

Public Document Pack



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Ask For: **Charles Hungwe**
Direct Dial: **01843577186**
Email: **Charles.hungwe@thanet.gov.uk**

LOCAL PLAN CABINET ADVISORY GROUP

18 NOVEMBER 2014

A meeting of the Local Plan Cabinet Advisory Group will be held at **2.00 pm on Tuesday, 18 November 2014** in the Council Chamber, Council Offices, Cecil Street, Margate, Kent.

Membership:

Councillor Cohen (Chairman); Councillors: Bayford, Campbell, K Gregory and H Scobie

A G E N D A

Item
No

Subject

1. **APOLOGIES FOR ABSENCE**

2. **DECLARATION OF INTERESTS**

To receive any declarations of interest. Members are advised to consider the advice contained within the Declaration of Interest form attached at the back of this agenda. If a Member declares an interest, they should complete that form and hand it to the officer clerking the meeting and then take the prescribed course of action.

3. **DRAFT THANET LOCAL PLAN TO 2031 PREFERRED OPTIONS - PROPOSED CONSULTATION DOCUMENT** (Pages 1 - 436)

Declaration of Interests Form

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Draft Thanet Local Plan to 2031 Preferred Options – Proposed Consultation Document

To: **Local Plan Cabinet Advisory Group – 18th November 2014**

By: **Ismail Mohammed, Interim Strategic Planning Manager**

Classification: **Unrestricted**

Ward: **All**

Summary: The report sets out the Preferred Options for formulating the Draft Thanet Local Plan to 2031 which has been progressed in consultation with the Local Plan Cabinet Advisory Group.

The report requests the Local Plan Cabinet Advisory Group to make a recommendation to Cabinet to approve the Draft Thanet Local Plan 2031 Preferred Options document for stakeholder and community consultation.

The report also includes the Project Plan to progress the Thanet Local Plan to 2031 for their consideration.

For Decision

1.0 Introduction and Background

- 1.1 National planning policy stresses the central importance of an up to date Local Plan. It is the key strategic planning document for delivering sustainable development that reflects the vision and aspirations of local communities and providing the framework for guiding the determination of planning applications in order to manage development effectively.
- 1.2 Following changes to the planning system in recent years, including the introduction of the Localism Act 2010, the abolition of Regional Spatial Strategies (South East Plan 2009) and publication of the National Planning Policy Framework and associated National Planning Practice Guidance, the Council has been preparing a new Local Plan for the District to guide future growth, development and regeneration.
- 1.3 Between June and August 2013, the Council undertook Stage 1 public consultation on the Issues and Options for the new Plan for Thanet and engaged with the local communities and stakeholders on the current issues and how the future development needs of their area and the District should be met. There was a considerable response to this consultation and these responses have been fully considered in formulating the future growth, development and regeneration options to meet the strategic spatial objectives of the District.
- 1.4 The report set outs the proposals for progressing the Draft Thanet Local Plan Preferred Options to Stage 2 Public Consultation in accordance with the current Local Development Scheme.

2.0 Producing the new Local Plan

2.1 The new Thanet Local Plan to 2031 will be the Council's single and overarching strategic spatial planning policy document, which will cover the whole of the District for a period up to 2031.

2.2 The Plan will set out policies and proposals that will be used to guide decisions and investment on sustainable economic growth, development and regeneration over the period to 2031. It will also set out how and where the homes, jobs, community facilities, shops and infrastructure will be delivered and the type of places and environments we want to create. It will also identify land to be protected from development, such as open spaces and environmentally sensitive areas.

2.3 The Plan will form the statutory planning framework for determining planning applications and replace the current 'saved'¹ policies from the Thanet Local Plan 2006.

2.4 The Local Plan should be prepared in compliance with the guidance set out in the National Planning Policy Framework (NPPF). The core principle of the NPPF is:

"to proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs."

2.5 The NPPF also states that:

- planning authorities should set out a clear economic vision and strategy for their areas which positively and proactively encourages sustainable growth, identify strategic sites to meet anticipated needs over the plan period, support existing business sectors and plan for new and emerging sectors,
- policies should be flexible to accommodate needs not anticipated and to allow rapid responses to changes in the economy,
- clusters or networks of knowledge driven and creative high technology industries should be planned for in priority areas for economic regeneration,
- infrastructure provision and environmental enhancement should be identified, and
- flexible working practices such as the integration of residential and commercial uses within the same unit should be facilitated."

2.6 National policy requires the Plan to be 'sound'. This means:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and is consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and

¹ These are policies from the Thanet Local Plan 2006 that were saved by the Secretary of State's direction (under paragraph 1(3) of Schedule 8 of the Planning and Compulsory Purchase Act 2004), and continue to be part of the Development Plan, until specifically replaced.

- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework.

2.7 The Local Plan must be based upon adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. Evidence gathering is an on-going process.

Justification for the Preferred Options

2.8 The Draft Thanet Local Plan to 2031 Preferred Options document has been prepared following identification and consideration of options, which were subject to the Issues and Options Consultation in 2013. Annex 2 sets out the options that have been considered and identifies the preferred options with an explanation as to why they have been selected and why the alternatives have been rejected.

2.9 As well as ensuring that the proposed Preferred Options Draft Local Plan comply with the National Planning Policy Framework, the consideration and selection of options have been informed by:

- Sustainability Appraisal
- Responses received to the Issues and options consultation
- Duty to co-operate

Sustainability Appraisal

2.10 The Planning and Compulsory Purchase Act 2004 requires us, in preparing a Local Plan, to carry out an appraisal of the sustainability of the proposals and prepare a report of the findings of the appraisal. The purpose of Sustainability Appraisal (SA) is to promote sustainable development through the better integration of sustainability considerations into preparation and adoption of plans. In response to a European Directive (the SEA directive) national regulations also require that certain planning documents are subject to Strategic Environmental Assessment (SEA) to provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of plans. The requirements for the SEA are incorporated into the SA process.

2.11 The Interim Sustainability Appraisal Assessment (Background Document) has been used to inform the way forward on future options, policies and allocation of sites to meet the housing, employment, shopping, community, social, leisure and infrastructure needs of the District. The draft Environmental Report has been prepared alongside the Local Plan and is a background document supporting the proposed consultation.

Issues and Options Consultation Responses

2.12 The key issues that were raised in the response to the Issues and Options Consultation have, where possible, been taken into account in deciding on the preferred options and in preparing the Draft Local Plan. A summary of the key issues and the response to them is collated in the Document at Annex 3.

Duty to Co-operate

2.13 Under the Localism Act 2011, the Council, in preparing the Local Plan must 'co-operate' with a number of bodies to ensure that cross boundary strategic issues are dealt with appropriately. These bodies include other councils, the county council and other bodies, including, for example, the Environment Agency and Natural England.

3.0 The proposed Preferred Options for consultation

- 3.1 The proposed consultation with stakeholders and communities will be on the Draft Thanet Local Plan to 2031 Preferred Options document, which has been prepared in consultation with the Local Plan Cabinet Advisory Group. The Draft Thanet Local Plan to 2031 Preferred Options document is included as Annex 1.
- 3.2 The following section provides a summary of the key issues and explains how they have been addressed.

Strategic Priorities and Objectives

- 3.3 The strategic priorities and objectives set out in this plan are seeking to achieve the Council's vision and deliver sustainable development for the District and these are to:
- create additional employment and training opportunities, to strengthen and diversify the local economy and improve local earning power and employability,
 - facilitate the continued regeneration of the coastal town centres, developing their individual niche roles, whilst also consolidating the role and function of Westwood as Thanet's primary retail centre, ensuring retail expenditure is retained in the district,
 - provide homes that are accessible and suited to the needs and aspirations of a settled and balanced community,
 - safeguard local distinctiveness and promote awareness, protection, enhancement and responsible enjoyment of Thanet's environment, including the coast, countryside, rich seaside heritage, historic environment, diverse townscapes and landscape, biodiversity and water environment, and
 - deliver the infrastructure required to support existing communities and new development, including an efficient and effective transport system.
- 3.4 Under the various sections of the Draft Thanet Local Plan these strategic priorities and objectives have been central to formulating policy options to delivering sustainable economic development in the District.

Economy and Town Centres

- 3.5 The economic approach is to show how the District's economy should grow, develop and create new jobs and prosperity over the plan period. This approach is based upon a positive and optimistic level of growth and explains where the growth is expected to take place, and how the Local Plan is going to support this, alongside the Council's Economic Development and Regeneration Strategy.
- 3.6 The overall employment target proposed in the plan is to deliver a minimum of 5,000 jobs during the plan period to 2031 based on a projection that assumes high levels of growth in the tourism and green sectors. Population growth over the plan period associated with a short term migration trend projection would provide a labour supply for around 5,800 jobs. The overall aim is to reduce unemployment to 3%. Future job growth is expected to remain strong in town centres and tourism uses, as well as in public administration and education. As a popular retirement area, there will be a benefit to the economy particularly with the expected growth within the health and caring professions. Given the diverse economy of the District a flexible economic

approach is needed in order to accommodate all employment generating uses and the proposed planning policies need to reflect this.

- 3.7 The economic growth will be supported, promoted and delivered by allocation and retention of employment land and premises that are fit for purpose across the District to allow flexibility of uses on employment land and to accommodate a wide range of compatible uses in the town centres. The Council also considers the need for flexibility with regard to uses related to tourism, leisure and holiday accommodation, education and skills facilities and retaining, promoting and regenerating the transport hubs and infrastructure. Flexible approach is also required to support growth in the green economy providing suitable and sufficient employment land,
- 3.8 The Draft Local Plan proposes that the airport and its surrounding area should be designated as an “opportunity area” for which the District Council will prepare an Area Action Plan Development Plan Document. The AAP will set out the development framework for the development and regeneration of the area.

Housing

- 3.9 The approach for housing in the District is “to provide good quality housing that is affordable, which meets people’s changing needs and aspirations and is located within pleasant, safe and sustainable communities.”
- 3.10 The main objectives of the Local Plan is to identifying sufficient and suitable land for expected population growth, deliver a range of homes to meet the local housing need which residents can afford, make better use of the existing housing stock across all tenures and improve housing conditions, enable vulnerable people access to good quality housing and to live independently and deliver housing in support of our regeneration and economic development objectives.
- 3.11 The housing provision over the 20 year period to 2031 is for 12,000 additional homes. This reflects the forecasts based on recent migration trend, population projections and the labour requirements to support the Council’s aspirations for economic and employment growth. In line with the forecasts the housing provision is attributed evenly over four 5 year periods.
- 3.12 Identification and allocation of housing land has been informed by assessment of the sustainability of individual sites through the Strategic Housing Land Availability Assessment alongside the strategy for the planned location of homes whose key principles are to:-
- make best use of the sites in the built up areas of the coastal towns,
 - focus remaining provision at sites abutting existing urban areas, and
 - make modest provision at rural settlements to meet identified need for affordable homes and to provide locational choice at a scale compatible with their character and access to services and facilities.
- 3.13 The approach adopted in the preparation of the Local Plan is to focus future development in locations that are:
- accessible
 - with exiting infrastructure and services, and
 - within or on the edge of existing urban areas.
- 3.14 The areas and sites being promoted provide the opportunity to deliver development at a scale that will serve both to facilitate a step change in delivering the type of homes required to meet need and secure the infrastructure required to support them. Such large and clustered sites have been identified as strategic housing allocations that will

be of particular importance in delivering the Plan's housing objectives. For this reason new greenfield sites are proposed in the following locations:

- Westwood
- Birchington
- Westgate on Sea
- Manston Green

Environment and Quality of Life

- 3.15 The Draft Local Plan seeks to protect the important countryside, open spaces, heritage and the built and natural environment around the district as these provide important landscapes and character that contribute to its sense of place, as well as making the district an attractive place that people want to come to. Much of the countryside is classified as 'best and most versatile agricultural land'. The countryside also supports a variety of habitats and species, particularly a number of important species of farmland birds which have declined in numbers over the last few decades.
- 3.16 The Green Wedges are significant in shaping the character of the district which has historically wrapped around the built development along the coast. The Green Wedges provide a clear visual break when passing between the towns, giving a recognised structure and identity to the urban settlements. The Green Wedges are distinct from other types of open space as they provide a continuous link between the open countryside and land which penetrates into the urban areas.
- 3.17 There will therefore be strong resistance to new development in the countryside and green environment as the sites allocated in this plan meet the development needs of the district. The housing sites put forward for future development that are classified as greenfield have been carefully assessed and whilst some have been allocated in the countryside, this has been very carefully considered against the sustainability criteria and is appropriate to meet the needs of sustainable development.
- 3.18 It is considered essential to protect the countryside through planning policy in view of its vulnerability to sporadic forms of development and all but essentially rural development will be located in the Thanet towns.

Transport and Infrastructure

- 3.19 The Key message for transport is that the system needs to be balanced in favour of sustainable transport modes, giving people real choice about how they travel. The aims of the Local Plan policies are for a balance of land uses is to encourage people to minimise journey length for employment, shopping, leisure, education and other activities. The level of economic growth proposed, and the strengthening of the local economy will also serve to reduce the need for local residents to commute to work outside the district.
- 3.20 Transport is a critical factor to the district's aspirations for sustainable economic regeneration. Local people need to travel to work, school, shops and to access other services as part of their daily lives and goods need to be moved to support employment and economic growth. At present, the district does not suffer from significant levels of congestion, traffic noise, pollution and delays such as experienced in urban centres elsewhere in Kent. A high proportion of the population has no access to a car. However this has potential to change and some traffic congestion already occurs at certain junctions at peak times. The district has an attractive environment and is a pleasant place to live and work and this is also a potential asset in attracting investment.

- 3.21 The intention is to maintain that situation while attracting and accommodating appropriate development in support of regeneration. Accordingly, local plan policies and key actions will be to manage mobility by putting in place an efficient and effective, sustainable transport system.
- 3.22 The introduction of high speed trains connecting Thanet with the High Speed 1 (HS1) service has reduced journey times from Ramsgate to London by over 30 minutes. A surface access strategy and travel plan will be required alongside planned growth to promote sustainable travel, particularly by the workforce.
- 3.23 Kent County Council's Transport Delivery Plan "Growth without Gridlock" identifies strategic transport projects to support Kent's sustainable economic growth. It acknowledges the need and potential for coastal areas to derive greater benefit from the High Speed 1 rail service including through potential increases to line speeds for domestic link services, and a new railway Parkway Station is promoted for wider economic benefit to the district. The HS1 services need to be integrated with the wider public transport network and meet the needs of people who elect to access them by car.

4.0 Options

- 4.1 The Local Plan Cabinet Advisory Group (LP CAG) was set up to consider the content of the emerging Thanet Local Plan and to advise Cabinet on the policy document that now comprises the Draft Thanet Local Plan to 2031 Preferred Options document.
- 4.2 There are two options that the LP CAG has considered and these are:
- (i) To agree the Draft Thanet Local Plan to 2031 Preferred Options Document and recommend to Cabinet that it approves the document for a six week period of public consultation.
 - (ii) Not to agree the Draft Thanet Local Plan to 2031 Preferred Options Document for consultation.

5.0 Next Steps

- 5.1 Following the consideration of the report by the Cabinet Advisory Group, their recommendations will be reported to a future meeting of the Cabinet.

6.0 Corporate Implications

6.1 Financial and VAT

- 6.1.1 It is envisaged that any costs associated with the consultation can be absorbed within the current budgeting procedures for preparation of the Local Plan and this report at this stage does not give rise to specific additional financial implications.

6.2 Legal

- 6.2.1 The Town and Country Planning (Local Planning) (England) Regulations 2012 set out the requirements of a local planning authority when preparing a Local Plan. The Regulations require local planning authorities to notify specific bodies and persons of the subject of a local plan which the local planning authority proposes to prepare and

invite each of them to make representations to the local planning authority about what the local plan with that subject ought to contain.

6.2.2 The Environmental Assessment of Plans and Programmes Regulations 2004 set out the requirements in relation to the Sustainability Appraisal (SA), and requires that the SA considers all reasonable alternatives.

6.2.3 Legal advice has been sought in relation to the consultation process that should be carried out in order to meet the statutory requirements. It is important that the consultation process should inform the process of option selection i.e. that consultees have a genuine opportunity to influence the decision made. This requires consultation on all reasonable alternative options not just in relation to sites but also in terms of levels of development, how that development should be distributed and how it should ultimately be managed.

6.3 Corporate

6.3.1 The Local Plan will represent the Council's overarching plan for shaping future development of the District over the period up to 2031. It contains a vision and sets out the issues and opportunities facing the district and takes account of the plans and resources of a wide range of agencies and organisations who will participate in its delivery.

6.3.2 The production of the Local Plan will help to deliver the majority of the Council's priorities in the Corporate Plan. In particular the Local Plan will play a key role in supporting the growth of our economy and the number of people in work, planning for the right type and number of homes in the right place to create sustainable communities, working to improve parking and transportation and protecting and preserving our public open spaces.

6.4 Equity and Equalities

6.4.1 The Statement of Community Involvement (SCI) sets out the way in which all sectors of the community will be given the opportunity to become involved in the planning process. The SCI was subject to an Equalities Impact Assessment, and this consultation is proposed to take place in accordance with the SCI.

6.4.2 An Equalities Impact Assessment will be carried out for the next stage of the preparing the Draft Thanet Local Plan, when a draft plan is produced.

7.0 Recommendation

7.1 That the Cabinet Advisory Group recommend to the Cabinet that the Draft Thanet Local Plan to 2031 Preferred Options Document be approved for a six week period of public consultation.

8.0 Decision Making Process

8.1 This is a non-key decision and following the decision by the Local Plan Cabinet Advisory Group, a report will be made to Cabinet.

Contact Officer:	Ismail Mohammed, Interim Strategic Planning Manager 01843 577141)
Reporting to:	Colin Fitt, Interim Head of Built Environment)

Annex List

Annex 1	Draft Thanet Local Plan to 2013 Preferred Options Document
Annex 2	Summary of Preferred Options
Annex 3	Summary of Representation to Issues and Option Consultation June/August 2013

Background Papers

Title	Details of where to access copy
<i>National Planning Policy Framework</i>	<i>DCLG website</i>
Town and Country Planning (Local Planning) (England) Regulations 2012	DCLG website
Draft Environmental Assessment	Planning Policy Team, Council Offices
Local development Scheme	Planning Policy Team, Council Offices – TDC website
Statement of Community Involvement	Planning Policy Team, Council Offices – TDC website

Corporate Consultation Undertaken

Finance	Matt Sanham, Finance Manager (Service Support)
Legal	Suki Montague, Assistant Planning & Information Solicitor

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Thanet District Council

Draft Thanet Local Plan to 2031

Preferred Options Consultation

January 2015

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What is the Local Plan

The Local Plan is a key Council document that is required to guide and deliver the Council's plans and aspirations for growth. It is essential to shaping change in a form which is desired by the Council and Thanet's communities, and for the delivery of development projects and infrastructure.

The Plan must be prepared with the objective of contributing to the achievement of sustainable development, and be in accordance with national planning policy.

The Plan should be aspirational but also realistic and should provide sufficient flexibility to adapt to rapid change. The Plan must be based upon up to date, sound evidence. We have to be able to demonstrate that the Plan will be deliverable and therefore the proposals included within it must be viable and realistic. The Plan will be delivered by a number of partners, including the private sector.

The Plan sets out policies and proposals that will be used to guide decisions and investment on development and regeneration over the period to 2031. It sets out how and where the homes, jobs, community facilities, shops and infrastructure will be delivered and the type of places and environments we want to create. It also identifies land to be protected from development, such as open space. Once adopted, the Plan will form the statutory planning framework for determining planning applications and will replace the 'saved' policies from the Thanet Local Plan 2006.

Why is the Council producing a Local Plan?

- The Council is required by government to produce a Local Plan.
- The Council also wants to set out in advance how it wishes to see the District develop. This provides certainty to developers, businesses, the community and other stakeholders.
- The Plan provides a framework to help deliver the Council's Economic Development and Regeneration Strategy
- The Plan will ensure that decisions on planning applications are made in accordance with local policy. Without a Plan the Council has less control over development in the area.

How has the Council decided what the Plan should contain?

- The National Planning Policy Framework sets out what the government expects local plans to cover.
- We have considered the specific issues and opportunities that are relevant to Thanet.
- We carried out consultation on the Issues and Options for the Plan and have considered the comments received.
- We have assessed the merits of the options in achieving sustainable development, including through the Sustainability Appraisal.

- We have and will continue to co-operate with our neighbouring authorities on cross boundary strategic issues.

The options and assessment of their merits are documented in the Issues and Options Consultation Document, the Sustainability Appraisal and in topic papers, which can be accessed on the Planning Policy pages of the Council's website. This Draft Local Plan is based upon the Council's preferred options.

How is the Plan structured?

The Plan is set out in three chapters.

Chapter 1 provides the introduction and sets the context for the Plan. It sets out the vision for Thanet that the Plan is seeking to achieve, and introduces the overall strategy behind the Plan, as well as setting out the strategic priorities and objectives which need to be achieved in order to deliver the vision and strategy of the Plan.

Chapter 2 sets out the strategic issues and policies of the Plan. These are the overarching policies which underpin the Plan's strategy. This chapters sets out the overarching strategies for delivering sustainable development and the overall levels of development and growth which are needed in Thanet, and includes the strategies for the economy, town centres, housing, environment, communities and transport, including strategic site proposals.

Chapter 3 sets out district wide development management policies. These are detailed and wide ranging policies which may be relevant to all new development proposals in Thanet. The chapter is set out in topic areas, and covers issues including climate change, design and heritage.

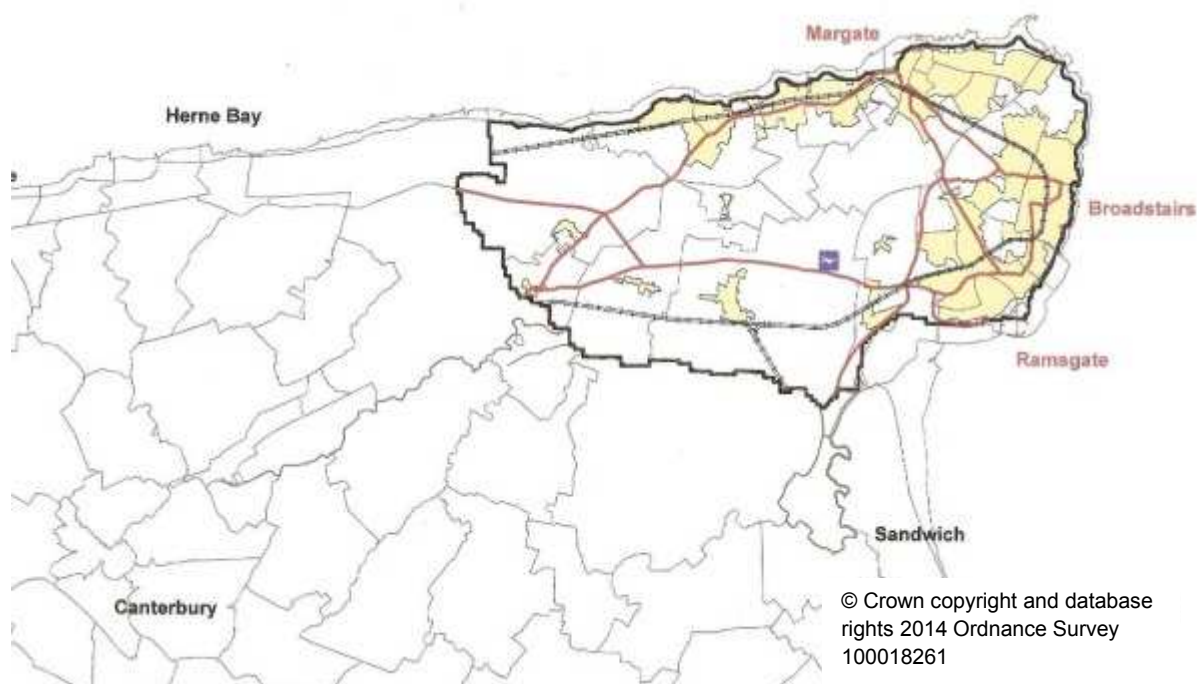
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Thanet's Profile and key issues

In order to inform the plan for the future, we must have a good understanding of the characteristics of Thanet today, and the issues and opportunities that it presents. These are set out in the evidence and background papers supporting this document.

The following profile of Thanet provides an overview of the key characteristics, problems, issues and opportunities that need to be addressed.

Thanet lies at the eastern end of Kent, in close proximity to continental Europe. It has three main coastal towns of Margate, Ramsgate and Broadstairs. The built up area is densely populated and forms an almost continuous urban belt around the north east coast. This is separated by areas of countryside between the towns and providing relief in the built area. There are also attractive coastal and rural villages.



The district has an area of 103 square kilometres and a resident population of 134,400^[1]. About 30% of the district is urban with 95% of the population living in the main urban area around the coast. Thanet is the fourth most populated district in Kent, with the second highest population density. Thanet is a popular area for retired people to live, and has the highest number of over 65 year olds in the county whilst having a lower proportion (59.6%) of 16-64 year olds than the county (62.6%).

Thanet is a unique and vibrant coastal area, with an attractive environment and a number of unique features. There are 32 kilometres of coastline with attractive chalk cliffs and beautiful sandy beaches and bays, many of which have been awarded European Blue Flag status. Much of the coast is also recognised for its internationally important habitats, including coastal chalk and significant populations

of coastal birds. This is reflected in the coast's designation under international and national legislation, including Sites of Special Scientific Interest, Special Protection Areas, and Specials Areas of Conservation. These areas are protected by legislation to prevent harm to them from development change and other activity.

Thanet is also rich in history, with over 2,600 listed buildings and 21 Conservation Areas. Its historic landscape contains many archaeological sites dating back to pre-historic times.

Outside of the urban area, much of the land is high quality and intensively farmed agricultural land.

Thanet has some areas which are at risk from flooding. These are confined to the low lying areas of the countryside to the south west of the district, and along the very edges of the coast, affecting small areas of Margate and Ramsgate.

In 2005, a new town centre was established at Westwood. This brought many retailers not previously represented in Thanet, and in turn has significantly reduced the 'leakage' of retail spend from the District. The centre continues to attract investment, with further development planned over the next few years. The area does however suffer from traffic congestion, and accessibility around the centre, particularly on foot, is not convenient.

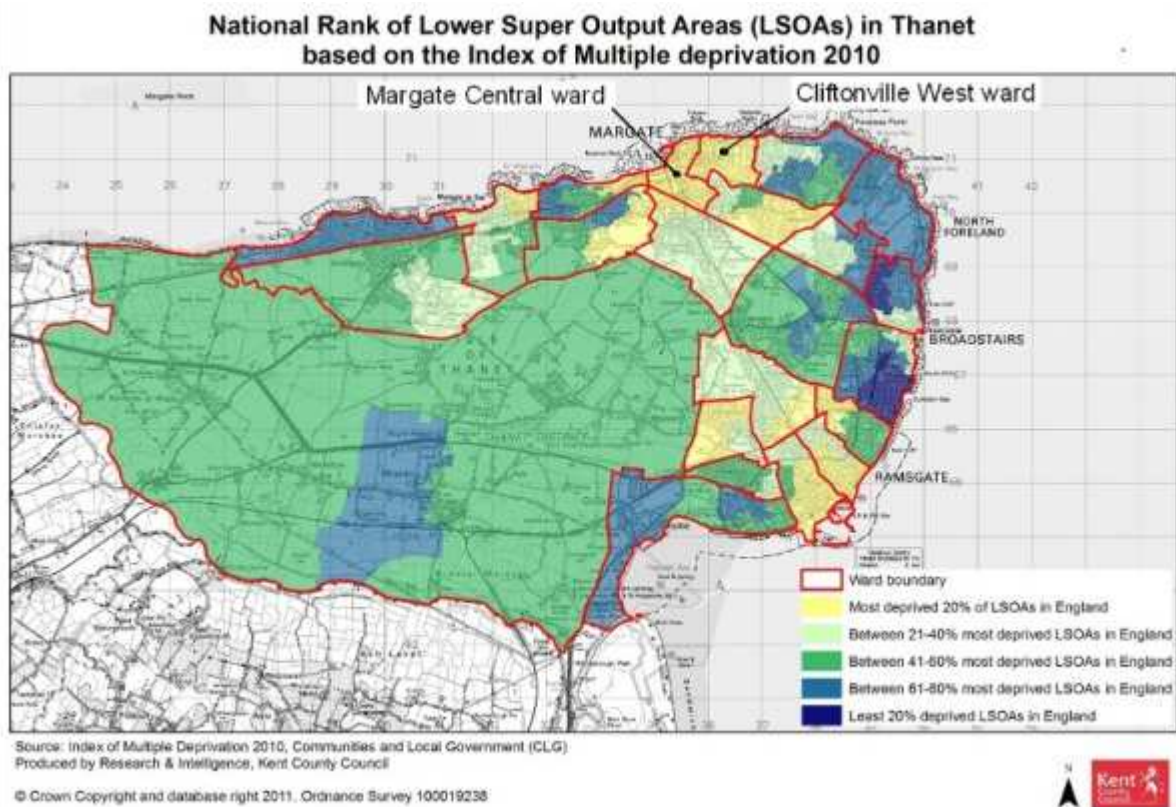
The district benefits from excellent road access to and from the M25 and London via the M2 and dual carriageway A299. Access to Dover and beyond is via the A256, with the recently completed East Kent Access Road providing dual carriageway for the majority of the route. Access to the nearby cathedral city of Canterbury and to Ashford is via the single carriageway A28. Thanet has rail links to London, Canterbury, Dover and Ashford. Since 2009 High Speed domestic rail services operate from Thanet to London St Pancras using the High Speed 1 route via Ashford.

Ramsgate is a major cross channel port with opportunities for passenger and freight services to Belgium. It has also recently established itself as a base for servicing offshore wind farms. Thanet has an international airport whose recent activity has been predominantly in the freight market, but with some passenger services. The recent announcement regarding the potential closure of the airport makes it's future role for the district uncertain.

The tourism sector has continued to grow over the last couple of years, compared with declines in the South East and England. However, Thanet has a generally weak economic and employment base, and is underperforming when compared to the region. Productivity is below the county average and Thanet experienced a steeper decline in total employment in 2011 than the South East and England. Thanet's Business Parks have been slow to develop, and there is a significant amount of undeveloped employment land.

The towns' high streets have continued to suffer, particularly Ramsgate and Margate, with vacancy rates significantly above the national average. However, alongside the opening of the Turner Contemporary Gallery in April 2011, Margate's

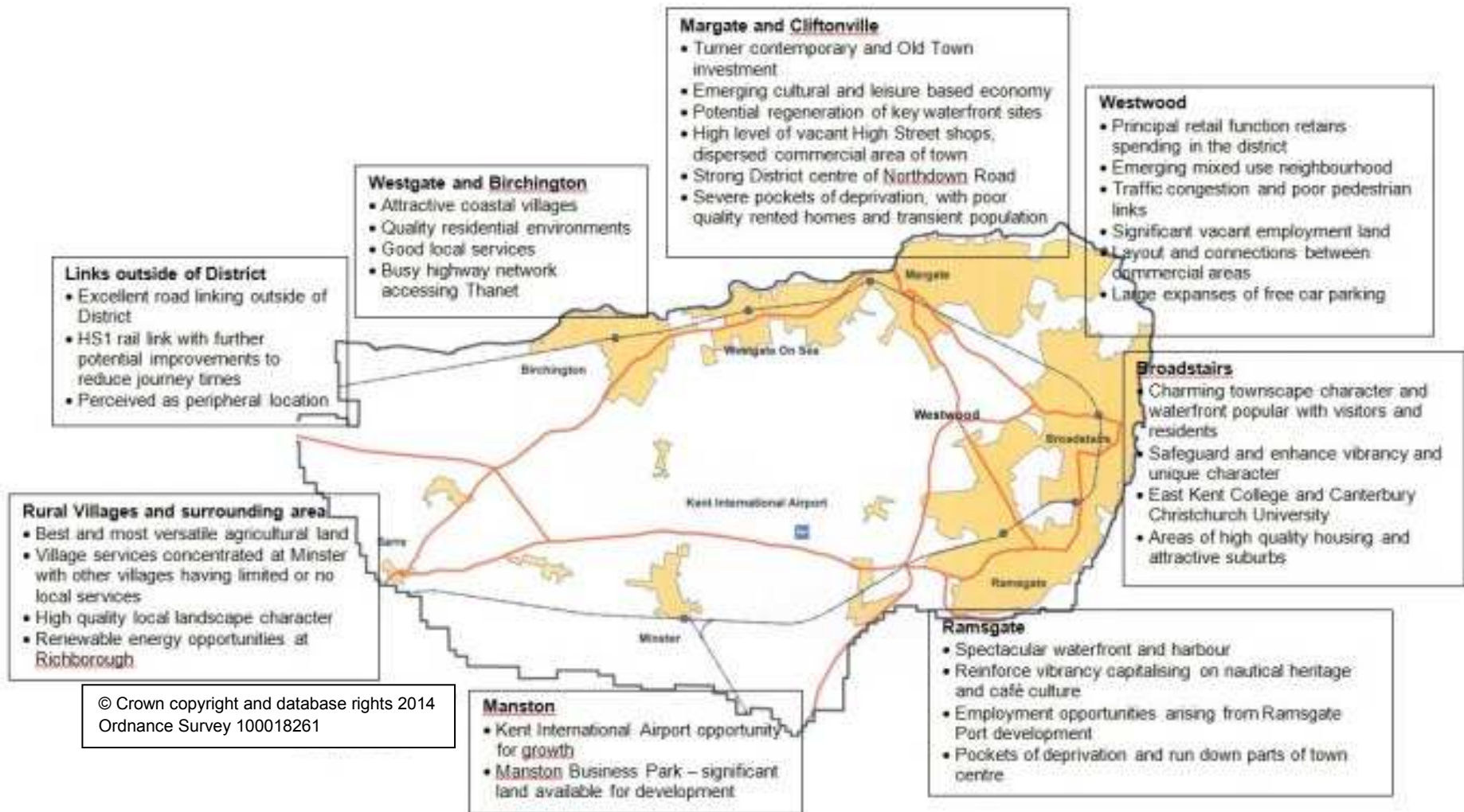
Old Town and lower High Street have seen a significant number of new businesses opening.



The district is ranked as the 49th most deprived district out of 326 authorities in England with the highest average proportion of households in poverty within Kent (Index of Multiple Deprivation 2010). Average skills levels of Thanet’s residents are lower than the rest of Kent and England, with unemployment levels (claimant count 2012) at 6.2%, twice that of Kent. Wage levels are also lower than the national and regional average.

The overall quality of life of Thanet’s residents is extremely varied. Some residents enjoy a very high quality of life, including living in high quality residential environments. However, Thanet also has a number of highly deprived wards with many people with support needs. These areas are also characterised by pockets of urban decline and poor housing stock. A key challenge is to ensure that everyone has the same opportunities by reducing inequalities in the area and improving quality of life for all.

In relation to Thanet’s specific places and towns the following map summarises the key issues and opportunities that need to be addressed.



The Vision

Thanet has realised its growth potential as a location for business investment.

Making the most of its close proximity to Europe and easy access to London, Thanet plays an important role in East Kent.

It has benefited from investment in skills, employment, and infrastructure. Health and educational attainment in Thanet are comparable with the county average. Thanet successfully retains and attracts skilled people to live and work in the area.

A strong higher and further education sector has developed and evolved, providing links with local businesses. Opportunities in the green economy have been realised.

Thanet has a sustainable, balanced economy with a strong focus on tourism, culture and leisure, supported by the three thriving coastal towns.

It has a well established year round visitor economy, a destination of choice, having high quality accommodation and public spaces, and capitalising on its natural assets, the coastline and beaches, the heritage and culture.

The coastal town centres have re-defined their roles, maximising their unique characteristics, with diverse commercial offers and independent places to shop, eat and stay. New and restored housing has been regenerated next to boutique hotels and art studios.

Margate is a contemporary seaside resort based on its unique assets of a sandy beach, harbour and rich townscape. The creative industry, niche retail and educational sectors have diversified the economic heart of the town.

Ramsgate's maritime heritage, the commercial function of the Port, supporting renewable technology, its Royal Harbour, marina, beach and attractive waterfront, provide a vibrant mix of town centre uses, with a strong visitor economy and café culture.

Broadstairs is a charming and attractive town and a popular location for visitors and residents, who enjoy the flavour of its historic associations, range of small shops and restaurants, beach and picturesque waterfront.

Westwood has strengthened its position as a retail destination, as well as being firmly established as a town centre, and has developed as an integrated community, with housing, business, leisure, sport and recreation, and education. This has been supported by investment in transport infrastructure creating a safe and attractive pedestrian environment at its centre.

High quality new homes, as well as the regeneration of Thanet's high quality historic housing, provide a choice of homes for Thanet's residents and for those who have invested and relocated to the area.

Cliftonville has an economically independent, settled and mixed community structure, with the pride and confidence to invest in quality development and care for its local environment.

The villages retain their separate physical identity, historic character and have vibrant communities with local facilities and services.

The open countryside between the towns and villages remains essentially undeveloped, with a varied landscape, tranquility and distinctive views. Opportunity has been taken to increase public access and there is a diverse agricultural economic base, including green tourism.

The Local Plan's Strategy

The following sections set out the key drivers for this Local's Plan strategy, explains the overarching principles of the strategy and context of national planning policy, and the need to deliver sustainable development.

Sustainable Development

The Local Plan is prepared by Thanet District Council under the national planning policy system, whose central principle is to achieve 'sustainable development'. This may be defined as 'development that meets the need of the present without compromising the ability of future generations to meet their own needs'.

The National Planning Policy Framework (NPPF) sets out the Government's view of what sustainable development in England means in practice for the planning system.

The NPPF identifies the three dimensions of sustainable development; economic, social and environmental; giving rise to the need for the planning system to perform a number of roles:

'an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

a social role – supporting 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; and

an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.'

In pursuing sustainable development, this Plan positively seeks opportunities to meet the needs of the area, and economic, social and environmental gains are sought jointly and simultaneously.

The following policy sets out how the Council will consider proposals for development in accordance with the National Planning Policy Framework. The Plan as a whole sets out what sustainable development means for Thanet.

Policy SP01 - National Planning Policy Framework – Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- **Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- **Specific policies in that Framework indicate that development should be restricted.**

A bold and positive strategy is needed in order to achieve the Council's vision for Thanet. Realising the economic aspirations for the District and improving the quality of life for all Thanet's residents, will require investment in new job creation, new quality homes, open space and infrastructure, as well as maintaining and enhancing Thanet's existing high quality built and natural environment.

Although Thanet has historically experienced social and economic problems, the Council has high aspirations for growth as set out in the Council's Corporate Plan and Economic Growth and Regeneration Strategy. The Local Plan looks to support this by identifying, facilitating and helping to deliver the development required. The National Planning Policy Framework requires the Council to plan positively for economic growth and boosting housing supply which is what this Plan seeks to achieve.

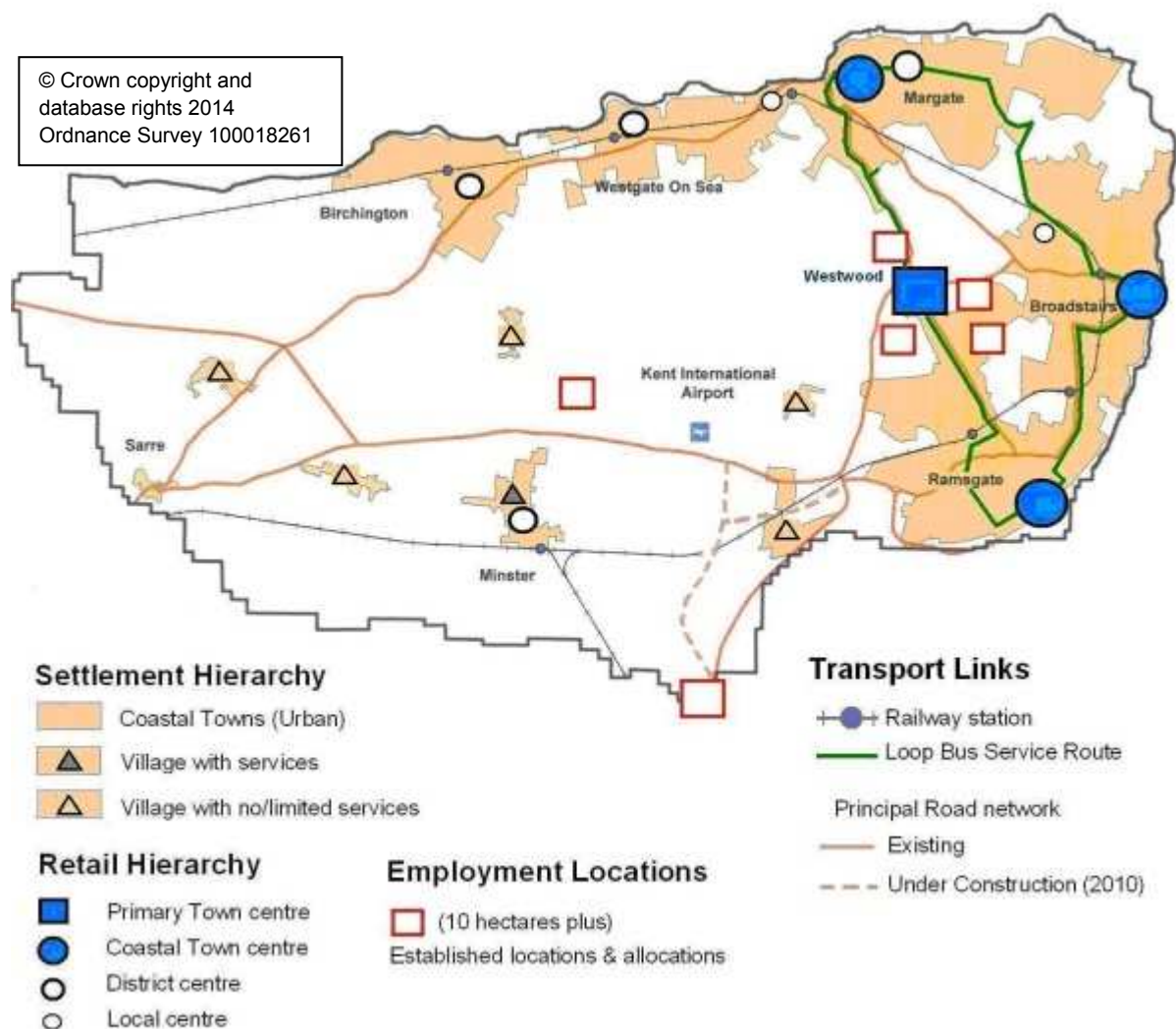
Preparing this draft Local Plan has involved some tough and complex decisions including the selection of key sites to accommodate new development.

The levels of development proposed within the draft Plan are based upon robust and up to date evidence of the needs of the District. Thanet's population is expected to grow significantly over the next 20 years, and new homes and jobs are required to support this. The overall strategy aims for an optimistic and aspirational level of economic growth necessary to bring about the step change that is required in the District. It also aims to deliver the right number and mix of housing required alongside such growth, as well as delivering new open space, and protecting and improving the quality of Thanet's existing built and natural environment.

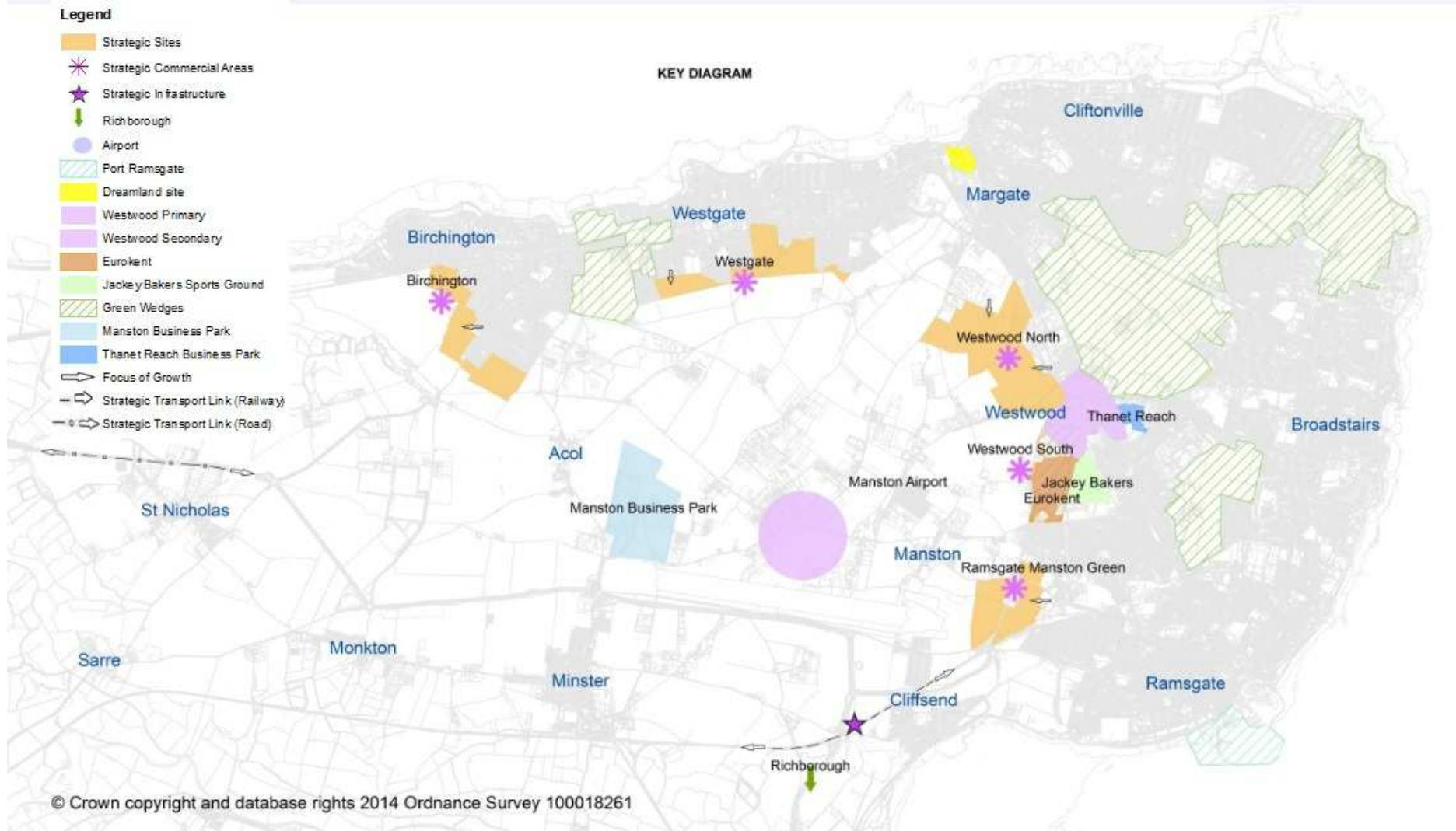
It is recognised that any growth in Thanet must be supported by the necessary infrastructure, such as roads, schools and health facilities. The Plan aims to take a co-ordinated approach to delivering such facilities alongside new development, and the Council has and will continue to work with other agencies, organisations and service providers to ensure that this is achieved.

The location of growth set out in this Plan is based upon a District settlement hierarchy and the key principle of focusing new development in locations that are highly accessible, and that can take advantage of and support Thanet's existing infrastructure and services. Thanet's established settlement pattern and transport links have evolved over a long period of time, and have been strongly influenced by its coastal location and peninsular geography. The hierarchy aims to inform and underpin policies in this Local Plan to facilitate growth in a manner sustainable in the local context.

The settlement hierarchy is illustrated on the Map **** below:



A number of sites and proposals are of fundamental importance to delivering the objectives of the Local Plan. The locations of sites of strategic importance for the Plan are indicated on the Key Diagram below, and the text of Local Plan sets out the relevant specific policies.



Strategic Priorities and Objectives

The following strategic priorities and objectives set out what this plan is seeking to do in order to achieve the Council's vision and deliver sustainable development for the District. (No order of priority is implied)

Strategic Priority 1 - Create additional employment and training opportunities, to strengthen and diversify the local economy and improve local earning power and employability.

Objectives:

- Support the diversification and expansion of existing businesses in Thanet, particularly in the tourism and green sectors, and provide the right environment to attract inward investment.
- Retain and attract skilled people.
- Support the sustainable growth of Ramsgate Port.
- Support additional improvements to high speed rail links that will achieve further reduction of journey times.
- Provide a sufficient and versatile supply of land to accommodate expansion and inward investment by existing and new businesses.
- Facilitate the provision of accessible, modern and good quality schools, as well as higher and further education and training facilities to meet the expectations of employers and of a confident, inclusive and skilled community.
- Facilitate the tourism economy taking advantage of the area's unique coast, countryside, its townscape and cultural heritage and potential of the coastal towns, while safeguarding the natural environment.
- Support a sustainable rural economy, recognising the importance of best and most versatile agricultural land.
- Support the sustainable development and regeneration of Manston Airport to enable it to function as a local regional airport, providing for significant new employment opportunities, other supporting development and improved surface access subject to environmental safeguards or as an opportunity site promoting mixed-use development that will deliver high quality employment and a quality environment.

Strategic Priority 2 - Facilitate the continued regeneration of the coastal town centres, developing their individual niche roles, whilst also consolidating the role and function of Westwood as Thanet's primary retail centre, ensuring retail expenditure is retained in the district.

Objectives:

- Guide investment in the coastal towns to support the tourism economy and provide for the needs of local communities.

- Reshape Margate town centre and seafront to achieve a sustainable economic heart celebrating its traditions as a place of relaxation, leisure and seaside fun and growing reputation as a cultural destination.
- Assist Ramsgate to achieve its full potential capitalising on its historical and nautical heritage and visitor economy.
- Enhance Broadstairs' role as a popular location for visitors and the local community.
- Enable Westwood to consolidate and evolve as an accessible, successful and sustainable residential and business community with an excellent range of homes, schools, leisure, sports, shops and other facilities in an attractive environment.

Strategic Priority 3 - Provide homes that are accessible to, and suited to the needs and aspirations of, a settled and balanced community.

Objectives:

- Plan for sufficient new homes to meet local community need so that, irrespective of income or tenure, people have access to good quality and secure accommodation.
- Meet the housing needs and demands of a balanced and mixed community and to support economic growth.
- Safeguard family homes and the character and amenity of residential areas.
- Increase the supply of affordable homes.
- Improve the environment and the quality and mix of housing in areas needing revitalisation to restore mixed and confident communities.

Strategic Priority 4 - Safeguard local distinctiveness and promote awareness, responsible enjoyment, protection and enhancement of Thanet's environment, including the coast, countryside, rich seaside heritage, historic environment, diverse townscapes and landscape, biodiversity and water environment.

Objectives:

- Accommodate the development needed to optimise access to jobs, key services and facilities required to promote the physical and mental well-being, independence and quality of life of all sections of the community, and retain young people.
- Preserve and enhance Thanet's exceptional built historic environment and ancient monuments and their settings.
- Safeguard and enhance the geological and scenic value of the coast and countryside, and facilitate its responsible enjoyment as a recreational and educational resource.
- Retain the separation between Thanet' towns and villages as well as their physical identity and character.
- Protect, maintain and enhance the District's biodiversity and natural environment, including open and recreational space to create a coherent network of green infrastructure that can better support wildlife and human health.

- Mitigate and adapt to the forecast impacts of climate change (including the water environment, air quality, biodiversity and flooding)
- Use natural resources more efficiently, increase energy efficiency, the use of renewable and low carbon energy sources, to reduce the District's carbon footprint.
- Facilitate improvements within areas characterised by poor quality housing, empty property and poor physical environment.
- Ensure that all new development is built to the highest attainable quality and sustainability standards and enhances its local environment.
- Reduce opportunities for crime and the fear of crime
- Ensure Thanet's community has access to good quality social and health services
- Broaden and improve the range of active leisure facilities to encourage greater participation within the local community.
- Support the social, economic and physical revitalisation of Margate and Cliftonville West in line with community aspirations and through partnership working.

Strategic Priority 5 - Deliver the infrastructure required to support existing communities and new development, including an efficient and effective transport system.

Objectives:

- Promote development patterns and behaviour that will minimise the need to travel or use private cars to access services and amenities.
- Facilitate the enhanced integration of the High Speed 1 network with the wider public transport and highway network by supporting infrastructure that would maximise its benefits
- Promote an efficient public transport system alongside expansion of larger scale transport infrastructure.
- Facilitate provision of direct walking and cycling routes to reduce potential congestion, noise and pollution.
- Deliver required improvements to the road network in order to reduce congestion and pollution, and to accommodate new development.
- Facilitate the provision of infrastructure required to support new development and communities.

Strategic Proposals

Economic Strategy

Employment Growth

The Plan's economic strategy sets out how the Thanet's economy should grow, develop and create new jobs and prosperity over the plan period. The economic strategy is based upon a positive and optimistic level of growth. The strategy explains where the growth is expected to take place, and what the Local Plan is doing to support this, alongside the Council's Economic Development and Regeneration Strategy.

One of the core principles of the National Planning Policy Framework (NPPF) is to proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. It states that planning authorities should set out a clear economic vision and strategy for their areas which positively and proactively encourages sustainable growth, identify strategic sites to meet anticipated needs over the plan period, support existing business sectors and plan for new and emerging sectors. Policies should be flexible to accommodate needs not anticipated and to allow rapid responses to changes in the economy. It also states that clusters or networks of knowledge driven, creative high technology industries should be planned for, priority areas for economic regeneration and infrastructure provision, and environmental enhancement should be identified, and flexible working practices such as the integration of residential and commercial uses within the same unit should be facilitated.

It further states that plans should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of the site being used for that purpose.

The NPPF states that plans should recognise town centres as the heart of their communities and support their vitality and viability, promote competitive town centres that provide customer choice and a diverse retail offer, retain and enhance existing markets and introduce new ones and allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed.

The NPPF also states that Local Plans should support the sustainable growth and expansion of all types of business and enterprise in the rural areas, promote the development and diversification of agricultural and other land based rural businesses, support sustainable rural tourism and leisure developments that benefits businesses in the rural area and promote the retention and development of local services and community facilities. The NPPF also states that the Local Plan's

evidence base should assess the needs of the food production industry and any barriers to investment that planning can resolve.

Thanet is unique in that it has a diverse economy which is currently strong in the education and health sectors and traditionally has seen above average representation of retail and public administration. The expected cuts in public sector spending and increased pressure on personal wealth could have an impact on this. However, evidence shows that the tourism and green economy sectors are currently doing well and are expected to increase in the District.

Thanet also benefits from an airport and port. There is uncertainty regarding the future of the airport, however both offer potential to deliver job growth.

Thanet's manufacturing base has always been limited and mainly characterised by small scale business. There has always been a diverse economy in Thanet with tourism historically at its heart. Tourism and leisure continues to be an important component of Thanet's economy and retail has been particularly strong outperforming all other Kent Districts.

Thanet's business parks have been slow to develop and there is a significant amount of land available which in itself is an opportunity. Evidence suggests that only 30% of future jobs will be in traditional office, industrial and warehouse (Class B) type uses that are often located on business parks and therefore a flexible approach to Thanet's employment land is required.

Thanet has been a tourist destination for many years and whilst the popularity of seaside tourism may have declined it is still important in terms of Thanet's economy. Total employment across Tourism related industries in 2011 was 4,089 employees although around half of these were part time. Tourism accounts for 9% of Thanet's employment. A good visitor economy can also provide benefits for Thanet residents in terms of leisure facilities, attractive public realm and quality of life which in turn attract business to the area.

Thanet's strength in the visitor economy stems from the attractive sandy beaches in close proximity to London, the established successful tourist destination of Broadstairs, the development of the Turner Contemporary Gallery and the strong character of Thanet as a traditional tourist destination. Thanet also contains a wealth of heritage assets which are attractive to visitors with around 2,500 listed buildings.

Tourism along with the green economy are performing well and with certain developments in these sectors coupled with improved transport and communications infrastructure it is expected that these sectors will grow over the plan period and provide a significant number of jobs.

The green sector includes agriculture, forestry and fishing and construction activities but it is the growth in the low carbon goods and services and renewable energy and their spin off manufacturing and service businesses that are likely to deliver job growth over the plan period. Thanet has already seen above average development of wind farms, solar farms, anaerobic digesters and other renewable sources of energy production particularly located around the former Richborough Power Station

site. The forecasted growth sees the green sector accounting for 12% of the Thanet's economy by the end of the plan period.

Ramsgate Port is an infrastructure asset and is important for the green economy sector and as a wharf for the movement of minerals. The Council supports the growth of port related uses and would wish to see the reintroduction of a roll on roll off passenger ferry service.

Thanet has 7 rural settlements with a population of around 6,000 residents which make up just 4% of the population. The employment land review concludes that Thanet has quite a low representation of rural employment enterprises when compared to the rest of the south east with less than 10% of VAT registered premises being located in the rural areas. Nonetheless the Council wishes to support rural economic development of an appropriate scale.

The overall target is to deliver a minimum of 5,000 jobs during the plan period to 2031 based on a projection assuming high growth in the tourism and green sectors. The aim of the strategy is to reduce unemployment to 3%. In order to do this it is necessary to understand what sectors have the most potential to deliver.

Future job growth in Thanet is expected to remain strong in town centre and tourism uses, as well as in public administration, and education. Thanet is a popular retirement area and this brings with it benefits to the economy particularly in terms of the health and caring professions which are expected to grow. Given that Thanet has a diverse economy a flexible economic strategy is needed in order to accommodate all employment generating uses.

In Thanet's town centres there is opportunity to capitalise on heritage assets and cultural and creative industries creating hubs of innovation and entrepreneurship. This is increasingly the trend in Margate, particularly the Old Town.

The Council's Economic Development and Regeneration Strategy identifies tourism as a key sector to support and enhance. A key element of this is the re-establishment of Dreamland as an amusement park. The Economic Development and Regeneration Strategy also identifies the potential to develop the green sector and capture more economic benefits from the windfarms surrounding Thanet and spin off businesses as opportunities. Growth in these sectors forms the basis of the District's economic strategy to plan for and deliver at least an additional 5000 jobs.

In delivering high growth in tourism, the main challenge is to increase visitor spend in Thanet, which can be achieved by encouraging the overnight visitor and developing more of a year round offer.

The Council has adopted a Destination Management Plan (DMP) which focuses on individual projects bringing together a variety of stakeholders to improve beach management, facilitate coastal regeneration and develop a shared story to improve marketing for visitors.

30% of overall job growth is still likely to be from the development in B use classes found on business parks. The strength in Thanet is smaller manufacturing firms

which require smaller industrial units. It is therefore important within the strategy to protect them. A range of employment sites is needed to cater for all types of employment generating development and an element of flexibility is needed.

Improving education and skills in Thanet is an important part of growing the economy and therefore the plan seeks to support the provision of these facilities.

Thanet's employment offer and relatively peripheral location combined with improving transport and communications infrastructure means that a certain level of commuting is expected. Currently the majority of working age people that live in Thanet work in Thanet with a significant amount commuting to the neighbouring Districts of Dover and Canterbury, as well as further afield. Improved rail linkages in the future could further impact on this. This is not necessarily a harmful trend as it brings wealth to the area and better access to jobs which increases local consumer spend further strengthening the retail and leisure professions. It is envisaged particularly that the Discovery Park Enterprise Zone established in Sandwich following the closure of the Pfizer pharmaceutical plant will impact upon out commuting levels, but its close proximity to Thanet is beneficial in terms of retention of wealth in the area as well as potential relocation of firms to Thanet's nearby employment sites. The proximity of the Enterprise Zone to Thanet is positive for employment and Thanet's economic strategy takes account of this in order to complement Discovery Park and benefit from it.

Job growth in the District will be supported, promoted and delivered by;

- allocation and retention of employment land and premises that are fit for purpose across the District;
- flexibility of uses on employment land;
- allocation of vibrant town centres able to accommodate a wide range of compatible uses;
- being flexible with regard to holiday accommodation reflecting and supported by the Council's Destination Management Plan;
- providing suitable and sufficient employment land to support growth in the green economy;
- continuing support for education and skills facilities; and
- supporting the growth of port related uses at Ramsgate Port.

It is not possible to predict or plan specifically for the needs of all significant job creating development proposals that may arise over the lifetime of the plan and only 30% of employment growth is expected to be in the non B use classes that are traditionally located on business parks. The Council wishes to plan positively for all kinds of employment generating development and such proposals whose needs cannot be met within existing or planned provisions will need to be considered in the context of relevant environmental and countryside policies and the aspirations of the strategic priorities. Account will also be taken of prospective benefits arising from additional and better paid local employment.

The following policy sets out the Economic Strategy for this Plan.

Policy SP02 - Economic Growth

A minimum of 5,000 additional jobs is planned for in Thanet to 2031.

The aim is to accommodate inward investment in job creating development, the establishment of new businesses and expansion and diversification of existing firms. Sufficient sites and premises suited to the needs of business are identified and safeguarded for such uses. Manston Business Park will be the key location for large scale job creating development.

Land is identified and allocated to accommodate at least 65ha of employment space over the period to 2031. Land and premises considered suitable for continued and future employment use will be identified and protected for such purpose.

Thanet's town centres are priority areas for regeneration and employment generating development, including tourism and cultural diversification, will be encouraged.

The growth of the Port of Ramsgate is supported as a source of employment and as an attractor of inward investment.

New tourism development, which would extend or upgrade the range of tourist facilities particularly those that attract the staying visitor, increase the attraction of tourists to the area and extend the season, will be supported.

Development is supported that enhances the rural economy subject to protecting the character, quality and function of Thanet's rural settlements.

Employment Land

The employment land strategy sets out how the Council proposes to support job growth through the allocation of employment land for development, the safeguarding of existing premises and flexibility regarding the types of development considered appropriate. The supply of employment land is supported by the town centre strategy which also provides land for economic development and job growth.

The National Planning Policy Framework (NPPF) requires that local planning authorities set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable growth, identify strategic sites to meet anticipated needs over the plan period, support existing business sectors and plan for new and emerging sectors. It also requires flexibility and states that the long term protection of sites with little chance of being used for employment purposes should be avoided.

In accordance with the NPPF an assessment of current and future growth sectors has been carried out along with an assessment of Thanet's employment sites and land available.

Forecasts show that Thanet will need in the region of 15 hectares of employment land (B1, B2 and B8 uses) over the plan period. Methodology and discussion of this is contained in the employment growth topic paper and the Economic and Employment Assessment 2012.

The 15 hectares is significantly below the amount of land that was allocated in the 2006 Thanet Local Plan.

The Economic and Employment Assessment in 2012 and the Employment Land Review 2010 both indicate that the land requirement to the end of the plan period is low. This is consistent with past trends showing low take up of employment land. The ELR states 7.7 hectares of employment land is needed to 2026 and the Economic and Employment Assessment 2012 states that 15 hectares of employment land is needed to 2031. The National Planning Policy Framework requires that we should avoid the long term protection of allocated sites where there is no reasonable prospect of them being used for that purpose. This brings into question the need to maintain an oversupply in Thanet's employment land portfolio.

