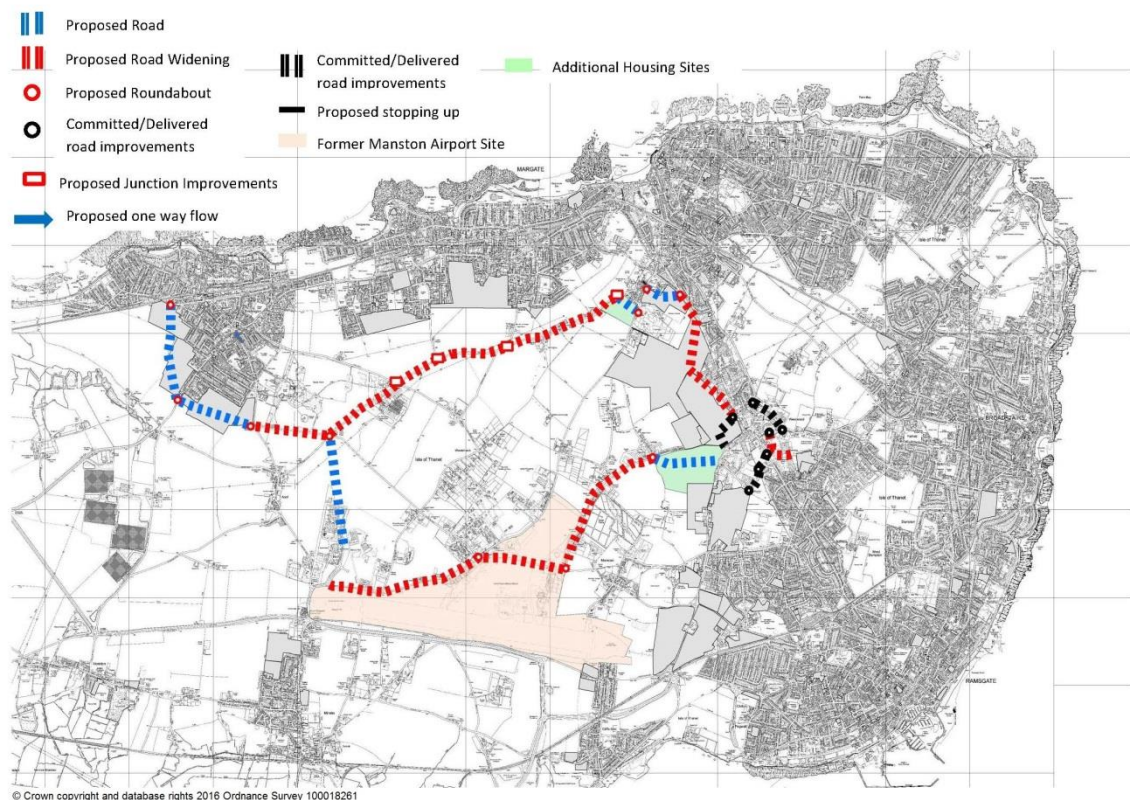


Summary Map

Summary Map

The map below shows the proposed new housing sites (the sites previously proposed for housing allocations are shown in grey) and the proposed road infrastructure from the Thanet Transport Strategy.



SP05 - Former Airport Site

Following the closure of Manston Airport in May 2014 the Council has made significant efforts to support a functioning aviation use on the site and has explored its CPO powers in seeking an indemnity partner and has carried out extensive soft market testing to seek an airport operator to run the airport.

In order to satisfy the requirements of the National Planning Policy Framework (NPPF) which states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose the Council commissioned an airport viability study by Avia Solutions. This was to look at whether an airport was a viable option for the site within the plan period to 2031. This report took into account national and international air travel and transport and the way in which it is likely to develop over the next 15-20 years and looked at previous reports and developments in national aviation.

The report concluded that airport operations at Manston are very unlikely to be financially viable in the longer term, and almost certainly not possible in the period to 2031.

Taking on board the conclusions of the airport viability report and given the level of objectively assessed housing need the Council considers that the best use for this 320ha brownfield site is for a mixed use development primarily focused on residential.

The policy seeks to create an attractive sustainable free standing new settlement with a district centre and featuring all the amenities needed for a town. Development will also deliver important links across Thanet and improved access to and from the site and provide open space and community facilities that the whole of Thanet can access.

SP05 - Former Airport Site

Land is allocated for a mixed use settlement at the site of the former Manston Airport as defined on the policies map. The site has the capacity to deliver at least 3,000 new dwellings, and up to 85,000sqm employment and leisure floorspace.

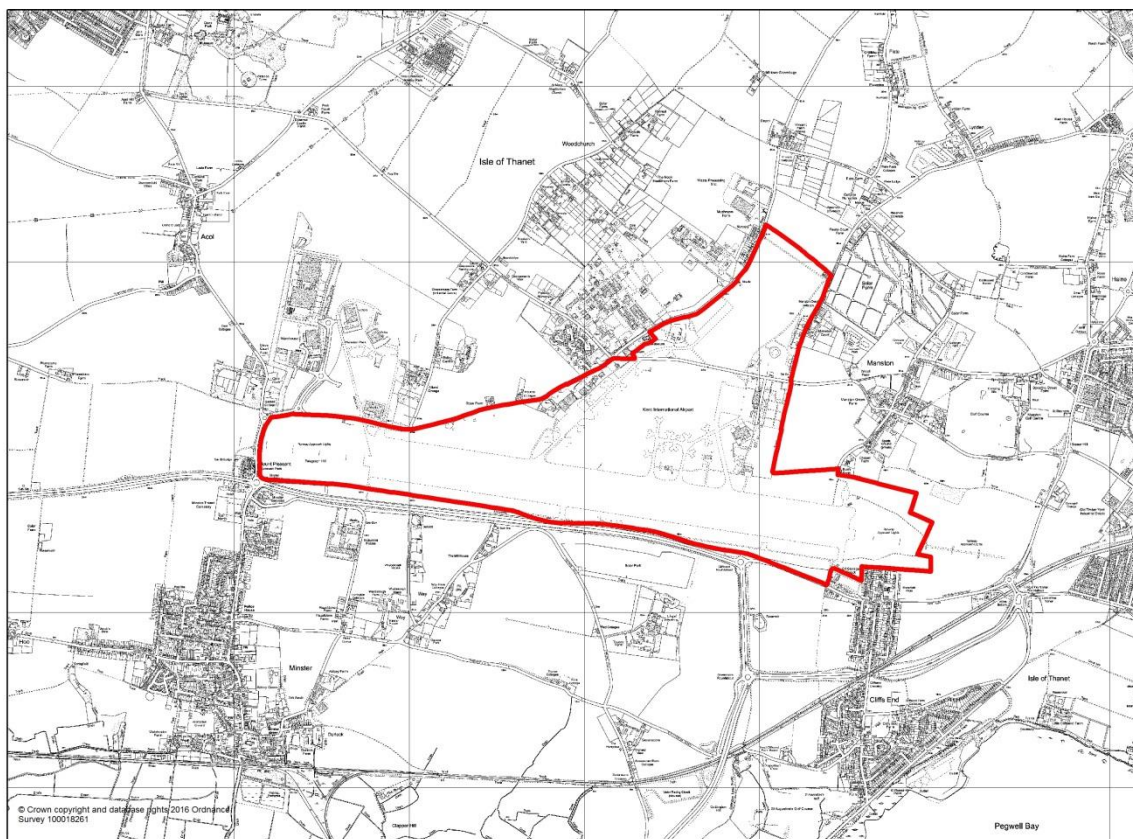
The overarching principle of development of this settlement is the creation of a single sustainable settlement that can be easily served by public transport and with good, easily walkable access to central community services and other facilities.

