

5 Core planning policies

5.1 Building a strong, competitive economy

5.2 Promoting sustainable transport

5.2.1 Transportation will play a key role in the delivery of the Local Plan strategy. An efficient transport network which has good connectivity with the regional and national network is vital in helping the Borough to realise its economic potential. At the local level, easy access to employment, education, shops, services and facilities is important in creating inclusive and prosperous communities. The transport network needs to strike a balance between providing adequate capacity for current and future residents and business needs, whilst minimising any negative environmental, social and health impacts. This can be achieved through improvements to the capacity of the highway network and through provision of an integrated sustainable transport network.

5.2.2 This Core Policy therefore deals with matters relating to public and private modes of transport, cycling and walking; reducing the need to travel; and the infrastructure needed for efficient transport operation.



Picture 5.2.1 Modern bus in Sittingbourne High Street

5.2.3 The National Planning Policy Framework (NPPF) continues the core principle of sustainable development, through means such as using technology to reduce the need to travel, using planning policies and decisions to actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focusing significant developments in areas which are or can be made sustainable. Only if the residual cumulative impacts of development are severe when all of these policy measures have been explored and exhausted, is there a reason to prevent development on transport grounds.

5.2.4 Transport policies have an important role to play in facilitating development and also in contributing to wider sustainability and health objectives. It is nevertheless recognised that different policies and measures will be needed in different communities and that sustainable transport solutions will vary between urban and rural areas.

5.2.5 Key national objectives for transport policy are therefore:

- working with relevant transport providers and neighbouring authorities to develop strategies for viable infrastructure necessary (including for the growth of ports) to support sustainable development;

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- ensuring that opportunities for sustainable transport have been taken up to minimise the need for major new transport infrastructure and support reductions in greenhouse gas emissions and reduce congestion;
- ensuring that the necessary improvements can be undertaken as far as possible within the transport network and are cost effective at mitigating the significant impacts of development;
- achieving safe and suitable access to sites for all people and goods; and
- designing developments to prioritise pedestrian and cycle access and give access to high quality public transport facilities.

5.2.6 The NPPF also gives the option for local planning authorities to develop their own vehicle parking standards.

5.2.7 The Department for Transport Circular 02/2013: [Strategic Road Network and the delivery of sustainable development](#) (September 2013) relates specifically to the impact of proposed development on the strategic road network (SRN) which is operated, maintained and improved by the Highways Agency on behalf of the Department for Transport. The SRN play an important part in enabling and sustaining economic prosperity as part of wider sustainable development objectives, with the Highway Agency ensuring the continued safe operation of the network.

5.2.8 For the SRN, development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (or link or key junction) of the relevant part of the network; or they do not increase the demand for use of that section which is already operating over capacity, taking account of any mitigation and/ or capacity enhancement measures which may be proposed. Generally, development should only be prevented or refused where the residual cumulative impacts of development are severe.

5.2.9 The key issues for the Local Plan are to promote development patterns which minimise the need to travel; encourages the use of sustainable means of transport and minimises journey lengths for everyday activities such as work, education, shopping and leisure. Capacity on the SRN is limited and additions are difficult, costly and time consuming, so these measures are integral to the local plan approach to reducing the potential for congestion on the SRN.

5.2.10 The Circular states that capacity enhancements and infrastructure necessary to deliver strategic growth should be identified through the Local Plan. Where this is identified as necessary, the HA will work with delivery agencies to assess the suitability, viability and deliverability of such proposals (including funding arrangements). If the need and deliverability is confirmed when balanced against other environmental and practical considerations, it may be considered for inclusion in the Highway Agencies forward programme of works.

5.2.11 The objectives of the Circular are reflected throughout the local plan in terms of its overall development strategy, land allocations and general policies for guiding design, layout and access, they are supported by and influence complementary plans, projects and funding programmes of the transport providers, highway authorities and the Local Economic Partnership (for Kent, Essex and East Sussex).

