

## Additional information

The following comment was taken into account when appraising site MX48, however it has been inadvertently listed incorrectly in the Site Appraisals documents to accompany the Planning Advisory Committee Report:

This comment should have been published on Page 448 of 'Appendix 3 - 2 Local Plan Site Appraisals - sites included' in the 'Public including Town/Parish Councils' category.

This error will be rectified in the Site Appraisals documentation which will accompany the consultation of Proposed Submission Version of the Local Plan.

Swanley Town Council

“OBJECT. Swanley Town Council does not believe any exceptional circumstances are present to overcome the development of this Green Belt land and Kent Downs Area of Outstanding Natural Beauty (AONB). The developer has not sufficiently addressed transport concerns for a large number of vehicular movements, particularly commuters who would use Swanley station, but also increased pressure for access to the town centre to the ASDA store (the only large supermarket in the area). The proposed 'Park and Ride' would be thoroughly unsuccessful due to gridlock congestion heading to Swanley Station in peak times, and the lack of any dedicated bus lanes to skip the traffic. There is no tangible evidence of bus operators being able to serve Swanley with increased provision, and in particular serving areas like the High Firs/Cranleigh Drive estate, which has no bus provision at all. The Sunday Go Coach 429 service is currently being subsidised by local county councillors; however there is no mention whether this service could have its subsidy removed and number of buses per hour improved. On a Sunday, there is no bus service at all to Swanley station from the Arrive 477 service (it removed this from its route last year), and therefore we would suggest this is also critical to this site being taken forward. In addition, the M25 roundabout would not cope with additional traffic and is already at capacity. The exceptional circumstances of this site could have funded a major upgrade of the M25 junction, which could include direct slip lanes from the M25 to the A20, M25 to M20 and M20 to M25, in order to free up capacity at this congested roundabout; however there is no detail of this in the plans. Due to the pressure on Swanley roads, this development could also fund the survey for and construction of a potential south bound exit off the A20 at the north western part of the town near the Bexley border (so that vehicles wouldn't have to go through the town), which is stated in the Swanley & Hextable transport assessment; however this again is not stated in the exceptional circumstances. We feel the developer should also consider measures which would prevent peak journeys into Swanley, particularly traffic movements into the town centre. We believe a retail unit for a supermarket directly adjacent to the A20 would help reduce the daily pressure on Swanley roads; however this has not been included in the plans either. We there cannot see any benefit to Swanley, Swanley Village or neighbouring villages through exceptional circumstances and therefore cannot support the development. With a potential 2,500 houses to be built, the profit levels of this would substantially pay for a lot of infrastructure improvements in the wider area.”