Swale Local Plan

INFRASTRUCTURE DELIVERY PLAN

DRAFT

June 2026

Swale BOROUGH COUNCIL

Contents

Swale Infrastructure Delivery Plan

Contents

1 Introduction

1.0.1 The infrastructure Delivery Plan (IDP) establishes the infrastructure and service needs required to support the development proposed in the Local Plan over the plan period. The IDP will also coordinate the delivery of identified infrastructure in a timely and sustainable way.

1.0.2 The IDP has been prepared following engagements with infrastructure providers and service delivery organisations over the course of preparing the Local Plan. These engagements enables the IDP:

- Provide a baseline position for current infrastructure provision, identifying shortfalls and potential constraint to development; and
- Set out specific infrastructure and service requirement in respect of the council's proposed growth strategy contained in the plan. It also identifies, where appropriate, the specific infrastructure requirement.

1.0.3 An Infrastructure Delivery Schedule (IDS) is being produced alongside the IDP to support the Local Plan based on its growth strategy, some of the infrastructure projects identified in the previous version of the Infrastructure Delivery Scheme (IDS) remain relevant as they are being implemented. Through engagement with those infrastructure providers and service delivery organisations identified in the IDS as being the lead delivery agency, an up-to-date position on the delivery of infrastructure projects has been established and is reflected in the IDP.

1.0.4 The IDP, therefore, draws together the latest evidence and information available to the council regarding identifying the key site-specific infrastructure requirements for the site allocations identified through the Local Plan preparation process. These are also reflected in the IDS.

1.0.5 The Infrastructure Delivery Schedule will be used to inform the council's annual Infrastructure Funding Statement (IFS). This will set out details of developer contribution receipts from Section 106 and Section 278 Agreements and projects and the infrastructure that has or will be provided using this funding[1].

Purpose of Document

1.0.6 There is a requirement for the council to provide evidence that the proposed Local Plan is deliverable and sustainable. This document provides evidence on the consideration of the main infrastructure need resulting from proposed developments in the local plan. It shows the cost, sources of funds, delivery timetable and inform the framework for planning with partners on management of infrastructure delivery.

1.0.7 This document is intended to be a live document; but it should not be treated like an implementation plan for projects, it will however demonstrate the council's commitment to infrastructure development as well as the monitoring. It should be read together with the accompanying IDS.

1 from Section 106 and Section 278 Agreements

2 Background

2 Background

2 Background

Type of Infrastructure

2.0.1 Infrastructure can be grouped into three broad categories:

- Physical infrastructure such as: transport infrastructure (roads, public transport, cycling and walking routes); gas and electricity infrastructure, water supply and wastewater treatment;
- Social infrastructure such as: primary and secondary schools, healthcare, libraries, sports and recreational facilities, community facilities; and
- Green infrastructure such as: open space and green & blue infrastructure.

2.0.2 Different types of infrastructure are also required to support different scales of development within an area:

- On site infrastructure is necessary to enable the delivery of a specific development. This includes roads, walk/cycleways, gas pipes, electricity cabling, water supply and wastewater disposal;
- At a neighbourhood level infrastructure is required to mitigate the impact of the development and support the day-to-day needs of the new population. This can include schools, community facilities and GP surgeries, sports facilities; and
- At a strategic level, larger pieces of infrastructure to support development growth across a wider or strategic site. This can include electricity sub-stations, strategic highway network improvements, hospitals, sewerage treatment works.

2.0.3 The IDP is a 'living document' and updates may include other types of infrastructure, as strategic priorities in the borough are reviewed.

2.0.4 Some types of infrastructure will be fundamental to the delivery of the Local Plan development strategy and to support the intended levels and locations of growth. The IDP does not, therefore, include every infrastructure scheme or project planned in the Borough. Rather, the IDP focuses on the infrastructure required to support the development proposed in the Local Plan and does not include the provision of infrastructure that would normally be part of the site development process.

2.0.5 It is important to note that the IDP is a mechanism to identify the future infrastructure requirements of development proposed in the Local Plan. It does not seek to address deficiencies in existing infrastructure provision although there may be circumstances where supporting growth might be most effectively achieved through upgrading existing facilities, for instance through extending existing schools. The focus of the IDP will be on the new infrastructure that will be key to the delivery of the planned growth set out in the Local Plan or the successful development of individual allocations rather than the improvement to or remedying infrastructure deficiencies in existing provision.

2.0.6 This IDP update, therefore, considers the following types of infrastructure:

- Social Infrastructure
  - Health care
  - Education
  - Social provision
- Physical Infrastructure
  - Transport (highways, sustainable and public transport)
  - Water supply and treatment
  - Utilities (electricity, gas)
  - Broadband
  - Waste facilities

- Green and Blue Infrastructure
  - Open Space
  - Sports provision
  - Built Facility
  - Playing Pitch

Plan Period

2.0.7 The proposed plan period for the Local Plan is 2027 to 2042. Identifying infrastructure over the plan period of a local plan can be difficult as few infrastructure providers actively plan for that length of time, therefore, identification of infrastructure needs in the later years of the plan period may be subject to change. In addition, infrastructure needs may be influenced by changes in technology and changes to the arrangements for the planning and delivery of infrastructure.

2.0.8 It is also clear that where growth is planned for through significant new developments, there may not be the certainty and/or funding secured for any necessary strategic infrastructure at the time the plan is produced. Therefore, the council will need to be clear on the infrastructure needed to deliver growth in the early stages of the plan period and to be able to demonstrate that this is deliverable in a timely manner. In the later stages of the plan period, there is a degree of flexibility as strategic infrastructure requirements will only need to be demonstrated as reasonably achievable within the timescales envisaged.

2.0.9 As mentioned previously, the IDP is intended to be a living document. Planning for infrastructure is a continuous and iterative process and the IDP can only represent the council's understanding of the infrastructure required to support the development proposed at the time the IDP is prepared. The IDP will, therefore be updated at appropriate stages during and beyond the plan making process to reflect the latest available information on infrastructure requirements and provision.

3 National Context

3.0.1 As contained in the National Planning Policy Framework and Planning Practice Guidance, Local Planning authorities are mandated to identify the infrastructure needs and how it will be funded and delivered. Throughout the plan making process, there should be collaborative working between planning authorities and delivery partners including infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. Infrastructure deficit should be identified along with opportunities to address them.

3.1 National Planning Policy Framework

3.1.1 The NPPF places considerable emphasis upon viability at the plan making stage and that the contributions expected from development should not undermine the deliverability of the plan. A Whole Plan Viability Assessment has been undertaken and is a key element of the evidence relating to the delivery of the Local Plan.

3.1.2 The National Planning Policy Framework (NPPF) (2024)[2] provides the national planning policy context for plan making. According to paragraph 8, in achieving sustainable development, identifying and co-ordinating the provision of infrastructure is highlighted in the overarching economic objective.

3.1.3 In this document, the infrastructure needs to support new development in the Local Plan and broad costs of projects and the sources of funding available, where known is presented. Its purpose is to offer certainty regarding the infrastructure required to deliver the planned level of growth in the borough till 2042

3.1.4 The NPPF also indicates:

- Plans should be shaped by early, proportionate and effective engagement between plan makers and infrastructure providers (paragraphs 16 and 25);
- Strategic policies should make sufficient provision for (amongst other things) transport, telecommunications, water supply, wastewater, flood risk and coastal change management, energy, community facilities such as health, education and cultural infrastructure) and green infrastructure (paragraph 20);
- Strategic policies should look ahead over a minimum 15-year period form adoption, to anticipate and respond to long term requirements and opportunities, such as those arising from major improvements in infrastructure (paragraph 22);
- There should be effective and on-going joint working between strategic policy making authorities and relevant bodies in helping to determine where additional infrastructure is necessary (paragraph 25);
- Plans should set out the contribution expected from development, such as that needed for education, health, transport, flood and water management, green and digital infrastructure (paragraph 35);
- Planning policies should seek to address potential barriers to investment such as inadequate infrastructure and services (paragraph 86);
- Planning policies should set out how high quality digital infrastructure, essential for economic growth and social well-being, will be delivered and upgraded over time (paragraph 119);

3.2 Planning Practice Guidance

3.2.1 The national Planning Practice Guidance (PPG) provides more detailed guidance on the implementation of the NPPF. In respect of the role and function of the Local Plan in delivering infrastructure, it reiterates a number of the points made in the NPPF around identifying what infrastructure is required and how it can be funded and brought forward and undertaking early discussions with infrastructure and service providers to identify requirements and opportunities for addressing infrastructure deficits[3].

2 https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf
3 Planning Practice Guidance - Plan making, paragraph: 059 Reference ID: 61-059-20190315

3.2.2 Where large scale developments, such as new settlements or significant extensions to existing villages and towns are proposed, the PPG[4] provides guidance on how it can be demonstrated that there is a reasonable prospect they can be developed within a set timescale. It states that strategic policy making authorities should engage with infrastructure providers so they are aware of the nature and scale of such proposals, and work collaboratively with them to ensure the infrastructure requirements are not beyond what could reasonably be considered to be achievable within the planned timescales.

3.2.3 The PPG also provides guidance on plan making and viability[5]. It states that plans should set out the contributions expected from development, including the infrastructure needed. The IDP is, therefore, intended to fulfil the requirement of identifying the infrastructure required to support the growth planned in the Borough over the plan period.

4 Planning Practice Guidance - Plan making, paragraph 060 Reference ID: 061-060-20190315
5 Planning Practice Guidance - Viability, paragraph: 001 Reference ID: 10-001-20190509

4 Sub-Regional Context

Southeast Local Enterprise Partnership/Kent and Medway Economic Partnership (Defunct)

4.0.1 Local Enterprise Partnerships (LEP) played a key role in determining local economic priorities and investment to drive economic growth and improve infrastructure in their area. They are able to access investment to support infrastructure developments that unlock wider economic growth, create jobs and build houses through growth deals with central government.

4.0.2 The Southeast LEP (SELEP) covered an area encompassing the local authority areas of East Sussex, Kent, Medway, Southend and Thurrock. The latest Growth Deal for the southeast was agreed in February 2017. Several projects in the Borough have benefitted from funding from the SELEP local growth funding. As part of the levelling and devolution agenda, Government funding for Local Enterprise Partnerships ceased in April 2024 with responsibilities falling to upper tier local authorities – KCC in the case of the Swale borough area.

Transport for the South East

4.0.3 Transport of the Southeast (TfSE) was established in 2017 as a shadow sub-national transport body covering sixteen transport authority together with stakeholders representing protected landscapes, transport operators, district and borough authorities and national agencies including Network Rail and Highways England [(6)] .

4.0.4 The role of TfSE is to strategically influence future investment in road and rail in the southeast with the aim of unlocking the potential for growth where the lack of transport infrastructure has been a barrier to sustainable development. TfSE are seeking to become a statutory sub-national transport body, submitting a proposal to formalise their role to Government in July 2020. In October 2020, the Transport Secretary announced the outcome of this submission, advising TfSE that he was not, for the present time, going to progress TfSE's request for statutory status or the transfer of powers.

4.0.5 Despite the outcome of the proposal, TfSE continues to work closely with the department for transport. The recent publication A Strategic Investment Plan [(7)] for the South East 2026 includes projects IG17 - A2 Brenley Corner Enhancements and MR07 North Kent Line / Chatham Main Line - Line Speed Enhancements which are relevant to the borough.

Kent County Council

4.0.6 Kent County Council (KCC) are responsible for the delivery of significant elements of infrastructure in its role as local highway authority, lead local flood authority, education authority, waste disposal authority and in the provision of libraries and social care.

4.0.7 KCC have prepared a Growth and Infrastructure Framework [(8)] to provide a view of emerging development and infrastructure requirements to support growth across Kent and Medway.

4.0.8 The GIF also provides a strategic framework for identifying and prioritising investment across a range of infrastructure. The GIF Update (2018) estimated that the infrastructure required to deliver planned growth across Kent and Medway to 2031 would cost £16.38 billion, with transport infrastructure accounting for 60% of this cost. However, the GIF indicated that 24% of the total infrastructure required was neither secured nor expected from developer contributions or investment by infrastructure providers: this left a funding gap of £3.96bn.

---

6 Transport for the South East https://transportforthesoutheast.org.uk/about-us/#:~:text=Why%20we%20do%20it,a%20partnership%20first%20and%20foremost

7 https://transportforthesoutheast.org.uk/app/uploads/2026/04/SIP-2026.pdf

8 https://www.kent.gov.uk/about-the-council/strategies-and-policies/service-specific-policies/economic-regeneration-and-planning-policies/planning-policies/growth-and-infrastructure-framework

NHS Kent and Medway Integrated Care Board (ICB)

4.0.9 NHS Kent and Medway ICB was created on the 1st of July 2022 under the health and Social Care Act [9]2022 which abolished the Clinical Commissioning Group that preceded the organisation. The Kent and Medway Integrated Care System (ICS) is a partnership of health, care and wider community organisation that come together to plan and deliver services that improve health and wellbeing to people in the area, the ICB specifically represents the NHS within this structure finding collaborative solutions to long standing health and care issues [10].

9 https://www.legislation.gov.uk/ukpga/2022/31/contents
10 https://www.kentandmedway.icb.nhs.uk/download/docm93jijm4n762.pdf?ver=4260

5 Local Plan Context

5.0.1 On adoption of the Bearing Fruit Local Plan in 2017, inspectors agreed an early review of the plan to allow for transport modelling and mitigation schemes to address the effect of planned development on the strategic road network and the local highway network. The area of concern was the harmful impact required mitigation at Key junctions on the A249 would have on the traffic flow and safety on the Local Highway Network which will result in increased queuing and congestion on parts of the A2 corridor between Teynham and Newington.

5.0.2 The Transport Modelling work was carried out at the time and identified a number of network improvements. These were in addition to already committed schemes. While mitigation measures were identified, and tested, further modelling is to be undertaken in order to identify additional, if any, transport mitigation measures that may be required.

5.0.3 At the time of writing this IDP, the new Swale Borough Council Local Plan document is being prepared where a Reg 18 consultation on vision objectives and Development Management policies held between January to February 2026 and will be followed with a Reg 19 consultation in July 2026. The local plan is programmed to be submitted in December 2026 with adoption anticipated for 4th quarter of 2027.

5.0.4 The Council's strategy for infrastructure planning in the Regulation 19 Local Plan is to deliver sustainable growth supported by timely and coordinated infrastructure provision. Policy ST 8 sets out how the council will secure developer contributions for the infrastructure necessary to mitigate the impacts arising from development while Policy ST 9 sets out the key transport improvements that will be required during the plan period, including strategic and local road network improvement schemes. The individual site allocation policies set out the requirements for comprehensive masterplanning (where this is appropriate for the sites concerned) and the infrastructure requirements to be addressed by the developments.

5.0.5 A new transport modelling work has been commissioned with initial output identifying key issues, the IDP will be updated with outputs and mitigation from the piece of work when it becomes available.

5.1 Scale and Distribution of Growth

5.1.1 The Housing need has increased from 776 homes per annum(dpa) determined in the Bearing fruit Local Plan (2017) to 1,064 [11] dpa based on the Governments Standard Method for calculating a Local Authority Housing Need. This will mean a target of close to 16,000 homes over the plan period.

5.1.2 The need for employment land in the Borough in the previous iteration of the IDP was estimated as 41 hectares for B2/B8(Industrial and Storage) uses and 15 hectares for B1 uses (Office and Light Industry). The latest Swale Employment Land Review Update sets out the demand for industrial land which has been faster and stronger than anticipated in the 2018 Employment Land Review. Led by the strategic distribution of market particularly retail and third-party logistics as well as freight and wholesalers. The requirement now is at 73 Ha with the demand of 48 ha, plus a margin of 25 Ha. The requirement for office has also shifted significantly with demand and availability remaining low [12].

5.2 Spatial Distribution

Spatial Distribution

5.2.1 The overall approach to development distribution over the plan period is set out in the emerging local plan and this has been informed by a range of technical evidence.

5.2.2 Historically, development has been focused on Sittingbourne as the borough's principal settlement and to a lesser extent, the western edge of the isle of Sheppey reflecting that part of the borough's location

11 https://swale.gov.uk/__data/assets/pdf_file/0005/510629/2025_Housing_Land_Supply_PS_2025_26_NovemberREDUCED.pdf
12 https://swale.gov.uk/__data/assets/pdf_file/0003/463215/ELR-Update-2024-002-AA.pdf

on the eastern edge of the Thames gateway growth corridor. Faversham and the rest of Swale have experienced more modest scale of growth. From an infrastructure perspective, the key issues arising from this approach has been around connectivity, accessibility and highway network capacity. Consequently, several highway improvement schemes were identified in the adopted Local Plan IDS.

5.2.3 The spatial strategy in the emerging Local Plan relies on two strategic sites in the eat and west of the borough, with residual housing requirement met by non-strategic sites across the Borough so that there is a more even spread of development. In accordance with the spatial distribution, site allocations have been identified in the following locations.