In 2012 the Pfizer pharmaceutical plant at Sandwich closed and the site has been designated as the Discovery Park Enterprise Zone. With the range of benefits offered by its enterprise zone status available just across the district boundary the site is likely to have a positive impact on the demand for employment in Thanet.

There is a need to provide land for potential inward investment and for growing existing businesses to relocate to. There is also a need for affordable premises for the indigenous market and start up space also fulfils an important role.

Thanet needs to cater mainly for small to medium sized businesses and tourism related trade. Some land needs to be made available for larger businesses but some of these types of businesses may be drawn towards Discovery Park Enterprise Zone and Thanet's employment allocations will complement this trend. Some larger established sites such as Pysons Road, Haine Road and Westwood Industrial Estate are in need of some investment to secure their renewal and/or upgrade. Good quality, popular sites that are within the urban and rural confines are retained and protected. Of particular importance are quality sites that support Thanet's small and medium enterprises such as Fullers Yard and Manston Green. As far as possible there is a balanced distribution of sites across the District.

There is a need to keep a range of sites for cheap premises and business start ups. Thanet also needs to retain some sites that can accommodate uses such as paint spraying and tyre recycling. The range of sites include some in the rural area to support the rural economy. A "flagship" site for inward investment that can also accommodate growing indigenous businesses is provided for at Manston Business Park. There is also a need for "flexible" sites where alternative non Class B uses will be allowed. This reflects the current trend and ensures land is provided to meet all types of economic development.

Thanet's portfolio of employment sites caters for all of these uses both in terms of new sites and existing sites protected for future employment purposes. The following policy identifies Thanet's employment allocations, where new employment generating development will be promoted and supported.

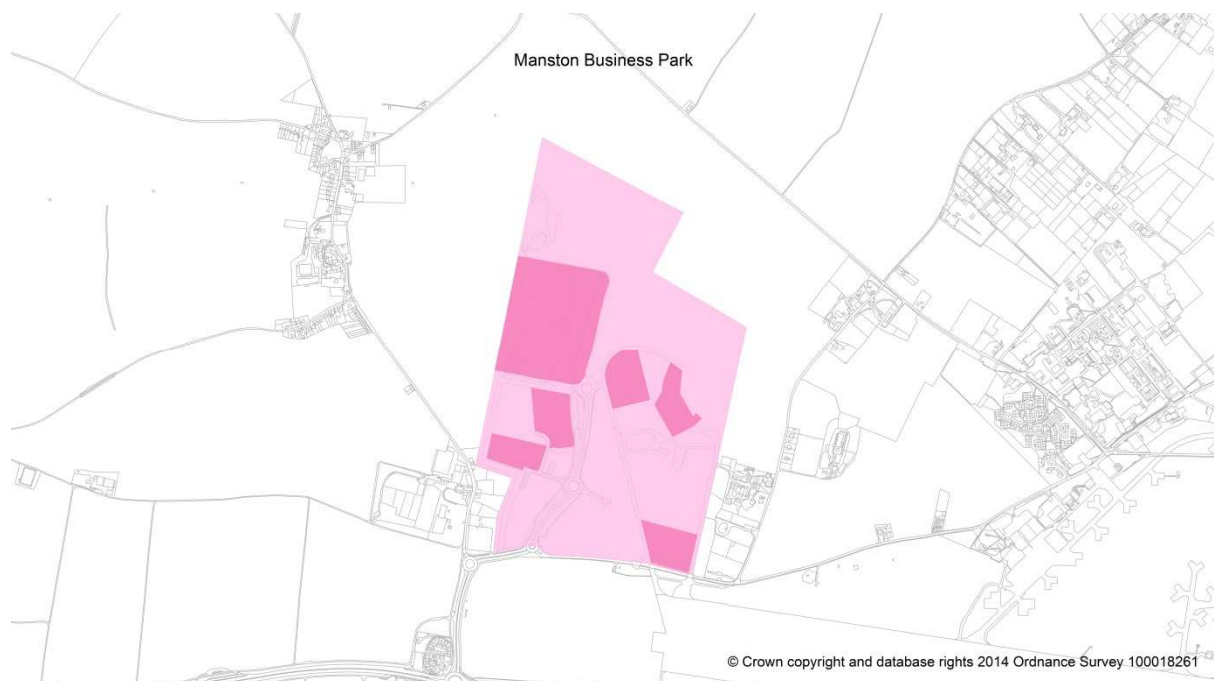
POLICY SP03 - Land Allocated for Economic Development

At the following sites land is allocated for business and employment generating purposes:

- 1. Manston Park, Manston**
- 2. Eurokent Business Park, Ramsgate**
- 3. Thanet Reach Business Park, Broadstairs**
- 4. Hedgend Industrial Estate, St Nicholas**

At Manston Park and Hedgend Industrial Estate development will be restricted to use classes B1 (business), B2 (general industry) and B8 (storage and distribution). Thanet Reach Business Park is also suitable for education uses.

Manston Business Park



Manston Park is a prime business investment location, being strategically located at the centre of Thanet and adjacent to Manston Airport. It also has easy accessibility from the centres of population, the port at Ramsgate and excellent road links to the rest of Kent and the UK via the A299 and M2.

Approximately half of the site is owned by East Kent Opportunities which is a joint venture between Kent County Council and Thanet District Council. The aim for the joint venture is to bring forward economic growth and regeneration in Thanet. Manston Business Park is approximately half developed, and there is some infrastructure in place ready for the rest of the site to be developed. Whilst development on the site has been slow to come forward in the past, more recent developments have included speculative business units, and purpose built accommodation. The site provides a good opportunity for existing growing businesses in Thanet to re-locate to.

The focus for development of the site should be office, industrial and warehousing, whilst some mixed use including additional business support services and training facilities which demand a location outside of Westwood and of the coastal urban belt will be considered appropriate where this would serve to attract new or support existing job creating development.

Policy SP04 – Manston Business Park

Manston Park is allocated and safeguarded for business purposes within classes B1 (business), B2 (general industry) and B8 (storage and distribution).

Development proposals will need to comply with all of the following criteria:

- 1) Provide green infrastructure to create an attractive environment compatible with its location and boundaries adjoining the countryside.**
- 2) Be accompanied by a transport assessment and travel plan unless the development is considered too small to have a significant impact. This should specifically consider improvements to public transport to enable access from Thanet's main residential areas to Manston Business Park by a range of means of transport.**
- 3) Safeguard land traversing the site to accommodate a new road alignment from Columbus Avenue to the Airport and to take account of the need to safeguard the operational capability of Manston Airport.**
- 4) Safeguard land within the site to enable future extension of Columbus Avenue northwards to link directly with the B2050.**

Manston Airport

Given the recent closure of Manston Airport, there is an opportunity to review the viability of an operational airport at Manston and to consider future options for the vast area of land around the airport. It is considered that a successful airport has the potential to be a significant catalyst for economic growth. The Council can continue to support proposals that would maintain the operational part of the airport to encourage future air travel and aviation related operation at Manston.

To safeguard an operational airport at Manston, the Council is aware of the need to prevent developments that might prejudice the future operation and expansion of the airport, or be adversely affected by Airport operations. The Civil Aviation Authority has identified development safeguarding zones around the airport. Within these zones, the local planning authority is required to consult the airport operators regarding different forms of development that might affect Airport operations. These safeguarding zones should therefore be retained to ensure that the future aviation operations at the airport are not prejudiced.

The Local Planning Authority will take account of airport feasibility studies and the interest of potential airport operators and the interest of other commercial developers in relation to the future development options, in addition to its own assessment about development which might prejudice the development of the airport.

In view of the various options available to the Council for the future of the Manston Airport site as an airport operation and aviation activities and other developments, these need to be explored and assessed for the wider area of the airport and its environ through development plan making process. The area should be designated as an “opportunity area” for which the District Council will prepare Area Action Plan (AAP) Development Plan Document. The AAP for Manston Airport will set out the development framework for the development and regeneration of the area. A consideration of the AAP should be the promotion, retention, development and expansion of the airport and aviation related operations. This should be supported by a feasibility study and a viable business plan. The alternative option for the AAP should be to assess mixed-use development that will deliver significant new high quality skilled and semi-skilled employment opportunities, residential development, sustainable transport and community facilities. These options should be subject to Habitat Directive and Habitat Regulation assessment (HRA).

Policy SP05 – Manston Airport

The site of Manston Airport and the adjoining area will be designated as an “Opportunity Area” for the purposes of preparing the Manston Airport Area Action Plan” Development Plan Document. The Manston Airport AAP will explore through the development plan process the future development options for the site of the airport and the adjoining area. A consideration of the AAP should be the retention, development and expansion of the airport and aviation operations where supported by a feasibility study and a viable Business Plan, while exploring alternative options for the future development of the area for mixed-use development.

Whilst the Manston Airport Area Action Plan is being prepared and until adopted by the Council as a development plan for the Manston Airport area, the following policy for the Manston Airport will apply.

Proposals at the airport, that would support the development, expansion and diversification of Manston Airport, will be permitted subject to all of the following requirements.

1) That there be Demonstrable compliance by the applicants with the terms of the current agreement under section 106 of the Town and Country Planning Act 1990 as amended or subsequent equivalent legislation.

2) That new built development is to 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.

3) The provision of an appropriate landscaping schemes, to be designed and implemented as an integral part of the development.

4) That any application for development for the purpose of increasing aircraft movements in the air or on the ground, auxiliary power or engine testing, to be supported by an assessment of cumulative noise impact and the effectiveness of mitigation measures to be implemented in order to minimise pollution and disturbance. The acceptability of proposals will be judged in relation to any identified and cumulative noise impact, the effectiveness of mitigation and the social and economic benefits of the proposals.

5) The provision of an air quality assessment in compliance with Air Quality Management plan to demonstrate that the development will not lead to a harmful deterioration in air quality. Permission will not be given for development that would result in national air quality objectives being exceeded.

6) That any new development which would generate significant surface traffic must meet requirements for surface travel demand.

7) That it must be demonstrated both that new development cannot contaminate groundwater sources and that appropriate mitigation measures will be incorporated in the development to prevent contamination.

8) There will be no significant harm to Thanet's SSSI/SAC/SPA/Ramsar sites. A Habitats regulations assessment will be required.

Town Centre Strategy

The town centre strategy sets out how Thanet's town centres will develop, the inter-relationship between them, and how the towns commercial functions will support and contribute to the overall economic strategy for the District.

The National Planning Policy Framework states that planning policies should be positive and promote competitive town centre environments and set out policies for their management and growth over the plan period. Plans should recognise town centres as the heart of the community and pursue their vitality and viability. A

network of centres should be defined that reflects the relationship between them in order to guide future development.

The strategy for Thanet's town centres seeks to reinforce the different but complementary roles of the primary centre at Westwood and of the coastal town centres of Margate, Ramsgate and Broadstairs. The objectives of the hierarchy are to:

- Safeguard and sustain Westwood Cross's role in preventing retail expenditure leaking outside the district.
- Enable the coastal towns to achieve and maintain a viable, diverse and sustainable commercial base.
- Ensure the scale of development at the District and Local Centres is sufficient to serve local catchments but not harmful to the function of the town centres.
- Allow residential development in locations that support the function of the town centres.

The Council is required to set out a network and hierarchy of centres. Identifying the existing hierarchy provides an understanding of the role and function of the town centres and their inter-relationship. A major factor in determining the role of the centres is the catchment which they serve. Canterbury is the pre-dominant centre in the wider sub region of East Kent. Thanet's hierarchy of centres is set out below:

Westwood - This centre sits at the top of the hierarchy as it caters for high order need, attracts the major national retailers and has a catchment that covers the whole of Thanet as well extending to areas outside of the District.

Coastal Town Centres - Margate, Broadstairs and Ramsgate. The catchments of these town centres are their individual town populations and tourist trade with a wide range of shops to cater for everyday need, special interest and the tourist trade. These towns have traditionally attracted national retailers and services as well as local businesses.

District Centres - Cliftonville, Westgate, Birchington and Minster. These centres cater for local needs and services. They serve large residential and semi-rural locations but catchments are limited and these locations are not appropriate for large scale retail development.

Local Centres - Several across the District such as Westbrook and St Peters. These cater for a more restricted local need and tend to have a small catchment. These centres provide services such as takeaways, hairdressers and small convenience stores. Business is often local rather than the national multiples. These centres are not appropriate for large scale retail development.

The Council wishes to maintain the current retail hierarchy as it has been functioning successfully. Thanet currently retains 84% of retail expenditure within the District and given this healthy retention rate there is no need to increase Thanet's market share within the sub region. However, in order to maintain the current market share the following growth will be required over the plan period:

- 34,300 square metres of floorspace selling comparison (high street style) goods. The majority of this is needed at Westwood which requires 27,870 square metres.
- 3,941 square metres of floorspace selling convenience goods is needed. The majority of this is needed in Margate and Westwood which together require 3,277 square metres.

Convenience retailing is currently skewed towards the large supermarkets clustered around the Westwood area and this trend is likely to continue. However, the Council would like to encourage more convenience provision within the coastal town centres.

In addition to this an assessment has been made of other uses that are traditionally found in high street locations and support the retail function of centres – these include uses such as banks, building societies restaurants, take aways, and drinking establishments and are known in planning terms as the A2-A5 use classes. The assessment concluded that a total of 9,560 square metres of floorspace is needed in the district to support the retail function of town centres. Much of this is shown to be needed at Westwood although uses such as restaurants would support the tourism appeal of the coastal town centres.

Town centres are hubs of the community and as such are not just retail areas. They contain a number of uses including leisure and tourism uses. Although no need for major commercial leisure facilities such as cinemas has been identified there is a need to be flexible within the town centres in order to support the tourism economy.

Table below sets out the retail need for Thanet's town centres:

	Convenience sqm	Comparison (high street goods) sqm	A2-A5 uses sqm	Total Need sqm
Westwood	1,154	27,870	7,256	36,280
Margate	1,123	1,372	624	3,119
Broadstairs	792	4,091	1,221	6,104
Ramsgate	376	584	240	1,200

POLICY SP06 – Thanet's Town centres

Provision is made for a range of town centre uses reflecting the individual role, character and heritage of the town centres, including provision for retail development as referred in Table ** above.

Westwood

Westwood has emerged as a commercial hub between the coastal towns. Its Westwood Cross town centre, established in 2005 has served to stem leakage of retail, expenditure outside the district. The primary task of the Local Plan will be to guide land use and investments that will maintain its role.

The Plan's vision is that Westwood has developed and consolidated into a mixed use hub with an excellent range of homes, schools, leisure, sports, shops and other facilities in a pleasant and convenient environment. New homes close to the town centre sustain and benefit from a wide range of services which are accessible on foot and by cycle. In particular the presence of the University, the Marlowe Academy and Innovation Centre have helped create a diverse and enterprising community.

The key issues for Westwood are:

- developing it into a fully-fledged residential community
- scale and timing of any expansion appropriate to 2031,
- the range of uses appropriate
- optimising safe movement by pedestrians and cyclists within the commercial area.
- Successively reducing current levels of traffic congestion

Westwood Cross opened in June 2005 consolidating what had become piecemeal retail development in the Westwood area. Since its opening there have been a number of further developments such as the development of the leisure complex and numerous developments at and improvements to the surrounding retail parks. Westwood has proved highly successful in its aims of clawing back retail expenditure formerly lost to locations outside the District boundary. It has secured its place as the preferred location for the large format style of retailing favoured by the national chains. This style and scale of retail was never before available in Thanet.

Figures show that in the region of 27,000 square metres of retail floorspace is needed at Westwood to maintain the status quo. However, much of this floorspace is already taken up by recent permissions leaving no reason to significantly expand the boundaries of the town centre. The remaining floorspace need at Westwood to the end of the plan period can be accommodated amongst the existing town centre development by way of redevelopment and re configuration.

Sainsburys have an approval for a major redevelopment of the site which comprises approximately 14,000 square metres of convenience floorspace as well as an element of retail floorspace selling high street goods. The scheme includes road improvements the road layout around the Westwood area and will improve traffic flow.

The adjacent housing allocation and flexible employment allocation at Eurokent supports tourism and leisure uses as well as B1 uses and will serve to add footfall to the town centre and increase its vitality, viability, accessibility and sustainability

In addition to the 1020 new homes under construction, Westwood is identified as a wider strategic housing allocation to enable its development as a sustainable mixed use business and residential community.

Westwood embraces a number of neighbourhood areas which together will serve to transform it into a new business and residential community. It will also integrate with neighbouring communities including Newington, an area suffering deprivation, and whose residents will benefit from connectivity to its amenities and services. As a location for strategic housing development, Westwood represents a major opportunity to redress the over-supply of flats in Thanet. This also provides the opportunity to create a strategic area of natural and semi-natural green space to increase provision of such open space in the District.

The area currently suffers from poor connectivity between sites, both vehicular and pedestrian. This is a challenge that needs to be addressed in the future development of Westwood.

Westwood lies at the intersection of the A256 and A254 and retains a partially piecemeal development pattern. Following the opening of Westwood Cross in 2005 alongside other retail parks and leisure development, the area has become a destination in its own right as well as a through route for traffic travelling into and out of the district and between Margate and Ramsgate. A key issue for Westwood will be to facilitate vehicular access to and around the area without the need to enter onto the main roundabout at the intersection of the A256 and A254.

Facilities to provide for public transport and encourage walking and cycling were established as part of the town centre development, including a bus hub for the frequent Loop bus service.

As part of the housing and commercial development already permitted in the area and now under construction, new road infrastructure is being provided which will help relieve peak time traffic congestion at the A256/A254 roundabout. However, inherent growth and development proposed in the Local Plan will potentially add to traffic flows compounding the need for a more comprehensive solution.

A Relief Scheme is in preparation to address this issue, which the Council will seek to implement. This will require developer-led solutions. A fundamental objective of this Scheme will be to realign traffic routes to enable free movement by pedestrians between town centre facilities.

As an emerging business and residential community there is scope to provide, locate and co-locate community services such as GP, youth service and library and other cultural facilities so as to be highly accessible on foot and by public transport. Development proposals including residential may be required to provide for or contribute towards their provision, taking account of the plans and programmes of the service providers.

Jackey Bakers sports ground is Thanet's main area for sports and recreation purposes. The site provides the best opportunity to both enhance existing facilities,

and in the longer term, to increase the level of facilities. There are current proposals for a new astro-turf pitch and pavilion with changing facilities.



POLICY SP07 - Westwood

The Council will seek to support the evolution and development of Westwood as a mixed use business and residential community in line with the following area based policies, and identified on Map **.

Development (in the vicinity of Westwood) will be required to have regard to and contribute towards implementation of a Westwood Relief Scheme. Development that would prejudice implementation of the Scheme will not be permitted. New development should also seek to improve pedestrian connectivity.

1) Westwood Town Centre

Retail development will be directed to the core town centre area at Westwood and complementary town centre uses will be accommodated within the wider town centre boundary, as defined by the primary and secondary frontages. Any development proposals should ensure there is no net loss in overall commercial floorspace.

2) Eurokent Mixed Use Area

Development of Eurokent will be for a mix of residential and business purposes, in accordance with a comprehensive development masterplan linking and integrating the development into the wider Westwood community.

Land at Eurokent will provide for:

- in the region of 350 new dwelling houses, and
- the development and retention of 15.5 hectares of land for flexible business uses. Town centre uses that cannot be accommodated within the designated town centres due to format and scale can be located here.

The masterplan shall incorporate, be informed by and/or address the following:

- Small scale convenience retail provision required to accessibly serve the day to day needs of the community
- A minimum of ** hectares of publicly accessible natural/semi natural open space in accordance with the requirements of Policy SP27
- A minimum of 30% of all dwellings will be affordable homes in accordance with Policy SP19. The design brief should feature and reflect investigation and the need to incorporate an element of housing to meet the needs of particular groups including specifically sheltered and extra care homes. The proportion of houses as opposed to flats should exceed as much as possible that in Policy SP18
- Contribute to new, or improvements to existing community facilities at Newington
- Liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure
- Archaeological assessment and the need to preserve and enhance the setting of heritage assets adjoining the site.
- A wintering and breeding bird survey to assess impact upon bird populations (including farmland birds) and the need to mitigate/compensate
- Clearly demonstrate how the SPA mitigation strategy as set out in Policy SP25 is being met and how it will ensure that development does not increase recreational pressure on designated sites

Proposals will be accompanied by a Transport Assessment informing the masterplan and including assessment of impact of development on the local road network and demonstrating measures to promote multi-modal access, including footway and cycleway connections and an extended bus service accessible to the development. Development will be expected to provide an appropriate contribution to offsite highway improvements in respect of Westwood Relief Scheme, improvements to the A256 from Lord of the Manor and any other improvements identified in the Transport Assessment.

3) Thanet Reach Mixed Use Area

In accordance with Policy SP03 part of Thanet Reach is allocated for employment and education uses. The southern part of the site is allocated for residential development.

Margate

The vision for Margate is for it to evolve into a contemporary seaside resort based on its unique assets of a sandy beach, harbour, rich townscape, and on the success of a revived Dreamland Heritage Amusement Park and the Turner Contemporary Gallery. Margate's economic heart will be diversified through creative and cultural development and the town will no longer suffer disproportionately high levels of deprivation, transience and poor quality accommodation.

Positive signs of this step change are beginning to emerge with a 59% increase recorded in contacts to the Visitor Information Centre from November 2012 to March 2013, the second winter period since the Turner Contemporary opened.

Margate has experienced the most dramatic changes of all of the three major seaside towns in Thanet. Its decline from its position as one of the premier mass market holiday resorts in the mid-20th century is the main reason for the high levels of vacancy and decay along the seafront, High Street and the former hotel suburb of Cliftonville. Its historic development has provided a legacy of an old town and harbour and adjacent Georgian Squares whose quality and presence is not fully acknowledged or appreciated.

Margate has a number of commercial areas such as the Old town, College Square and the Upper and Lower high Street areas that perform different functions around the town. The upper and lower High Street along with the seafront have suffered from high vacancy rates although this is now beginning to improve

The Old Town area is a vibrant part of the town which contains many restaurants, cafes, gift shops and galleries. This area is popular with tourists and local people alike. This area of the town lends itself to tourism and leisure uses.

Considerable progress has been made towards safeguarding Margate's built heritage and diversifying its economy. A 'Townscape Heritage Initiative' (THI) historic building grant scheme, jointly funded by Thanet District Council and the Heritage Lottery fund, was operated in the Old Town area between 2003 and 2008 dispensing £1.2m in grants. Through this scheme, many properties which had been unused for many years were brought back into beneficial use as independent shops and cafes and creative businesses. In addition, major funding has been secured for the regeneration of Dreamland Amusement Park. Kent County Council, the Arts Council England and SEEDA also demonstrated their commitment to the town through the successful completion of the Turner Contemporary Gallery.

Building upon this Dalby Square conservation area in Cliftonville West was designated in July 2010, and further designations are being considered. The Heritage Lottery Fund together with Thanet District Council agreed to fund another Townscape Heritage Initiative grant scheme within the designated conservation area (which includes Dalby Square and parts of Arthur Road and Dalby Road), totalling £2.5m. The scheme's aim is specifically to improve the built environment of the area. It officially started in January 2013 and will run for 5 years.

Dreamland Amusement Park is synonymous with Margate as a seaside resort. The park closed after the 2006 season. Since its closure the Council has worked, alongside partners, to re-open Dreamland as an amusement park. The Council has compulsorily purchased the site and wishes to realise a comprehensive scheme for Dreamland, maximising its potential to contribute to the economic well-being and attractiveness of Margate as a visitor destination. The vision is for the amusement park to open as a not for profit business comprising historic rides with classic side shows, cafes, restaurants, special events, festivals and gardens incorporating the restored famous scenic railway. This would serve as a major tourist attraction in Margate and a key part of the town's regeneration.

The run down Lido complex is situated close to the Margate Winter Gardens and Turner Contemporary and given its coastal location it provides an ideal opportunity for a leisure/tourism related development with uninterrupted sea views. The site is also an important heritage asset but is in need of significant restoration and repair, which the Council considers should be the main focus for any redevelopment proposals.

Strategic Local Plan designations that are expected to help deliver the continued regeneration of Margate include Margate's Town Centre and Old Town area, Margate's seafront area, and Dreamland.

Margate has a number of sites which present the opportunity for mixed use re-development that include residential. These will also contribute to the overall vibrancy and energy of the town. These sites include Arlington House, the Rendezvous site, the Centre, the Cottage car park and Bilton Square.

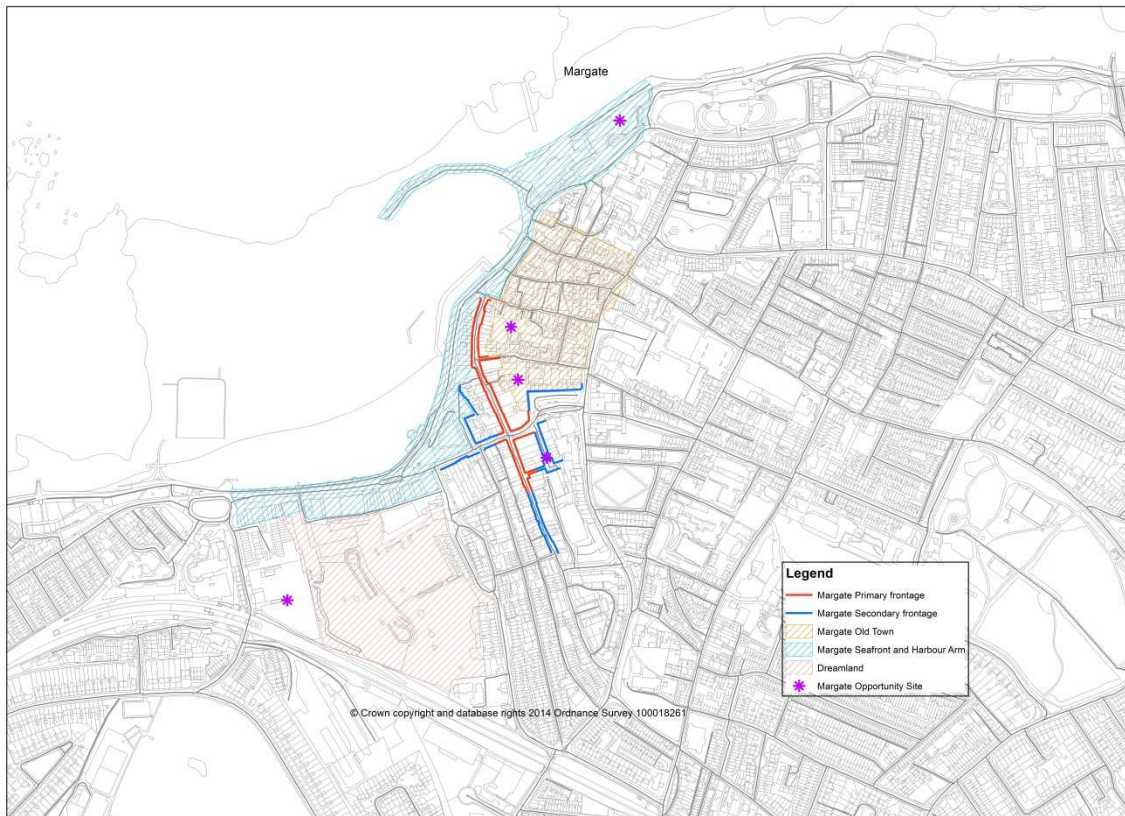
The Arlington House site is a highly prominent site in Margate and has permission for a supermarket. This decision is currently subject to legal challenge. Should this development not commence the Council considers that this site is suitable for mixed use redevelopment.

The strategy for Margate's core area is to support retail uses including banks, restaurants and drinking establishments in the Primary shopping frontage centred around the upper and lower High Street. The Old Town area will provide a range of town centre uses including cultural and creative industries. There will also be a designated Margate Seafront and Harbour Arm area that supports and encourages seafront leisure uses that are sympathetic to the surrounding seafront architecture. Evidence shows that in Margate there is a need for an additional 3,119 square metres of retail floorspace to the end of the plan period. Current vacancy levels and the wider town centre designations can adequately accommodate this need.

Seafront areas are important to the vitality and viability of the coastal town centres as they attract tourists and provide a natural leisure focus for the towns in close proximity to the High Streets and main shopping areas. As such it is important that leisure and tourism uses are encouraged here that are complementary to the town centres and that encourage economic growth.

The cultural and economic regeneration of Margate needs to be supported by strategies that tackle the poor housing conditions and imbalances in the market.

There is an important relationship between Margate's regeneration and the need to address the social, economic and environmental problems in West Cliftonville which are associated with its concentration of poor quality private rented accommodation. This will require a range of specific planned initiatives and interventions. In addition comprehensive regeneration will need to promote attractive and convenient links between Cliftonville West and Margate Seafront and town.



POLICY SP08 – Margate

The Council will seek to support the continued regeneration and development of Margate as a contemporary seaside resort in line with the following area based proposals, and as identified on Map **.

1) Margate Town Centre

The focus for retail development will be in and around the High Street as defined by the Primary and Secondary Frontages.

2) Margate Old Town

Margate's Old Town area will continue in its complementary role, contributing to the vitality and viability of Margate's town centre, increasing footfall and enhancing quality and choice of facilities in the town centre. It will be a focal location for creative and cultural industries. Residential development will be

permitted above ground floor level only and the Council will resist the loss of existing commercial premises in the area.

3) Margate Seafront and Harbour Arm

Within the seafront area of Margate and the Harbour Arm as indicated on Map *******, Leisure and tourism uses will be permitted, including retail, where they enhance the visual appeal of these areas and protect the seafront character and heritage. Residential development above ground floor will be permitted.

4) Dreamland

Dreamland will be developed as an amusement park and be a significant visitor attraction supporting the regeneration of the town.

Proposals that seek to extend, upgrade or improve the attractiveness of Dreamland as an amusement park will be permitted. Development that would lead to a reduction in the attractiveness, leisure or tourist potential will be resisted. Exceptionally, development of a limited part of the site may be accepted as a part of a comprehensive scheme for the upgrading and improvement of the amusement park. The scheme will be required to demonstrate that the future viability of the amusement park can be assured and the Council will negotiate a legal agreement to ensure that the proposed development and the agreed investment in the amusement park are carried out in parallel.

In the event that evidence, in the form of an independent professional assessment, is submitted (and accepted by the Council) as demonstrating that it is not economically viable to operate an amusement park on the whole or majority of the site in the foreseeable future, then proposals for redevelopment may be accepted subject to:

- proposals demonstrating that such redevelopment would sustainably contribute to the economic wellbeing and rejuvenation of Margate, and being supported by a business plan demonstrating that such proposals are economically viable;
- the predominant use of the site being for leisure purposes. (an element of mixed residential would be appropriate but only of such a scale needed to support delivery of the comprehensive vision for the site);
- compatibility with the context and proposals of the strategic urban design framework, and integration with appropriate proposals for redevelopment/refurbishment of neighbouring sites;
- proposals delivering a new road along the southern site boundary to enable the diversion of vehicular traffic from marine terrace. (a legal agreement will be required to ensure that a proportionate contribution will be made towards the cost of providing the new road and to appropriate improvements to create a pedestrian priority environment along Marine Terrace);
- retention of the scenic railway in situ as an operating feature within a green park setting appropriate to its character as a listed building; and

- **proposals being accompanied by a traffic impact assessment.**

5) Opportunity Sites

There are Opportunity Sites identified on Map ** are considered suitable for mixed use town centre development. Residential development will be considered acceptable where this does not conflict with the area based criteria above.

6) The Lido

Proposals for leisure and tourism related uses will be supported at the Lido. Any development must respect and restore the site's status as a significant heritage asset.

Any development permitted by this policy must not adversely affect any designated nature conservation sites either directly or as a result of increased visitor pressure.

Ramsgate

The vision for Ramsgate is for maritime heritage, Royal Harbour, marina, beach and attractive waterfront, to provide the underlying flavour and economic base of its vibrant mix of town centre uses, visitor economy and café culture. The former surplus of small shops beyond the town's commercial core has been refurbished to provide quality residential accommodation and there is a viable balance and mix of residential and commercial use including specialty shopping.

Like Margate, Ramsgate has been adversely affected by the decline of the traditional resort holiday. However, with its magnificent Royal Harbour and nautical atmosphere Ramsgate has been quicker to recover. A café culture has developed around the harbour area and this needs to be further encouraged. With assistance from area based renewal programmes, shops once empty are being converted to new homes, around a stronger commercial core. However, some neighbourhoods of the town centre hinterland such as parts of the east cliff area are still visibly in need of social, economic and physical revitalisation.

The key issue for Ramsgate town will be to maintain momentum so as to further improve the vitality, diversity and economic vibrancy of the town centre, secure refurbishment of the generally fine but often tarnished stock of historic buildings, support development of the visitor economy including cultural creativity, attract more economically active residents and strengthen the range of local services.

Ramsgate contains many separate commercial areas. As well as at the traditional focal point of the High Street commercial development has stretched to the upper High Street and the length of King Street. Over recent years as all High Streets have seen an increase in vacancies this commercial development has become somewhat sporadic and in some cases run down. The strategy of the Council has been and

continues to be to draw commercial development back to the commercial heart of Ramsgate and allow the more peripheral areas of the town centre to revert to residential use. This strategy has been showing results and Ramsgate is benefitting from an improved public realm and so it is appropriate for this policy approach to be continued.

Ramsgate has a need for an additional 1,200 square metres of retail floorspace. The current vacancies and scale of the town centre boundary can adequately accommodate this in the plan period.

Retail development will be focused in Ramsgate's core area with complementary town centre uses accommodated within the wider town centre boundary. Leisure and tourism uses will be particularly encouraged around the marina area.

Land at and adjacent to Ramsgate harbour is identified for a mix of uses including leisure, tourism, retail and residential purposes. Any proposals should have regard to the emerging Ramsgate Maritime Plan or any future plan for the Port and Royal Harbour.

The Royal Harbour and historic waterfront are important for both leisure and commercial users which is important for the vibrancy of the town. The seafront area already has a thriving cafe culture. The Royal Harbour is a Grade II* listed structure and is at the heart of Ramsgate Conservation area. The regeneration of Ramsgate depends on the continued attractiveness of the Royal Harbour and new development in this area will need to preserve and enhance its character and appearance. It is a tourism and leisure attraction with significant potential and already offers much to smaller pleasure craft. Commercial fishing and ship repair are also carried out in the Royal Harbour.

The growth of the Port of Ramsgate (Kent's second Cross Channel port) is supported as a source of employment and as an attractor of inward investment. The Kent Minerals and Waste Local Plan 2013-2030 proposes to safeguard the port for the importation of minerals into Kent. In addition to the potential growth of Port trade including passenger ferry operations, there is additional employment associated with marine engineering, including the use the port as a base to assemble and maintain offshore wind turbines, and other businesses benefiting from a port location.

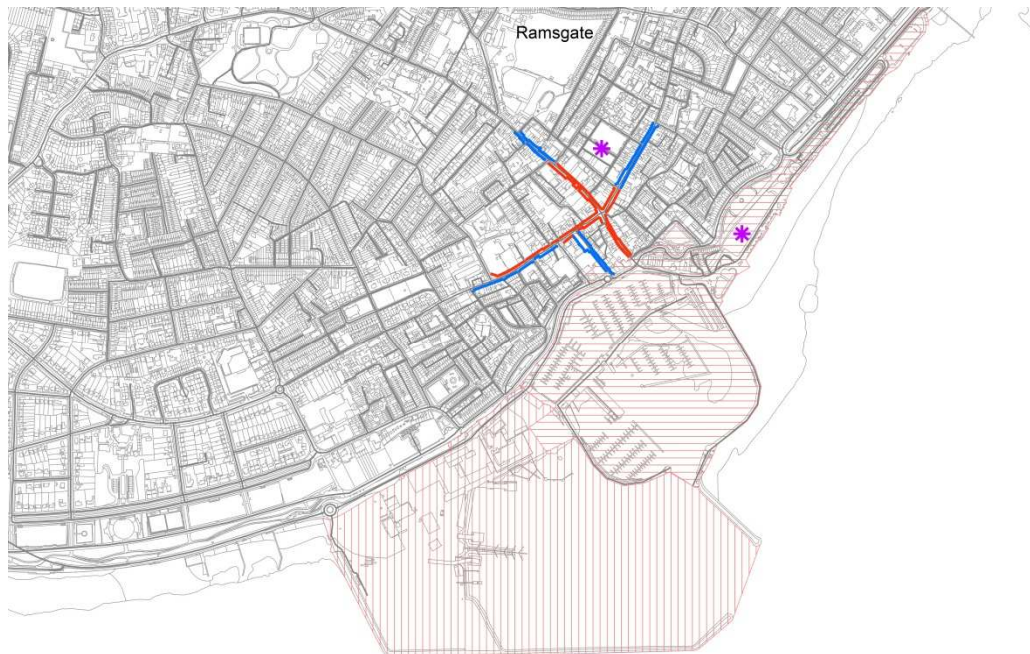
The Council is producing a Ramsgate Maritime Plan which supports the Council's regeneration goal of accelerating economic growth to achieve greater productivity and profit for business in and around the port, more jobs, and increased prosperity for our residents and in particular:

- builds on the unique conflux of a major seaport, international airport and high speed rail
- rebuilds our reputation as the UK's favourite visitor destination, and
- achieves those goals in ways that are safe, sustainable, and environmentally sensitive and which recognise the challenges posed by climate change

Further development will be permitted at Ramsgate Port that supports the aims of the Ramsgate Maritime Plan or any future plan which the Council adopts.

Any business plans and supplementary guidance will have regard to the need to make optimum use of the existing port land to protect and support diversification of its function.

Recognising the proximity of the Port to the Sandwich Bay -Thanet Coast SSSI/ SPA/Ramsar Site and Marine SAC, development proposals for growth would be subject to the Habitat Regulations and will need sensitive consideration in relation to nature conservation and landscape. Proposals would need an acceptable environmental assessment of their impact on the Harbour, its setting and surrounding property, and the impact of any proposed land reclamation upon nature conservation, conservation of the built environment, the coast and archaeological heritage, together with any proposals to mitigate the impact.



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Legend

- Ramsgate Primary frontage
- Ramsgate Secondary frontage
- Ramsgate Waterfront and Royal Harbour
- Port Ramsgate
- * Opportunity Site

POLICY SP09 – Ramsgate

The Council will seek to support the continued regeneration and development of Ramsgate focusing around its maritime heritage and developing leisure role, in line with the following area based proposals, and as identified on Map **.

1) Ramsgate Town Centre

The main focus for retail shall be the central High Street/Queen Street/King Street/Harbour Street area of the town and complementary town centres uses will be permitted in the wider town centre area, as defined by the primary and secondary frontages.

2) Ramsgate Waterfront and Royal Harbour

Land at and adjacent to Ramsgate Royal Harbour, as indicated on Map **, is identified for development for a mixture of leisure, tourism, retail and residential purposes.

Any such proposals should have regard to the emerging Ramsgate Maritime Plan or any subsequent plan adopted by the Council. The following activities and development will be supported:

- Eastern Undercliff - Mixed leisure, tourism and residential uses; and
- Ramsgate Royal Harbour - continued development of mixed leisure and marina facilities, in particular at the military road arches.

All 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.
- Ensure the integrity of nature conservation interests within the adjacent SSSI-SPA-SAC-Ramsar site is maintained.

3) Ramsgate Port

The Council supports further development at Ramsgate Port which would facilitate its improvement as a port for shipping, increase traffic through the port, and introduce new routes and complementary land based facilities including marine engineering, subject to:-

- a demonstrable port-related need for any proposed land based facilities to be located in the area of the port, and a demonstrable lack of suitable alternative inland locations; and
- compatibility with the character and function of Ramsgate waterfront and the Royal Harbour as a commercial leisure facility; and
- 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, the coast and archaeological heritage, together with any proposals to mitigate the impact.

Land reclamation will not be permitted beyond the western extremity of the existing limit of reclaimed land.

Broadstairs

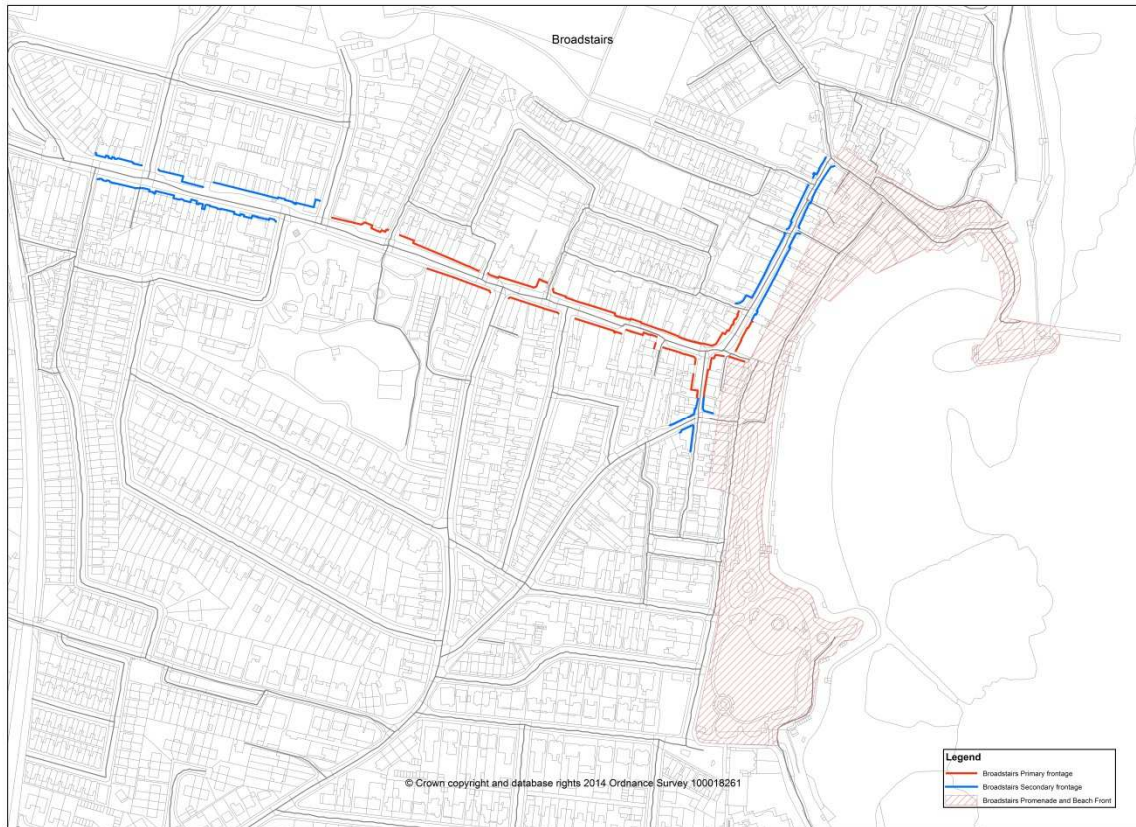
Broadstairs is an attractive town with a thriving town centre and is a popular location for visitors and residents who enjoy its heritage, Dickensian past, beach, local events and picturesque waterfront. Broadstairs has a strong commercial and visitor economy and has been resilient during the economic downturn. It is important to maintain and enhance the town's attractive character and economic base.

Broadstairs is a popular shopping destination characterised by small independently owned shops. The town has many independent shops interspersed with cafes, restaurants and drinking establishments that have enabled the town to buck the trend of high vacancy rates. The town has a particular demand for retail premises selling high street style goods (comparison goods).

There is a need for in the region of 6,000 square metres of additional retail floorspace to the end of the plan period. The prime focus for retail centres around the High Street but with supporting town centre uses along Albion Street and the upper end of High Street toward the railway station. The town centre is largely linear in character and there is little scope for physical expansion and development of the town centre. In order to accommodate retail need in the future it will be necessary to be flexible and allow some development on the edge of the town centre as close as possible to the High Street.

Broadstairs promenade and beach front is an important part of the town and is an attraction in itself, drawing families to the area. It contains a mix of cafes, restaurants and drinking establishments as well as residential uses and areas of open space. It is important that existing commercial premises are retained in order to maintain the commercial function of this area as a link between the beach and the High Street. Development in this area should contribute to and support the vibrancy of the town centre but also respect its peaceful and unique character.

The town is linear in style with separate beachfront and town centre areas and the town would benefit from improved pedestrian connectivity between these two areas.



POLICY SP10 - Broadstairs

The Council will seek to support proposals that maintain and enhance the role and character of Broadstairs as a popular attractive small seaside town in line with the following area based proposals, and as identified on Map **.

1) Broadstairs Town Centre

The focus for retail will be the lower High Street and Albion Street with complementary town centre uses in the wider area, in accordance with the Primary and Secondary Frontages.

New retail development will be acceptable on the edge of Broadstairs town centre, subject to Policy E05. Proposals will be required to provide direct pedestrian links to the High Street, be well related to the retail core, centres of population and be accessible by a range of means of transport.

2) Broadstairs Promenade and Beach Front

Opportunities to enhance the use and attractiveness of the promenade, seafront and beach are welcomed particularly where they achieve improved connectivity between the town centre and beach front. Within this area small scale leisure and tourism uses will be permitted, including retail, where they do not harm the character and heritage interest of the surrounding area. Within

Victoria Gardens open space policies will prevail. Change of use of existing commercial premises in this area will be resisted.

Any development permitted by this policy must not adversely affect any designated nature conservation sites either directly or as a result of increased visitor pressure.

Housing Strategy

The Plan's housing strategy sets out how the Local Plan seeks to meet the housing needs of Thanet alongside other partners including the Council's housing regeneration, empty property and strategy functions. The Local Plan proposes to do this by:

- identifying sufficient and suitable land for expected population growth,
- requiring the right types of homes, including affordable homes, to be provided to support economic growth and to meet the needs of the local community,
- supporting the re-use of empty properties and restricting the loss of existing residential property, and
- supporting area specific regeneration objectives.

The National Planning Policy Framework (NPPF) aims to boost the housing supply and expects Local Plans to meet the full objectively assessed needs for market and affordable homes.

The key driver of housing growth in Thanet has been the number of in-comers choosing to live in the district. Further in-migration will be needed to provide an adequate labour supply to deliver the economic strategy.

The Council's Housing Strategy seeks to create sustainable communities, recognising the need for Thanet's residents to have access to high quality housing which they can afford.

In particular it recognises the need for a greater emphasis on provision of family homes that need for affordable housing outweighs supply, the importance of bringing empty property back into use to provide new homes, and the need to work with the private sector to drive up standards in the private rented sector. Its main objectives are to: -

- Deliver a range of homes to meet the local housing need which residents can afford
- Make better use of the existing housing stock across all tenures and improve housing conditions
- Enable vulnerable people access to good quality housing and to live independently
- Provide an accessible housing options service for Thanet residents
- Deliver housing in support of our regeneration and economic development objectives

Reflecting this, an imperative of the housing strategy of the Local Plan will be to facilitate delivery of the type and quality of homes that will meet the needs of settled and mixed communities including in particular those aspiring to take advantage of and generate new employment opportunities.

Amount of Housing

Housing provision is made for 12,000 additional homes over the 20 year period to 2031. This reflects forecasts based on recent migration trend based population projections and the labour requirements supporting the Council's aspirations for economic and employment growth. In line with the forecasts the housing provision is attributed evenly over four 5 year periods.

Policy SP11 - Housing Provision

Provision is made for a total of 12,000 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	3000	3000	3000	3000	12000

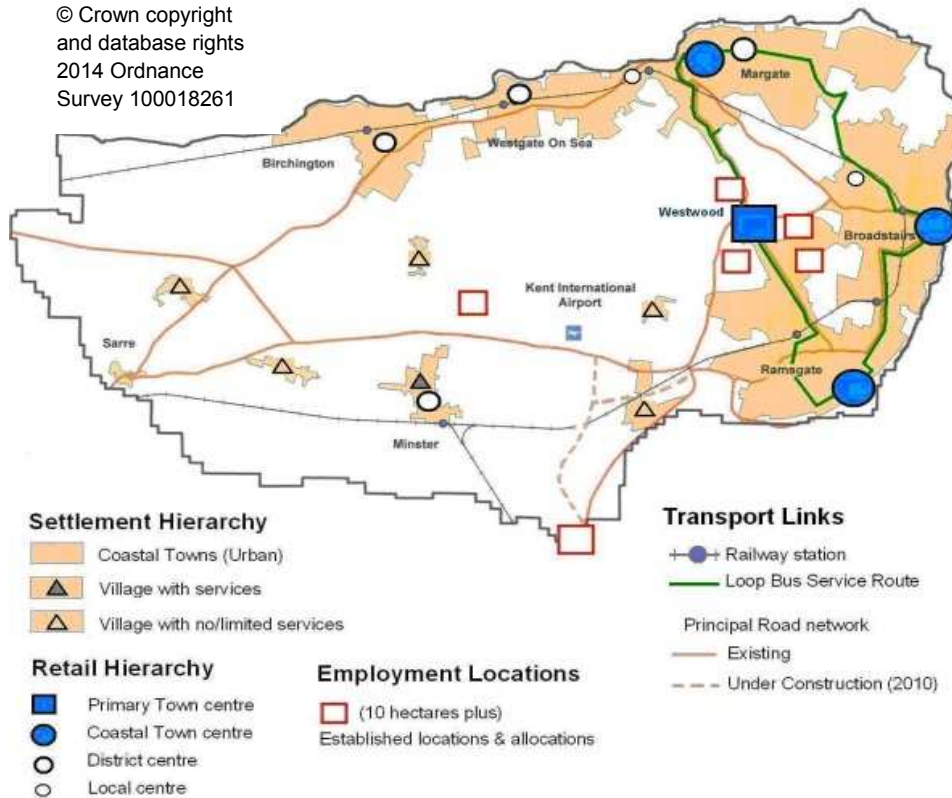
Location of Housing

Identification and allocation of housing land has been informed by assessment of the sustainability of individual sites through the Strategic Housing Land Availability Assessment alongside the strategy for the planned location of homes whose key principles are to:-

- optimise use of capacity from sites in the built up areas of the coastal towns,
- focus remaining provision at sites abutting those areas, and
- make modest provision at rural settlements to meet identified need for affordable homes and to provide locational choice at a scale compatible with their character and access to services and facilities.

This approach has been informed by, and served to formalise, a settlement hierarchy indicated diagrammatically on the Map below.

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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 below.

Within total housing provision shown below the Strategic Housing Land Availability Assessment suggests capacity to deliver some 2,950 dwellings exists by way of sites which have already received planning permission. In addition some 400 dwellings have already been delivered since the start of the Plan period.

Period	2011-2031
Strategic Sites	
Westwood	1450
Birchington on Sea	1000
Westgate on Sea	1000
Manston Green	700
Non-Strategic Sites/areas	
Westwood	1405
Margate & Cliftonville	1267
Ramsgate	1827
Broadstairs & St Peters	483
Birchington on Sea	138

Wesgate on Sea	195
Rural Settlements	340
Windfall/broad area	1793
Completed since 2011	402
Total	12000

Area Specific Objectives

Reflecting the make-up of the housing stock and specific issues in different parts of Thanet, the Council has identified, and will seek to achieve, the following area based objectives. It will expect applications for residential development to demonstrate that full account has been taken of these.

Area	Area specific housing objectives
District wide	<p>Increase the proportion of houses (non flatted homes) within the overall dwelling stock.</p> <p>Safeguard and increase the stock of family homes.</p> <p>Increase the stock of affordable homes</p> <p>Safeguard and enhance the character and amenity of existing residential neighbourhoods.</p>
Westwood	<p>Transform the neighbourhood into a mixed business and residential community benefiting from mutual proximity, accessibility and supporting amenity infrastructure.</p> <p>Contribute a significant addition to the district's stock of non-flatted accommodation including family sized houses and of affordable homes.</p>
Coastal town centres	<p>Contribute to area regeneration objectives expressed in policy or supplementary guidance, and, where appropriate, in line with specific site development briefs.</p>
Cliftonville West & Margate	<p>Establish a mixed, inclusive and settled community through improvements to the quality and configuration of residential accommodation and its environment and diversity of tenure.</p> <p>Apply public sector intervention and finance to pump-prime private sector investment.</p>

King Street, Ramsgate	Improve the visual appearance of the area and provide good quality housing that is affordable and well managed.
Newington & Millmead	Establish a mixed, inclusive and settled community through improvements to the quality and configuration of residential accommodation and to the local environment and diversity of tenure.
Rural settlements	Accommodate additional homes to provide locational choice at a scale compatible with the size and character of the settlement and in light of accessibility of services and community facilities. Increase the stock of affordable housing at a scale commensurate with any outstanding local need.

Strategic Housing Allocations

Strategic Housing Site Allocations.

The existing built up parts of the district will continue deliver additional housing. However, a significant amount of greenfield housing land is required to meet the housing target. Assessment has revealed that some of the suitable and sustainably located greenfield sites identified are large and some are adjoining or in mutual proximity. These sites provide the opportunity to deliver development at a scale that will serve both to facilitate a step change in delivering the type of homes required to meet need and secure the infrastructure required to support them. Such large and clustered sites have been identified as strategic housing allocations that will be of particular importance in delivering the Plan's housing objectives.

This section identifies, and sets out policies, for housing sites of fundamental significance to the Local Plan strategy.

The geographical extent indicated for individual strategic site allocations represents the anticipated maximum land requirement. Proposals will be expected to consider, and where possible accommodate, notional maximum dwelling capacities indicated together with all other relevant policy requirements within a lower level of greenfield land take.

POLICY SP12 - Strategic Housing Site Allocations.

The sites listed below are identified as Strategic Housing Sites. Applications to develop such sites shall be accompanied by a detailed development brief including an illustrative site master plan featuring all elements of the proposal and indicating phasing of development and supporting infrastructure. Applications will be determined in light of the site specific policies located in the relevant parts of the Thanet Places section.

A - Westwood

B - Birchington

C - Westgate on Sea

D - Manston Green

POLICY SP13 Strategic Housing Sites - Manston Green

Land is allocated for up to 700 new dwellings at a maximum density of 35 dwellings per hectare net at land known as Manston Green. Built development will be focused at the northern part of the site taking account of the considerations below. Proposals will be judged and permitted only in accordance with a development brief and master plan for the whole site incorporating

1) a minimum of 9 HA of open space in accordance with the standards set out in table xx

2) a fully serviced area of 2.05 HA (to be provided at the cost of the developer) to accommodate a new two form-entry primary school

3) small scale convenience retail provision required to accessibly serve day to day needs of the development.

Phasing of development will be in accordance with Policy H01(1). The development shall provide for construction of the school to 1 form entry at such stage of development as required by the County Council as education authority.

Master planning will be informed by and address:

1) pre-design archaeological assessment taking account of presence of significant and sensitive remains

2) the setting of listed buildings at Ozengall

3) the need for disposition of development and landscaping to enable a soft edge between the site and open countryside and minimise impact on long views southwards toward Pegwell Bay.

4) predicted aircraft noise

5) the alignment of the runway and the operational needs of the airport.

6) Sustainable urban drainage taking account of the site's location in the Groundwater Primary Source Protection Zone

7) the need to clearly demonstrate how the SPA mitigation strategy as set out in Policy SP25 is being met and how it will ensure that development does not increase recreational pressure on designated sites

8) a wintering and breeding bird survey to assess impact on bird populations within the district and the need to mitigate/compensate.

9) liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure

10) a statement of social impacts arising from the development and how any increased demand on community facilities will be addressed.

A minimum of 30% of all dwellings will be affordable homes in accordance with Policy SP19. The design brief should feature and reflect investigation of the need to incorporate an element of housing to meet the needs of particular groups including specifically sheltered and extra care homes. The proportion of houses as opposed to flats should exceed that in policy SP18 as much as possible.

Proposals will be accompanied by a Transport Assessment informing the Master plan including

1) assessment of the impact of development on the local road network; in particular capacity issues affecting junctions along Haine Road including that with Staner Hill

2) demonstrating measures to promote multi-modal access, including footway and cycleway connections and an extended bus service accessible to the residential development.

Development will be expected to provide an appropriate contribution to off-site highway improvements.

Westgate-on-Sea and Birchington, along with Garlinge and Westbrook form part of the continuous urban coastal belt of Thanet, located to the west of Margate.

Westgate comprises in the main high quality residential environments and was originally developed as a seaside resort for the upper and middle classes. It has a small commercial centre which serves the surrounding residential community, as well as a train station with routes to Margate, and the rest of Thanet, as well as Faversham and London. Between Westgate and Margate are the smaller suburbs of Westbrook and Garlinge, both of which also have small commercial centres that serve the local community.

Although forming part of the urban coastal belt, Birchington is a large village with an existing population of approximately 10,100. It has a good sized and well-functioning commercial centre which serves the surrounding residential community. The village has a train station with routes to Margate, and the rest of Thanet as well as Faversham and London, with regular bus services running to Canterbury.

Birchington Square lies on the main route to Margate for those travelling into the District from the west, and as such at peak times suffers from traffic congestion. This has also resulted in the area suffering from higher levels of air pollution.

These settlement are considered to be sustainable locations for new development, with good access to local services, including schools and other community facilities, as well as convenient transport options to the rest of the Thanet and locations outside of the District.

POLICY SP14 - Strategic Housing Site at Birchington

Land is allocated for up to 1,000 new dwellings at a maximum density of 35 dwellings per hectare net at Birchington. Proposals will be judged and permitted only in accordance with a development brief and master plan for the whole site including provision within the site of

- 1) a new link road to serve the development and extending from Minnis Road and the A28.**
- 2) a minimum of 11 HA of open space in accordance with the standards set out in table XX**
- 3) a fully serviced site of 2.05 HA (to be provided at the cost of the developer) for a two-form entry primary school.**
- 4) small scale convenience retail provision required to accessibly serve day to day needs of the development.**

Phasing of development will be in accordance with Policy SP11. The access road and serviced school site shall be programmed for delivery as agreed by the county council as highway and education authority respectively.

Master planning will be informed by and address:

- 1) the need to clearly demonstrate how the SPA mitigation strategy as set out in Policy SP25 is being met and how it will ensure that development does not increase recreational pressure on designated sites**
- 2) a wintering and breeding bird survey to assess impact on bird populations within the district and the need to mitigate/compensate.**
- 3) pre-design archaeological evaluation.**
- 4) liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure including gas supply**
- 5) a statement of social impacts arising from the development and how any increased demand on community facilities will be addressed.**

6) the need to preserve the listed buildings on the site and respect the setting of Quex Park.

7) The need for disposition of development and landscaping to enable a soft edge between the site and open countryside.

A minimum of 30% of all dwellings will be affordable homes in accordance with Policy SP19. The design brief should feature and reflect investigation of the need to incorporate an element of housing to meet the needs of particular groups including specifically sheltered and extra care homes. The proportion of houses as opposed to flats should exceed that in policy SP18 as much as possible.

Proposals will be accompanied by a Transport Assessment informing the Master plan including assessment of impact on the A28, including at its junction with Park Lane, and of impact the junction of Manston Road, Park lane and Acol Hill and demonstrating measures to promote multi-modal access, including footway and cycleway connections and an extended bus service accessible to the residential development. Development will be expected to provide an appropriate contribution to off-site highway improvements including for Birchington Square/Park Lane.

POLICY SP15 - Strategic Housing Site at Westgate on Sea

Land to the east and west of Minster Road, Westgate is allocated up to 1,000 new dwellings at a maximum density of 35 dwellings per hectare net. Phasing of development will be in accordance with Policy SP11. Proposals will be judged and permitted only in accordance with a development brief and master plan for the whole site including provision within the site of

1) a minimum of 11.1 HA of open space in accordance with the standards set out in table xx

2) provision for small scale convenience retail provision required to accessibly serve day to day needs of the development

3) a fully serviced area of 2.05 HA (to be provided at the cost of the developer) to accommodate a new two form-entry primary school 4) Development will be expected to provide an appropriate contribution to off-site highway improvements.

5) A minimum of 30% of all dwellings will be affordable homes in accordance with Policy SP19. The design brief should feature and reflect investigation of the need to incorporate an element of housing to meet the needs of particular groups including specifically sheltered and extra care homes. The proportion of houses/bungalows as opposed to flats should exceed that in policy SP18 as much as possible.

Master planning will be informed by and address

1) a transport assessment (including modelling of junctions of the A28 with Minster Rd, Briary Close and Garlinge High Street, the junction of Minster Rd with Shottendane Rd the junction of Brooke Avenue with Maynard Avenue), and incorporate

- **measures to promote multi-modal access, including footway and cycleway connections, and an extended bus service accessible to the new dwellings.**
- **appropriate road and junction improvements and signalling.**

2) an archaeological evaluation

3) the need to safeguard the setting of scheduled ancient monuments and the listed Dent de Lion Gateway

4) the need to clearly demonstrate how the SPA mitigation strategy as set out in Policy SP25 is being met and how it will ensure that development does not increase recreational pressure on designated sites

5) a wintering and breeding bird survey to assess impact on bird populations within the district and the need to mitigate/compensate.

6) liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure including gas supply

7) a statement of social impacts arising from the development and how any increased demand on community facilities will be addressed.

8) appropriate arrangements for surface water management in line with Margate Surface Water Management Plan.

9) the need for disposition of development and landscaping to take account of public rights of way and enable a soft edge between the site and open countryside.

POLICY SP16 Westwood Strategic Housing

Land is allocated for up to 1,450 new dwellings at a maximum density of 40 dwellings per hectare net at Westwood. This allocation adjoins land already subject to planning permission for 1020 dwellings at the junction of Nash Lane/Haine Road. Proposals will be judged and permitted only in accordance with a development brief and master plan for the whole site integrating with development at the adjoining site. The Masterplan shall incorporate:

highway improvements including widening of Nash Road and links to Nash Road and Manston Road.

a minimum of 16.63 HA of open space in accordance with the standards set out in table xx

small scale convenience retail provision required to accessibly serve day to day needs of the development.

Phasing of development will be in accordance with Policy SP11. The access road shall be programmed for delivery as required by the county council as highway authority.

Master planning will be informed by and address:

pre-design archaeological assessment.

the need to preserve heritage farm buildings on the site

the need to clearly demonstrate how the SPA mitigation strategy as set out in Policy SP25 is being met and how it will ensure that development does not increase recreational pressure on designated sites

a wintering and breeding bird survey to assess impact on bird populations within the district and the need to mitigate/compensate.

liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure

a statement of social impacts arising from the development and how any increased demand on community facilities will be addressed.

appropriate arrangements for surface water management in line with Margate Surface Water Management Plan.

A minimum of 30% of all dwellings will be affordable homes in accordance with Policy SP19. The design brief should feature and reflect investigation of the need to incorporate an element of housing to meet the needs of particular groups including specifically sheltered and extra care homes. The proportion of houses/bungalows as opposed to flats should exceed that in policy SP18 as much as possible.

Proposals will be accompanied by a Transport Assessment informing the Master plan including assessment of impact of development on the local road network and demonstrating measures to promote multi-modal access, including footway and cycleway connections and an extended bus service accessible to the residential development. Development will be expected to provide an appropriate contribution to off-site highway improvements including in respect of Westwood Relief Scheme.