Contributions will be required to meet the following provisions and proposals will be judged and permitted only in accordance with a development brief and comprehensive masterplan for the whole site detailing:

- How the requirements of the Transport Strategy will be met including the upgrade of Manston Court Road and improvements to Spitfire junction.
- The relationship to the Parkway Station and Ramsgate Port including a southern bypass of Manston village and a direct link from the site to the A299 roundabout linking with the southbound dual carriageway.
- A travel plan to include a public transport strategy linking the site to existing services, demonstration of how the site links with and relates to neighbouring settlements;
- Key routes for traffic-calming measures
- Coherent phasing and evidence of deliverability
- A business plan to demonstrate how the employment will be delivered, and how it will relate and link to Manston Business Park
- The provision of a District Centre to meet the retail need of the development, fit within the retail hierarchy and serve the appropriate catchment, as well as provision of complementary uses such as community business space and leisure uses/recreational facilities.
- Provision of community facilities as outlined in the Infrastructure delivery plan (IDP) including a primary school facility at 4 forms of entry, and a Doctors Surgery
- A Landscape and Visual Impact Assessment to address
 - the visual sensitivity of the site focussing on retention of open space and protecting wide open landscape and strategic views;
 - how new built development will be designed to minimise visual impact on the open landscape of the central island. Particular attention must be given to roofscape for the purposes of minimising the mass of the buildings at the skyline when viewed from the south.
- Design and Heritage statements to include:
 - An appropriate landscaping scheme, to be designed and implemented as an integral part of the development.
 - Provision of 31.77 Ha open space in accordance with Table 7 as required by Policy GI04, and integrated green infrastructure to include walking, cycling and equestrian routes and facilities
 - A buffer between the development and Manston Village. Settlement separation between the villages of Manston, Minster, Cliffsend and Acol and Thanet Urban Area
 - Pre design archaeological assessment
 - Links to the sites heritage to support tourism in Thanet, including consideration of proposals that would permit a limited element of aviation use^[1]
 - Detail as to how the runway will be incorporated into the development scheme and what functions it will serve.
- Provision of surface water management/sustainable drainage schemes that will not contaminate groundwater sources, and any proposed initiatives that will improve the condition of the groundwater

Development proposals must:

- **Provide an appropriate mix of dwellings to meet the requirements of Policy SP18**
- **Provide affordable housing to meet the requirements of Policy SP19**
(**NB SP19 is being amended to request affordable housing for more than 10 units)
- **Provide one electric car charging point for every 10 parking spaces provided**
- **Consider accommodating any self-build requirements included in the self-build register**
- **Contribute towards the Strategic Access Management and Monitoring scheme to meet the requirements of SP25**
- **Include an assessment of the sites functionality as a roosting or feeding resource for the interest features of the Thanet Coast and Sandwich Bay SPA Protection Area, including areas within 400m of the development sites boundary, and provide mitigation where necessary**
- **Retain existing boundary features where possible**
- **Provide a connection to the sewerage system at the nearest point of adequate capacity, in collaboration with the service provider**
- **Allow future access to the existing water supply infrastructure for maintenance and upsizing purposes**
- **Provide for the installation of digital infrastructure**
- **Provide a Statement of Social Impacts addressing any needs for community facilities identified in the Infrastructure Delivery Plan**



1. Number of flights below the threshold that would require a statutory licence. [\[back\]](#)

SP11 - Housing Provision

Amount of Housing

The local plan must allocate enough land to accommodate the amount of housing needed by 2031. The amount of housing is known as the Objectively Assessed Need (OAN) and is calculated based on population growth and population change.

The OAN identified for the Preferred Options Draft Local Plan was 12000 additional homes between 2011 and 2031. The OAN has since been revised to reflect the 2014 population and household projections and is now identified as 17,140 additional homes over the 20 year period until 2031.

It is proposed to amend policy SP11 as follows to reflect the most recent population and household projections:

Policy SP11 - Housing Provision

Provision is made for a total of 17,140 additional homes in the period to 2031, with notional delivery across the period as indicated below.

Period	2011-16	2016-21	2021-26	2026-31	Total
Additional homes	4,285	4,285	4,285	4,285	17,140

A number of allocated sites are of strategic importance for delivering the quantity and type and variety of homes required to deliver the strategy. These are identified as Strategic Sites. The distribution of allocated housing land is illustrated in Table 2.

Within total housing provision shown below the Strategic Housing Land Availability Assessment suggests capacity to deliver some 3017 dwellings exists by way of sites which have already received planning permission. In addition some 1555 dwellings have already been delivered since the start of the plan period.