5.2.12 The following paragraphs examine the Swale transport network and the current approach to local transport strategies and plans which the Council has been working on in partnership with the various transport agencies.

Swale Transport Network

5.2.13 The SRN within Swale consists of the M2 (with junctions 5, 6 and 7 serving the Borough) and the A249 corridor from M2/J5 north to Sheerness. The motorway runs east - west through the Borough and carries international as well as national and local traffic. It is designated as part of the Trans European Transport network. Junction 5 is already operating over capacity in peak hours and development within Swale inevitably affects and is in turn affected by this. Faversham is served by M2 Junctions 6 and 7. Junction 7 also serves Canterbury and the Thanet towns and is nearing capacity at peak times, and will be further affected by current development proposals at Faversham and major new development being

pursued through the adjacent Canterbury City Council, Thanet and Dover Local Plans. The issues with the SRN capacity in the Swale area are proving intractable and have not yet attracted the level of public funding needed to mitigate the issues and unblock capacity for further growth and investment in the area beyond the short term.

5.2.14 The local road network is overseen and maintained by Kent County Council. Whilst there are local issues with peak time congestion and air quality issues and traffic domination of the public realm, particularly at Sittingbourne Town Centre, these have been eased by the opening of the Milton Creek section of the Sittingbourne Northern Relief Road (SNRR).

5.2.15 During 2011, Swale saw the completion of two major schemes including the Milton Creek section of the SNRR which now provides a direct link from the A249 to the Eurolink Business Estate. This has reduced journey times for freight traffic and reduced congestion in Sittingbourne Town Centre, which enables further regeneration and traffic calming there.

5.2.16 The Queenborough and Rushenden Relief Road was also completed and provides a link to the A249 on Sheppey and opens up large new areas for regeneration in the Queenborough and Rushenden area, not least of which are expected new developments at Neatscourt, and in the longer term, expansion at the Port of Sheerness. This complements the major benefit of the A249 Swale crossing to the Island opened in 2006.

5.2.17 A Quality Bus Partnership has been established and is led by Kent County Council Highways, with regular meetings and input from bus operators in the area and Swale Borough Council. This has the objectives of improving services and expanding use of buses in the Borough and liaison on the progress and proposals of the Local Plan so that bus provision is made from the earliest stages of new development.

5.2.18 High speed domestic rail services have reduced journey times to central London (St Pancras, twice hourly service) to 53 minutes from Sittingbourne and 62 minutes from Faversham. These services offer easy access to central London employment opportunities via a sustainable mode of transport. There is also a good (twice hourly) service through the Borough to London Victoria, with stations at Faversham, Teynham, Sittingbourne, Newington and a branch line to Sheerness, which will have direct services to London Victoria in the morning and evening peaks operating from January 2015.

5.2.19 The preliminary commuting statistics from the 2011 Census are difficult to compare directly with the 2001 results due to the difference in the way people working at home or with no fixed workplace have been counted. The figures suggest that the absolute number of people who live and also work in the Borough has remained fairly constant. However, the figures show increases in the numbers of Swale workers commuting to all other Kent districts for work with the exception of Tunbridge Wells. The most popular Kent destinations continue to be Medway, Canterbury and Maidstone. London continues to be the most popular commuting destination, although showing only a small increase since 2001.

5.2.20 The way in which people access work does seem to be showing increased reliance on car travel, with an increase from 60% to 70% using the car to get to work. The exception appears to be London commuting, where the proportion driving up to town has remained fairly constant at 38%, train at 46% and bus at 11%. Car commuting journeys to Maidstone and Medway increased in both absolute numbers and as a percentage of journeys. Commuting to Canterbury from Swale increased in terms of absolute numbers, but the proportion of those made as car journeys stayed at around 77% with a slight increase in train use.

5.2.21 These results perhaps also reflect the 2011 Census results for car ownership in Swale. The proportion of households with one or more cars available have increased to just under 80%, which is an increase on 2001 figures and now makes Swale identical to the Kent average. Kent car ownership as a whole is higher than the national average (80% of households compared with 74% nationally). The rate of increase in car ownership in Swale has been twice the national rate of increase over this period.