Development will be expected to provide an appropriate contribution to provision, where require, of a new school off-site.

Disposition of development and landscaping will be expected to take account of the presence of the overhead electricity transmission lines, retain an undeveloped corridor as an extension of the open area of Green Wedge to the east of the site, and enable a soft edge between the site and open countryside.

POLICY SP17 - Land fronting Nash and Haine Roads

Land fronting Nash and Haine Roads is allocated for residential development with a notional capacity of 1,020 new dwellings or such capacity as may be demonstrated appropriate in light of the need to provide a school on site and/or any subsequent masterplan reflecting a maximum notional density of 40 dwellings per hectare net. The proportion of houses as opposed to flats should exceed that in policy SP18 as much as possible. The development will incorporate an element of affordable housing in line with policy SP19.

Development shall be permitted only in accordance with an agreed master plan for the whole site and shall:

Provide for any highway improvements identified as necessary in a traffic assessment and the development master plan. Individual phases of development will be required to make provision pro-rata towards such improvements.

As required provide a fully serviced area of 2.05 hectares (to be provided at the cost of the developer) for a new two form entry school as an integral part of the development.

Incorporate and provide for connections and improvements to footpath and cycle networks facilitating walking, cycling and public transport to, from and within the site, including provision of or contribution to improvements to public transport services.

Reserve a minimum of 2 hectares to enable provision of a medical centre and provide a community assembly facility.

Reserve and provide a minimum of 1.75 hectares as local open space (including an equipped play area and casual/informal play space) together with an area of usable amenity space as an integral part of the design of the development. Where feasible the area of local open space should be larger than the minimum indicated above having regard to the standards set out in table xx.

Incorporate landscaped buffer zones adjacent to any new road infrastructure and along the boundaries to adjacent to open farmland.

Provide and maintain appropriate equipment for continuous monitoring of local air quality to inform the Council's ongoing air quality review and assessment programme.

Applications for successive phases of development will have regard to the need to integrate as far as feasible with any approved master plans relating to neighbouring areas addressed in this policy and with Westwood Relief Scheme.

Type and

size of dwellings

The Strategic Housing Market Assessment (SHMA) identified as a critical challenge tackling the impact of an ageing population, and forecast loss of younger age groups with the resultant potential loss of working age population.

Subsequent economic and population forecasts based on the economic aspirations and housing provisions in this Local Plan also predict for Thanet an increase in the ageing population (especially those above retirement age). However, they do also predict that the Plan's strategy will see an increase in younger age groups.

Both the SHMA and the subsequent forecasts referred to above show that single person households are expected to increase in number. The SHMA notes however that there is a greater supply of smaller units than of family homes and houses, and that this demographic trend should not dictate policy. Indeed it notes that in aiming to deliver substantive regeneration and economic strategies the housing role in turning round economic performance is both to provide appropriate and attractive housing for higher earners and facilitate retention of local young families.

The SHMA notes that the housing stock is characterised by a combination of dense provision, overprovision of smaller flats and flatted buildings, and a shortage of larger homes of three bedrooms and more. It states that it is important that future development policy prioritises a rebalancing of stock to incentivise the provision of family homes and control the expansion of "flattening" of larger homes, while at the same time recognising solid demand for smaller homes including from young single people and increasing numbers of older single people.

In assessing housing needs the SHMA considers information about aspirations, economic development plans for the sub-region, opportunities to attract mature working households that new rail links will bring and priority need for affordable housing. It recommends broad proportions of the sizes and types of market and affordable homes that should be provided. This is shown in the Tables *** below.

In exercising policy SP18, the Council will have regard to the relevant conclusions of the Strategic Housing Market Assessment or any bona fide evidence serving to refresh or update it.

Table ** Market homes (houses includes bungalows) (from SHMA table 12.22)

Household type	Singles	Couples with no children/ singles /needing support	Couples with children	Couples with children	Couples with children	All
Dwelling type	1 bed flats	2 bed flats	2 bed houses	3 bed houses	4 + bed houses	
Percentage	20%	10%	25%	35%	10%	100%

Table ** Affordable homes (houses includes bungalows) (from SHMA table 12.14)

Household type	Singles	Couples with no children / singles /needing support	Couples with children	Couples with children	Couples with children	All
Dwelling type	1 bed flats	2 bed flats	2 bed houses	3 bed houses	4 + bed houses	
Percentage	27.2%	12.5%	15%	34.1%	11.3%	100%

Previous dwelling completions in Thanet District have included a large share of flatted accommodation. Consequently, in line with the SHMA recommendations it is important to increase the proportion of houses in the overall stock. Accordingly proposals will be expected to deliver at least the proportion of houses (as opposed to flats) in line with Policy SP18. It is recognised that in some instances there may be reasons such as configuration of buildings contributing to townscape quality why only flatted accommodation will be feasible. Schemes proposing a higher proportion of flats will need to be accompanied by a supporting justification.

POLICY SP18 - Type and Size of Dwellings

Proposals for housing development will be expected to address the SHMA recommendations regarding the make-up of market and affordable housing types and sizes needed to meet requirements.

The Council will encourage proposals incorporating a higher proportion of houses as opposed to flats than recommended in the SHMA. Proposals for developments incorporating a higher proportion of flats than recommended in

the SHMA will be expected to include site specific justification for the proportion and mix proposed.

Proposals to revert or convert properties currently used as flats to use as single family or single household accommodation will be permitted where a satisfactory standard of accommodation can be provided.

Residential development proposals involving the net loss of dwelling houses suited to modern living requirements will not be permitted, unless the proposal complies with Policy H9 (Houses in Multiple Occupation).

In the event of conflict between this policy and the Cliftonville DPD the latter shall prevail.

Providing affordable homes

Affordable housing includes social rented, affordable rented and intermediate housing, provided for households whose needs cannot be met by the market. The Strategic Housing Market Assessment's (SHMA) analysis is that tackling the backlog of need is an enormous task.

Through its functions as housing and planning authority the Council will aim to maximise the number of decent affordable homes that can viably be delivered alongside market homes in order to meet need. Negotiating elements of affordable housing in new schemes will contribute valuably to meeting local need.

Reflecting economic viability considerations in general the Council will negotiate for an element of 30% affordable housing in any residential development.

In applying the following policy, site specific considerations will be taken into account in relation to the element of affordable housing that will be expected. The presumption is that the affordable element will be delivered on the application site, unless robust justification exists for provision on an alternative site in the developer's ownership and control, or for a financial contribution in lieu of on-site provision which will help to deliver strategic housing objectives. It is accepted that on sites comprising a total of 15 dwellings or less, a financial contribution may be a more practical means of securing an element of affordable housing. The formula for calculating contributions will be featured in the Planning Obligations and Developer Contributions Supplementary Planning Document.

Developers will be required to demonstrate how any affordable housing will be made available to households unable to obtain adequate housing through the private market and will be expected to engage with registered providers. (The Council can provide a list of provider partners). This may be secured by entering into a planning agreement. The developer will be required to demonstrate that enjoyment of the affordable housing as such can be guaranteed for successive as well as initial occupiers for the foreseeable future. However, eligibility of owners to acquire/staircase to full ownership is acknowledged as an exception.

In light of the SHMA recommendations, the Council will seek to achieve and monitor delivery of, a target that 70% of affordable homes should be focused on social rented housing and 30% focused on intermediate housing. This target will remain subject to review in light of any bona fide evidence serving to refresh or update the SHMA.

POLICY SP19 - Affordable Housing

Residential development schemes will be expected to include an element of affordable housing of 30%.

Environment Strategy

Protecting the Countryside

The National Planning Policy Framework (NPPF) states that local plans should take account of the roles and character of different areas, promoting the vitality of our main urban areas and recognising the intrinsic character and beauty of the countryside.

Thanet's open countryside is particularly vulnerable to development because of its limited extent, the openness and flatness of the rural landscape and the proximity of the towns. Thanet's countryside provides important landscapes that contribute to its sense of place, as well as making Thanet an attractive place that people want to come to. Much of the countryside is classified as 'best and most versatile agricultural land'. The countryside also supports a variety of habitats and species, particularly a number of important species of farmland birds which have declined in numbers over the last few decades.

There is a presumption against development in the countryside as the sites allocated in this plan meet the development needs of the district. The Council has assessed all of the sites put forward, and some have been allocated in the countryside where this has been considered appropriate to meet the needs of sustainable development. In addition it is proposed to rectify a minor discrepancy in the alignment of the confines as identified in the Thanet Local Plan 2006 to include a small area of private garden land adjoining 92 Park Road, Birchington.

The Council considers that it is essential to protect the countryside through planning policy in view of its vulnerability to sporadic forms of development and will locate all but essentially rural development in the Thanet towns. The only exception to this will be proposals for development that meet the criteria set out in paragraph 55 of the NPPF.

- The essential need for a rural worker to live permanently at or near their place of work in the countryside; or
- Where such development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or
- Where the development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting; or
- The exceptional quality or innovative nature of the design of the dwelling. Such a design should:
 - Be truly outstanding or innovative, helping to raise standards of design more generally in rural areas
 - Reflect the highest standards in architecture
 - Significantly enhance its immediate setting; and
 - Be sensitive to the defining characteristics of the local area

The following policy seeks to achieve the objective of safeguarding the geological and scenic value of the coast and countryside.

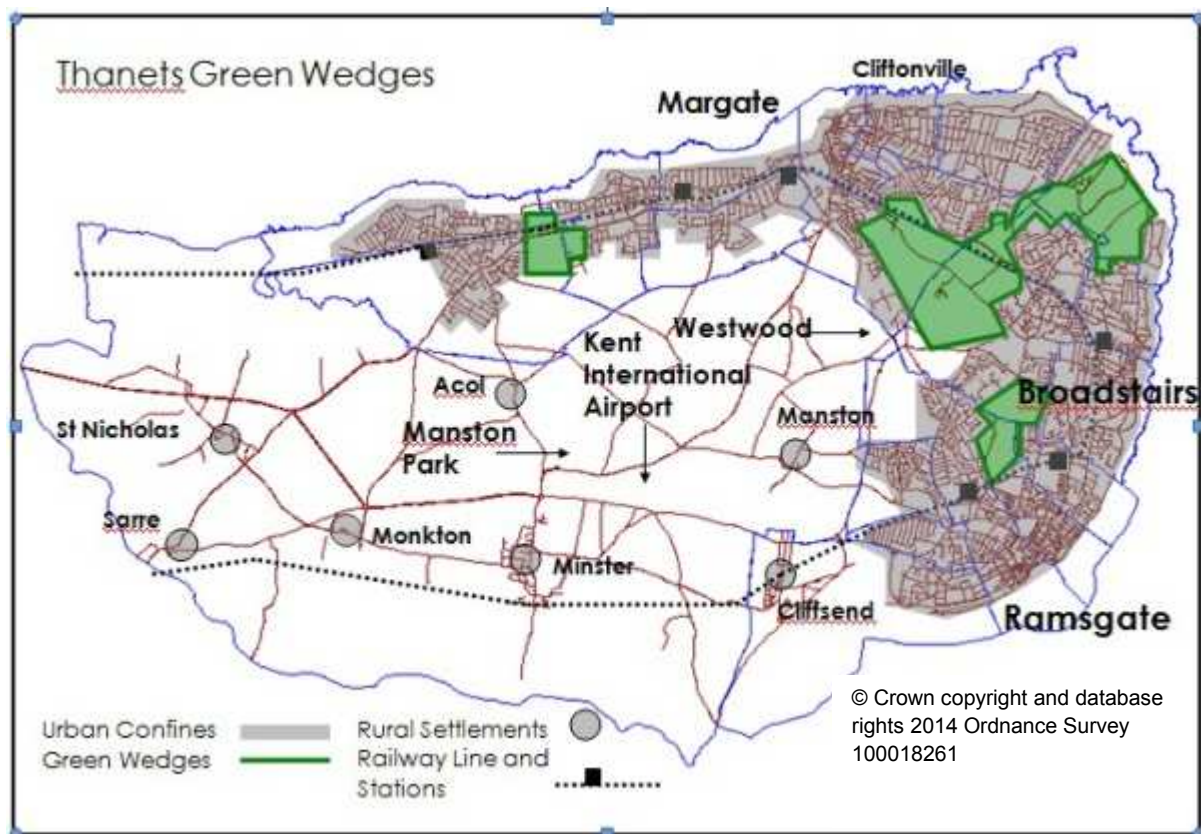
POLICY SP20 – Development in the Countryside

Development in the countryside outside of the urban and village confines, as identified in the Thanet Local Plan 2006, and not otherwise allocated for development, will not be permitted unless there is a need for the development that overrides the need to protect the countryside and any adverse environmental effects can be avoided or fully mitigated.

Green Wedges

The coastal towns of Thanet are separated by three particularly important areas of open countryside which are known as the Green Wedges and shown on Map **.

Map ** - Green Wedges



The Green Wedges are significant in shaping the character of Thanet which has historically been a 'horseshoe' of built development wrapping around the coast. The Green Wedges provide a clear visual break when passing between the towns, giving a recognised structure and identity to Thanet's settlements. The Green Wedges are distinct from other types of open space as they provide a continuous link between the open countryside and land which penetrates into the urban areas.

The three Green Wedges differ in size and character. The largest is the one that separates Margate and Broadstairs. Substantial areas of this Green Wedge consist of high quality agricultural land in large open fields without fences or hedgerows. Other parts have isolated belts of woodland. The other two Green Wedges which separate Birchington and Westgate, and Broadstairs and Ramsgate are considerably smaller but perform a very significant function and, due to their limited extent are also potentially more vulnerable to development pressures.

There is very limited built development within the Green Wedges. The areas have level or gently undulating landform and generally sparse vegetation. The public perception of space, openness and separation is largely gained from roads and footpaths that run through or alongside the Green Wedges in undeveloped frontages. These factors allow many extensive and uninterrupted views across open countryside, enabling people to find the recreational, scenic or amenity resources they require without having to travel long distances. This is important as it adds to the quality of life and well-being perceived by people in the community

The aesthetics of the Green Wedges are varied, and they are not always accessible to the public. There is an opportunity to enhance the Green Wedges by creating and enhancing wildlife habitats, for example to encourage farmland birds, and to make the areas more accessible, potentially for recreation use. This may require changing farming activities.

The principal functions of and stated policy aims for Thanet's Green Wedges are:

- Protect areas of open countryside between the towns from the extension of isolated groups of houses or other development.
- Ensure physical separation and avoid coalescence of the towns retaining their individual character and distinctiveness.
- Conserve, protect and enhance the essentially rural and unspoilt character, and distinctive landscape qualities of the countryside that separates the urban areas, for the enjoyment and amenity of those living in, and visiting, Thanet.
- Increase access and usability without compromising the integrity of the Green Wedges.

Local Plan policies have historically been used to prevent urban sprawl, maintain the separation of the Thanet towns and prevent their coalescence, preserving their unique identities. The Green Wedge policy has been consistently and strongly supported at appeals. Inspectors' comments in appeal decisions, and the Inspector's Report to the Thanet Local Plan Inquiry, highlight the significance of the open countryside between the Thanet Towns, in providing visual relief in a highly urbanised area.

Some areas of the Green Wedges are vulnerable to development pressures, and some sites within them have been suggested as housing allocations. The Council has assessed the sites put forward in the Green Wedges and found that the allocation of some sites proposed in the Green Wedges would cause less harm than others. However, although allowing some small scale development may not significantly diminish the Green Wedge, the cumulative impact of several small scale developments could be of detriment to the Green Wedges and cause new

development pressures where there are currently none. It could also set a precedent of releasing Green Wedge sites and result in further development within the Green Wedges which would diminish their functions.

The Council considers the Green Wedges still perform a highly significant function which overrides the need for development, and should continue to be protected through planning policy and meet the strategic objective of retaining the separation between Thanet's towns and villages with the following policy.

POLICY SP21 - Safeguarding the Identity of Thanet's Settlements

Within the Green Wedges new development (including changes of use) will not be permitted unless it can be demonstrated that the development is:

- 1) not detrimental or contrary to the stated aims of the policy; or**
- 2) essential for the proposed development to be located within the Green Wedges.**

Open sports and recreational uses will be permitted subject to there being no overriding conflict with other policies, the wider objectives of this plan and the stated aims of this policy.

Proposals for development that include measures that will create or enhance wildlife habitats and biodiversity within the Green Wedges, or will improve the quality of the green wedges by providing high quality public amenity space will be supported.

Views and Landscapes

The National Planning Policy Framework (NPPF) states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.

Thanet has historically been recognised for its distinctive wide, simple and unrestricted views and dramatic chalk cliffs along parts of its coastline.

Thanet has a distinct landscape area defined by the former limits of the island that was cut off from the mainland by the Wantsum Channel until it silted up around 1000 years ago, along with post 1801 settlements and irregular fields bounded by roads, tracks and paths. The Wantsum has a history of reclamation and usage stretching back to at least the 12th and 13th centuries in connection with the considerable ecclesiastical estates in the region.

The contribution Thanet's landscapes make to Thanet's sense of place and island characteristics is very strong, as well as providing economic benefits in making the district an attractive place that people want to come to. Tourism and recreation uses compatible with Thanet's historic landscapes would be encouraged. Development would be expected to respect the diverse landscape characteristics of the countryside and coast.

The character of the landscape within Thanet's countryside is varied, ranging from the distinctive sweep of Pegwell Bay, the flood plains of the River Stour and former Wantsum Channel, the open slopes of the former Wantsum Channel North Shore, the level to undulating Central Chalk Plateau, the wooded parkland at Quex and the urban coast. There have been a number of surveys and assessments which identify these landscapes - details of these can be found in the Natural Environment Topic Paper. Developers may be required to submit a Landscape and Visual Impact Assessment with planning applications likely to have a significant impact on the landscape. The Landscape Institute provides guidance on carrying out such an assessment.

Pegwell Bay

Pegwell Bay is an extensive area of mixed coastal habitats, including mudflats, saltmarsh and coastal scrub. These habitats form an open and relatively unspoilt landscape, with a distinctive character. The area possesses a sense of remoteness and wildness despite the relative proximity of development. Among its most important features in the area is the unique sweep of chalk cliffs viewed across Pegwell Bay from the south. This landscape creates large open skies.

The Former Wantsum Channel

This area includes the flood plain of the River Stour, and historically represents the former sea channel, the Wantsum Channel, which previously separated the Isle of Thanet from mainland Kent and which silted up over several centuries. The area is characterised by a vast, flat, open landscape defined by the presence of an ancient field system, defined by an extensive ditch and dyke system, the sea walls and isolated groups of trees. These elements provide important visual evidence of the physical evolution of the Wantsum Channel and, like other marsh areas in Kent, produce huge open skies.

The Former Wantsum North Shore

This area largely comprises the distinctive and often quite steep hill slopes leading down from the Central Chalk Plateau to the former Wantsum Channel. The landscape is very open with few features and the former shoreline is more distinct in some places than in others, with the variation in the contour pattern. From the upper slopes it affords extensive views across the whole of the former Wantsum Channel to the slopes on the opposite banks and in many places to the sea. The former shoreline is more distinct in some places than in others, with the variation in the contour pattern. However, it also provides the unique setting of the former channel side villages of Minster, Monkton, Sarre and St Nicholas, and the smaller, originally farm based, settlements of Shuart, Gore Street and Potten Street. These elements provide important visual evidence of the growth of human settlement, agriculture and commerce in the area.

The openness of this landscape provides wide and long views of the former Wantsum Channel area and Pegwell Bay. The area also possesses a large number of archaeological sites (including scheduled ancient monuments); numerous listed buildings (including Minster Abbey, the churches at Minster, Monkton and St

Nicholas, and Sarre Mill); and the historical landing sites of St Augustine and the Saxons, Hengist and Horsa.

The Central Chalk Plateau

The central part of the District is characterised by a generally flat or gently undulating landscape, with extensive, unenclosed fields under intensive arable cultivation. This open landscape is fragmented by the location of large scale developments such as the airport, Manston Business Park and a sporadic settlement pattern to the north of the airport. The character of this area is also defined by the proximity of the edges of the urban areas.

Quex Park

The Park is unique within the Thanet context, comprising a formal and extensive wooded parkland and amenity landscape within an otherwise open intensively farmed landscape. It possesses a formal landscape structure and gardens that act as an effective setting to Quex House. The parkland is intensively cultivated between the tree belts, with limited grazing pasture remaining. Two important historic features of the Park are the Waterloo Tower and a round castellated brick tower to the north of the main House.

The Urban Coast

The urban areas of Thanet form an almost continuous conurbation along the coast between Pegwell Village and Minnis Bay. With the exception of the Green Wedges, this area is heavily urbanised. The coastal strip is characterised by the presence of traditional seaside architecture, active harbour areas and beaches and some extensive public open clifftop areas. The pattern of bays and headlands provides long sweeping and panoramic views of the coast, which are often complimented by a positive relationship with adjacent built development.

The following policy aims to safeguard and enhance the open and historic characteristics of Thanet's countryside and landscapes.

POLICY SP22 – Protection and Enhancement of Thanet’s Historic Landscapes

Development proposals should demonstrate that their location, scale, design and materials will protect, conserve and, where possible, enhance:

- 1. Thanet’s local distinctiveness including historical, biodiversity and cultural character**
- 2. Gaps between Thanet’s towns and villages**
- 3. Visually sensitive skylines and seascapes**

Within the landscape character areas identified, the following policy principles will be applied:

- 1. At Pegwell Bay priority will be given to the conservation and enhancement of the natural beauty of the landscape over other planning considerations;**
- 2. In the former Wantsum Channel area, new development will not normally be permitted;**
- 3. In the Wantsum Channel North Shore Area, development will only be permitted that would provide opportunities for enhancement and would not damage the setting of the Wantsum Channel, and long views of Pegwell Bay, the Wantsum Channel, the adjacent marshes and the sea;**
- 4. On the Central Chalk Plateau, a number of sites are identified for various development purposes. Where development is permitted by other policies in this plan, particular care should be taken to avoid skyline intrusion and the loss or interruption of long views of the coast and the sea and proposals should demonstrate how the development will take advantage of and engage with these views;**
- 5. At Quex Park, new development proposals should respect the historic character of the parkland and gardens; and**
- 6. At the Urban Coast, development that does not respect the traditional seafront architecture of the area, maintain existing open spaces and long sweeping views of the coastline will not be permitted.**

Development proposals that conflict with the above principles will only be permitted where it can be demonstrated that they are essential for the economic or social well-being of the area or for reasons where the need for the development outweighs the detriment to the landscape. The developer may be required to submit a Landscape and Visual Impact Assessment with any development proposals likely to have a significant landscape impact.

Green Infrastructure Network

The National Planning Policy Framework (NPPF) states that local plans should plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. It states that local ecological networks should be identified and these should include the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors, stepping stones that connect them, and areas identified by local partnerships for habitat restoration or creation.

Planning policies should promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.

The NPPF also states that international, national and locally designated nature conservation sites should be protected, with appropriate weight given to the importance of their designation.

The NPPF states that existing open space, sports and recreational buildings and land (including playing fields) should not be built on unless it can be demonstrated that the land is surplus to requirements or if it would be replaced by equivalent or improved provision. Planning policies should also protect and enhance public rights of way and access.

Thanet boasts a wealth of natural features including internationally and nationally designated sites and associated species, a magnificent coastline, chalk cliffs, geological features and areas of open countryside with distinctive landscapes and views. It is important that these are maintained and enhanced, and be better linked to provide a comprehensive green infrastructure network.

Natural England defines Green Infrastructure (GI) as:

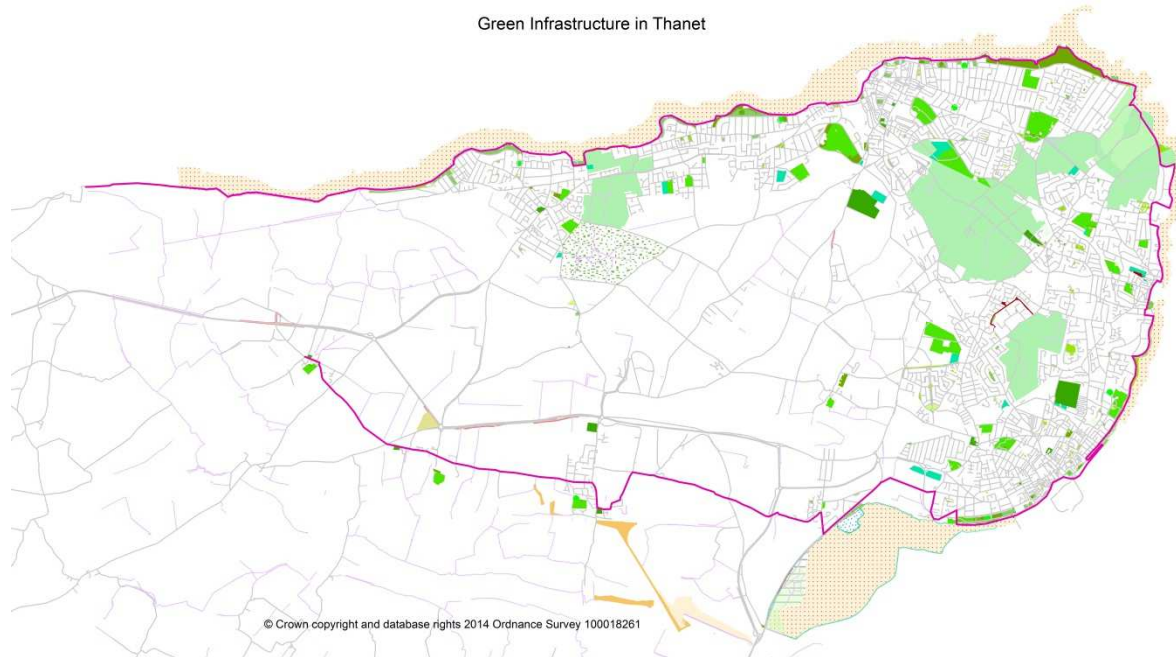
‘..... a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types.

Green infrastructure includes established green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland. Consequently it needs to be delivered at all spatial scales from sub-regional to local neighbourhood levels, accommodating both accessible natural green spaces within local communities and often much larger sites in the urban fringe and wider countryside.’

A working group of the East Kent councils has established an East Kent GI typology in order to maintain a consistent approach towards Green Infrastructure. This encompasses the following types:

- Biodiversity
- Linear Features
- Civic Amenity

Thanet's existing Green Infrastructure is shown on Map ** below.



Key

- Play
- Parks, Formal Gardens and Recreation Grounds
- Visual Amenity Green Space
- Informal Recreation Green Space
- Churchyards and Cemeteries
- Bowling Greens
- Public Open Space
- Allotment Gardens
- Quex Park, Birchington
- Natural Semi Natural Green Space
- Green Wedge
- SSSI
- National Nature Reserve
- Regionally Important Geo Site
- Special Protection Area - RAMSAR Site
- Local Wildlife Sites
- Pegwell Bay
- Green Corridors
- Roadside Nature Reserves
- Viking Cycle Trail
- Public Footpaths
- Former Hoverport

There are various Green Infrastructure projects being progressed by the Council and other organisations, and also a number of community projects. These include Dane Valley Woods, West Undercliff Village Green, Friends of Mocketts Wood, Montefiore Woodland and the Windmill Community Allotments. Some major planning applications have included provision for new green infrastructure including Hereson School the Westwood Housing site adjacent to Westwood Cross, Land at Nash

Road/Haine Road and the Minster Housing site at Molineux Road. Methods of providing and enhancing green infrastructure include:

- Integration of Sustainable Drainage Systems (SUDs)
- Planting of hedgerows
- Provision of green roofs
- Creation of ponds
- Creation of urban green corridors
- Creation of roadside verges
- Tree planting
- Provision of off-site enhancements

The Council seeks to continue increasing and enhancing Thanet's Green Infrastructure network, and encourages new community green infrastructure projects.

This policy aims to deliver the strategic objectives by protecting, maintaining and enhancing biodiversity and the natural environment and creating a coherent network of green infrastructure.

POLICY SP23 – Green Infrastructure

Thanet's Green Infrastructure network is an integral part of the design of all major development. Opportunities to improve Thanet's green infrastructure network by protecting and enhancing existing green infrastructure assets and the connections between them, should be included early in the design process for major developments.

Development should make a positive contribution to Thanet's Green Infrastructure network by:

- **Creating new wildlife and biodiversity habitats**
- **Providing and managing new accessible open space**
- **Mitigating against the loss of any farmland bird habitats**
- **Providing private gardens and play space; and/or**
- **Contributing towards the enhancement of Thanet's Biodiversity Opportunity Areas or the enhancement of the Green Wedges**

Investment and developer contributions should be directed to improve and expand green infrastructure and provide connecting links where opportunities exist.

Biodiversity Enhancements

Biodiversity Opportunity Areas (BOAs) have been identified to facilitate the delivery of landscape scale habitat recreation and restoration, and to connect designated sites and priority or Biodiversity Action Plan habitats. Thanet has two BOAs:

- Thanet Cliffs and Shore – covers the majority of the internationally and nationally designated coastal habitats, extending through Thanet as far as Whitstable.
- Lower Stour Wetlands – The Lower Stour wetlands extend from the mouth of the old Wantsum channel across reclaimed marshland to the former mouth of the river Stour, and then continue around the coast to the Sandwich mudflats and sand dunes and the Lydden valley.

The following policy aims to meet the strategic objective of protecting, maintaining and enhancing biodiversity.

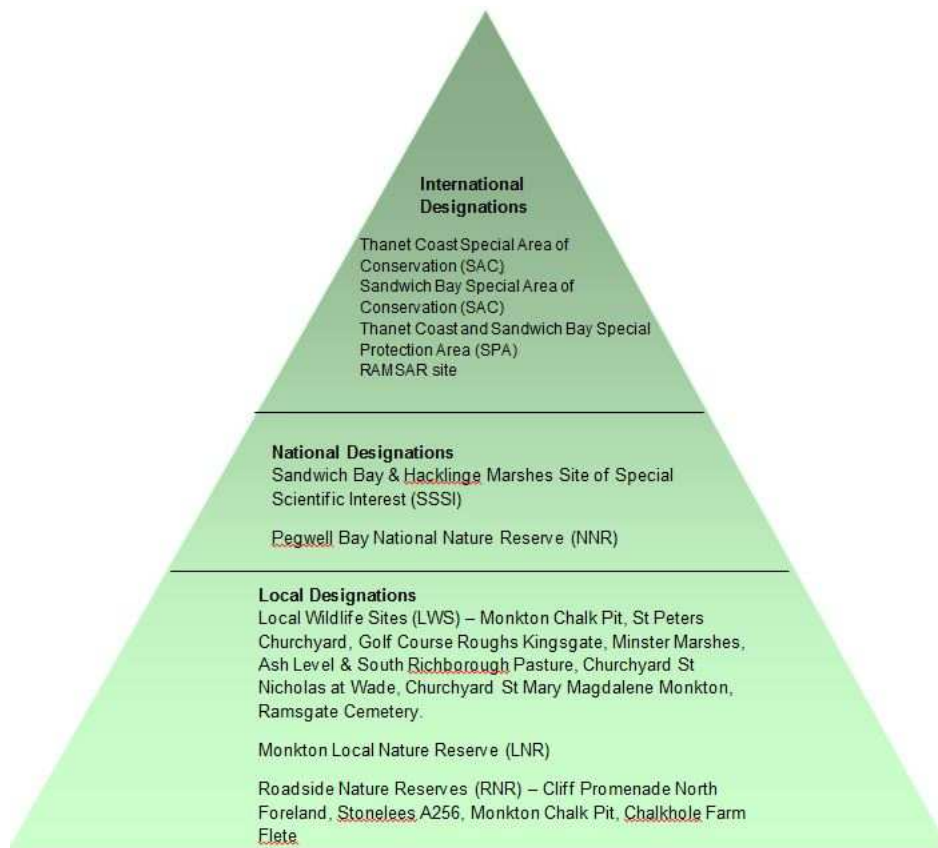
POLICY SP24 – Biodiversity Enhancements

Biodiversity Opportunity Areas and the Green Wedges are protected from inappropriate development, and proposals which would provide enhancements and contribute to a high quality biodiverse environment will be supported.

National and International Designations

Protection of the European Sites, Sites of Special Scientific Interest and National Nature Reserve

Designated sites of international, national and local value and extensive areas of wetland and farmland habitat harbour both protected and priority species. The diagram below shows the hierarchy of these designations from international, national to local importance.



The European sites (Special Protection Area, Special Area of Conservation and RAMSAR) are defined under European laws and comprise a network of sites across Europe designated for their important habitat and/or birds. Most of the Thanet coastline is designated and is important for its intertidal chalk, caves, species (such as blue mussel beds and piddocks), dunes and mudflats, and certain migratory and breeding bird species.

The nationally designated sites (Sites of Special Scientific Interest and National Nature Reserve), also cover the coastline, and have similar features to the international sites, including over 30 nationally rare species of terrestrial and marine plants, 19 nationally rare and 149 nationally scarce invertebrate species and roost sites for migrating and wintering birds.

The Thanet Coast is also a designated Marine Conservation Zone.

The Thanet Coast Project was established in 2001 and is tasked with much of the delivery of the North East Kent Marine Protected Area (NEKMPA) Action Plan and therefore delivery of the majority of the objectives of the Thanet Cliffs and Shore Biodiversity Opportunity Area (BOA) within Thanet. The main aims of the project are to :-

- Raise awareness of the important marine and bird life, and how to avoid damaging them.
- Work with local people to safeguard coastal wildlife and implement the Management Scheme Action Plan.

- Encourage and run wildlife related events and make links with wildlife, green tourism, coastscape and the arts.
- Be a focal point for enquiries and gathering information on coastal wildlife and environmental issues.
- Keep everyone informed with progress through various means, including newsletters, articles and stakeholder workshops.

The Thanet Project has been very successful in the last nine years with the following activities and projects set up to deliver these objectives:-

- 10 coastal codes of conduct formulated with stakeholders to alleviate the impacts of human activities on the European sites.
- One scientific research code formulated by The North East Kent Scientific Coastal Advisory Group.
- A twice yearly Thanet Coast newsletter.
- Educational activities and resources for all ages.
- Volunteering opportunities from volunteer wardens to participation in ecological research.

Recreational pressure at the European sites, particularly the SPA, has given cause for concern from Natural England and the Kent Wildlife Trust regarding the impact of disturbance to over-wintering birds. There is further concern regarding the impact of increased recreational pressure as a result of population increases.

Evidence suggests that new housing development in Thanet has the potential to increase the recreational impacts on the SPA resulting from the increase in population. This may have an adverse impact on the species for which the SPA has been designated. The actual level of impact from individual developments may not be significant, however the in-combination effect of all housing developments proposed in the district cannot rule out a significant impact.

A mitigation strategy is being prepared to ensure that mitigation measures are put in place to enable growth and development without compromising the integrity of the European Sites. The mitigation strategy will be reviewed and updated regularly.

The following policy seeks to protect, maintain and enhance biodiversity and the natural environment where it is designated for its international and national importance.

POLICY SP25 – Protection of the European Sites, Sites of Special Scientific Interest and National Nature Reserve

Development that would have a detrimental impact on the European Sites, Sites of Special Scientific Interest or National Nature Reserve will not be permitted.

Planning permission may only be granted when it can be demonstrated that any harm to internationally and nationally designated sites resulting from that development will be suitably mitigated.

Proposals for residential development must include an assessment of significant effect and measures to mitigate against the effects of potential increased recreational pressure on protected sites.

Proposals for major residential developments must include provision of open space suitable for dog walking and general recreation, in accordance with policies SP23.

In developing these measures, regard must be had to the SPA Mitigation Strategy which requires a financial contribution towards wardening, and applicants must demonstrate clearly how they are meeting the strategy and how they will ensure that development will mitigate against any increase recreational pressure on designated sites.

Protection of Open Space

Thanet's urban areas are interspersed with a variety of areas of open space. These include: parks, informal recreation green space, natural and semi natural green space, amenity green space, outdoor sports facilities, play areas, cemeteries and allotments.

These form part of Thanet's green infrastructure network and shown on the green infrastructure map.

The National Planning Policy Framework (NPPF) states that existing open space, sports and recreational buildings and land (including playing fields) should not be built on unless it can be demonstrated to be surplus to requirements, the loss would be replaced by equivalent or better provision or the development is for alternative sports and recreation provision. The NPPF also states that planning policies should protect and enhance public rights of way and access. Kent County Councils Countryside and Coastal Access Improvement Plan identifies the need for planning policies to protect or enhance PROW.

The following policies meet the objectives of promoting physical and mental well-being, safeguarding and enhancing the geological and scenic value of the coast and countryside, retaining the separation between Thanet's towns and villages and enhancing biodiversity and the natural environment.

Open space is a scarce commodity within Thanet's urban areas. Once such areas are lost to development, it is very difficult to provide satisfactory replacements within the immediate vicinity. Open spaces can provide for a wide variety of activities from organised sport to simple relaxation and opportunities for walking. Open space and amenity areas are vital for people's health and quality of life.

Local Green Spaces can be designated by communities through the local or neighbourhood planning processes. As set out in the NPPF, once designated, a local green space will be afforded the same protection as Green Belts and new development will not be permitted other than in very special circumstances. The NPPF sets out the circumstances under which development may be permitted. Green spaces can only be designated where all of the following apply:

- The green space is in reasonably close proximity to the community it serves.
- The green area is demonstrably special to a local community and holds a particular local significance.
- The green area concerned is local in character and is not an extensive tract of land.

The following policy seeks to protect Thanet's areas of open space from built development and states the circumstances under which development may be permitted.

POLICY SP26 – Protection of Open Space

Built development or change of use will not be permitted on areas of open space identified as part of Thanet’s green infrastructure network (including Public Rights of Way) unless:

- 1) It is for an open recreation or tourism uses and is of appropriate scale and design for its setting. Any related built development should be kept to the minimum necessary to support the open use, and be sensitively located.**
- 2) There is an overriding need for development that outweighs the need to protect open space and cannot be located elsewhere, in which case provision of alternative open space of an equivalent size must be made elsewhere.**

New development that is permitted by virtue of this policy should make a positive contribution to the area in terms of siting, design, scale and use of materials.

Built development in any areas designated as Local Green Spaces will only be permitted if the proposal meets the exception criteria set out in the National Planning Policy Framework.

Provision of accessible natural and semi-natural green space

Provision of Accessible Natural and Semi Natural Green Space, Parks, Gardens and Recreation Grounds

The provision of larger areas of open space will be delivered most appropriately through strategic allocations and should be considered intergral to the masterplanning of development proposals. The Open Space Audit 2005 identified an under provision of natural and semi natural green space of 0.95ha per 1000 population. In order to achieve the recommended 2ha of open space per 1000 population an additional provision of 34ha is needed. The audit found the provision of parks, gardens and recreation grounds to be sufficient at the time of the audit, at 1.06ha per 1000 population. In order to maintain this standard a further 18ha per 1000 population will be required. These standards are set out in Table XX.

Allotment sites are a statutory requirement for the Council but are usually managed by town or parish councils. A list of allotments, both under Council or local management, is provided at Annex **. Allotments serve not only local residents by offering them a chance to grow their own fruit and vegetables but also by offering them physical activities in relation to healthy diet, activity and general well being. The overall benefits of allotments include:

- Providing a sustainable food supply
- A healthy activity for people of all ages
- Fostering community development and cohesiveness
- Acting as an educational resource

- Providing access to nature and wildlife and acting as a resource for biodiversity
- Providing open spaces for local communities
- Reducing carbon emissions through avoiding the long distance transport of food

The provision of allotments is considered a service best provided at local level, therefore the council will no longer offer allotment sites to applicants whose address is outside the Margate and Westgate area. Applicants applying from Ramsgate, Broadstairs, Birchington or the Thanet villages will be advised to contact their respective Parish or Town Council unless there are extenuating circumstances.

The change in management of allotments will be reflected in the waiting lists for the sites. Parish and Town councils are consulted on all planning applications received by the Council.

The audit found the provision of allotments to be sufficient at the time of the audit, at 0.19ha per 1000 population.

In order to maintain this standard a further 18ha per 1,000 population will be required. These standards are set out in Table XX.

The following policy seeks to ensure the recommended provision of natural and semi natural green space, parks, gardens and recreation grounds is provided for and will contribute to Thanet's green infrastructure network.

POLICY SP27 – Provision of Accessible Natural and Semi Natural Green Space, Parks, Gardens and Recreation Grounds

The Council will require suitably and conveniently located areas of usable amenity space, adequate to accommodate the demands for passive recreation generated by residential development.

Sites of 50 dwellings or more will be required to provide natural and semi natural green space and local parks, formal gardens, allotments and recreation grounds to meet the standards set out in Table XX.

The Council will expect appropriate arrangements for maintenance and management, responsibility for which will be vested in a particular individual, or, subject to commuted payment to meet such costs, in the district, town or parish council. Such arrangements will be secured by entering into a planning agreement.

Any areas of accessible natural and semi natural green space, parks, gardens and recreation grounds created by virtue of this policy will be protected from development by policy SP26 – Protection of Open Spaces.

Quality Development

The National Planning Policy Framework (NPPF) places high importance on good design stating that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life. Planning should seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunity to improve the character and quality of an area.

Thanet's towns, villages, coast and countryside enjoy a diverse and rich built heritage which contributes significantly to the Thanet's unique sense of place and identity. There are 21 conservation areas and approximately 2,500 listed buildings – the highest concentration for a local authority in the South East. However there are some areas in the district where the townscape quality is less attractive, with developments of mediocre and poor quality, and areas of neglect. The historic town centres contain a high concentration of listed buildings. The urban areas have been developed to a high density, with high numbers of flats – largely due to the availability of large properties formerly used as hotels which lend themselves to conversion to flats, and the subdivision of larger family homes. Some of the urban areas boast a rich architectural heritage including attractive Victorian terraces and Regency squares and large and attractive art deco properties along the coasts. Some suburbs and the rural villages are characterised by lower density development, with large, well-spaced properties and a number of tree lined streets.

Good design can help improve and enhance areas by ensuring high quality developments, and can help reduce the opportunities for crime and the fear of crime. The NPPF re-iterates and reinforces the role of Design Review in ensuring high standards of design. Design Review is an independent and impartial evaluation process in which a panel of experts on the built environment assess the design of a proposal. The projects that Design Review deals with are usually of public significance, and the process is designed to improve the quality of buildings and places for the benefit of the public.

Developers proposing projects of public significance (such as urban extensions or town centre mixed use developments) will be required to seek a Design Review by an independent design panel. This should be carried out at an early stage in the process. The South East Regional Design Panel can be contacted at Kent Architecture Centre. www.architecturecentre.org Developers proposing projects that are of national significance or that will have a profound impact on the regional and local environment will be required to seek a National Design Review with the CABI team at the Design Council, www.designcouncil.org.uk.

This objective of this policy is to ensure that new development is built to the highest attainable quality.

POLICY SP28 - QUALITY DEVELOPMENT

New development will be of a high quality inclusive design. Developers will be required to seek an independent Design Review for development proposals on sites with a prominent visual impact, or which are of national significance.

Heritage

The National Planning Policy Statement (NPPF) states that local plans should set out 'a positive strategy for the conservation and enjoyment of the historic environment'. It places emphasis on putting heritage assets to viable uses, the wider benefits that can be achieved by the conservation of the historic environment and the desirability of new development in making a positive contribution to local character and distinctiveness. It also includes criteria which would need to be fulfilled for a proposed development which would lead to substantial harm or loss of a heritage asset.

Thanet's historic and natural environment defines the character and setting of the district, and contributes significantly to residents' quality of life. It is important to maintain and enhance the historic and natural environment against the background of a successful, growing district.

The district can trace its origins to pre-historic activity with the remains of all periods from the Neolithic to Modern recorded within the area, consisting of both burial and settlement archaeology.

It is this rich heritage and the close proximity to the sea that gives the district its special character and distinctiveness, this is emphasised by the large number of highly graded designated heritage assets, often connected to the strong relationship with the sea either in the form of commerce, health or leisure.

Thanet can be described as a district with a diverse and vibrant character. The character of the coastal areas owes much to the juxtaposition of grand seafront developments and the smaller scale domestic 'vernacular' buildings associated with working harbours and holiday resorts.

The character of the rural areas owes much to the strong links with early Christianity and the ensuing development of medieval parishes centred around the church.

Some of the special qualities of Thanet's historic environment include:

- The richness of 18th, 19th and 20th century development linked to the sea, including grand residential terraces, harbours, leisure and health facilities as well as defence.
- The strong associations with internationally recognised people including AW Pugin, Sir Moses Montefiore and George Sanger and their significant legacies within the built environment.
- The presence of significant historic technical innovation, including the Scenic Railway, Clifton baths, Albion Gardens and Quex tower

- The wealth of public and private historic open spaces including many planned squares, parks, cemeteries, chines, cliff top promenades, coastal topography and significant views
- The Victorian/Edwardian suburbs and post-war housing developments (including Westgate on Sea)
- Locally distinctive materials, flint, clinker brick, Kentish red bricks and Kent pegs
- 21 conservation areas which vary considerably in age, size, character and style.
- Approximately 2,500 statutory listed buildings in Thanet - the highest concentration in the South East.
- A number of highly significant Grade I or II* listed buildings, including St Augustine's and Sir Moses Montefiore Synagogue, Ramsgate, Scenic Railway, Margate.
- 13 Scheduled Ancient Monuments including Minster Abbey.
- A designated Registered Park and Garden; Albion Gardens in Ramsgate.
- A richness in archaeological remains. The remains of all periods from Neolithic to Modern are recorded within the area and consist of both burial and settlement archaeology.

A Heritage Strategy is being prepared for Thanet. It is proposed that the strategy will be developed alongside the Local Plan and we have started to develop an evidence base to support this strategy and the Local Plan. The evidence includes assessing the significance of heritage assets in the area, including their settings, and the contribution they make to their environment. It also involves assessing the potential of finding new sites of archaeological or historic interest.

The preservation of Thanet's heritage is considered to be an economic asset, and its maintenance and protection plays an important role in the Districts economy.

The Council's aim is to work with property owners and other stakeholders in the historic environment to both protect and enhance the historic environment and ensure its economic viability for future generations. The following policy sets out how it intends to achieve this.

POLICY SP29 - Conservation and enhancement of Thanet's historic environment

The Council will support, value and have regard to the significance of Heritage Assets by:

1) Protecting the historic environment from inappropriate development

2) Encourage new uses where they bring listed buildings back into use, encouraging their survival and maintenance without compromising the conservation of the building.

3) Seeking the provision of appropriate research for all applications relating to the historic environment on key sites as identified through the Heritage Strategy.

4) Facilitating the review of Conservation Areas and the opportunities for new designations.

5) Recognising other local assets through Local Lists.

6) Offering help and advice and provide information about the historic environment by offering guidance to stakeholders, producing new guidance leaflets and reviewing existing guidance leaflets and promoting events which make the historic environment accessible to all.

7) Agreeing Article 4 Directions which will be introduced and reviewed as appropriate

8) Supporting development that is of high quality design and supports sustainable development

All reviews and designations will be carried out in consultation with the public in order to bring a shared understanding of why asset and areas are being designated.

Climate Change

The National Planning Policy Framework (NPPF) expects a pro-active approach against climate change and states that adapting to, and mitigating against the effect of, climate change are core planning principles. This can be achieved by planning for new development in locations and ways which reduce greenhouse gas emissions, actively support energy efficiency improvements to existing buildings and set any building sustainability standards in line with the Government's zero carbon buildings policy.

The NPPF lists expectations to improve energy efficiency in new development in terms of decentralised energy and sustainable design, and ways of increasing the use and supply of renewable and low carbon energy. It stresses the importance of addressing longer term factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape.

Climate change is a change in weather patterns, caused by the increased levels of carbon dioxide in the atmosphere produced by the use of fossil fuels.

The effects of climate change are already being seen in Kent, and include:

- more erratic weather conditions including an increase in the number of 'hot weather' events, storms and also freezing temperature events;
- increase in sea levels and wave crest;
- increase in coastal water temperature;
- length of growing season has extended by 1 month since 1990; and
- increases in flooding and droughts.

The Government's Zero Carbon policy requires all new homes from 2016 to mitigate, through various measures, all the carbon emissions produced on-site as a result of the regulated energy use. This includes energy used to provide space heating and cooling, hot water and fixed lighting, as outlined in Part L1A of the Building Regulations. Provision can be made for offsetting through off-site 'Allowable Solutions' which minimise costs and unlock off-site abatement which can be more effective than on-site abatement. Allowable Solutions can be in the form of:

- On site options – eg led street lights, pv panels, electric vehicle charging.
- Near site options – eg financial contributions towards site based district heating scheme, retro fitting of low/zero carbon technologies to local communal buildings.
- Off site options – investment in energy from waste plants, investment in district heating pipe work.

The Council has adopted the Climate Local Kent commitment for Thanet. Climate Local is a Local Government Association initiative to drive, inspire and support council action on a changing climate. The initiative supports councils' efforts both to reduce carbon emissions and also to improve their resilience to the effects of our changing climate and extreme weather. The Climate Local Kent Commitment sets aims which include:

- 34% reduction in emissions by 2020 (2.6% reduction per year).
- Retrofitting to existing homes.
- Reduce water consumption from 160 to 140 litres per person per day by 2016.
- Increase renewable energy deployment in Kent by 10% by 2020.

The following policy aims to ensure new development minimises the impacts of climate change through mitigation and adaptation measures, and reduce Thanet's carbon footprint.

POLICY SP30 – Climate Change

New development must take account of:

- **Adapting to Climate Change by minimising vulnerability, providing resilience to the impacts of climate change and complying with the Government's Zero Carbon Policy**
- **Mitigating against Climate Change by reducing emissions**

Community Strategy

Healthy and Inclusive Communities

The National Planning Policy Framework (NPPF) acknowledges the link between planning and healthy communities and states that the planning system should support strategies to improve health and cultural well being, promote healthy communities and identify policies that will deliver the provision of health facilities. It encourages policies that will facilitate social interaction and healthy inclusive communities.

Health issues are addressed in this plan in the following policy areas (relevant local plan section in brackets):

- Housing quality and design (Housing and Quality Development sections)
- Transport (Transport section)
- Economic development, employment skills and training (Economy section)
- Access to and provision of local services (Community Facilities Section)
- Community safety and crime (Quality Development Section)
- Access to fresh food (Open Space provision in Quality Environment Section)
- Risk and vulnerabilities to climate change impacts (Climate Change section)

The following policy sets out how the plan will contribute towards a healthier community.

POLICY SP31 – Healthy and Inclusive Communities

The Council will work with relevant organisations, communities and developers to promote, protect and improve the health of Thanet’s residents, and reduce health inequalities. Proposals will be supported that:

- 1) Bring forward accessible and new and/or community services and facilities, including new health facilities.**
- 2) Safeguard existing community services and facilities.**
- 3) Safeguard or provide open space, sport and recreation and enabling access to nature.**
- 4) Promote healthier options for transport including cycling and walking.**
- 5) Improve or increase access to a healthy food supply such as allotments, markets and farm shops.**
- 6) Create social interaction and safe environments through mixed uses and the design and layout of development.**

7) Create a healthy environment that regulates local climate.

Community and Utility Infrastructure

The National Planning Policy Framework requires local plans to make provision for infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change. It also requires the provision of infrastructure for health, security, community, cultural, gas, electricity, emergency services and fibre-optic cables.

The following policies seek to achieve the objectives of accommodating the development needed whilst providing and improving access to community and utility infrastructure.

It is important that there is sufficient community infrastructure to support new development. This includes provision of adult social services, education, health facilities, libraries, childcare and youth services.

Advanced high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services.

The Council is working with Kent County Council and other services providers to ensure sufficient infrastructure is provided for. An Infrastructure Delivery Plan is being prepared alongside the Local Plan to identify infrastructure requirements.

POLICY SP32 – Community Infrastructure

Development will only be permitted when provision is made to ensure delivery of relevant and sufficient community and utility infrastructure. Where appropriate, development will be expected to contribute to the provision of new, improved, upgraded or replacement infrastructure and facilities.

Provision of Schools

Expansion of Primary and Secondary Schools

Kent County Council, as education authority, has identified from the population and growth forecasts set out in this plan that Thanet's primary and secondary schools will need to expand. The Council will work with KCC to identify and safeguard land to accommodate any required expansions.

POLICY SP33 - Expansion of Primary and Secondary Schools

The Council will support the expansion of existing and development of new primary and secondary schools in Thanet to meet identified needs and will work with Kent County Council in identifying, allocating and safeguarding land as appropriate.

Transport Strategy

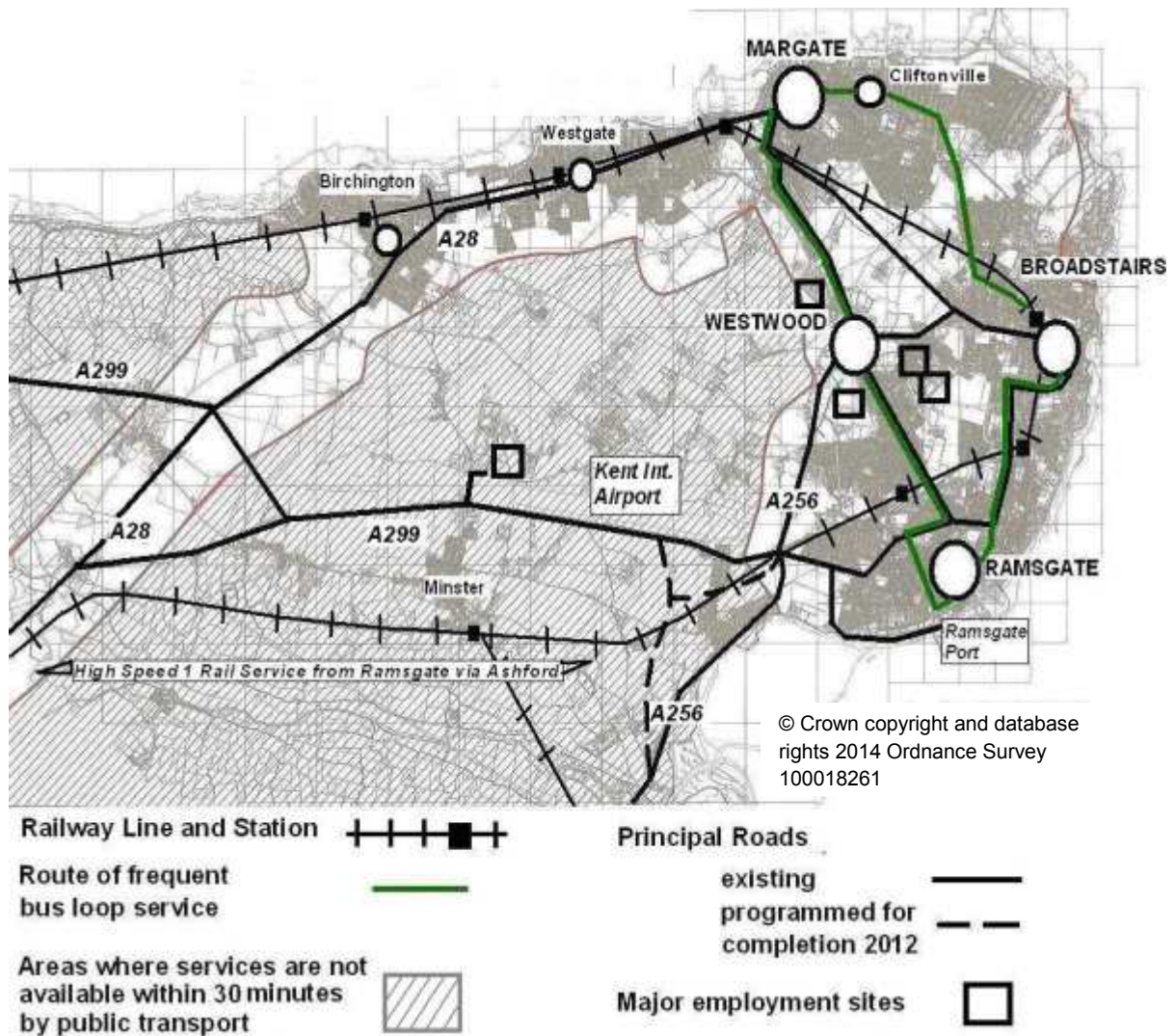
Safe and Sustainable Travel

The National Planning Policy Framework (NPPF) states that transport policies have an important role to play in facilitating sustainable development and in contributing to wider sustainability and health objectives. Key messages include that the transport system needs to be balanced in favour of sustainable transport modes, giving people real choice about how they travel. Local Plan policies are expected to aim for a balance of land uses to encourage people to minimise journey length for employment, shopping, leisure, education and other activities.

Transport is a critical factor to Thanet's aspirations for sustainable economic regeneration. Thanet's citizens need to go to work, school, shops and to access other services as part of their daily lives. Goods need to be moved to support employment and economic growth. Thanet does not at present suffer significant levels of congestion, traffic noise, pollution and delays such as experienced in urban centres elsewhere in Kent. A high proportion of Thanet's population has no access to a car. However this has potential to change and some traffic congestion already occurs at certain junctions at peak times. Thanet has an attractive environment and is a pleasant place to live and work. Its environment is also a potential asset in attracting investment. The intention is to maintain that situation while attracting and accommodating appropriate development in support of regeneration. Accordingly, key actions will be to manage mobility by putting in place an efficient and effective, sustainable transport system.

With an airport and a major port, Thanet has an international Gateway function important for economic development across the region. The introduction of high speed trains connecting Thanet with the High Speed 1 (HS1) service has reduced journey times from Ramsgate to London by over 30 minutes. Manston Business Park is a location for strategic importance. A surface access strategy and travel plan will be required alongside planned growth to promote sustainable travel, particularly by the workforce.

Kent County Council's Transport Delivery Plan "Growth without Gridlock" identifies strategic transport projects to support Kent's sustainable economic growth. It recognises the potential of Manston Airport to cater for increasing freight and passenger movements. It also acknowledges the need and potential for coastal areas to derive greater benefit from the High Speed 1 rail service including through potential increases to line speeds for domestic link services, and a new railway station. The HS1 services need to be integrated with the wider public transport network and meet the needs of people who elect to access them by car.



Thanet's services and most employment sites are clustered in and around the coastal centres and Westwood. These are close to Thanet's existing communities, including the deprived neighbourhoods, and highly accessible by public transport including the frequent "Loop" bus.

An efficient and convenient public transport system and direct walking and cycling routes need to be at the heart of the transport network to reduce the risk that growth may cause traffic congestion, noise and air pollution, or isolate disadvantaged communities.

Within the context of an established development pattern, the most significant change likely to generate demand for travel will result from new housing development. It is necessary, therefore, to consider the location of development in areas accessible to a range of services on foot and by public transport, preventing urban sprawl and improving local high streets and town centres. Methods such as providing showers and changing facilities in employment related development and locating cycle parking close to town centres/entrances will also help reduce the need to travel by car.

Thanet and Kent County Council are jointly preparing a Thanet Transport Strategy to help increase the efficiency and effectiveness of the transport system, achieve a shift to more sustainable travel patterns and modes and to identify the transport infrastructure and improvements required to support implementation of the Local Plan. The following sections address challenges identified in the draft Strategy.

POLICY SP34 - Safe and Sustainable Travel

The Council will work with developers, transport service providers, and the local community to manage travel demand, by promoting and facilitating walking, cycling and use of public transport as safe and convenient means of transport. Development applications will be expected to take account of the need to promote safe and sustainable travel. New developments must provide safe and attractive cycling and walking opportunities to reduce the need to travel by car.

Accessible Locations

Guiding the location, scale and density of new development is an important way of reducing the need to travel, reducing travel distances, and making it safer for people to use alternatives to the car. Consistent policies directing location of travel generating uses will also guide infrastructure investment further supporting integration of transport and land use.

POLICY SP35 - Accessible location

Development generating a significant number of trips will be expected to be located where a range of services are or will be conveniently accessible on foot, by cycle or public transport. The Council will seek to approve proposals to cluster or co-locate services at centres accessible to local communities by public transport and on foot.

Transport Infrastructure

The Transport Strategy aims to promote walking, cycling and use of public transport as well as improvements to the road network to facilitate sustainable choice and safe and convenient travel. Where the need for improvements arises wholly or largely from proposed development the developer will be expected to contribute towards required improvements as set out in the Transport Strategy and Infrastructure Delivery Plan.

While this Plan seeks to increase use of sustainable modes of transport, people will continue to make use of private cars and planned growth will increase travel demand. Traffic flows within Thanet are generally unrestricted. However, there are a number of locations where traffic flow issues need to be addressed. These are “Victoria” traffic lights Margate, Coffin House Corner Margate, Marine Terrace Margate, Dane Court Roundabout Broadstairs and the “Spitfire” junction, near

Manston airport. The Council will seek to implement solutions to address identified capacity issues in the road network.

POLICY SP36 - Transport Infrastructure

Development proposals will be assessed in terms of the type and level of travel demand likely to be generated. Development will be permitted only at such time as proper provision is made to ensure delivery of relevant transport infrastructure. Where appropriate, development will be expected to contribute to the provision, extension or improvement, of walking and cycling routes and facilities and to highway improvements.

Subject to individual assessments, schemes may be required to provide or contribute to:

Capacity improvements/connections to the cycle network

Provision of pedestrian links with public transport routes/interchanges

Improvements to passenger waiting facilities

Facilities for display of approach time information at bus stops along identified quality bus corridors

Improvement and expansion of public transport services

Improvements to the road network in line with schemes identified through the Transport Strategy.

Connectivity

Thanet's location in the south east corner of England has previously been seen as a disincentive to investors, but now the transport infrastructure in place offers attractive business opportunities with an integrated transport hub, maximising on the potential of High Speed One from Ramsgate, the Port and Manston Airport. Recent years have seen the completion of the A299 Thanet Way and its new connection to the now completed East Kent Access route. This road infrastructure gives direct connectivity between the ports of Dover and Ramsgate, Manston Airport and the rest of Britain's strategic road network.

Introduction of the High Speed 1 (HS1) rail service and dualling of the principal East Kent Access route network into Thanet have improved perceptions of the district as a credible location for investment. Prospective investments in line speeds along the domestic link to HS1 will result in further significant reduction in journey times between Thanet and St Pancras.

POLICY SP37 - Connectivity

The Council will continue to lobby for investments to secure further improvements to rail journey times for CTRL including domestic services between Ashford and Ramsgate.

Strategic Road Network

The Highways Agency has identified potential capacity issues at junctions on the Strategic Road Network at the M2 junction 7 (Brenley Corner) and at the A2/A256 junction. While these junctions are located some distance from Thanet, development in the district may add to cumulative impact upon them as a result of overall growth in the sub region. This reinforces the importance of promoting sustainable modes of travel, as a way of minimising the impact (as per Policy SP34).

POLICY SP38 - Strategic Road Network

In conjunction with neighbouring districts the Council will prepare a joint assessment of planned development and the expected volume and direction of road traffic movement it would generate to understand its potential impact on these junctions and how this may, if appropriate, be mitigated.

