

Planning and Transportation Policy Working Group	
Meeting Date	30 th June 2026
Report Title	Local Plan Review – Regulation 19 Consultation Launch
EMT Lead	Emma Wiggins – Director of Regeneration & Neighbourhoods
Head of Service	Joanne Johnson – Head of Place
Lead Officer	Natalie Earl – Planning Manager (Policy)
Classification	Open
Recommendations	1. To recommend that Policy and Resources (P&R) and Full Council (FC) agree the changes to the proposed housing and employment allocations as set out in paragraphs 2.17 – 2.21; 2. To recommend that P&R recommend that FC delegate to the Head of Planning, in consultation with the Planning and Transportation Policy Working Group (PTPWG) Chair, any required updates to and/or deletions of sites with extant planning permissions; 3. To note that the completion of the transport and air quality modelling is outstanding and that engagement between PTPWG and the consultants has provided PTPWG suitable reassurance to recommend to P&R that the Regulation 19 proceeds to consultation; 4. To note that the Sustainability Appraisal and Habitats Regulation Assessment are due to be available in final draft form in advance of the Policy and Resources Committee, and that the drafts set out at Appendices II and III have provided PTPWG suitable reassurance to recommend that P&R recommend that FC delegate to the Head of Planning, in consultation with the PTPWG Chair, any required updates and/or deletions to policies (Development Management, Strategic or Allocation) if required, once the transport and air quality modelling, Sustainability Appraisal and Habitats Regulation Assessment are complete; 5. To note that the Level 2 Strategic Flood Risk Assessment may recommend mitigations which will need to be added to relevant allocation policies and to recommend that P&R recommend that FC delegate to the Head of Planning, in consultation with the PTPWG Chair, any required updates to policies (Development

	Management, Strategic or Allocation) if required, once assessment is complete; 6. To provide comment on, as appropriate, and recommend the Local Plan Regulation 19 document in Appendix I, the draft non-technical summary of the Sustainability Appraisal in Appendix II, the draft Habitat Regulation Assessment in Appendix III and the Draft Infrastructure Delivery Plan in Appendix IV to P&R for recommendation to FC for approval for consultation purposes; and 7. To recommend that P&R recommend that FC delegate to the Head of Planning, in consultation with the PTPWG Chair, any minor amendments and corrections to the Local Plan Regulation 19 document prior to the start of the consultation period.
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1 Purpose of Report and Executive Summary

- 1.1 The purpose of this report is to present the draft Regulation 19 Local Plan that is set out in Appendix I, the draft non-technical summary of the Sustainability Appraisal in Appendix II, the draft Habitats Regulation Assessment in Appendix III and the draft Infrastructure Delivery Plan and Schedule in Appendix IV.
- 1.2 This is a formal Regulation 19 consultation stage that seeks feedback from stakeholders and the public.
- 1.3 This Regulation 19 stage consultation differs from previous consultations on the Local Plan Review, as the planning inspector will be interested in comments related to the plan's soundness and legal compliance. This is the final consultation stage before the plan is submitted to the government who will appoint a planning inspector to run what is known as an Examination In Public¹ and is likely to take place next year.
- 1.4 The consultation period on the Regulation 19 Local Plan is intended to run from Monday 10th August until Monday 21st September at 5pm and officers are working with the Communications team on a variety of engagement opportunities to enable wide ranging participation. Consultation arrangements will be in line with the adopted [Statement of Community Involvement](#).
- 1.5 Given the scale and complexity of the documents and the required pace to achieve the adopted Local Development Scheme, it is inevitable that some minor clarifications/corrections may be required prior to the start of the formal Regulation 19 consultation and therefore recommendation 7 is deemed reasonable and pragmatic. An example may be where additional words or

¹ For further information on the Examination in Public (legacy system) see [Local plans: the examination process legacy system - GOV.UK](#)

terms could usefully be added to the glossary or formatting/grammatical errors need correcting or internal links and images still need inputting.

2 Background, Context and Proposals

- 2.1 For a comprehensive history of the Local Plan Review please see the background section of the [Local Plan Review - Regulation 18 Consultation Launch](#) PTPWG report.
- 2.2 The Regulation 18 Local Plan went out for consultation between Monday 12th January 2026 and Monday 23rd February 2026. The document contained the vision, objectives, portrait of the borough and Development Management (DM) policies. Comments made by stakeholders through the consultation have been incorporated, and policies and text amended where appropriate. These changes were noted by PTPWG on 27th May 2026.
- 2.3 All of the comments received during the consultation were reported to PTPWG on 27th May and are viewable at [Local Plan Review \(Regulation 18\), January 2026 - What people say - Keyplan](#), alongside the Council's summary of each representation and the Council's draft response.

