imposing traffic lights to existing unrestricted junctions, such as Wises Lane/A2 and the Key Street roundabout, which can only cause additional congestion through slowing down the traffic. Residence along the A2 already suffer noise and air pollution from from the A2, 24 hours a day. With traffic lights this would increase to a high level due to traffic stacking along the A2 and Wises Lane

The proposed use of Chestnut Street and the new roundabout will join the A249 at a point where at peak times traffic already queues. The new roundabout will therefore be blocked precluding traffic from the new estate road and from Chestnut Street from accessing the A249. Any traffic wishing to access the A249 from the A2 would have to use this new roundabout. This would lead to congestion along the Maidstone road from the Key street roundabout. Consideration should also be given to the fact that traffic from Newington is particularly heavy with cold storage facilities coming from Rainham.

The document talks about traffic leaving Sittingbourne and gaining access to the A249 and M2, no consideration has been given to traffic coming into Sittingbourne from Maidstone, London and the Coast all this will use the A249 /A2 Keystreet roundabout and with a development of this size the traffic will increase from their return journeys.

Providing a new slip road from the southern end of Maidstone Road onto the London bound slip road to the M2 would encourage traffic to leave the A249 at Bobbing and go through Danaway providing further congestion on this road and effectively making this “”A road an additional lane to the A249 bypass dual carriageway. A better solution would be to take the traffic from the A249 Dual Carriageway before it reaches the A249 / M2 round about However consultation is not going to happen before May2017 (Par 2.4) but the developers option could be introduced as an interim before that, who's making the decisions the developer or HE and KCCH?

In conclusion this Statement of Common Ground has been written around a developers proposal for MUX1, while trying to solve some very difficult issues in an area that has been loaded by previous developments, without any consideration to the future infrastructure requirements along the A249

corridor, while still proposing more development to only add to the existing problem all along the A249. This trunk road is Sittingbourne's only North /South route in and out of the town. It has been loaded by heavy residential development and Industrial development to the north of Sittingbourne and on the Island. This road is now the bottle neck not just during rush hour but for the majority of the day., When a major incident occurs on the M2 it comes to a standstill, the A2 cannot take the traffic and what minor roads there are soon become full, and with proposed traffic lights the situation will only be worse.