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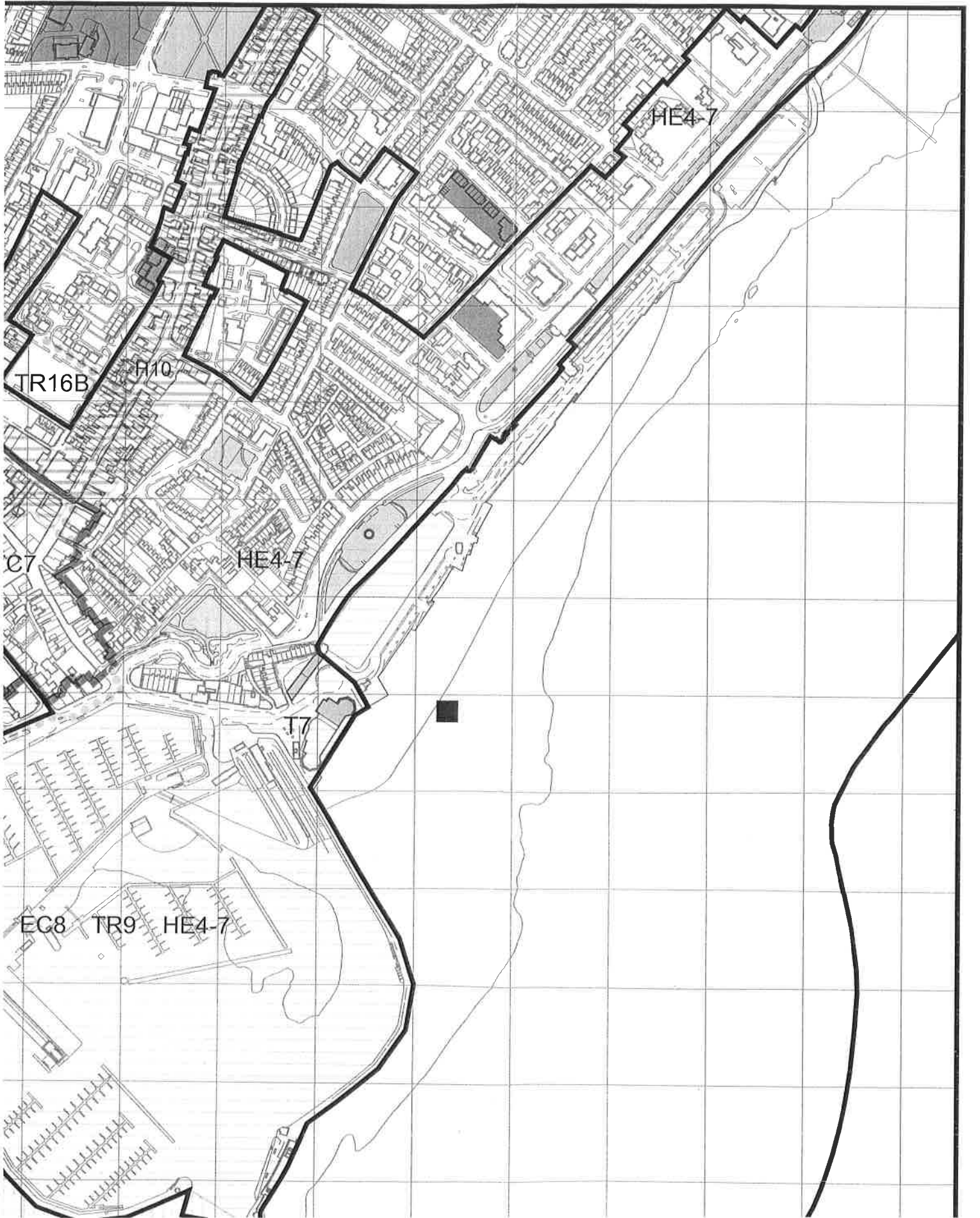
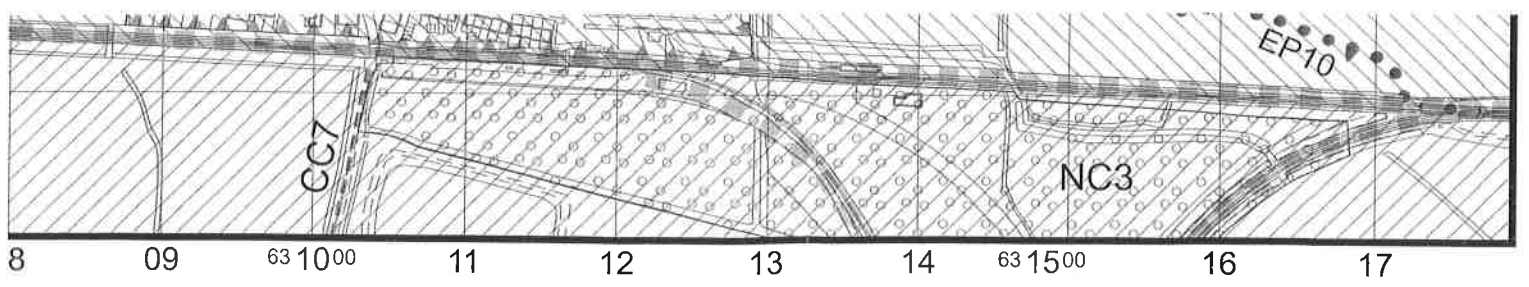