Regulation 19 Local Plan Document Structure

- 2.4 The draft Regulation 19 includes a number of new elements that were not within the recent Regulation 18 Local Plan (January 2026). This includes Strategic Policies, a new Houses in Multiple Occupation (HMO) Development Management (DM) policy and proposed allocations.
- 2.5 **Strategic Policies** sit above the DM policies and provide the high-level, long-term planning principles that guide development across a local area, setting out the key principles for growth, infrastructure and the conserving and enhancement of the environment. Officers took as their starting point the strategic policies that were included within the Regulation 19 Local Plan that was consulted on in Spring 2021, and have been updated using:
 - feedback received from members at a workshop in Summer 2024,
 - updates to national policy and guidance, and
 - new and updated evidence base documents.
- 2.6 The **Houses in Multiple Occupation (HMO) Development Management policy**, which members raised as an aspiration at Policy and Resources Committee on 14th March 2026 following a Council Motion in October 2025, will sit alongside the Council's emerging HMO Supplementary Planning Document (SPD) and Article 4 Direction. The policy was drafted using examples from other adopted Local Plans and to ensure compatibility with the Council's emerging HMO SPD and Article 4, and was presented to PTPWG for feedback on 27th May 2026.
- 2.7 The draft Regulation 19 includes **allocations for housing, employment and gypsy and traveller sites**. The preferred growth option (development strategy) and new, proposed sites were agreed by [Full Council on 1st April 2026](#) after being considered by P&R on 11th March 2026 (informed by PTPWG

who debated these recommendations on 22nd January 2026). These policies have been drafted in consultation with colleagues across the Council, including those in development management, heritage and design, active travel and leisure. There are no new gypsy and traveller sites, the policy proposes an intensification of existing ones.

- 2.8 Some proposed allocations are extant planning permissions² which are yet to be built out and some are allocations from the adopted Local Plan which have yet to be developed or finished. They have been carried forward into this Local Plan, as is standard practice.
- 2.9 Extant planning permissions are sites that had full planning permission as of 1st April 2025 but which had not commenced development (NB these will be updated to 1st April 2026, once monitoring and analysis has been completed, for the submission version of the Local Plan.³). It is therefore important that there is flexibility in managing revisions on these sites if any circumstances have changed by the intended December submission date. e.g. if the site is now complete and fully built out. These sites are generally considered to be deliverable, subject to phasing, within the 5-year housing period.
- 2.10 The **structure** is similar to that of previous Local Plans, for continuity and to enable ease of use for both development management officers, stakeholders and the public.
- 2.11 In addition to an introductory section, the opening part of the document is made up of five main sections:
- Introduction:
 - what a Local Plan is and what it can contain
 - what has happened so far
 - why SBC are consulting on a Regulation 19
 - how to comment on this consultation
 - what happens next
 - What has influenced the development of the Local Plan:
 - National Planning Policy and Guidance
 - community and stakeholder engagement
 - other relevant plans, strategies and evidence base
 - environmental impacts
 - Characteristics of the Borough and the Key Issues and Challenges to be addressed
 - Vision and Objectives

² Planning permission can be described as extant if all pre-commencement conditions have been adequately satisfied, and the time limits set by condition for starting the development and/or submitting reserved matters have not expired, or material operations comprising the development or the use authorised by the permission have been initiated before those deadlines expire.

³ Monitoring includes an evaluation of planning permissions, housing starts and physical completions across Swale from 1st April. It includes site visits to all sites with live planning applications to ascertain whether a site is 'not started', 'under construction' or 'complete.' The results then have to be inputted into databases and analysis undertaken. This year there have been almost 250 housing sites to visit and 150 commercial sites.

- The Local Plan Strategy for Swale
 - Key Diagram (This is a high-level map which provides a broad illustration of the Council's spatial strategy, highlighting strategic priorities such as major housing and employment growth, protected environmental zones and key transport links.)