5.2.22 The commuting data therefore suggests that there has been an increase in out commuting, particularly by car, to other Kent districts, with Medway, Maidstone and Canterbury being the most popular

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destinations. London commuting has risen only slightly, and whilst car commuting has also increased in absolute terms on this route, train and bus use have maintained their proportionate share of commuters. These figures therefore suggest increasing pressure on the strategic and interurban road network.

Transport Strategies and Plans in Swale

5.2.23 The Highways Agency embarked on developing their Route Based Strategy covering the Kent SRN in 2013 and the Council have worked in cooperation with them and other Kent authorities and stakeholders in collating evidence around the SRN routes through Kent and Medway. These will form the basis of an evidence led approach to identifying investment needs on the SRN and subsequently inform the allocation of funding prioritisation for schemes. In the initial evidence summary , the M2 and Swale junctions, especially M2/J5 have emerged as scoring poorly in terms of capacity, safety and environmental issues. It is not yet clear where resources will be prioritised across the country. However, even if Swale is successful, it is highly unlikely that the M2/J5 will be the subject of delivery on the ground of any major improvement scheme within the first five years of the Local Plan, due to the lead in time needed for the design and scale of construction work needed.

5.2.24 Kent County Council (KCC), as local transport authority, has produced a 20 year transport delivery plan Growth without Gridlock (originally published in 2010 and currently being updated for publication in 2015). This sets out the strategic transport priorities for Kent and Medway over the next 20 years and is to be supported by a local transport strategy for Swale. Swale is recognised in Growth without Gridlock in Kent and Medway as part of the Kent Thames Gateway growth area which has a key role in the prospects for economic growth and regeneration in this area, particularly at Sittingbourne and Sheerness Port.

5.2.25 Key schemes identified to address the accessibility, connectivity and capacity issues in Swale which present challenges for the delivery of growth include:

- Sittingbourne Central Area Regeneration transport interventions;
- the extension of the Sittingbourne Northern Relief Road to the A2 (Bapchild link) to the east of the town;
- the A249 at Grovehurst junction;
- addressing capacity of M2/Junction 5;
- improved access to Kent Science Park; and
- for the longer term, the opportunity of a new A2/M2 link and new motorway junction to the east of the town, which could offer new highway capacity and support major expansion of the Kent Science Park.

5.2.26 The Kent Local Transport Plan (April 2011) (LTP) sets out Kent County Council's priority areas for transport interventions and investment over a 5 year period. These priorities are grouped under the five main themes of :

- Growth without Gridlock
- A Safer and Healthier County
- Supporting Independence
- Tackling a Changing Climate
- Enjoying Life in Kent

5.2.27 The current edition focuses on the period 2011 - 2016 and notes that the modelling work undertaken for this Local Plan was incomplete at the time the LTP was finalised.

5.2.28 It is expected that the LTP will be updated, it is no longer a funding bidding document. Instead, new regional administration of funding streams in the context of the new Local Enterprise Partnership (for Essex, Kent and East Sussex, Thurrock, Medway and Southend on Sea) are currently the mechanism under which bidding and prioritising for transport schemes has taken place. Funding for the first tranche payments of Local Growth Funding was heavily oversubscribed and the only Swale infrastructure scheme to receive support was the Central Sittingbourne regeneration proposals.

5.2.29 There is therefore unlikely to be provision of major infrastructure schemes from public funding sources during the first five years of the Plan period, other than that already committed for Sittingbourne town centre. In combination with poor viability and opportunity for developer contributions to major infrastructure provision, this does have implications for the Local Plan development strategy and growth targets. Whilst the Council will seek to plug significant gaps in transport infrastructure funding through use of the Community Infrastructure Levy and continue to support bids for other forms of funding, the Viability Assessment for the plan suggests that there is likely to be very little headroom to set a CIL charge which would provide all of the transport infrastructure needed to support the development strategy for the whole plan period, even as proposed. More ambitious development targets would be likely to exceed the capacity of the SRN within the short to medium term and there is little prospect of suitable mitigation being put in place during the early years of the plan period to accommodate that.