Reference (Planning/SLAA)	Development Name	HH, Dwellings	Employment, floorspace (sqm)
SHELAA/258	Bell House, Bell Road	120	
SHELAA/262	Former Bus Depot, East Street	22	
SHELAA/351	The Classic Cinema, High Street, Sittingbourne, ME10 4PF	50	
SHELAA/332	10-14 High Street, Sittingbourne, ME10 1PD	3	
SHELAA/270	Land at Tonge Road	19	
SHELAA/396	St Michaels House and Langs Bar, St Michaels Road, Sittingbourne	30	
SHELAA/267	ISP, Church Street	15	
SHELAA/081	Lady Dane Farm Buildings, Love Lane	25	
SHELAA/111	Land at Graveney Road, East of Faversham (Site A)	177	
SHELAA/393	Land at Lion Field	68	
SHELAA/381	Syndale Park, London Road, Faversham, Kent, ME13 0RH	9	
SHELAA/418	Land at West Minster off of Brielle Way, Sheerness	76	
SHELAA/421	Land Brielle Way, Sheerness	76	
SHELAA/244	Halfway Houses Primary School, Southdown Rd	60	
SHELAA/402	Hollybush Farm Caravan Park, Oak Lane, Minster-on- Sea, ME12 3QR	124	
SHELAA/408	Estuary View, Bell Farm Lane, Minster-on-Sea, ME12 4JA	15	
SHELAA/412	Golden Leas Holiday Park, Bell Farm Lane, Minster-on-Sea, ME12 4JA	232	
SHELAA/216	Land at West Street	80	
SHELAA/217	South of Queenborough Creek	380	

5 Local Plan Context

Reference (Planning/SLAA)	Development Name	HH, Dwellings	Employment, floorspace (sqm)
SHELAA/218	Former Istil site Rushenden Road/Thomsett Way with yield of 240 residential units	240	
SHELAA/220	West of Rushenden Road, Queenborough	278	
SHELAA/223	The Foundary, Rushenden Road	37	
SHELAA/344	Land adjacent to Leysdown Road, Eastchurch, ME12 4BN	62	
SHELAA/143	Land south of Little Groves, Leysdown Road	53	
SHELAA/323	Sheppey Beach Villas, Manor Way, ME12 4QQ	133	
SHELAA/346	Digswell, Lower Hartlip Road, Hartlip, ME9 7SX	11	
SHELAA/368	Amethyst Horticulture, Land at Newington Nurseries, London Road, Newington, ME9 7NY	52	
SHELAA/277	Barrow Green Farm, Barrow Green	30	
SHELAA/286	Land Adjoining Mayfield, London Road	13	
SHELAA/153	Land at Claxfield Road	127	
SHELAA/154	Land at Claxfield Road (Site 2)	12	
SHELAA/037	Land off Colonels Lane	15	
SHELAA/044	The Former Garden Hotel (no 169), The Street	10	
SHELAA/206	Land at Norton Ash Garden Centre	100	
SHELAA/022	Land at Street Farm, Pond Farm Road (Site B)	15	
SHELAA/324	Home Farm, Breach Lane, Lower Halstow, ME9 7DB	16	
SHELAA/306	Land at Forge Lane, Upchurch	20	
SHELAA/308	Land south of Forge Lane and Holywell Primary School and East of Chaffes Lane	84	
SHELAA/312	Land off Chaffes Lane	14	
SHELAA/319	Land at Long Field, Chaffes Lane	50	
SHELAA/321	Land west of Warden	139	
HELAA/435	Three Lakes Park, Church Road, ME10 3NL	4	

Reference (Planning/SLAA)	Development Name	HH, Dwellings	Employment, floorspace (sqm)
HELAA/424	Bakers Place, Lomas road, ME9 8BB	2	
HELAA/434	Emley Road, ME12 3SS	1	
HELAA/432	The Peartree, Greyhound Road, ME 12	1	
HELAA/436	15 The Laurels, Bell Farm Lane, ME12 4JA	3	
HELAA/431	Land At Warden Road / Rear of Orchard Cottage (Mary's Place) ME12 4GJ	2	
HELAA/427	Keycol Farm, Keycol Hill, ME9 8NA	2	
HELAA/426	Breach Farm Paddocks, Breach Lane	1	
HELAA/428	Mattsfield, Boxted Lane, ME9 7BX	4	
HELAA/429	Halstow Cross, ME9 7ER	3	
HELAA/433	Jack Russell Place, ME9 7AB	3	
HELAA/430	Windmill Farm, ME9 7XF	3	
CFS24 (and R1)	Ridham Dock - redevelopment		250000
SBC17/005	Land at Pheasant Farm (west), Howt Green, Sittingbourne		16000
SBC17/ 008	Land fronting east side Bobbing Hill, Sittingbourne		10000
CFS34	Land adj. Kemsley Substation, ME10 2FE		50000
CFS2024/129	Smeed Dean Works, Eurolink Industrial Estate, Castle Road		43000
CFS2024/188	Land north of Keycol Hill (Yellow/Blue parcel)		296000
CFS50	Land East of Faversham expansion		210000
SBC17/ 094	Land adj to A2 at Love Lane and west of Salter's Lane to Brenley Corner (the Duchy site)		200000
REG31 97	Land at Marshlands Farm, Lower Road, Minster		56000
SLA18/207	South of Queenborough Creek		10000
REG30 44 (R10)	Newington Industrial Estate - southern expansion		20000
CFS2024/142	Land to the west and east of Newington Industrial Estate, Newington, ME9 7NU		31400

5 Local Plan Context

Reference (Planning/SLAA)	Development Name	HH, Dwellings	Employment, floorspace (sqm)
SBC17/ 025	Land at Radfield Farm, London Road, Bapchild		30000
SBC17/ 095	Hartlip Industrial Estate, Hartlip (extension to)		59000
CFS2024/177	Grove Farm		51000
LPR247 0 (R15)	Lamberhurst Farm,Yorkletts - proposed southern expansion		32000
CFS5 (R8)	Waterham Industrial Estate - expansion east		5000
SHELAA/114	Southeast Faversham	2500	54000
SHELAA/012	Land west of existing Bobbing Village	2500	52100

Swale Local Plan Site Allocations

6 Neighbourhood Plans

6.0.1 The Regulation 19 Local Plan establishes the strategy for the pattern and scale of development across the Borough. The majority of these will be delivered through allocations made in the Local Plan.

6.0.2 However, both the Faversham and Boughton and Dunkirk Neighbourhood have determined their own allocations through the preparation of Neigbourhood Plans for their areas[13]. Faversham Neighbourhood Plan will deliver around 219 dwellings within the Neighbourhood Plan area and this figure has been accounted for in the assessment of infrastructure requirements for Faversham. Boughton and Dunkirk Neighbourhood Plan proposed a small allocation for around 10 - 12 dwellings.

13 Faversham Neighbourhood Plan https://favershamtowncouncil.gov.uk/neighbourhood-plan/ and Boughton and Dunkirk Neighbourhood Plan http://www.boughtonanddunkirkneighbourhoodplan.org.uk/

7 Engagement

7.0.1 There have been discussions with infrastructure providers to further understand the infrastructure that will be needed in the Borough for the growth proposed over the Plan Period.

7.0.2 Infrastructure providers, partners and stakeholders were contacted to review and provide information on projects already contained in the IDP and to consider new projects that would be needed to support the delivery of the Local Plan.

7.1 Infrastructure and Service Providers

7.1.1 Discussions have taken place with infrastructure providers to gain an understanding of what infrastructure is needed to support growth over the plan period.

7.1.2 At the early stages on plan making, an Infrastructure and Utilities Workshop was held in June 2018 and was attended by neighbouring local authorities and a range of organisations involved in the provision and/or delivery of infrastructure including representatives from Highways England, the local Clinical Commissioning Groups, Southern Water, Network Rail and KCC (education, highways). The workshop provided an opportunity for an initial discussion about infrastructure constraints and potential barriers to growth in the Borough.

7.1.3 In May 2020, each infrastructure providers and service delivery organisation were contacted requesting their further engagement on the IDP. They were asked to provide an updated position on any significant infrastructure capacity/delivery issues that may limit growth across the Borough, advise of any plans or investment strategies that could inform the preparation of the IDP and provide details of any key infrastructure investments and improvements planned to serve Swale Borough.

7.1.4 Lead delivery agencies were also requested to review the infrastructure projects identified in the adopted Local Plan IDS and confirm whether the projects remained current or provide updated details if the projects had progressed/further information was available.

7.1.5 In July 2020, the views of infrastructure providers were sought on the implications of the potential growth scenarios at the the time.

7.1.6 In January 2021, infrastructure/service providers were given the opportunity to comment on a draft version of the IDP. The purpose of this was to identify anything in the document that needed to be updated or anything else that was relevant and should be included in the IDP at that stage.

7.1.7 A new Local Development Scheme was agreed at the Council meeting on 30th July 2025, stakeholders were contacted after this to provide update on projects in the IDP and also given an opportunity to add new projects. Stakeholders were also notified on the Local Plan Growth Strategy which was agreed at full council on the 1st of April 2026. Stakeholders and providers were asked for additional input on the infrastructure needed to support the strategy for the plan.

7.2 Duty to Cooperate

7.2.1 There is a legal duty on local planning authorities to engage constructively, actively and on an ongoing basis with neighbouring local authorities and other bodies on strategic matters. The identified strategic matters, the bodies engaged and the outcome of that engagement is set out in the council's Duty to Cooperate Statement of Compliance, which will be published alongside the Regulation 19 Local Plan. The strategic matters relevant to planning for infrastructure include:

- impact on the strategic road network (M2 Junctions 5, 6 and 7 and the A249 within Swale) arising from proposed development sites (National Highways, KCC and adjoining local authorities)
- cross boundary education provision (KCC and Canterbury City Council)

Engagement 7

7.2.2 Discussions on the identification and delivery of infrastructure has been undertaken through effective collaboration with infrastructure providers from early in the plan making process. As set out in Section 7.1, the council has engaged with infrastructure providers and will continue to do so to ensure that the IDP provides the most up to date picture of the infrastructure needs of the Borough and monitoring progress in the delivery of infrastructure projects, their costs and funding source.

8 Document Structure and Infrastructure Delivery Schedule

8.0.1 The IDP sets out for each infrastructure type an overview of the current level of provision, an analysis of infrastructure capacity issues that may occur as a result of the delivery of the planned Local Plan growth and the infrastructure required to enable this growth to be delivered.

8.0.2 The Infrastructure Delivery Schedule sets out details of infrastructure projects, the lead agencies that would be involved in implementation, an overview of the risks and contingencies associated with each project and, where known, delivery timescales, costs and potential sources of funding. Where appropriate the projects identified are linked to specific sites.

8.0.3 In preparing the Schedule, the projects listed in the adopted Local Plan IDS have been reviewed and updated with projects that have been completed removed.

9 Funding and Delivery

9.0.1 Infrastructure requirements will be funded and delivered by a variety of different mechanisms. Some infrastructure projects may be funded by the infrastructure provider themselves or through developer contributions secured through the planning process.

9.0.2 The main ways over which the planning system can have a direct influence on securing infrastructure provider are:

- Section 106 Agreements - used to secure site specific infrastructure through negotiation with the developer and only where it is necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. Provision may be made either through the making of a financial contribution or by the developer delivering provision on site. The Section 106 Agreement will set out trigger points for the delivery of infrastructure or payment of a financial contribution;
- Section 278 Agreements - completed between the developer and highway authority (Kent County Council) where development requires work to be carried out on the existing adopted highway; and
- Planning conditions - provide an important mechanism for providing essential on-site design requirements and critical infrastructure within the site. They can also be used to prohibit the occupation of the development or the development commencing until supporting infrastructure has been provided (Grampian condition).

9.0.3 The IFS[14] is published annually and provides details of all developer contributions that have been collected and spent within the last financial year and also sets out how developer contributions will be allocated within the next financial year.

9.0.4 Whilst it is expected that site specific infrastructure will be able to be funded by the above mechanisms, other sources of potential funding may be available, including:

- Direct funding and provision by statutory undertakers - under their legal obligations and statutory functions. This could be secured through the service providers capital investment programmes or through established procedures (developer charges) whereby the service provider works with the developer to ensure appropriate on-site infrastructure, and where necessary off-site infrastructure, is in place;
- Central government funding pots for example - The National Housing Delivery Fund (NHDF);
- Brownfield, Infrastructure and Land Fund (BILF)
- Homes England's new grant and investment model (2025–2030);
- Local Enterprise Partnership Growth Fund;
- Local Authority's Capital Programme;
- Borrowing;
- Private sector funding; and
- Forward funding - often used in order to deliver infrastructure early.

9.0.5 At the time Bearing Fruits 2031 was prepared, it was envisaged that the council would proceed with the introduction of CIL although the viability assessment undertaken at the time indicated a challenging viability situation over significant areas of the Borough, where only a modest or no CIL charge would be possible if development were to remain deliverable. Therefore, as it was unclear whether implementing CIL would be of benefit to Swale in terms of providing sufficient funding to deliver the required infrastructure, combined with anticipated changes to the practice on developer contributions (which the Government were consulting on at the time), proceeding with a charging schedule was paused in 2017.

14 Swale Infrastructure Funding Statement https://swale.gov.uk/news-and-your-council/performance-and-transparency/infrastructure-funding-statements

9 Funding and Delivery

9.0.6 Sometimes different funding sources have to be combined to pay for new infrastructure. The Infrastructure Delivery Schedule shows which funding sources could potentially contribute to each infrastructure project.

9.0.7 Due to funding constraints it may not be possible to secure the delivery of all the infrastructure identified. As such, some element of prioritisation of infrastructure provision is necessary depending on the degree to which it is required to deliver development.

9.0.8 The provision of infrastructure has been categorised as either:

- Critical - delivery of identified infrastructure is critical to enable growth and without it, development cannot commence;
- Necessary - the identified infrastructure is necessary to support and/or mitigate impact arising from the develoment but the precise timing and phasing is less critical and development may be able to commence ahead of its provision; and
- Important - delivery of the identified infrastructure is important to build sustainble communities but timing and phasing is not critical over the plan period.

9.0.9 It is also possible that the prioritisation of specific elements of infrastructure may change over time i.e. move from 'important' to 'critical'. A fourth category of projects are those identified as 'aspirational'; these projects have been identified through engagement with members and with local knowledge and can be of benefit to the borough. The IDP briefly touches on these as a starting point for future consideration and the onset of building the required evidence to move such projects forward.

9.0.10 In addition to understanding the infrastructure needs to support planned growth, it will also be important to understand the phasing of growth and what impact this may have on the need for phased funding and delivery of infrastructure. The housing trajectory will, therefore, be key to understanding when sites are expected to come forward and the impact of this on infrastructure delivery.

9.0.11 Where available the Infrastructure Delivery Schedule includes information on potential funding sources. However, where this is yet to be determined, the council will continue to work with service providers and other agencies to identify possible sources of funding for the infrastructure.

10 Social Infrastructure

10.0.1 This section provides information on health, education and social infrastructure following discussions with the relevant service providers.

10.0.2 For the purposes of the IDP health care includes GP services and hospitals. It does not take into account wider primary care service needs such as dentists, pharmacies, opticians and community health, although these services will be impacted by the demand from population growth. This is dependant on the commissioning intentions of the appropriate NHS body.

10.1 Healthcare

Background

10.1.1 Inequalities in health are a concern in Swale and there are signficant differences between those in the more deprived areas of the Borough and the more affluent: life expectancy is about 8 years lower for men and four years lower for women in the most deprived areas of Swale than those in the least deprived areas[(15)]. It is important that community needs are supported through appropriate physical and social infrastructure and by other facilities and key services which contribute to improving the wellbeing and the overall quality of life experienced by residents.

10.1.2 The Kent and Medway Integrated Care Partnership comprise four partnership including Swale and Medway Health and Care Partnership(H&CP) which covers the geography of Swale with an overarching system of local commissioners, providers of health and social care, voluntary sector and other providers working in a seamless way. The Kent and Medway ICB is a statutory consultee on Local Plans.

10.1.3 Group of neighbouring GP Practices Primary Care Networks (PCNs) provide community, social and primary care services and ensures that local needs and knowledge and challenges are reflected in wider planning and delivery of healthcare service. They work together to strengthen GP services in partnership with other community, mental health, social care, pharmacy, hospital and voluntary services. There are currently PCNs covering Sheppey, Sittingbourne and Faversham.

10.1.4 The Sheppey and Sittingbourne PCNs have collectively seen a rise in registered patients since 2020. The breakdown by individual PCN is set out in the table below[(16)]. The main reason for the large variation between PCN list size change is due to the closure of three practices and dispersal of patient registrations to new practices.

PCN	Headcount GP (FTE GP)	Number of practices (As at February 2026)	Number of practices (2020)	Combined registered patient list As at February 2026)	Combined registered patient list (2020)
Sheppey • Sheerness Health Centre • Sheppey Healthy Living Centre • St George Medical Centre • The OM Medical Centre • Vel Surgery	26(21.18)	5	6	49,081	47,373

15 https://www.kpho.org.uk/joint-strategic-needs-assessment/health-and-social-care-maps#tab1
16 https://www.kpho.org.uk/joint-strategic-needs-assessment/health-and-social-care-maps#tab1

10 Social Infrastructure

PCN	Headcount GP (FTE GP)	Number of practices (As at February 2026)	Number of practices (2020)	Combined registered patient list As at February 2026)	Combined registered patient list (2020)
Sittingbourne • Chestnuts Surgery • Grovehurst Surgery • Green Porch Medical Partnership • Memorial Medical Centre • Meads Medical Centre • Medic Care Surgery	28(20.66)	6	9	60,089	68,514
Aspire Medical PCN** [17] • London Road Medical Centre	4(1.78)	1	0	6,935	0
Faversham • Faversham Medical Practice • Newton Road Surgery	25(16.91)	2	2	33,047	31,447
Total	83(60.53)	14	17	149,152	147,334

Table 10.1.1 Swale Primary Care Network Practice Size

10.1.5 NHS Kent and Medway published a Developer Contributions Guide in March 2025 [18] . The guide recognises the role of planning in sustainable development and highlights the impact of growth and infrastructure as a material consideration. The guide therefore sets out the developer contributions which may be required by the NHS for growth and mitigate against adverse impacts on infrastructure. Developer Contribution, S106 Planning Obligation In the case of Swale Borough Council, play a crucial role in ensuring that appropriate health infrastructure is delivered in a timely manner in the right location.

10.1.6 The NHS developer contribution guide is expected to be used alongside development plan and forms the basis for NHS responses to growth strategies and evidence for the IDP and viability assessment.

10.1.7 Some of the infrastructure and services that Kent and Medway ICB seek contributions for include but are not limited to:

- Primary Care
- Acute (Secondary) Care
- Mental Health
- Community Health Care

17 Aspire PCN has one GP Practice in Swale
18 https://www.kentandmedway.icb.nhs.uk/download/developer-contributions-guide-2025.pdf?ver=2612

10.1.8 Where capital projects may be required due to population growth from development adversely impacting healthcare facilities. Additional funding can be sort on a case-by-case basis to ease burden and NHS Kent and Medway will assess whether there is reasonable prospect of securing capital funding elsewhere other than the developer.