2.12 Strategic Policies are set out next:

- Policy ST1 Delivering Sustainable Development in Swale
- Policy ST2 Swale Settlement Strategy
- Policy ST3 Climate Change
- Policy ST4 Development Needs for the Borough
- Policy ST5 Building a Strong, Competitive Economy
- Policy ST6 Delivering a wide Choice of High-quality Homes
- Policy ST7 Good Design and Placemaking
- Policy ST8 Health and Wellbeing
- Policy ST9 Planning for Infrastructure
- Policy ST10 Promoting Sustainable Transport and Active Travel
- Policy ST11 Protecting and Enhancing the Natural Environment
- Policy ST12 Conserving and Enhancing the Historic Environment

2.13 The following sections contain the draft allocation policies:

- Existing allocations
- Strategic allocations
- Regeneration areas
- Proposed housing allocations
- Proposed employment allocations
- Neighbourhood Plans

2.14 The Development Management (DM) policies have been grouped thematically into:

- Cross-cutting
- Good design
- Housing
- Economic Development
- Infrastructure
- Climate Change, Pollution & The Water Environment
- Bio-diversity and Landscape
- Historic Environment

2.15 Finally, there is a section on 'Implementation and Monitoring' and the appendices, which include a glossary and list of acronyms used throughout the document.

2.16 As with the National Planning Policy Framework, the Local Plan should be 'read as a whole' (including its footnotes and annexes) so all parts of the plan hold equal weight and repetition of policies and guidance is not necessary.

Amendments to proposed non-strategic sites - housing

- 2.17 As part of preparing the Regulation 19 Local Plan consultation document, detailed site allocation policy drafting has resulted in necessary amendments to five non-strategic housing sites and one employment site from those that were agreed by Full Council on 1st April 2026. The site details and amendments are set out in Table I (housing) and paragraphs 2.19 – 2.21 (employment) below:

Site Name	Proposed Number of Dwellings (As at FC 1 st April)	Issues Arising
SHELAA/270 Land at Tonge Road, Sittingbourne	19 dwellings	Further investigation has identified this site as having extant outline planning consent and so it is considered within the existing housing land supply and must be removed as a new allocation. This results in a loss of 19 dwellings.
SHELAA/421 Land at West Minster off Brielle Way, Sheerness	76 dwellings	As part of detailed design considerations whilst preparing the site allocation policy, it is considered that the presence of overhead power cables constrains this site to a capacity of up to 30 dwellings. This results in a loss of 46 dwellings.
Queenborough and Rushenden Regeneration Area sites		
The Council has been in ongoing discussions with Homes England over the revised dwelling capacities for these sites, as is best practice. Homes England have recently shared with the Council that due to viability issues and discussions with developers, they do not feel that they can deliver the number of dwellings proposed in the adopted masterplan. They have proposed capacities lower than the adopted masterplan; around 500 dwellings across the whole site. Due to a potential change in numbers, the Council have used the density multiplier used in the HELAA for similar sites and which they would consider deliverable. The figures are shown below for each of the sites. The Council position is that the HELAA approach provides the latest and most robust evidence on what the likely deliverability of those sites would be and the appropriate density multiplier to use and should be the starting point for what the sites can deliver. These figures will now be taken forward into the Regulation 19 Local Plan consultation document. They total 898 dwellings.		
SHELAA/217 South of Queenborough Creek	380 dwellings	Up to 246 dwellings: a loss of 134 dwellings.
SHELAA/218 Former Istil site Rushenden Road	240 dwellings	Up to 140 dwellings: a loss of 100 dwellings.
SHELAA/220 West of Rushenden Road	278 dwellings	Up to 368 dwellings: a gain of 90 dwellings.

Table I: Amendments to proposed non-strategic housing sites

- 2.18 The revisions to these five housing sites have resulted in a net loss of 209 dwellings to the Council's housing land supply for the Regulation 19 Local Plan consultation. Whilst this loss is disappointing, revisions to site capacities and deliverability is part of the Local Plan drafting and consultation process. As mitigation, members previously agreed to apply a 5% buffer to the figures to allow for these types of matter and to avoid the need to consider adding sites late in the Local Plan drafting process. The housing land supply trajectory within the Regulation 19 Local Plan document, (Appendix I) at a base date 1st April 2025, sets out that there remains a buffer against the housing need for the Local Plan of 727 dwellings. The housing land supply position will be updated to a 1st April 2026 base date for the submission of the Local Plan in December 2026 that will include detailed site phasing from engagement with promoters of sites. The update will be reported to members when completed.