New Rail Station

The introduction of faster trains on the Ramsgate to St Pancras route, utilising the High Speed rail link (HS1) means that Ramsgate is only 76 minutes from London for much of the day. As a result Thanet has the potential to become a more attractive location for people employed in London seeking to live in a more pleasant environment.

Kent County Council, through its Local Transport Plan 'Growth without Gridlock', and the South East Local Enterprise Partnership, through its Strategic Economic Plan support the provision of a new Parkway railway station to the west of Ramsgate close to Cliffsend village. In promoting delivery of the project Kent County Council has identified a preferred location west of Cliffsend.

Thanet District Council supports the principle of a new railway station at a suitable location along the rail-side area west of Ramsgate. The following policy safeguards land at the preferred location west of Cliffsend for the Parkway project including an area for car parking and a notional road access to East Kent Access road. In addition the Council will continue to investigate and press for improvements to the running times of trains between Thanet and Ashford with a view to reducing the journey time from the Parkway to less than 60 minutes.

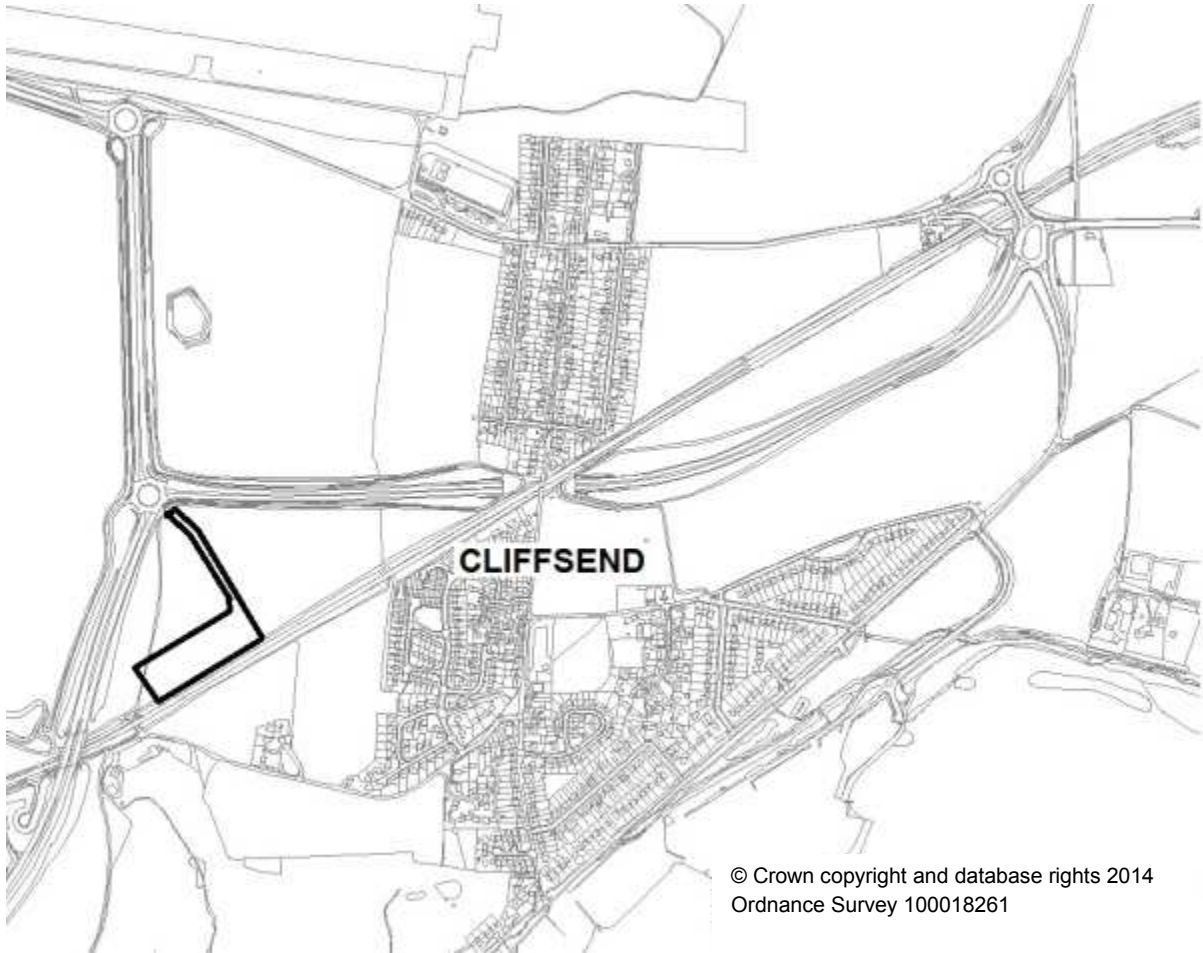
In supporting the principle of a new railway station emphasis will be placed on its accessibility by public transport and road (including sufficient car parking) for established and planned residential areas. Thanet's more densely populated areas and planned strategic housing sites are generally well served by existing railway

stations and or public transport as well as having good access to a range of services. New housing development is proposed on the edge of Ramsgate and at the village of Cliffsend in close proximity to the new railway station.

POLICY SP39 - New Rail Station

Planning permission will be granted for a new railway station at a suitable location on land west of Ramsgate alongside the existing railway line. Land west of Cliffsend (shown on the map below) is safeguarded for this purpose. Proposals will be required to specifically demonstrate all of the following:

- 1) Satisfactory vehicular access arrangements from East Kent Access**
- 2) Suitable level of car parking**
- 3) Integration with wider public transport services**
- 4) Mitigation of any noise impacts on sensitive receptors**
- 5) Compatibility with the landscape character of its location**
- 6) Located to minimise the loss of best and most versatile agricultural land**



Development Management Policies

Economy

Retention of existing employment sites

The Council considers that it is essential that employment premises are retained in order to conserve stock for future use. Sites have been assessed for their compatibility with the plan's employment land strategy. The sites listed below contribute positively and are retained and protected for employment purposes accordingly:

Policy E01 - Retention of existing employment sites

The following sites will be retained for employment uses falling within Use Classes B1 and B8 in locations close to residential areas, with additional B2 in appropriate locations away from residential development:

- 1. All sites specifically identified under [the allocations policy]; and**
- 2. Existing business sites and premises identified set out below:**

Cromptons site, Poorhole lane Broadstairs

Pysons Road Industrial Estate, Broadstairs

Thanet Reach Business Park (part), Broadstairs

Dane Valley Industrial Estate St.Peters, Broadstairs*

Northdown Industrial Estate St.Peters, Broadstairs

Manston Business Park (part), Manston

Manston Green, Manston

Manston Road Depot, Margate

Westwood Industrial Estate, Margate*

Fullers Yard, Victoria Road, Margate

Laundry Road Industrial Estate Minster

Eurokent Business Park (part), Ramsgate*

Leigh Road Industrial Estate, Ramsgate

St.Lawrence Industrial Estate, Ramsgate

Princes Road Depot/Pioneer Business Park, Ramsgate

Whitehall Road Industrial Estate, Ramsgate

Hedgend Industrial Estate, Thanet Way, St.Nicholas-at-Wade

Tivoli Industrial Estate, Margate

Manston Road Industrial Estate (part), Ramsgate

*** these are flexible employment sites, where wider employment generating uses will be allowed in addition to B1, B2 and B8 uses. Development must be compatible with neighbouring uses. Proposals for main town centre uses should also comply with Policy E05 - the sequential test.**

Flexible uses include leisure, tourism and other town centre uses which due to scale and format cannot be accommodated within town centres. They also include uses known as sui generis which do not fall into a category in the Use Classes Order. These include uses such as car show rooms and crèches.

Home Working

The National Planning Policy Framework requires the Council to consider the plan for flexible working practices such as the integration of residential and commercial uses within the same unit.

The proportion of people that are home working is relatively high in Thanet according to the Economic and Employment Assessment 2012. It is not clear from the evidence whether these are small local business starting up from home or employees of companies located potentially outside the District. In either case this is considered beneficial to the Thanet's economy as a result of money spent in the District. The close juxtaposition of home and work can reduce car use, and is therefore environmentally sustainable, particularly bearing in mind the growth of fast broadband. It is therefore considered important that improvements to digital infrastructure are supported.

Flexible office space (workhubs) with professional equipment and meeting space that can be hired and used in an ad hoc manner by home based workers can also support home working. Business advice may also be important. It is considered that these facilities can be accommodated on identified Business Parks or in the town centres.

Some small scale home-working may not require planning permission. However, where home-working does require planning permission consideration should be had to the impacts upon the neighbourhood, including for example traffic, noise and

disturbance. The Council supports such proposals but wishes to ensure that any potential impact is acceptable, as set out in the following policy.

Policy E02 - Home Working

Proposals for the establishment of a business operating from a residential property will be permitted, provided that it can be demonstrated that the proposed use would not result in:

- 1) Detrimental impacts on residential amenity by reason of dust, noise, smell, fumes or other emissions;**
- 2) Additional traffic flows or vehicle parking in the vicinity, at a level that would be harmful to residential amenity or highway safety; or**
- 3) The erosion of the residential character of the area.**

Policy E03 - Digital Infrastructure

Proposals for the installation of digital infrastructure will be required, on allocated sites in this plan.

Retro-fitting in existing urban areas and villages will be supported, subject to no detrimental impacts on listed buildings, the character and appearance of conservation areas and historic landscapes

Town and District Centres

Primary and Secondary Frontages

The National Planning Policy Framework requires local planning authorities to define the extent of primary and secondary frontages within town centres and set policies to make clear which uses will be permitted in such locations.

Healthy shopping centres rely on control over the number and location of non-retail premises within the main shopping area. The success of any particular centre is dependent, at least in part, upon retaining a reasonably close grouping of shops selling a wide range of products. This allows customers to fulfil the majority of their shopping needs in one trip, as well as providing the opportunity for comparing the price and availability of less frequently purchased goods. The existence of non-retail businesses in primary shopping areas can inhibit these activities by reducing the range of shops, and thereby potentially reducing the number of people visiting the centre, as well as making the centre less compact and therefore less convenient. However town centres perform a greater function than just retail centres. They are hubs of the community and encompass cultural, leisure, arts and heritage uses that in turn support the tourism industry and therefore in line with the strategy for the town centres outlined earlier it is considered appropriate to provide a generous secondary frontage in the coastal town centres in order to maintain and support this trend.

Policy E04 - Primary and Secondary Frontages

Primary and Secondary Frontages are defined for Westwood, Margate, Ramsgate and Broadstairs.

Within the Primary Frontages the following development will be permitted:

- 1) Use Classes A1, A2, A3, A4 and A5.**
- 2) Residential and Class B (a) offices will be permitted above ground floor level only.**

Within the Secondary Frontages the uses referred to in the preceding clause will be permitted as well as all other town centre uses stated in the National Planning Policy Framework including hotels and residential.

Sequential and Impact Test

Local planning authorities are required by the National Planning Policy Framework to apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. Applications for main town centre uses should be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre

proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.

The NPPF requires that town centre development takes place on sites within designated town centres and only where there are no suitable, viable or available sites should edge of centre or out of centre locations be considered and it requires the reasons for rejecting more central sites to be clearly explained.

This sequential approach should not be applied to applications for small scale rural offices or other small scale rural development.

The NPPF also requires that applications for town centre development outside of the defined town centres above a certain threshold are accompanied by an impact test in order to assess the impact on vitality and viability of the town centres. The thresholds for Thanet are set out in policy below.

Policy E05 - Sequential and Impact Test

Proposals for main town centre uses should be located within the designated town centres of Margate, Ramsgate, Broadstairs and Westwood, comprising the primary and secondary frontages. Where this is not possible due to size, format and layout town centre uses should be located on the edge of town centres or on employment land designated for flexible uses. Outside these areas applicants should demonstrate that there is no sequentially preferable location within the catchment of the proposed development.

Applications for development above the following thresholds should be accompanied by an impact assessment:

- 1) Urban area – 1,000 square metres**
- 2) Rural area - 280 square metres**

The impact assessment should include:

- the impact of the proposal on existing, committed and planned public and private investment in a town centre or town centres in the catchment area of the proposal; and**
- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.**

Applicants should demonstrate flexibility on issues such as format and scale and will be expected to provide the Council with robust evidence of this.

Where an application fails to satisfy the sequential test or is likely to have an adverse impact, it will be refused.

District and Local Centres

District and Local centres perform an important role in the retail hierarchy catering for basket and top up shopping located in sustainable locations often walkable from residential areas. Developments in local parades and centres should primarily serve the community within which they are located with catchment areas of not more than 800 metres.

Thanet's District centres consist of Cliftonville, Birchington, Westgate and Minster. There are number of smaller local centres throughout the District.

The important function of District and Local Centres, particularly the services they provide for the elderly and infirm should not be compromised by an overconcentration of residential accommodation.

Policy E06 - District and Local Centres

Proposals for additional shopping provision at traditional district and local centres will be permitted where the proposals meet a local need, are of a scale appropriate to the particular centre and not more than 1000 square metres.

Residential accommodation will be permitted in District and Local centres where this would not fragment or erode the commercial frontages of such locations to a degree that compromises footfall or otherwise undermines the function of the centre.

Tourism

Tourist Accommodation

The provision of sufficient quality tourist accommodation is necessary to increase tourist spend and help to extend the tourist season, which is are objectives of the Council's Economic Development and Regeneration Strategy and a strategic priority of this Plan.

Existing hotel provision in the District caters well for the budget hotel market and this has been increasing in recent years, but is lacking in hotels at the top end of the market. There is also a shortage of family holiday accommodation. Hotel facilities must be attractive to tourists to capitalise on the trend for shorter breaks in the UK and demand for better overall quality and service. There is increasing demand for boutique and designer hotels fuelled by more sophisticated tastes.

Other than caravan accommodation Thanet has relatively few self-catering facilities. Touring and camping is a popular choice of tourist accommodation and is an up and coming market. Thanet is currently underprovided with these types of facilities and the Council aims to take advantage of this high demand.

It is therefore important to provide for new and protect tourist accommodation of all types and for all budgets to attract a range of staying visitors to the area, which the following policies seek to achieve.

POLICY E07 - Serviced Tourist Accommodation

The Council will permit the development of new serviced tourist accommodation, including extensions and improvements to existing accommodation, where this would be well related to existing built development and subject to the following criteria:

- 1) Scale and impact on the surrounding area, including impact upon the road network.**
- 2) Accessibility by a range of means of transport.**
- 3) Outside of the built up area hotel development should respect landscape character and nature conservation value.**
- 4) Sufficient mitigation against any increase in recreational pressure on designated nature conservation sites.**

Policy E08 - Self Catering Tourist Accommodation

Proposals for the development, diversification, upgrade or improvement of self-catering accommodation will be permitted subject to the following criteria:

- 1) appropriate siting, design, scale and access**
- 2) be well related to the primary and secondary road network**
- 3) be capable of being extensively landscaped such that its impact on the character of the area is minimised.**

Policy E09 - Protection of Existing Tourist Accommodation

Proposals that would result in the loss of existing tourist accommodation with 10 or more bedrooms will not be permitted unless it can be demonstrated that:

- 1) the hotel/guesthouse or self-catering accommodation is no longer viable* for such use; and**
- 2) alternative types of holiday accommodation suitable for the property (including dual use for out of season times) are not viable*.**

*** In order to demonstrate that the existing tourist accommodation is not viable, evidence will be required to show that the facility has been marketed extensively for at least a year and at a competitive price. Evidence will also be required of occupancy rates for the previous 3 years, and any other relevant factors such as previous marketing or business plans, locational factors and ease of access for visitors by a range of means of transport. In assessing whether the accommodation is not viable the Council may seek the independent views of industry experts.**

Thanet's Beaches

Thanet possesses a large number of sandy beaches, whose characters range from intensively holiday-oriented beaches (eg: Marine Sands, Margate) to undeveloped beaches with a natural character and appearance (eg: Grenham Bay, Birchington). The different types of beach offer opportunities for different types of recreational activity. In the interests of choice, the Council believes that it is desirable to ensure that the differences of character are maintained, and where appropriate, enhanced. Most beaches along the Thanet coast are internationally important for their wintering bird populations.

The Council's Destination Management Plan is considering potential locations for additional beach development, including accommodation, would be appropriate and viable. It is also investigating ways to improve the management of the beaches for the benefit of the tourism economy.

The following policies divide the beaches into three broad categories, in order to direct and restrict development appropriately to maintain and enhance their individual function and character, and to protect the designated nature conservation sites.

It should be noted that the intermediate category includes beaches which have scope for some further development, as well as those which are fully developed within the terms of the Policy.

To provide for a variety of tastes and choice in the type of recreational activities, associated service facilities and degree of solitude on Thanet's coastline, the following Policies will apply to beach development.

Policy E10 - Major Holiday Beaches

On those beaches identified as major holiday beaches below, the Council will support proposals for the provision and upgrading of a wide range of recreational facilities and services including tourist accommodation:

- 1) Main Sands, Margate**
- 2) Ramsgate Main Sands**
- 3) Viking Bay, Broadstairs**

Proposals must also comply with the heritage policies of this plan and the National Planning Policy Framework.

At Margate Main Sands recreational facilities will be concentrated on that part of the beach at the junction of Marine Terrace and Marine Drive and the built form shall not project above the level of the seafront promenade.

Development proposals must fully mitigate against any impact upon the designated nature conservation sites, and will be subject to the Habitats Regulations.

Policy E11 - Intermediate Beaches

On those beaches identified as intermediate beaches below, and where scope exists for such development, the Council will support proposals for small scale tourism and leisure development (e.g. tourist accommodation, kiosks supplying food and refreshments, beach huts and beach furniture), subject to the scale of provision being consistent with the intermediate status of the beach and satisfactory design and siting of development:

- 1) Dumpton Gap (part)**

- 2) Joss Bay
- 3) Louisa Bay
- 4) Minnis Bay (part)
- 5) St Mildred's Bay
- 6) Stone Bay
- 7) Walpole Bay
- 8) Westbrook Bay
- 9) Western Undercliff, Ramsgate
- 10) Westgate Bay

Development proposals must fully mitigate against any impact upon the designated nature conservation sites, and will be subject to the Habitats Regulations.

Policy E12 - Undeveloped Beaches

On, or adjacent to undeveloped beaches identified on the policies map, priority will be given to the maintenance and enhancement of their natural and undeveloped character. New development including new built facilities, the provision of public car parking facilities and new or improved vehicular access to serve such beaches will not be permitted. In the event that development is exceptionally permitted, proposals must fully mitigate against any impact upon the designated nature conservation sites, and will be subject to the Habitats Regulations.

Language Schools

Thanet contains a considerable number of language schools and a large percentage of students using these services stay with Thanet families or as paying guests. In 2009 the contribution of Language Schools to the Thanet's economy was £14 million. In 2011 £11,433,000 was spent on accommodation alone, this was up 6% on 2009.

English language schools in Thanet are therefore a major contributor to the local economy, and offer potential for encouraging the next generation of visitors to this part of Kent. The Council wishes to encourage this sector of the local economy to grow.

However language schools can cause issues with noise and disturbance particularly where there are concentrations of such facilities in an area potentially resulting in

large gatherings of young people. These issues need to be balanced with the benefit to the local economy, as set out in the following policy.

Policy E13 - Language Schools

Language schools will be permitted subject to:

- 1) The number of students to be accommodated, the hours of operation, the range of facilities provided and the relationship with adjoining properties not resulting in an unacceptable impact on the amenities of adjacent occupiers or on the character of an area as a whole through noise or general disturbance;**
- 2) The use of the property as a language school not resulting in an over-concentration of such uses in a particular locality to a level where the character of that area is materially altered.**

Quex Park

Quex Park Estate is set in 250 acres of parkland and trees in Thanet's otherwise wide open landscapes.

The major attraction and point of interest is the Powell Cotton Museum which is one of the finest collections of natural history and ethnographic artefacts in existence. This was established in 1896 by Major Percy Horace Gordon Powell-Cotton. The collections support the study, understanding and enjoyment of zoological, cultural and ecological diversity of Africa and the Indian sub-continent.

The Quex Park Estate contains a wealth of heritage assets. The Mansion House dates back to the early 1400s but this was demolished between 1769 and 1849 by John Powell who replaced it with an elegant Regency home. There are also acres of historic gardens and natural woodland with traditional Victorian layout and landscaping which includes built heritage of a walled garden and green houses.

A restoration project is currently underway which includes renewed garden design based on their traditional layout and planting and restoration of the historic greenhouses.

Other heritage assets at Quex Park include the Three Towers. The Round Tower built in 1814, the Waterloo Tower built in 1819 and the clock tower above the listed coach house. The turret clock, by Benjamin Lewis Vulliamy, was installed in 1837 and sounds the quarters and the hour.

Quex Park farms 1500 acres in house plus a further 1500 acres under contract agreements with other local farmers. The main enterprises are potatoes, wheat, oilseed rape as well as a single suckling beef herd. The potatoes are used to make Kent Crisps which are widely distributed around the Country. The oilseed rape is used to produce a range of Kentish oils made by Quex foods. The Park also contains bee hives and the honey is sold locally.

The profitability of farming alone was not able to provide for the upkeep of the historic buildings and parkland despite registration for charitable status. As a result the Estate has diversified its many redundant buildings.

Therefore as well as the Museum, house and gardens Quex Estate houses Quex Barn farmers market and restaurant, Jungle Jims children's indoor and outdoor play area, the Secret Garden centre, a paintballing arena, the Quex Maize Maze, the Craft Village, Build a Base (an indoor games arena) and Mama Feelgoods Boutique café. In addition to these individually managed enterprises the Estate also hosts weddings. The Estate as whole employs in the region of 140 people.

Quex Park is also involved in conservation and habitat creation. 55 species of bird have been spotted and over 200 trees and 3 miles of hedgerow have been created in the last decade. The Estate is involved in several conservation schemes and has a total of 150 acres in conservation management; 50 acres of which is dedicated to wildlife strips planted with native grass species to encourage insects, small rodents and birdlife; 40 acres is dedicated to low level grazing management adjacent to the River Stour to encourage native plant species and ground nesting birds; and 63 acres of summer fallow encourages bird species. The Quex Estate also has chalk caves which are home to three species of bat.

The following policy seeks to promote further development of the Quex Park Estate to support its diversification as a local enterprise, providing valuable economic and tourism benefits whilst protecting the Parks character and heritage.

Policy E14 - Quex Park

Farm diversification projects and tourism and leisure development at Quex Park Estate will be supported where they contribute to the upkeep of the Quex House and Gardens and the Powell-Cotton Museum and promote the Estate as a destination for tourism and leisure. Projects should be in keeping with the parkland character of the Estate, conserve and enhance the heritage assets and the Park's biodiversity.

The Rural Economy

The National Planning Policy Framework requires that Local Plans support the sustainable growth and expansion of all types of business and enterprise in the rural areas, promote the development and diversification of agricultural and other land based rural businesses, support sustainable rural tourism and leisure developments that benefits businesses in the rural area and promote the retention and development of local services and community facilities. There is also the requirement for the Local Plan to address the needs of the food production industry and any barriers to investment that planning can resolve.

New build development for economic development purposes in the rural area

The NPPF states that planning policies should support economic growth in rural areas in order to create jobs and prosperity by supporting sustainable growth and expansion of all types of business and enterprise in rural areas, through well designed new buildings.

The Council wishes to support a sustainable rural economy and rural economic development of an appropriate scale and the following set policies seek to address this.

Policy E15 - New build development for economic development purposes in the rural area

Well designed new build development for economic development purposes will be permitted within the identified confines of the villages and at a scale and form compatible with their character.

Conversion of rural buildings

An important consideration for the rural economy and rural diversification is the reuse of redundant buildings. The National Planning Policy Framework (NPPF) states that planning authorities should support the expansion of all types of business and enterprise in rural areas through the conversion of existing buildings.

Such conversions might be particularly desirable where buildings are listed, or have other landscape value, and their long-term retention may be sought for these reasons.

Disused rural buildings may hold species protected by the Wildlife and Conservation Act 1981 and other legislation, for example, bats or barn owls. The conversion of such buildings should make provision for their continued use by protected species which are present. If this is not possible, an alternative roosting site should be provided nearby.

Policy E16 - Conversion of rural buildings for economic development purposes

Where it can be demonstrated that the building is not needed for agricultural use the conversion of rural buildings to other uses for economic development purposes will be permitted where all the following criteria are met:

- 1) Their form, bulk and general design are in keeping with the character of the surrounding countryside.**
- 2) The proposed use is acceptable in terms of its impact on the surrounding area and the local highway network.**
- 3) Demonstrate through a structural survey that the building is capable of conversion.**
- 4) Any alterations associated with the conversion would not be detrimental to the distinctive character of the building (or its setting), its historic fabric or features.**
- 5) If the building forms part of a complex of agricultural or industrial buildings, a comprehensive strategy is put forward which shows the effects on the use of the remaining complex, and on any listed buildings and their settings.**
- 6) Where the building currently contains protected species, mitigation should be provided.**

Farm Diversification

The NPPF requires that planning policy should promote the development and diversification of agricultural and other land-based rural businesses.

The Council wishes to support proposals for diversification that will strengthen and protect the productive base of the farm unit that allows the farmer to continue to farm. An example would be a farm retail unit. The Council will expect an outline farm plan to be submitted with any planning application, indicating how the new diversification schemes integrates with and contributes to the overall business plan for the farm. By granting planning consent for acceptable diversification projects, the Council is indicating its long term support for a continuing viable agricultural community in Thanet.

However, farm diversification projects have the potential to result in adverse effects, for example, traffic and landscape impacts, and the depletion of financial and land resources. Applicants will therefore need to carefully assess the implications of new proposals, both for their own benefit, and to enable the Local Planning Authority to give support to acceptable and viable schemes.

The following seeks to achieve this balance.

Policy E17 - Farm Diversification

Proposals to diversify the range of economic activities on a farm will be permitted if all the following criteria are met:

- 1) The proposal is complementary to the agricultural operations on the farm, and is operated as part of the farm holding.**
- 2) There would be no irreversible loss of best and most versatile agricultural land.**
- 3) The likely traffic generation could be safely accommodated on the local highway network.**

Proposals should where possible utilise available existing farm buildings.

Best and most versatile agricultural land

The Agricultural Land Classification system (ALC) provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system and the presence of best and most versatile agricultural land should be taken into account alongside other sustainability considerations when determining planning applications.

The National Planning Policy Framework (NPPF) requires that planning authorities should take into account the economic and other benefits of best and most versatile land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality. The majority of agricultural land in Thanet is best and most versatile and therefore the following policy applies.

Policy E18 – Best and Most Versatile Agricultural Land

Except on sites allocated for development by virtue of other policies in this Plan, planning permission will not be granted for development which would result in the irreversible loss of best and most versatile agricultural land unless it can be clearly demonstrated that:

- 1) the benefits of the proposed development outweigh the harm resulting from the loss of agricultural land, and**
- 2) there are no otherwise suitable sites of poorer agricultural quality that can accommodate the development.**

Applications for solar parks on best and most versatile agricultural land should comply with Policy CC07 - Solar Parks

Agricultural related development

The National Planning Policy Framework (NPPF) requires that Local Plans should support the needs of the food production industry. Agricultural related businesses are those that are not part of a farm business, such as producing and packing operations. These value adding operations are an important part of the rural economy but their scale and location should respect the character and appearance of the rural area.

Policy E19 - Agricultural Related Development

Development related to the agricultural industry will be approved subject to landscape, traffic and other planning considerations, and the scale of the development being acceptable.

Housing

Identification and Release of Housing Land for Development

Allocated sites

Sites allocated for housing (including strategic site allocations) are shown on the maps and featured in a list of housing site allocations in the appendix. Notional dwelling unit capacities indicated are for the purposes of illustrating total land supply and do not signify that consent will be granted for particular numbers of dwellings at any site. Capacity on individual sites will be considered in light of planning policy and usual development management considerations.

The geographical extent indicated for site allocations affecting greenfield land represents the anticipated maximum land requirement. Proposals will be expected to consider, and where possible accommodate, notional maximum dwelling capacities indicated together with all other relevant policy requirements within a lower level of greenfield land take.

Sites will be released for development over specific time periods. The purpose of this is to ensure that the rate of release and take up is reasonably related to expected need and demand, taking account of the economic strategy and geared to planned infrastructure provision.

This Local Plan does not identify or allocate potential housing sites likely to accommodate four or less dwellings. Such proposals will be assessed in relation to policy HO1.

Land allocated for residential use will be safeguarded for that purpose in the interest of maintaining a suitable, sustainable and sufficient land supply and reducing the need to find less sustainable alternatives.

Unidentified housing sites

Sites not previously identified and allocated in Local Plans (sometimes referred to as “windfall” sites”) have contributed significantly in recent years to housing delivery in the district. It is anticipated that these will continue to come forward. Such opportunities can serve to make effective use of previously developed land and helpfully augment the housing land supply. For the purposes of the following policy, previously developed land is as defined in the NPPF and does not include residential gardens.

In the case of any allocation or unidentified housing site affecting a site within defined town centre primary frontages, within Margate seafront and harbour arm or within Ramsgate Waterfront and Royal Harbour area, residential development will be restricted to above ground floor level (in accordance with policies....

Policy H01– Housing Development

Permission for new housing development will be granted on:

- 1) sites allocated for such purposes, subject to consistency with indicative phasing ,**
- 2) non-allocated sites within the existing built up confines consisting of previously developed land,**
- 3) residential gardens where not judged harmful to the local area in terms of the character and amenity considerations set out in Policy QD01,**

and provided that all the following criteria are met:

- 4) The relevant area specific housing objectives set out in the housing strategy section are addressed.**
- 5) It is demonstrated that adequate infrastructure will be in place to serve each unit ready for occupation.**
- 6) Satisfactory details are provided showing how any physical conditions including land stability and contamination, affecting the site can be overcome.**
- 7) Sufficient mitigation is provided in accordance with Policy ** to protect designated nature conservation sites.**
- 8) There is no conflict with other policies.**

In determining applications for development under this policy the Council will seek to ensure that development does not increase recreational pressure on designated nature conservation sites.

Alternative development on sites allocated for residential development will not be permitted.

Policy H04 applies to housing development at rural settlements.

Housing delivery will be monitored annually, and a housing implementation strategy will be put in place to facilitate delivery across the plan period including action that may be taken if necessary to maintain a rolling 5 year supply of deliverable housing sites.

Non-strategic Housing Allocations

Policy H02A – Land on west side of Old Haine Road, Ramsgate

Land to the west of Old Haine Road, Ramsgate is allocated for up to 250 new dwellings at a maximum density of 35 dwellings per hectare net. Proposals will be judged and permitted only in accordance with a development brief and master plan for the whole site. This will be informed by and address: -

- **A Transport Assessment assessing impact on the local road network, demonstrating suitable access arrangements, identifying measures to mitigate impacts of development and demonstrating multi-modal access, including footway and cycleway connections.**
- **A travel plan**
- **pre-design archaeological evaluation.**
- **a statement of social impacts arising from the development and how any increased demand on community facilities will be addressed.**
- **the need to clearly demonstrate how the SPA mitigation strategy as set out in Policy SP25 is being met and how it will ensure that development does not increase recreational pressure on designated sites**
- **a wintering and breeding bird survey to assess impact on bird populations within the district and the need to mitigate/compensate.**
- **a statement of social impacts arising from the development and how any increased demand on community facilities will be addressed.**

Phasing of development will be in accordance with Policy H01(1)

A minimum of 30% of all dwellings will be affordable homes in accordance with Policy SP19. The proportion of houses as opposed to flats should exceed that in policy SP18 as much as possible.

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

Development will be expected to provide for any highway improvements identified as necessary in a traffic assessment

Development will be expected to provide an appropriate off-site contribution to

- **highway improvements including in respect of Westwood Relief Scheme.**
- **provision, where required, of a new school.**

Policy H02B- Land fronting Nash Road and Manston Road

Land fronting Nash Road and Manston Road Margate is allocated for up to 250 new dwellings at a maximum density of 35 dwellings per hectare net. Proposals will be judged and permitted only in accordance with a development brief and master plan for the whole site, which will be informed by and address: -

1) A Transport Assessment including assessment of impact on the local road network and demonstrating measures to promote multi-modal access, including footway and cycleway connections. (Development will be expected to accommodate land required as part of a suitable scheme to enable traffic capacity issues at the Coffin House Corner junction, a strategic link road through the site between Nash Road and Manston Road, and potential widening of Nash Road).

2) pre-design archaeological assessment.

3) the need to safeguard the setting of the listed building Salmestone Grange and the scheduled ancient monument.

4) the need to clearly demonstrate how the SPA mitigation strategy as set out in Policy SP25 is being met and how it will ensure that development does not increase recreational pressure on designated sites

5) a wintering and breeding bird survey to assess impact on bird populations within the district and the need to mitigate/compensate.

6) the presence of the crematorium adjoining the site.

7) liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure including gas supply.

8) a statement of social impacts arising from the development and how any increased demand on community facilities will be addressed.

9) appropriate arrangements for surface water management in line with Margate Surface Water Management Plan.

A minimum of 30% of all dwellings will be affordable homes in accordance with Policy SP19. The design brief should feature and reflect investigation of the need to incorporate an element of housing to meet the needs of particular groups including specifically sheltered and extra care homes. The proportion of houses/bungalows as opposed to flats should exceed that in policy SP18 as much as possible.

Disposition of development and landscaping will be expected to enable a soft edge between the site and open countryside and provide a green link between the cemetery and disused railway line to the east.

Phasing of development will be in accordance with Policy H01(1) (to be related to phasing of other sites impacting/dependent on road/junction improvements identified in the Transport Strategy).

Policy H02C– Land fronting Park Lane, Birchington.

Land fronting Park Lane, Birchington is allocated for up to 90 new dwellings at a notional maximum density of 35 dwellings per hectare net. Proposals will be

judged and permitted only in accordance with a development brief for the entire site. The development brief shall: -

- **be informed by a full transport assessment addressing the impact of development on the junction of Park Lane and the A28, and the junction of Manston Road/Park Lane and Acol Hill.**

- **Demonstrate measures to promote multi-modal access, including footway and cycleway connections and an extended bus service accessible to the residential development.**

- **Accommodate suitable access onto Park Lane and a footway connection to the entire frontage to connect to the existing footway in Park Lane near to the access with Brunswick Road.**

- **Aim to integrate development with that at the adjacent land which is allocated as a strategic housing site.**

- **Reflect the need to consider and respect the setting of Quex Park and for disposition of development and landscaping to enable a soft edge between the site and open countryside.**

- **Include a wintering and breeding bird survey to assess impact on bird populations within the district and the need to mitigate/compensate.**

Development will be expected to provide an appropriate contribution to off-site highway improvements including for Birchington Square/Park Lane.

A minimum of 30% of all dwellings will be affordable homes in accordance with Policy SP19. The proportion of houses as opposed to flats should exceed that in policy SP18 as much as possible.

Policy H02D- Land south of Brooke Avenue Garlinge

Land south of Brooke Avenue Garlinge is allocated for up to 34 new dwellings at a maximum density of 35 dwellings per hectare net. Phasing of development will be in accordance with Policy H01(1). Development will be informed by

1) a Transport Assessment

2) the need to clearly demonstrate how the SPA mitigation strategy as set out in Policy SP25 is being met and how it will ensure that development does not increase recreational pressure on designated sites

3) a wintering breeding bird survey and the need to mitigate the effects of impacts associated with loss of existing agricultural land, scrub and neutral grassland.

4) archaeological evaluation.

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

A minimum of 30% of all dwellings will be affordable homes in accordance with Policy SP19. The proportion of houses as opposed to flats should exceed that in policy SP18 as much as possible.

Policy H02E - land at Haine Road and Spratling Street, Ramsgate

Land is allocated for up to 85 new dwellings at a maximum density of 35 dwellings per hectare net at Haine Road and Spratling Street, Ramsgate

Phasing of development will be in accordance with Policy H01(1). Proposals will be judged and permitted only in accordance with a development brief and master plan for the whole site informed by a Transport Assessment and Travel Plan including assessment of impact on the local road network and demonstrating measures to promote multi-modal access

Development will incorporate and provide for suitable access arrangements together with suitable footway connections.

Master planning will be informed by and address:

1) liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure including gas supply

2) a statement of social impacts arising from the development and how any increased demand on community facilities will be addressed.

3) the need to clearly demonstrate how the SPA mitigation strategy as set out in Policy SP25 is being met and how it will ensure that development does not increase recreational pressure on designated sites

A minimum of 30% of all dwellings will be affordable homes in accordance with Policy SP19. The proportion of houses as opposed to flats should exceed that in policy SP18 as much as possible.

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

Policy H02F - Land south of Canterbury Road East, Ramsgate

Land on the south side of Canterbury Road east is allocated for up to 27 new dwellings at a maximum density of 35 dwellings per hectare net. Phasing of development will be in accordance with Policy H01(1). Proposals will be

judged and permitted only in accordance with a development brief informed by archaeological evaluation and ecological evaluation.

A minimum of 30% of all dwellings will be affordable homes in accordance with Policy SP19. The proportion of houses/bungalows as opposed to flats should exceed that in policy SP18 as much as possible.

Proposals will be required to clearly demonstrate how the SPA mitigation strategy as set out in Policy SP25 is being met and how it will ensure that development does not increase recreational pressure on designated sites

Disposition of development and landscaping will be expected to address the need to retain and enhance trees and hedgerows for their biodiversity interest.

Cliftonville and Margate

Cliftonville and Margate

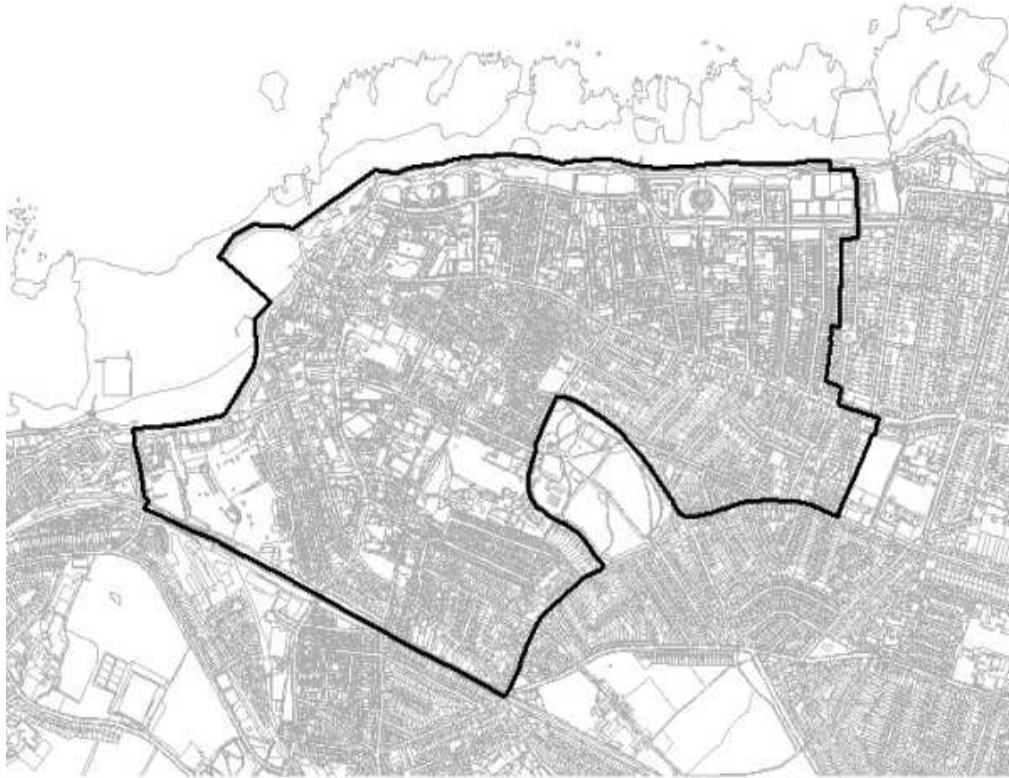
The adjoining wards of Cliftonville West and Margate Central contain Thanet's most deprived neighbourhoods. This is manifested in high levels of economic dependency, and a fragmented community. The area has a predominance of cheap and poor quality rented accommodation often attracting vulnerable and transient people. The Cliftonville Development Plan Document contains planning policies restricting additional accommodation in forms likely to fuel or perpetuate these problems.

The Council and its partners including Kent County Council and the Homes and Communities Agency are implementing a concerted programme "Live Margate" to focus and stimulate further investment in making Margate and, in particular, these two wards, an area where people aspire to live. A central feature of the programme is purchasing existing properties and turning them into quality family homes. The following policy supports proposals resulting from or compatible with this initiative. In addition to relevant policies in the Cliftonville DPD, the following policy will apply.

Policy H03 - Cliftonville West and Margate central

Proposals to provide residential accommodation in Cliftonville West and Margate Central wards (as defined in the map below) will be expected to demonstrate compatibility with the following objectives:

- 1) improving poor quality homes**
- 2) increasing the number of family homes**
- 3) creating mixed settled communities where families and individuals will want to live**
- 4) improving the urban fabric or street scene and environment**



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Housing at Rural Settlements

Most of Thanet's villages consist of freestanding rural settlements. These comprise Acol, Cliffsend, Manston, Minster, Monkton, Sarre and St. Nicholas. Each makes its own contribution to the character and diversity of the Thanet countryside, and the Council considers that it is essential for them to retain their separate physical identity and vibrant communities. There are some settlements that, due to their mutual proximity, are potentially vulnerable to coalescence through the development along the road frontages that link them; for example, Minster to Monkton and Manston to Ramsgate. Policies protecting the open countryside and provide appropriate safeguards for this.

Housing at Rural Settlements

The National Planning Policy Framework notes that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. In support of the Local Plan's housing objectives the rural settlements are considered to have some scope for new housing development in order to meet local needs and augment locational choice within overall objectively assessed need. A separate housing topic paper considers the scale of housing that could be accommodated at each of Thanet's rural settlements. This has helped to inform the following policy.

Policy H01(1) allocates specific sites for housing development including at some of the rural villages. These are listed below.

The following policy indicates the scale of housing development that may also be permitted on other sites in the rural settlements of Minster, Cliffsend, St Nicholas, Monkton, Manston, Acol and Sarre.

The impacts referred to in the policy will be considered cumulatively having regard to potential or completed development associated with site allocations and other development permitted in the settlement under policies H01, H04 and H05. In interpreting the following policy, the villages of Sarre, Manston and Acol are regarded as unsuitable for more than development of minor scale such as infilling within their built confines.

Policy H04 - Housing at Rural Settlements

Housing development will be permitted within the confines of the rural settlements subject to the provisions of policy H01 and the criteria below.

1) The proposal being compatible with the size, form, historic character and historic scale of growth of the settlement, and

2) In the case of development more than minor in scale accessible community services will be available.

The sites listed below are specifically allocated for residential development under policy H01. The appropriate dwelling capacity on each site will be considered in light of planning policy and usual development management considerations, and capacities featured in the housing sites allocations appendix should be regarded as a notional maximum.

<p>Tothill Street Minster Station Road Minster Land at The Length, St. Nicholas Land at Manor Rd, St Nicholas Land at 71-75 Monkton St Land at Walter's Hall Farm, Monkton Builders yard south of 116-124 Monkton Street, Monkton Jentex site Canterbury Rd West, Cliffsend Young's Nursery, Arundel Road, Cliffsend</p>
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Applications for housing development at and adjoining the rural settlements will be expected to

a) demonstrate that engagement has taken place with the relevant parish council to: -

- assess and where feasible incorporate an appropriate element of housing to meet any identified need for particular types of housing arising in the parish including sheltered and extra care housing.
- address how any affordable element to be provided can serve to address need arising in the relevant parish as priority.
- identify any community facilities required and scope for incorporating or contributing towards provision of these.

b) be informed by liaison with the County Council as education authority regarding the need to accommodate or contribute to any required expansion or improvements to village primary school capacity.

Applications involving loss of agricultural land, scrub and neutral grassland should be accompanied by a wintering and breeding bird survey.

The following policies and informatives provide additional necessary guidance where required in respect of specific allocated sites.

Policy H04A - Land at Tothill Street, Minster

Proposals for residential development will be expected to

1) be informed by an archaeological pre-design evaluation and transport assessment. Vehicular access would need to be provided to Tothill Street and links southwards with existing development restricted to pedestrian and cycle routes in order to limit additional traffic movement in the vicinity of Monkton Road and High Street.

2) provide an appropriate contribution to off-site highway improvements.

3) incorporate open space in accordance with the standards set out in Policy SP27, and in consultation with Minster Parish Council address the need to safeguard land suitably located within the site for expansion of the existing cemetery.

Informative

In light of the site's proximity to the cemetery and former transport depot and its location in an area with sensitive groundwater requiring continued protection consultation with the Environment Agency and contamination assessment is likely to be required.

Policy H04B - Land at Manor Road, Saint Nicholas-at-Wade

Proposals for residential development will be expected to

1) be informed by a transport assessment and may be required to contribute to traffic management measures to avoid increasing traffic movements at the junction of Manor Road with The Length.

2) incorporate open space in accordance with the standards set out in Policy SP27

Policy H04C Land at 71-75 Monkton Street, Monkton

Proposals for residential development will be expected to be informed by an archaeological pre-determination evaluation

Informative.

In light of use for demolition yard and steel dismantling a preliminary contamination risk assessment may be required.

Policy H04D Land at Walter's Hall Farm

Proposals for residential development shall be informed by archaeological evaluation and development shall be disposed and designed so as to respect the setting of the listed building.

Informative

a - Builder's Yard south of 116-124 Monkton Street, Monkton

Proposals for residential development will be expected to be informed by contact with Monkton Parish Council regarding the potential need to relocate/modernise the village hall and an enhanced communal area behind the street frontage.

In light of former builder's yard use a contamination assessment may be required.

b Jentex site, Canterbury Road West, Cliffsend

Proposals for residential development will need to be informed by the latest available predictions of aircraft noise.

Early consultation with Environment Agency and an assessment of potential contamination of ground and groundwater together with appropriate remedial measures may be required to address identified risk.

Rural Housing Need

The National Planning Policy Framework expects a responsive approach to local housing needs in rural areas, and indicates that release of rural exception sites may be an appropriate means of responding to local need for affordable homes.

Rural housing needs surveys carried out in 2013 demonstrate that unmet local need exists for affordable housing in most of Thanet's rural settlements. Where the Council is satisfied that there is no viable scope to meet this need including under policies H01 or H04, it will consider exceptional site release in line with the following policy.

Any such release would be conditional upon the first and all subsequent occupiers being first time buyers who are already village residents or children of village residents, village residents living in unsuitable accommodation, dependents of village residents, people whose work is based in the village, or people (normally the children of a household) with local connections who have been forced to move away from the village due to a lack of affordable or suitable housing.

Provision for some new village housing is made through other policies. Proposals on exceptions sites which include market housing or low cost housing giving only an initial one-time purchase subsidy will not be permitted.

Any exceptional consent will be subject to a legal agreement to ensure the housing is available to meet local needs in the long term.

Policy H05 - Rural Housing Need

Exceptionally consent will be granted for affordable housing development outside the confines of a rural settlement provided all the following criteria are met:

- 1) The affordable housing would be of a scale, type and mix to accommodate identified local need arising within the settlement/parish concerned.**
- 2) The need has been demonstrated in a detailed parish survey, independently verified if required, and has the support of the relevant parish council.**
- 3) There is no reasonable alternative means of meeting the identified need.**
- 4) The location and form of development is acceptable in terms of access, proximity to local services, relationship to the rural settlement and landscape impact.**

Agricultural dwellings

The National Planning Policy Framework states that isolated homes in the countryside should be avoided unless there are special circumstances such as the essential need for a rural worker to live permanently at or near their place of work in the countryside.

Much of Thanet's countryside is in agricultural use. Planning permission will normally only be granted for a farm dwelling where an agricultural need has been demonstrated. In this context, need means the need of the particular farm business, rather than the owner or occupier of the farm or holding.

The District Council takes the view that, in Thanet, agricultural need is directly related to the security of certain types of livestock, and horticultural produce. Thanet's agricultural land is almost exclusively in arable production which, by its nature, is not as susceptible to damage as other forms of agriculture.

The pattern of agricultural holdings in Thanet is well-established and stable, and the agricultural area is generally in close proximity to the urban areas. In view of this, the Council believes that there is, generally speaking, little justification for new agricultural dwellings. Proposals for agricultural dwellings required for security purposes will be expected to be supported by information demonstrating that alternative measures such as CCTV have been considered.

Policy H06 - New agricultural dwellings

The provision of new agricultural dwellings in the district will only be permitted where it is demonstrated that:

- 1) there is a genuine security concern which necessitates that provision; or**
- 2) a new viable agricultural unit requires on-site accommodation for operational purposes; and**
- 3) the proposal is acceptable in terms of access, design and location.**

Where planning permission for a new dwelling is granted on the basis of agricultural requirements, a condition or legal agreement will be required to restrict occupation of the dwelling to agricultural workers and their dependents, or persons last employed in agriculture.

The Strategic Housing Market Assessment also considers the housing needs of families, older people, young people, people with disabilities, gypsies and travellers and students. The following additional policies aim to embrace needs and issues identified.

Care and Supported Housing

The range of accommodation needed by various groups in the community extends beyond conventional dwellings to more specialised forms of accommodation such as

sheltered housing (specialist accommodation typically individual apartments with on-site support in secure surroundings), extra care housing (typically individual apartments for older people with varying levels of care need and benefiting from shared facilities such as laundry, lounges or garden), residential care homes and nursing homes providing 24/7 care. Kent County Council is preparing a strategy to help deliver choice and access to high quality accommodation to vulnerable adults eligible for care and support. A key principle of this is to ensure people are not isolated from their communities and are able to live healthily and safely in their own homes as long as they wish/appropriate. The accommodation strategy is informed by estimates of projected demand for need for particular types of accommodation. However, gaps in provision will be identified and addressed to reflect the objective of independent living and promoting appropriate housing and support to reduce reliance on residential and nursing care.

Thanet has historically been overprovided with some forms of accommodation which has caused concerns regarding importation and concentration of vulnerable and dependent people. For example in Spring 2013 it was estimated that nearly 2/3 of the 525 looked after children in Thanet were placed from areas outside the district; the majority of placed children being from outside Kent. While sympathetic to the needs of such people, the Council does not regard this overprovision of accommodation to meet demand arising outside the local area as sustainable or conducive to a balanced and confident community. Therefore in considering individual proposals the Council will have regard to evidence of local need and, where applicable, the potential contribution development could make to the accommodation strategy for adult social care clients in Kent (Kent County Council).

The needs of the District for supported housing are an important consideration, and proposals meeting such need and in line with the Supporting People Strategy will be supported. Sheltered housing proposals will be supported where it is demonstrated that proposals would accommodate expected needs arising within the district.

For the purposes of planning policy, proposals for retirement homes, sheltered housing and extra care housing will, unless circumstances indicate otherwise, be regarded as residential dwellings and subject to usual planning policies for residential development. Where accommodation provides a higher level of care, such as nursing homes, then such uses will be regarded as Class C2 and specifically subject to clause 2 of the following policy.

The following policy seeks to facilitate an appropriate level of provision of good quality accommodation in line with the objective of supporting a balanced and inclusive community, and enabling independent living as far as possible.

Policy H07 - Care and Supported Housing

The Council will seek to approve applications that provide good quality accommodation that is needed to support the housing and care requirements of Thanet's community (including provision of facilities and services which will support independent living).

Where such accommodation falls within Use Class C2 proposals will be expected to demonstrate they are suitably located to meet the needs of the occupiers including proximity and ease of access to community facilities and services, and compatible with surrounding land uses.

Accessible Homes

Accessible homes are important not only to meet the independent living needs of Thanet's aging population but also those of other households who have mobility limitations for example as a result of disability. Lifetime homes are ordinary homes designed to incorporate features adding comfort and convenience and support the changing needs of their occupiers over different life stages. In light of recommendations in the SHMA the following policy aims to secure an element of new homes to be constructed to such standards.

Lifetime Homes do not accommodate the greater space and flexibility needs of all wheelchair users. It is estimated that by 2031 there would be some 100 wheelchair user households in Thanet with an unmet housing need. The following policy therefore aims to offset that need through an element of new homes being constructed to wheelchair accessible standards. Applicants will be expected to demonstrate that such element complies with independent bona fide wheelchair standards.

The policy sets out target elements to be sought, and the precise level appropriate for any scheme will be subject to negotiation with developers taking account of appropriate factors such as the location of the site, accessibility of amenities and the nature of the proposed development.

Policy H08 - Accessible Homes

Developments comprising 15 or more dwellings will be expected to include an element of at least 20% across all tenures constructed to Lifetime Homes standards

Developments comprising 100 or more dwellings will be expected to include a minimum of 2% constructed to Wheelchair Accessible standards.

Houses in Multiple Occupation including student accommodation

Accommodation within a building can be regarded as non-self-contained where unrelated households share one or more facilities such as a bathroom or kitchen. Houses in Multiple Occupation (HMOs) are an example where a high degree of sharing of facilities is typical, and where living arrangements, being more intense than single family occupation, can give rise to noise, nuisance, more callers, a higher parking requirement and visual deterioration of buildings and gardens.

While the District Council does not wish to encourage proliferation of HMO's as a permanent measure, it does recognise that such sharing arrangements can provide

a source of cheap rented accommodation, including affordable accommodation for students and supported housing. The previous Local Plan applied a criteria based policy, whose principles are considered to remain valid.

In 2010 government introduced new legislation signifying that planning permission would no longer be required for change of use of a dwelling house to a house in multiple occupations for up to 6 unrelated people. The Council subsequently approved an Article 4 direction so that planning permission would still be required for such change of use in Thanet.

The extent to which non-self-contained accommodation may generate the problems referred to above depends not only on intensity of occupation, sharing of facilities and management of the building, but also the nature of the area in which it is situated, the type of building, and the concentration of similar uses in its vicinity.

Alternative use of family homes as private student accommodation in the form of multiple occupations has caused local concerns focused on the neighbourhood around the Broadstairs University campus. Christ Church University and East Kent College are highly important for delivering skills required by the workforce, meeting the expectations of existing and potential employers and stemming out migration of young people. Supporting the functions of our higher and further education establishments includes the need to recognise demand arising for suitably located decent accommodation for students. At the same time it is essential to ensure that satisfying such demand does not result in undue concentration of non self-contained accommodation in order to avoid local disturbance and to maintain a mixed and settled community.

In 2014 the percentage of properties in use as private sector student accommodation in the form of HMO's at the residential estate adjoining the campus was estimated at 2.4%. While such uses have generated local concern, including that recent changes of use might signal an ongoing trend, the Council does not consider that restriction on further change of use is currently justified in principle. Nonetheless, these concerns point to the need to incorporate within policy an indicative ceiling level of cumulative impact in order to maintain mixed and settled communities. Having assessed the circumstances in the District and approaches applied in other locations, the Council considers 5% represents an appropriate level. Bearing in mind the potential for displacement pressure that such restriction may generate, this headline is considered appropriate across the district. In order to address potential for localised concentration within this headroom, the 5% is applied on the basis of a 50 metre radius.

A separate Development Plan Policy Document for Cliftonville imposes a restriction on HMO's, and in the area it applies to that DPD takes precedence over the following policy.

Policy H09 - Non self-contained residential accommodation

In considering applications to establish or regularise non self-contained residential accommodation or before instigating enforcement proceedings under planning powers to require cessation of such use, account will be taken of:

- 1) the likely or experienced effect of the use on the character and amenity of the locality resulting from noise, disturbance and visual impact;**
- 2) whether the proposed or unlawful use would or has resulted in an intensification or concentration of such uses to a level which is detrimental to the amenity and character of the neighbourhood including in relation to the considerations set out in (1) above;**
- 3) the adequacy of provision and suitability of arrangements for car parking on site or the likely or experienced impact of parking needs being met on street; and**
- 4) the suitability of arrangements for dustbin storage and collection.**

Applications will be considered contrary to part 2 of this policy where they would result in more than (or further exceed) 5% of properties in such use within a 50m radius of the application property (or exceed or further exceed 1 HMO in any frontage of 20 dwellings). Proposals below this threshold will additionally be considered on their individual merits against all other clauses of this policy.

Operational Note

Noise problems generated by particular individuals in non-self-contained residential accommodation are essentially a management matter. In considering regularisation of non-self-contained accommodation, the Council will have regard only to the extent that noise is generated as a result of the nature of that use i.e. resulting from intensity of occupation and living arrangements.

Gypsy and Travelling Communities

There is only occasional camping by the gypsy and travelling communities in Thanet. This can probably be attributed to lack of suitable work and the fact that Thanet is not an "en route" stopping place. In 2013 a Gypsy and Traveller Accommodation Assessment was conducted covering Thanet, and neighbouring Dover, Canterbury and Shepway districts. This concludes that there is no pitch requirement for Gypsy, Traveller or Travelling Showpeople in Thanet. On this basis no specific provision is identified in this Local Plan. Should proposals nevertheless come forward to provide sites for such accommodation applications will be considered on the basis of the following policy.

Policy H10 - Accommodation for Gypsy and Travelling Communities

The use of land to provide accommodation for Gypsy and Travelling communities will be permitted provided the proposed use will not impact unreasonably on surrounding uses or local environmental quality, and the site has reasonable access to local facilities and services, particularly schools, employment and healthcare and lies outside areas at risk of flooding.

Making best use of the existing stock

The National Planning Policy Framework expects empty housing and empty buildings to be identified and brought back into use in line with local housing and empty homes strategies. As indicated in the Council's housing strategy, the Council is committed to bringing empty properties back into use.

Thanet has a substantial stock of empty property and vacant dwellings; a significant percentage of which have been vacant for more than 6 months. The Council maintains a vigorous approach to bringing back empty property into use recognising that it can support area regeneration and provide a valuable contribution to the housing stock.

Policy H11 - Residential use of empty property

Within urban and village confines proposals to bring vacant property into residential use will be approved where:

- 1) compatible with nearby uses, and**
- 2) the proposal would not conflict with any other policy.**

To complement policies aimed at increasing the overall housing stock it is important to retain the existing housing stock in such use.

Policy H12 - Retention of existing housing stock

Proposals which would lead to the loss of existing housing (class C3) will be permitted only where one or more of clauses 1 - 3 apply.

- 1) The proposal relates to the provision of community facilities which it can be demonstrated need to be so located to benefit the client community and are compatible with the residential amenity of the locality.**
- 2) The proposal is for tourism related uses complying with Policy E07**

3) The proposal would facilitate development contributing to the relevant area based housing objectives.

and provided

4) where the property lies within a primary frontage the alternative use would be compatible with Policy E04 and

5) where the proposal relates to a House in Multiple Occupation it would be compatible with Policy H09.

Green Infrastructure

Locally Designated Wildlife Sites

Thanet has two Local Nature Reserves located at Monkton and Pegwell Bay, and eight Local Wildlife Sites. These sites host locally important habitats.

There are also four Roadside Nature Reserves which have been identified for their habitats and connections to areas of rich biodiversity, and include important features such as calcareous grassland, lizard orchids and diverse populations of butterflies and dragon flies.

The Council considers it important to protect locally designated wildlife sites. The following planning policy seeks to maintain the biodiversity and wildlife at the locally designated wildlife sites.

Policy GI01 – Locally Designated Wildlife Sites

Development which would have a detrimental impact on locally designated wildlife sites will not be permitted unless suitable mitigation can be provided either on or off site within Thanet. Exceptionally, where a strategic need for a proposed development is identified which outweighs the importance of the locally designated sites and cannot be located elsewhere, an equivalent area of habitat will be created elsewhere at a suitable location well related to other existing habitats.

Wherever possible and appropriate, new developments will include measures to enhance and connect locally designated wildlife sites.

Regionally Important Geological Sites (RIGS)

Thanet has three Regionally Important Geological Sites (RIGS) that are important for historical, scientific research or educational reasons. These are located at Monkton Nature Reserve, Pegwell Bay and St Peters Quarry.

The importance and significance of these sites are acknowledged through the following policy.

Policy GI02 – Regionally Important Geological Sites (RIGS)

At RIGS sites, development which would result in the loss or obstruction of geological features of importance will not be permitted.

Protected Species and other significant species

The open countryside within the Thanet is known to support a number of important species of farmland birds. As farmland birds have declined over the last few decades it is important to ensure that remaining populations are protected and allowed to increase. The green wedges also provide a dispersal route for migratory bird species which are present on the coast, especially during the winter season. Changing farming practices within the Green Wedges would help to increase populations of farmland and migratory birds by enabling more ecologically diverse habitat to be created.

Species protected under the Wildlife and Countryside Act, the Protection of Badgers Act or the Habitats Directive may be present on sites and would be a material consideration in the assessment of development proposals. Natural England provide Standing Advice for planning applications providing details the likelihood that protected species are present because of the associated habitats, advice on whether survey reports are required, guidance on the survey requirements for protected species and advice on mitigation proposals.

The following policy seeks to protect, maintain and enhance biodiversity and wildlife, by recognising that important species should be protected and requires this to be considered in determining planning applications for development.

Policy GI03 – Protected Species and other significant species

On sites where protected species or farmland birds may be present, the Council will require a Protected Species survey to be carried out alongside any development proposals. Any mitigation necessary should be carried out in line with Natural England's Standing Advice.

Requirements for New Open Space

An Open Space Audit was carried out in 2005 which assessed Thanets open space provision. The results and recommendations are set out in Table xx. The following policies seek to deliver these recommendations for open space provision in new development.

Type	Primary Purpose	Current Provision	Recommended Provision	Provision in ha at time of survey	Amount needed to meet standards with population increase of 16 900 (pop in 2031=152 500)	Accessibility Standard	To be provided by:
Natural and semi-natural green space	Including Nature reserves, woodlands, wildlife conservation, biodiversity and environmental education awareness	0.95ha per 1000 population	2ha per 1000 population.	119.7	34	All dwellings should be within 2.5km of a good quality natural/semi natural greenspace	On-site provision for over 50 dwellings
Urban and Country Parks	High quality parks that offer a wide range of facilities for formal and informal recreation and events	1.06 ha per 1000 population	Minimum 1.06ha per 1000 population.	134.68	18.02	All dwellings should be within 1km of a good quality site	On-site provision for over 50 dwellings
Formal Gardens	High quality laid out gardens including memorial gardens that include formal grass areas, floral and permanent landscaping and seating						
Local Parks and Recreation Grounds	Small parks and recreation grounds that offer a limited range of facilities for						

	informal and formal sport, play and recreation. These sites offer more than just areas for children's play						
Allotments	Opportunities for those people who wish to grow their own produce as part of the long term promotion of sustainability, health and social inclusion	0.19ha per 1000 population	0.19ha per 1000 population	24.46	Opportunities for those people who wish to grow their own produce as part of the long term promotion of sustainability, health and social inclusion	0.19ha per 1000 population	On-site provision for over 50 dwellings
Amenity Green Space	Opportunities for informal activities close to residential areas and improve the visual appearance of residential or other areas	0.51 ha per 1000 population	0.5 ha per 1000 population.	65.29	8.5	All dwellings should be within 0.82km of good quality informal green space	Preference for on-site provision
Equipped Play Areas	Areas designed primarily for play and social interaction involving children and young people, such as equipped play areas, multi-use games areas,	0.2ha per 1000 population-	0.7ha per 1000 population.	25.2	11.9	All dwellings should be within 0.87km of good quality equipped play area	Preference for on-site provision Total Amount of Open Space Required for

	skateboard areas and teenage play zones						Plan Period = 75.65 Hectares
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Amenity Green Space and Equipped Play Areas

Thanet's three main coastal towns each have a 'flagship' playground, as well as other standard playgrounds. There are also three skate parks in Thanet.