# Thanet Local Plan 2006

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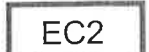


# PROPOSALS MAP LEGEND

 District & Local Plan Boundary

## ECONOMIC DEVELOPMENT

 EC1 Employment Land

 EC2 Kent International Airport

 EC4 Airside Development

 EC5 Land East of Kent International Airport

 EC6 Manston Fire Training School

 EC8 Ramsgate Waterfront

 EC9 Port Ramsgate

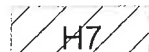
 EC10 Margate Old Town & Harbour

 Retention of Employment Sites (**Policy EC12**)

## HOUSING

 Residential Development Site (5+ Units) (**Policy H1**)

 H6 Residential Development Site - Westwood

 H7 Residential Development and Amenity Site - Minster

 H10 Area in Need of Special Action

## TOWN CENTRES & RETAIL DEVELOPMENT

 TC2 Westwood Town Centre

 TC3 Westwood Town Centre Expansion

 TC4 Westwood Secondary Town Centre


 TC5 Westwood Retail Warehouse Stores

## DESIGN

 D7 Area of High Townscape Value

## HERITAGE

 HE4-7 Planning Controls in Conservation Areas

 M Scheduled Ancient Monument

 HE13 Royal Sea Bathing Hospital

 HE14 Montefiore Site, Ramsgate

## TOURISM

 T4 Former Hoverport, Pegwell Bay

 T5 The Lido, Margate

 T7 Amusement Uses

 T8 Dreamland Site, Margate

## SPORT & RECREATION

 SR2 Jackey Baker's, Ramsgate

 Public Open Space (**Policy SR1**)

 SR13 Allotment Gardens

 SR14 Community Woodlands

 18 Golf Course & Country Park

 Major Holiday Beach (**Policy SR15**)

 Intermediate Holiday Beach

 Undeveloped Beach (**Policy SR16**)

## COUNTRYSIDE & COAST

 Development in the Countryside & Village Centres

EC8 Ramsgate Waterfront

EC9 Port Ramsgate

EC10 Margate Old Town & Harbour

Retention of Employment Sites (**Policy EC12**)

### HOUSING

Residential Development Site (5+ Units) (**Policy H1**)

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### TOWN CENTRES & RETAIL DEVELOPMENT