Amendments to proposed non-strategic sites - employment

- 2.19 After further, more detailed site work on the employment sites previously chosen for allocation by members, site CFS34 Land adj. Kemsley Substation, Sittingbourne – proposed for allocation for up to 5ha of employment land – has been withdrawn by the site promoter and owner, National Grid, making it no longer available. Site SBC17/005 Land at Pheasant Farm (west), Howt Green, Sittingbourne – proposed for allocation for 1.6ha of employment land - has also been removed as this site now has planning consent for 42 dwellings. This has resulted in a loss of 6.6ha of employment land from the supply.
- 2.20 Additionally, the employment site CFS50 Land East of Faversham Expansion - proposed for allocation for up to 21 ha of employment land - has had its site boundary amended from that presented in the HELAA and agreed by members. The boundary amendment reflects the site being considered for employment use only rather than the HELAA submission that considered a much a larger mixed use scheme. Through considering the design options for employment use on this site, it has been considered appropriate to locate the existing proposed quantum of employment use within the southeastern portion of the site (as shown in Appendix V) to reflect best access to the strategic road network. The name for this site has been amended to "Land at A2/M2 junction" to more accurately reflect its location.
- 2.21 In a similar context to housing land supply the loss of 5ha of employment land is disappointing, however a buffer was applied to the supply for Local Plan drafting and resilience. The supply of employment sites as presented to Full Council on 1st April 2026 was a net supply position of 96ha once land lost for residential allocations had been considered and the revised figure following the loss of the two sites results in a net position of 89.4ha for employment allocations and this is still in excess of the 73ha target set for the Local Plan.

Transport and Air Quality Modelling

- 2.22 Swale's transport modelling consultants, Jacobs, will be presenting the high level findings of the outputs report earlier on the agenda at the 30th June PTPWG meeting and will cover:

- the impacts of the forecast scenario and the Local Plan scenario⁴
 - the junction hot spots that are being modelled
 - early findings of the junction modelling,
 - what likely mitigation recommendations are being developed
 - the modal shift strategy.
- 2.23 Officers are expecting the junction modelling, including high level recommendations for mitigation for the Local Plan, to be completed in early July before the Regulation 19 is scheduled to be considered by P&R on 13th July.
- 2.24 The air quality modelling is in a similar situation as this work is not due to be completed until early July as it is dependent on the forecast scenarios and Local Plan scenarios of the transport modelling being complete.
- 2.25 The final piece of work Jacobs are preparing is a modal shift strategy. This was requested by members at P&R on 27th November 2024. It aims to transition the movement of people or goods from one transport mode to another, typically by moving away from carbon-heavy, private vehicles towards more sustainable, public, or active forms of transport. It is a critical component of urban planning aimed at reducing greenhouse gas emissions and congestion. The strategy will look at commuting patterns of proposed development through the Local Plan and what existing infrastructure is available to enable sustainable commuting (such as the Local Cycling and Walking Infrastructure Plans, [LCWIPs]). The study will also set out opportunities for further mitigation and the potential for internalisation of commuting on large development sites. Modal shift looks at sustainable transport for people, rather than goods. However, KCC's Local Transport Plan 5 contains a number of actions and ambitions around moving freight from the road network onto the rails and water and enhancing rail freight gauges for international traffic. Opportunities to move freight on to the rail network continue to be explored at Ridham Docks and Sheerness Port by their owners and GB Rail.
- 2.26 Whilst it is not ideal that evidence of transport and air quality need for mitigation will not be completed until the Regulation 19 consultation, the consultants have been working to a tight timetable since the sites were agreed at Full Council and officers are content that they will have evidence ready sufficient for consultation. Officers and the consultants have been working closely with National Highways and Kent County Council Highways to determine their requirements to ensure that once the Council reaches submission, both of these key stakeholders will be satisfied with the transport elements and mitigations required of the Local Plan. Canterbury's recent Regulation 19 consultation had their transport work to the point of identifying the junction hotspots requiring mitigation with the recommendations to design the mitigation. Swale will have a similar type of report for consultation, which will cover forecast, local plan scenarios and junction modelling to identify the hotspots with recommendation for mitigation. The key outputs of this work will

⁴ A forecast scenario looks at the impact on the road networks from consented development that will come forward if there was no Local Plan growth. A Local Plan Scenario considers the impacts of both the forecast scenario and the additional development on the road network from the proposals.

be working up of the design of mitigation that will occur as sites move forward to allocation as part of plan drafting and examination.