Table 2 - Total Housing Provision

Period	2011-2031
Strategic Sites	
Westwood	1450
Birchington on Sea	1000
Westgate on Sea	1000
Manston Green	700
Land at Manston Court/Haine Road	700
Former Airport Site	3000

Non-Strategic Sites/Areas	
Westwood (has planning permission)	0
Eurokent (200 additional units to current allocation but has planning permission)	0
Land at Manston Road/Shottendane Road	250
Margate & Cliftonville	816
Ramsgate	793
Broadstairs & St Peters	304
Birchington on Sea	101
Westgate on Sea	36
Rural Settlements	375
Windfall Sites (based on 225 units per year, discounted for years 1-3 to avoid double counting)	2700
Completed since 2011	1555
Extant planning permissions	3017
Empty Properties	540
Total	18337

Location of Housing

Location of Housing - Proposed additional sites

Additional sites have been identified as proposed housing allocations in order to meet the new Objectively Assessed Need. Some of these sites are adjacent to existing allocations proposed in the Preferred Options draft local plan and should form a comprehensive scheme with those sites. This will ensure the delivery of associated highways and infrastructure requirements which will be set out in policies in the pre-submission draft local plan. The following sites have been identified as additional housing allocations:

Site	Potential Capacity	Policy implications
Land at Manston Road/Shottendane Road	250	New non-strategic housing policy
Eurokent	Up to 550 (200 additional dwellings)	Policy SPO7 to be updated to reflect additional housing capacity as per recent appeal decision
Land at Manston Court Road/Haine Road	700	New strategic housing policy
Former airport site	3000	New strategic policy for a mixed use development to replace Policy SP05
	Total 4500 additional dwellings	

Some sites are no longer available as potential housing allocations as they are not supported by landowners or are being developed for non-residential uses. The following sites have been deleted as housing site allocations (listed in the amendments to Appendix B)

Site	No. Dwellings	Site Ref
1,2, 92-96 Harbour Parade	14	S219
Rear of 102-114 Grange Road	10	S316
St Benedict's Church, Whitehall Road, Ramsgate	12	SR10
Ramsgate Garden Centre, Hereson Rd, Ramsgate	62	SR57
Station Road Minster	5	S088
Tothill Street, Minster		S85
140 – 144 Newington Road	50	SS40

Land at Holy Trinity Primary School, Dumpton Park Drive, Ramsgate	33	S525
86-88 Ellington Road, Ramsgate	9	SR21
Dane Valley Filling Station, Millmead Road, Margate	7	SR34
6 Surrey Road	5	S348
Land adjoining Seafeld Road, Ramsgate	9	SR22
Former Manston Allotments	61	S452
R/O 18-36 St Peters Road	5	SO42
Total	282	

New Policy - Land at Manston Court Road/Haine Road

Strategic Policy - Land at Manston Court Road/Haine Road

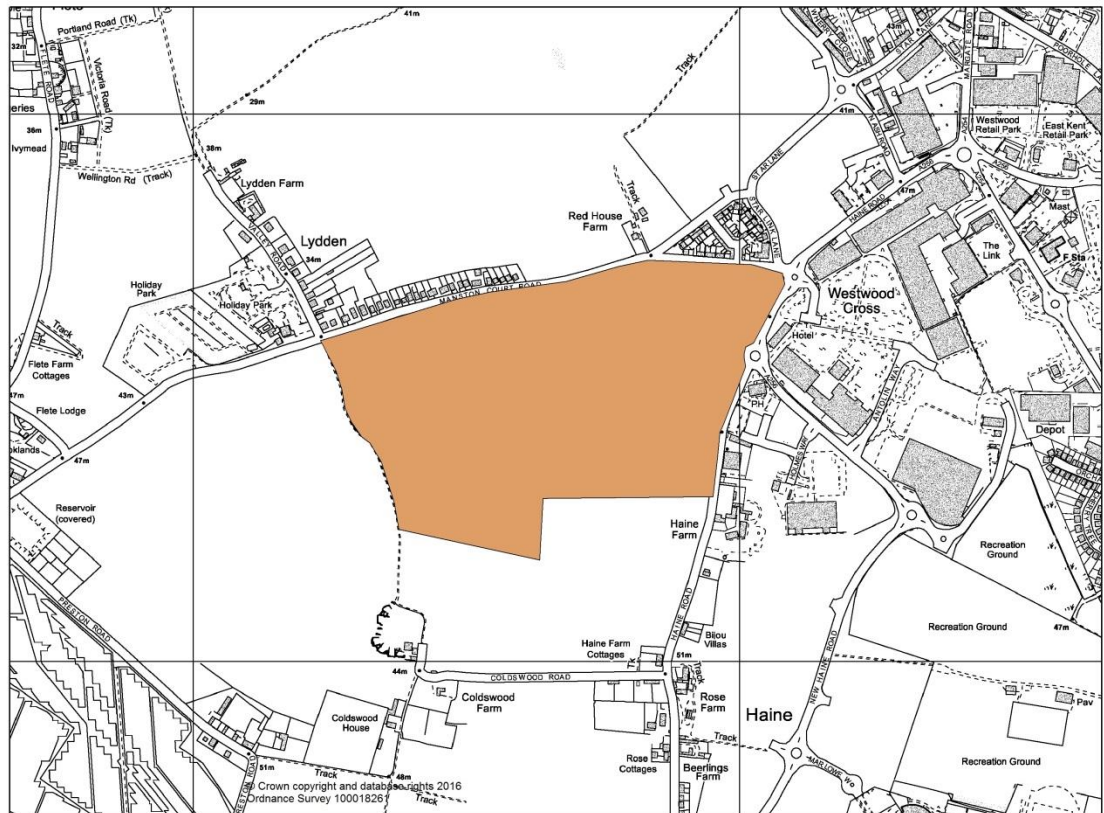
Land is allocated for up to 700 new dwellings at a maximum density of 30 dwellings per hectare net. This allocation adjoins other sites allocated for residential development (strategic sites S141, S511, S553 & S447 and non-strategic sites S535 & S549). Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site integrating with development at the adjoining sites. The Masterplan shall incorporate:

- 1) Contributions to highway improvements identified in the Transport Strategy**
- 2) a minimum of 9 ha of open space in accordance with the standards set out in Table 7**

Phasing of development will be in accordance with the amendments to Appendix B.

Masterplanning shall:

- Provide an appropriate mix of dwellings to meet the requirements of Policy SP18**
 - Provide affordable housing to meet the requirements of Policy SP19 (**NB SP19 is being amended to request affordable housing for more than 10 units)**
 - Provide one electric car charging point for every 10 parking spaces provided**
 - Consider accommodating any self-build requirements included in the self-build register**
 - Contribute towards the Strategic Access Management and Monitoring scheme to meet the requirements of SP25**
 - Include an assessment of the sites functionality as a roosting or feeding resource for the interest features of the Thanet Coast and Sandwich Bay Special Protection Area, including areas within 400m off the development sites boundary, and provide mitigation where necessary**
 - Retain existing boundary features where possible**
 - Provide a connection to the sewerage system at the nearest point of adequate capacity, in collaboration with the service provider**
 - Allow future access to the existing water supply infrastructure for maintenance and upsizing purposes**
 - Provide for the installation of digital infrastructure**
 - Provide a Statement of Social Impacts addressing any needs for community facilities identified in the Infrastructure Delivery Plan**



Para 4.48 Local Green Space

Local Green Space

The Council is inviting Town and Parish Councils, Neighbourhood Forums and community organisations to submit areas for consideration as Local Green Space (LGS), during this public consultation. Paragraph 76 of the NPPF states, that local communities should be able to identify for special protection, green areas of particular importance to them. However, paragraph 77 states further that the local green space designation would not be appropriate for most green areas. For an area to be considered for the Local Green Space the NPPF identifies three instances when the designation should be made.