TC2 Westwood Town Centre

TC3 Westwood Town Centre Expansion

TC4 Westwood Secondary Town Centre

TC5 Westwood Retail Warehouse Stores

TC7 Core Commercial Centre

### TRANSPORT

TR4 New Road and Highway Improvements

TR6 Ramsgate Station Goods Yard

TR7 Roadside Services

TR8 Rail Link Safeguarding Direction

TR9 Ramsgate Renaissance

TR10 Coach Parking

TR16B Car Parking in Town Centre

TR18 Car Parking - Westwood & Out-of-Centre Locations

T4 Former Hoverport, Pegwell Bay

T5 The Lido, Margate

T7 Amusement Uses

T8 Dreamland Site, Margate

### SPORT & RECREATION

SR2 Jackey Baker's, Ramsgate

Public Open Space (**Policy SR1**)

SR13 Allotment Gardens

SR14 Community Woodlands

187 Golf Course & Country Park

Major Holiday Beach (**Policy SR10**)

Intermediate Holiday Beach (**Policy SR11**)

Undeveloped Beach (**Policy SR12**)

### COUNTRYSIDE & COAST

Development in the Countryside (Urban & Village Confines)

Landscape Character Area (Policy CC2)

Landscape Character Area Former Wantsum Channel

Landscape Character Area Wantsum North Shore (**Policy CC1**)

Landscape Character Area Central Chalk Plateau (**Policy CC3**)

Landscape Character Area Quex Park (**Policy CC2**)

Landscape Character Area Urban Coast (**Policy CC2**)

Island Approach Route (**Policy CC4**)

DESIGN

 D7 Area of High Townscape Value

HERITAGE

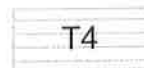
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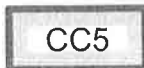
 Major Holiday Beach (Policy SR18)

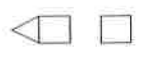
 Intermediate Holiday Beach (Policy SR19)

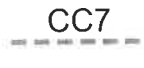
 Undeveloped Beach (Policy SR20)

COUNTRYSIDE & COAST

 Development in the Countryside (Urban & Village Confines) (Policy CC1)

 CC5




 CC7

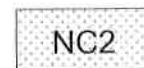
 CC12

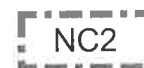


RURAL SET

 R2


NATURE CO

 NC2

 NC2



 NC3

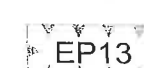
 NC5

 NC6

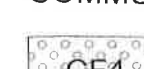
ENVIRONM

 EP10

 EP11

 EP13

COMMUNI

 CF4

Airport

(Policy EC12)

Units) (Policy H1)

Westwood

menity Site - Minster

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**2.89** Some of the land is already serviced (20ha/50ac at Manston Park; 8ha/20ac at EuroKent in 2000). However, the Council, in partnership with Kent County Council, Dover District Council and SEEDA, has recently developed an infrastructure strategy to provide services to the rest of the business park sites and in the Sandwich Corridor. This programme will provide infrastructure and utility connections to likely development sites within the Objective 2 areas of Thanet and the Sandwich Corridor.

**2.90** Implementation will be undertaken by the Spatial Development Company, a specially created public sector delivery company set up to deliver infrastructure to these sites. It will benefit from partial European Union funding and funding from the Single Regeneration Budget. This will attract appropriate levels of additional funding from other public/private sources to deliver the critical development infrastructure during the Plan period on a rolling programme of improvements, to release land on the business parks and bring forward economic development and job creation.

**2.91** As the sites made available for development through this process are taken up, payment for connections to the appropriate utilities will be required, equivalent to the full market cost of the infrastructure provided. This approach stems from European Union policy, which requires that state aid should not distort or threaten to distort competition within the European Community.

**2.92** This payment will then be reinvested in further infrastructure improvements within the target area on a rolling programme of investment to achieve the world-class business environment envisaged in the South East Regional Economic Strategy. This mechanism will require the use of legal agreements in the granting of planning permission to secure payments for infrastructure provision.