- 2.27 The Regulation 19 Local Plan will set out a strategy for Swale including sites to meet development needs. As part of the consultation the deliverability of the Plan and its strategy will need to be demonstrated including mitigating the impacts of development. As part of this the Transport and Air Quality evidence will seek to set out what the impacts are on the road network from growth in the Local Plan with mitigated recommendations. Those recommendations will be worked up into mitigation design for submission of the Local Plan with Statement of Common Grounds with statutory parties National Highways and KCC setting out what matters are agreed and being worked upon as part of the mitigation design process.
- 2.28 The evidence on transport modelling will continue to evolve due to the representations the Council are likely to receive during the Regulation 19 consultation and as design of the recommended mitigation is worked up. This is an iterative process normally addressed through statements of common ground with strategic partners like National Highways and KCC and agreed as part of the Local Plan's refinement through its Examination.

Strategic Flood Risk Assessment Level 2

- 2.29 As the earlier committee report explains in paragraphs 2.5 – 2.8, a scoping exercise on the sites identified by Swale Borough Council to potentially take forward within the Local Plan was undertaken and guidance given as to whether a Level 2 SFRA should be undertaken. This demonstrated that 25 sites are 'least preferable' (over 20% of the site at risk from surface water, fluvial or tidal flood risk). A Level 2 SFRA will be carried out for these sites which will be ready in time for submission of the Local Plan. Consultant advice to date is that all sites are developable, with mitigation. This mitigation could be in the form of site layout changes, sustainable drainage requirements, land raising, flood resilience and resistance requirements, Flood Risk Emergency Plans and relevant wording would need to be added to the relevant allocation policies.

Sustainability Appraisal (SA) and Habitats Regulation Assessment (HRA)

- 2.30 The draft non-technical summary of the Sustainability Appraisal is included at Appendix II. The full, detailed Sustainability Appraisal will be available with the papers at Policy and Resources committee.
- 2.31 The Sustainability Appraisal will present an appraisal of the plan comparing the preferred growth scenario to other potentially reasonable alternative scenarios for growth in the Borough. The Sustainability Appraisal framework contains a list of 13 sustainability topics under which scenarios are assessed; three other alternative scenarios have been formulated for assessment with the preferred approach.
- 2.32 The scenarios are alternative approaches to delivering Swale's housing target (plus a buffer taking into account the housing supply pipeline.) To form the alternative scenarios for the exercise, the existing housing supply, windfall

supply and regeneration sites were taken as constant, that is they appeared in all the scenarios. The reasonable alternative scenarios were developed by Sustainability Appraisal specialists in liaison with officers. The strategic site, South East Faversham (sometimes known as the Duchy of Cornwall site) was also considered constant in all scenarios as it already benefits from a resolution to grant planning permission, whilst Land to the West of Bobbing, though included in the preferred approach, is treated as a variable as the application is (at the time of writing) yet to be determined. East and South East of Sittingbourne (known as Highsted Park) which featured in two of the six broad growth options considered by PTPWG is also considered a variable for the purpose of the SA exercise. Finally, East of Faversham which has been considered through the committee process is also considered a variable. Winterbourne, which is the subject of a live planning application, is not considered in any of the scenarios as it is not required to meet the housing target and guidance states that authorities do not need to test an unlimited number of scenarios.

2.33 The preferred non-strategic sites are treated as variables in the different alternative scenarios based on the Sustainability Appraisal accessibility criteria where 12 lower-ranking accessibility preferred non-strategic sites are excluded.

2.34 A high-level summary of the options is as follows:

- Scenario 1 - This the preferred growth scenario for the local plan as selected by members. (Constant + Bobbing + Preferred non-strategic sites).
- Scenario 2 – Excluding some preferred non-strategic sites but including East of Faversham Extension (Constant + Bobbing + East of Faversham Extension.)
- Scenario 3 – Preferred growth scenario including East of Faversham Extension. (Constant + Bobbing + Preferred non-strategic sites + East of Faversham Extension.)
- Scenario 4 - Excluding Bobbing but including preferred non-strategic sites. (Constant + Highsted + Preferred non-strategic sites - Bobbing).
- Scenario 5 - Excluding Bobbing and some preferred non-strategic sites but including East of Faversham Extension. (Constant + Highsted + East of Faversham Extension – Bobbing - Preferred non-strategic sites).
- Scenario 6 - Excluding Bobbing but including preferred non-strategic sites and East of Faversham Extension. (Constant + Highsted + Preferred non-strategic sites + East of Faversham Extension - Bobbing).