10.1.9 The likely population growth from development is generated using calculations from a specific model where inputs include total number or dwelling, housing mix and phasing. Infrastructure is planned and tested throughout the plan making process with NHS Kent and Medway Engaging with SBC. Based on this, the appropriate healthcare infrastructure required is set out.

Service area	Threshold for seeking s106 Contributions	Expected Contribution	Index
Primary care	20 dwellings or more	Up to £2,000 per unit	BCIS All-in Tender Price
Community care	20 dwellings or more	Up to £400 per unit	BCIS All-in Tender Price
Secondary / acute care	300 dwellings or more	Up to £4,800 per unit	BCIS All-in Tender Price

Table 10.1.2 Contribution Guide (NHS Kent and Medway Service 2024/2025)

10.1.10 The Social Infrastructure Demand Management (SidM), a health location and analytics platform is used by the NHS for targeted and accurate evidence to optimise the use of limited resources and support the developer contribution process. The assumptions used by the model is derived from established sources such as census, local authority housing data, healthcare activity data, space standards and amongst others.

Proposed/planned health provision

- Sittingbourne Memorial Hospital
- Refurbishment of Ground Floor of Frank Lloyd Unit
- Relocation of Sheppey Healthy Living Centre (Minster Medical Centre)
- Reconfiguration / expansion of General Practice capacity in Faversham

10.1.11 The schemes are itemised in the infrastructure delivery schedule; as the council continues engaging with the Kent and Medway ICB, the IDP will be updated when additional health infrastructure or the need for this becomes known.

10.2 Education

Background

10.2.1 Education covers early years (Ages 0 – 4), nursery, primary (ages 4 -11), secondary (ages 11 - 16), further education (post 16) and special education provision.

10.2.2 Kent County Council is the Strategic Commissioner of Education Provision in Kent, and as the Local Education Authority (LEA), have a statutory duty to ensure sufficient primary and secondary places are available to meet the educational needs of the County's population, regardless of whether schools are maintained by the local authority, have academy status or are free schools.

10 Social Infrastructure

10.2.3 KCC's approach to school place planning is set out in the Commissioning Plan for Education Provision, a five-year rolling plan updated annually using the latest demographic information. The latest version of the Commissioning Plan covers the period 2026-2030 .[19].

10.2.4 KCC acknowledges that the funding pressure on the county's capital budget continues, the cost for delivering school places is currently met from basic need grant from the government, prudential borrowing by the county council and section 106 property developer contributions. Government funding for 'Basic Need' is allocated on a formula based upon information provided by local authorities concerning forecast numbers of pupils and school capacity.

10.2.5 Another way to deliver some of the school provision is through The Department for Education's (DfE) Free Schools Programme though not a significant contributor to places overall[20].

10.2.6 Additional need for school places from housing growth is influenced by a number of factors including the location of development, the rate at which dwellings are built and the rate at which children reach school age as well as the types and mix of housing built. The additional pupil numbers that will be generated by the Local Plan housing growth needs to be considered against any surplus capacity in existing school provision. Account is taken of existing capacity prior to seeking developer contributions. Where surplus capacity above the operating surplus is expected to exist after the needs of the indigenous population are served, this becomes available to support the need arising from new housing. In cases where services are not expected to be able to cope with the indigenous population's needs, the costs of increasing service capacity are identified but are not passed onto developers. Only needs arising from additional housing which cannot be accommodated within a surplus service capacity in the area are developers asked to contribute towards.

10.2.7 The Government Guidance 'Securing Developer Contributions for Education' [21], indicates that the Department for Education expects LEAs should seek developer contributions to support the funding of school places commensurate with the need arising from development.

10.2.8 There are some general principles that KCC apply in determining overall needs and costs of education provision, some of the relevant ones include:

- New primary schools are preferred to be two forms of entry (FE) (420 places) with a nursery;
- New secondary schools are preferred to be between 6FE and 8FE;
- In areas of housing growth, developer contributions will be required to fund or part fund new and additional school provision;
- Where land is required for a new school on site, it is expected that the developer will provide a fit for purpose site at no cost;
- Where a need for a new school is identified against a site, other sites that benefit will be required to contribute towards both land and build costs;
- The benchmark cost per pupil for primary school expansion is £19,331.20 and new schools £25,290.00;
- The benchmark cost per pupil for secondary school expansion is £26,646.36 and new schools £27,935.96; and
- SEND per pupil (expansion only) = £50,893.35.

10.2.9 Apart from the above overarching principles, there are other specific guidelines that apply to Primary, secondary, Special Education Needs, Expansion of Popular Schools and New Provision, small schools and family of schools.

---

19 KCC Commissioning Plan for Education Provision in Kent 2022-2026 https://www.kent.gov.uk/__data/assets/pdf_file/0003/195915/Commissioning-Plan-for-Education-Provision-in-Kent.pdf

20 https://www.kent.gov.uk/__data/assets/pdf_file/0003/195915/Commissioning-Plan-for-Education-Provision-in-Kent.pdf

21 Department for Education and Ministry of Housing, Communities and Local Government https://assets.publishing.service.gov.uk/media/64d0f70d7a5708001314485f/Securing_Developer_Contributions_for_Education.pdf

Planning Group Areas

10.2.10 Groupings of schools are used for provision planning. These planning groups are geographically aligned within groups of wards known as planning areas with some comprising just a single ward.

- Primary - Faversham
- Primary - Faversham Rural East
- Primary - Faversham Rural South
- Primary - Sittingbourne East
- Primary - Sittingbourne South
- Primary - Sittingbourne North
- Primary - Sittingbourne Rural West
- Primary - Sheerness, Queenborough and Halfway
- Primary - Sheppey Central
- Primary - Sheppey Rural East

10.2.11 Sufficiency rates are calculated using these primary planning areas, there are also smaller geographic levels, such as planning groups.

10.2.12 LPAs work with KCC under Duty to Cooperate or similar to address issues around cross-boundary school catchments with the council working with KCC and Canterbury City Council on this.

10.2.13 All residential sites including those with smaller units and windfall developments will generate demand for:

- Early Years provision
- Primary and secondary school places
- Special Educational Needs and Disabilities (SEND) provision, which faces a countywide strategic pressure.

10.2.14 Multiple smaller allocations can have a greater cumulative infrastructure impact than a single strategic site.

Early Years Education

10.2.15 The provision of early years education is complex being a mix of maintained (local authority run), private, voluntary and independent facilities and childminders.

10.2.16 Kent County Council provides calculation of sufficiency of childcare places for children Aged 0-4 Years Old, the assessment of sufficiency is derived by comparing the total available childcare supply of places with the forecast number of childcare places required in each age group. In instances where there is deficiency in some primary planning areas, there is a consideration for the surplus that may exist in neighbouring planning areas and also that parental preference and travel to work patterns may make children travel to adjacent areas and travel to access settings.

10.2.17 Supporting the sufficiency, sustainability and quality of early years and childcare provision remains crucial in the aim to ensure a long term, sufficient supply of places. The supply of Free Entitlement places for 9 months to four-year-olds is kept under review as planned new housing developments are built and potentially increase the demand for places.

10.2.18 In Swale, for the 2025/26 Academic Year, the population of 0–4-Year-Old is 7,870 with 5,087 places required and 5,662 places available for a surplus 575 places[22]. This figure though indicating a surplus for the borough as a whole, can however vary across planning areas and groups in the borough.

22 https://www.kelsi.org.uk/__data/assets/pdf_file/0004/91237/Childcare-Sufficiency-Assessment.pdf

10 Social Infrastructure

Planning Area (Swale)	Required	Available	Surplus / Deficit
Faversham	139	197	+58
Faversham Rural East	42	74	+32
Faversham Rural South	21	14	**–7**
Sheerness, Queenborough & Halfway	159	169	+10
Sheppey Central	78	99	+21
Sheppey Rural East	23	20	**–3**
Sittingbourne East	149	196	+47
Sittingbourne North	177	287	+110
Sittingbourne Rural West	62	58	**–4**
Sittingbourne South	133	230	+97

Table 10.2.1 Under 2 Year Olds (Planning Areas)

Planning Area (Swale)	Required	Available	Surplus / Deficit
Faversham	164	199	+35
Faversham Rural East	48	71	+23
Faversham Rural South	24	21	–3
Sheerness, Queenborough & Halfway	194	226	+32
Sheppey Central	93	129	+36
Sheppey Rural East	22	45	+23
Sittingbourne East	187	279	+92
Sittingbourne North	211	263	+52
Sittingbourne Rural West	70	94	+24
Sittingbourne South	163	241	+78

Table 10.2.2 2 Year Olds (Planning Areas)

Planning Area (Swale)	Required	Available	Surplus / Deficit
Faversham	412	444	+31
Faversham Rural East	108	115	+7
Faversham Rural South	67	98	+31
Sheerness, Queenborough & Halfway	488	389	–98
Sheppey Central	234	175	–60
Sheppey Rural East	69	57	–12
Sittingbourne East	435	439	+3
Sittingbourne North	561	490	–71
Sittingbourne Rural West	113	124	+12
Sittingbourne South	441	414	–27

Table 10.2.3 3 & 4 Year Olds (Planning Areas)

There is notable deficit in Sheerness, Queenborough & Halfway, Sheppey central, and Sittingbourne North for 3 & 4 year olds.

Special Education Needs and Disability

10.2.19 The Children and Families Act 2014[23] is the statutory basis to identify, assess and provide special educational needs to individuals age (0 – 25 years) who require it. Special education needs (SEN)

23 https://www.legislation.gov.uk/ukpga/2014/6/contents/enacted

10 Social Infrastructure

support is provided in pre-school, school or college to those who require additional help beyond just provision of spaces. Education, Health, and Care Plan (EHCP), is a document issued to individuals identified with long term needs that cannot be met through SEN support alone.

10.2.20 In 2025, there were 1,076 pupils in Swale with Education, Health and Care plans (EHCs)[24]

10.2.21 The Kent SEND Strategy 2025–2028 [25] highlights that Some children and young people need additional support to access educational opportunities outlining the approach to deliver the statutory requirements for the additional needs.

10.2.22 KCC's strategy for SEND includes the commissioning of new special schools, expansions of existing schools and the establishment of satellites and specialist resource provision (SRP). In Swale future provision currently includes the commissioning of 150 specialist school places and 50 SRP places.

10.2.23 In anticipation of the development now proposed across the Borough, KCC have indicated that there will be a need for a mixture of SEN provision, including:

- Proposed new SEN Primary School on Isle of Sheppey;
- Contributions toward Specialist Resource provision (SRPs) and APs in mainstream and primary and secondary schools across the Borough; and
- Expansion of Secondary school provision on Isle of Sheppey.

10.2.24 In January 2025, Nore Academy, a new special school on the Isle of Sheppey was opened. Some future agreed and planned Special School Additional Provision in Swale include:

- 20 potential additional places in the Expansion of special school 6th form, (Meadowfield School) proposed for 2026
- 30 potential additional places in new satellite for special school (Aspire Primary) proposed for 2026

10.2.25 The SRP's planned include Lansdowne Primary 20 potential additional places planned for 2026, Richmond Primary school with 40 additional places planned for 2026, Faversham Primary Planning Group with 20 places for 2027 and Isle of Sheppey Secondary planned for 2027 for 50 places.

10.2.26 In consideration of broadening the designation of existing Specialist Resource Provisions (SRPs) which involves updating the official SEN (Special Educational Needs) classifications of established school-based provisions to support a wider or different range of needs. Westlands (secondary) School is planned for change in 2026.

Primary Education

10.2.27 Primary places are planned on the basis often school planning group areas within Swale Borough. Forecasts in the Commissioning Plan 2025- 2029 indicate that over the five-year period there will be surplus capacity across Swale overall but that there are differences between the school planning groups.

10.2.28 Within the Faversham Planning Group, the Commissioning Plan shows there will be pressure from 2027/28 for Year R of 0.6FE, this will be affected by build out rate and occupation of the housing developments in the area. This will result in a need for additional places and a feasibility study has been undertaken for the expansion of St Mary's of Charity Primary School by 1 FTE to meet the need required.

10.2.29 KCC has provided an update to this where the allocation of the strategic site Land at SE Faversham has been considered which will be providing one 3FE primary school. The prediction from figures is that 3.3FE will be required and managed with expansion of existing schools. This will require funding.

24 https://www.kelsi.org.uk/__data/assets/pdf_file/0005/214898/Facts-and-Figures-2025.pdf
25 https://www.kent.gov.uk/__data/assets/pdf_file/0008/208448/Strategy-for-children-with-special-educational-needs-and-disabilities.pdf

10.2.30 The Sittingbourne East, South, North and Rural West Planning Groups, though surplus is indicated across the commissioning plan period, It is anticipated that in the medium to long term, as new housing developments are built and occupied, a new 2FE primary school will be established to serve the need from the Wises Lane development in the Sittingbourne South planning area. The need for additional capacity is set out below:

- **RURAL WEST SITTINGBOURNE** - 0.5FE required, but no capacity and no expansion possibility due to various site constraints. Funding would be required in adjoining Planning Groups.
- **SITTNGBOURNE NORTH -** Land West of Bobbing provides one 3FE school, there is however a 3.3 FE forecast need.
- **SITTINGBOURNE SOUTH** - No pressures as only 15 dwellings = 4 pupils.
- **SITTINGBOURNE EAST -** 0.5FE identified need, this may potentially create pressure on existing capacity[26].

10.2.31 The Isle of Sheppey has a need for one 3FE Primary school requiring a site to come forward and funding or a one 2FE school with potential to expand West Minster (funding required). The Queenborough and Rushenden site allocation has included a site for Education provision, there is however demand for SEND provision as well as Primary school on Sheppey.

Secondary Education

10.2.32 There are five planning groups for secondary school places within Swale Borough, or which cross the Borough boundary. Three of these are non-selective (Faversham, Isle of Sheppey and Sittingbourne) and two are selective (Sittingbourne and Sheppey as well as Canterbury and Faversham)[27].

10.2.33 For Faversham non-selective planning group, the forecast indicates there are sufficient Year 7 places across the commissioning plan period with pressure on places in 2027/28 and then surplus in 28/29. There is however sustained pressure in the medium and long term 2032/33. Including Land at SE Faversham, 3FE will be required, this will be accounted for in Abbey School expansion funded by Land at SE Faversham.

10.2.34 The isle of Sheppey non-selective planning group includes two schools East Kent College Sheppey Secondary and Leigh Academy Minster. Year seven forecast show a pressure of places from 2026/27 continuing across the commissioning plan period. The forecast in the commissioning plan considers the historical travel flows of pupils travelling off the Isle of Sheppey for their education in Sittingbourne schools leading to additional pressure on places in Sittingbourne non-selective planning group. Owing to the establishment of two schools on the isle of Sheppey is September 2024, the issue is being addressed helping the reversal in volume of pupils travelling off the isle to Sittingbourne schools. Based on the growth planned for the emerging Local Plan, 2.6 FE will be required in the area.

10.2.35 Sittingbourne Non-Selective Planning Group include three schools: Fulston Manor School, The Westlands School and The Sittingbourne School. The deficit in the planning group fluctuates with pressure exacerbated by pupils from the Isle of Sheppey mentioned earlier. Temporary bulges are needed for 2026/27 before a permanent expansion to meet ongoing need. In the long term a new 6 FE secondary school on the North Sittingbourne Quinton Road housing development between 2030 and 2033 will be commissioned to meet the need from new housing. On the other hand, the Sittingbourne and Sheppey Selective Planning Group which includes two schools - Borden Grammar School (Boys) and Highsted Grammar School (Girls) has forecast indicating sufficient year 7 places with a surplus capacity across the commisioning plan period.

10.2.36 Canterbury and Faversham Selective Planning Group comprise of Barton Court Grammar School, Simon Langton Girls' Grammar School, Simon Langton Grammar School for Boys and Queen Elizabeth's Grammar School. From 2027/28, there will be pressure of up to 1.5FE which will need to be met.

---

26 Primary schools on site within Highsted developments would mitigate the development and also cover the 0.5 if approved, the schools would realistically come forward beyond the plan period.

27 https://www.kent.gov.uk/__data/assets/pdf_file/0003/195915/Commissioning-Plan-for-Education-Provision-in-Kent.pdf

10 Social Infrastructure

Planning Group	By 2026–27	By 2027–28	By 2028–29	By 2029–30	Between 2030–33	Post 2033
Faversham (Primary)		1FE expansion of St Mary's of Charity				
Sittingbourne South (Primary)					2FE new Primary School at Wises Lane	
Faversham Non-Selective (Secondary)			1FE expansion of Abbey School			
Isle of Sheppey Non-Selective (Secondary)	Up to 30 temporary places	Up to 2FE permanent expansion				
Sittingbourne Non-Selective (Secondary)	Up to 30 temporary places	Up to 2FE permanent expansion				6FE new provision – NW Sittingbourne / Quinton Road
Canterbury & Faversham Selective (Grammar)		0.5FE expansion of Simon Langton Girls' School				

Table 10.2.4 Planned Commissioning – Swale

10.3 Social Provision

10.3.1 The development proposed in the Local Plan will result in additional demand on social care services, community learning, library and youth services. No specific projects have been identified for inclusion in the IDP.

10.3.2 However, where there is no spare capacity to meet the additional demands arising from new developments and developer contribution will be sought towards the provision of additional facilities locally to mitigate development impacts. The developer contributions sought are currently:

i. Adult Social Care -188.88
ii. social care- £146.88 per dwelling
iii. community learning and Skills - £34.21 per dwelling
iv. Libraries, Registration and Archive - £62.63 per dwelling
v. Integrated Children's Services (Youth)- £65.50 per dwelling

10.3.3 ASC and ICS shared facility has been proposed on site at Southeast Faversham for Family Hub and Adult social care and third sector support agencies.

10.3.4 **ASC: Accessible/adaptable housing:** The provision of good quality, accessible and affordable housing is integral to supporting older and vulnerable people to live as independently as they can for as long as possible. It is required that new properties need to meet the accessibility standards set out in part M4(2) of the Building Regulations wherever possible, with an appropriate proportion of new homes provided to M4(3) wheelchair accessible standard.

10.3.5 **Supported living**: Expansion needed for all groups, especially as reliance on residential care is reduced.