The green space should be in reasonable proximity to the community it serves;

1. The green space is demonstrably special to a local community and holds a particular local significance, for example, because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
2. Where the green area concerned is local in character and is **not** an extensive tract of land.

Other issues to consider when proposing an area for inclusion in this designation:

- a. The area does not have to be in public ownership, although contact with the landowner is advisable as they will have an opportunity to make representations in respect of the proposals affecting their land;
- b. How the land will be managed in the future
- c. Local Green Space designation cannot be applied to sites which have an existing planning permission or local plan allocation
- d. All proposals must be accompanied by an ordnance survey map with the site clearly identified

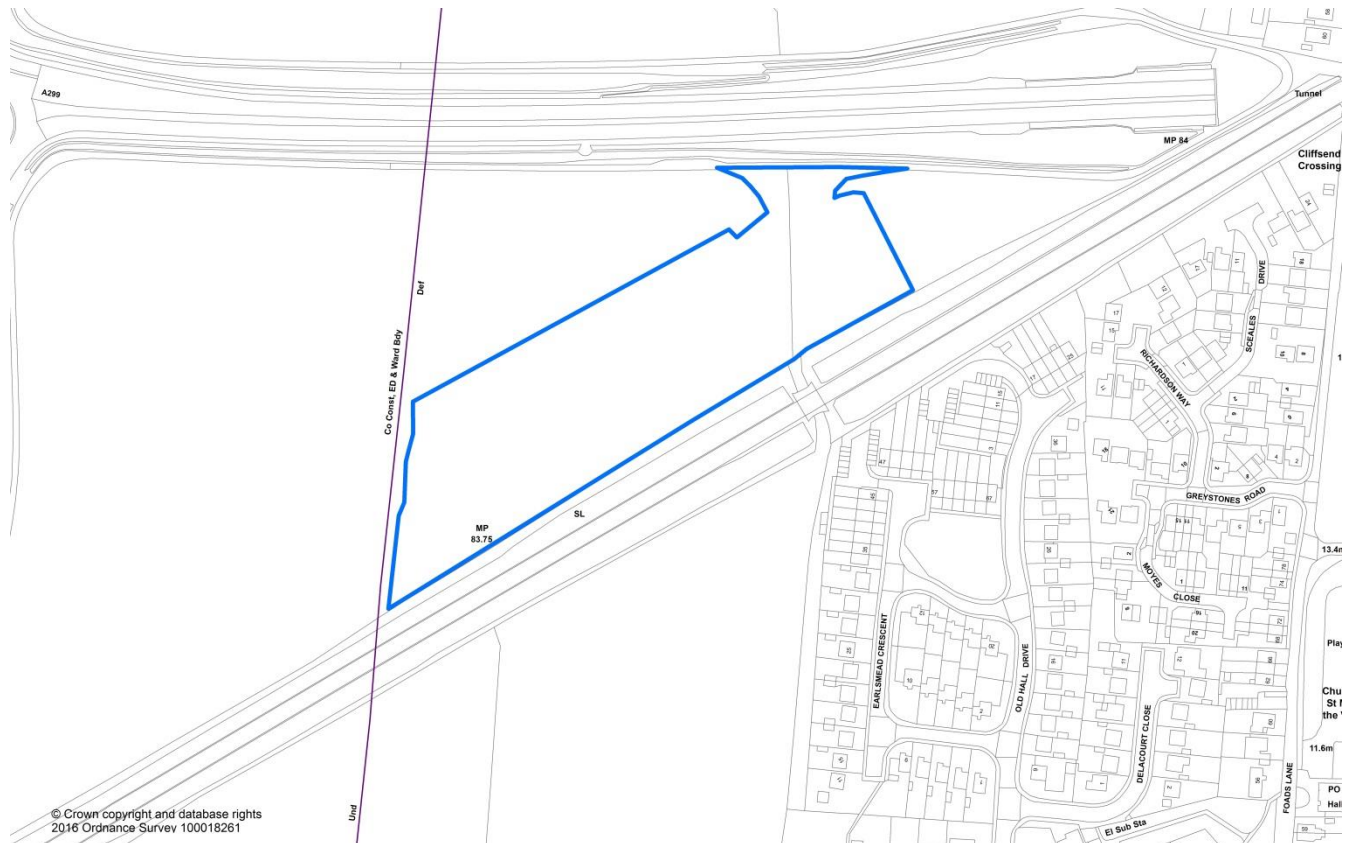
Further information is available from the following websites

NPPF web address <http://planningguidance.communities.gov.uk/wp-content/themes/planning-guidance/assets/NPPF.pdf> (paragraphs 76-79)

NPPG <http://planningguidance.communities.gov.uk/blog/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space/local-green-space-designation/>

SP39 and Map 15 Thanet Parkway

The proposed location of the Parkway Station site has been revised, the wording for Policy SP39 remains unchanged.



New Strategic Routes Policy

Kent County Council and Thanet District Council have been preparing a new Transport Strategy for the district, which includes proposals for new and improved roads and junctions; enhancements to bus and train services and an expansion of the cycling/walking network.

The key element of the emerging Strategy is the development of a proposed “Inner Circuit” to serve new development and reduce pressure on the existing network (see map). This incorporates a new bypass for Birchington; a relief road for Westgate; connections to Westwood from the north-west and south; and improved connections to Manston Business Park, and should bring benefits to the wider road network. It is intended that the Inner Circuit schemes will incorporate provision for buses and cycling.