The cumulative impact of smaller housing developments and population increase will put pressure upon existing amenity green spaces and existing play facilities. With the drive to provide more housing on brownfield land in urban areas, whether it is new build or conversion, 'smaller' sites are likely to be developed. New family housing should provide gardens to ensure the provision of "doorstep" playspace. High quality areas of amenity space and children's play areas will contribute to quality of life and help social interaction.

Children's playspace should be adequately equipped and safely and conveniently available to all new residential developments of a size and type likely to generate demand for it. The location of facilities should, however, take into account the potential impact of noise and other disturbance on neighbouring properties. In addition to play space for younger children, facilities for teenagers should also be considered.

Where a development is proposed for 10-49 units, the Council will expect a commuted payment to be made for the provision, maintenance and upgrade of play facilities.

Where a development is proposed for 50 or more units, the Council will require the development to incorporate local play area provision to meet the standards set out in Table xx. Such provision will be expected to include an equipped play area and casual/informal playspace.

The provision of open spaces should be considered at an early stage in the design process and consider:

- accessibility in terms of highway safety and proximity to dwellings served
- security of children using amenity space and play areas (including whether the site and access to it is overlooked by dwellings) and
- convenience of siting in relation to noise sensitive development (e.g. dwelling units designed for, or particularly suited to, occupation by the elderly).

The Planning Obligations & Developer Contributions Supplementary Planning Document gives details of how financial contributions can be made towards the upkeep and maintenance of existing play areas if on site provision is not possible. The SPD will be subject to review if the Council implements the Community Infrastructure Levy.

The following policy seeks to ensure the recommended provision of amenity and children's play space is provided for.

Policy GI04 – Amenity Green Space and Equipped Play Areas

New residential development will make provision for appropriate amenity green space and equipped play areas to meet the standards set in Table XX. The type and amount of open space to be provided will depend on:

- 1. The size and location of the development**
- 2. Existing open space provision near the development site and**
- 3. The number of people likely to live in the proposed development.**

New family dwellings* will be expected to incorporate garden space in order to provide a safe "doorstep"* play area for young children.**

In exceptional circumstances where it would be impractical to provide adequate and suitably located playspace as part of the development, then a financial contribution may instead be acceptable to offset the costs resulting from the additional use and need for increased maintenance and play equipment at suitably located existing playspaces and amenity areas.

The developer will be responsible for the funding and arrangement of the ongoing maintenance and management of amenity and play areas which will be secured through a legal agreement.

*Family dwellings are considered to be those having two or more bedrooms.

** Doorstep playspace is defined as playspace for young children which is immediately adjacent to, closely visible and safely accessible from the dwellings served.

Outdoor Sports Facilities

The National Planning Policy Framework (NPPF) states that planning policies should plan positively for the provision of sports venues, guard against the unnecessary loss of facilities and that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

Outdoor sports facilities, include pitches, greens, courts, athletics tracks and miscellaneous sites such as croquet lawns and training areas. This includes facilities owned by the local authority, education authorities or facilities within the voluntary, private or commercial sectors that serve the outdoor leisure needs for their members or the public.

The Infrastructure Delivery Plan will include a more up to date assessment of the current provision of sports facilities and sets out the requirements for future provision.

It is envisaged, therefore, that for most developments, it will not be practical to provide land for outdoor sports facilities on the site. In such cases the Council will seek financial contributions from developers for the provision of new facilities or the upgrade or renewal of existing facilities. The Planning Obligations & Developer Contributions Supplementary Planning Document gives details of how financial contributions can be made and how they will be calculated. The SPD will be subject to review if the Council implements the Community Infrastructure Levy. The Council is currently undertaking a review of playing fields which will establish a local standard and also keeps an audit of sports facilities in the district. This forms the basis for identifying where improvements or any new facilities are needed.

Protection of Playing Fields and Outdoor Sports Facilities

The important contribution that sport and recreation, as well as community facilities, can make in improving people's quality of life is now widely accepted. Participation in sport and recreation can improve the health and well-being of an individual, whilst sports clubs and community facilities can improve social interaction and provide a sense of community pride.

The current provision for outdoor facilities is considered to be just sufficient, therefore any loss of outdoor sports facilities should be resisted.

Policy GI05 – Protection of Playing Fields and Outdoor Sports Facilities

Built development will not be permitted on playing fields or on land last used as a playing field unless one or more of the following applies:

- 1) It is demonstrated that there is an excess of playing field provision in the area, for current and future uses of both the school and the community;**
- 2) The proposed use is ancillary to the primary use as a playing field and does not affect the quantity or quality of pitches or adversely affect their use;**
- 3) The proposed development is on land incapable of forming a pitch or part of a pitch and does not result in the loss of, or inability to make use of, a pitch;**
- 4) The playing field or fields that would be lost as a consequence of the proposed development would be replaced, prior to the commencement of the development, by a playing field or fields of a similar or better quality in a suitable location and subject to equivalent or better management arrangements;**
- 5) The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to sport and recreation as to outweigh the detriment caused by the loss of the playing field or playing fields**

Landscaping and Green Infrastructure in New Developments

A positive natural environment can have economic benefits by making the area a place where people want to live. New developments should contribute to and enhance the natural environment.

Green Infrastructure can be created through landscaping and design by providing wildlife corridors and stepping stones in new developments, creating links between existing habitats. This can contribute to people's health and well-being by keeping people in touch with their natural environment, and providing opportunities for residents to manage their local environment and reinforce a sense of community.

Landscaping can create a pleasant setting for development, provide shade from the sun and pollution attenuation as trees and shrubs absorb water and dust. It should be an integral part of the design of a development, rather than consisting of 'offcuts' of leftover land or as a way of camouflaging poor design.

Landscaping designs should, in the first instance, be related to each plot of land so that each future owner would be responsible for its upkeep, reducing the burden on Council resources. If this is not possible or desirable, commuted payments through legal agreements may be negotiated in appropriate circumstances. Accordingly, landscaping matters should be considered at the earliest stages of the design process.

Thanet has relatively few trees. The Council will therefore seek to retain existing trees as part of any proposed developments through the making of Tree Preservation Orders and through use of planning conditions where appropriate. British Standard BS5837: 2012 (Guide for Trees in Relation to Design, Demolition and Construction) gives guidance regarding the best approach to new site development in relation to existing trees.

The Council seeks to retain hedges and other semi-natural habitat, such as ponds and species-rich grassland, together with new planting, as they lend maturity to a development and can enhance biodiversity and wildlife habitats, through the following policy.

Policy GI06 - Landscaping and Green Infrastructure

When a development proposal requires a design and access statement, it will include a landscape survey. The Landscape Survey should describe the current landscape features on the application site, and demonstrate how the proposed development will provide landscaping and green infrastructure to enhance the setting of the development, where possible and appropriate, to:

- **Create an attractive environment for users and occupiers**
- **Establish a sense of enclosure with hedges and trees**
- **Soften hard building lines and the impact of new buildings**
- **Provide screening from noise and sun**
- **Create new wildlife corridors and stepping stones**
- **Create new wildlife habitats and improve biodiversity**

The Council will require to be satisfied that the developer has made adequate arrangements to ensure continued maintenance of landscaping, and may seek to secure arrangements for this purpose by entering into a planning agreement.

Jackey Bakers sports ground is Thanet's main area for sports and recreation purposes. The site provides the best opportunity to both enhance existing facilities, and in the longer term, to increase the level of facilities.

Any new sports development may be supported by a limited development of D2 (leisure facilities) or A3 (restaurants) or D1 (community facilities) uses to subsidise the sporting use and ensure it is viable. Any such proposal will need to be subject to a full justification being made when any application is submitted and will be judged against the amount of land retained for open sporting purposes. There are current proposals for a new astro-turf pitch and pavilion with changing facilities.

Policy GI07 - Jackey Bakers

Jackey Bakers sports ground will be promoted as the long-term primary sports venue for Thanet. Where fully justified, the council will permit ancillary development to subsidise the sports use.

Quality Development

General Design Principles

There are many areas in Thanet which are considered to possess certain valuable qualities such as their open form of development, the separation between buildings and the positive contribution made by landscaping. The design, scale and grouping of existing buildings, the spaces between them, the texture, type and colour of materials, enclosure, land contours and views all contribute to the character and identity of a place. New development should respect and complement its surroundings, and enhance areas that are less attractive. Materials should normally be of a local type and harmonise with those of adjoining development (where these present a pleasing appearance). Architectural style should respect that of other development in the locality. Innovation in decoration can, if sensitively considered, enhance the identity and character of a building and place.

Buildings and the spaces around them should be thought about holistically, with the landscape and public realm being as important as the building itself. Successful landscape design will integrate development into its surroundings and enhance the function, character and amenity value of spaces and boundaries. Taking account of existing landscape features, such as trees, is crucial in creating high quality and responsive schemes. Existing trees can provide a sense of maturity to new developments and play an important role in softening and integrating development into the district. Landscape design extends beyond the curtilage of new buildings to include streets, parks and other open spaces and should help to support an

attractive and high quality public realm. This policy does not seek to control the design of individual gardens unless these are a key part of a heritage asset.

Landscape proposals should result in high quality amenity spaces, which receive adequate sunlight (in accordance with best practice guidance) and which work with the buildings to help define thresholds and boundaries and to provide opportunities for private usable amenity space through gardens, roof terraces and balconies.

Maintenance and management plans must be provided with any proposals and considered early in the design process. Species that support local distinctiveness, enhance biodiversity and cope with climatic changes will also be sought.

The function of a building is a major determinant of its built form. However, a principal aim in designing new development should be to respect and complement the merits of existing built and natural features including landscape, while still expressing and accommodating the function of the building through design.

Some buildings (e.g. public buildings) need to be of larger scale than others. However, the scale and proportion of existing development should generally be respected. It may be possible to break down the bulk of a large building (e.g. by insertion of horizontal design features) to achieve a satisfactory appearance in relation to adjoining plot widths and proportions and to break bland expanses down to a scale sympathetic to that of existing buildings.

Density is a measure of the number of dwellings which can be accommodated on a site or in an area and can affect the appearance and characteristics of development in the following of ways:

- The space between buildings
- Amenity and private access
- Parking
- Provision/retention of trees and shrubs
- Levels of Surface water run off

Some parts of Thanet are already densely developed. Former holiday areas such as Cliftonville have seen significant numbers of conversions of large buildings (often previously used as hotels) into flatted accommodation which has, in some cases, had a detrimental impact due to small, poor quality developments, absent landlords, and a transient population. Other areas of the district benefit from lower density developments. The density of residential developments is not prescribed in this Plan, as, in all instances, the compatibility with the character of the area and the mix of housing to meet local needs or demand will influence design and layout.

The National Planning Policy Framework states that local planning authorities should consider policies to resist inappropriate development of residential gardens where development would cause harm to the local area.

The National Planning Policy Framework states that local planning authorities should consider policies to resist inappropriate development of residential gardens where development would cause harm to the local area.

In Thanet, applications have been refused for development on garden land due to the impact the proposal would have on the character and appearance of the area. Some parts of the district enjoy a high quality environment, with spacious surroundings, and development within a garden could have a detrimental effect. Residential gardens also form part of Thanet's green infrastructure providing biodiversity and wildlife habitats. However, there could also be instances where a development within a garden could be in keeping with the pattern of development, forms part of a comprehensive development, enhances the streetscene, or is situated where the property would be a frontage development.

The following policy seeks to ensure all new development respects and enhance local character.

Policy QD01 - General design principles

The primary planning aim in all new development is to promote or reinforce the local character of the area and provide high quality and inclusive design and be sustainable in all other respects. Development must:

- 1) Relate to the surrounding development, form and layout and strengthen links to the adjacent areas**
- 2) Be well designed, respect and enhance the character, context and identity of its location; particularly in scale, massing, rhythm and use of materials appropriate to the locality**
- 3) Be of a density, layout, scale, mass and design appropriate to the development itself and compatible with neighbouring buildings and spaces**
- 4) Incorporate a high degree of permeability for pedestrians and cyclists, consider access for public transport and provide safe and satisfactory means of pedestrian and vehicle access including provision for disabled access**
- 5) Improve people's quality of life by creating safe and accessible environments, and promoting public safety and security.**

Residential development on garden land will be permitted if it will make a positive visual contribution to the area, the intrinsic value of the site as an open space is not considered worthy of retention, and will not conflict with any other requirements of other design policies.

External spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases. Development will be supported where it is demonstrated that:

- 6) existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area are should be retained and protected where appropriate**

7) an integrated approach is taken to surface water management as part of the overall design,

8) a coordinated approach is taken to the design and siting of street furniture, boundary treatments, lighting, signage and public art,

9) trees and other planting is incorporated, appropriate to both the scale of buildings and the space available

Living conditions

The increasing dominance of private housing and policies to maximise use of land have caused concern about homes having levels of “liveable” space. The Council intends to prepare supplementary guidance to promote high quality inclusive design covering internal space standards and additional relevant considerations such as garden space, refuse and cycle storage. It will also maintain a supplementary planning document setting out guidelines and standards for conversion of buildings to quality flats where such accommodation is acceptable.

It is important that sufficient homes are built or adapted to provide the flexibility to accommodate a range of life stages including for occupants with limited mobility and energy. Lifetime Homes Standards provide a set of simple features to make homes more flexible and functional for all.

There are opportunities to facilitate meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity. Safe and accessible developments with clear and legible pedestrian routes and high quality open space will also help achieve this by encouraging the active and continual use of public areas.

Thanet suffers higher crime rates than the average for Kent. Section 17 of the Crime and Disorder Act 1998 places a duty on councils to do all they reasonably can to reduce crime and disorder locally and improve people’s quality of life as a result.

Design can help achieve a safer environment including in the following ways:

- Well defined routes, spaces and entrances
- Ensuring different uses do not conflict
- Ensuring publicly accessible spaces are over-looked
- Places that promote a sense of ownership
- Physical protection (i.e. security features)
- Places where human activity creates a sense of safety
- Future management and maintenance

Policy QD02 - Living Conditions

All new development should:

- 1) Be compatible with neighbouring buildings and spaces and not lead to the unacceptable living conditions through overlooking, noise or vibration, light pollution, overshadowing, loss of natural light or sense of enclosure.**
- 2) Be of appropriate size and layout with sufficient usable space to facilitate comfortable living conditions.**
- 3) Residential development should include the provision of private or shared external amenity space/play space.**
- 4) Provide for clothes drying facilities and waste disposal or dustbin storage, with a collection point for storage containers no further than 15 metres from where the collection vehicle will pass.**

Advertisements

Some advertisements need advertisement consent, and it is important that they are controlled through planning policy as they can form an integral part of the streetscene providing gaiety and colour, or they can be alien, intrusive and discordant. It is also important to make sure that they are not a danger to the public or highway safety. It is particularly important to consider their impact when they are located in conservation areas.

Policy QD03 - Advertisements

Applications for advertisements will be considered in relation to their effects upon amenity and public safety. Regard will be paid to the surrounding location, manner of illumination (if proposed), material composition, design and relationship to the land, building or structure to which they are to be affixed. Advertisements should not dominate but should be in balance with the character, townscape and architecture of the buildings on which they are situated. Regard should be paid to the proximity of any listed buildings or structures, and any impact to their setting.

In and adjoining conservation areas the Council will require that the design and siting of advertisements does not detract from, and preferably makes a positive contribution to, the character and/or appearance of the area.

Telecommunications

The National Planning Policy Framework (NPPF) states that when preparing local plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband.

Mobile communications are now considered an integral part of the success of most business operations and individual lifestyles. With the growth of services such as

mobile internet access, demand for new telecommunications is continuing to grow. The council is keen to facilitate this expansion whilst at the same time minimising any environmental impacts. It is the Council's aim to reduce the proliferation of new masts by encouraging mast sharing and siting equipment on existing tall structures and buildings.

Policy QD04 - Proposals for telecommunications development will be permitted provided that the following criteria are met.

- 1) The siting and appearance of the proposed apparatus and associated structures should seek to minimise impact on the visual amenity, character and appearance of the surrounding area.**
- 2) If on a building, apparatus and associated structures should be sited and designed to minimise impact to the external appearance of the host building.**
- 3) If proposing a new mast, it should be demonstrated that the applicant has explored the possibility of erecting apparatus on existing buildings, masts or other structures. Such evidence should accompany any application made to the Council.**
- 4) If proposing development in a sensitive area, the development should not have an unacceptable effect on areas of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historic interest.**

When considering applications for telecommunications development, the Council will have regard to the operational requirements of telecommunications networks and the technical limitations of the technology.

Heritage

Archaeology

Thanet, the former island located at the north eastern point of Kent and in close proximity to continental Europe, has long been a gateway to new settlers, ideas, trade and custom into Britain and on the frontline of invasion and defence. Some of the great events in the nation's early history have taken place in or close to Thanet including the arrival of the Romans, Anglo-Saxons and Christianity. The result is an incredible wealth of archaeological remains throughout the Island dating from earliest prehistoric times to the present day. Across Thanet's towns, villages and countryside, archaeological investigation is regularly making new discoveries of remains that are of regional and national importance and that in many cases exhibit a character that is unique to the former island. The archaeology of Thanet stands comparison with any area of the country.

Much of Thanet's archaeology lies shallowly buried beneath the plough soils of the island's agricultural lands. Here aerial photography and top soil stripping ahead of major infrastructure and other development works has in recent years revealed extensive buried archaeological landscapes, particularly of prehistoric, Roman and Anglo-Saxon date, that are changing our understanding of settlement and other activities at those times. Within the towns and villages, as well as remains of these earlier periods are often found remains, sometimes more deeply buried, associated with the medieval development of the settlements and extending through their periods of growth and industrial development to their 19th and 20th century prominence. Elsewhere across Thanet can be found buried and standing remains associated with the defence of the coast and the airfield at Manston, the industrial heritage of the area and the development of the historic landscape. Much of this rich archaeological resource is particularly vulnerable to new development both in undeveloped and brownfield sites.

It is not possible for this summary for the Local Plan to provide a comprehensive overview of the archaeology of Thanet however particular themes particularly relevant for land-use planning are:

- Deposits and features associated with the formation of the island and the creation of the Wantsum Channel and its later reclamation for agricultural land;
- The evidence of early hunter gatherer peoples on Thanet which can be seen in the Pleistocene deposits of the island particularly at Pegwell Bay and Manston;
- The rich and extensive ritual and funerary buried landscapes of the Neolithic and Early Bronze Age periods. Particular highlights are the major monuments of the causewayed enclosures at Chalk Hill, Pegwell and the remains of hundreds of late Neolithic and Bronze Age barrows;
- Extensive buried landscapes of the settlements, farmsteads, trackways and agricultural lands of the later prehistoric peoples of Thanet. Recent investigations on major development schemes such as East Kent Access 2 and Thanet Earth have illustrated the layout and development of large tracts of the later prehistoric landscape. Evidence of major enclosed sites has been found in several places for example North Foreland, Dumpton, Pegwell Bay and Fort Hill, Margate;
- A rich Romano-British landscape that saw the development of villa estates (for example at Tivoli and Minster), a pattern of coastal and inland settlement that saw the construction of sunken-featured buildings of a type rarely found outside Thanet, linked by a network of roads and trackways, and the establishment of small cemeteries of both inhumation and cremation burial rites. The inhabitants of Thanet at this time would have borne witness to the arrival and departure of the Romans at nearby Richborough and lived under the influence of that major port of entry;
- The arrival of the Anglo-Saxons is celebrated in Thanet through the tradition of the arrival of Hengist and Horsa (AD449) at Ebbsfleet near Cliffsend. Remains of the new settlers can be seen in the rich cemeteries that can be found throughout the island and the occasional evidence of dispersed settlement that has been found on a number of sites and is difficult to locate other than through stripping of large areas;

- AD 597 saw the arrival in Thanet of a mission from Pope Gregory in Rome led by the monk Augustine. The growth of the church and its influence on Thanet can be seen in the establishment of the convent at Minster, the presence of a number of monastic granges and parish churches. Evidence for the early development of the villages can also be traced in the fabric of surviving historic buildings and buried deposits in the core of the settlements.
- Archaeological deposits connected with the origins and development of Thanet's main towns of Margate, Broadstairs and Ramsgate, their ports and development as 19th and 20th leisure resorts survive both in the ground and the fabric of the standing remains. Large numbers of wrecks are present around the coast e.g. Goodwin Sands.
- Remains of coastal anti-invasion defences and the important military and civilian airfield at Manston which had its origins in the First World War and continued as an important military airfield into the Cold War.

In response to their likely potential impact on important archaeological remains, the Council considers it essential for new development proposals to assess and understand the effect that they may have on the significance of archaeological remains whether known or as yet undiscovered. The following policy therefore applies:

Policy HE01 – Archaeology

Thanet's heritage is a valuable and irreplaceable resource. The Council will promote the identification, recording, protection and enhancement of archaeological sites, monuments and historic landscape features, and will seek to encourage and develop their educational, recreational and tourist potential through management and interpretation

Developers should submit information with the planning application that allows an assessment of the impact of the proposal on the significance of the heritage asset. Where appropriate the Council may require the developer to provide additional information in the form of a desk-based or field assessment. Planning permission will be refused without adequate assessment of the archaeological implications of the proposal.

Development proposals adversely affecting the integrity or setting of Scheduled Monuments or other heritage assets of comparable significance will normally be refused.

Where the case for development which would affect an archaeological site is accepted by the Council, preservation in situ of archaeological remains will normally be sought. Where this is not possible or not justified, appropriate provision for investigation and recording will be required. The fieldwork should define:

- (a) The character, significance, extent and condition of any archaeological deposits or structures within the application site;**
- (b) The likely impact of the proposed development on these features;**

(c) The means of mitigating the effect of the proposed development

Recording should be carried out by an appropriately qualified archaeologist or archaeological contractor and may take place in advance of and during development. No work shall take place until a specification for the archaeological work has been submitted and approved by the Council. Arrangements must also be in place for any necessary post-excavation assessment, analysis and publication of the results, and deposition of the archive in a suitable, accessible repository.

Development in Conservation Areas

Conservation areas are designated by the Council where there is a valued distinctive character which the Council considers deserve special protection. Key elements of a conservation area include the architectural design or historic interest of buildings; the materials, colour and texture; the contribution of green and open spaces; street patterns and spaces between buildings; and views in and out of the area. The Council will review the boundaries of existing conservation areas and will consider the designation of new conservation areas as necessary and as resources allow.

The Council will not permit development which fails to retain those essential features upon which the character of a Conservation Area depends. These features may include natural features, trees, hedges, walls, fences, open areas and ground surfaces, as well as buildings and groups of buildings.

The character of Conservation Areas depends on the relationship of buildings to each other and their settings, in the local and wider context. The first step in the design process must, therefore, be an appraisal of the qualities of the area and the opportunity to reflect and improve on them. Such an appraisal should be submitted as part of a planning application.

Particular attention should be paid to conserving attractive views out of and into the area, including those from more distant or higher vantage points. Opportunities should be taken to improve views that detract from the appearance of the area.

Policy HE02 - Development in Conservation Areas

Within Conservation Areas, development proposals which preserve or enhance the character or appearance of the area, and accord with other relevant Policies of this Plan, will be permitted, provided that:

Proposals for New Buildings

1) they respond sympathetically to the historic settlement pattern, plot sizes and plot widths, open spaces, , streetscape, trees and landscape features,

2) they respond sympathetically to their setting, context and the wider townscape, including views into and out of conservation areas

3) the proportions of features and design details should relate well to each other and to adjoining buildings,

4) walls, gates and fences are, as far as possible, of a kind traditionally used in the locality,

5) conserve or enhance the significance of all heritage assets, their setting and the wider townscape, including views into and out of conservation areas

6) demonstrate a clear understanding of the significance of heritage assets and of their wider context,

Proposals for Extensions

7) the character, scale and plan form of the original building are respected and the extension is subordinate to it and does not dominate principal elevations,

8) appropriate materials and detailing are proposed and the extension would not result in the loss of features that contribute to the character or appearance of the Conservation Area.

New development which would detract from the immediate or wider landscape setting of any part of a Conservation Area will not be permitted.

Local Heritage Assets

Local heritage assets, including buildings, structures, features and gardens of local interest, are an important element of the rich history of the city and reinforce local distinctiveness and sense of place. The National Planning Policy Framework (NPPF) requires local planning authorities to have an up-to-date understanding of the local historic environment and its significance. Although not likely to meet the current criteria for statutory listing, local heritage assets are important to their locality by reason of their cultural, architectural and historical contribution.

The retention of local heritage assets may be achieved through appropriate adaptive re-use or change of use.

Building Regulations will allow a more flexible approach to meeting the required standards when altering buildings of local interest.

Unlike statutory Listed Buildings or Registered Parks and Gardens, Local Designated Asset status does not put any extra planning constraints on a property; rather it would be a material consideration if a development was proposed (i.e. the historical and architectural quality of the building would be taken into consideration). In addition, is it intended that the Locally Designated Asset Register will raise the profile of and give recognition to the buildings, parks, etc. that are of special importance to Thanet.

The NPPF supports the introduction of Locally Designated Heritage Assets and heritage best practice encourages further support to this important Local designation

by the introduction of Article 4 (2)'s to all Locally Designated single dwellings within a conservation area.

Authorised works to single dwellings are permitted under article 3 of the Town and County (General Permitted Development) Order 1995 as amended by the Town and County Planning General Permitted Development (Amendment) Order 2008 which came into force from 1st October 2008.

Many of these small scale permitted development works such as the replacement of as built timber windows and doors with plastic in modern styles can significantly harm the character and appearance of historic buildings and areas.

When a building is Statutory Listed this problem is avoided by the requirement for listed building consent. In the case of unlisted buildings (even those locally listed) article 3 of the General Permitted Development Order allows a vast range of works to be carried out without the need to apply for planning permission.

Within conservation areas permitted development rights are more limited than elsewhere but even so those works can still degrade the character of individual buildings as a result of inappropriate changes.

A local planning authority can restrict the permitted development rights of property owners to carry out certain categories of development that would otherwise be automatically allowed through the making of an article 4 direction. These directions can be made to cover one or more properties and they can restrict one or more classes of development.

The effect of an Article 4(2) Direction is not that development within the particular class in Schedule 2 of the General Permitted Development Orders can not be carried out but simply that it is no longer automatically permitted, but instead must be subject to a specific planning application (of which there is no fee). This does not necessarily mean that the local planning authority will refuse permission for the works but it does enable the authority to retain some control over the design and detailing of the proposed development and to grant permission subject to appropriate conditions. The introduction of these directions is not intended to prevent all change, but rather to manage the way building and landscape alterations are carried out.

Before undertaking any works to a designated heritage asset, the significance of that asset must be clearly understood, as well as the potential impact of the development. Where listed buildings are concerned, it is important to address the full impact of modern building standards concerning aspects such as fire prevention, sound and thermal insulation, energy-efficiency savings and disabled access. Pre-application meetings are strongly recommended to ensure that standards can be accommodated without jeopardising the special interest of the building. Applicants considering works to a listed building are also advised to consult best practice guidance.

Policy HE03 - Local Heritage Assets

The Council supports the retention of local heritage assets, including buildings, structures, features and gardens of local interest. Local Heritage assets will be identified in a Local List as part of the Heritage Strategy.

Once adopted where permission is required, proposals will be permitted where they retain the significance, appearance, local distinctiveness, character or setting of a local heritage asset.

Historic Parks and Gardens

Thanet has a number of important parks; gardens, planned squares, cemeteries and churchyards. These areas provide significant amenity areas for the immediate environs and support and enhance the setting of significant designated and non-designated heritage assets. Parks and gardens of particular historical importance are listed by English Heritage in a Register of Historic Parks and Gardens - Albion Place Gardens in Ramsgate is included in this register. Kent County Councils Historic Environment Record also includes a number of important gardens and urban spaces locally.

Planned parks such as Ellington Park and Dane Park were opened to the public in 1898 and include features such as ornate bandstands and fountains. Less formal areas include grounds to substantial historic houses such as George V in Ramsgate (former residence of Sir Moses Montefiore), Pierremont Park and Northdown Park. The cemeteries at Margate and Ramsgate include a selection of fine memorials, cemetery buildings and mature trees.

Planned squares are evident within the towns and are typically set pieces subordinate to buildings. Examples include Hawley Square in Margate and Vale Square in Ramsgate where high quality amenity space is closely related to the setting of listed buildings with a high degree of openness and permeability.

Both registered and non-registered parks and gardens are important because of their design or design history, the plants they contain; their historic significance; or their relationship with adjacent buildings and structures. In many cases, the designed open space is an important element of the design of the surrounding built environment. The Council will resist changes that would harm the character or setting of important parks and gardens, important plant material (particularly trees), views and other features.

In recognising the importance of these heritage assets the following policy applies.

Policy HE04 - Historic Parks and Gardens

Planning permission will not be granted for any development that will adversely affect the visual, historical or horticultural character of an historic park or garden or its setting, whether or not it is included on the statutory register

Works to a heritage asset to address climate change

The Council is committed to tackling climate change and reducing the carbon emissions of Thanet. At the same time, the Council is committed to conserving the Thanet's historic environment, particularly preserving and enhancing the character and appearance of its heritage assets. The Council's aim, therefore, is to ensure a balanced approach between protecting the heritage assets of Thanet and ensuring that they contribute to tackling climate change and reducing the carbon emissions of the district.

Due to the nature of construction of historic buildings, it would be difficult to match the performance of modern structures. However, vernacular design and traditional construction have evolved over time and deal with local conditions. Adaptive re-use of a building gives significant carbon savings in terms of embodied energy in the fabric of the building, so the focus will be on enhancing the performance of traditional buildings as much as practicable without damaging their significance. Minimal intervention will be required, along with assurance that the works do not harm the building's integrity or significance.

Planning applications will need to demonstrate a thorough understanding of the building in question via the submission of the following information:

- surveys of existing construction, to include walls, floors, ceilings and roofs;
- submission of baseline energy consumption data before and after improvements have taken place;
- measured data of existing environmental performance of the building's fabric;
- an indication of any national performance standards being targeted as a result of works; and
- recommendations on the environmental performance measures to be implemented in order to achieve the standard.

Prior to looking at alternative means of generating energy, it is important to investigate and put into practice all possible means of conserving energy (hierarchical approach). The Chartered Institution of Building Services Engineers' guidance on building services in historic buildings sets out four principal aims when seeking to enhance the sustainability of heritage assets:

- Aim 1 – preserve historic fabric;
- Aim 2 – extend the beneficial use of older buildings;
- Aim 3 – reduce carbon emissions, using the hierarchical approach; and
- Aim 4 – specify environmentally conscious materials.

Policy HE05 - Works to a heritage asset to address climate change

Proposals to enhance the environmental performance of heritage assets will be supported where a sensitive and hierarchical approach to design and specification ensures that the significance of the asset is not compromised by inappropriate interventions.

Any works should be undertaken based on a thorough understanding of the building's performance.

Climate Change

Adaptation is an essential part of addressing the impacts and opportunities created by our changing climate. The Intergovernmental Panel on Climate Change (IPCC) defines adaptation as:

“adjustments in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderate harm or exploit beneficial opportunities”.

Fluvial and Tidal Flooding

Flooding has become a significant issue and the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but without increasing the risk of flooding elsewhere. This is known as the ‘Sequential Test’ and is accompanied by an ‘Exception Test’ to be applied where necessary.

Thanet has few areas of low lying land that are at risk of flooding from the sea. The two primary sources of flooding in the district are fluvial and tidal; fluvial flooding from the Wantsum Channel, and tidal flooding from extreme tide levels. The majority of development proposed in this Plan has been directed away from the identified Flood Risk Areas.

The densely populated Old Town area of Margate falls within an area of low lying land. The financial cost of damage to property in the Old Town area resulting from a major flooding event could be as much as £70m. Such a flooding event could also put the safety of residents and the public at risk. Recent flood defense works have significantly reduced this risk.

Areas at risk of flooding are shown on the flood maps on the Environment Agency’s website and are updated regularly – www.environment-agency.gov.uk.

The following policy seeks to ensure that development is not put at risk by flooding.

Policy CC01 – Fluvial and Tidal Flooding

The sequential test and exception test as set out in the NPPF will be applied to applications for development within identified flood risk areas. Development proposals in these areas will need a Flood Risk Assessment to be carried out by the developer.

Surface Water Management

Management of surface water is important in terms of reducing the risk of pollutants draining into the groundwater and bathing waters, and reducing the risk of surface water flooding.

The Thanet Surface Water Management Plan 2013 assessed historic flooding incidents, and identifies the causes of this flooding as surface water, sewer, tidal or blocked drains or gullies. SWMPs identify areas which may be vulnerable to surface water flooding as a result of flooding occurring elsewhere (eg excessive drainage into a site from flooding occurring further along a watercourse). An Action Plan has been developed which highlights tidally sensitive areas where action is needed, and the type of action that is considered necessary.

The following actions are identified for Thanet District Council, which could be achieved through the planning process:

- Ensure all new developments, where possible, consider the use of Sustainable Urban Drainage Systems (SUDS)
- Ensure new developments do not increase the risk of surcharge of sewer network within their catchment
- Promote benefits of rainwater reuse and recycling
- Support KCC in the use of SUDS in identified areas

SUDS are designed to efficiently and sustainably drain surface water, while minimising pollution. Surface water runoff in built up areas tends to flow rapidly into the sewer system, which places a burden on the sewerage network and increases flood risk downstream as piped systems have limited capacity. SUDS can slow the rate at which water disperses, thus reducing the risk of flooding.

SUDS are more sustainable than traditional drainage methods because they:

- Manage run-off volumes and flow rates from hard surfaces, reducing the impact of urbanisation on flooding
- Protect or enhance water quality by reducing pollution from run-off
- Are sympathetic to the environment and the needs of the local community
- Provide wildlife habitats

Applications to incorporate SUDS must be made to Kent County Council as the SUDS Approving Body (SAB). This includes the design, construction, operation and maintenance details of a drainage system to manage surface water which demonstrates compliance with the SuDS national standards. Developers are encouraged to agree all details with the SAB before submitting an application to the SAB. Kent County Council is preparing guidance on the process from the application to adoption of SUDS.

Methods of providing SUDS are described in the Climate Change Topic Paper.

Infiltration methods are unlikely to be appropriate in some parts of Thanet due to the quality of the groundwater. Groundwater from the chalk rock beneath Thanet is used to supply water for drinking water, agriculture, horticulture and industry. It also feeds the springs that emerge along the coast and near the marshes. The groundwater is extremely vulnerable to contamination as substances (natural substances and man-

made chemicals) are able to pass rapidly through the thin soils and the natural fissures (cracks) in the chalk rock to the groundwater below the ground surface. The acceptability and construction details of infiltration devices is not only based on whether the site is in a Source Protection Zone, it also depends on whether the ground conditions are suitable (i.e. free from contamination) and if there are adequate unsaturated area to help reduce any discharge. Proposals for infiltration methods within the Groundwater Protection Zone should be discussed with the Environment Agency as it may be possible for SUDS to be lined, or for water to be treated prior to infiltration.

Under the Water Framework Directive (WFD), the Kent Isle of Thanet Groundwater Body has been classified as poor status for the groundwater quality and quantity. The groundwater is impacted by nitrates, pesticides, solvents and hydrocarbons at levels that are of concern.

The quality of the groundwater also has an impact on Thanets bathing waters. Thanet has 13 beaches which have been designated as 'Bathing Waters' under the Bathing Water Directive which aims to protect public health and the environment from pollution. Thanet has received eight blue flag awards for its beaches in 2013 for reaching the 'Excellent' standard required under the new EU Bathing Water Directive. In addition to this Thanet has been awarded two Seaside Awards for Ramsgate Main Sands and Viking Bay, Broadstairs, which recognises and rewards beaches in England that achieve the highest standards of beach management and, in the case of bathing beaches, meet guideline water quality. There are also 2 shellfish waters designated under the EU Shellfish Waters Directive.

Bathing waters can be nominated for designation or delisting from the designations list in the annual DEFRA review.

Walpole Bay has previously failed to meet current EC mandatory bathing water standards and is therefore considered to be at significant risk of not meeting the revised Bathing Water Regulations.

The following factors could contribute to poor bathing water quality in Thanet:

- Pollution from sewerage – bacteria from sewage can enter our waters as a result of system failures or overflows or directly from sewage works.
- Water draining from farms and farmland – manure from livestock or poorly stored slurry can wash into rivers and streams resulting in faecal material entering the sea.
- Animals and birds on or near beaches - dog, bird and other animal faeces can affect bathing water as they often contain high levels of bacteria (much higher than treated human waste).
- Water draining from populated areas - water draining from urban areas following heavy rain can contain pollution from a variety of sources, including animal and bird faeces
- Domestic sewage – misconnected drains and poorly located and maintained septic tanks can pollute surface water systems.

As well as pollution by the water industry from sewer system overflows or failures, the quality of bathing water quality can be affected by pollution that arises from a very varied number of sources. Diffuse pollution, from agricultural or other sources, can run off land or percolate through it in to rivers which drain into the sea. The amount of pollution from individual sources may be small but the combined effect can be significant. Water draining from farms and farmland into rivers can contain faecal material coming directly from livestock or indirectly from either the poor storage of manure or poor practices in the application of manure on to land. Non-agricultural diffuse pollution arises from a variety of sources including: wrong connections of waste water from houses and businesses into surface water drainage; road runoff containing animal faeces reaching water courses and septic tanks polluting rivers.

The loss of blue flags or the failure of any of Thanet's beaches to meet the requirements of the revised Bathing Water regulations or for Shellfish water failure could have knock-on implications on perception of water quality at neighbouring beaches as well as the local economy and tourist and fishing industry. To ensure development does not negatively impact bathing and shellfish water quality it is important to ensure drainage infrastructure is adequate i.e. sewer capacity is available (or financially viable to increase) and surface water drainage is managed.

The following policy seeks to ensure surface water run-off is management appropriately.

Policy CC02 – Surface Water Management

New development will be expected to manage surface water resulting from the development using sustainable drainage systems wherever possible. SUDS design should be considered as an integral part of the masterplanning and design process for new development.

Proposals for SUDS at sites within the Groundwater Protection Zone as shown on Map **, or sites near the Groundwater Protection Zone, must demonstrate that the methods used will not cause detriment to the quality of the groundwater.

Sites identified as a Tidally Sensitive Area (as identified in surface water management plans) will need to incorporate Sustainable Drainage Methods and a maintenance schedule where appropriate, at the design stage of a planning application, and a Flood Risk Assessment will be required before planning permission can be granted.

Coastal Development

There are a number of other discreet areas of flood risk around the coastline; however, the majority of coastline is at risk of erosion and not flooding. Coastal defences have an approximate lifeline of 50 years. If there appears to be an economic justification for maintaining them then they will be; however, feasibility work does not always indicate that the project will be successful in achieving funding, and in such cases defences may cease to be maintained.

The Isle of Grain to South Foreland Shoreline Management Plan (SMP) provides a large-scale assessment of the risks associated with coastal evolution and presents a policy framework to address these risks to people and the developed, historic and natural environment in a sustainable manner. It also includes an action plan to facilitate implementation of the SMP policies and monitor progress.

The following seeks to ensure that new development is not put at risk from coastal erosion,

Policy CC03 – Coastal Development

Proposals for new development within 40 metres of the coastline or clifftop must demonstrate to the satisfaction of the Council that it will not:

- 1) expose people and property to the risks of coastal erosion and flooding, or**
- 2) accelerate coastal erosion due to increased surface water run off before planning permission can be granted.**

Sustainable Design

The design of a building or development can help adapt to climate change by increasing solar gain and reducing winter heat loss.

The Code for Sustainable Homes is the current national standard for the sustainable design and construction of new homes. The Code aims to reduce carbon emissions and create homes that are more sustainable. There are 6 Code levels which new developments can aim to achieve. This relates to the minimum percentage reduction in emissions; Level 1 is a 10% reduction and Level 6 would be a Zero Carbon home.

The Code for Sustainable Homes levels are set out in Table xx below.

Table xx – Code for Sustainable Homes

Level	% energy efficiency higher than Part L1A of the Building Regulations	Daily water usage (litres)per person
1	10	120
2	18	120
3	25	105
4	44	105
5	100	80
6	Zero carbon	80

Source: www.gov.uk

The requirements to provide these could have an impact on the viability of development in Thanet. The council commissioned a Whole Plan Viability Study to ensure that policies in the local plan and development in Thanet remain viable. The

study assumes build costs to current building regulations and an additional uplift of £2,550 per unit to accommodate CSH Level 5 on water resources management.

Government has consulted on a review of Housing Standards to rationalise the large number of codes, standards, rules, regulations and guidance currently used by different authorities and provide new national standards. This included a review of the Code for Sustainable Homes. The national standards, when published, will replace the Code for Sustainable Homes.

Government has also consulted on new building regulations as part of their Zero Carbon Homes Policy which will increase the energy efficiency of buildings and is expected to come into force this year. The new regulations aim to introduce zero carbon standards from 2016 for homes, and by 2019 for non domestic buildings by:

- Developing and driving a prioritised programme for the energy efficiency aspects of low carbon homes leading to the delivery of mainstream zero carbon homes from 2016
- Developing and driving a prioritised programme that deals with the energy supply aspects of delivering low and zero carbon homes

There are measures that can be taken in the design of new development that will help reduce energy consumption and provide resilience to increased temperatures, such as:

- the use of landform
- layout
- provision of adequate space for recycling and composting
- building orientation
- tree planting
- landscaping

Landscaping can be particularly beneficial as it can provide stepping stones, wildlife corridors or new habitats, and contribute to Thanet's Green Infrastructure network. In terms of adapting to climate change, integrating vegetation (i.e. planting on building walls and roofs) can help to reduce solar gain as vegetation has a much higher reflective capacity than masonry, as well as providing a cooling effect through evapo-transpiration. Planting can also help mitigate against poor air quality by presenting a large surface area for filtering air. A large tree can deliver the same cooling capacity as five large air conditioning units running for 20 hours a day during hot weather. New planting can help provide more comfortable, cooler spaces via summer shading.

Within the context of an established development pattern, the most significant change likely to generate demand for travel will result from new housing development. It is necessary, therefore, to consider the location of development in areas accessible to a range of services on foot and by public transport, preventing urban sprawl and improving local high streets and town centres. Methods such as providing showers and changing facilities in employment related development and locating cycle parking close to town centres/entrances will also help reduce the need to travel by car.

The following policy seeks to ensure that new development achieves the necessary levels of sustainable design and construction.

Policy CC04 – Sustainable Design

All new buildings and conversions of existing buildings must be designed to reduce emissions of greenhouse gases and function in a changing climate. All developments will be required to:

- 1) achieve a high standard of energy efficiency in line with most recent government guidance;**
- 2) make the best use of solar energy passive heating and cooling, natural light, natural ventilation and landscaping**

All new buildings and conversions of existing buildings must be designed to use resources sustainably. This includes, but is not limited to:

- 3) re-using existing buildings and vacant floors wherever possible;**
- 4) designing buildings flexibly from the outset to allow a wide variety of possible uses;**
- 5) using sustainable materials wherever possible and making the most sustainable use of other materials;**
- 6) minimising waste and promoting recycling, during both construction and occupation**

New developments must provide safe and attractive cycling and walking opportunities to reduce the need to travel by car.

Renewable energy installations

There is a number of options for obtaining energy from renewable sources in new or existing developments. These include:

- Solar photo-voltaic panels
- Wind turbines
- Solar water heating
- Ground source heat pumps
- Biomass and biofuel

The following policy seeks to encourage the use of renewable energy installations in new and existing development whilst mitigating against any detrimental effects.

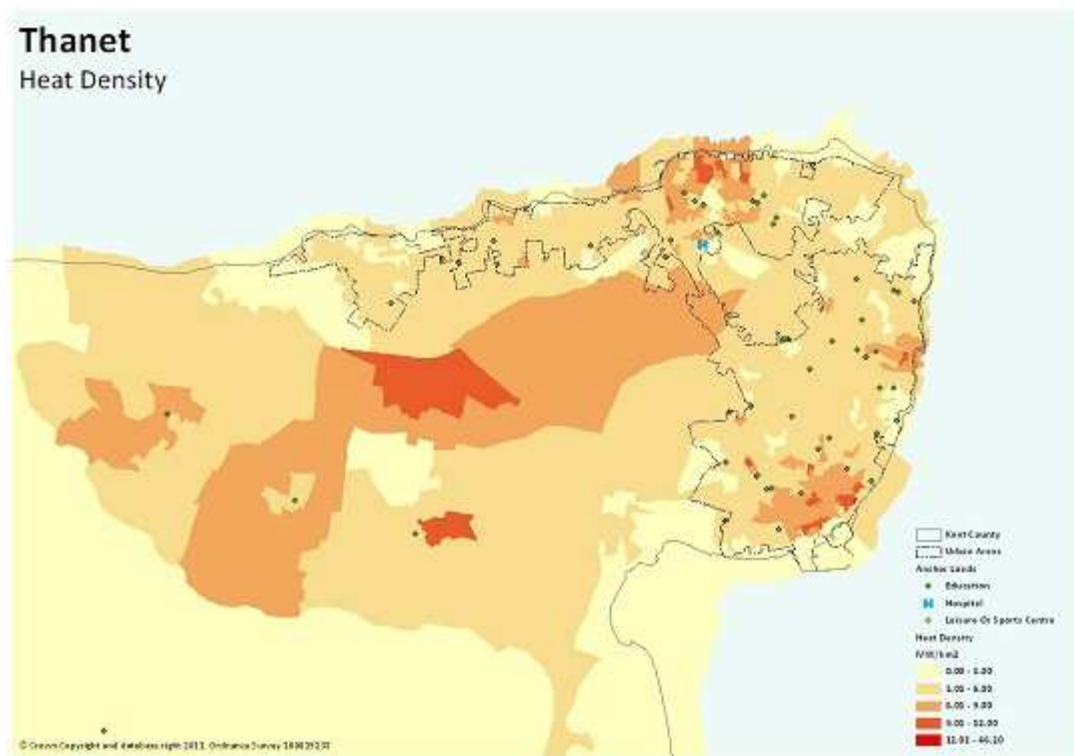
Policy CC05 – Renewable energy installations

Proposals for renewable energy installations incorporated in new developments or existing buildings will be permitted, subject to there being no unacceptable detrimental visual or environmental impact.

District Heating

District heating schemes supply heat from a central source directly to homes and businesses through a network of pipes carrying hot water. This means that individual homes and business do not need to generate their own heat on site.

Large energy users, or ‘anchor loads’ are an essential part of a district heating network to provide a base heat demand that will allow a system to run efficiently. Anchor loads could be large energy users such as industry, schools, hospitals or leisure centres with heated swimming pools. Map ** is a heat map for Thanet showing potential areas suitable for District Heating.



District heating is most suitable where there is a high density of built development, and especially where there is a mix of building types. (The high heat density shown outside the urban boundary is the airport.) This diversity of energy demand helps to keep combined heat and power (CHP) or boiler plant running in a more steady state for longer – which is more efficient.

The Renewable Energy for Kent report identifies the following scale and types of district heating networks which may come forward:

Small local networks: Typically between 10 and 50 homes in a street or a block. Gas fired boilers or biomass boilers supplying heat only

Medium size networks: Typically over 200 homes and normally with an 'anchor building' (i.e. a school, hospital or leisure centre)

Large networks – A number of small and medium sized networks linked up and perhaps taking heat from a large biomass or energy from waste power station

The following policy seeks to encourage District Heating schemes where appropriate and feasible.

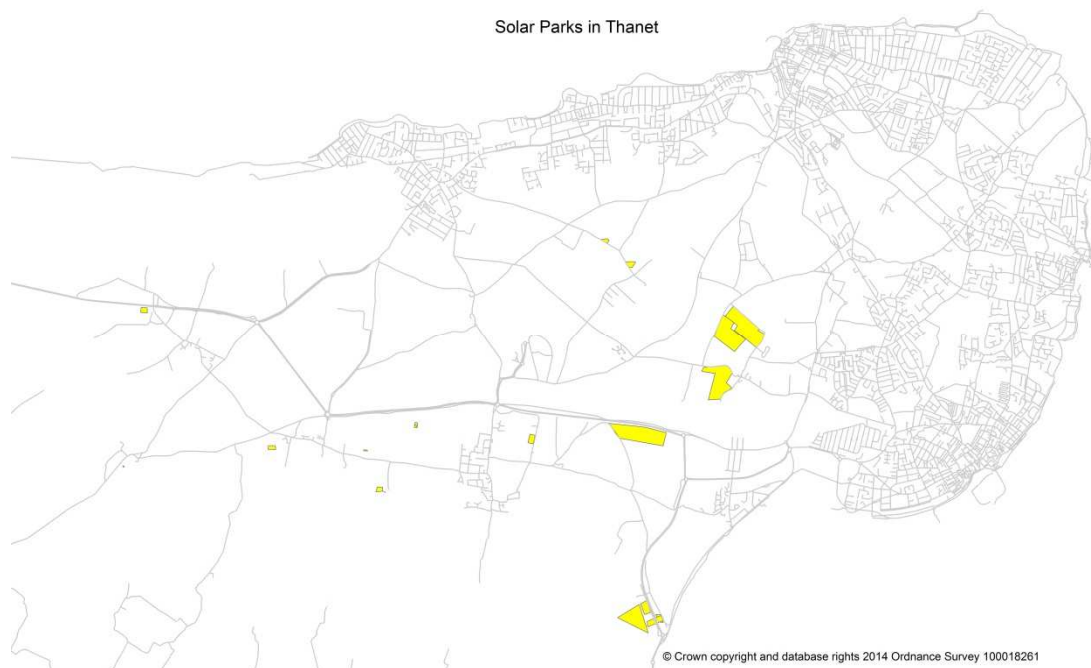
Policy CC06 – District Heating

Support will be given to the inclusion of district heating schemes in new development. Major development proposals should be supported by an Energy Statement to demonstrate why district heating can or cannot be delivered.

Solar Parks

There have been a number of developments for renewable energy applications in the district to help reduce emissions.

A number of Solar Parks have been granted permission – these are mainly located in fields, or parts of fields, are temporary (most have a 25 year lifespan), and the land can revert to its original use when the panels are removed.



The siting for a solar farm will usually be near to a connection to the national grid due to cost implications for connection, and will require the erection of a fence surrounding the site for security reasons.

Map ? shows sites where permission has been granted for solar parks. It may be possible that other sites could be considered for further development of solar parks. Further sites should be located on previously developed land or non-agricultural land wherever possible. There are potential negative impacts to the countryside, landscapes, and to best and most versatile agricultural land. For proposals on agricultural land, the developer will be expected to demonstrate how the land can still be used for agricultural purposes. The developer will be required to outline a management programme to demonstrate that the areas beneath and around the panels will not become overgrown, and to assist with the eventual restoration of the site, normally to its former use.

The developer will be required to outline a management programme to demonstrate that the areas beneath and around the panels will not become overgrown, and to assist with the eventual restoration of the site, normally to its former use.

Policy CC07 – Solar Parks

Applications for solar parks will only be permitted if there is no significantly detrimental impact on any of the following:

- 1) Thanet's historic landscapes**
- 2) Visual and local amenity, including cumulative effects**
- 3) Heritage assets and views important to their setting**

Proposals on agricultural land must demonstrate that the proposal will comply with all of the following:

- 5) Cause minimal disturbance to the agricultural land and**
- 6) Be temporary, capable of removal and reversible, and allow for continued use as such on the remaining undeveloped area of the site.**
- 8) Provide biodiversity enhancements.**

The need for renewable energy does not automatically override environmental considerations.

The Richborough area, which straddles the District boundary with Dover, has become a focus for waste treatment, renewable and low carbon energy industries. The former Richborough Power Station provides a potential location for such facilities, as well as a connection to the national grid. Thanet and Dover Councils have approved applications for solar farms and anaerobic digesters in the surrounding area, and a peaking plant facility and site-wide infrastructure to facilitate the creation of energy from waste site, on the former Richborough Power Station site.

The Council recognises the potential of the site to help to mitigate against climate change. Therefore in liaison with Dover District Council and Kent County Council (as

the Minerals and Waste Authority), the Council will continue to explore, with the promoters of any schemes, how this potential can be realised. Particular regard would need to be had to environmental, transport and wildlife impacts together with visual impact on landscape and on the gateway location to and from Thanet.

The emerging Kent Minerals and Waste Local Plan 2013-2030 and Waste Sites Plan look to this area as a potential location for energy from waste, green waste treatment and for the treatment/material recycling facilities. Development proposals in this area should also refer to these plans and the relevant National Planning Statements.

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).

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 Council will consult HS1 (south) limited before granting planning permission or resolving to carry out/authorise development within the limit of land subject to consultation, featured on the Policies Map.

Policy CC08 – Richborough

Proposals for the development of renewable energy facilities at Richborough will be permitted if it can be demonstrated that the development will not be detrimental to nearby sites of nature conservation value, or that any potential effects will be fully mitigated.

Safe and Healthy Environment

The National Planning Policy Framework (NPPF) states that the planning system should contribute to and enhance the natural and local environment. It should prevent both new and existing development from contributing to or being put at unacceptable risk of pollution by soil, air water or noise or land instability, and remediate and mitigate despoiled, degraded, derelict contaminated and unstable land where appropriate. Consideration must be given to the impacts of noise on health and quality of life from new developments, and the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas.

Environmental pollution and impacts on human health are important issues, and the council is keen to ensure that the environmental quality of the area is maintained and

enhanced. The following policies aim to address a number of environmental issues to help achieve this.

Potentially Polluting Development

Activities with the potential to pollute are controlled by wide ranging powers under pollution control legislation. However, the effects of development that might cause the release of pollutants to water, land or air, or from noise, dust, vibration, light odour or heat, are material considerations when deciding whether or not to grant planning permission. The Council will require any application to contain sufficient information to enable the risk of pollution to be assessed.

Policy SE01 - Potentially Polluting Development

Development with potential to pollute will be permitted only where:

1) Applicable statutory pollution controls and siting will effectively and adequately minimise impact upon land use and the environment including the effects on health, the natural environment or general amenity resulting from the release of pollutants to water, land or air or from noise, dust, vibration, light odour or heat; and

In determining individual proposals, regard will be paid to:

2) The economic and wider social need for the development; and

3) The visual impact of measure needed to comply with any statutory environmental quality standards or objectives

Permission for development which is sensitive to pollution will be permitted only if it is sufficiently well separated from any existing or potential source of pollution as to reduce pollution impact upon health, the natural environment or general amenity to an acceptable level, and adequate safeguarding and mitigation on residential amenity.

Landfill Sites and Unstable Land

Sites that have been used for the deposit of refuse or waste may generate explosive or otherwise harmful gasses. Thanet has approximately 26 such sites (listed in Appendix ??) which are all listed in the National Landfill Atlas held by the Environment Agency.

A former landfill site will be unlikely to be actively gassing after 40-50 years of its closure. The Council is required to consult the Environment Agency, as Waste Regulation Authority, before granting consent for development within 250m of land which is, or has within 30 years of the relevant application, been used for the deposit of refuse or waste.

If an application for a new development/redevelopment or major change of use on or adjacent to a site included on the landfill register (also known as the landfill atlas) is

received, then a full site-investigation report including gas monitoring will be required.

Where the presence of gas is discovered or it is suspected that it may be present during site development, the Council will require the applicant to arrange for an investigation to be carried out to determine its source and for satisfactory and effective remedial measures to prevent hazards from migrating gas (including accumulation into property or other confined spaces) during the course of development and during subsequent use of the site. Specialist design and construction advice will usually have to be sought by the developer in this regard.

For development on unstable land, it may be necessary for the developer to carry out specialist investigations and assessments to determine the stability of the site proposed for development and identify any remedial measures that will be needed to deal with instability. Areas known to the Council where land instability is likely to be an issue include:

- Minster marshes
- Monkton marshes
- Sarre marshes
- Wade marshes
- Land overlying Ramsgate and Margate caves
- Land overlying disused railway tunnel between Ramsgate main sands and the railway line at Broadstairs

Policy SE02 - Landfill Sites and Unstable Land

In considering planning applications on or near landfill sites, or where there is otherwise reason to suspect that potential danger from evolving or migrating gas may be present, or on land for which known or suspected instability might render it unsuitable for development, the local planning authority may require a specialist site investigation and assessment by the developer to identify any remedial measures required to deal with it before determining such planning applications.

Development or redevelopment, including change of use, will only be permitted where:

- 1) the applicant/developer has demonstrated either that there is no unacceptable risk caused by the development or that appropriate remedial measures can overcome such risk;**
- 2) the development would not adversely affect neighbouring land; and**
- 3) any necessary remedial measures can be achieved without unacceptable environmental impact.**

Where the local planning authority is satisfied that the risks from landfill or ground instability can be overcome, planning consent may be granted subject

to conditions or a legal agreement specifying the necessary measures to be carried out.

Contaminated Land

Some sites in Thanet are known to be contaminated. The allocation of sites should not be taken as an indication that they are free from any hazardous/physical constraints, or that they are not in the vicinity of other installations handling hazardous substances.

Development on contaminated land will require a site investigation and assessment to establish the levels of contamination present and identify any remedial measures to clean the site to make it suitable for its proposed end use.

A County-wide Contaminated Land Strategy is being prepared by the Kent & Medway Contaminated Land Forum and will form part of the evidence base for this local plan once it has been finalised. The strategy provides information across the county in place of former PPS23. The Council has a Contaminated Land Strategy for the district - this is currently being reviewed.

Policy SE03 - Contaminated Land

Development proposals that would enable contaminated sites to be brought into beneficial use will normally be permitted, so long as the sites can be rendered suitable for the proposed end use in terms of the impact on human health, public safety and the environment, including underlying groundwater resources.

Development on land known or suspected to be contaminated or likely to be adversely affected by such contamination will only be permitted where:

- 1) An appropriate site investigation and assessment (agreed by the local planning authority) has been carried out as part of the application to establish whether contamination is present and to identify any remedial measures necessary to ensure that the site is suitable for the proposed end use;**
- 2) The proposed remedial measures would be acceptable in planning terms and would provide effective safeguards against contamination hazards during the development and subsequent occupation of the site.**

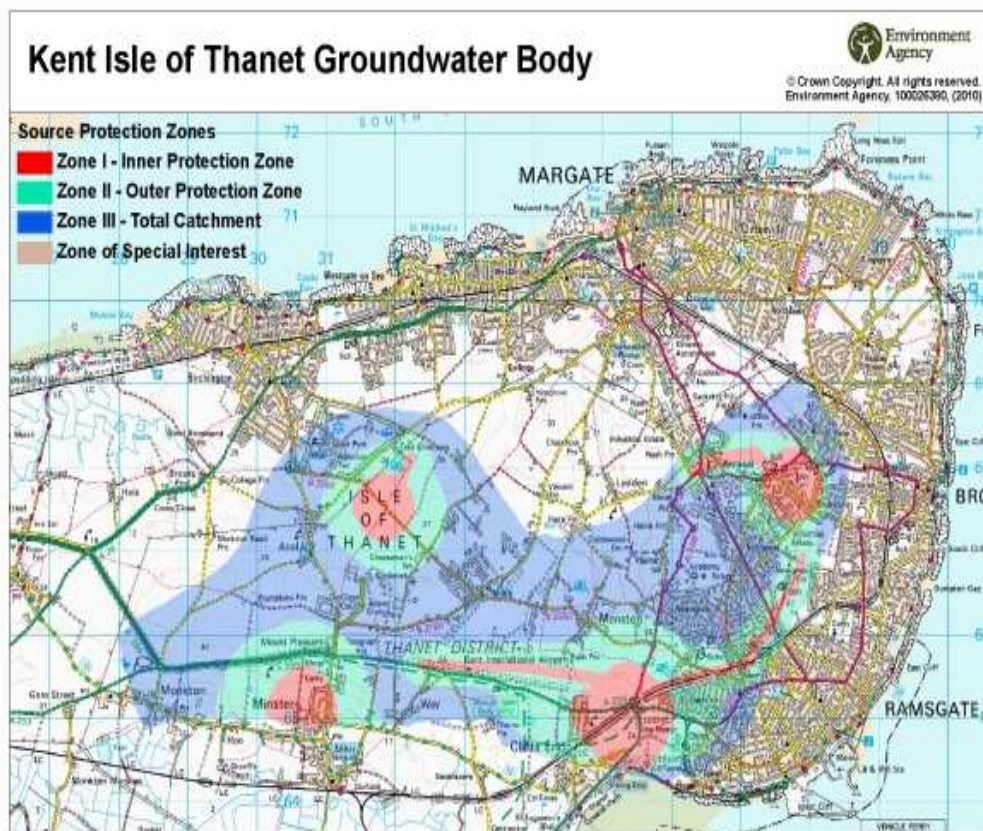
Planning conditions will be attached to any consent to ensure that remedial measures are fully implemented.

In the case of sites where contamination is only considered to be a possible risk, a site investigation will be required by condition. Sites where contamination is believed to have been removed or where the full site history is unknown should not be able to be considered as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land.

Groundwater Protection

Thanet's groundwater is of poor quality and is vulnerable to contamination due to Thanet's thin soils and cracks in the chalk rock, which means pollution would soak through quickly to the groundwater. However the groundwater is used to supply water for drinking water, agriculture, horticulture and industry and also feeds the springs that emerge along the coast near the marshes, so it is important that there is no further contamination to the groundwater.

Thanet's groundwater zones are shown on the map in Figure ? below.



Thanet's groundwater is extremely vulnerable to contamination as substances (natural substances and man-made chemicals) are able to pass rapidly through the thin soils and the natural fissures (cracks) in the chalk rock to the groundwater below the ground surface.

Once the chalk and groundwater is contaminated at a site by a substance it can take decades to clean-up. The Council and the Environment Agency have worked hard to prevent contamination by consistently applying Groundwater Protection policies to any proposed land-use changes in Thanet to reduce potential future impact.

Under the Water Framework Directive (WFD), the 'Kent Isle of Thanet Groundwater Body' has been classified as poor status for the groundwater quality and quantity. The groundwater is impacted by nitrates, pesticides, solvents and hydrocarbons at levels that are of concern. Thanet's groundwater is currently a candidate Water

Protection Zone (WPZ). These zones are used in areas identified as being at high risk as a 'last resort' when other mechanisms have failed or are unlikely to prevent failure of WFD objectives. WPZs are a new regulatory tool to address diffuse water pollution. They are designed to help enforce measures to prevent pollution and improve water quality where standards set out in the Water Framework Directive (WFD) are not being met. It is hoped that sufficient measures can be taken, by various organisations and individuals, that will help remediate the problems with Thanet's groundwater and avoid a WPZ designation.