10.3.6 **Extra Care:** There is a particular need for additional extra care schemes across on the Isle of Sheppey. The care schemes should be intergenerational and needs rather than age led.

10.3.7 **Residential / Nursing:** Increase is required in residential provision, but this will be met partly by alternative services. Increase required in residential nursing provision in Swale. Increase in residential and nursing provision for people with complex / bariatric needs. Residential and nursing provision only to be in buildings that are fit for purpose. Assistive technology to be built into new schemes from the offset.

10.3.8 **Libraries**: Funding should go towards libraries, look to expand and improve Sittingbourne Library to meet new development community needs. Also funding towards mobile services across the Borough's rural areas.

10.4 Open Space

10.4.1 Open spaces contribute to the health, well-being, cultural heritage, landscape, education, climate change mitigation, biodiversity and movement for people and wildlife. The Open Space and Play Study provide detail regarding the provision that exists, condition, distribution and overall quality of open spaces within the Borough.

10.4.2 In order for planning policies relating to open space to be 'sound', there is a requirement for local authorities to carry out a robust assessment of need for open space, sport and recreation facilities. The methodology used in undertaking the assessments has followed best practice including the planning practice guidance [28].

Typology	Primary purpose
Parks and gardens	Parks and formal gardens, open to the general public. Accessible, high-quality opportunities for informal recreation and community events.
Natural and semi-natural greenspaces	Supports wildlife conservation, biodiversity and environmental education and awareness.
Amenity greenspace	Opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas.
Provision for children and young people	Areas designed primarily for play and social interaction involving children and young people.
Allotments	Opportunities to grow own produce. Added benefits include the long-term promotion of sustainable living, health and social inclusion.

28 https://www.gov.uk/government/collections/planning-practice-guidance

10 Social Infrastructure

Typology	Primary purpose
Cemeteries, churchyards and other burial grounds	Provides burial space but is considered to provide a place of quiet contemplation and is often linked to the promotion of wildlife conservation and biodiversity.

Table 10.4.1 Open space types and definition

Open Space Accessibility catchments

10.4.3 Accessibility catchments can be used as a tool to identify deficiencies of open space in a local area. This is achieved by applying them to create a distance catchment. The study displays the results of the catchment to highlight any potential deficiencies in access to provision.

Open Space Type	Catchment
Parks & gardens	9-minute walk time (710m)
Natural & semi-natural greenspace	9-minute walk time (720m)
Amenity greenspace	6-minute walk time (480m)
Provision for children and young people (LAP)	1-minute walk time (100m)
Provision for children and young people (LEAP)	5-minute walk time (400m)
Provision for children and young people (NEAP)	12.5-minute walk time (1000m)
Provision for children and young people (Informal provision e.g., MUGA, Skate Park)	9-minute walk time (700m)
Allotments	No standard set
Cemeteries	No standard set

Table 10.4.2 Accessibility catchment times/distances

Analysis area	Parks and gardens		Natural & Semi-Natural		Amenity greenspace		Allotments		Play provision	
	0.86		1.45		0.45		0.16		0.05	
	Current provision	+ / -	Current provision	+ / -	Current provision	+ / -	Current provision	+ / -	Current provision	+ / -
Faversham	0.47	-0.39	1.66	+0.21	0.36	-0.09	0.24	+0.08	0.05	Level
Sheppey	1.72	+0.86	1.25	-0.20	0.47	+0.02	0.14	-0.02	0.06	+0.01
Sittingbourne	0.50	-0.36	1.46	+0.01	0.49	+0.04	0.13	-0.03	0.04	-0.01

Table 10.4.3 Current provision shortfalls against recommended standards by analysis area (hectares per 1,000 population)

10.4.4 The Open Space and Play Study show that all analysis areas are observed as having shortfalls in some form of open space. Three relevant recommendation identified by the study are listed below:

- **Recommendation 1 -** Sites helping, or with the potential to help, serve areas identified as having gaps in catchment mapping should be prioritised as opportunities for enhancement.
- **Recommendation 2 -** Ensure low quality/value sites helping to serve potential gaps in accessibility catchments are prioritised for enhancement.
- **Recommendation 3 -** Review areas with sufficient provision in open space and consider how they may be able to meet other areas of need.

10.4.5 The Council is in the process of commencing work on new documents that will separate Play and Open Space. The IDP and IDS will be updated in the future to include finding from these documents.

10.5 Built Sports Facilities

10.5.1 One of the priorities of the Swale Borough Council Corporate Plan [29] under the umbrella of "Community" is to enable residents live, work and enjoy their leisure time safely in the borough and to support community resilience.

10.5.2 The vision for sport and leisure in Swale as contained in the council's Built Facility Assessment and Strategy 2024 – 2038 (BFS) is That the residents of Swale are encouraged, motivated, informed and have the opportunity to be more active and healthier. Enabling them to live life to the full, be happy and well, reaching their full potential, by:

1. Providing the right activities in the right places to the right people; and
2. Providing accessible, affordable and good quality facilities and places to participate in sport and physical activity.

10.5.3 BFS is part of the evidence base for the Local Plan, there is an aim to contribute towards meeting future demand, taking into account population/housing growth. The strategy identifies that there is a need to:

a. Seek to redevelop and extend swimming pool provision at Sheppey Pool from 6 lanes to 8 lanes;
b. Retaining existing levels and quality of community accessible (including pay and play) sports halls, swimming pools, and fitness stations as a minimum; and
c. Consider how best to facilitate enhanced and dedicated gymnastics facilities and explore feasibility of increasing indoor bowls provision.

10.5.4 TableTable 10.5.1 shows a summary of facilities priorities in the borough, the Built Facility Assessment and Strategy document in Par 6.30 also contains an action plan which includes a list of recommendations and actions to help realise the vision and aims for sport and leisure facility provision in Swale.

Facility Type	Priority for Future Provision	Location
Sports Halls	Retain provision of existing levels of community accessible and affordable sports hall facilities as a minimum Community access to an additional 9.5 badminton courts by 2038 (sport specific needs to address include: badminton, boccia, hockey, netball and table tennis) Refurbish/redevelopment of existing ageing facilities It may also be possible to secure additional access for community pay and play at existing education facilities.	Boroughwide Boroughwide Education sites and SBC facilities e.g. Fulston Manor School, Oasis Academy, Queen Elizabeth's Academy and The Abbey School.

29 https://swale.gov.uk/__data/assets/pdf_file/0005/465341/Corporate-Plan-2023-2027-final-adopted-version.pdf

10 Social Infrastructure

Facility Type	Priority for Future Provision	Location
	Potential to use planning obligations CIL from housing developments to improve facilities. Link to formal community use agreements.	
Swimming Pools	Retain provision of existing levels and quality of community accessible and affordable swimming facilities as a minimum. Seek to redevelop and extend water provision at Sheppey Pool from 6 lanes to 8 lanes (under-supply of water space of 188.49 sq. m by 2038). Sections106 funding will be required to provide additional swimming pool capacity for the new developments. Consideration should also be given to reviewing the current pool programmes at the public pay and play pool facilities in Swale to ensure that the majority of hours are given to the most popular activities.	Boroughwide Sheerness Pool, Swallow Leisure centre, Sittingbourne and Faversham Pools
Health and Fitness	Maintain provision of pay and play accessible health and fitness provision space, at Sheppey Sports Complex and Swallows Leisure Centre.	Sheerness and Sittingbourne Faversham Pools, Sheppey Leisure Complex
Squash	Retain existing levels of provision within the borough.	Boroughwide
Indoor Bowls	Explore increasing indoor bowls provision potentially through use of developers' contributions i.e.s106 (Swale BC is not using CIL)	Sittingbourne
Gymnastics and Trampolining Boxing	Potential for club-led development of additional dedicated gymnastics facilities Potential for club-led development of dedicated boxing facilities. There is potential to look at s106 contributions to investment	Boroughwide
Activity Halls	Develop use of community centres for informal sport and physical activity.	Boroughwide
General Provision	Overall, and specifically through the housing growth agenda, provision of more active environments, reflecting active travel, safe cycle routes to school, the need to link existing and new communities with walking/cycling/jogging routes	Boroughwide

Table 10.5.1 priorities for future investments

10.6 Playing Pitches

10.6.1 The council's Playing Pitch Strategy (PPS) is a strategy that helps the council fulfil effectively the Sport England objectives relating to promoting, protecting, enhancing and providing sports facilities as appropriate as set out in Sport England's Planning for Sport Guidance. The document audits the demand and supply of pitches and ancillary facilities within Swale. The PPS contains recommendations for each sport/pitch type and Individual Site Action Plans. The sites within the areas of deprivation have been prioritised and included in the IDS. the shortfall for each pitch type is shown in Table 10.6.1, and a summary of recommendations is presented in Table 10.6.2.

Sport	Pitch Type	Current Capacity 2025		Future Capacity 2040	
Football - Grass Pitches	Adult pitches	11.5 MES Current Shortfall		29 MES Future Shortfall	
	Youth Football 11v11	4.5 MES Current Shortfall		19 MES Future Shortfall	
	Youth Football 9v9	0.5 MES No Current Shortfall		15 MES Future Shortfall	
	Mini Soccer 7v7 and 5v5	3.5 MES No Current Shortfall		28 MES Future Shortfall	
3G AGPs	Full size with sports lighting	Current Shortfall 4 5 3G AGPs		Future shortfall of 9 3G AGPs	
Rugby Union	Senior	Midweek Training under sports lighting. Current Shortfall 8.5 MES	Match Play and Weekend Training. Current Equal Balance Supply and Demand MES	Midweek Training under sports lighting. Future shortfall 12 (11.36 rounded up) MES	Match Play and Weekend Training. Future shortfall 8 (7.59 rounded up) MES
Hockey AGPs	Full size with sports lighting	Overplay 1 MES Saturdays 1 AGP Future Shortfall		1 AGP Future Shortfall	
Cricket	Natural grass wicket	115 MES per season No current shortfall		Future shortfall 258 MES per season	
Athletics	Entry Level Field and Track	Current - Athletics Tracks Provision required (entry level for track and field activity and running clubs/groups e.g. mini tracks and endurance loops).		Future - Athletics Tracks Provision required (entry level for track and field activity and running clubs/groups e.g. mini tracks and endurance loops).	
Lawn Bowls	Bowls Greens	No current shortfall		No future shortfall	

10 Social Infrastructure

Sport	Pitch Type	Current Capacity 2025	Future Capacity 2040
Tennis	Tennis Courts and Padel Courts	Identified current shortfall	Identified future shortfall 6 tennis courts and 15 padel courts.
Netball	Netball Courts	No current Shortfall	11 Netball courts future shortfall – MUGAs must provide netball court markings in the future.

Table 10.6.1 Summary Current and Future Need

Objective	Recommendation
OBJECTIVE 1: To protect the existing supply of outdoor sports facilities to meet current and future needs	• Recommendation 1: Ensure, that all existing outdoor sports facilities are protected through the implementation of local planning policy. • Recommendation 2: Secure tenure and access to sites for participation-focused development clubs, through a range of solutions and partnership agreements. • Recommendation 3: Ensure continued use of education facilities where there is a need.
OBJECTIVE 2: To enhance outdoor sports provision and ancillary facilities through improving quality and management of sites	• Recommendation 4: Improve quality of playing pitches and ancillary facilities. Consider playing pitches and ancillary sites in areas of multiple deprivation. • Recommendation 5: Secure external funding in partnership with other stakeholders; and • Recommendation 6: Secure developer contributions.
OBJECTIVE 3: To provide new outdoor sports facilities where there is current or future demand to do so	• Recommendation 7: Monitor team demand growth annually for all pitch sports to inform the supply of pitches required to meet demand. Particularly monitor the growth for each pitch sport for Disability team growth and Women and Girls participation. • Recommendation 8: Identify opportunities to add to the overall stock to accommodate both current and future demand possibly at multi sports sites and areas of multiple deprivation. • Recommendation 9: Rectify quantitative shortfalls through the current stock, particularly considering sites with areas of multiple deprivation.

Table 10.6.2 Summary of recommendations

11 Physical Infrastructure

11.1 Roads

11.1.1 Within the Borough, National Highways (NH) is responsible for the national strategic road network (SRN). Most other roads are managed and maintained by KCC, as the local highway authority, but there are also a number of private roads.

11.1.2 The road network in Swale is focused east/west along the M2/A2 corridor with the A249 and A251 providing the main north/south routes. Traffic and transport capacity issues are significant limitations of the existing network and at key junctions between the local and strategic highway network giving rise to capacity issues at peak hours, typically queuing from slip roads onto the main carriageway of the strategic road network (SRN).

11.1.3 To address these issues, a number of committed highway improvement projects across the Borough to the SRN and the local road network are already planned, funded through a mix of public funding and developer contributions. These will provide capacity and operational improvements and will facilitate existing development commitments and allocations in the adopted Local Plan and are summarised below.

11.1.4 To support the emerging Local Plan, a transport modelling is being undertaken to assess and identify the necessary mitigation measures to accommodate the development planned over the plan period.

11.1.5 The intention of the modelling assessment is to establish any key capacity constraints on the highway network to delivering the planned level of growth, evidence the extent of the problems and enable solutions to be found to those issues. The modelling work currently being undertaken as at the time of writing this report has identified a a list of hotspots, further analysis is required and the output will be included in the updated version of the IDP and the IDS. These will be in addition to already committed schemes.

11.1.6 Previously identified road infrastructure requirement like junction and corridor improvements identified below and in the Infrastructure Delivery Schedule will require developer contributions. It should be noted that as the highway modelling is strategic in nature, additional junction/network improvements may be required following more detailed transport assessments of the transport impacts of individual development proposals.

11.1.1 Vision and Validate Approach

11.1.1.1 The NPPF[30] in paragraph 109 encourages a vision-led approach to transport issues for solutions that deliver well-designed, sustainable and popular places . DfT Circular 01/2022 [31]presents a shift from the “Predict and Provide” method of transport planning for infrastructure to a “vision and validate” model. “Predict and Provide” predicts future demand and provide capacity while a “vision and validate” model provides transport solutions set to the outcome communities want to achieve. This is also emphasised in the Transport Decarbonisation Plan (2021)[32]. According Circular 01/2022, the vision led approach include ‘vision and validate,’ ‘decide and provide’ or ‘monitor and manage’ and National highways is committed to supporting local authorities in achieving the aim. KCC is also committed to delivering with district planning authorities a ‘decide and provide’ (also known as ‘vision and validate’) approach to planning and site development[33].

11.1.1.2 Vision and Validate describe a transport movement vision with the validate aspect ascertaining the vision is being implemented based on monitoring. Monitoring entails observing the travel patterns over time and put in measure that is required as a result of observation. The approach adapts to need per time responding as circumstances change creating a more sustainable solution.

30 https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf
31 https://assets.publishing.service.gov.uk/media/681a1c42a8cdfb0ccdb8e0cc/strategic-road-network-delivery-sustainable-development.pdf
32 https://www.gov.uk/government/publications/transport-decarbonisation-plan
33 https://www.kent.gov.uk/__data/assets/pdf_file/0018/216180/Transport-assessment-and-travel-plan-guidance.pdf

11 Physical Infrastructure

11.1.1.3 As expansion of transport infrastructure face more challenges and constraint, there is a need to rethink how transport infrastructure supports growth considering its economic, social and environmental impact. It is useful to conceive and recognise targets that will achieve more sustainable outcome and work towards this, an example of target can be less cars on the road, more cycling and walking or more public transport usage. The council has recently adopted Swale Local Cycling and Walking Infrastructure Plan (LCWIP). The Local Plan also includes Policy ST 10 on Promoting Sustainable Transport & Active Travel. This will also help to further embed the vision led transport solution in proposed developments in the borough. Aspects of this are already currently in use with “monitor and manage” concepts integrated into some of the recent major proposals in the borough. The local plan has embedded health, climate change and environmental needs including reduction in carbon emissions to the local plan policies including those on transport. The IDP through the delivery schedule also contain priority projects from the LCWIP as well as other public transport improvement projects that will support this approach.

11.1.1.4 The council's approach to achieving this is an expectation for proposals to support the council’s vision and objective and demonstrate how the vision and validate approach will be incorporated. Proposals will also be expected to submit a Monitor and Manage strategy and developers will be expected to engage with the council and highway authorities to:

a. Prepare a vision for the development in compliance with national and local objectives of limiting the need to travel;
b. Prepare a sustainable transport strategy which may change as need change and the development progress.
c. Prepare a monitor and manage strategy that will be agreed with the council and will take account cumulative impact and include clearly defined triggers.

11.1.1.5 The IDP has identified schemes and projects, whose implementation will be dependent upon the rate of development coming forward, the identification of funding and the availability of resources. Where relevant these schemes and projects have been referenced in the IDP and/or included in the Infrastructure Delivery Schedule. This will be updated as new evidence and information becomes available and after the ongoing transport modelling work is completed.

11.1.2 Strategic Highways

11.1.2.1 Swale is ranked as a category 1 authority, National Highways notes that Congestion issues in Swale at various junctions could inhibit economic growth and identified as government priorities for levelling up[34].

11.1.2.2 Within the Borough, the M2 and A249 (spur from the M2 to Sheerness) form the SRN with the wider motorway network of the M20, M25 and M26 a short distance away. There are three motorway junctions within the Borough: Junctions 5 (J5) to the southwest of Sittingbourne, Junction 6 (J6) to the south of Faversham and Junction 7 (J7) to the southeast of Faversham.

11.1.2.3 On the A249 approach to M2 Junction 5, delays are exacerbated by seasonality due to travel to coastal destinations and Europe via the Port of Dover and the Channel Tunnel.

11.1.2.4 There are consistently significant delays on the M2 between J5 and J6. J5 along with J7 are identified within the top 50 casualty locations on the SRN nationally[35]. The A249 between the A2 and M2 carries the lightest traffic flows on the SRN but has a low rate of journey reliability. Improving safety and congestion issues at J5 and J7 of the M2 are identified as key challenges in the Highways England Kent Corridor to M25 Route Strategy [36].