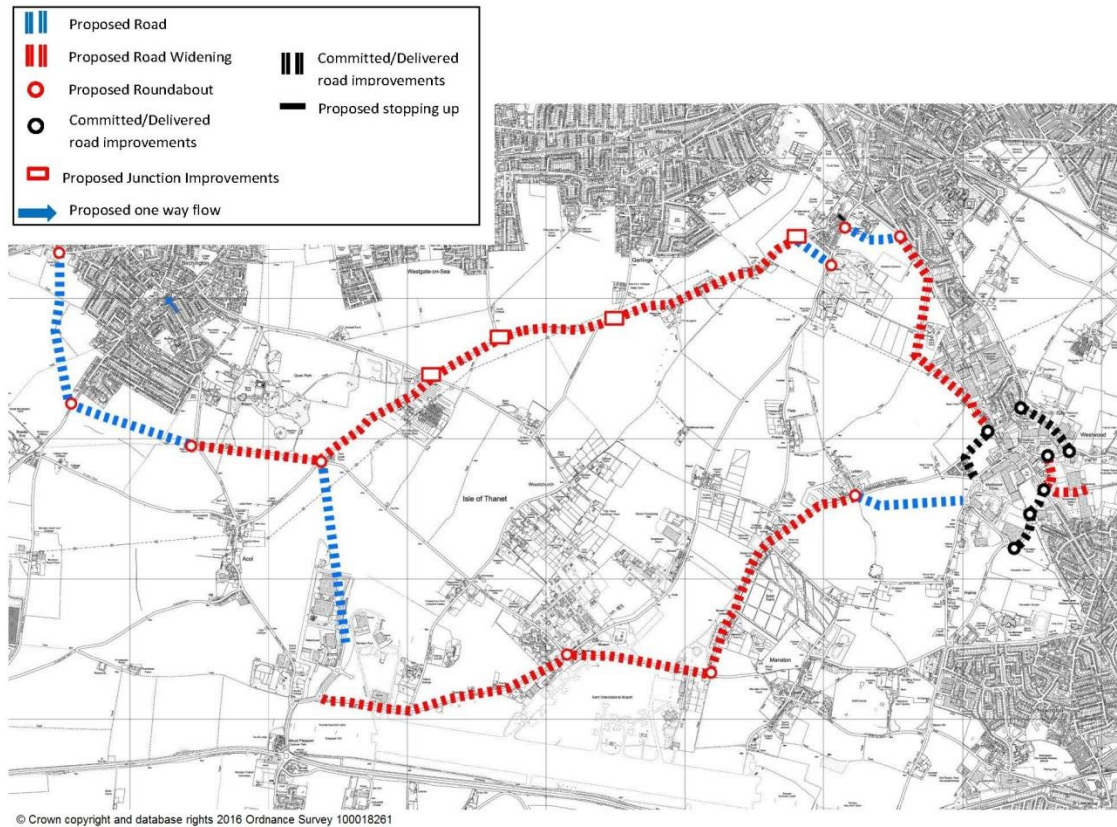
These road proposals are required to support proposed new development in the area, and the routes are safeguarded in this draft Local Plan to ensure that they can be completed in due course alongside the development set out in the draft Local Plan. As set out in the working draft of the Infrastructure Delivery Plan, this infrastructure is regarded as critical to support the development proposed in the draft Local Plan, and it is expected that all new development will contribute to the provision of all key infrastructure in a proportionate and appropriate way. The Council, with its partners, will also seek other forms of funding, to support infrastructure provision.

Strategic Policy - Strategic Routes

The following areas, as shown on the Policies Map, are safeguarded for the provision of key road schemes and junction improvements, to support the implementation of the Thanet Transport Strategy, including land at:

1. **Birchington strategic housing site**
2. **B2050 Manston Road, Birchington**
3. **Shottendane Road (from Birchington to Margate)**
4. **Shottendane Road-Manston Road housing site**
5. **Nash Road-Manston Road housing site**
6. **Nash Road, Margate**
7. **Nash Road-Westwood strategic housing site**
8. **Manston Court Road/Star Lane (from Haine Road, Westwood to B2050 Manston Road)**
9. **B2050 Manston Road (from Manston Manston Court Road to Spitfire Junction)**
10. **B2190 Spitfire Way (from Spitfire Junction to Columbus Avenue junction)**
11. **From Columbus Way to Manston Road, Birchington**
12. **Land between A254 Margate Road and A256 Westwood Road (including Millennium Way, Broadstairs**
13. **Victoria Traffic Lights**
14. **Coffin House Corner Traffic Lights**

The Council expects all new development to make a proportionate and appropriate contribution to the provision of this key infrastructure.



New Implementation Policy

The provision of infrastructure to support development is vitally important. The Council is working with the relevant agencies to ensure that it is fully informed about future infrastructure requirements and the timing of those requirements, and to make sure that this important social and physical infrastructure is provided in a timely manner alongside new development.

The Council has also prepared a draft Infrastructure Delivery Plan (IDP) in conjunction with those agencies, setting out the infrastructure requirements and the known costs; the phasing of the requirements and the body responsible for ensuring delivery. Some infrastructure would need to be provided directly by a developer on a given site; some would be off-site infrastructure funded by a developer and some would be funded by other mechanisms. The Council will also seek other forms of funding, as appropriate, to support the provision of key infrastructure identified in the working draft Infrastructure Delivery Plan.

The IDP addresses the full range of infrastructure required to support development and is the subject of ongoing independent viability assessment.

The Council is keen to ensure that the Local Plan is fully implemented, not just the housing and employment sites, but the full range of policies, so that the Plan is successful in supporting long-term economic growth and regeneration for the area, and meeting the strategic objectives of the Plan.

To this end, the Council has:

- Prepared a draft Infrastructure Delivery Plan, engaging with the relevant service providers and others to ensure that new housing development in particular, is supported by the requisite social and physical infrastructure;
- Carried out viability assessments to ensure that key infrastructure can be delivered at the appropriate time;
- Undertaken various discussions with neighbouring authorities, to ensure that wider infrastructure is considered as part of the Plan process;
- Sought to develop initiatives, outside the planning process, to encourage and attract inward investment, and in particular development investment, to the area; such as maintaining and developing partnerships with various agencies (such as the Homes & Communities Agency) and private developers groups (such as the Kent Developers Group); and
- Committed to the preparation of a robust monitoring framework.

The Council does not consider that the use of CPO powers will normally be required to implement the Plan, but it will give consideration to their use (subject to securing the appropriate indemnity arrangements with developers) if critical sites or infrastructure are delayed, to the detriment of implementing the provisions of the Plan.

The Council intends to monitor key elements of the Local Plan strategy, using the Annual Monitoring Report framework, to ensure that the overall strategy is delivered.

The Council will present a more detailed monitoring framework to the independent Examination in due course, but it is anticipated that such monitoring would focus on development implementation and economic indicators.

If monitoring through the AMR demonstrates that the implementation of the Plan is not proceeding as expected, the Council will review the implementation process and consider what measures need to be taken to progress implementation.