The poor groundwater quality cannot be attributed to just one source. In Thanet there are considerable risks to the groundwater from both urban and rural activities. These risks are intensified by the compact nature of the District. Hazards to Thanet's groundwater include petrol stations, gas works, drainage from roads, drainage from the airport, leakage from sewers, pesticide storage, septic tanks, sheep dips, and farm buildings. Uses that can cause pollution to the groundwater include dry cleaners, mechanics, scrap metal, photo processing, and some sustainable drainage systems.

Some methods of Sustainable Drainage can cause detriment to the groundwater. Methods that include infiltration, where trenches are created underground so that water filtrates into the surrounding soil and is then transferred to a disposal unit, would not be appropriate in many parts of Thanet due to its thin soils and vulnerability of the groundwater. Proposals for infiltration methods within the Groundwater Protection Zone should be discussed with the Environment Agency as it may be possible for SUDS to be lined, or for water to be treated prior to infiltration. Some methods of sustainable drainage can help improve water quality by controlling the flow of water into the aquifer and enabling the groundwater to recharge.

Policy SE04 - Groundwater Protection

Proposals for development within the Groundwater Protection Zones identified on the proposals map will only be permitted if there is no risk of contamination to groundwater sources. If a risk is identified, development will only be permitted if adequate mitigation measures can be implemented.

Proposals for Sustainable Drainage systems involving infiltration must be assessed and discussed with the Environment Agency to determine their suitability in terms of the impact of any drainage into the groundwater aquifer.

Air Quality

Thanet generally has very good Air Quality; however there are areas at The Square in Birchington, the junction of Hereson Road/Boundary Road and High Street St Lawrence, Ramsgate where Air Quality is poor due to pollution from road transport.

An urban wide Air Quality Management Area has been declared to enable effective management of Air Quality.

The Council has an Air Quality Action Plan to address the Urban Air Quality Management Area (AQMA) that was declared in 2011 where Air Quality fails to meet

required standards. The Action Plan considers a broad approach to strategic planning, transport planning, sustainability and climate change.

Planning is an effective tool to improve Air Quality. It can be used to locate development to reduce emissions overall, and reduce the direct impacts of new development, through policy requirements.

An AQMA makes consideration of the Air Quality impacts of a proposed development important. However, there is still a need to regard Air Quality as a material factor in determining planning applications in any location. This is particularly important where the proposed development is not physically within the AQMA, but could have adverse impacts on Air Quality within it, or where Air Quality in that given area is close to exceeding guideline objectives itself.

Developments that may require the submission of an Air Quality Assessment include the following:

- 1) If the development is likely to have a significant impact upon an AQMA
- 2) If the development has the potential to cause a deterioration in local air quality (i.e. once completed it will increase pollutant concentrations)
- 3) If the development is located in an area of poor air quality (i.e. it will expose future occupiers to unacceptable pollutant concentrations) whether the site lies within a Designated AQMA or, if so advised by the Local Authority, or a "candidate" AQMA
- 4) If the demolition/construction phase will have a significant impact on the local environment (e.g. through fugitive dust and exhaust emissions)

The types of development that are likely to require an air quality assessment are identified in the Kent and Medway Air Quality Partnerships Technical Planning Guide. These are listed in Table XX

Proposals for new residential development should, wherever possible and appropriate, include an electric car charging point.

Policy SE05 - Air Quality

All major development schemes should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on Air Quality, particularly within the designated Urban Air Quality Management Area. Development will be located where it is accessible to support the use of public transport, walking and cycling.

Development proposals that might lead to a significant deterioration in Air Quality or an exceedence of Air Quality national objectives or to a worsening of Air Quality within the urban Air Quality management area will require the submission of an Air Quality assessment, which should address:

- 1) The cumulative effect of further emissions;**

2) The proposed measures of mitigation through good design and offsetting measures that would prevent the National Air Quality Objectives being exceeded or reduce the extent of the Air Quality deterioration. These will be of particular importance within the urban AQMA, associated areas and areas of lower Air Quality.

Proposals that fail to demonstrate these will not be permitted

Noise Pollution

The Government's Noise Policy Statement will be reflected in planning policy to ensure that noisy and noise-sensitive developments are located away from each other, and from residential or built up areas

Noise can constitute a statutory nuisance and is subject to the provisions of the Environmental Protection Act 1990.

The Government's Noise Policy Statement for England stated priority is to:

'Avoid significant adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development'

The second aim is to mitigate and minimise adverse impacts, and the third is to contribute to the improvement of health and quality of life through effective management control of noise.

Noise is a material consideration when determining planning applications. The Government's National Planning Practice Guidance^[1] states that consideration should be given to:

- Whether or not a significant adverse effect is occurring or likely to occur;
- Whether or not an adverse effect is occurring or likely to occur; and
- Whether or not a good standard of amenity can be achieved

The guidance provides the following noise hierarchy to determine when noise could be a concern:

Perception	Examples of outcomes	Increasing effect level	Action
Not noticeable	No effect	No observed effect	No specific measures required
Noticeable and not intrusive	Noise can be heard, but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life.	No observed adverse effect	No specific measures required
		Lowest	

		Observed Adverse Effect Level	
Noticeable and intrusive	Noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly; closing windows for some of the time because of the noise. Potential for non-awakening sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life.	Observed Adverse Effect	Mitigate and reduce to a minimum
		Significant Observed Adverse Effect Level	
Noticeable and disruptive	The noise causes a material change in behaviour and/or attitude, e.g. having to keep windows closed most of the time, avoiding certain activities during periods of intrusion. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant Observed Adverse Effect	Avoid
Noticeable and very disruptive	Extensive and regular changes in behaviour and/or an inability to mitigate effect of noise leading to psychological stress or physiological effects, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory	Unacceptable Adverse Effect	Prevent

The guidance suggests four broad types of mitigation against noise:

- **engineering:** reducing the noise generated at source and/or containing the noise generated;
- **layout:** where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- **using planning conditions/obligations** to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;

- **mitigating** the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Policy SE06 - Noise Pollution

In areas where noise levels are relatively high, permission will be granted for noise-sensitive development only where adequate mitigation is provided, and the impact of the noise can be reduced to acceptable levels.

Development proposals that generate significant levels of noise must be accompanied by a scheme to mitigate such effects, bearing in mind the nature of surrounding uses. Proposals that would have an unacceptable impact on noise-sensitive areas or uses will not be permitted.

Noise Action Plan Important Areas

Noise Action Plans have been prepared in line with the terms of the Environmental Noise Directive and cover noise from roads, railways and agglomerations. There are 26 road related 'Important Areas' and 2 rail Important Areas in Thanet. (These correspond with hotspots identified in the AQMA).

Within the identified areas, residential development will need to include mitigation measures to reduce the impact of noise on residential amenity. Such measures may include screening/barriers, double glazing, locating windows so they are not opposite the noise source. Developers should liaise with Kent County Council as the Highway Authority to agree appropriate mitigation.

Policy SE07 – Noise Action Plan Important Areas

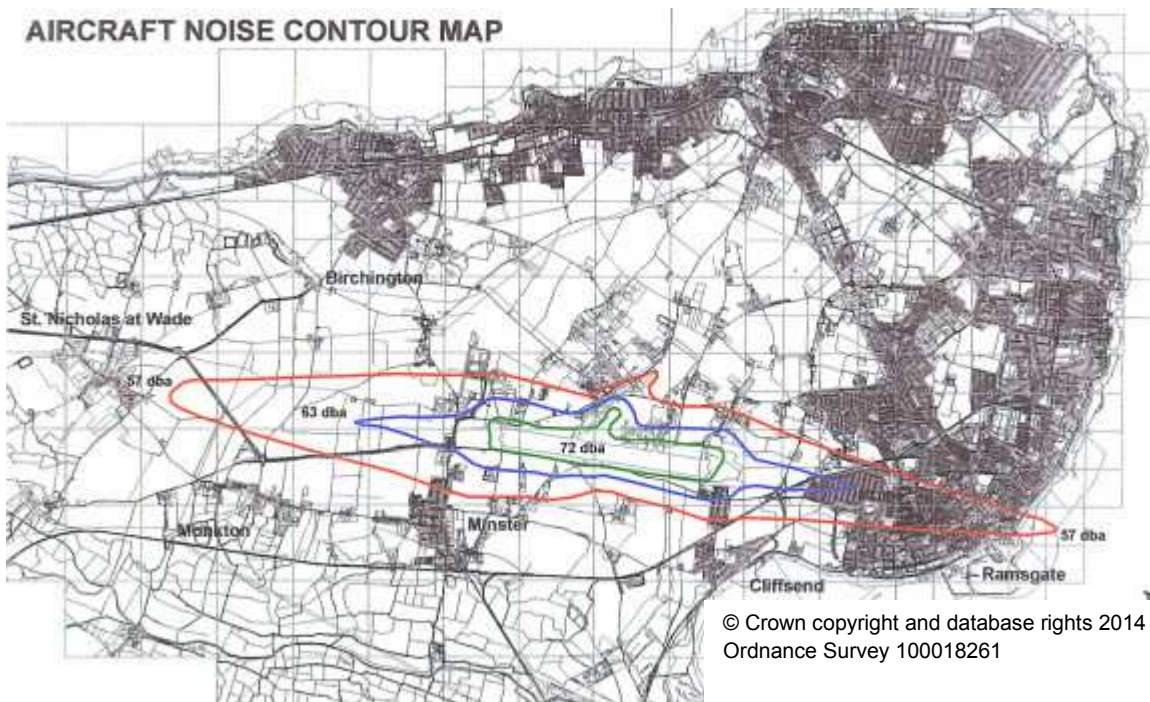
Proposals for residential development within identified Important Areas in the Noise Action Plan must incorporate mitigation measures against the impact of noise on residential amenity.

Aircraft Noise and Noise Sensitive Development

The Council seeks to limit the effect of aircraft noise on sensitive development such as housing, schools and hospitals, by restricting locations where such development may be sited.

The 2006 Local Plan uses aircraft noise contours which were commissioned during the production of the plan, and consider a range of high, medium and low traffic scenarios, including the possibility of increased aviation associated with the potential expansion of the airport.

There is currently a degree of uncertainty regarding future aircraft noise levels at the airport, therefore the Council will adopt a precautionary approach in relation to aircraft noise and will continue to apply the contour predictions which formed the basis for the previous Local Plan.



The Council will review this part of the plan if new information regarding airport activity becomes available or revised contours are received.

For the purposes of the following policy, noise sensitive development/redevelopment includes, schools, hospitals, and any other use the function or enjoyment of which could, in the Council's opinion, be materially and adversely affected by noise

Policy SE08 – Aircraft Noise

Applications for noise sensitive development or redevelopment on sites likely to be affected by aircraft noise will be determined in relation to the latest accepted prediction of existing and foreseeable ground noise measurement of aircraft noise.

Applications for residential development will be determined in accordance with the following noise exposure categories.

Nec		Predicted aircraft noise levels (dbl aeq.0700-23.00)
A	<57	Noise will not be a determining factor
B	57-63	Noise will be taken into account in determining applications, and where appropriate, conditions will be imposed to ensure an adequate level of protection against noise (policy ep8 refers).
C	63-72	Planning permission will not be granted except where the site lies within the confines of existing substantially built-up area. Where residential development is exceptionally granted, conditions will be imposed to ensure an adequate level of protection against noise (policy ep8 refers).

D >72 Residential development will not be permitted.

Applications for non-residential development including schools, hospitals and other uses considered sensitive to noise will not be permitted in areas expected to be subject to aircraft noise levels exceeding 60 db(a) unless the applicant is able to demonstrate that no alternative site is available. Proposals will be expected to demonstrate adequate levels of sound insulation where appropriate in relation to the particular use.

The provisions of the following policy will not apply to permissions relating to small extensions to existing houses provided:

1. Permission for the construction of the house itself was not granted subject to the provisions of this Policy; or
2. The extension is not intended to form a separate unit of living accommodation.

In such instances the sound insulation standards referred to in this Policy are brought to the attention of all applicants, but it is left to them whether they implement the standards within the new extension or not.

Policy SE09 – Aircraft Noise and Residential Development

When planning consent is granted for residential development on any land expected to be subject to a level of aircraft noise of above 57db(a), such consent will be subject to provision of a specified level of insulation to achieve a minimum level of sound attenuation in accordance with the following criteria:**

NEC	Predicted Aircraft Minimum Noise Levels Attenuation required (dB(A) (frequency range 100-3150 Hz)	
A	<57	No attenuation measures required
B	57-63	20dB
C	63-72	30dB

**** LAeq 57dB 07.00-23.00**

[\[i\]\[i\] http://planningguidance.planningportal.gov.uk/blog/guidance/noise/when-is-noise-relevant-to-planning/](http://planningguidance.planningportal.gov.uk/blog/guidance/noise/when-is-noise-relevant-to-planning/)

Light Pollution

Light Pollution is identified as a statutory nuisance under the Clean Neighbourhoods and Environment Act 2005. Poorly designed or installed lighting can be obtrusive by introducing a suburban character into rural areas, and also wastes electricity. Different forms of Light Pollution are identified as:

- Light Spillage – artificial illumination that results in the spillage of light that is likely to cause irritation, annoyance or distress to others
- Light Trespass – the spilling of light beyond the boundary of the property on which the light source is located
- Light Glare – the uncomfortable brightness of a light source when viewed against a dark background
- Sky Glow – the brightening of the night sky above our towns and cities

Due to Thanet’s open landscapes and vast skies, poor outdoor lighting could have a substantial adverse effect on the character of the area well beyond the site on which the lighting is located.

Light Pollution should be included as a policy as inappropriate lighting has been shown to have major impacts on wildlife. The impacts of Light Pollution on bat species and potential mitigation measures are particularly well documented.

The Council refers to the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light^[1]. The guidance identifies environmental zones and corresponding lighting environments as shown in table ?:

Environmental Zones

Zone	Surrounding	Lighting Environment	ILP examples	Corresponding areas in Thanet
E0	Protected	Dark	UNESCO starlight reserves, IDA dark sky parks	None
E1	Natural	Intrinsically dark	National Parks, Areas of Outstanding Natural Beauty etc	Landscape Character Areas at Pegwell Bay and former Wantsum Channel, the European Marine Sites
E2	Rural	Low district brightness	Village or relatively dark outer suburban locations	Rural areas outside of the built confines (excluding Manston airport)
E3	Suburban	Medium district brightness	Small town centres or suburban locations	Urban areas and villages
E4	Urban	High district brightness	Town/city centres with high levels of night time	Amusement area at Margate Seafront

			activity	
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The Institute of Lighting Professionals recommends the following standards within these areas:

Obtrusive Light Limitations for Exterior Lighting Installations - General Observers

Environmental Zone	Sky Glow ULR [Max %](1)	Light Intrusion (into Windows) Ev [lux] (2)		Luminaire Intensity I [candelas] (3)		Building Luminance Pre-curfew (4)
		Pre-curfew	Post-curfew	Pre-curfew	Post-curfew	Average, L
E0	0	0	0	0	0	0
E1	0	2	0 (1*)	2,500	0	0
E2	2.5	5	1	7,500	500	5
E3	5.0	10	2	10,000	1,000	10
E4	15	25	5	25,000	2,500	25

ULR = Upward Light Ratio of the Installation is the maximum permitted percentage of luminaire flux that goes directly into the sky.

Ev = Vertical Illuminance in Lux - measured flat on the glazing at the centre of the window.

I = Light Intensity in Candelas (cd)

L = Luminance in Candelas per Square Metre (cd/m2)

Curfew = the time after which stricter requirements (for the control of obtrusive light) will apply; often a condition of use of lighting applied by the local planning authority. If not otherwise stated - 23.00hrs is suggested.

*** = Permitted only from** Public road lighting installations

1) Upward Light Ratio – Some lighting schemes will require the deliberate and careful use of upward light, e.g. ground recessed luminaires, ground mounted floodlights, festive lighting, to which these limits cannot apply. However, care should always be taken to minimise any upward waste light by the proper application of suitably directional luminaires and light controlling attachments.

2) Light Intrusion (into Windows) – These values are suggested maxima and need to take account of existing light intrusion at the point of measurement. In the case of road lighting on public highways where building facades are adjacent to the lit

highway, these levels may not be obtainable. In such cases where a specific complaint has been received, the Highway Authority should endeavour to reduce the light intrusion into the window down to the post curfew value by fitting a shield, replacing the luminaire, or by varying the lighting level.

3) Luminaire Intensity – This applies to each luminaire in the potentially obtrusive direction, outside of the area being lit. The figures given are for general guidance only and for some sports lighting applications with limited mounting heights, may be difficult to achieve.

4) Building Luminance – This should be limited to avoid over lighting, and related to the general district brightness. In this reference building luminance is applicable to buildings directly illuminated as a night-time feature as against the illumination of a building caused by spill light from adjacent luminaires or luminaires fixed to the building but used to light an adjacent area.

Policy SE10 - Light Pollution

Development proposals that include the provision of new outdoor lighting should be designed to minimise light glare, light trespass, spillage and sky glow in order to preserve residential amenity, the character of the surroundings and prevent disturbance to wildlife.

A Landscape and Visual Impact Assessment will be required for proposed developments that fall in to the E1 category.

Proposals that exceed the Institute of Lighting Professionals standards will not be permitted.

[\[1\] https://www.theilp.org.uk/documents/obtrusive-light/](https://www.theilp.org.uk/documents/obtrusive-light/)

Communities

Social, cultural and community facilities are an integral part of developing inclusive and cohesive communities.

One of the core principles of the National Planning Policy Framework (NPPF) is to take account of and support local strategies to support health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities to meet local needs.

The NPPF also states that planning policies and decisions should plan positively for the provision and use of shared space, community facilities and other local services, and to guard against the unnecessary loss of such facilities. It states that planning policy should promote the retention and development of local services and community facilities in villages

The NPPF affords protection to existing open space, sports and recreational buildings and land, including playing fields should not be built on unless the land is surplus to requirements, or the development will result in better provision of open space or sports and recreational provision.

Community facilities are defined in this plan as local and village shops, meeting places, sports venues, nurseries, cultural buildings, public houses, places of worship, public rights of way, other local services which enhance the sustainability of communities and residential environments and vacant land last lawfully used as a community facility or previously occupied by a building whose last lawful use was for a community facilities.

The provision of new facilities can be important in promoting sustainable development by reducing the need to travel and providing a service for those who do not have access to transport.

Policy CM01 – Provision of New Community Facilities

Proposals for new, or extensions or improvements to existing community facilities will be permitted provided they are:

- 1) Of a scale to meet the needs of the local community and in keeping with the character of the area;**
- 2) Provided with adequate parking and operational space; and**
- 3) Accessible by walking or cycling to the local community.**

Protection of Existing Community Facilities

Community facilities including local shops, services and public houses play a vital economic and social role in both urban and rural areas and their retention can assist in meeting the needs of the local community and reducing the need to travel. The Council recognises that there is a risk that such facilities may be lost to more financially profitable uses, and that such facilities are often difficult to replace. It is therefore considered that the loss of existing facilities should be resisted where they provide for a current or future local need.

Such facilities that are important to the community should be retained unless genuine but unsuccessful attempts have been made to retain the premises in a community use. To assess applications for the change of use or redevelopment of existing community facilities, the Council will require a thorough analysis of the existing operation and attempts made to secure the future viability of the community use. In all cases, the applicant must demonstrate that:

- the need for the existing and other alternative community facilities has been researched and that there is insufficient viable demand,
- opportunities to support the facility by the introduction of other services have been explored, where the dual use of premises for a number of community functions may help support the viability of facilities,
- efforts have been undertaken to secure the viability of the facility through applications for grant aid, business advice and discussions with community groups, parish councils, Thanet District Council, Kent County Council and other national or local bodies with a direct interest in service provision, and
- the site has been actively marketed for its existing use and alternative community uses, at a realistic price and for a reasonable period of time proportionate to the type and scale of the facility.

The following policy seeks to ensure that existing community facilities are protected where there is a need for them.

Policy CM02 – Protection of Existing Community Facilities

Proposals which would result in the loss of a community facility as defined in this plan will not be permitted unless:

Proposals which would result in the loss of a community facility as defined in this plan will not be permitted unless:

1) it can be demonstrated that there is insufficient viable need for the community use or there is alternative local provision which is accessible to the local community, and

2) it is demonstrated that every reasonable attempt has been made to secure an alternative community use before non-community uses will be permitted.

New Primary School, Margate

Kent County Council, as education authority, has identified a need for a new primary school in Margate. Margate's urban area is extensively developed and opportunities to provide a suitable site are extremely limited.

Evidence identifies that a surplus of employment land was allocated in the 2006 Local Plan and this sets allocates employment sites considered necessary to meet the need for employment development. This does not include the All Saints site, making it available for the development of a new primary school.

Land is allocated at the All Saints Industrial Estate to accommodate a new primary school. The site is conveniently located in close proximity to Margate train station and is close to main bus routes. The Council will continue to work with Kent County Council in developing this proposal.

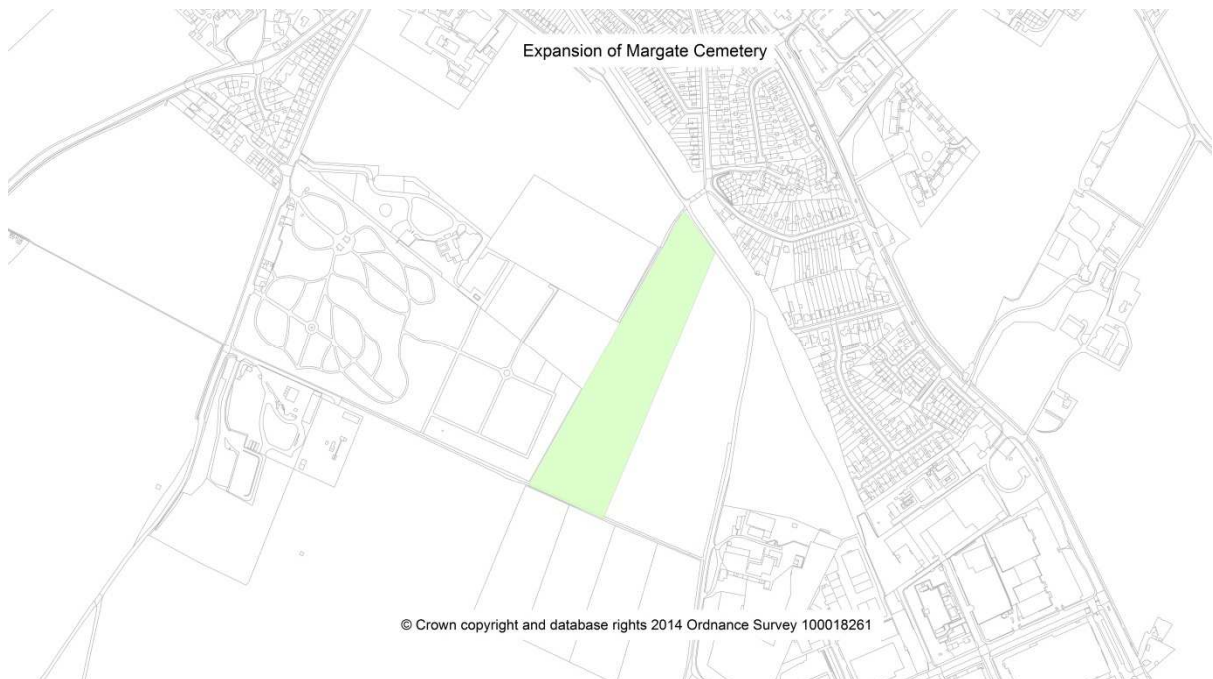


Policy CM03 – New Primary School, Margate

Land is allocated at the All Saints Avenue, Margate, as shown on Map **, for the development of a new Primary School.

Margate Cemetery Expansion

Margate Cemetery is nearing capacity and a need has been identified for its expansion. A site of approximately 4.2 hectares has been identified to the east of the existing cemetery to accommodate the additional land requirement.



Policy CM04 - Expansion of Margate Cemetery

Land is allocated and safeguarded for the expansion of Margate Cemetery and ancillary uses.

Extension of Minster Cemetery

Minster Cemetery is nearing capacity and a need has been identified for its expansion. The precise location of the extension to the existing Cemetery has yet to be established. On this basis no specific site is identified however the following policy seeks to address this issue.

Policy CM05 - Expansion of Minster Cemetery

Land should be provided for the expansion of Minster Cemetery and ancillary uses in reconciliation with the allocated housing site adjoining the existing Cemetery.

Transport

Transport Assessments and Travel Plans

Development proposals may need to be accompanied by and judged against transport assessments or statements to assess the impact of development on the highway network and what improvements to transport infrastructure may be needed to accommodate them. Proposals likely to have significant transport implications will also require submission of a travel plan indicating measures to improve accessibility and promote sustainable and low carbon emission travel, such as electric vehicle charging infrastructure. Where feasible, development schemes should incorporate links to walking and cycling networks and/or contribute proportionately to their extension, rationalisation and improvement. Proposals should have regard to the route networks promoted in the walking and cycling strategies and integrate with them and with public transport routes and services. Many people will still choose to travel by car, and development may also need to provide or contribute to improvements to the road network to reduce congestion and improve pedestrian movement safety.

Policy TP01 - Transport assessments and Travel Plans

Development proposals which the Council considers would have significant transport implications shall be supported by a Transport Assessment and where applicable a Travel Plan. These should show how multi-modal access travel options will be achieved, and how transport infrastructure needs arising from the expected demand will be provided.

Walking

Walking and cycling generally improve overall health and fitness levels, can reduce the number of cars on the network, reducing congestion, improving air quality and saving money for the individual. Creating active street frontages, with more people walking and cycling, also reduces crime levels and can act as a catalyst for more people to become active. The quality, safety and convenience of access by foot, bicycle and public transport are all key factors in encouraging people to select alternative modes to the private car.

Thanet has a road network which largely accommodates footways on both sides, not only in the main towns and seaside settlements but also along the distributor routes connecting them. In the rural areas the Public Rights of Way network offers walkers (and sometimes horse riders and cyclists) a good connection across open countryside to the coast, rural settlements and end destinations, with some circular walks offering superb views of both coast and countryside combined. The Thanet Coastal Path follows the longest stretch of chalk coastline in the country, the route having been set up in the 1990s. The Viking Coastal Trail is good for beginner walkers, offering good views out to sea. There are other signposted walks in Thanet, including the Turner and Dickens Walk linking Margate and Broadstairs.

In 2005 “Feet First,” a local walking strategy for Thanet was published. This identifies barriers to walking in the District and aims to promote and enable walking, for example by specifying a network of routes for improvements.

Policy TP02 - Walking

New development will be expected to be designed so as to facilitate safe and convenient movement by pedestrians including people with limited mobility, elderly people and people with young children.

The Council will seek to approve proposals to provide and enhance safe and convenient walking routes including specifically connection to and between public transport stops, railway stations, town centres, residential areas, schools and other public buildings.

Cycling

Cycling can provide an alternative to the private car for short trips and form part of longer journeys by public transport. Popularity of cycling as a healthy, enjoyable, efficient, pollution-free and cheap means of transport is dependent on safe, continuous, direct and attractive cycleways, together with facilities for secure cycle storage at interchange points and destinations.

The Viking Coastal Trail roughly encircles the former island Isle of Thanet providing connections between the towns, leisure and heritage attractions. It forms part of the National Cycle Network and connects to the Oyster Bay Trail to Whitstable. Other routes have designated facilities to make cycling more attractive, such as the shared use footway/cycleways adjacent to New Haine Road. Provision of toucan crossings and facilities (such as cycle parking at stations shopping centres and other key locations) also help to improve the attractiveness popularity of cycling in the district.

The Council has published a Thanet Cycling Plan, (developed in association with local cycling groups), and, in conjunction with the County Council, will seek provision of a network of cycle routes using existing routes and where appropriate extensions to the primary route network. This includes part of the “Sustrans” national cycle network, which runs through Thanet, together with priority links between residential areas, places of work, schools, stations and town centres. The Council will seek every opportunity to introduce cycle routes in accordance with Thanet Cycling Plan

Thanet Cycling Plan aims to establish a comprehensive safe network of cycle routes catering for all journey purposes, and features existing and proposed routes. The Cycling Plan may be updated periodically to reflect the evolving network, and its proposed cycle routes are not therefore featured on the Policies Map.

New development generating travel demand will be expected to promote cycling by demonstrating that the access needs of cyclists have been taken into account, and

through provision of cycle parking and changing facilities. (Secure parking facilities and changing/shower facilities will encourage use of cycling). Cycle parking provision will be judged against the standards set out in the cycle parking standards appendix.

Policy TP03 - Cycling

The Council will seek the provision at the earliest opportunity of a network of cycle routes. Development that would prejudice the safety of existing or implementation of proposed cycle routes will not be permitted.

New development will be expected to consider the need for the safety of cyclists and incorporate facilities for cyclists into the design of new and improved roads, junction improvements and traffic management proposals.

Substantial development generating travel demand will be expected to provide convenient cycle parking and changing facilities.

New residential development will be expected to provide secure facilities for the parking and storage of cycles.

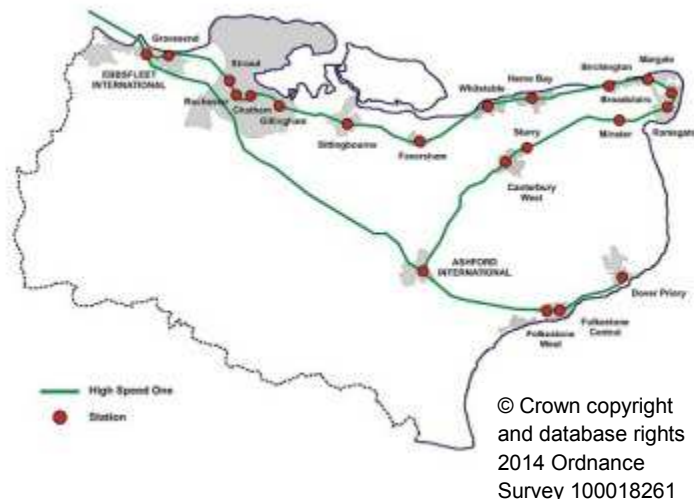
Bus and rail

Public transport has a major part to play in the realisation of a sustainable lifestyle by reducing car usage and pollution. Thanet has the lowest level of car ownership in Kent, which means that public transport is vital for personal mobility. A good public transport network is therefore important so that both these issues are addressed.

The Council has no direct control over the provision of bus and rail services. However, in its planning and other functions the Council will support the continuation and improvement of an effective public transport service for both bus and rail. Developer contributions will be used to facilitate implementation of such improvements. In addition the Council will expect new developments to take into account the needs of public transport. This could include various measures such as designing in waiting areas or the provision of sign posting and bus shelters.

Thanet is served by seven railway stations and has direct services to London, Canterbury, Ashford and Dover. The Integrated Kent franchise is currently held by Southeastern but a new South Eastern franchise is due to begin in April 2014.

In December 2009 High Speed One services commenced from Ramsgate to London St. Pancras reducing rail journey times to 1 hour and 16 minutes. For purposes of comparison, the mainline journey time to London Victoria is around 2 hours and to London Charing Cross up to 2 hours and 30 minutes.



The High Speed One network

The three principal stations are Ramsgate, Broadstairs and Margate with routes in three directions:

- London via Faversham and Chatham
- London via Canterbury and Ashford
- Dover and Folkestone via Sandwich

Buses

Buses have an important role to play in providing a flexible alternative to the private car. This Local Plan supports development that will facilitate greater use of and improvement to bus services. New development will be expected to provide or contribute towards appropriate improvements.

In 2000 a Quality Bus Partnership (QBP) was formed between Stagecoach, Thanet District and Kent County Council with the aim of increasing local bus patronage. The formation of the Partnership has seen investment in roadside infrastructure and new vehicles as well as other initiatives to improve services, such as the high frequency LOOP and STAR services. However, there are still areas of congestion and inefficiencies on the highway network that prevent the bus services running as well as they might. The QBP will continue to work to remove these restrictions.

The introduction of the “Thanet LOOP” in October 2004 was an immediate success and the existing Margate and Ramsgate local services the “Thanet STARS” was upgraded as a result. Bus patronage has steadily increased year on year and continues to do so with more Thanet residents recognising the convenience of bus use for accessibility within Thanet. PLUSBUS tickets are available at all Thanet

stations enabling passengers to combine their train and bus tickets for unlimited travel around the district.

Stagecoach also operates direct routes to Canterbury and Dover. In these towns passengers can join connecting services to the remainder of East Kent, including Folkestone, Faversham and Ashford.

Policy TP04 - Public Transport

Development proposals will be expected to take account of the need to facilitate use of public transport. The Council will seek to approve proposals consisting of or incorporating:

- 1) improvement of passenger and waiting facilities**
- 2) measures to improve personal security**
- 3) improved accessibility for people with mobility limitations**
- 4) bus/rail interchange facilities**
- 5) secure cycle storage**

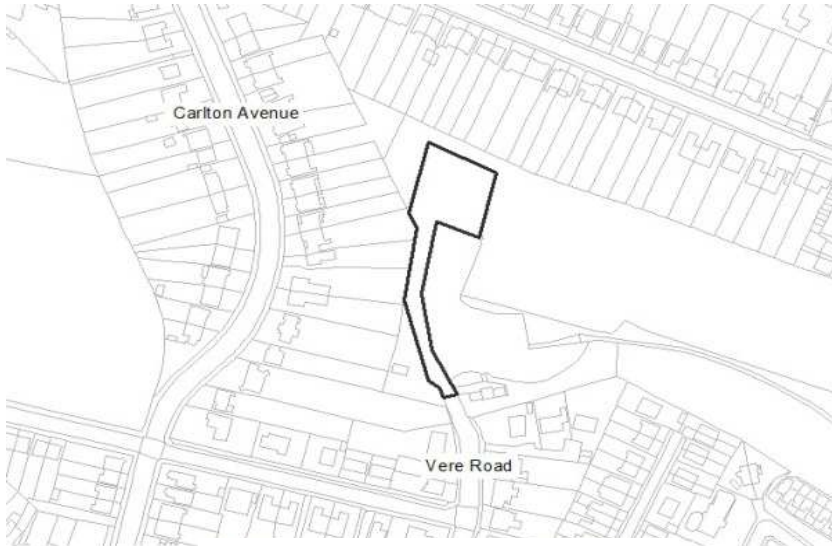
Coach parking

The tourist trade in Thanet depends to a large extent on coach business. Coach travel is to be encouraged as an acceptable alternative to car based visitor travel. Dedicated sites to park coaches are therefore required. Sites at Palm Bay, Dreamland and Vere Road in Broadstairs are currently used for such purposes. Replacement provision for coach parking, displaced by development at the Rendezvous, Margate is needed; a potential alternative site being within Barnes Avenue car park, Westbrook.

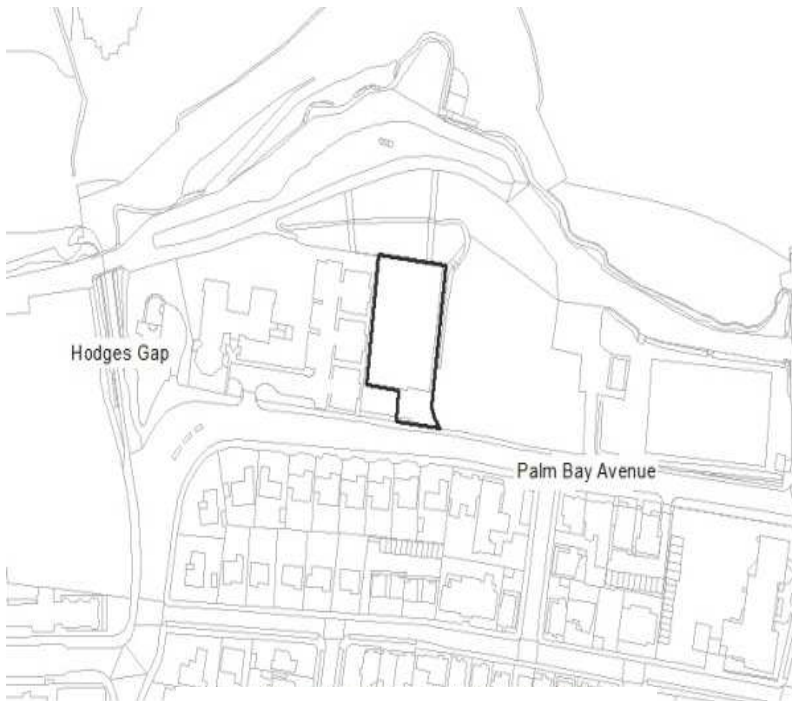
Ramsgate has no designated coach park, and Broadstairs has limited provision which may prove to be insufficient at peak times. The Council will seek appropriate solutions to accommodate demand on a temporary basis until such time as a specific site may be justified and identified.

Policy TP05

Land at Vere Road, Broadstairs and Palm Bay, Cliftonville, as identified on the maps below, will be retained for use as coach parking to serve the tourist trade.

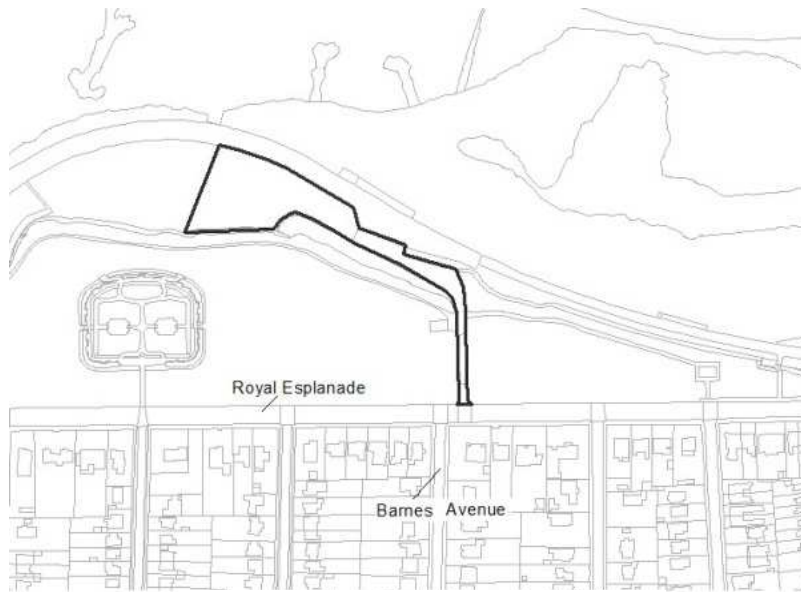


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Within Barnes Avenue Car Park Westbrook, as identified on the map below, land will be identified and safeguarded and retained for use as coach parking to serve the tourist trade.



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The Council will consider the need to identify a site to accommodate demand for coach parking at Ramsgate.

Car parking

The availability of car parking is a major influence on choice of means of travel. This Plan recognises the need to maintain some car parking provision, for example to provide choice of travel to urban centres, while restricting provision in new development in order to optimise site development potential, and promote sustainable transport choice.

The Council will expect new development to make efficient use of sites and optimise site development potential. Accordingly it will encourage well designed schemes that correspondingly minimise the proportion of the site used to accommodate the appropriate level of car parking.

Dreamland Heritage Amusement Park and other prospective developments are expected to draw increasing numbers of visitors. It is anticipated that during peak periods demand for off-street car parking in Margate and potentially other coastal towns may exceed current capacity. The Council will proactively seek and encourage suitable opportunities and solutions to manage and accommodate demand for car parking.

Policy TP06

Proposals for development will be expected to make satisfactory provision for the parking of vehicles.

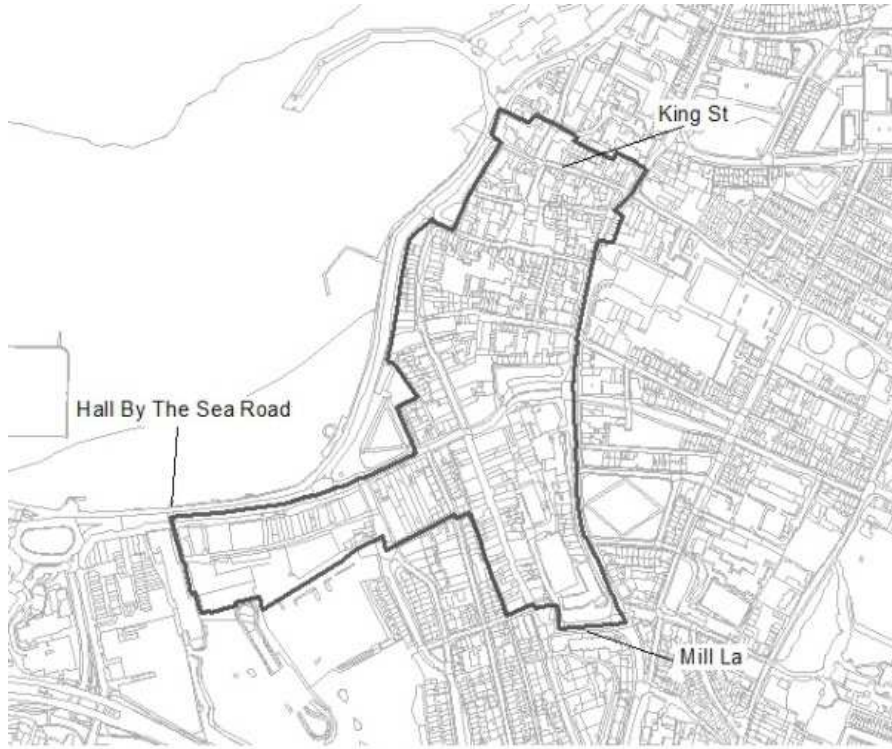
Suitable levels of provision will be considered in relation to individual proposals taking account of the type of development, location, accessibility, availability of opportunities for public transport, likely accumulation of car parking, design considerations and having regard to the guidance referred to below:

1) In considering the level of parking provision in respect of proposals for residential development (use class C3), the Council will refer to the guidance provided in Kent Design Review: Interim Guidance Note 3 - Residential Parking.

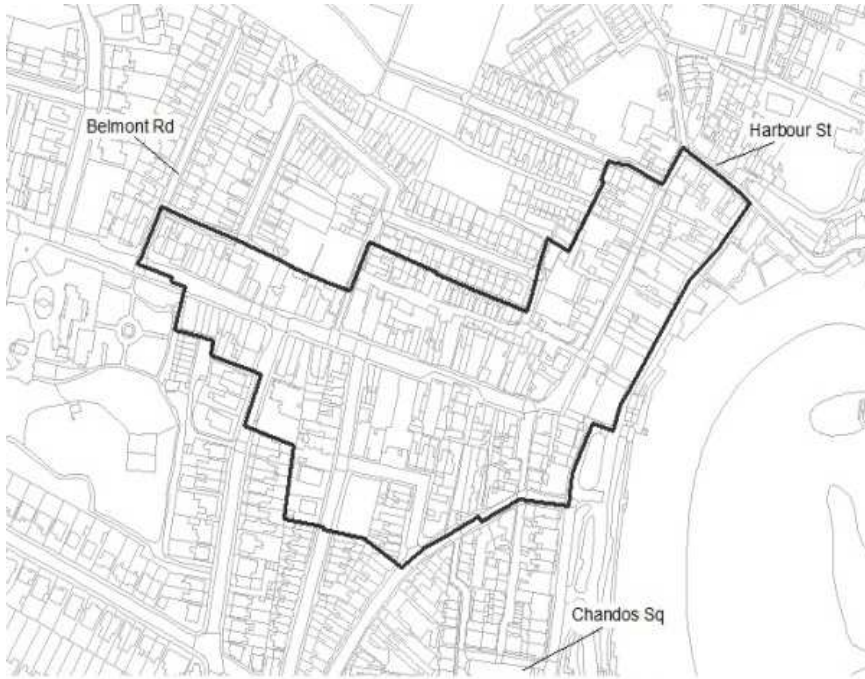
2) In considering the level of parking provision in respect of proposals for other development, the Council will refer to the indicative guidance in the Appendix

Where the level of provision implied in the above guidance would be detrimental to the character of a conservation area or adversely affect the setting of a listed building or ancient monument then a reduced level of provision may be accepted.

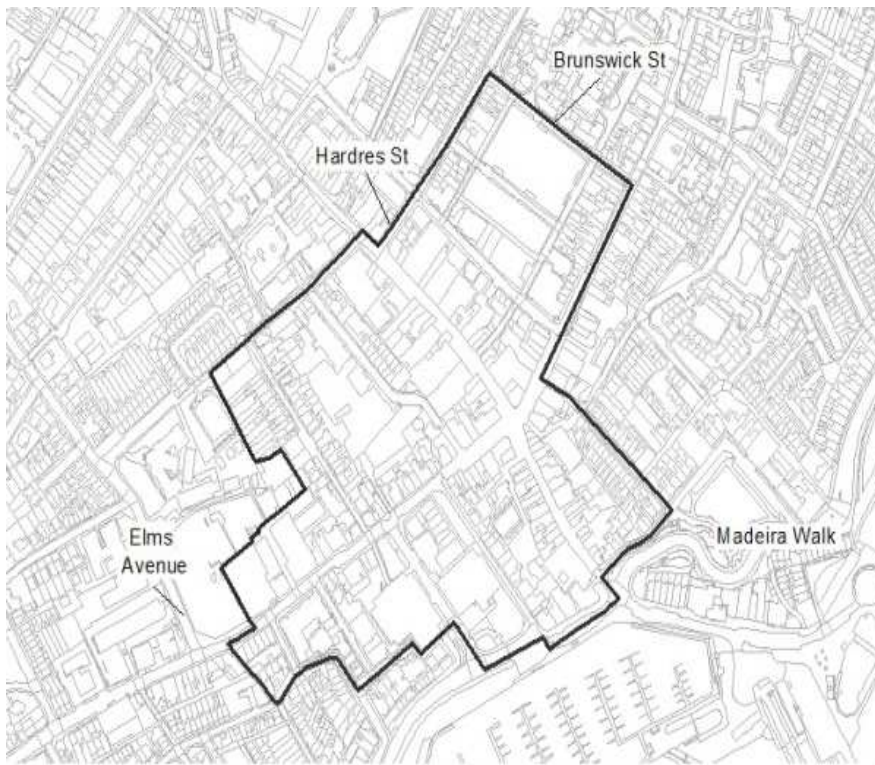
Within the town centres of Margate, Ramsgate and Broadstairs (as defined on the maps below) new development proposals will not be required or expected to provide onsite car parking spaces. Where feasible such proposals should consider measures to encourage occupiers to make greater use of public transport.



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Policy TP09 sets out additional policy provisions in respect of car parking at Westwood.

The attractiveness of town centres for business, shoppers, residents and tourists depends amongst other things on an adequate level of car parking and effective enforcement of traffic regulations to prevent illegal parking on the highway and on public footpaths. In town centres the objective is to reduce the dominance of the private car in favour of walking, cycling and public transport, and to maximise site development potential. Accordingly the approach is to make better use of parking facilities that already exist, rather than providing more, and to apply charging and enforcement policies designed to encourage use of town centre public car parks for short term parking, and to prevent displacement of parking pressures beyond the immediate town centre area.

In district centres including Birchington, and Northdown Road, non-car transport and optimum use of existing public and on street provision for short stay will be encouraged through appropriate charges and enforcement.

Outside the areas referred to above, the Council will monitor the situation, and consider appropriate measures and mechanisms to address any problems identified.

Policy TP07 - Town Centre Public Car Parks

In the town centres of Margate, Ramsgate and Broadstairs the existing level of off-street public car parking will be retained. Development resulting in the loss of space at such car parks will be refused unless:

- 1) the proposal includes satisfactory replacement provision as part of the development or on an alternative site considered appropriate and compatible with the operational requirements of the Council's parking section, or**
- 2) exceptional release would enable provision at an alternative location for which there is greater demand and which is compatible with the operational requirements of the Council's parking section, or**
- 3) evidence demonstrates that the car park is under used and/or loss of spaces would be compatible with the operational requirements of the Council's parking section.**

Freight and service delivery

Effective delivery of goods and services is essential to the health of Thanet's town centres, local business and economic regeneration. Road freight traffic needs to be directed to routes fit for the purpose. The Airport, Thanet's business parks, industrial estates and the Port of Ramsgate are directly accessible through the primary road network. However, town centre roads are generally unsuited to accommodate large vehicles, and off-street servicing facilities are limited. Proposals for new development in town centres will therefore be expected to include adequate off-street servicing.

Where feasible, off-street loading areas, enabling goods to be delivered to shops in smaller loads, will be encouraged in new developments.

Policy TP08 - Freight and service delivery

New development proposals will be expected to demonstrate adequate off street servicing.

Car parking at Westwood

Due to its historically ad hoc pattern of growth, Westwood has a number of large, free car parks whose locations encourage shoppers to drive between them to visit its various retail stores. As a multi-purpose destination, Westwood is collectively over-provided with car parking. The Council will seek to encourage non-car travel to Westwood. Within the area shown on the map below, it will restrict parking provision, and encourage developers to work with the Council to reduce existing parking provision, develop better access, services and facilities for customers who wish to walk, cycle or arrive by public transport. The Council will seek to achieve this through cooperation with developers and in determining development applications to extend existing or build new commercial development.

A key objective of the Westwood Relief Scheme is to remove private vehicles from the area around the A256/A254 intersection in favour of a pedestrian friendly public realm enabling safe and convenient movement on foot between various commercial destinations and a smoother flow of through traffic passing around the area. Delivery of the scheme will require some reconfiguration of the road network and land use in the vicinity including potentially locating and rationalising car parking so that access by vehicle is from outside the pedestrian friendly area.

Policy TP09 - Car parking provision at Westwood

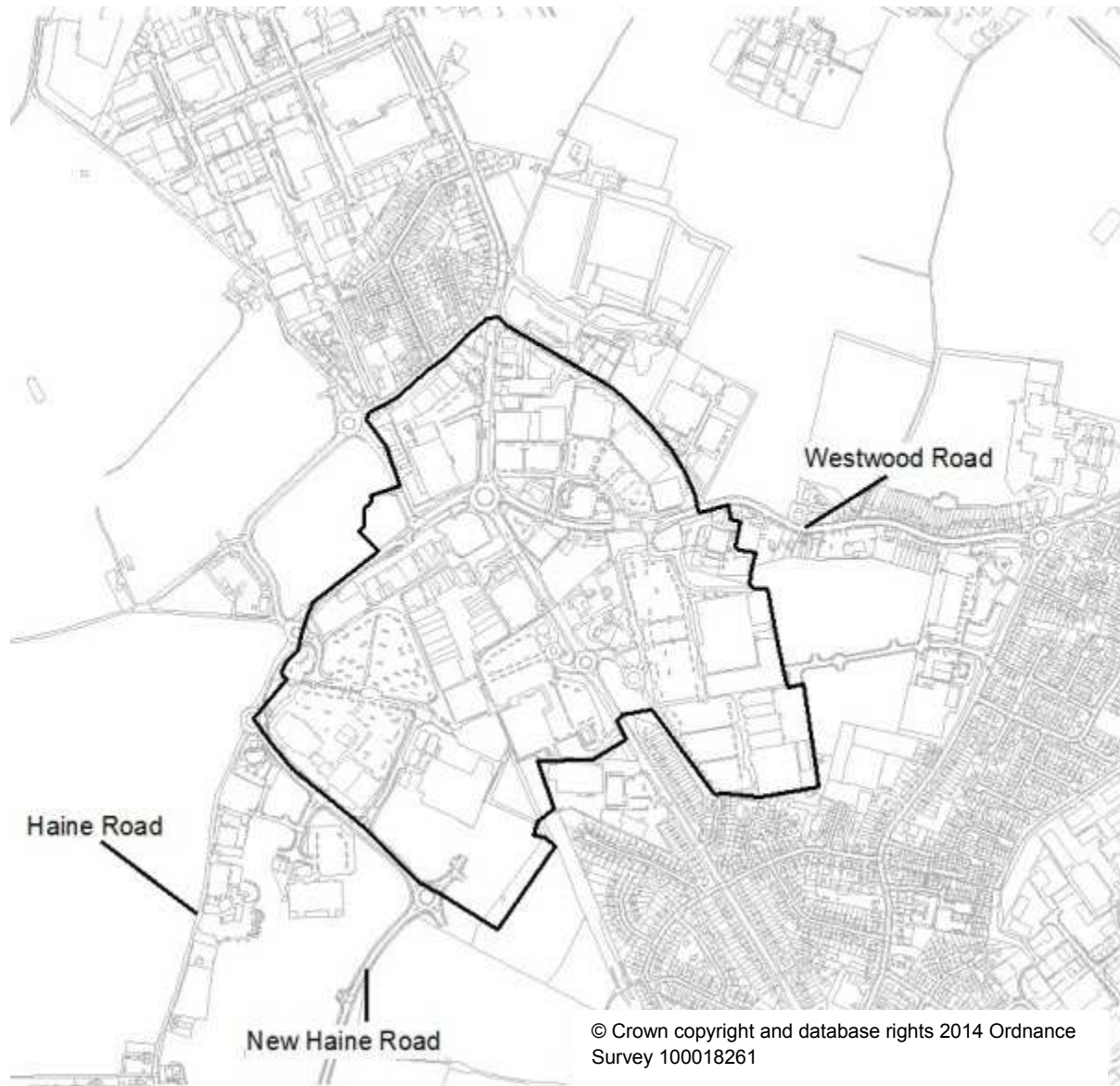
At Westwood, new commercial development proposals will be expected to demonstrate specific measures to encourage at least 20% of customers to arrive at the site by means other than car. Such measures will include restricting total levels of car parking provision as follows and will be the subject of a legal agreement.

1) Car parking provision in new development exceeding 90% of the indicative maximum level set out in the guidance at Appendix will require specific justification.

2) Where new development is proposed at sites with existing car parking then shared use of car parking will be expected and total provision, assessed on the basis of resultant total floor space of existing and new development, shall not exceed the maximum levels of provision referred in Clause 1.

Where extensions to premises are proposed then no new car parking provision will be permitted. Replacement of any car parking lost as a result of such development will not be permitted unless special justification can be demonstrated.

Proposals for development that may impact upon demand for car parking will be considered in light of compatibility with the Westwood Relief Scheme.



Traffic Management

The emerging Transport Strategy identifies a range of issues to be addressed, and which may require traffic management based solutions. Such issues include the need to address deficiencies in the highway network or junction capacity affecting

efficient running of bus services, causing congestion or affecting air quality and the need to improve connectivity and address barriers to walking and cycling.

Policy TP10- Traffic Management

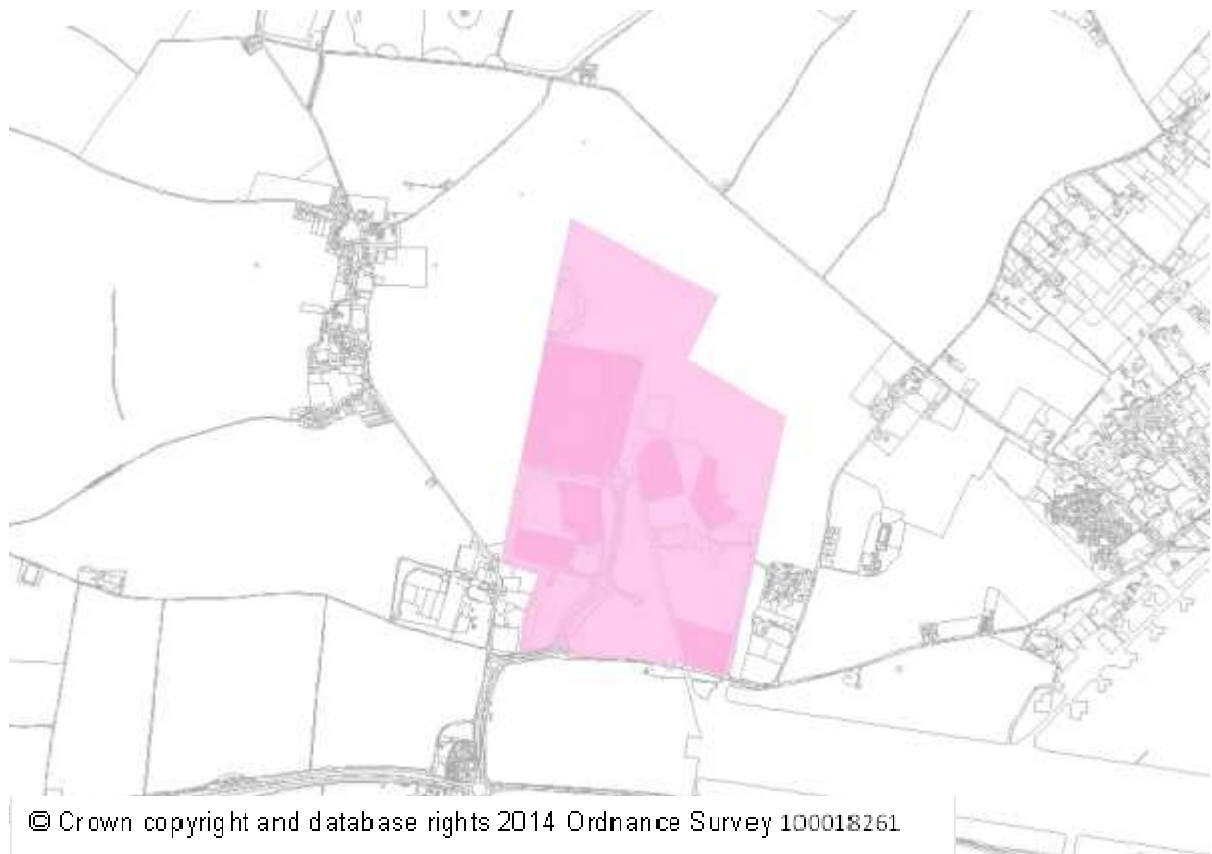
Development required to implement traffic management measures designed to realise the best use of the highway network in terms of safety, traffic capacity and environmental conditions will be approved.