11.1.2.5 National highways notes that the Isle of Sheppey and wider Borough are effectively a cul-de-sac resulting in all but very localised traffic normally making use of the SRN. As such, future development needs

34 https://storymaps.arcgis.com/stories/09193216e0e04ac09a0f0c6df61975ac
35 https://assets.publishing.service.gov.uk/media/5a82eda3e5274a2e87dc3af4/Kent_Corridors_to_M25_Final.pdf
36 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/600312/Kent_Corridors_to_M25_Final.pdf

to carefully consider the transport implications and associated infrastructure issues on the SRN and local highway network, including the M2/A2/A249 corridor. As the major roads are linked across the Borough the cumulative impact across all major junctions needs to be considered. National Highways have also indicated the need, due to known capacity issues within the Borough, for the phasing of large-scale development with the timescales for the delivery of planned junction improvements or improvements identified as a consequence of bringing forward the Local Plan. They also emphasise that this should be combined with maximising the move to sustainable transport use and following a vision led approach.

11.1.2.6 A transport modelling based on proposed developments in the emerging local plan is currently in the works, it will reconsider the road network in the borough highlighting issues and proposing mitigation where necessary. This section will be updated with results from the exercise when it is available.

11.1.2.7 M2 Junction 4

11.1.2.8 Despite not being located in the borough, J4 can be impacted by development coming forward in the plan. National Highways' strategic aim for the junction is to avoid delays for the Strategic Road Network, to maintain the planned benefits of the Lower Thames Crossing and the bifurcation strategy which concerns the A2/M2 strategic road corridor [37]

11.1.2.9 M2 Junction 5

11.1.2.10 National Highways have completed improvements to the A249 Stockbury Roundabout at J5, as it was operating over capacity. The project's centrepiece, nearly a mile long, the flyover allows traffic to bypass the previously heavily congested Stockbury roundabout [38], two bridges supporting the Stockbury Flyover and Two new dedicated slip roads provide direct access from the A249 to the M2, bypassing the Stockbury roundabout entirely to reduce congestion.

11.1.2.11 The aim of the scheme is to:

- improve journey times: reducing delays meaning people will have quicker and more reliable journeys;
- make journeys safer: improving the junction will improve safety for all road users;
- support economic growth: increasing capacity at the junction will support the future housing and employment growth in the area;
- help cyclists and pedestrians working with the local authorities aim to improve facilities for pedestrians, cyclists and other non-motorised users; and
- deliver high standards of highway design: resulting in a scheme that is in keeping with the local environment, minimising environmental impacts and where feasible make conditions better [39].

11.1.2.12 Congestion is still expected to worsen in the future due to the planned development and population growth. National Highways has mentioned the the junction still needs to be considered in terms of merge diverge assessment and traffic not overwhelming the slip road.

11.1.2.13 Looking forward, the future consideration includes ensuring the corridor avoids delays and enjoy the planned benefit for the Lower Thames crossing and the bifurcation strategy which concerns the A2/M2 corridor.

11.1.2.14 There is a need to diagnose the capacity shortfall based on planned changes to the wider road network and growth impacts over time. There is a need for the completion of an 'Options Phase' to inform planning of future Road Investment Strategy activity and any dependency associated with development growth pressures.

11.1.2.15 M2 Junction 6

37 https://www.kent.gov.uk/__data/assets/pdf_file/0006/208545/Local-Transport-Plan-5.pdf
38 https://nationalhighways.co.uk/our-roads/south-east/m2-junction-5-improvements/
39 https://nationalhighways.co.uk/our-roads/south-east/m2-junction-5-improvements/

11 Physical Infrastructure

11.1.2.16 J6 is not a well-used junction due to its layout and proximity to J7 and there is currently some spare capacity at the junction. There is, however, a risk of traffic on the A2/A251 queuing back to J6 and National Highways have highlighted the possible need for additional mitigation over the completed A2/A251 junction improvement scheme.

11.1.2.17 M2 Junction 7

11.1.2.18 J7 (Brenley Corner), where the M2 and A2 meet, is a pinch point on the strategic transport route for traffic travelling onto Canterbury and Dover, particularly for HGVs travelling to the Dover port. The junction is currently operating at capacity level with the current configuration of the junction regularly creating peak hour congestion as traffic on the SRN mixes with traffic on the local road network leading to queuing on the approach roads. The capacity of the junction, therefore, is not only a constraint to development locally but also more widely across north and east Kent, particularly development in local authority areas along the M2/A2 corridor and also has wider strategic impacts on the economy of the southeast. This is identified in KCC's LTP5 [40]

11.1.2.19 There is currently no committed national improvement scheme to mitigate the above issues although KCC have proposals for minor improvements to the local roads approaching the junction. An improvement scheme to remove the congestion due to the gyratory, creating a continuous M2/A2 route and providing for a free flow of traffic is planned.

11.1.2.20 A committed scheme in the borough is the Oare Gravel Works/Faversham Lakes consented development (LPA Reference: SW/14/0257) [41] for road markings revisions. The work is yet to commence on this.

11.1.2.21 The Land at Southeast Faversham [42] which benefits from a resolution to grant also considers impact at this junction, National Highways requires improvement to the junction prior to 1,500 dwelling occupation improvement is carried out.

11.1.2.22 As mentioned , the junction has strategic relevance and It is noteworthy that there is also a committed scheme on the junction linked to the urban extension application at canterbury of up to 4,000 dwellings , it includes widening on both A2 approaches, sections of the roundabout circulatory, and conversion of the A2 East arm from signal control to priority control. The trigger point at which the scheme is to be implemented is prior to occupation. The trigger point for this will not however be reached for several years.

11.1.2.23 There are other applications in the pipeline considering the impact and improvement of the junction.

11.1.2.24 A249 Junctions

11.1.2.25 Key Street and Grovehust Road

- A249 junctions at Key Street and A249 Grovehurst Road [43][44]improvement schemes are now complete. The aim of the improvements is to reduce congestion, improve journey time reliability and provide additional road capacity for planned new housing as well as improve facilities for pedestrians and cyclists. £38.1 million was awarded by The Housing and Infrastructure Fund and £500,000 in developer contributions were received for the scheme. National Highways are of the opinion that the

40 https://www.kent.gov.uk/__data/assets/pdf_file/0006/208545/Local-Transport-Plan-5.pdf
41 https://pa.midkent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=ZZZVRZKJTA002
42 https://pa.midkent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=S55GJZTY0XI00
43 https://www.kent.gov.uk/roads-and-travel/road-projects/in-progress-road-projects/a249-grovehurst-road-and-interchange-junction
44 https://www.kent.gov.uk/roads-and-travel/road-projects/in-progress-road-projects/a249-key-street-junction

junctions may need to be reconsidered depending on the quantum of development that will be relying on the junctions in the Local Plan.

- A249 Bobbing– the junction currently experiences significant congestion during the peak hours. An improvement scheme for this junction to increase capacity forms part of the planning application(s) for the development of the Northwest Sittingbourne mixed use allocation [45]. Transport assessment work in connection with the planning application indicates that 100 dwellings could be completed before the requirement for an interim mitigation scheme with full mitigation required before occupation of the 450th dwelling. Another planning application related to the scheme is Land to the West of Bobbing [46]This is awaiting decision. National Highways' comment regarding the planning application is that no more than 600 dwellings is occupied before the improvement scheme is completed.

11.1.3 Local Highways

11.1.3.1 Local transport policy is the responsibility of KCC and as such joint working is required to ensure that land use planning aligns.

11.1.3.2 The fifth Local Transport Plan (LTP5)[47] covers a wide range of transport related priorities to 2037. LTP5 tagged 'striking the balance' is sets an ambition to improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe, reliable, efficient and affordable transport network across the county and as an international gateway. It intends to do this by delivering emission-free travel by getting effective dedicated infrastructure to electrify vehicles, increase public transport use and make walking and cycling attractive. The LTP identifies Local Road Network Priorities which include Supporting the shift to electric vehicles through new charging points and local road freight management.

11.2 Public and Sustainable Transport

11.2.1 Rail

11.2.1.1 Rail services are currently provided by Southeastern trains. Network Rail is the provider and maintainer of railway infrastructure, including rail tracks, and fulfil the role as a statutory consultee on planning applications and Local Plan consultations. Network Rail and Southeastern have formed the South Eastern Railway (SER) to bring track and train together on the journey towards Great British Railways (GBR).

11.2.1.2 Within the Borough, there are stations at Newington, Sittingbourne, Teynham, Faversham and Selling, with high speed Southeastern trains stopping at Sittingbourne and Faversham. The branch line between Sittingbourne and Sheerness is a community rail line providing a half hourly passenger service, with inter stops at stations at Kemsley, Swale and Queenborough. Sittingbourne and Faversham are fully accessible stations with step free access to, and between, all platforms. The remaining stations in the Borough have limited or no step free access which limits those able to access the rail network. Improving accessibility at stations remains a key means of promoting sustainable transport. Development close to Newington and Teynham would increase pressure of accessibility and contributions would be sought to mitigate the impact of development.

11.2.1.3 Development proposed in the Local Plan at settlements served by a rail station would provide a catalyst for increased patronage. However, ticket revenue generated by increased patronage is not automatically recycled or ring fenced for improved facilities at stations. Therefore, there remains a reliance on bidding for funding through the Department for Transport (DfT) or seeking third party funding contributions. Further, SER is undertaking a review of station car parks within Swale to determine where pressures and constraints exist on demand. Sittingbourne, Queenborough and Faversham station car parks are especially constrained and SER is exploring opportunities to providing additional capacity. Rail travel has largely

45 https://pa.midkent.gov.uk/online-applications/applicationDetails.do?activeTab=map&keyVal=P7OO67TY0XI00
46 https://pa.midkent.gov.uk/online-applications/applicationDetails.do?activeTab=map&keyVal=RFL0S3TYG8W00
47 https://www.kent.gov.uk/__data/assets/pdf_file/0006/208545/Local-Transport-Plan-5.pdf

11 Physical Infrastructure

recovered since Covid-19 and, whilst work patterns have altered, Tuesdays – Thursdays are extremely popular days to travel. Leisure travel has also shown a significant increase in use in recent years. As such, there are constraints being felt across the rail network that may be worsened by development.

11.2.1.4 Some Local Plan allocations are in locations where development may have an impact on the operation of level crossings in the vicinity of the site through increased pedestrian/cyclist/vehicular traffic using the level crossing. Network Rail's has indicated that their preferred solution would be the closure of crossings. The impact of development on the use of level crossings will require consideration as part of a Transport Assessment and, if required, the identification of appropriate mitigation measures.

11.2.1.5 Engagements with members and residence has brought forward aspirational projects which can be beneficial to the borough. These include car park at Swale station, Crown Quay Lane widening and northern access to Sittingbourne station. Members have observed car parking constraint at Swale station and aspire for the station to be expanded to a Swale Parkway Station. This will have the potential benefit of reducing traffic in congested urban areas of Sittingbourne and Sheerness by encouraging commuters away from the town centre car parks. It will also lead to modal shifts where from cars to trains by making access to the train network easier for those travelling in from the rural areas of Sheppey and Iwade.

11.2.2 Walking and Cycling

11.2.2.1 The Department for Transport (DfT) published the first Cycling and Walking Investment Strategy in 2017 with the purpose of encouraging Cycling and Walking to become a key mode for short journeys or a stage in longer ones through Safer mobility and streets. A guidance was also developed for Local Cycling and Walking Infrastructure Plans for local bodies. The plans are a “strategic approach to identifying cycling and walking improvements required at a local level”.

11.2.2.2 The Swale Local Cycling and Walking Infrastructure Plan[48] was adopted in March 2026 and covers Sheppey and Sittingbourne whilst incorporating the work of the Faversham LCWIP [49]. The Swale LCWIP identifies an aspirational high-level network of future walking, wheeling, and cycling corridors across the borough along with the infrastructure required to achieve this.

11.2.2.3 The Kent Cycling and Walking Infrastructure Plan [50] was developed by KCC working with the districts councils and funding has been secured for the delivery of proposals in recent years. The two routes selected within Swale by the plan are Sheerness to Leysdown and Sittingbourne to Faversham. A third Route extends outside the borough from Sittingbourne to Maidstone. Each of this route have specified intervention. A similar process was carried out for walking with Sittingbourne identified as a walking zone in the borough.

11.2.2.4 The route corridor across Sheppey aims to complement and improve the local cycle network. This includes the Explore Kent Sheerness Way Ships and Chips circular route and the Sheppey Light Railway Greenway. The corridor from Sittingbourne to Faversham supplements local aspirations for Faversham and provides options complementing or including the National Cycle Network route to connect into the west side of Faversham.

11.2.2.5 The walking zone in Sittingbourne is proposed in the Kent Cycling and Walking Infrastructure Plan and aims to improve access within the town centre, improve pedestrian safety, provide access to the retail to the north of the railway line and improve journeys to school.

These LCWIPs have an important role in supporting growth and development. By linking proposed routes to housing and site allocations, the LCWIP provides a valuable evidence base for developers preparing Travel Plans and Transport Assessments, helping to ensure that new development supports and contributes to high-quality active travel infrastructure.

48 https://swale.gov.uk/your-council/strategies-and-policies/active-travel
49 https://favershamtowncouncil.gov.uk/wp-content/uploads/2024/06/Faversham-LCWIP-Sep-24-clean.pdf
50 https://letstalk.kent.gov.uk/kent-cycling-and-walking-infrastructure-plan

11.2.3 Bus Provision

11.2.3.1 Swale's bus network covers the Borough well with several routes and frequencies, although a number of these are subsidised in order to ensure bus routes are available for those in locations which need them. There has, however, been a reduction in bus usage over the past few years and there is a lack of adult passengers during peak travel times. Through the Swale Quality Bus Partnership, a number of improvements to routes and services were implemented and there is a need to build on these to develop a robust high-quality network.

11.2.3.2 Developers of all major sites will be required to consider bus service provision and allocations will need to be appropriately master planned to ensure prioritised bus access within and into/out of sites and the provision of bus infrastructure. It is likely that there will also be a requirement on developers to support services, which may be through the extension of existing routes, to ensure residents of the new developments have the option of bus travel from the earliest opportunity.

11.2.3.3 The National Bus Strategy Kent Bus Service Improvement Plan 2024 (BSIP) [51] was published as an update to the first Kent Bus Service Improvement Plan which fulfils the two main NBS requirements for LTAs and bus operators which is to:

- To produce and publish a BSIP by 31 October 2021
- To introduce a new statutory system for setting up and regulating bus services in the county by April 2022. This included using franchising or Enhanced Partnerships (EPs), as made possible under the 2017 Bus Services Act

11.2.3.4 An EP was established for the county in April 2022 by KCC and bus operators. Swale is part of the East Kent EP scheme area which includes Ashford, Canterbury, Dover, Folkestone and Hythe and Thanet. In the EP, most bus services are provided by group operator Stagecoach with the exception of Swale where independent operator Chalkwell provides most of the local network, partly on a commercial basis. KCC are trying to introduce multi-operator bus ticketing scheme with a trial A trial scheme implemented in Swale in 2023[52] [53].

11.3 Utilities

11.3.1 This section provides an update in respect of the following utilities: electricity, gas, water and telecommunications infrastructure.

11.3.1 Electricity

11.3.1.1 National Grid Electricity Transmission (NGET) owns and maintains the electricity transmission system in England, distributing the energy to the electricity network operators, so it can reach homes and businesses.

11.3.1.2 UK Power Networks (UKPN) are the Distribution Network Operator covering Swale.

- Queenborough and Rushenden- there is a 6.6kV main sub-station in the vicinity of the Rushenden South site.
- Sheerness- the area is served by a 6.6kV mainsub-station.
- Sittingbourne- there are two 11kV main sub-stations serving the area
- Faversham- the east of Faversham is served by an 11kv main sub-station

51 https://www.kent.gov.uk/__data/assets/pdf_file/0015/204414/Kent-Bus-Service-Improvement-Plan-2024.pdf
52 https://www.kent.gov.uk/__data/assets/pdf_file/0005/204836/East_Kent_EP.pdf
53 https://www.kent.gov.uk/__data/assets/pdf_file/0004/206968/BSIP-2025-26-delivery-plan.pdf

11 Physical Infrastructure

11.3.1.3 Each site would need to be considered on its own, taking into account the current network at the time a planning application was made and when more detailed development proposals, particularly for employment sites, and the likely loading requirements are known. Developers should submit an application to UKPN for any supply upgrade or new supply.

11.3.1.4 Development should also:

- Safeguard all existing NGET transmission assets, including overhead lines, underground cables and substations.
- Support future reinforcement and expansion, including works required for the Great Grid Upgrade and other strategic national infrastructure projects.
- Ensure development proposals located near transmission assets demonstrate that they will not compromise safety, operability, maintenance access, asset replacement, or future network expansion.
- Safeguard existing and potential access routes required for the delivery and removal of Abnormal Indivisible Loads (AILs) associated with the construction, replacement and maintenance of transmission-scale equipment, including large transformers at strategic substations.
- Resist development or highway alterations that would prejudice, constrain or render impracticable AIL access, unless suitable mitigation or alternative agreed routes can be secured.
- Encourage early engagement with NGET to identify and resolve any potential impacts at the earliest possible stage of the planning process.

11.3.2 Gas

11.3.2.1 National Grid Gas plc owns and operates the high-pressure gas transmission system across the UK. Gas then leaves the transmission system and enters the four gas distribution networks where pressure is reduced for public use.

11.3.2.2 SGN, are the gas distribution company covering the southeast. There are two network grids covering the Borough: Ashford and Medway. SGN has confirmed that all the allocation can be supported except Land South East Faversham which could not be supported in whole. An all-electric energy system is however planned for the development.

11.3.3 Water Infrastructure

11.3.3.1 Water and water recycling infrastructure is funded from a combination of a water company's business plan - which itself is funded through customer bills and developer charges directly sought by the water company for effective connections and improvements to supply and drain water to new development.

11.3.3.2 Two water companies serve the Borough: Southern Water (covering the whole Borough for wastewater treatment and providing water supply on the western side of the Borough, including the Isle of Sheppey) and Southeast Water (providing water supply in the eastern side of the Borough).