The Council will give due consideration to the viability of individual developments, in circumstances where independent viability appraisals indicate that a particular development cannot fully meet the infrastructure requirements set out in this Plan.

Strategic Policy -Implementation

All new development will be expected to fully meet its infrastructure requirements, whether directly on site or by contribution to that provision elsewhere, and to comply with the provisions of the Infrastructure Delivery Plan, in terms of provision of physical and social infrastructure. This provision should be made within the phasing programme set out in the draft Local Plan and draft Infrastructure Delivery Plan. Any such requirements will be secured by means of conditions, legal agreements, Community Infrastructure Levy or other appropriate mechanisms.

The Council will also, with partner organisations as appropriate, seek to obtain additional funding from other sources to support infrastructure provision, and to influence the strategic provision of services, facilities and other infrastructure by other organisations.

If necessary, the Council will give consideration to the full range of other available mechanisms (such as compulsory purchase*, Article 4 Directions and so on) to ensure the effective implementation of the overall planning strategy for the district.

[*Footnote: subject to appropriate indemnity arrangements being in place]

New Policy - Land at Manston Road/Shottendane Road, Margate

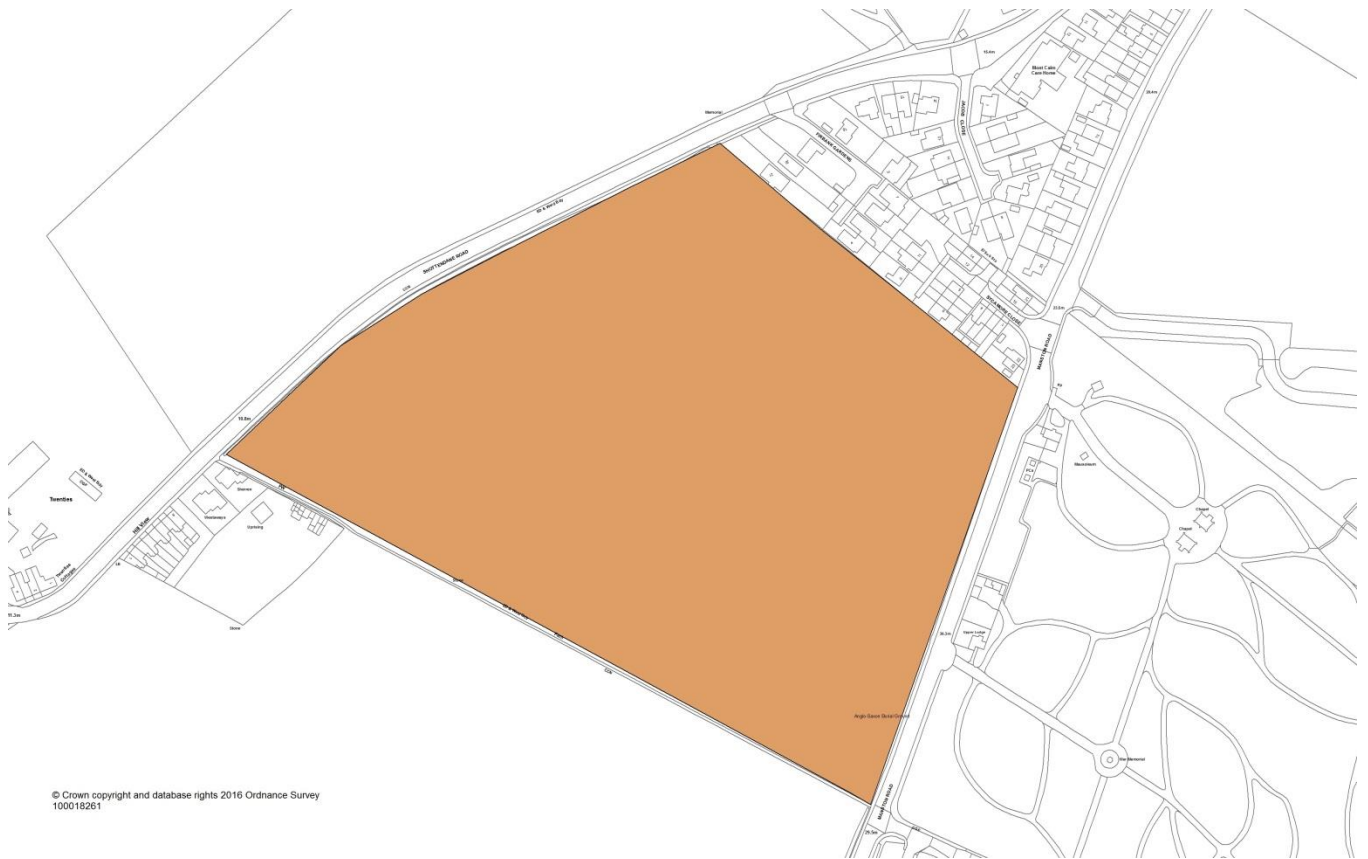
HO2 Additional Site - Land at Manston Road/Shottendane Road, Margate

Land is allocated for up to 250 dwellings at a maximum density of 35 dwellings per hectare net at Manston Road/Shottendane Road. Phasing of development will be in accordance with the amendments to Appendix B. Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site. The masterplan should be informed by a transport assessment and travel plan including an assessment of impact on the local road network and demonstrating measures to promote multi-modal access. Development will incorporate and provide for highways improvements identified in the Thanet Transport Strategy.

Master planning will:

- **Provide an appropriate mix of dwellings to meet the requirements of Policy SP18**
- **Provide affordable housing to meet the requirements of Policy SP19 (**NB SP19 is being amended to request affordable housing for more than 10 units)**
- **Provide one electric car charging point for every 10 parking spaces provided**
- **Consider accommodating any self-build requirements included in the self-build register**
- **Contribute towards the Strategic Access Management and Monitoring scheme to meet the requirements of SP25**
- **Include an assessment of the sites functionality as a roosting or feeding resource for the interest features of the Thanet Coast and Sandwich Bay Special Protection Area, including areas within 400m of the development sites boundary, and provide mitigation where necessary**
- **Retain existing boundary features where possible**
- **Provide a connection to the sewerage system at the nearest point of adequate capacity, in collaboration with the service provider**
- **Allow future access to the existing water supply infrastructure for maintenance and upsizing purposes**
- **Provide for the installation of digital infrastructure**
- **Provide a Statement of Social Impacts addressing any needs identified in the Infrastructure Delivery Plan.**

Disposition of development and landscaping will be expected to enable a soft edge between the site and the open countryside



National Standards

Water efficiency:

In March 2015 the Government introduced new technical standards covering water usage, internal space requirements, accessibility and adaptability. The Planning Practice Guidance states that where there is a clear local need, local planning authorities can require new dwellings to meet the tighter building regulations optional requirement of 110 litres/person/day, rather than the 125 litres/person/day. Thanet is within a water stress area as identified by the Environment Agency in their publication "Water Stressed Areas Final Classification July 2013". Both the Environment Agency and Southern Water recommended at the last public consultation in January 2015, that authorities in water stressed areas promote higher water standards of 105 litres per person/day for internal use. The Council therefore intends to include a policy in the pre-submission draft requiring new developments to meet the higher standard of 110/person/day as set out in the technical standards.