Appendices - Draft Thanet Local Plan to 2031 Preferred Options

APPENDIX A: ECONOMY

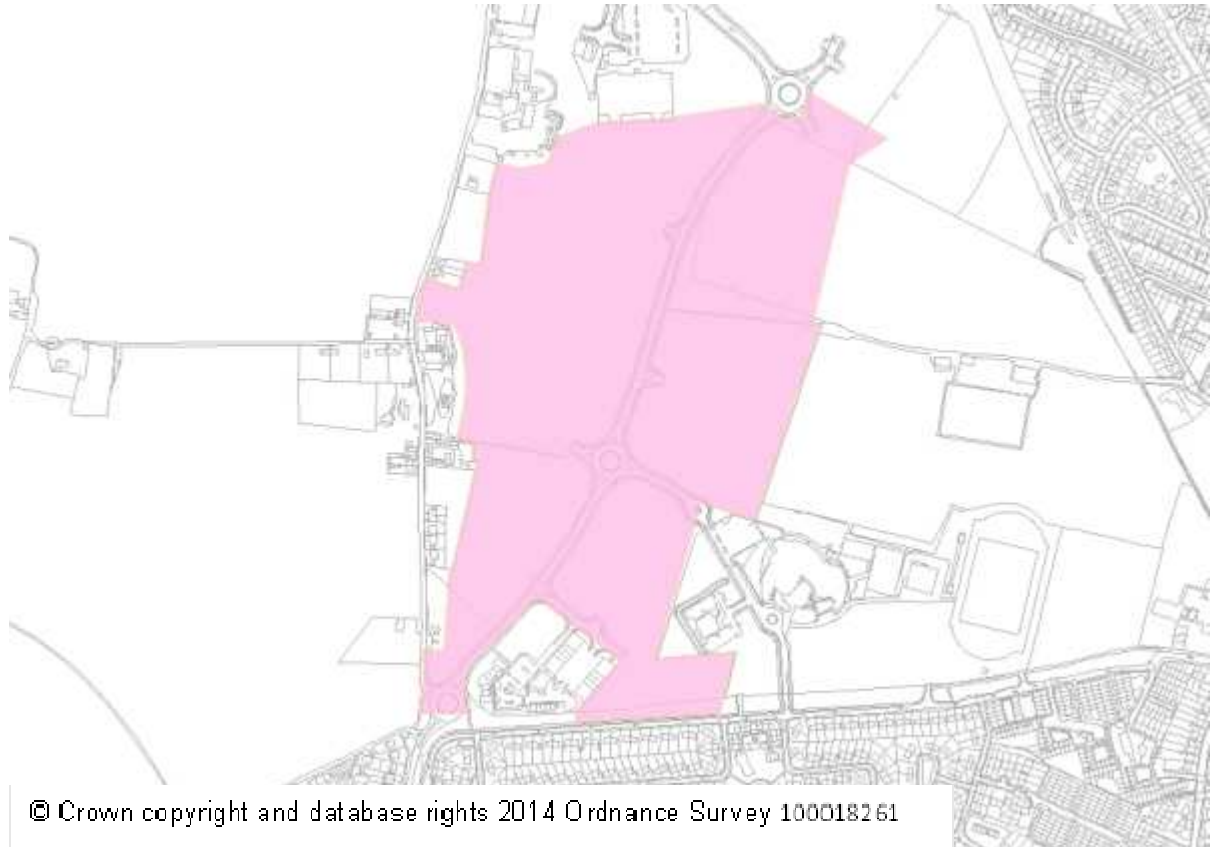
Strategic Employment Sites

Manston Business Park

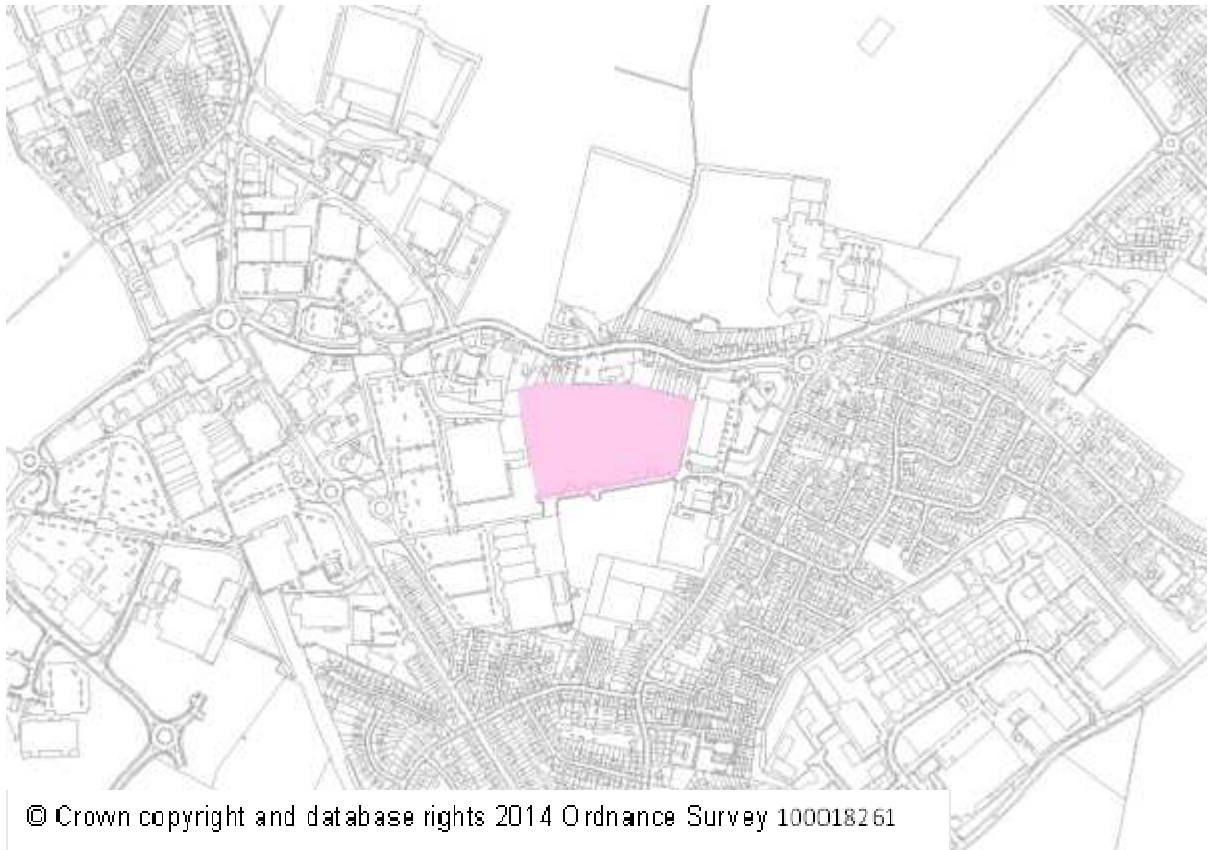


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Eurokent

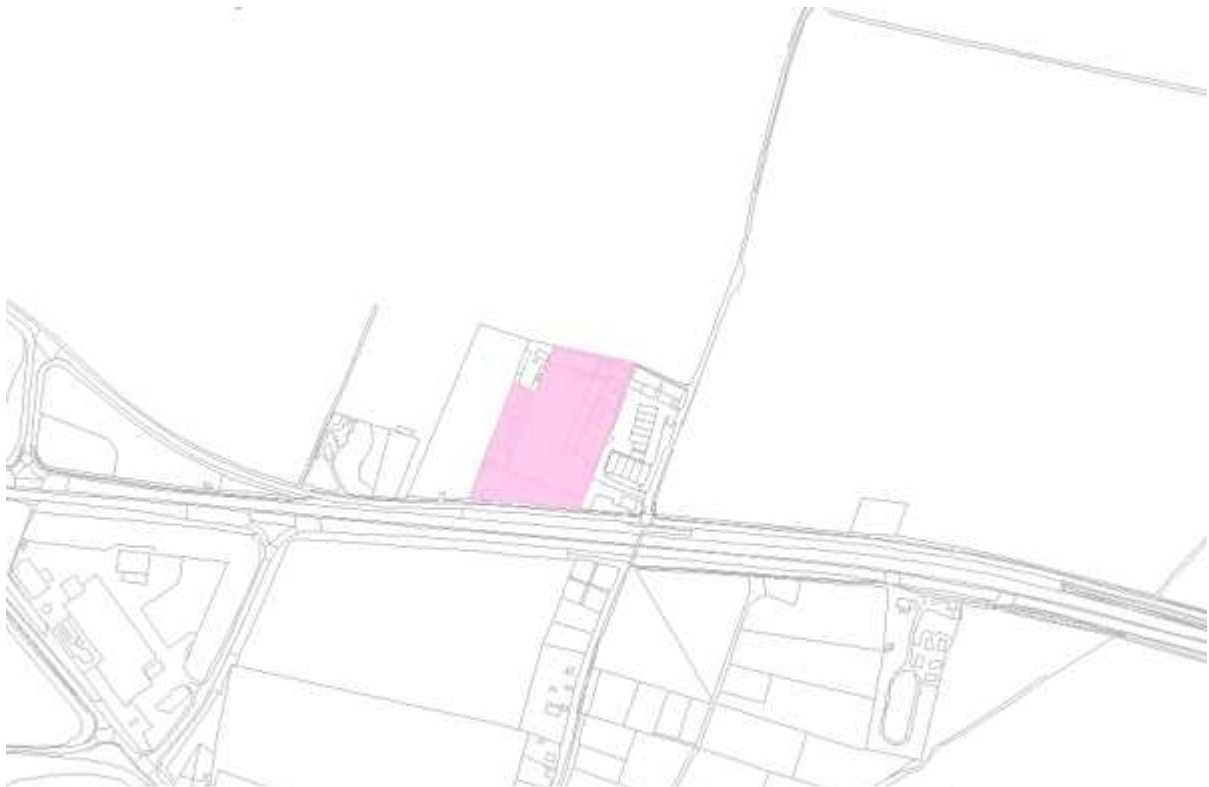


Thanet Reach Business Park



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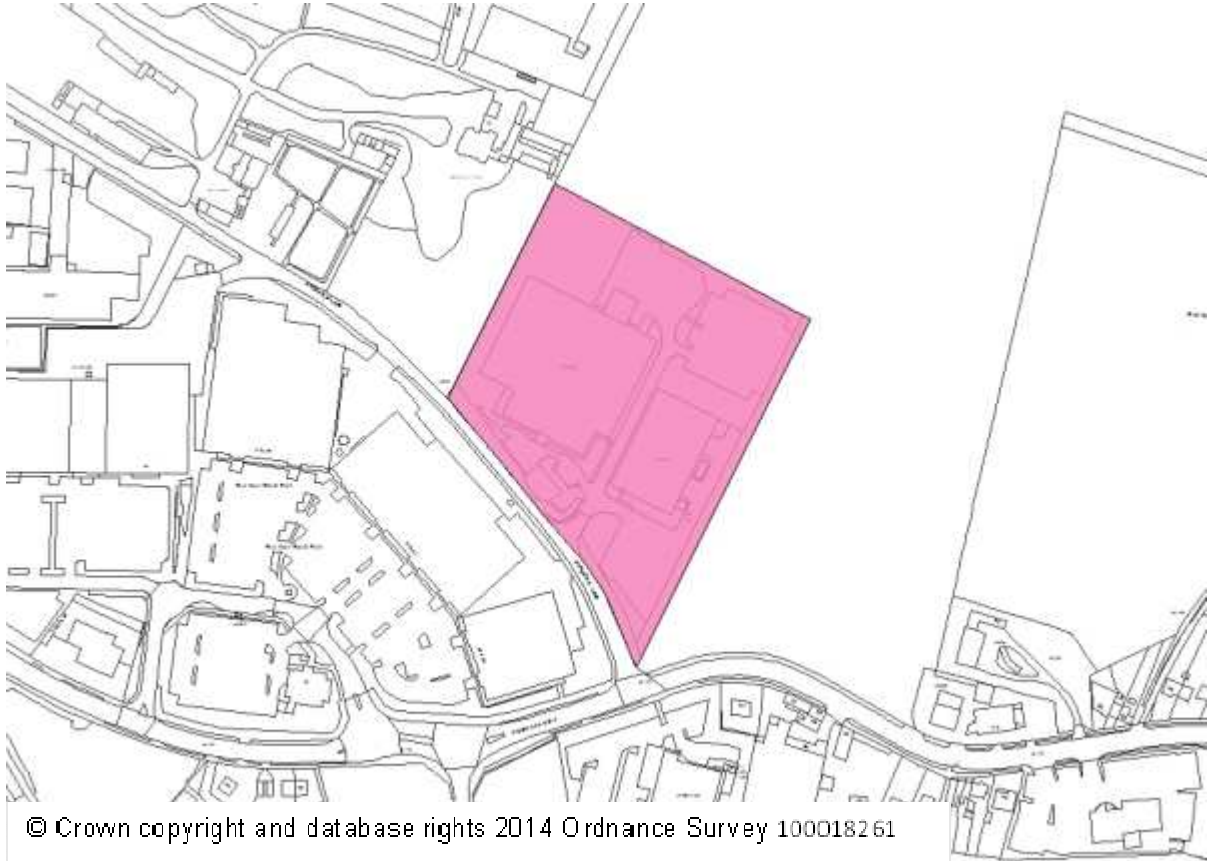
Hedgend industrial Estate



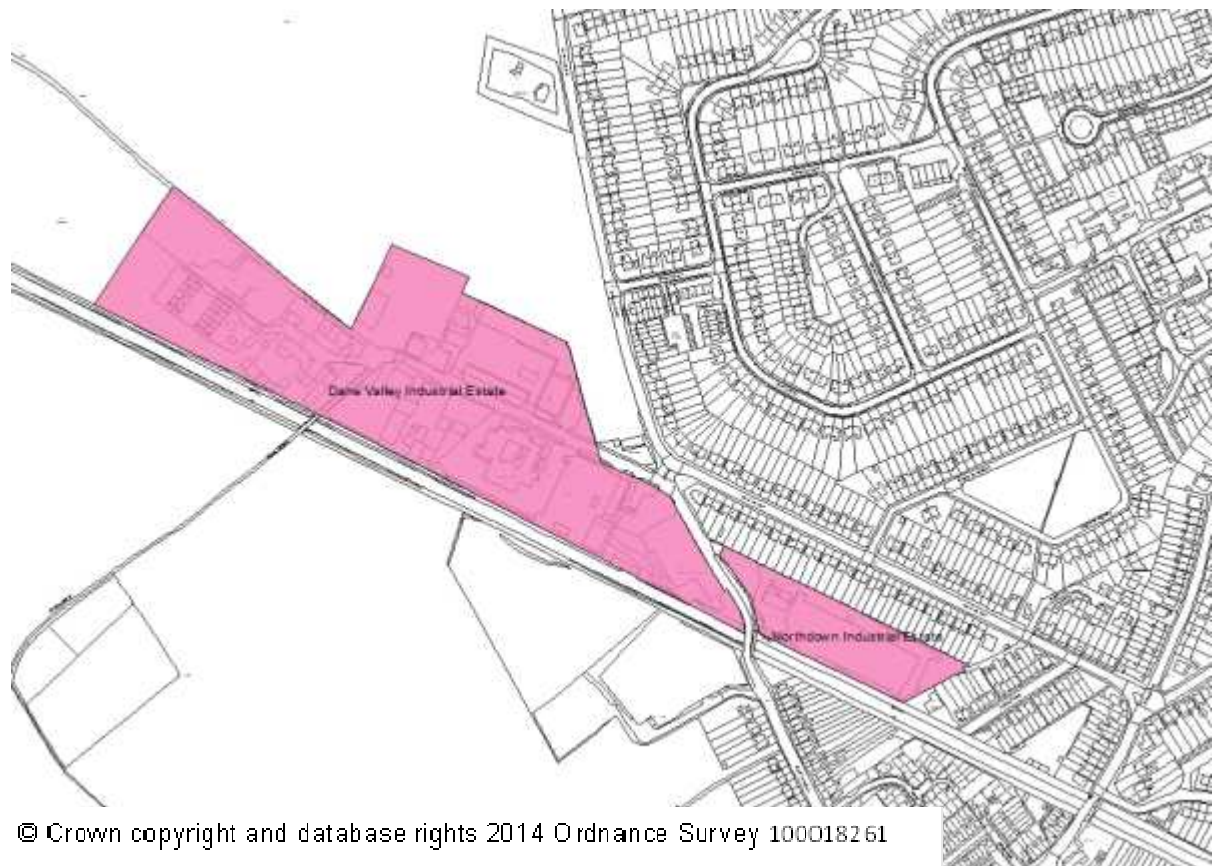
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Retained Employment Sites

Cromptons Site, Poorhole Lane

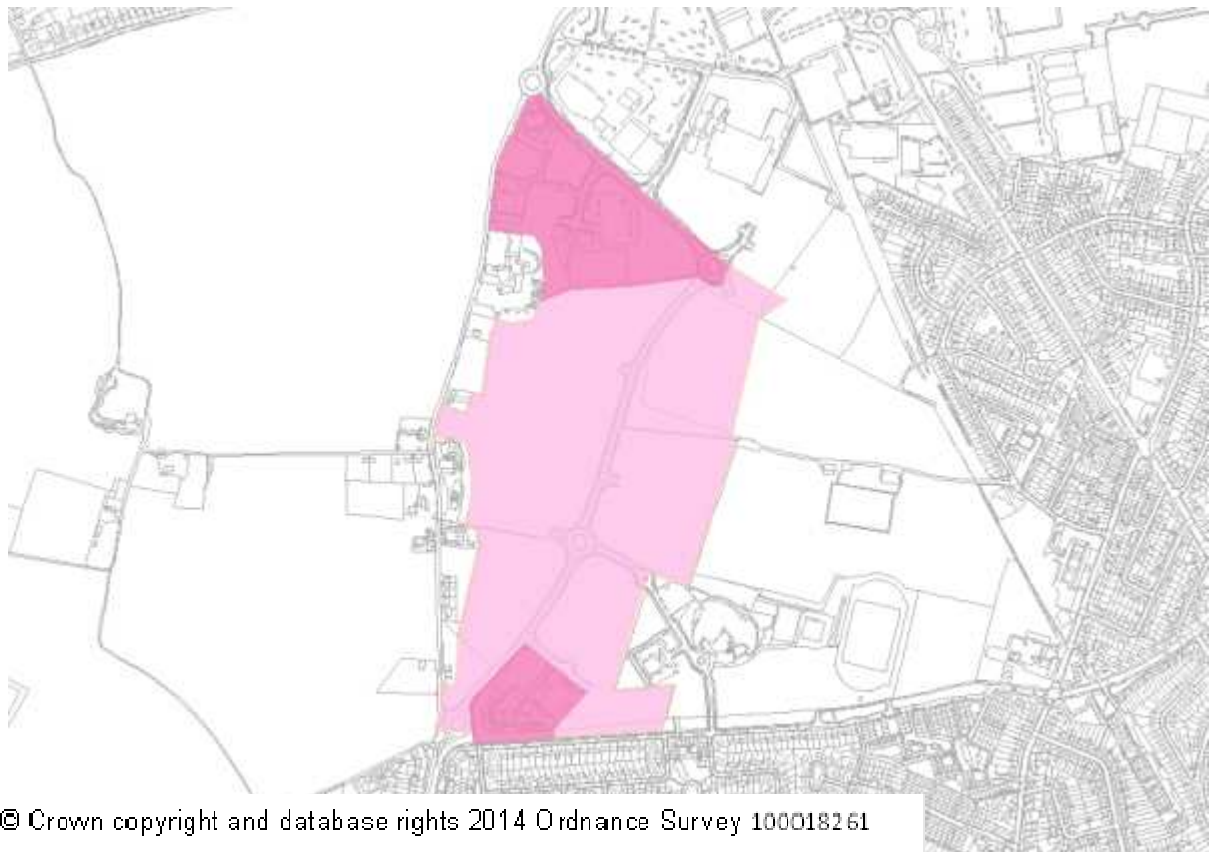


Dane Valley and Northdown Industrial Estates



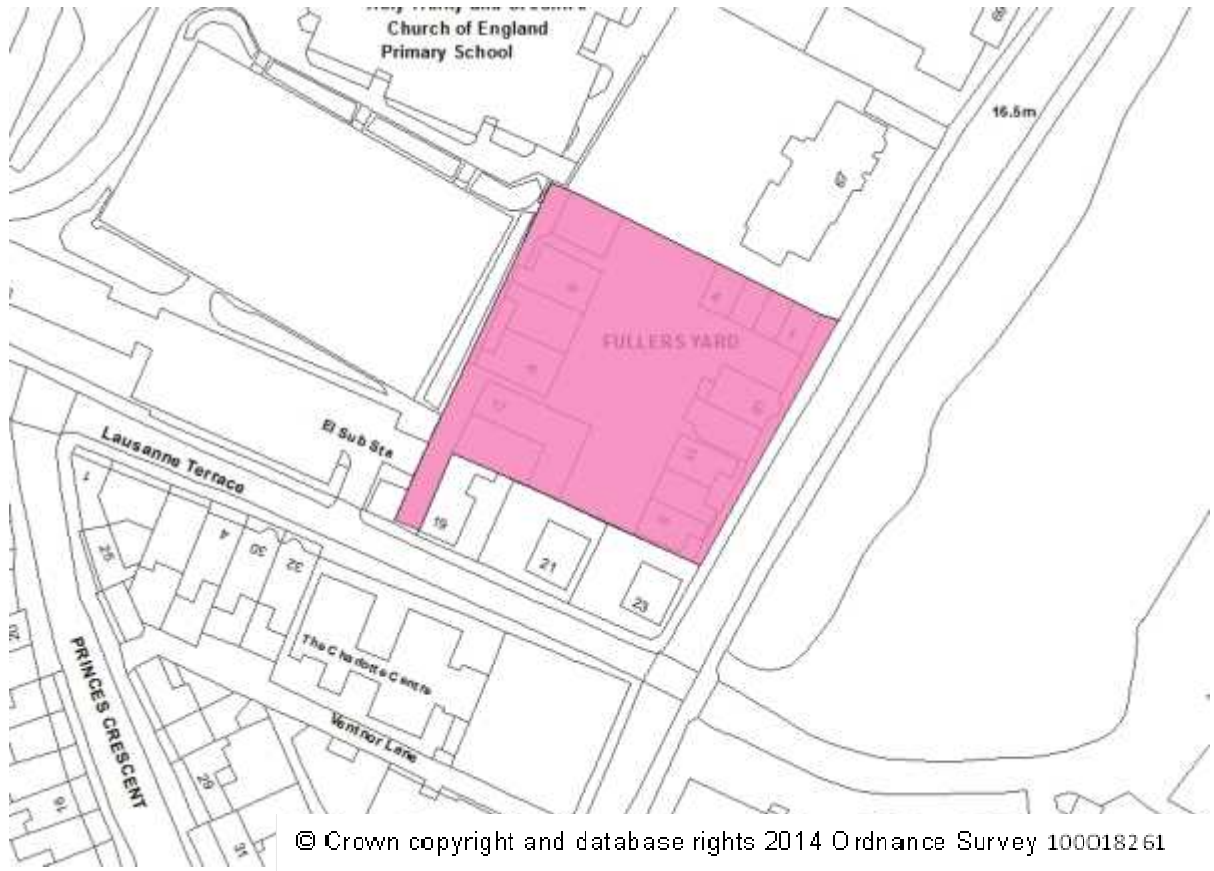
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Eurokent

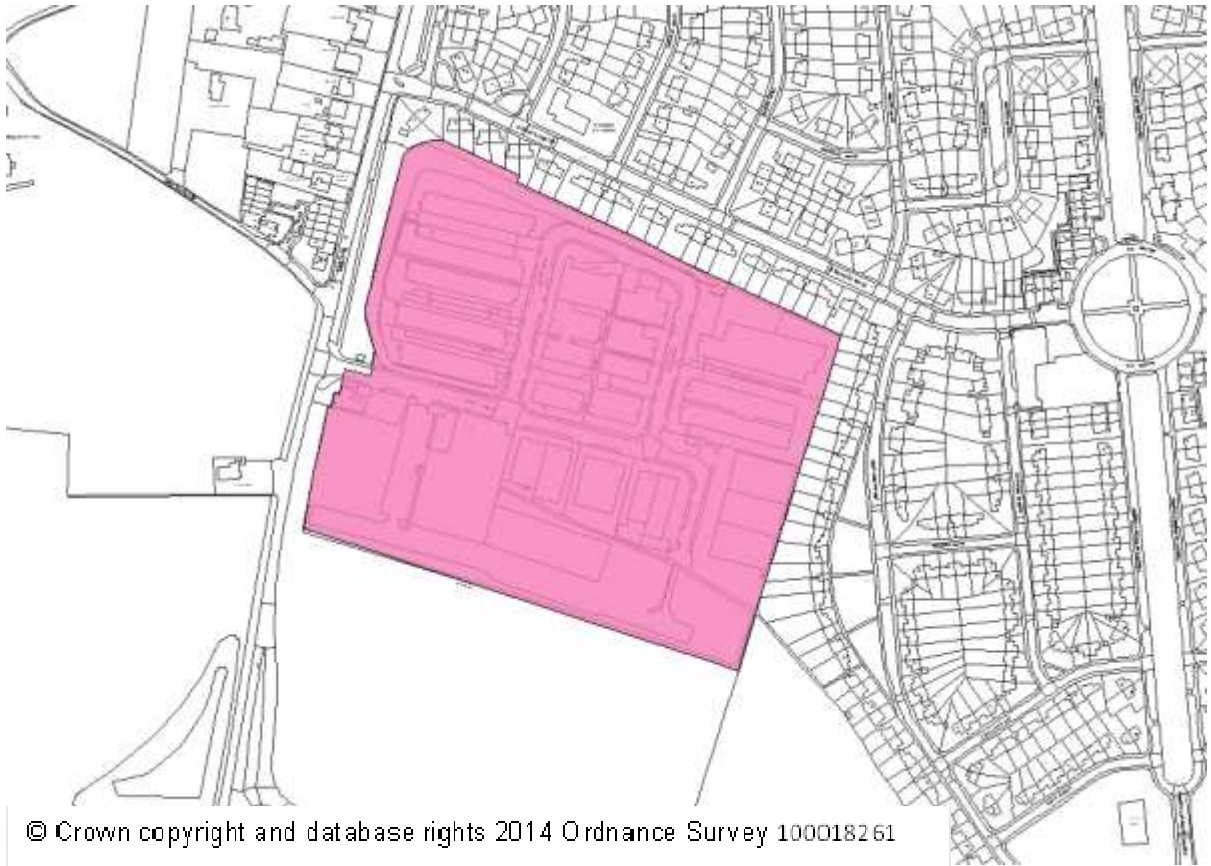


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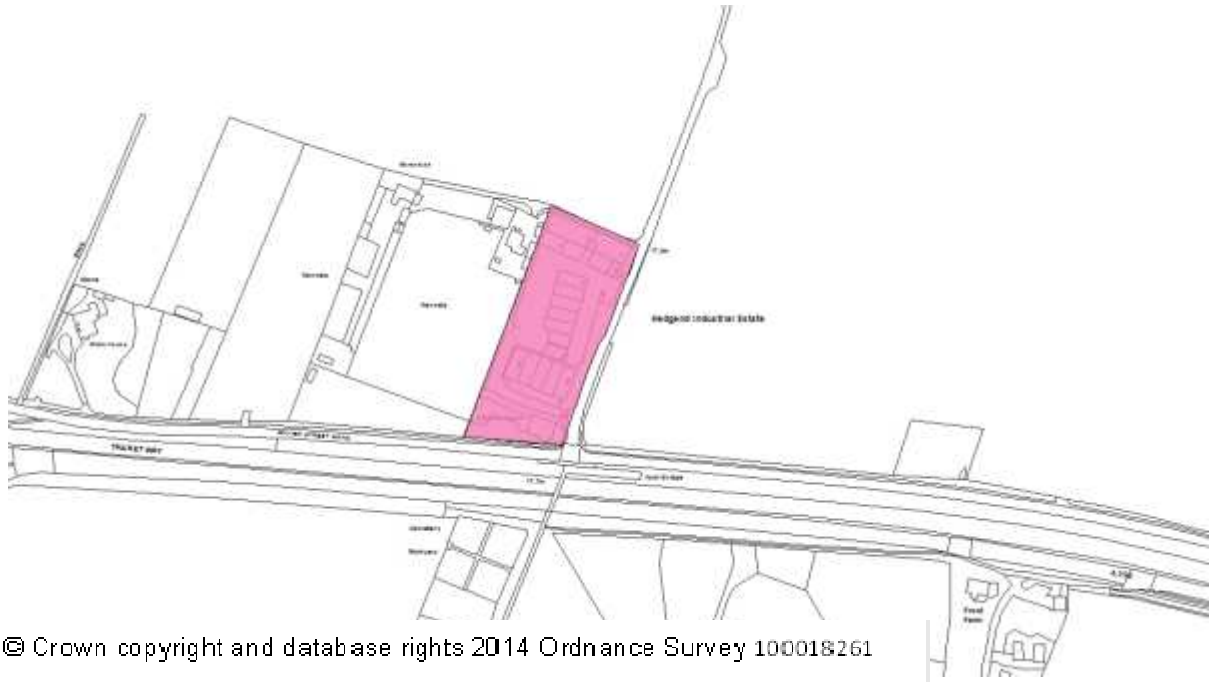
Fullers Yard, Victoria Road



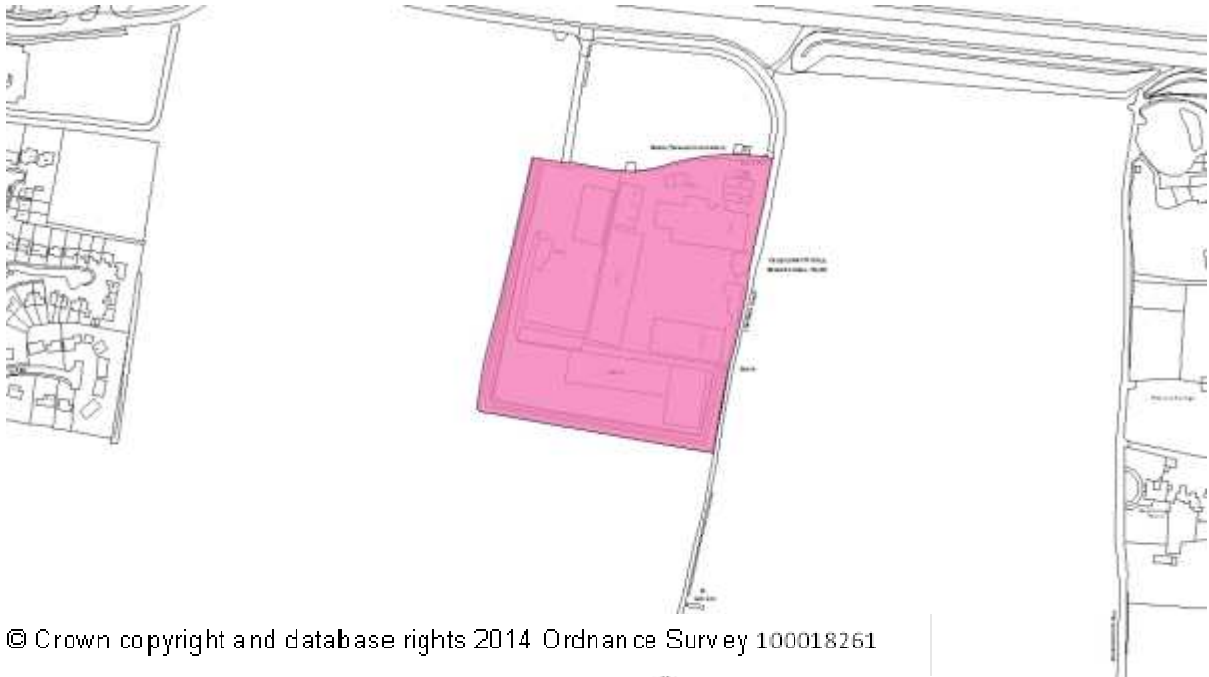
Haine Road Industrial Estate



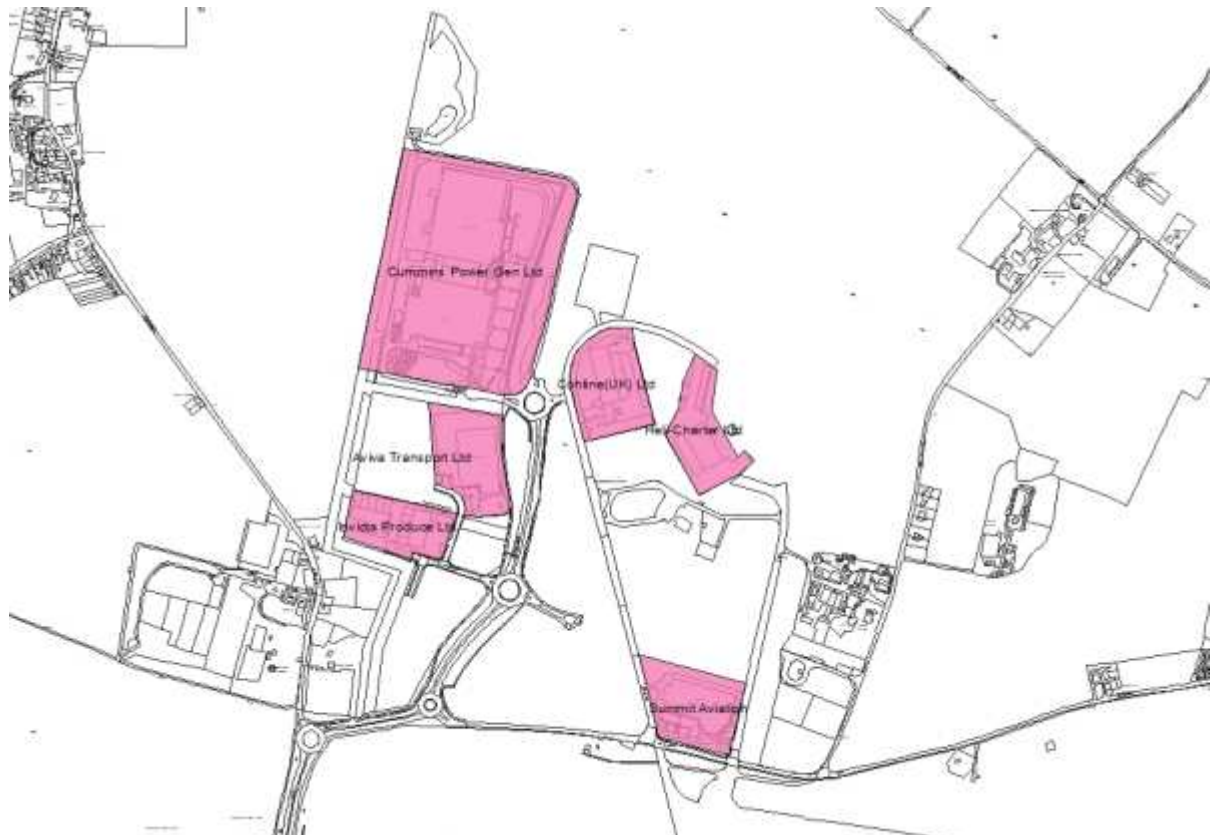
Hedgend Industrial Estate



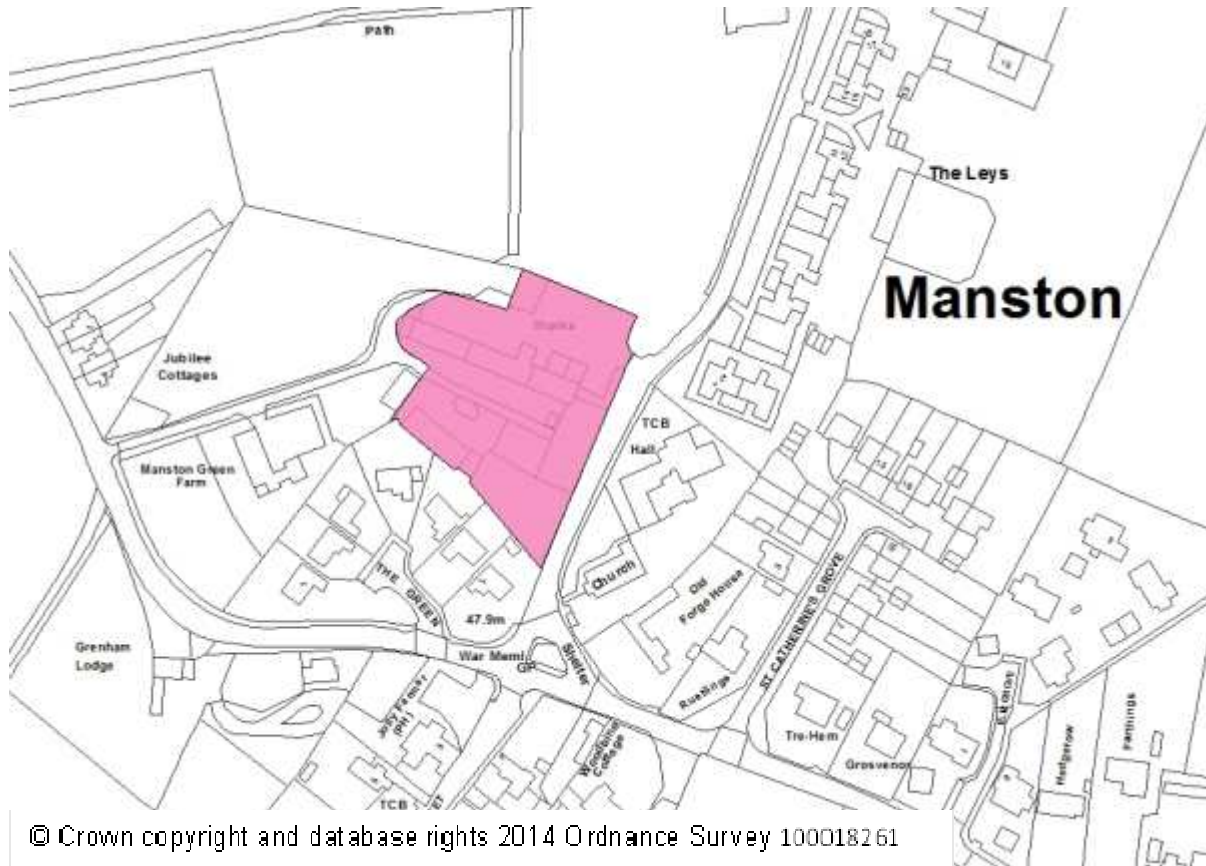
Laundry Road Industrial Estate



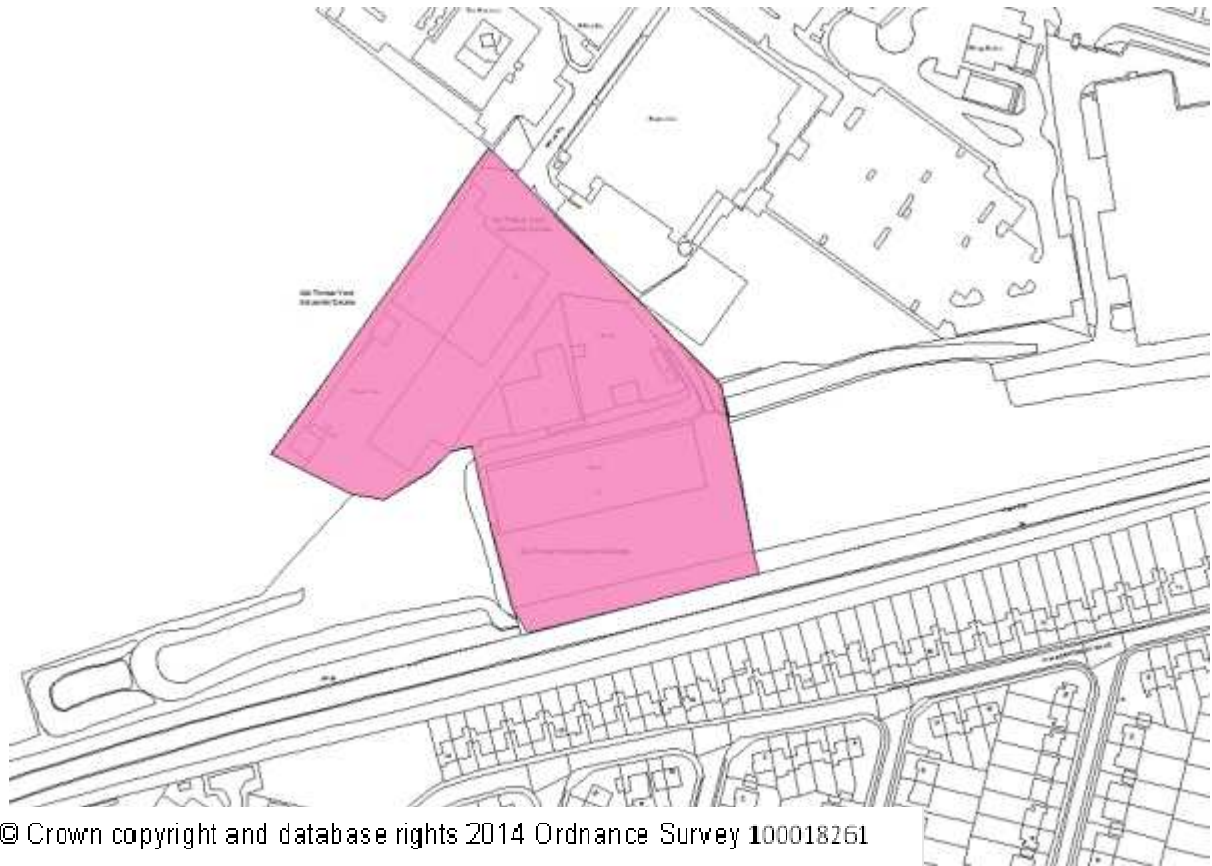
Manston Business Park



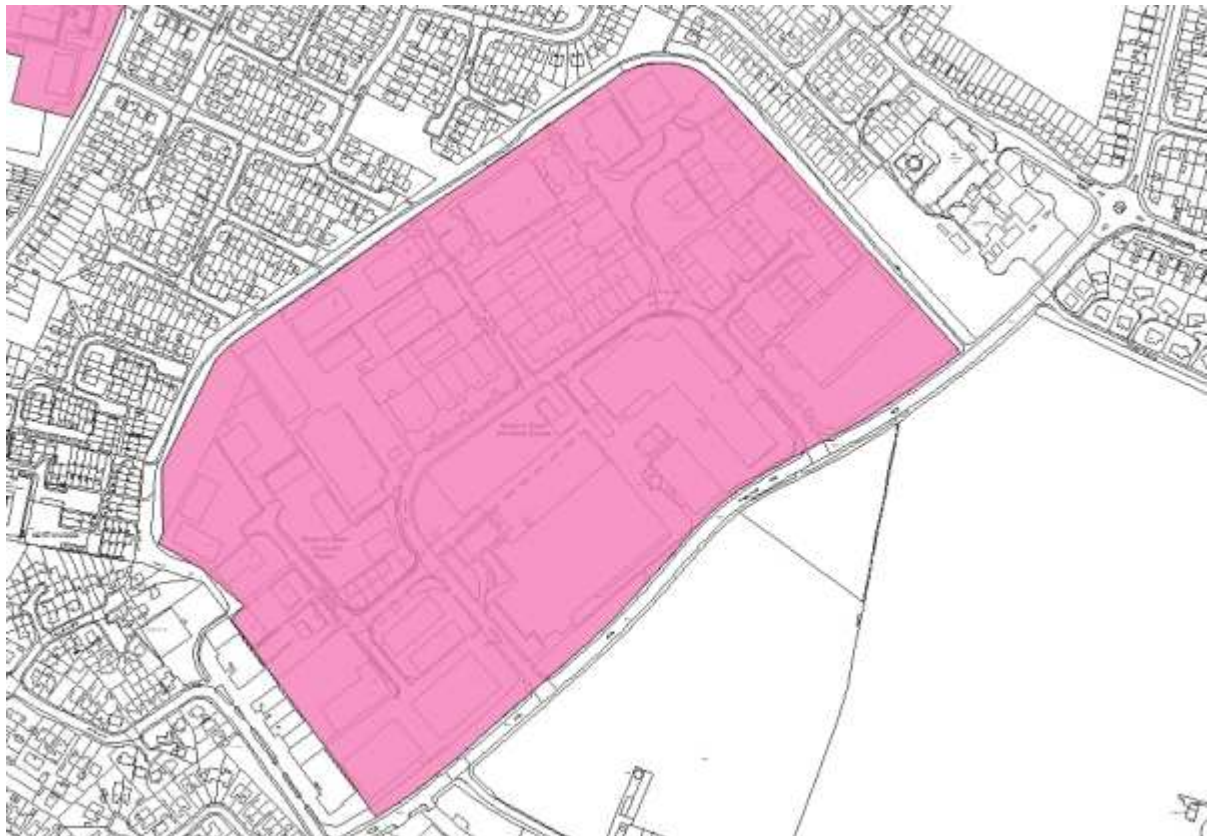
Manston Green Industrial Estate



Manston Road Industrial Estate

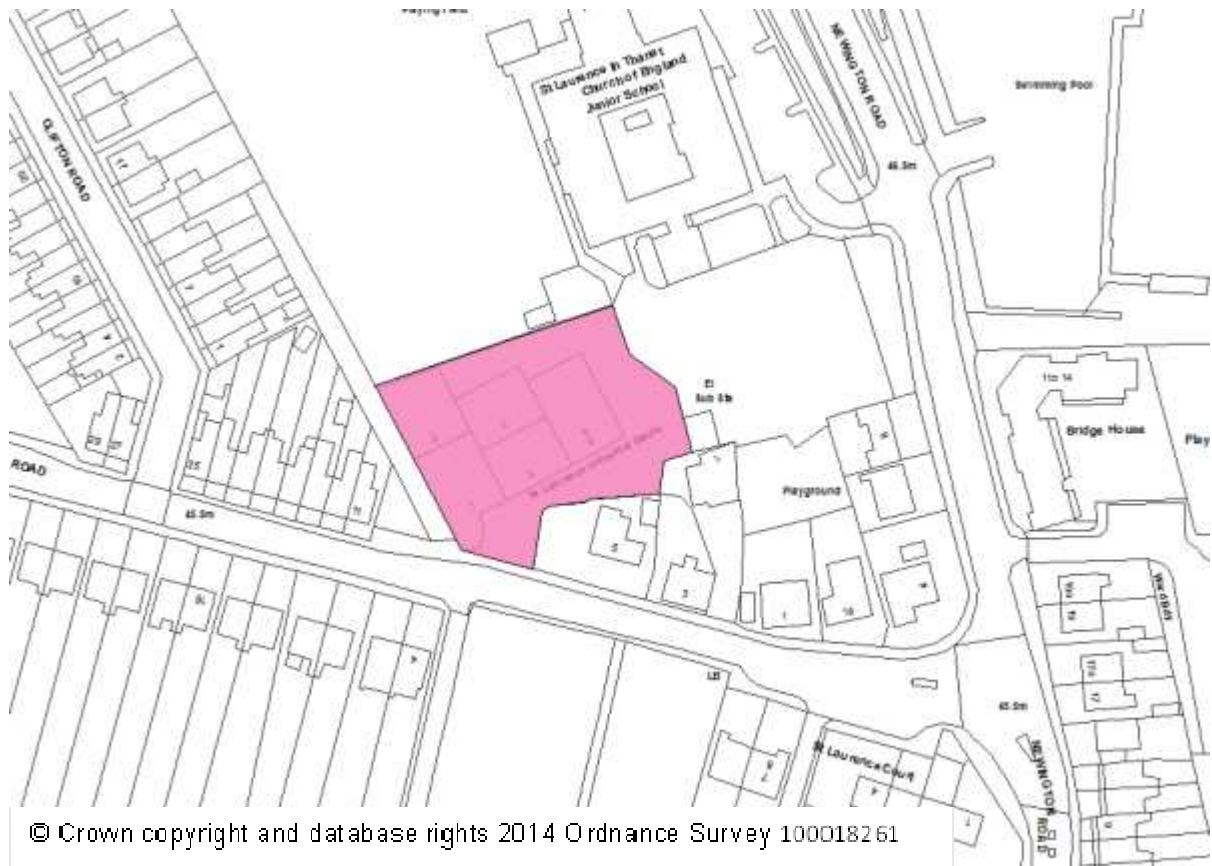


Pysons Road Industrial Estate

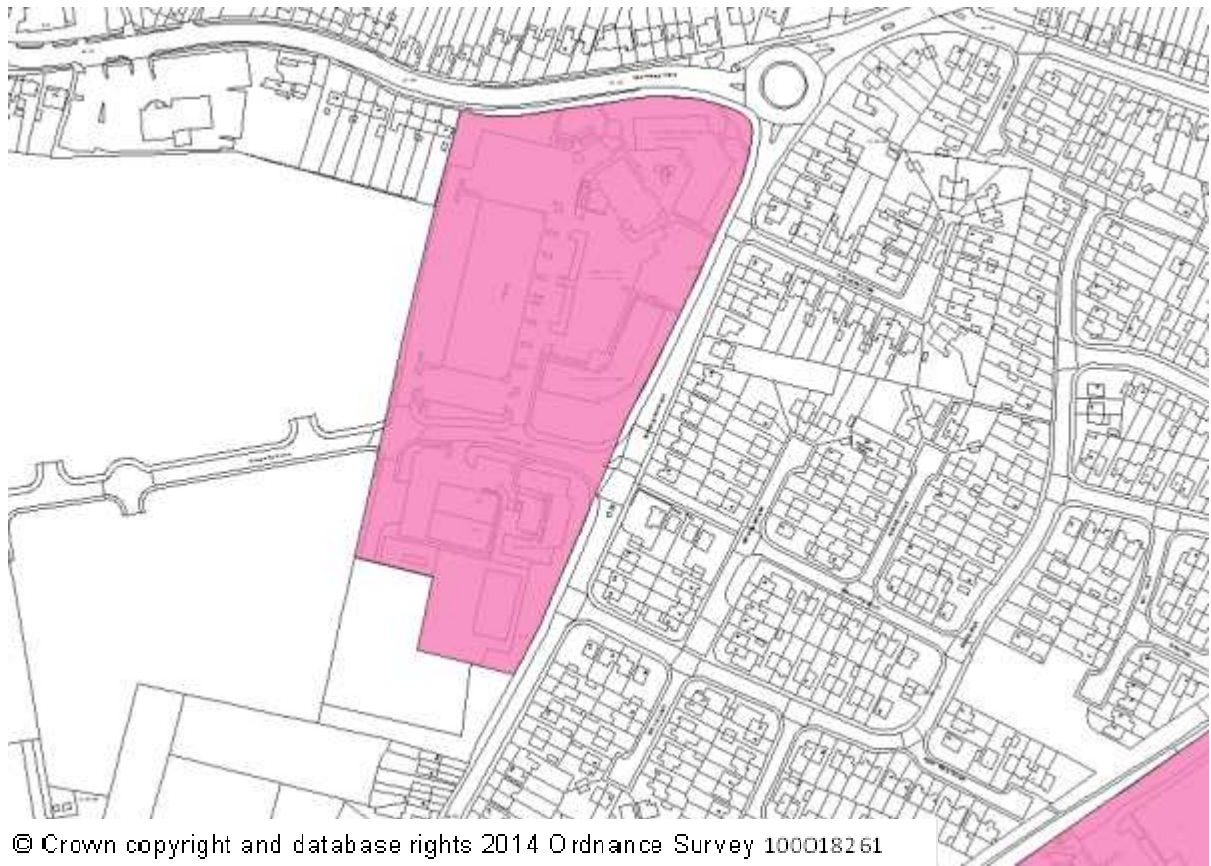


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St Lawrence Industrial Estate

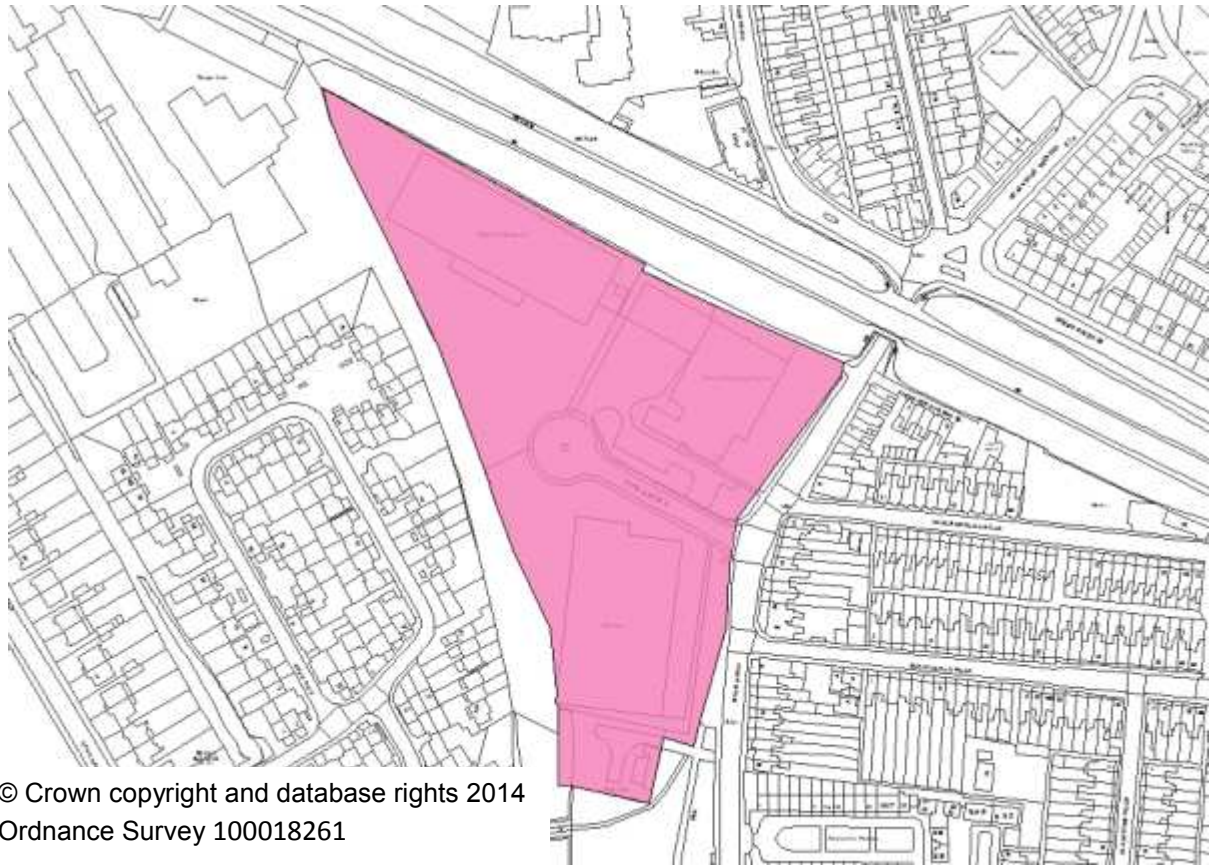


Thanet Reach Business Park



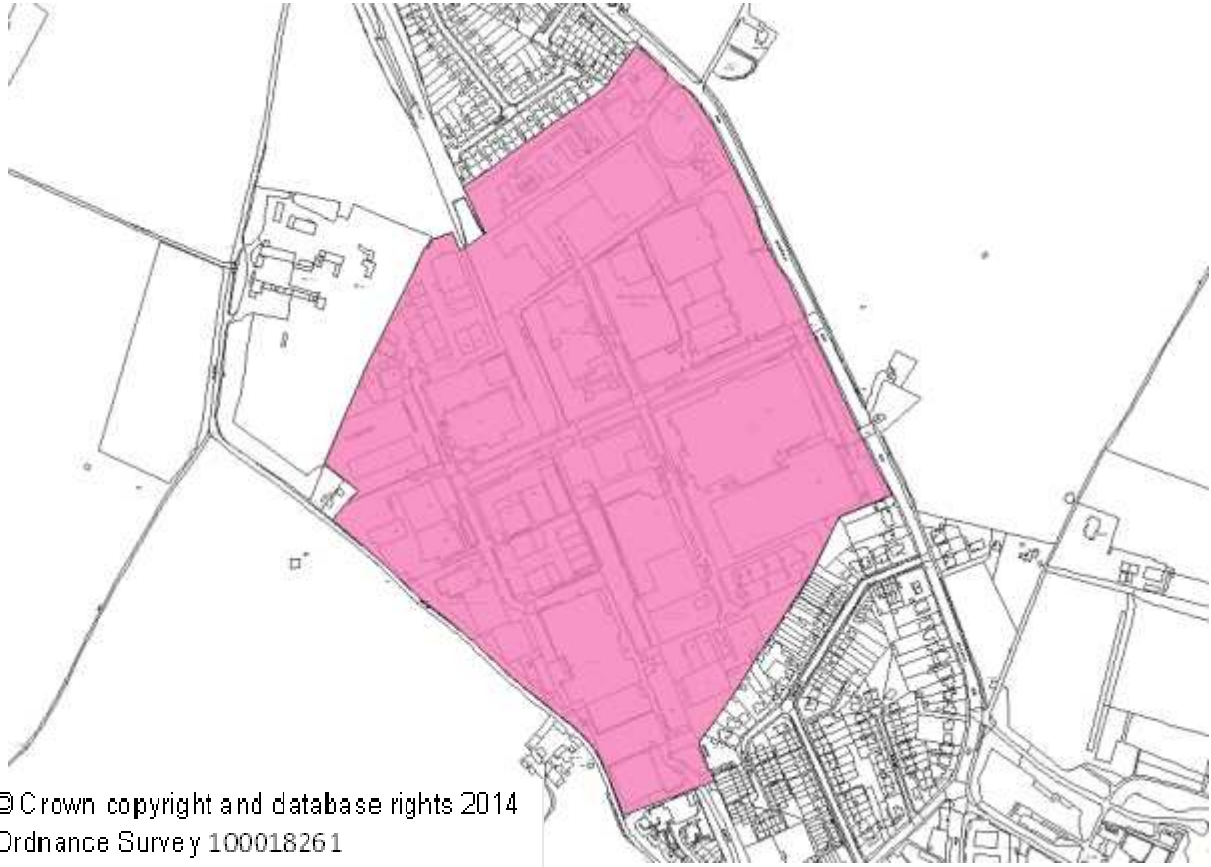
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Tivoli Road Industrial Estate



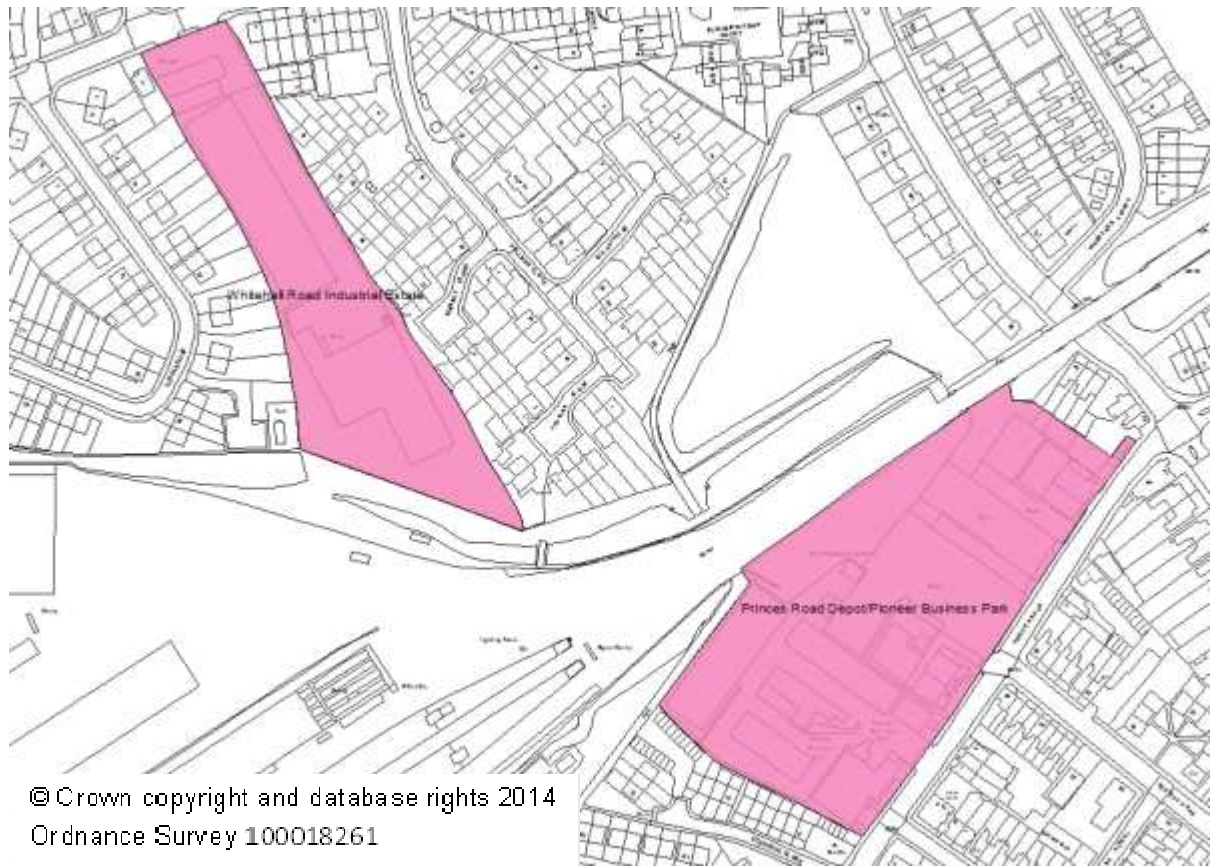
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Westwood Industrial Estate



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Whitehall Road Industrial, Princes Road Depot and Pioneer Business Park



APPENDIX B: HOUSING

HOUSING SITE ALLOCATIONS

SITE ADDRESS	NOTIONAL DWELLING CAPACITY	NOTIONAL DELIVERY PERIOD					SITE REFERENCE/S
		now-2016	2016-21	2021-26	2026-31	Post 2031	
..							
STRATEGIC SITES							
Westwood	1450		300	550	600		S511, S553, S447
Birchington	1000		250	350	400		S515, S498, S499,
Westgate	1000		250	350	400		ST1, ST2
Manston Green	700		200	300	200		SS33
SUB TOTAL	4150	0	1000	1550	1600	0	
NON STRATEGIC SITES OUTSIDE URBAN AREA							
South of canterbury Rd, Ramsgate	27			27			S415
Land fronting Park lane, Birchington	90		90				ST3
Land south east of Brooke Avenue, Westbrook	34		34				S505
Land at Haine Rd & Spratling St, Ramsgate	85			73	12		SR60
Land off Nash/Manston Rds, Margate	250		150	100			S540

Land west of Old Haine Road, Ramsgate	250	100	150				S535 & S549
SUB TOTAL	736	100	424	200	12	0	
MIXED USE SITES							
Queen Arms Yard, Margate	24		24				S189
Cottage Car Park	32				32		S411
Margate Town Centre	27				27		S412
SUB TOTAL	83	0	24	0	59	0	
NON STRATEGIC URBAN AREA SITES							
Corner of Dumpton Park Drive and Honeysuckle Road, Ramsgate	17		17				S001
Adjacent to 9 Minnis Road	11				11		S019
Rear of 18-36 St Peter's Road	5			5			S042
End of Seafield Road	30			30			S106
Land at Seafield Rd, Ramsgate	18		18				S106A
Land adjacent to 12 Kings Road	89		89				S107
Adjacent to 8 Chapel Place	6					6	S112
Adjacent to 21 Royal Road & 9 Townley Street	18				18		S113
land adj. Westwood Centre - 1000 dwellings	1020	200	260	280	280		S141
St. Augustine's College	97		97				S145

-76							
ro 7_10 Marine Gdns - 5 Dwellings	6					6	S158
Royal Sea Bathing Hospital	193		193				S159
Former Allotments	64	50	14				S160
Pleaurama, Ramsgate	107	107					S162
Cavendish Street, Ramsgate	87		87				S164
69 Eaton Road	78	78					S167
Gas Works Boundary Road, Ramsgate	96			96			S168
Granville House	38	38					S172
Land at Wilderness Hill and Dane Road	14	14					S174
6 North Foreland Road	14	14					S179
Newington Library	9		9				S183
79-85 High Street, Ramsgate	10			10			S186a
Gas Holder Station, Margate	22			22			S196
100 Grange Road, Ramsgate	16		16				S200
44 Canterbury Road	9			9			S209
WW Martin, Dane Park Road, Ramsgate	14			14			S215
131-141 King Street	14			14			S216
Pierremont Garage, High Street, Broadstairs	14	14					S217
1,2, 92-96 Harbour Parade	14	14					S219
67 Victoria Road	13			13			S221
139-141 High Street,	12		12				S227

Ramsgate						
10 Cliff Street, Ramsgate	11	11				S230
9 and 30-32 Cavendish Street, and High Street Ramsgate	12	12				S234
6-14 Victoria Road and Church Street, Margate	8	8				S236
24-25a Park Place, Margate	7	7				S238
Beaconsfield House, St Peters Road, Broadstairs	11	11				S239
Court Stairs Lodge, Ramsgate	8		8			S243
Station Approach Yard, Station Approach Birchington	9	9				S250
6-8 Cliff Street, Ramsgate	9	9				S258
Land at Grant Close/Victoria Road, Broadstairs	9	9				S260
77 Hereson Road, Ramsgate	9	9				S262
56, 56a, 58 Station Road, Birchington	6	6				S263
69 Westcliff Road, Ramsgate	8	8				S272
Complete Car Sales, Willsons Road, Ramsgate	10		10			S276
Rear of 28 High Street, Broadstairs	6		6			S290
10-14 Vicarage Crescent, Margate	6	6				S293
38, 38a and 42 St Peters Road, Broadstairs	6		6			S295

Cliff Cottage, Herschell Road, Birchington	6	6				S297
27-29 Alexandra Road, Margate	5	5				S301
5 Hardres Street, Ramsgate	6	6				S304
Rear of 102-114 Grange Road	10		10			S316
Brown and Mason Ltd, Canterbury Road, Court Mount Birchington	5	5				S318
167 Pegwell Road	20		20			S321
Units 1-4 Monkton Place Ramsgate	5		5			S322
The Surgery, Bellevue Road, Ramsgate	5	5				S333
23 Western Esplanade, Broadstairs	5	5				S334
Hainault, Haine Road, Ramsgate	5	5				S335
3 and 7 Northumberland Road	5			5		S339
Post Office, Margate	8	8				S358
Vere Rd Car Park	14	14				S376
Highfield Road, Ramsgate	25	25				S393
Fort Hill, Arcadian	28	16	12			S410
Safari House, Ramsgate	28		28			S429
Former Manston Allotments	61		61			S452
Furniture Mart, Booth Place, Grotto Hill	9		9			S467
Eurokent, New Haine Rd, Ramsgate	350		350			S522

Land at Holy Trinity Primary School	33	33				S525
Laleham School, Margate	36		36			S527[1]
Laleham School, Margate	36		36			S527[2]
Land Victoria Road & Dane Rd, Margate	35				35	S529
Haine Farm	35		5	10	20	S534
Land of Northwood Road, Ramsgate	45		45			S536
Land at Hundreds Farm	10	10				S550
Hereson School	150	150				SR01
45-49 and 51 Sea Road, Westgate	14	7	7			SR02
Land at 57,59, 61, 63, 67 Eaton Road Margate	30	15	15			SR04
Former Ellington High School, Ramsgate	28	28				SR05
Land Adj The Promenade	21	11	10			SR06
Dane Valley Arms, Margate	13	6	7			SR09
St Benedicts Church, Whitehall Road, Ramsgate	12	6	6			SR10
100 South Eastern Road, Ramsgate	11		11			SR11
237 Ramsgate Road, Margate	9		9			SR12
56 Dumpton Park Drive	10		10			SR13
8-12 High Street Broadstairs	10		10			SR15
Builders Yard, The Avenue, Margate	10		10			SR16