11.3.3.3 Both companies have published Water Resource Management Plans (WRMP) [(54)]. These are statutory plans that all water companies produce every five years. They look at least 25 years ahead to forecast how much water will be available and how much it will be needed in the future to meet demand. If demand is greater than the water available, these plans identify the most cost-effective solutions to fill the gap.

11.3.3.4 In addition, water companies work on a five-year business planning cycle through which funding for new resource developments or improvements are secured. Proposals for the five-year period are contained in the published five-year Asset Management Plans (AMP) which are agreed through a regulatory process currently led by Ofwat. The AMP covers the building and modernising of water pipes to ensure a

54 https://www.southeastwater.co.uk/about/our-plans/future-water/ and https://www.southernwater.co.uk/about-us/our-plans/water-resources-management-plan/

reliable supply, the reduction of the number of overflows from sewers and improvement of water and wastewater treatment works to deal with growing population and climate change. The current AMP period is 2025 - 2030 and it is referred to as AMP8.

11.3.3.5 Statutory water companies must undertake a series of checks and then plan investment in line with water industry funding routes and cycles. The planning system has a role in seeking to ensure the combined impacts of urban creep and climate change protect the quality of the water environment.

Southern Water

11.3.3.6 Water supply and wastewater management

11.3.3.7 Southern Water have worked to identify the strategic asset investment priorities for the 5-year investment period of the AMP. The work has produced the Drainage and Wastewater Management Plan (DWMP) and the Water Resources Management Plan (WRMP) as the main routes to assess and prioritise these types of strategic investment proposals.

11.3.3.8 Local network reinforcement required for the needs of a specific development is generally funded through an infrastructure charge applied to the water connection fees paid by the developer (unless, for example, a strategic network reinforcement programme is needed for a broader area – which can then be funded through strategic asset investment) seeFigure 11.3.3.1below.

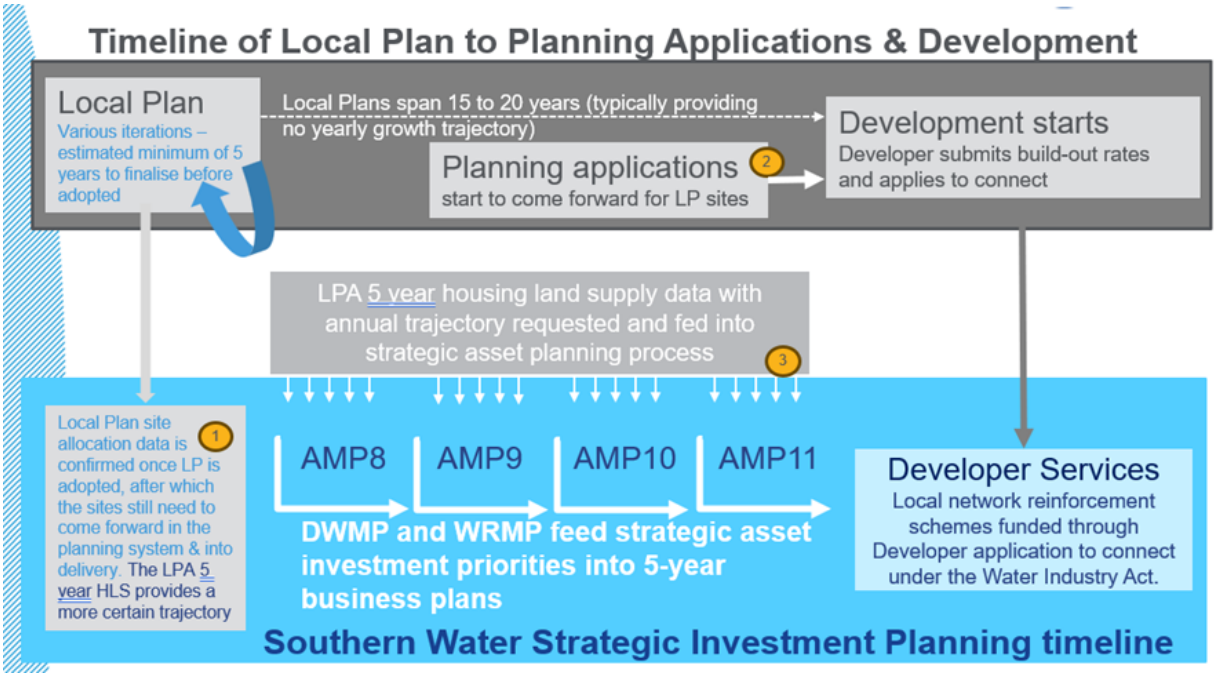

Figure 11.3.3.1 sources of growth data that feed into different asset investment processes

11.3.3.9 Any infrastructure investment is planned, delivered and funded through two main mechanisms – one relates to local network reinforcement, the other to more strategic asset investment needs. The examples below illustrate these two investment types:

a. Any upgrades (reinforcements) that are needed on the network specifically to accommodate a new development, are funded through the infrastructure charge to developers. The infrastructure charge fee structure with sustainable development incentives for southern water is explained here https://www.southernwater.co.uk/media/3u1ni0eb/new-connection-charging-arrangements-24_25-v14.pdf
b. Wastewater Treatment Works (WTWs) treat wastewater collected from homes and businesses within their catchment via a network of connecting pipes and pumping stations. WTWs are significant assets and represent strategic infrastructure. Upgrades to WTWs are funded through the water industry's 5 yearly investment planning – for which Ofwat approves the spending requirements for each 5-year

11 Physical Infrastructure

period (AMP) based on customer generated income. The current investment period is referred to as AMP8 and covers the years from 2025 to 2030.

11.3.3.10 Wastewater Treatment Works capacity and Dry Weather Flow indicators

11.3.3.11 Wastewater treatment works are assessed annually for capacity against forecast growth using both Local Plan information and census/ONS data. Every WTW operates in accordance with the EA permits designed to protect water quality, The volumetric permit sets the maximum Dry Weather Flow (DWF) that is permitted to recycle to the environment. There are two main considerations for WTW capacity, treatment process capacity and dry weather flow (DWF) headroom.

11.3.3.12 Where future growth is projected to exceed the current DWF permit limit, Southern Water would apply for a change to the permit, requesting an increase in the DWF limit to serve the growth coming forward.

11.3.3.13 Wastewater Treatment Works and Nutrient Neutrality

11.3.3.14 The full extent of Southern Water's AMP8 investment in nutrient removal is provided through the WINEP schemes agreed by the Environment Agency per water industry investment period (current AMP8 is from 2025 to 2030).

11.3.3.15 Under the Levelling Up and Regeneration Act 2024, the Government has placed a requirement on water companies to improve any nutrient significant plants by 31 March 2030 to ensure they operate to the highest Technically Achievable Limit (TAL).

11.3.3.16 In this table we refer to wastewater treatment works (WTW) and to different types of storm overflow.

Wastewater Catchment	Scheme Type/ Driver	**Outline**	Estimated AMP8 Investment	IDP Section
Faversham	WINEP – overflow, other	Improve storm capacity (Court Street Faversham CSO)	Up to £1.5m - investigations will shortlist the most suitable SuDS and other surface water separation solutions	SuDS solutions are expected. Investment may split across utilities and non-utilities community-based flood mitigating infrastructure
Faversham	WINEP – overflow, other	Improve storm capacity Faversham CEO	TBC - Investigations are underway to shortlist the most suitable SuDS and surface water separation solutions	Utilities Infrastructure - wastewater
Faversham	WINEP – overflow, other	Improve storm capacity Faversham SSO & root-cause	Up to £2.9m - investigations are underway to shortlist the most suitable SuDS and	Investment may be split across utilities and non-utilities community-based flood mitigating infrastructure

		spill reduction achieved through enhanced surface water management	surface water separation solutions	
Faversham	Growth	Increase sewage treatment capacity to support growth	£9.2m	Utilities Infrastructure - wastewater
Faversham	WINEP Shellfish	Enhanced microbiological treatment	£5.5m	Utilities Infrastructure - wastewater
Motney Hill	Resilience & optimisation	Rising main replacement Lower Halstow WPS	£1.6m	Utilities Infrastructure - wastewater
Isle of Sheppey – Queenborough	WINEP Shellfish	Enhanced microbiological treatment	£6.8m	Utilities Infrastructure - wastewater
Isle of Sheppey – Queenborough	WINEP – overflow, other (Queenborough WTW)	Queenborough WTW and SSO storm capacity improvements	Up to £34.7m - investigations are underway to shortlist the most suitable SuDS and other surface water separation solutions	Investment may be split across utilities and non-utilities community-based flood mitigating infrastructure
Isle of Sheppey - Queenborough	WINEP – overflow, other (South Street Queenborough CEO)	Root-cause spill reduction achieved through enhanced surface water management and Sustainable Drainage Systems (SuDS) for local flood mitigation	Up to £2.9m - investigations will shortlist the most suitable SuDS and other surface water separation solutions	SuDS solutions are expected. Investment may split across utilities and non-utilities community-based flood mitigating infrastructure
Isle of Sheppey - Minster	WINEP – overflow, other (Brielle Way West Minster CEO)	Root-cause spill reduction achieved through enhanced surface water management and Sustainable Drainage Systems (SuDS) for local flood mitigation	Up to £1m - investigations will shortlist the most suitable SuDS and other surface water separation solutions	SuDS solutions are expected. Investment may split across utilities and non-utilities community-based flood mitigating infrastructure
Isle of Sheppey - Eastchurch	WINEP – overflow, other (Barrows Brooke Eastchurch CEO)	Root-cause spill reduction achieved through enhanced surface water	Up to £1.1m - investigations will shortlist the most suitable SuDS and	SuDS solutions are expected. Investment may split across utilities and non-utilities

11 Physical Infrastructure

		management and Sustainable Drainage Systems (SuDS) for local flood mitigation	other surface water separation solutions	community-based flood mitigating infrastructure
Eastchurch	WINEP Shellfish	Enhanced microbiological treatment	£5.7m	Utilities Infrastructure - wastewater
Sittingbourne	Groundwater infiltration and improved capacity	Sewer sealing is underway to reduce infiltration	£6.6m across a range of solutions	Utilities Infrastructure - wastewater
Sittingbourne	WINEP Shellfish	Enhanced microbiological treatment	£6.5m	Utilities Infrastructure – wastewater
Sittingbourne	WINEP – overflow, other (St Pauls Street Sittingbourne CSO)	Root-cause spill reduction achieved through enhanced surface water management and Sustainable Drainage Systems (SuDS) for local flood mitigation	Up to £13.3m - investigations will shortlist the most suitable SuDS and other surface water separation solutions	SuDS solutions are expected. Investment may split across utilities and non-utilities community-based flood mitigating infrastructurere [55]

Table 11.3.3.1 Southern Water: Key AMP8 Water Industry National Environmental Programme (WINEP) investment in strategic wastewater assets:

11.3.3.17 The IDP can be updated once solutions are further developed and the investment in utilities/non-utilities community-based infrastructure is clearer. Please also note that project plans and delivery schedules can be subject to change, in line with the risks emerging throughout each 5-year investment period.

11.3.3.18 Water efficient development

11.3.3.19 Higher standards of water efficiency in new development will equate to greater long-term sustainability – with the potential to delay or reduce the need to increase water abstraction, which in turn will help to minimise the impacts on the environment. Demand management is a key aspect of water industry strategy for water resources and therefore should also be a core principle underpinning the water supply sections of Local Plan infrastructure planning.

11.3.3.20 Tackling water scarcity requires a multi-faceted approach and there is an opportunity for the planning system to play a part by ensuring new development meets the highest standards of water efficiency possible at the time.

11.3.3.21 Southern Water is committed to help customers reduce personal consumption to an average of 100 litres of water per person per day by 2040 and reduce business demand by 9% by 2037. This is appropriate to the 'serious water stress' [56] status of the Southeast. Southern Water is encouraging developers to meet or exceed this target by reducing the new connection charge for water efficient development.

55 CSO – Combined Sewer Overflows SSO – Settled Storm Overflows, and EMO (or CEO – Combined) Emergency Overflows.

56 https://www.gov.uk/government/publications/water-stressed-areas-2021-classification

Water Supply Zone / Area	Scheme Type/ Driver	Outline	Estimated AMP8 Investment	IDP Section
Isle of Sheppey	Future Resource	Isle of Sheppey desalination to provide up to 20Ml/d by 2041 and 30Ml/d by 2063	TBC	Utilities Infrastructure – water supply
All Kent	Water efficiency	(AMP8 – AMP12) Smart metering rollout and other water efficiency programme measures to reduce demand by 37.4Ml/d by 2049-50	TBC	Utilities Infrastructure – water supply
All Kent	Leakage Programme	Implementing leakage reduction measures from 2025-26 (AMP8) to reduce leakage by 10.9Ml/d by 2049-50 (AMP12)	TBC	Utilities Infrastructure – water supply
Sittingbourne	Future Resource	Recycling from an industrial source to provide an additional 7.5Ml/d by 2031	TBC – discussions have started	Utilities Infrastructure – water supply

Table 11.3.3.2 Key Southern AMP8 investment in strategic water supply assets

11.3.3.22 Surface water management in climate resilient communities

11.3.3.23 Climate change is expected to have an impact on the risk of flooding in several wastewater systems. Preventing surface water from entering the foul and combined systems during heavy rainfall is the most sustainable and cost-effective way to reduce releases from storm overflows.

11.3.3.24 The 2025 National Standards for Sustainable Drainage provides a hierarchy of discharge routes whereby rainwater and surface water should first be harvested for non-potable re-use, prior to infiltration solutions where these are practicable, with discharge to the combined sewerage system a last resort. The hierarchy does not allow surface water to connect to the foul sewer network.

11.3.3.25 To support climate resilient communities in the face of increased scale and pace of growth, given the urban creep generated by development tension could arise initially across local network capacity, before it becomes a concern for more strategic assets. The implementation of policy supporting SuDS and tighter water efficiency standards can help to address this tension, as well as reduce longer-term impacts on water resources.

11.3.3.26 Key surface water management investment to reduce releases from storm overflows are part of the WINEP schemes mentioned in Table 11.3.3.1 above.

11.3.4 Broadband

11.3.4.1 Delivery of broadband and mobile services, to support the changing needs of businesses and communities in the Borough's urban and rural communities alike, is a key demand in Policy E2 The Rural Economy and Policy INF1 Managing transport demand & impact. This recognises that the provision of improved broadband services, which are reliable, is essential for sustainable long-term economic growth and the social well-being of residents.

11.3.4.2 The majority of the Borough has good standard of access to broadband services, with over 95% of the Borough able to access superfast broadband (of more than 30Mps). However, just over 4% of properties in Swale had access to full fibre connections (17.2% in the UK). Provision of high-capacity broadband will support businesses and attract investment. It will also support how residents choose to work and live, facilitating social inclusion and access to services and leisure opportunities. It also has the potential to increase opportunities for home and remote working, reducing commuting journeys and the need to travel, thereby contributing towards a reduction in our communities' carbon footprint.

11 Physical Infrastructure

11.4 Waste

11.4.1 KCC is the Waste Disposal Authority in the area and as such has a statutory duty to provide Household Waste Recycling Centres (HWRCs) and Waste Transfer Stations (WTSs) with sufficient capacity to accept arisings from across the county. In Swale HWRCs are located at Sittingbourne, Faversham and Sheerness, with a WTS co-located with the Sittingbourne HWRC. The WTS is a strategic site, taking kerbside collected waste from the whole of the Swale Borough. Swale Borough Council is the Waste Collection Authority in the area responsible for kerbside collection.

11.4.2 The additional housing growth planned over the plan period will place additional demand on the waste facilities in Swale. An Infrastructure Review undertaken in 2019 noted all three waste facilities within Swale to be at operational capacity (100%) and any increase in tonnages in the future as a result of development would require mitigation. The performance of the WTS is monitored through regular contract board meetings with the Operator and liaison with the Borough Council as the Waste Collection Authority (WCA). Regular complaints over the length of time WCA vehicles queue along the access road are received. Measures to improve efficiency of the site have been investigated and where possible implemented over the past few years i.e. installation of a second weighbridge and provision of additional infrastructure to enable food waste to be accepted. However, demand has continued to grow, such that there are now no practicable options to make further improvements at this site.

11.4.3 Discussions with KCC suggest that there would be a need for increased operational capacity through the extension of the Sheerness and Faversham HWRCs and the relocation of the Sittingbourne HWRC onto a new site which would enable the expansion of the WTS to provide for an increase in capacity required to support growth over the plan period. These projects are reflected in the Infrastructure Delivery Schedule. The delivery of the Sheerness HWRC and Faversham HWRC projects have been pushed back to “medium term 2025-2030” to reflect the beneficial impact of the booking system. The WTS project/Sittingbourne HWRC relocation remains a short-term need and therefore the category has been changed to “critical”.

11.4.4 KCC would also seek developer contributions towards waste infrastructure improvements. This is currently £183.67 per dwelling.

11.4.5 The allocation of the relocated Sittingbourne HWRC has been included in the Highsted Park development. However, this is dependent on the development gaining planning permission. Relocation of the HWRC would facilitate the extension of the WTS onto the land currently occupied by the HWRC, enabling the increased capacity needed for the growth forecast in the Borough.

11.5 Flood Defences

11.5.1 Many areas around the Medway estuary and Swale are low-lying and at significant risk of flooding. Over the next 100 years this risk will increase due to ageing flood defences (much of the existing flood defence network was built between the 1950s and 1970s), rising sea levels and climate change. As a result, there will be a greater risk of tidal flooding to properties, agricultural land and infrastructure and the local community.

Contributions to Medway Estuary and Swale (MEAS)

11.5.2 The MEAS strategy aims to reduce flood risk to over 14,000 properties, commercial and industrial sites, infrastructure (including the A249, the road connecting the Isle of Sheppey to the mainland), regeneration areas, agricultural land and conservation sites. It will also provide habitat compensation. Development that benefits from these works is therefore being asked to contribute to their funding. This is to ensure funds are adequate and to ensure the works meet funding tests. Contributions will be sought through planning obligations and potentially also through a future Infrastructure Levy. The

National Planning Policy Framework [57] (NPPF) (para 35), explains that plans should set out the contributions expected from development, including setting out the level of contribution for infrastructure, including flood and water management.