## **POLICY EC7 - ECONOMIC DEVELOPMENT INFRASTRUCTURE**

**TO ENSURE THAT DEVELOPMENT OPPORTUNITIES ARE CONTINUED, WHERE INFRASTRUCTURE AND UTILITIES HAVE BEEN PROVIDED TO APPROPRIATE SITES BY THE SPATIAL DEVELOPMENT COMPANY, PLANNING PERMISSION FOR NEW DEVELOPMENT LIKELY TO DIRECTLY BENEFIT FROM THE PROVISION OF INFRASTRUCTURE WILL BE PERMITTED SUBJECT TO A LEGAL AGREEMENT (IN ACCORDANCE WITH SECTION 106 OF THE TOWN & COUNTRY PLANNING ACT; SECTION 111 OF THE LOCAL GOVERNMENT ACT; OR ANY OTHER APPROPRIATE PROVISION) SUCH THAT AN APPROPRIATE LEVEL OF PAYMENT IS MADE TO COVER THE COST OF THE PROVISION OF OR IMPROVEMENT TO SERVICE TO THE SITE.**

### **Ramsgate Waterfront**

**2.93** The Seafront, Port and Royal Harbour areas are recognised as having great potential to contribute to the economic and tourism regeneration of Ramsgate. Thanet District Council in conjunction with the South East England Development Agency (SEEDA), Kent County Council and English Partnerships

have appointed a team of consultants, led by CB Hillier Parker. Together with co-consultants EDAW Ltd, Campbell Reith Hill and MDS Transmodal, CB Hillier Parker have prepared a comprehensive development framework and implementation strategy for this area.

**2.94** The development framework proposes the development of a world-class marina complex based on the Royal Harbour. The Comprehensive Development Framework retains the commercial port activities (policy EC9) while providing for new mixed tourism, leisure, retail and residential uses on land to the west of the Royal Harbour and along the Eastern Seafront together with the refurbishment of the military arches to facilitate their use primarily as cafes and restaurants. Some improvements have already been completed such as Royal Harbour Approach, a new promenade, extension of the marina and improvements around the York Street area. Other aspects of the development framework include enhancement of the Motor Museum, enhancement of the Maritime Museum, improvement of vertical circulation (i.e. lifts), a camera obscura and improved linkages along the seafront and with the town centres.

**2.95** The Royal Harbour is a Grade II\* listed structure and is the focus of the Conservation Area. New development in this area will need to take full account of the character of the harbour and seafront as a listed structure within the Ramsgate Conservation Area. All new development will be required to meet the demanding standards of such a location in terms of design, enhancement and use of materials.

#### **POLICY EC8 - RAMSGATE WATERFRONT**

**LAND AT AND ADJACENT TO RAMSGATE HARBOUR, AS INDICATED ON THE PROPOSALS MAP, IS IDENTIFIED FOR DEVELOPMENT FOR A MIXTURE OF LEISURE, TOURISM, RETAIL AND RESIDENTIAL PURPOSES.**

**ANY SUCH PROPOSALS SHOULD HAVE REGARD TO SUPPLEMENTARY PLANNING GUIDANCE FOR RAMSGATE RENAISSANCE, INCLUDING THE FOLLOWING ELEMENTS:**

- 1. LAND WEST OF THE ROYAL HARBOUR - NEW RESIDENTIAL AND LEISURE DEVELOPMENT; AND**
- 2. RAMSGATE ROYAL HARBOUR - CONTINUED DEVELOPMENT OF MIXED LEISURE AND MARINA FACILITIES, IN PARTICULAR AT THE MILITARY ROAD ARCHES; AND**
- 3. EASTERN UNDERCLIFF - MIXED LEISURE, TOURISM AND RESIDENTIAL USES.**

**ALL DEVELOPMENT PROPOSALS MUST TAKE PARTICULAR CARE IN THE DESIGN, LOCATION, USE OF MATERIALS AND RELATIONSHIP OF LAND-BASED FACILITIES WITH OPEN WATER, SUCH AS TO PROTECT**