5.2.30 Kent County Council Highways have also worked with the Council to produce a detailed [Local Transport Strategy](#) (LTS) where current transport priorities are reflected. This will support and reflect the policies and specific development proposals in the local plan and will be published in draft form in autumn 2014. This also contains a comprehensive list of transport infrastructure improvements which are not all directly related to Local Plan development proposals. These nevertheless are identified and could be supported either from public funds and or development contributions arising from proposals which may directly impact on them.

Swale Transport Modelling

5.2.31 Multi modal strategic transport modelling was undertaken during drafting of the local plan to reflect the development strategy and proposals of this plan, which have re-used the earlier modelling work reflecting changes to the preferred land use allocations, most notably in Sittingbourne Town Centre. However, this has not had the benefit of being able to use the latest (2011) Census data on commuting as it was not published in time for the modelling work. Moreover, it has not been possible to upgrade the model to reflect in detail the transport movements arising from additional development proposals which have now been confirmed in the Faversham area. So as to guide key decisions on development targets, high level conclusions may be drawn from the model as to the potential impacts of the development strategy upon the strategic network, whilst improvements to the County road network will be based on the Local Transport Strategy. More detailed transport assessments will be needed to assess the local impacts of development proposals and appropriate mitigation work on or off site (as set out in [Could not find copy_2649015_ID_3](#)).

5.2.32 The main findings of the modelling work undertaken to date and supplemented with Kent Highways and HA research indicate that:

- the level of growth anticipated as a result of the local plan development strategy will result in additional pressures on the highway network with traffic growth of some 35% over the base year and some further investment in the network will be necessary;
- congestion levels on the Kent Highways part of the network will accordingly increase, although it will not be as severe as in many other Kent locations and is deemed acceptable given the current development strategy;
- congestion is likely to increase at M2/Junction 5, given the increase in traffic arising from the proposed development strategy. As the junction is currently operating over capacity, some form of mitigation will be required going forward. This is currently being considered as a priority for improvement by the HA as they develop their Route Based Strategy for the Kent and Medway SRN. Currently it is a barrier to larger scale new growth in the Swale area. Further work is ongoing as to the nature of the improvements which are needed. Whilst the Local Plan proposals, particularly for increased residential development will exacerbate the problems, the HA are satisfied that the Local Plan development targets as proposed, can be accommodated for the short term.
- following changes to the land uses expected in central Sittingbourne, the final A2 link section of the Sittingbourne Northern Relief Road (SNRR) is no longer imperative to enable this regeneration to proceed (the bridge section having relieved the worst of the town centre congestion). Instead this road will function as part of a local distributor network rather than a bypass to the town. However, the final section of the SNRR will relieve congestion on the A2 to the east of the town centre, open up

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- opportunities for regeneration and re-design of the town centre itself, provide an alternative route in case of incidents and reduce traffic flows rat running on Lomas Road;
- the Local Transport Strategy identifies the need for some junction improvements to the A249 will be needed as a result of the local plan proposals at Grovehurst and Key Street;
- a modest modal shift to bus transport was predicted (confirmed by census commuting data), although this is from a low base and more could be done through local initiatives and policy to extend and improve the quality of services to new and existing development;
- a small increase in rail transport was indicated by the earlier modelling (and the trend supported by 2011 Census results). Whilst no major changes to services are anticipated (other than direct London services from Sheppey to be introduced from January 2015), significant improvements to Sittingbourne station, the bus interchange and car parking are planned as part of the central area regeneration.

Investment in the Transport Network

5.2.33 The need for development to be well integrated with transport supports the approach taken by the Local Plan development strategy. Most new development is focused at the main urban areas, making best use of the existing or planned improvements to the transport network, looking to achieve a balance between new employment and housing provision and minimising the need to travel where possible. The development strategy is focused on promoting development at the most sustainable locations, or those which allow for greater use of sustainable modes of transport.