11.5.3 Contributions towards the MEAS strategy will be required from:

- MEAS Strategy Contribution Zone 1 - all new development in the Flood Map for Planning combined undefended 1% AEP (1 in 100-year) and 0.1% AEP (1 in 1000-year), with climate change allowance for the year 2125, area Map – Flood map for planning – GOV.UK[58]; and/or;
- MEAS Strategy Contribution Zone 2 - all new development on the Isle of Sheppey. This is due to the importance to the Isle of Sheppey's security of the road and rail infrastructure onto the island (e.g. the A249), which is at tidal flood risk and is due to be protected through the MEAS schemes.

11.5.4 The zones are also set out on the Local Plan's Proposals Map.

Costs and funding

11.5.5 In 2016/17 the first ten years of MEAS was estimated at £28m. Since then costs have increased exponentially.

11.5.6 Government's new funding policies (Flood Defence Grant in Aid – FDGiA) mean that schemes over £3m need 10% contributions from elsewhere. This could come from local councils, the County Council (eg Highways Authority), Regional Flood and Coastal Committee, infrastructure providers (eg Network Rail, Southern Water, UK Power Networks), private companies/developers and, if adopted, the MEAS contribution policy in the emerging Swale Local Plan.

11.5.7 Without this 10% contribution these flood defence works, which are critical to protecting existing and future communities, may not come forward, or could be delayed.

11.5.8 It should be noted that the Environment Agency's Flood and Coastal Erosion Risk Management Strategy sets out a long-term objective for Risk Management Authorities (RMAs) to work with infrastructure provides to ensure all infrastructure investment is resilient to future flooding and coastal change.

Contribution area:

11.5.9 The Local Plan Policy C7 set out that contributions would be sought as follows:

- MEAS Contribution Zone 1 - The Flood Map for Planning combined undefended 1% AEP (1 in 100-year) and 0.1% AEP (1 in 1000-year) with climate change allowance for the year 2125 **and/or**;
- MEAS Contribution Zone 2 - Isle of Sheppey rate - all new development on the Isle of Sheppey. This is due to the importance to the Isle of Sheppey's security of the road and rail infrastructure onto the island (e.g. the A249), which is at tidal flood risk and is due to be protected through the MEAS schemes.

11.5.10 It is noted that the contribution areas are also areas with stretched viability. Any contributions towards the MEAS would need to be reasonable and viability tested.

11.5.11 In order to begin viability testing the following rates are proposed:

11.5.12 **Flood Zone 2 and 3 zone rate**:

- £500/dwelling
- £20/sq m for all other buildings up to a cap of £10,000 at which point it reduces to £4/sq m for every further square meter

11.5.13 and/or

57 https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf
58 https://flood-map-for-planning.service.gov.uk/map?seg=fz,fzcl&cz=592462.7,167541.7,12.842593

11 Physical Infrastructure

11.5.14 **Isle of Sheppey rate**:

- £100/dwelling
- £4/sqm for all other buildings up to a cap of £2,000 at which point it reduces to £2/sq m for every further square meter

11.5.15 Please note that sites on the Isle of Sheppey, within flood zone 2 or 3 will be required to pay both rates.

11.5.16 It should also be note that:

- Contributions are not a payment ‘to be protected’ – but rather a contribution to a wider strategy that considers the strategy area as a whole.
- EA programme will be prioritised based on asset condition and risk to properties - not on quantity of proposed development.
- Contributions do not negate the need for landowners to continue to maintain their own defences.
- Contributions cannot be used to justify inappropriate development, and sites will still need to demonstrate they are safe for the lifetime of the development.
- Contributions do not confer a requirement on the EA to carry out works.
- Achieving 10% contribution doesn’t necessarily mean schemes will get FDGiA (although greater contributions should increase the priority).
- Contributions will be used across the borough, rather than at the development location.
- Contribution figures will increase in line with inflation. The figures set out above are for May 2026.

12 Appendix 1: Infrastructure Delivery Schedule

Infrastructure Category	Old Project Reference	New Project Reference	Infrastructure Project	Project description	Location	Trigger for Timing of Delivery	Short Term 2025 - 2030	Medium Term 2030 - 2035	Long Term from 2035	Indicative cost (£)	Funding secured (£)	Potential Funding Sources	Delivery Lead	Delivery partners and stakeholders	Priortisation 1 - Critical 2 - Necessary 3 - Important 4- Aspirational	Contributing sites	Comments (including risks and contingencies)
PHYSICAL INFRASTRUCTURE	**Highways - Strategic Road Network**																
	PI/02	**PISRN/01**	M2 J7	Junction improvement to increase capacity and free flow of traffic	M2 J5/A2 Brenley Corner		To be determined			£100,000,000		S106/S278	National Highways	KCC Developers	1		Initially identified in RIS2 as pipeline scheme but no commitment to scheme being funded. Cost is estimated Sites in Local Plan will need to 'wash their face' in terms of mitigation impacts on J7. Subject to current modelling.
	PI/05	**PISRN/04**	Bobbing junction	Junction improvements				x		Not known		S278	KCC	National Highways Developers	1		Works are linked to NW Sittingbourne application via S278. Anticipated implementation by 2028.
	Highways - Local Highway Network																
	PI/06	**PILHN/01**	Queenborough Road/Sheppey Way/A2500 roundabout	Widen Lower Road between Barton Hill Drive and Cowstead Corner			x			Not known at this stage		S278	KCC	Developers	2		To be provided as Section 278 works
	PI/08	**PILHN/03**	Mill Lane	Widening of Mill Lane	Between Milton Road and St Paul's Street	To be determined				Not known at this stage		S278	KCC	Developers	2	Crown Quay Lane	Scheme to be assessed when planning application for Phase 2 of Crown Quay Lane allocation is submitted
	PI/09	**PILHN/04**	A2 junctions, Teynham	Junction improvements to increase capacity and facilitate development	Station Road, Lynsted Road, Claxfield Road, The Crescent and Conyer Road	To be determined	x	x		Not known at this stage	£350,000.00	S106	KCC	Developers	2	Teynham allocations	
	PI/10	**PILHN/05**	A2 Teynham	New junction and access road	West of Frognal Lane	Start of build out of site	x			Not known at this stage		Development cost	Developer	KCC	1	Frognal Lane - Land btwn Frognal Lane and Lower Road	Junction is required to provide acceptable access to Land btwn Frognal Lane and Lower Road development without which development of site cannot be achieved.23/505541/REM Pending S106
	PI/11	**PILHN/06**	Frognal Lane and Lower Road, Teynham	Traffic management measures			x			Not known at this stage		S106/S278	KCC	Developer	2	Frognal Lane	
	PI/12	**PILHN/07**	Love Lane and A2, Faversham	Installation of traffic signals			x			£350,000	£350,000.00	S106/S278	KCC	Developer	2	Lady Dane Farm	
	PI/13	**PILHN/08**	Brogdale Road/A2, Faversham	Junction improvement to local road network			x			£350,000	£350,000.00	S106/S278	KCC	Developer	2	Perry Court Farm	
	PI/14	**PILHN/09**	Grovehurst Road new link road	New link road from local road network	Grovehurst Road to land south of Bramblefield Road	To be determined by masterplan				Not known at this stage		S278	KCC	Developer	2	NW Sittingbourne -Land north of Quinton Road	
	PI/15	**PILHN/10**	Head Hill/Whitstable Road/Staple Street Road	Replace junction with roundabout				x		Not known at this stage		S106, KCC	KCC	Developers	3		
	PI/16	**PILHN/11**	A249/A2500 junction	Junction capacity improvements				x		Not know at this stage		HE, S106	HE	KCC, Developers	2	Land East of Scocles Road (22/502086)	
	PI/17	**PILHN/12**	B2600/Sonora Road	Junction capacity improvements				x		Not known at this stage		S106	KCC	Developers	2		

Infrastructure Category	Old Project Reference	New Project Reference	Infrastructure Project	Project description	Location	Trigger for Timing of Delivery	Short Term 2025 - 2030	Medium Term 2030 - 2035	Long Term from 2035	Indicative cost (£)	Funding secured (£)	Potential Funding Sources	Delivery Lead	Delivery partners and stakeholders	Priortisation 1 - Critical 2 - Necessary 3 - Important 4- Aspirational	Contributing sites	Comments (including risks and contingencies)
	PI/18	**PILHN/13**	A2 Mitigation Strategy	Manage traffic on A2 and roads that flow onto it			x	x	x	£1,000,000 -£2,000,000		S106	KCC	Developers	2		Cost is an estimate and depends on land values and availability
	PI/20	**PILHN/14**	A2 roundabout	New roundabout to provide access to land at Lady Dane Farm	East of Faversham			x		Not known at this stage		Development cost	Developer	KCC	2	Lady Dane Farm	
	PI/21	**PILHN/15**	Graveney Road roundabout	New roundabout to provide secondary access to land at Lady Dane Farm	East of Faversham			x		Not known at this stage		Development cost	Developer	KCC	2	Lady Dane Farm and Graveney Road	
	PI/22	**PILHN/16**		Link Road between A251 and A2 (via Preston Fields site)												SE Faversham (Duchy of Cornwall) application 23/50533 committee resolved for approval	
	PI/23	**PILHN/17**	Scocles Road bypass, Lower Road A2500	Spine road and new roundabout onto Lower Rd								s106		KCC, Developers	2	Land East of Scocles Road (22/502086)	
	PI/24	**PILHN/18**	A2 Faversham Shared use footway/cycleway (Duchy)	Footway widening and toucan crossings between The Mall & Brenley Corner										KCC		SE Faversham (Duchy of Cornwall) application 23/50533 committee resolved for approval	
	PI/25	**PILHN/19**	M2 J7 Improvements (Duchy)	Third lane on A2 eastbound approach to roundabout					x							SE Faversham (Duchy of Cornwall) application 23/50533 committee resolved for approval	
		PILHN/20	Sheppey Way /Sheppey Way Roundabout, Bobbing	Junction improvements to form roundabout serving new development, and changes to services access					x				KCC	Developers		Bobbing development 22/503654	
	Parking																
	PI/26	**PIPAR/01**	Station Road, Teynham	Residents off street parking			x			Not known at this stage		Development cost	KCC	Developer	2	Station Road, Teynham allocation	Scheme required to reduce congestion
	PI/27	**PIPAR/02**	Lower Road, Teynham	Residents off street parking			x			Not known at this stage		Development cost	KCC	Developer	2	Barrow Green Farm allocation	Scheme required to reduce congestion
	Cycling, Wheeling and Walking																
		PILCW/01	Swale LCWIP - Cycling Route	Various measures to improve existing and provide new links/infrastructure to encourge non-car usuage	Boroughwide		x	x	x	Not known at this stage		S106	SBC/KCC	Developer	2	All	Routes identified in the Swale LCWIP
		PILCW/02	Swale LCWIP - Walking and Wheeling Route	Various measures to improve existing and provide new links/infrastructure to encourge non-car usuage	Boroughwide		x	x	x	Not known at this stage		S106	SBC/KCC	Developer	2	All	Routes identified in the Swale LCWIP
		PILCW/03	KCC LCWIP Cycling Routes - Sheerness to Leysdown and Sittingbourne to Faversham	The Sheppey route aims to complement and improve the local cycle network. The corridor from Sittingbourne to Faversham supplements local aspirations for	Sheerness to Leysdown and Sittingbourne		x	x	x	Not known at this stage			KCC	KCC	3		

Infrastructure Category	Old Project Reference	New Project Reference	Infrastructure Project	Project description	Location	Trigger for Timing of Delivery	Short Term 2025 - 2030	Medium Term 2030 - 2035	Long Term from 2035	Indicative cost (£)	Funding secured (£)	Potential Funding Sources	Delivery Lead	Delivery partners and stakeholders	Priortisation 1 - Critical 2 - Necessary 3 - Important 4- Aspirational	Contributing sites	Comments (including risks and contingencies)
				Faversham and provides options complementing the National Cycle Network route.	to Faversham												
		PILCW/04	KCC LCWIP Walking Routes -	The walking zone in Sittingbourne is proposed to improve access within the town centre, improve pedestrian safety, provide access to the retail to the north of the railway line and improve journeys to school.	Sittingbourne		x	x	x	Not known at this stage			KCC	KCC	3		
	PI/29	**PILCW/05**	Western Link	Pedestrian and cycle link to improve connectivity with the town centre	Western Link to Lower Road, Faversham		x			Not known at this stage		S106	KCC	Developer	3	Western Link	
	PI/30	**PILCW/06**	Barton Hill Drive	Pedestrian and cycle link to improve connectivity	West of Barton Hill Drive to Parsonage Chase, Minster		x			Not known at this stage		S106	KCC	Developer	3	Barton Hill Drive	Requires third party agreement. Implementation expected from 2024
	PI/31	**PILCW/07**	Queenborough and Rushenden	Pedestrian links	Between Queenborough and Neatscourt	By occupation of 250th dwelling		x		Not known at this stage		S106	KCC	KCC Developer	3		
	PI/34	**PILCW/08**	Queenborough and Rushenden Regeneration Area	Traffic calming/environmental enhancements to local road network	Main Road, Queenborough	By occupation of 1000th dwelling		x		Not known at this stage		S106	KCC	Developer	3		
	PI/35	**PILCW/09**	East Faversham	Pedestrian and cycling routes linking sites East of Faversham with town centre and rail station		Start of build out of sites		x	x	Not known at this stage		S106	KCC	Developers	2	Sites within east of Faversham	
	Public Transport																
	PI/34	**PIPBT/01**	Sheerness, Queenborough and Kemsley rail stations	Improvements to station facilities, public transport, pedestrian and cycling links			x			Not known at this stage		S106	Rail operator	Network Rail Developers	3	Allocations within proximity of stations	
	PI/35	**PIPBT/02**	Quality Bus Partnership	Bus priority and punctuality improvements	Various locations		x	x	x	£540,000	£540,000.00	KCC Bus operators S106	KCC	Bus operators Developers	3		
	PI/36	**PIPBT/03**	Extension of bus services in Faversham and Sheerness to serve new development		Faversham Sheerness			x		Not known at this stage		KCC Bus operators S106	KCC	Bus operators Developers	2		
		PIPBT/04	Swale Parkway Station	Expansion of Swale Station to a Parkway Station	Swale Station								Network Rail		4		This will have the potential benefit of reducing traffic in congested urban areas of Sittingbourne and Sheerness by encouraging commuters away from the town centre car parks. It will also lead to modal shifts where from cars to trains by making access to the train network easier for those travelling in from the rural areas of Sheppey and Iwade.
		PIPBT/05	Crown Quay Lane widening										Network Rail		4		
		PIPBT/06	Northern access to Sittingbourne station										Network Rail		4		
	Water and Utility Services																

Infrastructure Category	Old Project Reference	New Project Reference	Infrastructure Project	Project description	Location	Trigger for Timing of Delivery	Short Term 2025 - 2030	Medium Term 2030 - 2035	Long Term from 2035	Indicative cost (£)	Funding secured (£)	Potential Funding Sources	Delivery Lead	Delivery partners and stakeholders	Priortisation 1 - Critical 2 - Necessary 3 - Important 4- Aspirational	Contributing sites	Comments (including risks and contingencies)
	Wastewater treatment works																
		PIWTW/03	WINEP – overflow, other	Improve storm capacity (Court Street Faversham CSO)	Faversham					Up to £1.5m - investigations will shortlist the most suitable SuDS and other surface water separation solutions		AMP8 Investment	Southern Water				SuDS solutions are expected. Investment may split across utilities and non-utilities community-based flood mitigating infrastructure
		PIWTW/04	WINEP – overflow, other	Improve storm capacity Faversham CEO	Faversham					TBC - Investigations are underway to shortlist the most suitable SuDS and surface water separation solutions		AMP8 Investment	Southern Water				
		PIWTW/05	WINEP – overflow, other	Improve storm capacity Faversham SSO & root-cause spill reduction achieved through enhanced surface water management	Faversham					Up to £2.9m - investigations are underway to shortlist the most suitable SuDS and surface water separation solutions		AMP8 Investment	Southern Water				Investment may be split across utilities and non-utilities community-based flood mitigating infrastructure
		PIWTW/06	Increase sewage treatment capacity to support growth		Faversham					£9.2m		AMP8 Investment	Southern Water				
		PIWTW/07	WINEP Shellfish	Enhanced microbiological treatment	Faversham					£5.5m		AMP8 Investment	Southern Water				
		PIWTW/08	WINEP Shellfish	Enhanced microbiological treatment	Queenborough					£6.8m		AMP8 Investment	Southern Water				
		PIWTW/09	WINEP – overflow, other (Queenborough WTW)	Queenborough WTW and SSO storm capacity improvements	Queenborough					Up to £34.7m - investigations are underway to shortlist the most suitable SuDS and other surface water separation solutions		AMP8 Investment	Southern Water				Investment may be split across utilities and non-utilities community-based flood mitigating infrastructure
		PIWTW/10	WINEP – overflow, other (South Street Queenborough CEO)	Root-cause spill reduction achieved through enhanced surface water management and Sustainable Drainage Systems (SuDS) for local flood mitigation	Queenborough					Up to £2.9m - investigations will shortlist the most suitable SuDS and other surface water separation solutions		AMP8 Investment	Southern Water				SuDS solutions are expected. Investment may split across utilities and non-utilities community-based flood mitigating infrastructure
		PIWTW/11	WINEP – overflow, other (Brielle Way West Minster CEO)	Root-cause spill reduction achieved through enhanced surface water management and Sustainable Drainage Systems (SuDS) for local flood mitigation	Minster					Up to £1m - investigations will shortlist the most suitable SuDS and other surface water separation solutions		AMP8 Investment	Southern Water				SuDS solutions are expected. Investment may split across utilities and non-utilities community-based flood mitigating infrastructure
		PIWTW/12	WINEP – overflow, other (Barrows Brooke Eastchurch CEO)	Root-cause spill reduction achieved through enhanced surface water management and Sustainable Drainage Systems (SuDS) for local flood mitigation	Eastchurch					Up to £1.1m - investigations will shortlist the most suitable SuDS and other surface water separation solutions		AMP8 Investment	Southern Water				SuDS solutions are expected. Investment may split across utilities and non-utilities community-based flood mitigating infrastructure
		PIWTW/13	WINEP Shellfish	Enhanced microbiological treatment	Eastchurch					£5.7m		AMP8 Investment	Southern Water				
		PIWTW/14	Groundwater infiltration and improved capacity	Sewer sealing is underway to reduce infiltration	Sittingbourne					£6.6m across a range of solutions		AMP8 Investment	Southern Water				