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Existing supply	7,430	7,430	7,430	7,430	7,430	7,430
Windfall	2,409	2,409	2,409	2,409	2,409	2,409
South East of Faversham	2,500	2,500	2,500	2,500	2,500	2,500
Regeneration sites	1,074	1,074	1,074	1,074	1,074	1,074
West of Bobbing	2,500	2,500	2,500	-	-	-
Highsted Park	-	-	-	2,000	2,000	2,000
East of Faversham Extension	-	1,500	1,500	-	1,500	1,500
Non-strategic sites	1,809	910	1,809	1,809	910	1,809

Table II: Sustainability Appraisal Scenario dwelling distribution

- 2.35 The appraisal shows all the scenarios have advantages and disadvantages and score differently in different categories but concludes that the preferred growth option agreed by Full Council (Scenario 1) having weighed the pros and cons is justified as an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence (as set out in NPPF paragraph 36). It is important to note that this does not automatically mean that Scenario 1 is appraised as performing best overall. However, members have selected their preferred growth option for a range of planning reasons, and as long as the Sustainability Appraisal concludes it is justified, the relative justification of the other options is not a requirement to pursue a different option.
- 2.36 The draft HRA is included at Appendix III. The objective of an HRA is to identify aspects of the plan that will result in likely significant effects and adverse effects on habitat sites, special areas of conservation and special protection areas, and to propose appropriate policy mechanisms for delivering mitigation. The task is carried out in three stages, screening for likely significant effect, appropriate assessment and avoidance and mitigation.
- 2.37 There are 'Identified Impact Pathways' by which proposals in the plan can affect protected sites and these are:
- Atmospheric Pollution
 - Recreational Pressure
 - Water Quantity, Level and Flow
 - Water Quality
 - Visual and Noise Disturbance from Construction Works
 - Coastal Squeeze
- 2.38 There is a pending assessment for atmospheric pollution as this is dependent on input from work currently being carried out associated with the transport modelling. This will be completed when air quality data has been received so

any allocations which may have an effect (if any) under this pathway are yet to be determined. If any impact is determined, and any necessary mitigation wording is required, appropriate wording will be added to the policy.

2.39 For the other pathways, the assessment shows that the sites identified below have impacts but do not require further assessment:

- Recreational Pressure:
 - The Swale SPA / Ramsar and Medway Estuary & Marshes SPA/Ramsar
 - Land at West Street
 - South of Queenborough Creek
 - West of Rushenden Road, Queenborough
 - Ridham Dock - redevelopment
- Loss of Functionally Linked Land
 - Former Istil site Rushenden Road/Thomsett Way
 - Three Lakes Park, Church Road, Sittingbourne
 - Ridham Dock – redevelopment
 - Smeed Dean Works, Eurolink Industrial Estate, Castle Road
 - South of Queenborough Creek
- Visual and Noise Disturbance from Construction Works:
 - Land at West Street
 - South of Queenborough Creek
 - West of Rushenden Road, Queenborough
 - Ridham Dock - redevelopment
 - Smeed Dean Works, Eurolink Industrial Estate, Castle Road, Sittingbourne
 - Three Lakes Park, Church Road, Sittingbourne

2.40 The HRA has made policy recommendations based on the effects identified. If these are included, which they have been, it can be concluded that the Plan will provide a sufficient protective policy framework to ensure there are no adverse effects on the integrity of protected sites.

Infrastructure Delivery Plan

2.41 The Infrastructure Delivery Plan (IDP) (Appendix IV) strategically analyses and assesses the future infrastructure needs arising from development set out and planned for in the Local Plan. It cannot deal with current deficits in infrastructure provision. The IDP demonstrates what infrastructure is required to deliver the development and policies within the plan, helping to show that the plan is deliverable. It is a live document and will be updated up until the Local Plan is submitted. It shows all of the engagement that has been undertaken with infrastructure providers and their requirements for Swale to date.

2.42 It is not a final version and engagement continues with key infrastructure providers and internal departments such as leisure, waste and active travel colleagues.

- 2.43 It will be updated once the transport modelling and modal shift assessment are complete with any necessary junction upgrades and sustainable and active travel schemes included.