Internal space standards:

Paragraph 50 of the National Planning Policy Framework states that local planning authorities should identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand. The National Planning Practice Guidance further qualifies this by recommending that where a local planning authority wishes to require an internal space standard they should do so by reference in their local plan (paragraph 18).

The council believes that everyone has the right to a high standard of residential accommodation with sufficient space to meet their own needs. There has been a general trend for houses today to be comparatively smaller than ones built a hundred years ago and these trends have led to calls for the introduction of national space standards for housing. The requirement of a minimum space standard can add to the attractiveness of the development thereby widening the potential sale and rental markets.

In order to ensure that new housing is built to a high standard of design and provide adequately for the changing needs of future occupants thereby improving the quality of life, the Council is intending to implement the National Described Space Standard (March 2015). These are replicated in the table below for ease of reference. It is intended to include a new policy in the pre-submission local plan which will also address other considerations such as need and viability. The policy will apply to all tenures and it will be up to the applicant to demonstrate why these standards cannot be met within their development.

Number of bedrooms (B)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
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1b	1p	39 (37)*	-	-	1.0
	2p	50	58	-	1.5
2b	3p	61	70	-	2.0
	4p	70	79	-	
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

It certain circumstances it may be necessary to make an exception to development meeting these standards e.g. in the conversion of historic buildings where the implementation of the standard would be detrimental to the character and integrity of the building. In such circumstances the applicant will be required to demonstrate the case for not meeting these standards.

Accessible and adaptable accommodation:

Paragraph 7 of the NPPF states that one of the three dimensions to sustainable development is a social role which should support strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being. Paragraph 50 further states that local authorities should deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Local planning authorities should also plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);

The District has an ageing population base and the recent 2014 based Sub-National Population Projections (published May 2016) project that the 60+ age group in Thanet will grow by 39% from 41,000 in 2014 to 57,000 by 2031. This has implications for the demand for different types of housing and meeting the needs of an ageing population in situ. An increase in the elderly population can be expected to result in an increase in people with dementia and mobility problems. The SHMA estimated that the number of people with a long term health problem or disability will

increase by 32% over the plan period. Some of these households will inevitably require adaptations to properties to meet their changing needs whilst others may require more specialist accommodation or support. There is clear evidence of need for properties which are capable of accommodating people's changing needs. This general trend can be evidenced from the Council's housing register (September 2016) which shows that there are 51 households on the register who are dependent on a wheelchair and a further 73 households who use a wheelchair for part of the day. Therefore there are currently 124 households currently in need of wheelchair adaptable accommodation. However, this may not include those households who currently have mobility problems and may become dependent on a wheelchair in the future.

The increase in persons with a long-term health problem/ disability, as evidenced by the SHMA, together with the council's own data from the housing register, provides clear evidence of a need for adaptable homes. The SHMA recommends that on this basis, the Council should consider whether it should require a proportion (such as 10%) of new homes to be wheelchair-accessible or whether new housing should be built to new National Housing Standards.

In order to meet the changing needs of this increasing age group, the Council will encourage developers to consider the future needs of households when designing residential units. The Council is currently considering whether as a minimum, a percentage (eg 10%) of all new development should be designed to building regulation optional requirement M4(2) accessible and adaptable dwellings. In respect of the new Building Regulation optional requirement M4(3) wheelchair user dwellings, the Council is intending to include a policy referring to a proportion of new dwellings to meet this standard, however, this will need to relate to the number of households requiring wheelchair adaptable homes in suitable locations, that are currently on the Council's housing register. This will be addressed by a policy in the pre-submission local plan and would support the general aim of the plan to improve the quality of life and health of the residents of the District and ensuring a high standard of design.

These standards aim to future proof new development in a sustainable way ensuring adaptability to changing needs and achieving longevity of design.

Amendments to Appendix B of the Preferred Options Draft Local Plan Consultation Document 2015																	
SITE ADDRESS	NOTIONAL DWELLING CAPACITY	NOTIONAL DELIVERY PERIOD															SITE REFERENCE/S
		2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	
STRATEGIC SITES																	
Westwood	1450	0	0	50	100	150	110	110	110	110	110	120	120	120	120	120	S511, S553, S447
Birchington	1000	0	0	50	100	100	70	70	70	70	70	80	80	80	80	80	S515, S498, S499,
Westgate	1000	0		50	100	100	70	70	70	70	70	80	80	80	80	80	ST1, ST2
Manston Green	700	0	50	50	50	50	60	60	60	60	60	50	50	50	50		SS33
Land at Manston Court Road/Haine Road	700	0	0	0	30	60	60	60	60	60	60	60	60	60	60	60	
Former airport site (suggested phasing based on information provided with current planning application)	3000	0	0	214	214	214	228	228	228	228	228	243	243	243	243	243	
SUB TOTAL	7850	0	50	414	594	674	598	598	598	598	598	633	633	633	633	583	

NON STRATEGIC SITES OUTSIDE URBAN AREA																	
South of canterbury Rd, Ramsgate	27	0	0	0	0	0	10	17	0	0	0	0	0	0	0	0	S415
Land fronting Park lane, Birchington	90	0	0	40	50	0	0	0	0	0	0	0	0	0	0	0	ST3
Land south east of Brooke Avenue, Westbrook	34	0	0	14	20	0	0	0	0	0	0	0	0	0	0	0	S505
Land at Haine Rd & Spratling St, Ramsgate	85	0	0	0	0	0	13	15	15	15	15	12	0	0	0	0	SR60
Land off Nash/Manston Rds, Margate	250	0	0	30	60	60	20	20	20	20	20	0	0	0	0	0	S540
Land west of Old Haine Road, Ramsgate	250	0	0	20	40	40	30	30	30	30	30	0	0	0	0	0	S535 & S549
Land at Manston Road/Shottendane Road	0	0	0	0	0	20	40	40	40	40	30						
SUB TOTAL	736	0	0	104	170	120	113	122	105	105	95	12	0	0	0	0	
MIXED USE SITES																	