Infrastructure Category	Old Project Reference	New Project Reference	Infrastructure Project	Project description	Location	Trigger for Timing of Delivery	Short Term 2025 - 2030	Medium Term 2030 - 2035	Long Term from 2035	Indicative cost (£)	Funding secured (£)	Potential Funding Sources	Delivery Lead	Delivery partners and stakeholders	Priortisation 1 - Critical 2 - Necessary 3 - Important 4- Aspirational	Contributing sites	Comments (including risks and contingencies)
		PIWTW/15	WINEP Shellfish	Enhanced microbiological treatment	Sittingbourne					£6.5m		AMP8 Investment	Southern Water				
		PIWTW/16	WINEP – overflow, other (St Pauls Street Sittingbourne CSO)	Root-cause spill reduction achieved through enhanced surface water management and Sustainable Drainage Systems (SuDS) for local flood mitigation	Sittingbourne					Up to £13.3m - investigations will shortlist the most suitable SuDS and other surface water separation solutions		AMP8 Investment	Southern Water				SuDS solutions are expected. Investment may split across utilities and non-utilities community-based flood mitigating infrastructure
	Water Supply																
		PIWTS/01	Future Resource	Isle of Sheppey desalination to provide up to 20Ml/d by 2041 and 30Ml/d by 2063	Sheppey					TBC			Southern Water				
		PIWTS/02	Future Resource	Recycling from an industrial source to provide an additional 7.5Ml/d by 2031	Sittingbourne					TBC			Southern Water				
	PI/37	**PIWTS/03**	Faversham Wastewater Treatment Works	Updgrade to WwTW to provide additional capacity		To be phased in line with development		x		Not know at this stage		Southern Water AMP	Southern Water	Developers Environment Agency	2		
	PI/38	**PIWTS/04**	Foul sewerage network	Reinforcement of network	Sheerness, Sittingbourne, Faversham, Neames Forstal, Teynham	To be phased in line with development	x	x	x	Not know at this stage		Agreements between utility companies and developers	Southern Water	Developers Environment Agency	2		
	Utility Services																
	PI/39	**PIWTS/05**	Gas network	Reinforcement of gas network	Kingsferry Bridge Faversham	Capacity improvements will be implemented as sites come forward	x			Not know at this stage		SGN Agreements between utility companies and developers	SGN	Developers	3		There has been no movement on this project as network pressures in the area remain strong enough to support current demand levels.
	PI/40	**PIWTS/06**	Electricity network	Reinforcement of electricity network		Capacity improvements will be implemented as sites come forward	x	x	x	Not know at this stage		UKPN Agreements between utility companies and developers	UKPN	Developers	3		
	Waste																
	PI/41	**PIWST/01**	Sheerness HWRC	Extension of site		Not dependant on the Local Plan	x			£750,000		KCC capital funding S106	KCC	SBC	3		HWRC extension would be onto land owned by KCC
	PI/42	**PIWST/02**	Faversham HWRC	Extension of site		Not dependant on the Local Plan	x			£1,250,000		KCC capital funding S107	KCC	SBC	3		HWRC extension would be onto land owned by KCC
	PI/43	**PIWST/03**	Sittingbourne HWRC/WTS	Relocation of HWRC site and expansion of WTS		Not dependant on the Local Plan		x		£7,000,000		KCC capital funding S108	KCC	SBC	3		The relocation of the HWRC would required the identification of a suitable 1 hectare site. The cost of this is £5 million Relocation of the HWRC would facilitate the extension of the WTS onto the land currently occupied by the HWRC
	Flood Defences																

Infrastructure Category	Old Project Reference	New Project Reference	Infrastructure Project	Project description	Location	Trigger for Timing of Delivery	Short Term 2025 - 2030	Medium Term 2030 - 2035	Long Term from 2035	Indicative cost (£)	Funding secured (£)	Potential Funding Sources	Delivery Lead	Delivery partners and stakeholders	Priortisation 1 - Critical 2 - Necessary 3 - Important 4- Aspirational	Contributing sites	Comments (including risks and contingencies)
SOCIAL INFRASTRUCTURE	**Education - Primary (including SEN provision)**																
	SI/02	**SIEDP/01**	Sheerness Primary Schoools	Expansion of existing schools	Sheerness		x	x		£928,400		KCC capital funding S106	KCC	Developers	2	Teynham allocations	Currently at feasibility stage to rebuild school and to expand by 1FE
	SI/05	**SIEDP/02**	Primary provision of 2FE in new all through school (phase 1)		NW Sittingbourne		x			£10,200,000	£9,793,033.00	KCC capital funding S106	KCC	Developers	2	NW Sittingbourne and Iwade	Requires provision of land. £1,704,052 developer contribution secured for this
	SI/06	**SIEDP/03**	Primary provision of new 2FE school		South Sittingbourne			x		£14,000,000		KCC capital funding S106	KCC	Developers	2		Requires provision of land within Wises Lane development site
	SI/06	**SIEDP/04**	Primary provision of new 2FE school		North Sittingbourne			x		£10,200,000		KCC capital funding S106	KCC	Developers	2		Requires provision of land
	SI/07	**SIEDP/05**	Primary provision of new 2FE school		East of Faversham	Actutal timing to be agreed through planning application process and secured through condition on planning permission or S106		x		£10,200,000		KCC capital funding S106	KCC	Developers	2	Lady Dane Farm	Requires provision of land
	SI/08	**SIEDP/06**	Primary provision of two new 3FE schools		South East Faversham			x		£16,400,000		KCC capital funding S106	KCC	Developers	2	South east Faversahm	Requires provision of land Depending of the mix of housing to be provided requirement for two 2FE schools could be replaced by one 3FE school (£15,300,000)
	SI/09	**SIEDP/07**	Provision of new 1FE to 2FE school		Lady Dane Farm, Faversham (Phase 2)			x			£5,400,000.00	KCC capital funding. S106	KCC	Developers	2	Lady Dane Farm and North of Graveney Road	School site has not currently been identified. 21/502927/FULL - Phase 2 Love Lane. KCC to confirm if still required
	SI/09	**SIEDP/08**	Highsted Park Primary School	21/503/836 N 1x2FE 21/503914 1x2FE, 2x3FE Both awaiting Appeal decision	North and East of Sittingbourne South and East of Sittingbourne							KCC capital funding. S107	KCC	Developers	2	Land N & East of Sittingbourne Land S & E of Sittingbourne	Provision of land within development
		SIEDP/09	Primary provision Bobbing	22/503654 1x2FE Awaiting decision	Land West of Bobbing										2		
	SI/10	**SIEDP/10**	St Mary's County Primary School	Expansion of premises				x		£928,400		KCC capital funding S106	KCC	Developers	2		
	Education - Secondary and Further (including SEN provision)																
	SI/11	**SIEDS/01**	Secondary provision of 6FE at new all through school (over 2 phases)		NW Sittingbourne	Actutal timing to be agreed through planning application process and secured through condition on planning permission or S106	x	x		£27,000,000	£24,407,357.00	KCC capital funding S106	KCC	Developers	2	NW Sittingbourne	Requires the provision of land. £9,215,602 developer contributions secured for this

Infrastructure Category	Old Project Reference	New Project Reference	Infrastructure Project	Project description	Location	Trigger for Timing of Delivery	Short Term 2025 - 2030	Medium Term 2030 - 2035	Long Term from 2035	Indicative cost (£)	Funding secured (£)	Potential Funding Sources	Delivery Lead	Delivery partners and stakeholders	Priortisation 1 - Critical 2 - Necessary 3 - Important 4- Aspirational	Contributing sites	Comments (including risks and contingencies)
	SI/12	**SIEDS/02**	Secondary provision of 4FE new school		East of Faversham		x			£26,000,000		KCC capital funding S106	KCC	Developers	2	Graveney Road, Lady Dane Farm, south east Faversham	Costs estimated
	SI/13	**SIEDS/03**	The Abbey School, Faversham	Expansion of existing school by 2FE			x			£6,900,000	£2,015,283.00	S106	KCC	Developers	2	Land North Of Graveney Road	
	SI/15	**SIEDS/04**	Westlands Secondary Schoool	Expansion of existing school by up to 1.5FE						Unknown	£1,133,286.00	S106	KCC	Developers	2		
		SIEDS/05	Education - SEN														
	SI/18	**SIEDS/06**	Expansion of Queenborough & Rushenden site Sheppey SEN School	Provision of primary SEN provision			x			£9m dated 2025 costs		KCC capital funding S106	KCC		2		To reflect need for SEN school on Isle of Sheppey, and thereby reduce the travel of pupils away from the Island
	SI/19	**SIEDS/07**	Provision of new SEN facilities across the Borough	Expansion of premises for SPR and AP facilities at mainstream schools			x	x	x	Not known at this stage		KCC capital funding S106	KCC	Developers	2		To reflect the need to address SEN facilities at capacity across the Borough
	HEALTHCARE																
	SI/20	**SIHTC/01**	Sittingbourne Memorial Hospital	Maximise use of hospital site, including reconfiguration of the existing building where required			x	x	x	Not known at this stage		S106 monies NHS Capital	Kent and Medway ICB/ NHS Property Services		2		Maximum utilisation of existing NHS properties is a key principle in the ICB Estates and Infrastructure Strategy
	SI/22	**SIHTC/02**	Reconfiguration/ Refurbishment of Ground Floor of Frank Lloyd Unit	Reconfiguration/ refurbishment to support proposal to relocate The Chestnuts Surgery, East Street			x	x				S106 monies NHS Capital GP led scheme	NHS Property Services	NHS Kent and Medway ICB. The Chestnuts Surgery	1		
	SI/26	**SIHTC/03**	Sheppey Community Hospital	Maximise use of the Community Hospital site, including reconfiguration of the existing building where required			x	x	x	Not known at this stage		S106 monies NHS Capital	Kent and Medway ICB/ NHS Property Services		2		Maximum utilisation of existing NHS properties is a key principle in the ICB Estates and Infrastructure Strategy
	SI/27	**SIHTC/04**	Relocation of Sheppey Healthly Living Centre (Minster Medical Centre)	New building - part of Sheerness Revival Project			x	x		Not known at this stage		Levelling Up Funding	Swale Borough Council	SBC / Developers, GP practice/ NHS Kent and Medway ICB	1		
	SI/29	**SIHTC/05**	Reconfiguration / expansion of General Practice capacity in Faversham	Reconfiguration/extension of existing practice buildings (Newton Place Surgery / Faversham Medical Practice)			x			Not known at this stage		S106 monies GP led scheme	Netwon Place Surgery/ Faversham Medical Practice	NHS Kent and Medway ICB	2		Project to be scoped
	SI/30	**SIHTC/06**	The Medic Care Surgery - New Premises	Extension/reconfiguration of existing premises to be considered			x	x		Not known at this stage		S106 monies NHS Capital Developer capital	The Medic Care Surgery	Developers, GP practices NHS Kent and Medway ICB	2		
	Social Provision																
	SI/31	**SISPR/01**	Library provison	Refurbishment or improvement of premises, additional stock and equipment	Borough wide		x	x	x	Not known at this stage		KCC capital funding S106	KCC	Developers	3		

Infrastructure Category	Old Project Reference	New Project Reference	Infrastructure Project	Project description	Location	Trigger for Timing of Delivery	Short Term 2025 - 2030	Medium Term 2030 - 2035	Long Term from 2035	Indicative cost (£)	Funding secured (£)	Potential Funding Sources	Delivery Lead	Delivery partners and stakeholders	Priortisation 1 - Critical 2 - Necessary 3 - Important 4- Aspirational	Contributing sites	Comments (including risks and contingencies)
	SI/32	**SISPR/02**	Youth services	Additional resources and equipment	Borough wide		x	x	x	Not known at this stage		KCC capital funding S107	KCC	Developers	3		
	SI/33	**SISPR/03**	Community learning	Additional provision	Borough wide		x	x	x	Not known at this stage		KCC capital funding S108	KCC	Developers	3		
	SI/34	**SISPR/04**	Social care	Additional provision	Borough wide		x	x	x	Not known at this stage		KCC capital funding S109	KCC	Developers	2		
	Open Space Provision																
	GI/01	**SIOSP/01**	On site open space provision		Various	Provision as sites come forward	x	x	x	Not known at this stage		S106	SBC	Developers	3	All allocations	Provision to be made in accordance with Council's adopted open space standards
	SPORTS AND PLAY PROVISION																
	Built Facilities																
	GI/02	**SIBFS/01**	Sports Hall 1	Community access to an additional 9.5 badminton courts by 2038 (sport specific needs to address include: badminton, boccia, hockey, netball and table tennis)	Borough wide				x	Not known at this stage		S106	SBC/Sport England	Developers	3	All allocations	Provision to be made in accordance with Council's Built Facility Assessment and Strategy
	GI/03	**SIBFS/02**	Sports Hall 2	Refurbish/redevelopment of existing ageing facilities	Education sites and SBC facilities (Sheppey dryside is being re-developed as part of the Levelling Up project) e.g. Fulston Manor School, Oasis Academy, Queen Elizabeth's Academy and The Abbey School.				x	Not known at this stage		S107	SBC/Sport England	Developers	3	All allocations	Provision to be made in accordance with Council's Built Facility Assessment and Strategy
	GI/04	**SIBFS/03**	Swimming Pools	Retain provision of existing levels and quality of community accessible and affordable swimming facilities as a minimum	Borough wide										3		Provision to be made in accordance with Council's Built Facility Assessment and Strategy
	GI/05	**SIBFS/04**	Sheppey Pool	Seek to redevelop and extend water provision at Sheppey Pool from 6 lanes to 8 lanes (under-supply of water space of 188.49 sq. m by 2038). Potentially s106 funding could contribute to this investment.	Sheppey										3		Provision to be made in accordance with Council's Built Facility Assessment and Strategy
	GI/06	**SIBFS/05**	Squash Facility	Retain existing levels of provision within the borough.	Borough wide										3		Provision to be made in accordance with Council's Built Facility Assessment and Strategy
	GI/07	**SIBFS/06**	Indoor Bowls	Retain provision of existing indoor bowling rinks at Milton Recreation Ground	Sittingbourne										3		Provision to be made in accordance with Council's Built Facility Assessment and Strategy
	GI/08	**SIBFS/07**	Re-furbish the Sheppey sports hall and remodel to include activities more conducive to getting more of this specific community more active throughout their lives.	Continue to develop and progress the development of the Sheppey Leisure Complex (dryside) refurbishment project				x				Levelling up Fund grant; SBC officers; external consultants	SBC		3		Provision to be made in accordance with Council's Built Facility Assessment and Strategy

Infrastructure Category	Old Project Reference	New Project Reference	Infrastructure Project	Project description	Location	Trigger for Timing of Delivery	Short Term 2025 - 2030	Medium Term 2030 - 2035	Long Term from 2035	Indicative cost (£)	Funding secured (£)	Potential Funding Sources	Delivery Lead	Delivery partners and stakeholders	Priortisation 1 - Critical 2 - Necessary 3 - Important 4- Aspirational	Contributing sites	Comments (including risks and contingencies)
			Playing Pitches														
	GI/09	**SIPPS/01**	Norton Park Sports Club	PitchPower Assessment has been carried out resulting in Basic assessment, Implement the Pitch Power assessment findings and build future site capacity.	Faversham		x	x					Norton Park sports Club/ Kent CFA/ Football Foundation		3		Provision to be made in accordance with Council's Playing Pitch Strategy
	GI/10	**SIPPS/02**	Milton Recreation Ground	Carry out a PitchPower Assessment and implement findings to improve pitches from poor to good quality and increase capacity of play.	Sittingbourne		x						Swale BC/ Kent CFA/ Football Foundation		3		Provision to be made in accordance with Council's Playing Pitch Strategy
	GI/11	**SIPPS/03**	Murston Recreation Ground – Area of eprivation	Carry out a PitchPower assessment and implement the findings to improve the pitch quality from poor to good. Increasing the pitch quality will alleviate current overplay of adult and youth 11v11 and junior 9v9 grass pitches.	Sittingbourne								Woodcombe Sports and Social Club/ Kent CFA /Football Foundation		3		Provision to be made in accordance with Council's Playing Pitch Strategy
	GI/12	**SIPPS/04**	Sheerness East Working Men's Club	Implement the findings to improve the adult 11v11 football pitch to a good quality to improve capacity and alleviate overplay.	Sheppey		x						Sheerness East Working Men's club/ Kent CFA		3		Provision to be made in accordance with Council's Playing Pitch Strategy
	GI/13	**SIPPS/05**	Sheppey Sports Club FC	Implement the findings of the PitchPower assessment to improve the adult 11v11 and junior 9v9 to increase capacity.	Sheppey		x						Sheppey Sports Club/ Kent CFA		3		Provision to be made in accordance with Council's Playing Pitch Strategy
	GI/14	**SIPPS/06**	Shurlands Meadow East Church	improvements to the Pavilion.	Sheppey						Planning application 19/500887/FULL provides £8,895 for formal sport contribution towards the upgrade and enhancement of the quality of the pavilion facilities at the cricket ground Shurland Meadow.		Shurlands Meadow Trust/Swale BC		3		Provision to be made in accordance with Council's Playing Pitch Strategy
	GI/15	**SIPPS/07**	Co Op Sports Club	Implement the findings of the PitchPower Assessment to increase the quality of the pitches to improve capacity of play.	Sheppey								Co-op Sports club/ Kent CFA		3		Provision to be made in accordance with Council's Playing Pitch Strategy
	GI/17	**SIPPS/09**	Central Park Stadium	Implement the findings of the Pitch Power assessment to provide good quality pitches and increase capacity of play.	Sittingbourne								Swale BC /Kent County FA/ Bredhurst Juniors FC		3		

Table 12.0.1

See separate schedule for spreadsheet version