5.2.34 The capacity of the SRN is nevertheless a critical consideration for Swale. The Council has worked with the HA since the inception of the plan to understand the transport implications of the scale and patterns of development options for Swale, as well as the cumulative and individual impacts of Local Plan proposals upon the ability of the SRN and relevant junctions to accommodate the forecast traffic flows in terms of capacity and safety.

5.2.35 At the level of the SRN, peak hour congestion at M2/Junction 5 was the subject of earlier modelling work undertaken by the Highways Agency and Kent County Council and is borne out by the latest research. This junction is over capacity in peak hour and the Department for Transport has significant concerns about further local development impacting on the junction. Further detailed research on the junction will be carried out prior to submission of the Local Plan by the HA, as part of its Route Based Strategies work. The junction itself is highly constrained by environmental designations and the costs of major reconstruction (likely to be of the order of £100M) are prohibitive, given Swale's viability situation, unless a substantial amount of funding is available from the HA budgets for such schemes. Some short term relief to the junction will be provided by construction of an additional length of southbound lane on the A249 in conjunction with nearby development. However, the Highways Agency Route Based Strategies initiative has recognised the shortcomings of this part of the network as part of its initial research and it will go forwards with all the other candidates for funding under this initiative. Confirmation of schemes to be included within the first round (2016-2021) of the Route Based Strategy is not anticipated until spring 2015. Longer term solutions to improve M2/Junction 5 are consequently not likely to be delivered and in use within the short to medium term and certainly not within the first five years of the plan period. The Local Plan has therefore moderated development targets to what is achievable or capable of mitigation within the current network and expected resources. It focuses development on those parts of the local network with capacity, and endeavours to balance development in as sustainable a way as possible to manage further increases in pressure on this junction.

5.2.36 This Local Plan continues to focus on Sittingbourne as the main urban area, with strategic allocations for housing and employment proposed to the north west and north east of the town. This utilises existing capacity on the A249 and the built and planned sections of the SNRR. The Grovehurst interchange with the A249 is nearing capacity and will require improvement to accommodate traffic arising from development proposed in the Local Plan. Funding is being pursued through the SELEP Local Growth Fund and development contributions, but has not been forthcoming in the first tranche of grants.

5.2.37 The central Sittingbourne regeneration plans and housing allocations will deliver new shopping, leisure, housing and eventually civic uses to the town centre. The opening of the Milton Creek section of

the Sittingbourne Northern Relief Road has been an important step in removing industrial and freight traffic from the town centre. Further improvements involving traffic calming, the pedestrian environment, and a completely revised bus train interchange are in hand as part of the town centre regeneration scheme, with the development partners' masterplan at an advanced stage of preparation. As part of the regeneration, the layout and operation of roads within the town centre will be fundamentally altered and traffic calmed and, as stated, there will be a new bus/rail interchange. A grant of £2.5m has recently been secured from the SELEP Local Growth Fund to assist with this. The work will include not only traffic based highway infrastructure, but also improvements to the bus, walking and cycling networks. This will need to be incorporated into the design and layout of development proposals and within supporting transport assessments and travel plans, both for the town centre and for other developments proposed around the town.

5.2.38 The benefits of the SNRR in distributing local traffic will be best realised with its extension to the A2 in the Bapchild area (and may have a complementary role to any Sittingbourne Southern Relief Road if pursued at a future date). The SNRR was the subject of an unsuccessful bid in the first round of submissions to the SELEP Local Growth Fund, but funding will continue to be pursued through this route, as well as through developer contributions (or Community Infrastructure Levy). To support this longer term objective, retention of a safeguarded area of search for a potential route is identified by Policy AS1.