Queen Arms Yard, Margate	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	S189
Cottage Car Park, New Street, Margate	32	0	0	0	0	0	0	0	0	0	0	15	17	0	0	0	S411
Margate Town Centre, (south of New Street, Margate)	27	0	0	0	0	0	0	0	0	0	0	5	10	12	0	0	S412
SUB TOTAL	83	0	0	0	24	0	0	0	0	0	0	20	27	12	0	0	
NON STRATEGIC URBAN AREA SITES																	
Adjacent to 9 Minnis Road, Birchington	11	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	S019
End of Seafeld Road	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	S106
Adjacent to 8 Chapel Place, Ramsgate	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	S112
Adjacent to 21 Royal Road & 9 Townley Street	18	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	S113
land adj. Westwood Centre																	

- 1000 dwellings (Planning permission has been granted and counted in HIA so 0 figure given to avoid double counting)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S141
ro 7_10 Marine Gdns - 5 Dwellings	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	S158
Gas Works Boundary Road, Ramsgate	96	0	0	0	0	0	20	20	20	20	16	0	0	0	0	0	S168
Land at Wilderness Hill and Dane Road	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	S174
79-85 High Street, Ramsgate	10	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	S186a
Gas Holder Station, Addington Street ,Margate	22	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	S196
100 Grange Road, Ramsgate	16	0	0	0	16	0			0	0	0	0	0	0	0	0	S200
WW Martin, Dane Park Road, Ramsgate	14	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	S215
10 Cliff Street, Ramsgate	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	S230

Land at Grant Close/Victoria Road, Broadstairs	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	S260
Complete Car Sales, Willsons Road, Ramsgate	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	S276
38, 38a and 42 St Peters Road, Broadstairs	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	S295
5 Hardres Street, Ramsgate	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	S304
Units 1-4 Monkton Place Ramsgate	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	S322
3 and 7 Northumberland Road	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	S339
Highfield Road, Ramsgate	25	0	0	0	10	15	0	0	0	0	0	0	0	0	0	0	S393
Fort Hill, Arcadian	28	0	0	0	10	8	0	0	0	0	0	0	0	0	0	0	S410
Safari House, Haine Road, Ramsgate	28	0	0	0	10	18	0	0	0	0	0	0	0	0	0	0	S429
Furniture Mart, Booth Place, Grotto Hill	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	S467
Eurokent, New Haine Rd, Ramsgate (planning																	

permission has been granted and counted in HIA so 0 value given to avoid double counting)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S522
Laleham School, Northdown Park Road, Margate	72	0	0	0	30	42	0	0	0	0	0	0	0	0	0	0	S527
Land at Victoria Road & Dane Rd, Margate	35	0	0	0	0	0	0	0	0	0	0	10	10	10	5	0	S529
Haine Farm, Haine Road, Ramsgate	35	0	0	0	5	0	5	5	0	0	0	10	10	0	0	0	S534
Land of Northwood Road, Ramsgate	45	0	0	0	20	25	0	0	0	0	0	0	0	0	0	0	S536
Land at Hundreds Farm, Canterbury Road, Westgate	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	S550
Dane Valley Arms, Dane Valley Road, Margate	13	0	0	6	0	0	7	0	0	0	0	0	0	0	0	0	SR09
Builders Yard, The Avenue, Margate	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	SR16
1 Thanet Road, Margate	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	SR45
Land at Waterside Drive, Westgate	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	SR65
Suffolk Avenue,	14	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	SR67

Westgate																	
r/o Cecilia Road, Ramsgate	23	0	0	0	0	0	0	0	0	0	0	10	13	0	0	0	SR69
Margate Delivery Office, 12-18 Addington StreetAddington Street	10	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	SS16
Ind Units, Marlborough Rd, Margate	10	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	SS20
Former Newington Nursery & Infants Nursery & Infants	49	0	0	0	20	29	0	0	0	0	0	0	0	0	0	0	SS22
Gap House School, 1 Southcliff Parade, Southcliff Parade,	10	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	SS23
Foreland School, Lanthorne Rd, Lanthorne Rd,	14	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	SS24
Thanet Reach Southern Part	80	0	0	0	0	10	10	10	20	20	10	0	0	0	0	0	SS34
Manston Road Industrial Estate (2 sites north & south)	170	0	0	0	80	90	0	0	0	0	0	0	0	0	0	0	SS35
Part of Pysons Road	26	0	0	0	10	16	0	0	0	0	0	0	0	0	0	0	SS36

Dane Valley Industrial Estate - Part of national grid land, Northdown Road	60	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	SS37
Magnet and Southern, Newington Road, Ramsgate	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	SS43
SUB TOTAL	1081	0	16	16	352	327	72	58	40	40	26	71	48	10	5	0	
RURAL SITES (in and outside confines)																	
Tothill Street Minster	150	0	0	0	20	20	20	20	25	25	20	0	0	0	0	0	S512/S436/S85
Land south side of Foxborough Lane	35	0	0	0	10	25	0	0	0	0	0	0	0	0	0	0	ST4
Land at The Length, St. Nicholas	25	0	0	0	10	15	0	0	0	0	0	0	0	0	0	0	S509
Land at Manor Rd, St Nicholas	17	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	S488/R25-146
Land at Walter's Hall Farm,	18	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	ST6

Monkton																	
Builders yard south of 116-124 Monkton Street, Monkton	20	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	S543
Site "A" South side of A253, Cliffsend	40	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	S468/435(1)
Land north of Cottingham Rd (west of Beech Grove)	40	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	S435(2)
South side Cottingham Rd, Cliffsend.	30	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	S416/S561
SUB TOTAL	375	0	8	9	114	134	20	20	25	25	20	0	0	0	0	0	
CLIFTONVILLE SITES																	
Rear of 59-65 Harold Rd	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	S46
Adj to 60 Harold Rd and rear of 40- 56 Harold Rd	14	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	S47
Adt to 14 Harold Rd	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	S48
Ethelbert Crescent	30	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	S149

St George's Hotel, 61 - 75 Eastern Esplanade	87	0	0	0	10	20	20	20	17	0	0	0	0	0	0	0	S165
SUB TOTAL	150	0	0	0	10	60	20	20	17	0	0	16	7	0	0	0	