**IMPORTANT VIEWS AND PRESERVE OR ENHANCE THE HISTORICAL CHARACTER OF THE ROYAL HARBOUR AND SEAFRONT.**

**ALL PROPOSALS MUST ENSURE THE INTEGRITY OF NATURE CONSERVATION INTERESTS WITHIN THE ADJACENT SSSI-SPA-SAC-RAMSAR SITE IS MAINTAINED.**

### **Ramsgate New Port**

**2.96** The development of ferry services through the Port of Ramsgate continues to be an important factor in the area's attractiveness in terms of inward investment, and this position was greatly strengthened by the completion of the Royal Harbour Approach in July 2000. The Council considers that the area of land designated for port activities is sufficient, but could be changed according to demand. Policy EC8 promotes regeneration at Ramsgate Waterfront through a mix of uses within a concept of Supplementary Planning Guidance for Ramsgate Renaissance.

**2.97** In addition, the Council is conscious of the balance to be achieved between port development and the potential environmental damage to the Sandwich Bay-Thonet Coast SSSI/SPA/Ramsar Site/Candidate Marine SAC, and to the Westcliff Beach area. As a consequence, the Council, whilst wishing to give policy support to port development, wishes to do so in a way which is sensitive to the nature conservation and landscape issues which may result from the unrestricted development of port-related activities. Any development at the Port will be subject to the Habitat Regulations.

### **POLICY EC9 - RAMSGATE NEW PORT**

**FURTHER DEVELOPMENT WILL BE PERMITTED AT THE RAMSGATE NEW PORT, AS SHOWN ON THE PROPOSALS MAP, IF IT FACILITATES THE IMPROVEMENT OF RAMSGATE AS A PORT FOR SHIPPING, TRAFFIC THROUGH THE PORT, NEW ROUTES AND COMPLEMENTARY LAND-BASED FACILITIES, SUBJECT TO THE FOLLOWING CRITERIA:**

- 1. A DEMONSTRABLE PORT-RELATED NEED FOR ANY PROPOSED LAND-BASED FACILITIES TO BE LOCATED IN THE AREA OF THE NEW PORT, AND ALSO A DEMONSTRABLE LACK OF SUITABLE ALTERNATIVE INLAND LOCATIONS; AND**
- 2. COMPATIBILITY WITH THE CHARACTER AND FUNCTION OF RAMSGATE SEAFRONT AND THE ROYAL HARBOUR AS A COMMERCIAL AND LEISURE FACILITY; AND**
- 3. AN ACCEPTABLE ENVIRONMENTAL ASSESSMENT OF THE IMPACT OF THE PROPOSED DEVELOPMENT UPON THE HARBOUR, ITS SETTING AND SURROUNDING PROPERTY, AND THE IMPACT OF ANY PROPOSED LAND RECLAMATION UPON NATURE CONSERVATION, CONSERVATION OF THE BUILT ENVIRONMENT,**

## **PROPOSAL TR7 - ROADSIDE SERVICES**

**LAND IS SHOWN ON THE PROPOSALS MAP ON THE SOUTH SIDE OF THE A299 AT MINSTER FOR THE DEVELOPMENT OF A COMPREHENSIVE RANGE OF ROADSIDE FACILITIES FOR MOTORISTS.**

### **Safeguarding Land for Channel Tunnel Rail Link Route Corridor**

**5.49** The Secretary Of State for Transport has issued directions under the Town and Country Planning (General Development Procedure) Order 1995 to safeguard the route corridor of the Channel Tunnel Rail Link Project. This includes additional land that may be required for associated works/development. (Such direction and works are not proposals of the District Council, and the routes in question will not be determined through the development plan process but through other statutory procedures which will provide appropriate opportunities for any objections by those directly affected by the project.)