5.2.39 Faversham is well served by rail links westbound and is well placed in respect of M2 Junctions 6 and 7 although J7 is also nearing capacity. Local Plan allocations, the subject of planning applications, have undertaken Transport Assessments of cumulative impacts and these have been found to be acceptable. Major allocations in the Canterbury City Council Local Plan (plus those in the Thanet and Dover plans have yet to be confirmed) will also impact Brenley Corner M2/Junction 7, and the Council has supported HA proposals for minor improvements here. Bus service links to the wider rural areas are patchy. The scales of development proposed at Faversham are not as significant as elsewhere in the Borough, and are situated in close proximity to the town and local services. Transportation improvements here will therefore concentrate on the quality of the bus, cycle and walking networks.

5.2.40 The Isle of Sheppey has benefited from the construction of the new Swale Crossing, which has already brought significant investment and regeneration to the western part of the Island. The recently completed Rushenden Link Road capitalises on this and opens up further regeneration land. The Local Transport Strategy identifies a need for improvements on the A2500 Lower Road, where congestion will worsen with the build out of residential allocations in the Minster area. There is a regular train service between Sittingbourne and Sheppey (with direct Sheppey to London services to be introduced from January 2015), although the eastern part of the Island still has a limited road network and public transport services.

5.2.41 Key transport infrastructure requirements in Sheppey will therefore focus on mitigating local congestion on the highway network, measures to support regeneration and expansion of the Port, improvement of the quality of the rail services, improved bus stop infrastructure, bus flags and timetables and improved walking and cycling routes.

5.2.42 Within the Borough's rural areas, access is generally by narrow rural roads and a modest public transport service. Scope to improve the rural highway network is limited, so improved public transport options will be the main means of improving accessibility for residents of rural communities. A number of cycle routes are also planned through rural areas (in addition to the national cycle route already established through Swale), the most extensive of these is on the Isle of Sheppey, where leisure routes will be extended to link communities across the Island.

5.2.43 Strategic transport modelling indicated only a small modal shift from car based to bus or rail based public transport and the Local Plan and associated Local Transport Strategy clearly has a role to play in maximising any opportunities to achieve this as development proposals come forward. A Quality Bus Partnership between the Kent Highways Service, Swale Borough Council and the local bus service providers has already been established. Bus use will be encouraged through application of [Could not find copy_2649015_ID_3](#) to all suitable proposals to maximise access to bus services, for example through

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careful design of key allocation sites (such as North West Sittingbourne and Teynham). The implementation of the central Sittingbourne regeneration will also facilitate major improvements in bus/rail interchange in the town centre, which may also encourage increased use of rail commuting.

5.2.44 Policy DM6 also prioritises the integration of facilities for walking and cycling into the location design and layout of new developments to facilitate access to local services and facilities. There is also an important link here with the local plan objective of promoting an integrated approach to healthy environments which enable and encourage such activity.

5.2.45 The Port of Sheerness has access to deep water berths which makes it a suitable location for wind turbine manufacture and assembly and planning permission already exists for this use. The Port operator is also preparing a masterplan which will look 20-30 years ahead. Potential exists for longer term expansion for further berthing facilities, subject to appropriate consideration of designated biodiversity sites. Should major and wide impacting proposals come forward more quickly than expected, a Local Plan Review will be triggered. Ridham Dock also offers a smaller but nevertheless useful port facility.

Car Parking Strategy

5.2.46 A car parking strategy is being prepared as part of the central Sittingbourne regeneration masterplan. The regeneration plans have precipitated a major review of land use and car parking rationalisation. The regeneration plans will allow for the redevelopment of some car parks for alternative uses and the redevelopment of surface car parking at the Forum centre for a minimum 450 space multi-storey car park. There will also be a re-designation of other more peripheral car parks for long and short stay. The net results of the strategy will be to provide for at least current peak demand and that likely to arise from the town centre proposals for new retail and leisure development. The final capacity of the main multi storey car park has yet to be confirmed, but additional capacity could be added through adding an additional deck or half deck. Further town centre capacity could be added through Network Rail adding a deck to their commuter car parking which would reduce the demand for long stay spaces in the Council operated car parks. This could afford further capacity for expansion, if needed to serve medium to longer term development strategies, alongside local plan policies to reduce car use by linking new residential areas to public transport through bus, cycling and walking routes.