Timeline and Consultation Process

- 2.44 As previously set out, the draft Local Plan timeline is challenging, with constrained time between the Regulation 18, Regulation 19 and submission stages of the Local Plan which is required to meet the previously agreed ambition to submit the plan for Examination before the wholesale changes to plan-making are introduced from January 2027.
- 2.45 It is for this reason that the Regulation 19 consultation is proposed to last for six weeks. This period is considered appropriate in this case due to:
- It is imperative to meet the submission date; and
 - Consultation dates will be highlighted to consultees suitably ahead of time.
- 2.46 The consultation will be able to be responded to online via the consultation portal, Objective. The Council will notify all those on Swale's Objective consultation database prior to the consultation to provide them with the dates of the consultation and links to the documents. All libraries in the borough and council offices (Sittingbourne, Faversham and Sheerness) will have hard copies of the documents available for inspection.
- 2.47 Parish and Town Councils will be made aware of the consultation period ahead of the start of the consultation period to allow them time to schedule meetings to discuss the document.
- 2.48 At Regulation 19 stage, the Local Plan is published for comments, known as representations, on its soundness and legal compliance. These questions are set by planning legislation. These are the matters on which the Planning Inspector appointed by the Secretary of State will later examine the Local Plan and reach a conclusion as to whether or not it can be recommended for adoption. For further guidance and for the questions which respondents will need to answer, please see the draft guidance note on making a representation as part of the Regulation 19 in Appendix VI.
- 2.49 All representations received at this stage will be passed directly to the independent Planning Inspector who will then consider whether any changes are needed to the Local Plan. The Council will read through and analyse all of the comments received and produce a schedule setting out any major and minor amendments to the Regulation 19 Local Plan which they feel are required as a result of representations received. That schedule is sent directly to the Inspector who then decides through the Examination which amendments to accept.

3 Recommendations

1. To recommend that Policy and Resources (P&R) and Full Council (FC) agree the changes to the proposed housing and employment allocations as set out in paragraphs 2.17 – 2.21;

2. To recommend that P&R recommend that FC delegate to the Head of Planning, in consultation with the Planning and Transportation Policy Working Group (PTPWG) Chair, any required updates to and/or deletions of sites with extant planning permissions;
3. To note that the completion of the transport and air quality modelling is outstanding and that engagement between PTPWG and the consultants has provided PTPWG suitable reassurance to recommend to P&R that the Regulation 19 proceeds to consultation;
4. To note that the Sustainability Appraisal and Habitats Regulation Assessment are due to be available in final draft form in advance of the Policy and Resources Committee, and that the drafts set out at Appendices II and III have provided PTPWG suitable reassurance to recommend that P&R recommend that FC delegate to the Head of Planning, in consultation with the PTPWG Chair, any required updates and/or deletions to policies (Development Management, Strategic or Allocation) if required, once the transport and air quality modelling, Sustainability Appraisal and Habitats Regulation Assessment are complete;
5. To note that the Level 2 Strategic Flood Risk Assessment may recommend mitigations which will need to be added to relevant allocation policies and to recommend that P&R recommend that FC delegate to the Head of Planning, in consultation with the PTPWG Chair, any required updates to policies (Development Management, Strategic or Allocation) if required, once assessment is complete;
6. To provide comment on, as appropriate, and recommend the Local Plan Regulation 19 document in Appendix I, the draft non-technical summary of the Sustainability Appraisal in Appendix II, the draft Habitat Regulation Assessment in Appendix III and the Draft Infrastructure Delivery Plan in Appendix IV to P&R for recommendation to FC for approval for consultation purposes; and
7. To recommend that P&R recommend that FC delegate to the Head of Planning, in consultation with the PTPWG Chair, any minor amendments and corrections to the Local Plan Regulation 19 document prior to the start of the consultation period.

4 Alternative Options Considered and Rejected

- 4.1 The alternative option is for members not to progress with a Local Plan review and not to publish the Regulation 19 Local Plan. This would be contrary to central government expectations, and to the Council's Corporate Plan objective to "progress a Local Plan with local needs and capacity at its heart." This would also be contrary to the Local Development Scheme (Local Plan timescale) adopted by Full Council.