## **POLICY TR8 - RAIL LINK SAFEGUARDING DIRECTION**

**SAFEGUARDING DIRECTIONS FOR DEVELOPMENT AFFECTING THE ROUTE CORRIDOR FOR THE CHANNEL TUNNEL RAIL LINK PROJECT APPLY TO LAND AT RICHBOROUGH. IN ACCORDANCE WITH THE DIRECTION, THE DISTRICT COUNCIL WILL CONSULT UNION RAILWAYS (SOUTH) LIMITED BEFORE GRANTING PLANNING PERMISSION OR RESOLVING TO CARRY OUT/AUTHORISE DEVELOPMENT WITHIN THE LIMIT OF LAND SUBJECT TO CONSULTATION, FEATURED ON THE PROPOSALS MAP.**

### **Ramsgate Renaissance**

**5.50** Ramsgate Renaissance (Policy EC8) envisages development of Ramsgate Waterfront as a major visitor destination, within a potential two-hour drive time of 15 million people. A comprehensive transportation study and parking strategy will be required to assess the overall impact of such development and achieve comprehensive solutions to balance successful development while minimising the environmental impact of vehicles on the Waterfront and wider town area. Proposals will be expected to incorporate visitor coach parking facilities and consider rail/bus as an acceptable alternative to car use.

## **POLICY TR9 - RAMSGATE RENAISSANCE**

**PROPOSALS FOR DEVELOPMENT OF RAMSGATE WATERFRONT AS A MAJOR VISITOR DESTINATION WILL BE ASSESSED THROUGH A COMPREHENSIVE TRANSPORTATION STUDY AND PARKING STRATEGY DEMONSTRATING MEASURES TO MINIMISE ENVIRONMENTAL IMPACT ARISING FROM VEHICLE MOVEMENT. INDIVIDUAL PROPOSALS WILL BE REQUIRED TO INCLUDE GREEN TRAVEL PLANS (POLICY TR15) AND SPECIFIC MEASURES REFLECTING SOLUTIONS PROPOSED IN THE**

# COMPREHENSIVE TRANSPORTATION STUDY AND PARKING STRATEGY.

## Coach Parking

**5.51** The tourist trade in Thanet depends to a large extent on coach business. Secure sites to park coaches are, therefore, required. Coach park sites at Palm Bay and The Rendezvous, Margate, and Vere Road in Broadstairs are currently used for such purposes. The Rendezvous site provides a location convenient for day visitors to Margate, but may be affected by future leisure proposals. The Council will consider the provision of coach parking in Ramsgate as part of the District Transport Plan review. In addition, proposals for development at Ramsgate Waterfront as a major visitor destination will be expected to incorporate coach-parking facilities.

**5.52** Coach travel is to be encouraged as an acceptable alternative to car based visitor travel. The Council will seek to identify specific on-street coach "set down/pick up" points near major destinations to promote convenience of coach travel.

## **POLICY TR10 - COACH PARKING**

**THE DISTRICT COUNCIL WILL RETAIN SITES SPECIFICALLY FOR COACH PARKING TO SERVE THE TOURIST TRADE AT THE FOLLOWING LOCATIONS:**

- 1. VERE ROAD, BROADSTAIRS**
- 2. PALM BAY CAR PARK**

**THE RENDEZVOUS CAR PARK, MARGATE WILL ALSO BE RETAINED FOR THIS PURPOSE UNTIL SUCH TIME AS ALTERNATIVE COACH PARKING PROVISION HAS BEEN ADDRESSED THROUGH MARGATE OLD TOWN ACTION PLAN.**

## **Promoting Sustainable Travel Choices.**

**5.53** The District Transport Plan and this Local Plan aim to reduce reliance on private cars, especially for local journeys. While the Plans' approaches are not anti-car they aim to reduce the need to travel and promote walking, cycling and public transport as environmentally-friendly alternatives. Reducing reliance on cars in favour of more environment-friendly modes is fundamentally dependent on improvements to their reliability, convenience, and personal security. The following policies promote such improvements and the establishment of a network of suitable routes. Specific guidance on designing for personal security and disabled people is set out in the Design Chapter. Policy CC7 safeguards the historic and landscape interest of certain rural lanes. The identification and protection of such lanes may help promote the health and recreational benefits of walking and cycling.