5.2.47 At Faversham and Sheerness, no major new town centre developments are currently proposed which would necessitate a major review of car parking strategy within this local plan.

5.2.48 Could not find copy_2649016_ID_3 and the Local Transport Strategy set out the intention to review and implement a broader vehicle parking strategy and standards for Swale, to respond to the significant increase in car ownership in the recent past. In the interim, the framework for Swale parking standards is retained as set out in Kent County Council Vehicle Parking Standards.

Summary of Key Transport Network Improvements

5.2.49 The following transport network schemes are seen as necessary to support the full implementation of the Local Plan strategy:

- longer term improvements to M2 / Junction 5 via HA Route Based Strategy initiative;
- A249/Key Street junction improvements;
- A249/Grovehurst junction improvements;
- the final (Bapchild) section of Sittingbourne Northern Relief Road, the detail of which will be addressed via Could not find copy_2748645_ID_543;
- Sittingbourne town centre road layout, traffic management and calming measures, and car parking arrangements to support the town centre regeneration developments (some funding already secured from the SELEP Local Growth Fund);
- other highway network improvements, (not necessarily associated with new development proposals) to resolve existing issues as set out in the Local Transport Strategy, (such as improvements to the A2500 Lower Road, Sheppey);

- continue to support the Quality Bus Partnership and work with rail transport operators to promote use of public transport through enhancement of services and terminals;
- provision of walking and cycling routes to link new and existing communities to local services, facilities and public transport; and
- implement a new car parking strategy for Sittingbourne and review car parking standards across the rest of the Borough.

5.2.50 More detail of the means of delivery of these schemes is set out in the Infrastructure Delivery Schedule. The Council will continue to work in partnership with Kent County Council, developers and the Highways Agency to secure funding for key transport infrastructure and will also pursue preparation of a Community Infrastructure Levy, which will enable pooling of developer contributions towards major infrastructure schemes. The viability assessment for the Local Plan nevertheless indicates that the headroom for this is limited and there will be many competing priorities for any levy raised. The limitations in the strategic road network and major improvement required at M2/J5 therefore remain a brake on development targets in the short term.

Policy CP 1

Promoting sustainable transport

New development will be located in accordance with Policy ST1 to Policy ST7, Local Plan allocations, approved Neighbourhood Plans and Community Right to Build initiatives, which minimise the need to travel between homes and employment, shopping, community facilities and leisure and recreation facilities and facilitate sustainable transport. Actions by the public, private and voluntary sector will adopt an integrated approach to the provision of transport infrastructure. Development proposals will, as appropriate:

1. Contribute as appropriate to transport network improvements, with particular emphasis on those identified in the Infrastructure Delivery Schedule;
2. Make best use of capacity in the network by working together with transport providers to improve and extend the transport network in the most sustainable way, as demonstrated by Transport Assessments and Travel Plans in support of development proposals;
3. Support the provision of major new transport infrastructure in accordance with national and local transport strategies;
4. Maintain and improve the highway network at key points to improve traffic flows and respond to the impact of new development and regeneration, as set out in the Local Transport Strategy;
5. Improve safety, through measures such as adequate parking, lighting and traffic management schemes;
6. Provide alternative access to all services through promoting access to sustainable forms of transport particularly bus, cycling and rail transport and improving interchange between them from the earliest stages of development ; and
7. Provide integrated walking and cycling routes to link existing and new communities with local services and facilities, public transport and the Green Grid network; and
8. Facilitate greater use of waterways for commercial traffic, where this would not have an unacceptable adverse environmental impact, through working with the Port of Sheerness and other bodies.

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5.3 Delivering a wide choice of high quality homes

5.4 Requiring good design

5.5 Promoting healthy communities

5.6 Conserving and enhancing the natural environment - providing for green infrastructure

5.7 Conserving and enhancing the historic environment