5 Consultation Undertaken or Proposed

- 5.1 All formal stages of a Local Plan go through statutory consultation with the public, Parish/Town Councils, Statutory and Non-Statutory Consultees and local interest groups. Details of this can be seen in the [Swale Statement of Community Involvement](#)
- 5.2 A consultation strategy is being developed for the Regulation 19 Local Plan, in line with the recently adopted Statement of Community Involvement, and will include:
- Emails sent out setting out the forthcoming dates to those on the Council's Local Plan consultation database ahead of the start of the consultation;
 - Officers will attend the Swale Local Parish Council Liaison Forum;
 - Printed copies of the documents will be placed at all of Swale's libraries, including the mobile ones. They will also be provided with posters to display advertising the consultation;
 - The team will produce another video explaining the consultation document, what a Local Plan is and how to get involved with the consultation.;
 - Emails will be sent to Swale's Green Grid contacts;
 - An article will be included in the Swale Means Business newsletter;
 - An article will be included in the new resident newsletter and in Inside Swale;
 - Posters will be made available to Parish and Town Councils and available to download from Swale's website for other community groups to share;
 - The communications team will share regular social media posts promoting the consultation;
 - Regular email reminders will be sent throughout the consultation period to those on the database;
 - The team will update the Frequently Asked Questions document from the Regulation 18 consultation to assist stakeholders;
 - A Statement of Representations Procedure has to be produced which will cover:
 - When you can make representations
 - The deadline for making representations
 - How you can make representations
 - How you can view key documents.
 - A guidance note on making a representation will be available which will explain what is meant by soundness and legal compliance and to explain to stakeholders how to make their points clear for the planning inspector.
 - The documents will be available to read on the Objective portal and be downloaded and printed, or a copy can be purchased; and
 - A separate document of the site plans of the proposed allocations will be placed on the website so that they can be viewed separately to the whole Local Plan document and they will be able to be downloaded for all stakeholders to print and share as required.
- 5.2 The vision, objectives and DM policies have been through public consultation as part of the recent Regulation 18 consultation.

- 5.3 The draft Strategic Policies were taken to PTPWG on 27th May and comments were fed into policies where appropriate.

6 Implications

Issue	Implications
Corporate Plan	The Local Plan supports the delivery of the Corporate Plan, aligning with the following priorities: • Environment - To provide a cleaner, healthier, more sustainable and enjoyable environment, and to prepare our borough for the challenges ahead. • Community - To enable our residents to live, work and enjoy their leisure time safely in our borough and to support community resilience. • Economy – Working with our businesses and community organisations to work towards a sustainable economy which delivers for local people. • Health and Housing - To aspire to be a borough where everyone has access to a decent home and improved health and wellbeing. The Corporate Plan contains a specific objective to ‘progress a Local Plan with local needs and capacity at its heart.’
Financial, Resource and Property	The Local Plan work programme is fully funded across a combination of base budget, committed reserves and a contribution from the government’s Local Plans Delivery Fund.
Legal, Statutory and Procurement	Preparation of a Local Plan is carried out under a national legislative and regulatory framework.
Crime and Disorder	There are no direct crime and disorder impacts arising from this decision.
Environment and Climate/Ecological Emergency	As part of the Local Plan, there will be a Sustainability Appraisal and Habitats Regulation Assessment at each key stage in decision making and these assess the environmental impact of the Local Plan as a whole.
Health and Wellbeing	No implications identified at this stage.
Safeguarding of Children, Young People and Vulnerable Adults	No implications identified at this stage.
Risk Management and Health and Safety	The risks of not submitting a Local Plan in line with the current Local Development Scheme have been previously debated by members and include needing to submit the Plan under the new planning framework, and Swale Borough Council not being the adopting authority. This is in addition to an increased risk of

	speculative applications and appeals as long as Swale's Local Plan is considered out of date.
Equality and Diversity	No implications identified at this stage.
Privacy and Data Protection	No implications identified at this stage.
Local Government Reorganisation	The current Local Plan timetable expects the Local Plan to be submitted for its Examination in Public and to be adopted before local government reorganisation is expected to be complete.

7 Appendices

7.1 The following documents are to be published with this report and form part of the report:

- Appendix I: Draft Regulation 19 Local Plan
- Appendix II: Draft Non-technical Summary of the Sustainability Appraisal, June 2026
- Appendix III: Draft Habitat Regulation Assessment, June 2026
- Appendix IV: Draft Infrastructure Delivery Plan and Schedule, June 2026
- Appendix V: Reduced Employment Site at Land at A2_M2 Junction
- Appendix VI: Draft Guidance Note on making a representation as part of the Regulation 19

8 Background Papers

8.1 [Local Plan Review - Regulation 18 Representations, Summaries and Response](#)

8.2 [National Planning Policy Framework](#)

8.3 [Bearing Fruits 2031](#)

8.4 [Local Plan growth strategy and sites for allocation at P&R 110326](#)

8.5 [Informal Discussion on Local Plan Sites at PTPWG 120316](#)

8.6 [Local Plan growth strategy and sites for allocation at FC 010426](#)

8.7 [Draft Strategic Policies PTPWG 270526](#)