Lockwoods Yard, Westgate	10		10				SR18
43-49 High Street, Margate	9		9				SR20
86-88 Ellington Road, Ramsgate	9		9				SR21
Land adjoining Seafield Road	9	6	3				SR22
2a Park Road, Ramsgate	8	8					SR23
33 Belmont Road	8	8					SR25
41-43 Victoria Road, Margate	8	8					SR26
58 Maynard Avenue	8	8					SR27
69 Sea Road, Westgate	8	8					SR28
13 Canterbury Road	6	6					SR30
2 and 3 St Marys Road, Broadstairs	7	7					SR31
Adelaide Gardens and adjoining	7	7					SR32
Dane Valley Filling Station, Margate	7	7					SR34
10-14 The Square Birchington	6	6					SR35
125 High Street, Margate	6	6					SR37
62a Addiscombe Road, Margate	6	6					SR41
Abbey Lodge, Priory Road, Ramsgate	6	6					SR42
Old School Lodge, New Street, Margate	6	6					SR43
Sheridan Cliff Road, Broadstairs	5	5					SR44
1 Thanet Road,	5	5					SR45

Margate							
112 High Street, Ramsgate	5	5					SR47
140 King Street, Ramsgate	5	5					SR48
25-27 Turner Street, Ramsgate	5	5					SR50
3-7 Surrey gardens	5	5					SR51
41 Royal Road, Ramsgate	5	5					SR54
Old Forge Buildings, Broadstairs	5	5					SR56
Ramsgate Garden Centre, Hereson Rd, Ramsgate	62		20	20	22		SR57
Land north of Reading Street, Broadstairs	13		4	4	4	1	SR61
Land at Waterside Drive, Westgate	12		12				SR65
Suffolk Avenue, Westgate	14		7	7			SR67
r/o Cecilia Road, Ramsgate	23					23	SR69
Margate Delivery Office, 12-18 Addington StreetAddington Street	10				10		SS16
Ind Units, Marlborough Rd, Marlborough Rd,	10		10				SS20
Haine Lodge, Spratling Street, Spratling Street,	12	12					SS21
Former Newington Nursery & Infants Nursery & Infants	49	49					SS22
Gap House School, 1 Southcliff Parade, Southcliff Parade,	10	10					SS23

Foreland School, Lanthorne Rd, Lanthorne Rd,	14	14					SS24
Thanet Reach Southern Part	80	10	70				SS34
Manston Road Industrial Estate (2 sites north & south)	170	170					SS35
Part of Pysons Road	26		26				SS36
Dane Valley Industrial Estate - Part of national grid land	60		60				SS37
140-144 Newington Road	50		50				SS40
Magnet and Southern	8	8					SS43
SUB TOTAL	4235	1416	1844	534	405	36	
RURAL SITES (in and outside confines)							
Tothill Street Minster	150	40	110				S512/S436/S85
Station Road Minster	5	5					S088
31 High Strret, Minster	7	7					SR33
Land south side of Foxborough Lane	35		35				ST4
Land at The Length, St. Nicholas	25		25				S509
Land at Manor Rd, St Nicholas	50		50				S488/R25-146
Land at &1-75 Monkton St	8	8					S240
Land at Walter's Hall Farm, Monkton	18		18				ST6

Builders yard south of 116-124 Monkton Street, Monkton	20		20				S543
Jentex site Canterbury Rd West, Cliffsend	45		45				S426
Young's Nursery, Arundel Road, Cliffsend	12		12				S455
Site "A" South side of A253, Cliffsend	40		40				S468/435(1)
Land north of Cottington Rd (west of Beech Grove)	40		40				S435(2)
South side Cottington Rd, Cliffsend.	30		30				S416/S561
SUB TOTAL	485	60	425	0	0	0	
CLIFTONVILLE SITES							
Rear of 59-65 Harold Rd	9				9		S46
Adj to 60 Harold Rd and rear of 40-56 Harold Rd	14				14		S47
Adt to 14 Harold Rd	10	10					S48
rear of 2-22 Ethelbert Road	8				8		S65
Ethelbert Crescent	30	30					S149
St George's Hotel	87	87					S165
6 Surrey Road	5	5					S348
Capital House	35	18	17				SR3
38 Sweyn Road	5	5					SR52
SUB TOTAL	203	155	17	0	31	0	

SITES COMPLETED SINCE 2013 STUDY BASE DATE							
Land Adj Grange Road, Ramsgate	42	42					S103
Dalby Square	20	20					S150
SUB TOTAL	62	62	0	0	0	0	
SUB TOTAL OF IDENTIFIED SITES	9954	1793	3734	2284	2107	36	
Windfall allowance	2480	440	680	680	680		
Sub Total							
Completed between 2011 and 2012	320	320					
Sub Total							
Grand Total identified, windfall, completed	12754	2553	4414	2964	2787	36	
Grand total to 2031	12718						

APPENDIX C: ENVIRONMENT AND QUALITY OF LIFE

List of Open Spaces, Parks, Gardens and Recreation Grounds

St. Luke's Recreation Ground

Streete Court Recreation Ground

Lymington Road

Palm Bay Recreation Ground

Garlinge Recreation Ground

Warre Recreation Ground

Newington Rec and Centre

Minster Recreation Ground

Monkton Recreation Ground

St Nicholas at Wade Bell Meadow

Birchington Recreation Ground

Reading Street

Hartsdown Park

Holmes Park

Memorial Recreation Ground

Pierremont Park

Tivoli Park

Crispe Park

Northdown Park

Ellington Park

Nethercourt Park
Manston Park
Jackey Bakers
Dane Park
Nelson Crescent, Ramsgate
The Vale
St. Peter's Recreation Ground
Charlotte Court
Albion Gardens
Wellington Crescent
Victoria Parade
King George VI Park
Balmoral Gardens
Cliffsend Recreation Ground
Courtstairs Park
Courtstairs Park
Dane Valley Recreation Ground

Informal Recreation Green Space

Salt Drive, Broadstairs
Bridge Road, Margate
Buckhurst Drive, Margate
Laleham Road, Margate
Newgate Promenade, Margate
Summerfield Road, Margate

Yoakley Square, Margate
Dane Gardens, Margate
Dane Mount 15-22, Margate
Dane Valley Road 200-208, Margate
St Francis Close, Margate
Liverpool Lawn, Ramsgate
Lorina Road, Ramsgate
Romily Gardens, Ramsgate
Spencer Square, Ramsgate
Warwick Drive, Ramsgate
Windermere Avenue / Kentmere Avenue, Ramsgate
Victoria Gardens, Ramsgate
Winterstoke Crescent, Ramsgate
Albion Mews Camden Square, Ramsgate
Le Belle Alliance Square, Ramsgate
Epple Bay Avenue, Birchington
Minnis Bay Parade Clifftop, Birchington
Sewell Close, Birchington
Sherwood Road, Birchington
Sea Road, Westgate
Cottington Road, Ramsgate
Princess Margaret Avenue, Ramsgate
Regency Lawns Westcliffe Prom, Ramsgate
Hopeville Avenue, Broadstairs
Coleman Crescent, Ramsgate

Hildersham Close, Broadstairs
Kings Avenue, Birchington
Cliff Road, Birchington
Marine Gardens, Margate
Hawley Square, Margate
Broad Street, Ramsgate
Vincent Close, Broadstairs
Hornet Close, Broadstairs
Epple Bay Avenue, Birchington
Canute Road, Birchington
Viking Close, Birchington
Balmoral Gardens, Broadstairs
Marine Drive, Broadstairs
St. George's Lawns, Margate
Trinity Gardens, Margate
Winter Gardens, Margate
Lewis Crescent, Margate
Land at Sunken Garden, Margate
Open Space, Westbrook, Margate
Sea Road Gardens, Westgate
Hugin Ship Site, Ramsgate
Minnis Bay, Birchington
Nursery Fields, Acol
Royal Esplanade, Ramsgate
Courtstairs Park Path, Ramsgate

The Courts, Margate

Earlsmead Crescent (Private), Ramsgate

Natural and Semi Natural Green Space

Tivoli Woods, Margate

Golf Course Roughs, Broadstairs

Ramsgate Cemetery, Ramsgate

Monkton Chalk Pit

St Nicolas at Wade Church Yard

St. Mary Magdalene Churchyard

Pegwell Bay Country Park,

Beech Grove, Ramsgate

Neame Woods, Birchington

Grange Way, Broadstairs

Mocketts Wood, Broadstairs

Princes Walk, Margate

Wildgrass, Westbrook, Margate

Private Woodland, Sir Moses Montefiore, Ramsgate

Fort Lower Promenade, Margate

Former railway track, Nash Road

Former Hoverport site

Amenity Greenspace

Colburn Road Estate, Broadstairs

Harrowdene, Broadstairs

Highfield Gardens, Margate

Mockett Drive, Broadstairs
Selwyn Drive, Margate
St. Peter's Court, Margate
Stanley Road, Broadstairs
Westover Gardens, Broadstairs
Linley Road, Broadstairs
Percy Avenue Clifftops, Broadstairs
Ramsgate Road, Broadstairs
Addiscombe Gardens, Margate
Arthur Road, Margate
Ashurst Gardens, Margate
Dalby Square, Margate
Foreland Avenue, Margate
Friendly Close, Margate
George V Avenue, Margate
Headcorn Gardens/ Kilndown Gardens, Margate
Knockholt Road, Margate
Lister Road, Margate
Saltwood/Cudham/Thurnden Gardens, Margate
Tenderden Way Flats, Margate
William Avenue Balcomb Crescent, Margate
Invicta House Appledore, Margate
Balmoral Road 2-36, Margate
Biddenden Close, Margate
Eltham Close 17-34, Margate

Rosedale 19-25 College 92-4, Margate

Sarah and Taddy Gardens, Margate

Tomlin Drive Block 5-12, Margate

William Avenue 2-6 24-36, Margate

Arklow Square, Ramsgate

Auckland Avenue, Ramsgate

Brecon Square, Ramsgate

Colombo Square, Ramsgate

Hamilton Close, Ramsgate

Hopes Lane, Ramsgate

Lyell Road, Birchington

Melbourne Avenue, Ramsgate

Plains of Waterloo, Ramsgate

Quetta Road, Ramsgate

Riverdale Road, Ramsgate

Southwood Gardens, Ramsgate

St Johns Avenue, Ramsgate

Stirling Way, Ramsgate

West Dumpton Lane, Ramsgate

Cannon Road Car Park, Ramsgate

Eskdale Avenue, Ramsgate

Albion Mews, Ramsgate

Ashley Close, Ramsgate

Brunswick Court Complex, Ramsgate

Clements Road, Ramsgate

Highfield Court, Ramsgate
Hurst Grove, Ramsgate
Pullman Close, Ramsgate
Sundew Grove 1-6, Ramsgate
The Centre, Ramsgate
Dumpton Park Drive, Ramsgate
St Mildred's Road 40-42, Ramsgate
Cunningham Crescent, Birchington
Grenville Gardens, Birchington
Hawkhurst Close, Birchington
Minnis Bay Car Park Café, Birchington
Yew Tree Close, Birchington
Adrian Square, Westgate
Ethelbert Square, Westgate
Sudbury Place, Westgate
Cliffsend Road, Ramsgate
Primrose Way, Ramsgate
Margate Road, Ramsgate
Sparkes Estate, Ramsgate
Chatham Court Margate Road, Ramsgate
Coastguards Cottages, Birchington
Harbour Towers, Ramsgate
Chichester Road 82-90, Ramsgate
Alderney Gardens, Broadstairs
Trove Kennedy Newcastle, Ramsgate

Fair Street, Broadstairs
St. Peter's Court, Broadstairs
The Maples, Broadstairs
Promenade Visual Amenity, Birchington
Minnis Bay, Birchington
St. Peter's Amenity, Broadstairs
Grange Way Cricket Club, Broadstairs
Dumpton Gap, Broadstairs
Winter Gardens, Margate
Joss Bay Picnic Site, Broadstairs
Land at Buenos Ayres, Margate
Francis Road, Broadstairs

Outdoor Sports Facilities : Football

Birchington 1
Birchington 2
Garlinge 1
Garlinge 2
Garlinge 3
Garlinge 4
Jakey Bakers 1
Jakey Bakers 2
Lymington
Minster
Monkton

Northdown

St Lukes

St Peters

Tivoli

Warre

St Nicolas at Wade

Outdoor Sports Facilities: Rugby

St Peters Rec 1

St Peters Rec 2

St Peters Rec 3

Outdoor Sports Facilities: Cricket

Dumpton

Hartsdown

Jakey Bakers 1

Jakey Bakers 2

Jakey Bakers 3

Margate

Minster

Monkton

Northdown 1

Northdown 2

St Nicholas At Wade

Westgate

Outdoor Sports Facilities: Childrens Play Spaces

Memorial Recreation Ground, Broadstairs

Pierremont Park, Broadstairs

St. Peter's Recreation, Broadstairs

Hartsdown Park (Estimated), Margate

Dane Park, Margate

Coleman Crescent, Ramsgate

Minnis Bay Play, Birchington

Birchington Memorial Ground, Birchington

Lymington Road Play, Westgate

Caxton Road Play, Margate

Tivoli Play, Margate

Swinford Gardens Play, Margate

Northdown Play, Margate

Spratling Street Play

Ellington Park Play, Ramsgate

Boundary Road Play, Ramsgate

King George VI Play, Ramsgate

Camden Square, Ramsgate

Courtstairs Park, Ramsgate

Crispe Road, Birchington

Laleham Road, Margate

Dane Valley Road Play, Margate

Warre Recreation Ground, Ramsgate

Jackey Bakers Play, Ramsgate

Princess Margaret's Play, Ramsgate

The Street Monkton

Minster Rec Play

St Nicholas at Wade Play

Crispe Park, Birchington

Dane Valley Road Play 2, Margate

Nethercourt Park, Ramsgate

Vincent Close, Broadstairs

Cliffsend Road Play, Ramsgate

Outdoor Sports Facilities: Allotments

Tivoli Allotments, Margate

Brooke Avenue, Margate

Jackey Bakers, Ramsgate

Margate Road, Ramsgate

Norman Road, Broadstairs

Quex Park, Birchington

Lymington Road, Westgate

Nash Road, Margate

Prospect Road, Broadstairs

Reading Street Allotments, Broadstairs

Chilton Lane, Ramsgate

Culmers Land Allotments, Broadstairs

Dane Valley, Margate

All Saints Allotments, Birchington

Ramsgate Cemetery Allotments, Ramsgate

Outdoor Sports Facilities: Churchyards and Cemeteries

Church of St. Mary Magdalene, Monkton

Thanet Cemetery

Thanet Minster Cemetery

St. Mary's Church

St. Nicholas Church

Ramsgate Cemetery

Nuns Cemetery

All Saints Church Birchington

St. Lawrence Churchyard

St John the Baptist Church - Margate

St. George's Cemetery

Addington Closed Church Yard

St. George's Churchyard, Ramsgate

St. Peter's Churchyard

St. Mildred's Church Acol

Vale Square Churchyard

APPENDIX D: TYPES OF DEVELOPMENT THAT WOULD TRIGGER THE NEED FOR AN AIR QUALITY ASSESSMENT

Table 01 – Types of development that would trigger the need for an air quality assessment

Description	Criteria
Locality of development	<ul style="list-style-type: none"> • Developments within or which may impact on sensitive areas or areas of poor air quality e.g. Air Quality Management Areas. • Introduction of new relevant exposure where potential existing pollution sources occur e.g. residential development in an industrial/commercial area. • Along roads with narrow streets (street canyons) and stationary or queuing traffic.
Nature of development	<ul style="list-style-type: none"> • New industrial development (e.g. boiler plant/energy production/permitted installations/authorised processes); • New rail, road building and signalling, bridge, tunnel, port or airport developments; • Waste handling activities; • Minerals development; • Significant heating plant.
Scale of development	<p>Significant residential/commercial floor space or number of units. Criteria should be discussed with the local authority, as this will be determined on a case by case basis depending on the locality.</p> <p><i>As a guide only</i></p> <ul style="list-style-type: none"> • <i>commercial development with a gross floor space of >1000m²;</i> • <i>Residential development with >80</i>

	<i>residential units.</i>
Traffic Impact Assessment	<p>For roads >10,000 annual average daily traffic (AADT) flows:</p> <ul style="list-style-type: none"> • Traffic volume change of >5%; • Traffic speed change of 10kph. <p>Significant change in traffic composition e.g. significant increase in HGVs as determined by the local authority (As a guide only > 20 per day).</p>
Parking spaces	<p>100 parking spaces (outside an AQMA) and 50 parking spaces</p> <p>(inside an AQMA)</p>
<p>Construction impacts</p> <ul style="list-style-type: none"> · Nature and scale of development · Timescale and phasing 	<p>Developments with significant dust potential where relevant exposure. Proximity of nearby residents <200m.</p> <p>Significant scale of demolition/construction phase.</p> <p>Risk category: HIGH.</p> <ul style="list-style-type: none"> • Development of over 15,000m² of land, or; • Development of over 150 properties or; • Potential for emissions and dust to have significant impact <p>on sensitive receptors or;</p> <ul style="list-style-type: none"> • Major development as defined by a Kent and Medway authority. <p>Length of time >6 months. If construction is expected to last for more than six months, then traffic management measures and the effect of the additional construction vehicles should also be assessed.</p>

APPENDIX E: TRANSPORT AND INFRASTRUCTURE

Guidance on car parking provision (indicative maximum provision)

Retail	Indicative maximum spaces
Food retail up to 1,000m ²	1 per 18m ² (includes staff parking)
Food retail over 1,000m ²	1 per 14 m ² (includes staff parking)
Non food retail	1 per 25m ² (includes staff parking)

Financial and Professional services	Indicative maximum spaces
	1 per 20m ² (includes staff parking)

Restaurants & cafes	Indicative maximum spaces
Restaurants	1 per 6m ² plus 1 per two staff
Transport cafes	1 per 15m ² plus 1 per two staff

Drinking establishments	Indicative maximum spaces
	1 per 10m ² plus 1 space per two staff

Hot food takeaways	Indicative maximum spaces
	1 per 8m ² plus 1 space per two staff

Business	Indicative maximum spaces
Offices up to 500m ²	1 per 20m ²
Offices 501m ² to 2,500m ²	1 per 25m ²
Offices over 2,500m ²	1 per 30m ²
High tech/Research/Industrial	1 per 35m ²

General industrial	Indicative maximum spaces
Up to 200m ²	3 spaces
Over 200m ²	1 per 50m ²

Storage & distribution	Indicative maximum spaces
Storage & Distribution	1 per 110m ²
Wholesale Trade Distribution	1 per 35m ²

Hotels	Indicative maximum spaces
Hotels, motels, boarding & guest houses	1 per bedroom plus 1 per two staff
Other	1 per unit/pitch plus 1 per three units of five person capacity or greater plus 1 per two staff

Residential Institutions	Indicative maximum spaces
Nursing homes/residential care homes	1 per six beds or residents plus 1 per resident staff plus 1 per two other staff
Hospitals & Hospices	2 per three beds plus 1 per two staff
Residential schools, colleges or training centres	1 per fifteen residents plus 1 per resident staff plus 1 per two other staff

Non residential institutions	Indicative maximum spaces
Primary & secondary schools	1 per staff plus 10%
Further & higher education	1 per seven students plus 1 per staff
Libraries/art galleries/museums/public exhibition hall	1 per 60m ²
Places of worship	1 per five seats
Medical centres/clinics/surgeries (including veterinary)	4 per consulting room/treatment room plus 1 per two staff

surgeries)	
nurseries/crèches & playschools	1 per 4 children plus 1 space per two staff
Day care centres	1 per four attendees plus 1 per two staff
Law courts	6 per courtroom plus 1 per two staff

Assembly & Leisure	Indicative maximum spaces
Cinemas, concert halls, conference centres, bingo halls	1 per five seats
Social clubs, discotheques, dance halls, ballrooms	1 per 22m ²
Multi-activity sports & leisure centres, swimming pools, ice rinks, health & fitness centres, gymnasias	1 per 22m ² plus 1 per fifteen seats where appropriate
Marinas & other boating facilities	1 per mooring or berth
Stadia	1 per 15 seats
Bowling greens/centres/alleys, snooker halls, tennis/squash, badminton clubs	3 per lane/court table plus 1 per fifteen spectator seats where applicable
Outdoor sports facilities, playing fields	1 per two participants plus 1 per fifteen spectators
Golf courses & driving ranges	3 per hole/bay
Equestrian centres, riding stables	1 per stable
Historic house & gardens, country parks	1 per 400 visitors
Theme parks/leisure parks	1 per two hundred visitors per annum
Other	1 per 22m ²

Other	Indicative maximum spaces
Car sales	1 per 50m ² plus 1 per two staff
Petrol filling stations	1 per 20m ²
Night clubs/casinos	1 per 22m ²
Theatres	1 per 5 seats

Retail warehouse clubs	1 per 25m ²
Amusement arcades	1 per 22m ²
Residential hostels	1 per six residents plus 1 per resident staff and 1 per two other staff
Vehicle servicing and repair	4 per service bay plus 1 per 2 staff
Taxi, vehicle hire, coach & bus depots	1 per four registered vehicles plus 1 per two staff
Open commercial use (e.g. scrap yards, recycling centres)	To be assessed individually plus 1 space per two staff

Guidance on cycle parking provision

Retail	Provision (cycle parking spaces)
Up to 1,000m ²	1 per 200m ² customer & 1 per 200m ² employees
Up to 5000m ²	1 per 400m ² customer & 1 per 400m ² employees
Over 5000m ²	1 per 2500m ² customer & 1 per 2500m ² employees

Financial and Professional services	Provision (cycle parking spaces)
	1 per 1000m ² customer & 1 per 200m ² employees

Restaurants & cafes	Provision (cycle parking spaces)
	1 per 10 seats customers & 1 per 20 seats employees

Drinking establishments	Provision (cycle parking spaces)
	1 per 10 seats customers & 1 per 20 seats employees

Hot food takeaways	Provision (cycle parking spaces)
	1 per 10 seats customers & 1 per 20 seats employees

Business	Provision (cycle parking spaces)
	1 per 200m ² employees & 1 per 1000m ² visitors

General industrial	Provision (cycle parking spaces)
	1 per 200m ² employees & 1 per 1000m ² visitors

Storage & distribution	Provision (cycle parking spaces)
	1 per 200m ² employees & 1 per 1000m ² visitors

Hotels	Provision (cycle parking spaces)
	1 per 10 bed spaces

Residential Institutions	Provision (cycle parking spaces)
Residential institutions & hospitals	1 per 10 bed spaces
Residential schools, colleges and training centres	1 per 5 students.

Dwellings	Provision (cycle parking spaces) 1 per dwelling
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Individual residential dwellings	1 per bedroom
Flats & maisonettes	1 per unit
Sheltered accommodation	1 space per 5 units

Non residential institutions	Provision (cycle parking spaces)
Primary schools	1 per 50 pupils
Secondary schools and further & higher education	1 per 5 pupils/students
Medical centres/surgeries	1 per two consulting/treatment rooms
Other (including libraries and places of worship)	1 per 50 seats or 100m ²

Assembly & Leisure	Provision (cycle parking spaces)
Leisure and entertainment venues	1 per 300 seats customers & 1 per 300 seats employees
Sports facilities	1 per 10 participants plus 10% plus 1 per 10 staff

Thanet District Council

Draft Thanet Local Plan

to 2031

Justification for Preferred Options

Agenda Item 3
Annex 2

Justification for Preferred Options

Justification for the Preferred Options

The Council carried out a consultation on Issues and Options for the new local plan from 3rd June - 14 August 2013. Comments were invited on various options that could form new planning policies.

We have considered the responses to that consultation, and comments made in the Sustainability Appraisal report that was produced for that consultation.

The following tables set out the options that were considered, and why they have been accepted or rejected, to explain why the policies in the Preferred Options plan are considered to be the most appropriate.

Economy

Issues and Options Issue 1

Issue 1 - What level of employment growth should be planned for up to 2031?

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

Policy SP02 - Economic Growth

Non-Strategic

None

Issue	Options in interim SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
Level of employment to be planned for	1a – baseline scenario 1b – policy on scenario 1c – risk based scenario	Option 1b is likely to have the greatest benefits especially as it involves boosting the green economy.	Between baseline and high. The NPPF says we need to plan for all foreseeable types of employment growth. Given past poor performance there is a need for a step change in rate of economic growth	The Economic Lower growth option would not accord with positive economic strategy required by the NPPF. There are concerns regarding delivery of the Higher economic growth

			in District. This option supports the Council's Economic and Regeneration Strategy. It also supports population growth when combined with potential airport growth.	option given economic uncertainties and rate of change to date. The Economic Baseline option would not deliver step change in employment growth needed or meet the growth expectations of the NPPF.
Should we plan for additional employment growth at the airport?		This option is still to be fully appraised for SA	Yes. It is realistic that there will be some growth at the airport over the plan period whether in relation to aviation operation or for alternative employment use., and we are required by NPPF to support such growth. The airport is a potential significant asset which needs positive planning framework to help in it's delivery of airport related or alternative development.	No. This option would be harmful to the airport's potential future and contrary to the NPPF's instructions to support all sectors of the economy. To not plan for additional employment growth at the airport would be ignoring a potential major opportunity. It would be stifling an important growth sector of the economy and wider impact and therefore contrary to the NPPF.
What level of growth at the airport	1d – additional low growth 1e – additional high	The option for airport high growth resulted in the most positive and negative effects. It would support economic growth	Between high and low. Evidence from the Economic and Employment Assessment shows that a mid range is	The low growth option is not enough to sustain a functioning airport High growth is likely to be

	<p>growth</p> <p>1f – no growth</p>	<p>at the airport and would have positive effects for the wider economy of Thanet and East Kent. Negative effects are associated with the effects of large scale employment growth such as greenhouse gas emissions from the construction and operation of new facilities. The low growth option had less dramatic effects and the no growth option had limited effects.</p>	<p>more realistic and deliverable. Evidence from the airport demonstrates that the no growth and low growth options are not viable. High growth, given the uncertainty of growth at the airport in the context of the 2009 Airport Masterplan is unlikely to be deliverable. Should the airport not be viable in its current form it is conceivable that some growth will occur here over the plan period.</p>	<p>unrealistic given the uncertainty of aviation generally and any alternative developments here are not likely to be significant in the plan's timeframe.</p>
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Issues and Options Issue 2

Issue 2 - How much employment land is needed and where?

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

Policy SP03 - Land Allocated for Economic Development

Policy SP04 - Manston Business Park

Policy SP07.2 - Eurokent Mixed Use Area

Policy SP07.3 - Thanet Reach Mixed Use Area

Non-Strategic

Policy E01 - Retention of Existing Employment Sites

Issue	Options in interim SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
How much employment land	2a – use of forecast labour demand 2b – use of past take up rate 2c – maintain existing	Maintaining the existing supply of employment land and allowing for additional land to ensure flexibility and choice, performed the best.	Provide the amount of land evidence indicates is required, plus additional land as a buffer This option provides for all types of economic development in	Simply providing the land that evidence indicates is required does not provide sufficient flexibility and contingency to accommodate all employment generating

	<p>supply</p> <p>2d – include contingency when determining the amount of land to allocate</p>	<p>It was difficult to assess these options due to the uncertainties about type and location of development however this will be overcome at the site allocations stage and potential development management policies will also help to mitigate against potentially adverse effects.</p> <p>The option to continue with policy protection was predicted as having the potential to result in a significant positive effect, particularly in terms of job creation and supporting economic growth. The option to cease the policy protection performed better in terms of its potential to have indirect benefits for housing by potentially allowing a greater area of land for housing and other types of development.</p>	<p>accordance with the NPPF. This option compensates for loss of employment land to other uses and allow for on off unpredictable developments, to support economic growth and provide flexibility.</p>	<p>development that is not typically located on employment land and any unexpected demand during the plan period.</p> <p>D – evidence suggests we do not need this much employment land, para 22 NPPF.</p>
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Type and Location	<p>2e – relax the uses permitted on some of the allocated employment sites to allow other employment generating uses outside of the B classes</p> <p>2f – maintain a variety of sites in a range of locations across the district</p> <p>2g – provide all employment land in a single location or cluster in the district</p> <p>2h allow other sites to be developed</p>	<p>The option to use the existing allocated supply from which to select sites is less likely to result in adverse effects and has the greatest opportunity to deliver beneficial effects. Concentrating employment sites in one area (at the single site or cluster) could disadvantage the rest of the District. The single site option could also result in residents having to commute longer distances to get to work and therefore they would be more reliant on the private car.</p> <p>The option to continue with policy protection for existing employment sites was predicted as having the potential to result in a significant positive effect, particularly in terms of job creation and supporting</p>	<p>The existing supply is located in variety across the District and sustainability was a factor in their designation. Evidence in the economic and Employment Assessment and the Employment Land Review suggest that there is more than sufficient land allocated to accommodate the need to the end of the plan period and therefore there is no justification for allocating new sites.</p> <p>Consider, where appropriate, being flexible and using some of the existing allocated employment land for alternative purposes. This helps to accommodate all employment generating development which is supported by the NPPF. We should protect</p>	<p>Providing all of the employment land in a single location or cluster would not meet the needs of the different types of industry.</p>

		economic growth. The option to cease the policy protection performed better in terms of its potential to have indirect benefits for housing by potentially allowing a greater area of land for housing and other types of development.	existing employment sites from the 2006 Thanet Local Plan following assessment of their contribution to the Plan's economic strategy.	
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Issues and Options Issue 3

Issue 3 - How can we promote our infrastructure assets?

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

Policy SP05 - Manston Airport

Policy SP09.3 - Ramsgate Port

Non-Strategic

None

This issue also informs Policy SP39 - New Rail Station in the Transport and Infrastructure Section

Issue	Options in interim SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
Airport	3a Policy safeguard 3b No policy safeguard	Continuing to safeguard the operation of the airport was assessed as being likely to have benefits in terms of contributing towards job creation, economic growth, supporting the visitor economy and	3a. The NPPF requires us to plan for all foreseeable development and sectors of the economy. Having a policy relating to the airport allows us to include policy provisions which safeguard the	3b. This option would be harmful to the airport's potential future and contrary to the NPPF's instructions to support all sectors of the economy. To not plan for additional employment growth at the airport would be ignoring

		<p>providing measures to avoid potentially significantly adverse effects such as impacts on landscape, noise and air quality. Removing this policy safeguard has less positive effects, but there was a lot of uncertainty with the option to remove policy safeguards. This option still needs further sustainability appraisal.</p>	<p>environment. A flexible policy that allows alternative development should the airport not be viable should also be incorporated in order to cater for all foreseeable types of economic development in line with the NPPF.</p>	<p>a potential major opportunity. It would be stifling an important growth sector of the economy and wider impact and therefore contrary to the NPPF.</p>
Rail infrastructure	<p>3e – new station for airport and commuters</p> <p>3f – no support for a new station</p> <p>3g – support improvements to Ramsgate Station</p>	<p>The option for a new station is likely to result in more significant beneficial effects in terms of contributing towards employment, economic growth (particularly the visitor economy) and providing infrastructure to support modal shift. Mitigation measures can be used to ameliorate adverse effects. The option to increase capacity at Ramsgate station is likely to have beneficial effects for the</p>	<p>Provide a new station to support economic growth and encourage sustainable travel. Evidence suggests that existing stations are at capacity and improvements to existing stations would not satisfy demand over the plan period stemming from residential and employment growth.</p>	<p>Not planning for a parkway could stifle economic growth. The NPPF requires that Local Plans make provision for infrastructure to build a strong, responsive, competitive economy.</p>

		District and Ramsgate in particular.		
Port	3c - continue to safeguard the port 3d – cease policy protection	The option to safeguard the port has the greatest potential benefits particularly with respect to supporting economic growth. It also contributes towards maintaining the towns sense of character as a port town as well as indirectly contribute towards transport infrastructure in Kent and the wider region.	3c. Safeguard the Port subject to criteria. The port provides an important economic function which supports economic strategy. The NPPF requires Local Plans to make provision for infrastructure that supports economic growth. Having a policy relating to the port allows us to include policy provisions which safeguard the environment.	3d. Ceasing policy protection for the port would potentially restrict economic growth opportunities and would be contrary to the NPPF.

Issues and Options Issue 4

Issue 4 - How should Thanet's Town centres develop?

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

Policy SP06 - Thanet's Town Centres

Policy SP07 - Westwood

Policy SP08 - Margate

Policy SP09 - Ramsgate

Policy SP10 - Broadstairs

Non-Strategic

Policy E04 - Primary and Secondary Frontages

Policy E05 - Sequential and Impact Test

Policy E06 - District and Local Centres

Issue	Options in interim SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
Retail role of town	5a – maintain existing	Maintaining the existing	5a. Maintain existing	5c – Evidence suggests

centres. Retail hierarchy	<p>hierarchy</p> <p>5b – increase the role of the coastal town centres in convenience shopping</p> <p>5c – increase Westwood’s market share</p>	<p>retail hierarchy and increasing the role of the coastal town centres in terms of convenience complement each other by helping to continue the current performance of the retail sector (e.g. minimising the leakage of retail spend outside of the District) whilst also supporting the role of the coastal towns, reducing the need to travel and the distance travelled. Maintaining the existing hierarchy would provide benefits for the town centres. Increasing the market share of Westwood would result in economic and job creation benefits at Westwood. However, these benefits are narrowly focussed and might, indirectly, result in adverse effects elsewhere in the Thanet.</p>	<p>retail hierarchy. The relative relationships between the town centres is not likely to change and therefore to change the retail hierarchy would be unrealistic and undeliverable. Evidence suggests that there is not the retail demand during the plan period to increase the market share of Westwood.</p> <p>5b. Increase the role of coastal town centres in convenience. Although this option is not likely to alter the ultimate pattern in the retail hierarchy it is desirable to increase the availability of convenience shopping close to the centres of population. This would reduce the need to travel and support local communities. This also helps to support the future of town centres for and increases footfall in the towns which</p>	<p>that given the uncertain future of retail there is no market need or demand to increase market share at Westwood during the plan period and to do so could potentially harm the vitality and viability of the coastal town centres.</p>
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			enhances their vitality and viability.	
Accommodating town centre development needs	<p>5d - no specific sites for commercial leisure development</p> <p>5e – flexible policies to allow commercial leisure development in town centres</p> <p>5f – additional 20% floor space for A2-A5 uses in town centres</p>	<p>This option to be flexible in our town centres to enable leisure development is particularly positive in terms of job creation, supporting the economy, sustainable travel and the tourist economy. Adverse effects were related to consuming resources to construct and operate new development.</p> <p>The option to plan for additional floorspace to accommodate the need for restaurants/cafes, takeaways, drinking establishments and financial and professional services such as banks. This has the same sustainability impacts as the option above.</p>	<p>5d. Provide no specific sites for commercial leisure development in the plan as there is no need has been identified in the evidence documents.</p> <p>5e. Have flexible policies to allow commercial leisure development in town centres. Whilst there is no identified need, there is a need to be flexible if unexpected proposals come along in order to support economic development. Commercial leisure is a town centre use and therefore provision needs to be made in these locations. As we do not know what type of commercial leisure development is likely to come forward there is a need to be flexible.</p>	None to reject

			5f. Plan for an additional 20% floor space for A2-A5 uses in town centres need to provide for all town centre development. This is required to provide a balanced and functional town centre, and increase the vitality and viability of town centres.	
Use of vacant premises in Ramsgate and Margate	5g(i) – no policy requirement to accommodate need for town centre development in the existing premises where possible 5g – Accommodate town centre development in town centre units	The option to accommodate the need for town centre development within existing vacant units was unlikely to have significant negative effects and was predicted as likely to have a positive effect on job creation, supporting the economy, sustainable travel and the tourist economy. Uncertain effects were those on townscape, heritage, air quality and water resource impacts.	5g. Accommodate town centre development in vacant town centre units within Margate and Ramsgate. The best location for town centre development is within the commercial core where many vacant units are located in Margate and Ramsgate. This is needed to support function and vitality of town centres. It would make efficient use of brownfield land and would improve the appearance of the town centres contributing to regeneration aims. The scope for sites	5g (i) identifying additional land outside the core town centre to accommodate need would not be the most sequentially preferable location, and would not constitute the best use of land. This approach would extend town centres unnecessarily and be harmful to vitality and viability of the town centres especially in terms of footfall.

			outside of town centres is limited. The vacant units comprise the most sequentially preferable location and locating town centre development here would have the most positive impact on vitality and viability of town centres.	
Westwood	<p>5h – accommodate development within the existing commercial area</p> <p>5i – accommodate development on a new adjacent site</p>	<p>The option to accommodate need on sites outside of existing commercial areas scores negatively as it would potentially require development on greenfield land whereas the option to accommodate need in existing commercial areas supports the sustainable use of land by directing development to areas of previously developed land. Both options had positive effects in terms of supporting job creation and economic growth.</p>	<p>5h. Accommodate development within the existing commercial area. There is sufficient land available with the existing commercial area to accommodate development need to the end of the plan period. This would help to improve and consolidate the town the centre and would assist with regeneration aims and better permeability of the town centre. It would also be an efficient use of brownfield land. Westwood is already quite an expanse, extending further would cause fragmentation and</p>	<p>5i. Accommodating development on a new adjacent site is the least sequentially preferable location and would not be accordance with the NPPF. It could potentially harm the vitality and viability of the town centre particularly with regard to footfall.</p>

			reduce pedestrian connectivity. Existing commitments within the commercial areas provide for significant amount of the identified need during the plan period.	
Broadstairs	<p>5j – accommodate town centres development close to existing commercial area</p> <p>5k – accommodate need for town centre development at Westwood</p>	<p>The option to accommodate growth close to the existing commercial area scored the best especially in terms of accessibility, job creation, economic growth and the sustainable distribution of development and supporting a shift away from private car use to access the commercial core.</p> <p>The option to located growth at Westwood scores negatively against sustainability appraisal objectives as it draws away trade from Broadstairs detracting from the sense of place.</p>	<p>5j. Accommodate town centre development close to the existing commercial area. This is the most sequentially preferable option as it provides for the need where it arises and is therefore in accordance with the NPPF. It also reduces the need to travel for Broadstairs residents. It is the most sustainable option and promotes the vitality and viability of town centres as well as supporting local communities.</p>	<p>5k – This option is potentially harmful to viability and viability of Broadstairs as it is not providing for the need where it arises.</p>

		Services would also be less accessible and cannot easily be accessed on foot or by bicycle thereby requiring people to use the private car.		
District and Local Centres	5l allow retail development to support community needs	Having a policy that allows retail development in district and local centres to support community needs is likely to contribute towards sustainable economic growth, local sense of place and sustainable transport. This is on the basis that locating small convenience type shops in or close to residential areas would avoid larger retail units being developed that could detract and potentially weaken the market for larger retailers at main town centres.	5l – Allowing small scale retail development in District and Local Centres reduces the need to use car as it provides everyday convenience facilities on the doorstep. It supports community needs in close proximity to resident populations giving a local sense of place.	Not providing these facilities in District and Local centres would mean that people have to travel further to meet their everyday small scale shopping needs and this is not sustainable.

<p>Thresholds for impact tests</p>	<p>5m – set local thresholds for town centre development outside town centres</p> <p>5n – do not set local thresholds for out of town centre development but use the NPPF thresholds</p>	<p>Setting a local threshold for impact assessment is likely to result in more beneficial effects than using the thresholds set out in national policy. This is on the basis that locating small convenience type shops in or close to residential areas would avoid larger retail units being developed that could detract and potentially weaken the market for larger retailers at main town centres.</p>	<p>5m. Setting a local threshold ensures that policy is responsive to local circumstances. The NPPF suggests that thresholds are set locally (although it does provide a default threshold where this is not the case). Due to the function and role of the town centres in Thanet there is a need for lower local thresholds to ensure vitality and viability of town centres</p>	<p>5n No locally set threshold. This option is not locally responsive and could be harmful to the main town centres. Not setting a threshold would be contrary to government advice as the NPPF encourages local planning authorities to set local thresholds.</p>
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Issues and Options Issue 5

Issue 5 - How can we support the rural economy?

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

None

Non-Strategic

Policy E15 - New build development for economic development purposes in the rural area

Policy E16 - Conversion of rural buildings for economic development purposes

Policy E17 - Farm Diversification

Policy E18 - Best and Most Versatile Agricultural Land

Policy E19 - Agricultural Related Development

Issue	Options in interim SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
How to support the rural economy	6a – support farm diversification where it complements the farm function (subject to	Supporting farm diversification is more likely to result in beneficial effects than no support because, by the	5a – Support farm diversification. This options supports the rural economy and potentially contributes to the viability	5b – No support for farm diversification. Not supporting farm diversification could stifle the growth and viability of

	<p>criteria)</p> <p>6b – no policy support for farm diversification</p>	<p>use of criteria, it would allow the District to gain the benefits from agricultural diversification whilst avoiding many of the potential downsides (e.g. traffic impact, visual and landscape effects and adverse effects on nature conservation).</p>	<p>of farms. The option supports rural businesses and employment generation is an aim of the NPPF. This optional also supports the food production industry which is important in Thanet. This option complies fully with the NPPF. Having a policy on farm diversification enables policy to set criteria stating what type of development is acceptable.</p>	<p>the rural economy which would be contrary to the NPPF which states that Local Plans should support the rural economy and address barriers to the food production industry.</p>
	<p>6c – new build economic development in settlements</p> <p>6d – new build economic development (subject to design and sustainability criteria)</p>	<p>Supporting new build economic development in settlements has beneficial effects on the local economy, the sense of place and sustainable transport (by locating development in settlements and thereby reducing reliance on private car use). However, the option may result in adverse effects without specific criteria or controls that limit the magnitude and extent of</p>	<p>A mix of 6c and 6d. New build economic development within settlements subject to design and sustainability criteria is in accordance with the NPPF as it supports the rural economy. The addition of sustainability and design criteria helps to achieve sustainable, well designed development.</p>	<p>Not supporting new build economic development in rural areas would be contrary to the NPPF. Not having a policy could lead to inappropriate development in terms of landscaping, design and access. Allowing new build development anywhere could result in isolated development which is unsustainable.</p>

		potentially adverse effects.		
	6e – Policy support of new village shops and services 6f – policy support for existing shops and services	Both options would have positive and negative effects and neither one appears to perform better than the other in sustainability terms. There are beneficial effects on the local economy, the sense of place and sustainable transport (by locating development in settlements and thereby reducing reliance on private car use).	Both options selected (shopping and services at an appropriate level). This options supports rural communities by providing facilities on the doorstep and reduces travel so is sustainable.	Not supporting rural communities would be harmful to the rural economy and would therefore be contrary to the NPPF.
	6g – Protect best and most versatile agricultural land 6h – no policy support	Protecting best and most versatile agricultural land has the potential to contribute towards the economy, avoiding increases in flood risk and significant benefits for the protection of greenfield land from development. Not protecting best and most versatile agricultural land is not predicted as being	5c. Protect best and most versatile agricultural land. This option complies with the NPPF supports the food production industry.	Not supporting best and most versatile agricultural land would not support the food production industry and would be contrary to the NPPF.

		likely to have any positive effects.		
	<p>6i – policy support for agricultural related development including retail</p> <p>6j – policy support for agricultural related dwellings</p> <p>6k – No specific policy of agricultural related development</p>	<p>Supporting agricultural development, including dwellings and retail units are likely to have positive effects and the potential to contribute towards the economy, rural housing supply, job creation and reducing the need for people to travel to access jobs, services and local facilities. However because there are no specifics in relation to where development would occur, the effects on the built environment, landscape, heritage, ecology and the water environment are uncertain. Potentially adverse effects have also been predicted in terms of energy and resource consumption as well as waste generation because new development will result, to</p>	<p>Support both. These options support the rural economy and reduce the need to travel and are therefore NPPF compliant.</p>	<p>Not supporting these options would be harmful to the rural economy and would be contrary to the NPPF.</p>

		a lesser or greater extent, in these effects.		
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The following policies and options are currently undergoing the Sustainability Appraisal process:

Policy Name	Draft Policy Wording	Options
E16 Conversion of rural buildings	<p>Where it can be demonstrated that the building is not needed for agricultural use the conversion of rural buildings to other uses for economic development purposes will be permitted where all the following criteria are met:</p> <p>1) Their form, bulk and general design are in keeping with the character of the surrounding countryside.</p> <p>2) The proposed use is acceptable in terms of its impact on the surrounding area and the local highway network.</p> <p>3) Demonstrate through a structural survey that the building is capable of conversion.</p>	<p>Preferred option- to have a policy that supports conversion or rural buildings for economic development purposes as this is in accordance with the NPPF. The other option was no policy.</p>

	<p>4) Any alterations associated with the conversion would not be detrimental to the distinctive character of the building (or its setting), its historic fabric or features.</p> <p>5) If the building forms part of a complex of agricultural or industrial buildings, a comprehensive strategy is put forward which shows the effects on the use of the remaining complex, and on any listed buildings and their settings.</p> <p>6) Where the building currently contains protected species, mitigation should be provided.</p>	
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Issues and Options Issue 6

Issue 6 - How can we support the visitor economy?

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

None

Non-Strategic

Policy E07 - Serviced Tourist Accommodation

Policy E08 - Self catering Tourist Accommodation

Policy E09 - Protection of Existing Tourist Accommodation

Policy E10 - Major Holiday Beaches

Policy E11 - Intermediate Beaches

Policy E12 - Undeveloped Beaches

Policy E13 - Language Schools

Policy E14 - Quex Park

Issue	Options in interim SA	Sustainability Appraisal	Preferred Option and	Why other options have
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			Justification	been rejected
How to support the visitor economy	7a – Hotel development outside of town centres 7b – No policy support for hotel development out of town centres	The effects of allowing hotel development outside town centres are slightly better than not because it is assumed that allowing out of town centre hotel development will provide the space for facilities that are often also provided with high end hotels (e.g. Spa, leisure facilities and golf courses). As a result it is predicted that allowing hotels outside of town centres would be likely to have significant beneficial effect on the tourism sector.	7a. Support hotel developments in areas outside town centres subject to sustainability criteria. Evidence suggests that Thanet needs a range of tourist accommodation in order to grow the tourism sector of the economy. This enables employment generating development and is in accordance with the NPPF.	Not supporting hotel development in locations other than town centres could stifle the tourism economy which would be contrary to Thanet's Economic and Regeneration strategy and the NPPF.
	7c – support self-catering accommodation (subject to criteria except caravan accommodation at the coast) 7d – no policy restriction for caravan accommodation at the coast 7c - no policy support for	Supporting self catering accommodation except for caravans at the coast performs the best, when compared against not restricting caravan accommodation at the coast, or having no support for self catered accommodation. This is because it allows caravan and self-catering	7c. Support self catering accommodation subject to criteria. Evidence suggests that Thanet needs a range of tourist accommodation in order to grow the tourism sector of the economy. This enables employment generating development and is in accordance with the NPPF.	Not supporting self catering accommodation could stifle the tourism economy which would be contrary to Thanet's Economic and Regeneration strategy and the NPPF.

	self catered accommodation	development to contribute toward the tourism sector, job creation and economic growth without some of the potential downsides (e.g. the visual effects of caravan accommodation on the coastline and the detrimental effect this can have natural environment as an important part of the visitor economy). Not restricting caravan accommodation at the coast performs the worst and is predicted as being likely to have a significant negative effect on landscape.		
	7f – policy support for new tourist facilities 7g – no policy support for new tourist facilities 7h – blanket policy protection of existing tourism facilities 7i – policy protecting existing tourism facilities	7f. Support for new tourist facilities is likely to have a significant effect on job creation and economic growth in the tourist and visitor economy. A policy protecting existing tourism facilities except where it can be demonstrated that they are no longer viable also has the potential to have	7f; 7i; 7j Supporting new tourism facilities encourages economic growth and employment generation and is therefore in accordance with the NPPF We should protect sites that are considered	7g; 7k Protecting all tourism sites to restrict their loss could potentially stifle economic growth and would be very difficult to deliver.

	<p>except where it can be demonstrated that the facility is no longer viable</p> <p>7j – protect identified sites which are of particular importance to Thanet’s visitor economy</p> <p>7k – no policy protection of existing tourism facilities</p>	<p>a positive effect on economic growth, the sense of place or identity within existing settlements and would also contribute towards retaining important historic and architectural features that are linked to the current and historic tourist and visitor economy of the District. However, blanket protection without the criteria that would allow alternative uses where existing facilities are vacant and not used, would have potential adverse effects on townscape and a negative visual impact on visitors and their perception of the District as a destination.</p> <p>Policy to protect specific sites that are of importance to the visitor economy are likely to</p>	<p>important to Thanet’s visitor economy i.e. Dreamland ads this helps to grow the tourism industry in line with the Council’s Economic and Regeneration Strategy. Hotel development is also an important element of improving the tourism industry. Policy wording will require hotels to demonstrate viability in order to restrict the loss of accommodation stock to attract the overnight visitor.</p>	
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		<p>have a positive effect, on job creation, economic growth and potentially the use of previously developed land. However, without this policy there would be a greater degree of uncertainty as to whether or not its effects would be positive or negative.</p>		
	<p>7l – continue policy support for language schools subject to criteria</p> <p>7m – remove policy support fro language schools</p>	<p>Supporting language schools is more likely to result in positive effects than not supporting them, particularly in terms of job creation and supporting economic growth. Any potentially negative effects of supporting new language schools can be mitigated by development management policies. Removing the policy could potentially over the long term have a negative effect on the economy, if opportunities to increase</p>	<p>7l. Continue to support language schools subject to criteria</p> <p>Language schools are a major contributor to Thanet's economy and should be encouraged in line with the NPPF.</p>	<p>Not supporting language schools could impact on Thanet's economy and would be contrary to the NPPF.</p>

		the provision in this sector are lost.		
	<p>7n – support amusement arcades only in certain areas of Margate and Ramsgate</p> <p>7o – support amusement centres in town centres only</p> <p>7p – no specific amusement use policy</p>	<p>Options to support amusement arcades in certain areas of Margate and Ramsgate, and amusement arcades only in town centres are likely to have positive effects in terms of sense of place, minimising impacts on townscape, landscape, tourism and the efficient use of land. This is because of their criteria and safeguarding characteristics.</p> <p>Having no policy would not offer any protection or safeguards and could result in amusement use development occurring anywhere in the District, particularly at locations where they would have an adverse effect on nearby features of interest (e.g. listed buildings) or sensitive receptors (e.g. residential</p>	7n. Amusement uses should be supported in appropriate locations as they contribute to the wider visitor economy.	Not supporting this use may be harmful to the visitor economy and is therefore contrary to the NPPF.

		areas).		
	<p>7q – continue existing policy protection of beaches – three zones of beaches – major holiday beaches, intermediate and undeveloped</p> <p>7r – No policy protection</p>	<p>Zoning beaches has the potential to result in significant positive effects for the District as a result of ensuring that development only occurs near beaches that is appropriate to the type of beach. As a result the potential amenity, visual, landscape and ecological conflicts that might occur are avoided.</p> <p>Furthermore, it has the potential to indirectly support the character and sense of place associated with the different types of coastal area and beach environment.</p> <p>Without policy protection there would be significant adverse effects, some of which could not be mitigated or avoided without a safeguarding policy.</p>	<p>7q. Continue to zone beaches according to their character and level of facilities available. This approach protects undeveloped beached which are important habitats and directs development to the major holiday beaches in order to support the visitor economy. This assists with economic development and employment generation as well as protecting the environment and is therefore in accordance with the NPPF.</p>	<p>Not applying policies to the beaches depending on their character would potentially mean that development is directed to areas where nature conservation is more important. Providing certainty for development helps support economic development and therefore beach policies are considered important.</p>

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Issues and Options Issue 7

Issue 7 - How can we support communications infrastructure and home working?

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

None

Non-Strategic

Policy E02 - Home Working

Policy E03 - Digital Infrastructure

Issue	Options in interim SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
How can we support communications infrastructure and home working	<p>4a – require all new developments to be provided with appropriate communications</p> <p>4b – no requirement for telecommunications infrastructure</p>	<p>Requiring new developments to provide appropriate communications infrastructure has the potential to achieve a number of SA objectives by reducing the need to travel and supporting the</p>	<p>4a. Require new developments to provide telecommunications. It supports the local economy, reduces the need to travel so is more sustainable and is in accordance with the NPPF</p>	<p>Not requiring new developments to provide appropriate communications infrastructure is missing an opportunity to enhance local economic growth and competitiveness of the</p>

		creation of jobs and economic growth.		District.
	4c – Provide policy support, subject to criteria for home working 4d – no support for home working	A policy supporting homeworking would contribute to SA objectives by reducing the need to travel and indirectly helping to make residential areas more vibrant by increasing daytime activity.	Support home working subject to local impacts because it supports the local economy and reduces the need to travel and is therefore more sustainable	The NPPF requires that Local Plans to facilitate flexible working practices such as the integration of residential and commercial uses within the same unit so therefore not supporting home working would be contrary to the NPPF.
	4e – Provide policy support, for work hubs, particularly in rural areas 4f – Make no provision for work hubs (provide them on business parks and within town centres	The option to provide allocations for workhubs would benefit rural areas as well as urban ones and would help distribute job creation and the economic benefits of business growth in rural areas. It also indirectly offers a sense of place and vibrancy to counteract the effects of commuter/dormitory settlements.	Make no specific provision but provide for work hubs on business parks and in town centres. Providing for enough land to accommodate work hubs is proactively meeting development needs in accordance with the NPPF. Providing for them on business parks is also sustainable as the employment sites have been assessed in terms of sustainability.	If workhubs are needed then not providing for them would be contrary to the NPPF. The NPPF requires that Local Plans identify sites to meet anticipated needs over the plan period.

Housing

Issues and Options Issue 8

Issues and Options Issue 8 - What scenario should underpin the level of housing provision

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

SP11 Housing provision

Non-Strategic

None

Issue	Options in SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
8.2 What scenario should underpin the level of housing provision?	8a - Zero net migration (3,714 homes)	All options would increase the housing supply but the higher ones resulting in greater house building and greater provision of affordable housing.	8d - Responses to consultation showed no clear consensus on this	8a, 8c and 8e would not address future requirements taking account of migration and/or deliver the economic strategy. This approach would be

	<p>8b - Short Term Migration (11,648 homes)</p> <p>8c - Baseline scenario (9,639 homes)</p> <p>8d - Strong growth in tourism & green sectors (11,791 homes)</p> <p>8e - Economy returns to recession (7,600 homes)</p>	<p>Options 8b and 8d (reflecting higher housing numbers) have a number of potentially significant negative effects associated with increased demands on key facilities such as healthcare educational and support for vulnerable people.</p> <p>The SA notes that the options are strategic and until potential locations are known do not factor in aspects such as refurbishment potential of existing stock, impact on designated sites and effect on landscape and townscape and tourist industry.</p> <p>The options associated with higher housing numbers will have greater employment and GVA benefits from spending on housing construction</p> <p>Under option 8d growth in the Green sector suggests more growth in sustainable</p>	<p>issue.</p> <p>Strong growth in tourism and green sectors is the basis of the Council's economic development strategy. The level of housing associated with that scenario is also comparable with that associated with migration trends (8b) and in terms of the NPPF is thus most likely to be regarded as in accordance with national policy. However, basing provision on the economic growth strategy and supporting delivery of that strategy through planning policy will help address the risk of perpetuating importation of more benefit dependent migrants.</p>	<p>incompatible with the NPPF and aspirations for economic and employment growth.</p>
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		sectors/industries which could include sustainable transport systems. This is reflected in 8d being the only option to show permanent direct benefits in terms of a sustainable public transport network allowing access to key facilities, services and employment without relying on private vehicles, developing key sustainable wider transport links including road, rail and air, conserving and enhancing biodiversity, reducing impacts of resource consumption and increased energy efficiency and proportion from renewables		
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The following policies and options are currently undergoing the Sustainability process:

Policy Name	Draft Policy Wording	Options
H01 (Aspect regarding Phasing of housing development)	Policy indicating release of allocated sites to be consistent with indicative phasing.	Preferred option retain policy. Regulation of land release is important to gear it with expected growth in demand and with provision of supporting infrastructure. Option no restriction.

Issues and Options Issue 9

Issues and Options Issue 9 - Broad approach to location of future homes

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

SP12 - Strategic Housing site Allocations

Non-Strategic

H01 - Housing Development

H02A et seq - non strategic housing allocations

H04 - Housing at Rural Settlements

H04A et seq - rural housing site allocations

Issue	Options in SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
9.1 - Broad approach to location of future homes	9a - Maximise development provisions within the existing built up areas of the towns and villages in order to	For most SA objectives options 9a and 9b exhibit significant positive effects, whereas for option 9c	9b – The NPPF generally encourages effective use of previously developed land and focusing development in	9a - would inevitably compromise factors acknowledged of importance in the NPPF and would not assist

	<p>minimise use of greenfield land.</p> <p>9b - Focus on urban areas but with criteria (e.g. to safeguard back gardens/family homes/sites that are not previously developed land)</p> <p>9c - Focus provision on greenfield sites and aim to restrict housing sites in the urban area to those important for regeneration.</p>	<p>most are negative.</p> <p>Locating development in the urban areas will mean they are more likely to be served by existing public transport links and by services in locations where these are concentrated, and if located near healthcare and educational facilities will affect demand and capacity.</p> <p>Focussing development on greenfield sites increases the likelihood of affecting natural and semi-natural assets.</p> <p>As options are strategic it is not possible to predict how communities will be impacted. And this will need to be considered in detailed planning.</p>	<p>sustainable locations. At the same time it states the importance of access to quality open spaces for sport and biodiversity, heritage assets and the need to respect local character and add to the overall quality and character of areas, through quality design.</p> <p>The SHLAA indicates that significant housing potential exists in the existing built up/urban areas (including much on previously developed land) without compromising the environmental considerations referred to above. This approach is therefore considered compatible with national policy. This option is also compatible assisting urban regeneration.</p> <p>Responses to consultation showed strong consensus for</p>	<p>urban regeneration.</p> <p>9c -would overlook urban area opportunities and thus be incompatible with government's policy objectives encouraging effective use of previously developed land, and prioritising sustainable locations.</p>
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			focussing or maximising use of urban area.	
9.2 -Distribution of greenfield housing land	9d - Single location 9e - Small number of locations 9f - Dispersed sites	<p>The option of a single location and a small number of sites has lower negative impact than the dispersed sites option across a range of SA objectives.</p> <p>As options are strategic, the commentary is necessarily somewhat general and unable to comment on certain aspects</p> <p>Options associated with dispersed sites are noted as likely to increase risk of sprawling development, impact on natural and semi-natural resources and require most service alteration or increased car use.</p>	<p>9f - but recognising that some clustering and variation between sizes of sites may be beneficial (for example where grouped sites can form part of a wider strategic sites delivering key infrastructure).</p> <p>Potential greenfield housing site opportunities identified are of varying size and location. Some of these are clustered.</p> <p>In order to provide choice, optimise use of existing infrastructure capacity and avoid over reliance on delivery of a small number of large single sites the preferred option is to identify a portfolio of sites in different locations across the district.</p> <p>Over 50% of consultation responses on this issue supported this option.</p>	9d & 9e - Limiting provisions to a single or very small number of large single sites may compromise consumer choice and deliverability of development.

<p>9.3 - Location of greenfield housing land</p>	<p>9g - Adjoining the urban area</p> <p>9h - Adjoining the villages</p> <p>9i - Freestanding countryside sites</p> <p>9j - In the Green Wedges</p> <p>9k – Housing in the form of a new settlement</p>	<p>Compared with other options, 9i and 9k show significant negative effects in terms of sustainable access to key facilities and sustainable transport links between Thanet and beyond.</p> <p>Compared with other options, 9g & h show (respectively) significant and minor positive effects in terms of key facilities to support vulnerable people and reducing deprivation.</p> <p>Compared with other option 9j shows minor positive effects in terms of sustainable (non-car) access to key facilities, sustainable transport links between Thanet and beyond and a sustainable pattern of development,</p> <p>Assuming key facilities and transport links are more likely to be concentrated within and between built up areas,</p>	<p>9g & 9h - Adjoining the urban area with limited provision adjoining certain villages.</p> <p>Thanet is a geographically small district and the SHLAA shows that its extensive multi centred urban area and periphery offers significant housing potential and is generally well located regarding access to services.</p> <p>The larger villages already served with community facilities are also considered have some housing potential, for which locations adjoining their built confines may be appropriate, subject to scale and compatibility with their size and character.</p> <p>75% of responses on this issue supported the adjoining urban area</p>	<p>9i - would be less sustainable (especially in terms of access to facilities, infrastructure connections, community integration and likely impact on high grade agricultural land) than those within/adjoining existing built up areas.</p> <p>9j -As a result of Thanet's limited geographical area and almost continuous urban coastal belt, the function of the Green Wedges remains highly important and is to be subject to continued protection. Thus any release of land in Green Wedges would be considered only exceptionally where shortcomings in the sustainability merits of alternative housing sites making up the total requirement outweigh the importance of a site to the function of the Green</p>
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		locating new development adjacent to existing urban areas will mean they are more likely to be better served. 9g and to a lesser extent 9h will ensure new development is served by existing transport links. 9j is likely to provide greater opportunities to integrate new development with existing transport links and infrastructure as the Green Wedges are long and thin areas between existing developed areas that already have public transport and other links.	location, and 39% adjoining the villages.	Wedge. 9k - would be unsustainable for the same reasons as freestanding countryside sites. In addition a new settlement would be incompatible with the district's limited geographical area, which embraces extensive urban areas and closely grouped villages. A single settlement would also risk over reliance on delivery, likely to be impacted by the need for very substantial investments in new infrastructure.
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The following policies and options are currently undergoing the Sustainability process:

Policy Name	Draft Policy Wording	Options
Settlement Hierarchy (no specific policy)	Settlement hierarchy is referred to in a separate topic paper and shown diagrammatically in the draft plan.	No alternative option identified as the hierarchy is reflects NPPF principles, sustainability principles, analysis of existing hierarchy and results of public consultation.

<p>SP12-17, H01 and H02A et seq - Housing site allocations</p>	<p>The Plan includes strategic and non strategic housing land allocations.</p>	<p>No alternative option identified. Sites were selected following screening against sustainability and other relevant principles applied in the Strategic Housing Land Availability Assessment, and subsequent consideration in terms of the strategy for the planned location of housing which reflects the NPPF, the interim sustainability appraisal and stakeholder consultation.</p> <p>Selection is reflective of variant of option 9f (clustering but mix of large and small sustainably located sites) and a hybrid option of 9g & 9h (adjoining the urban area and limited provision adjoining certain villages).</p>
<p>SP12-17, H01 and H02A et seq - Housing site allocations</p>	<p>Policy content of housing site allocations embraces a wide variety of requirements to safeguard factors of acknowledged importance including heritage and landscape, to secure transport, community and utility infrastructure and address housing need in line with the signals in the NPPF, and the evidence base. Some site allocation policies aim to increase the proportion of homes that are houses above those recommended in the SHMA.</p>	<p>Policy addresses factors of acknowledged importance.</p> <p>Dwelling completions in the district have in the last few years included a proportion of flats substantially higher than recommended in the SHMA. This aspect of the policy seeks to redress the balance.</p> <p>Alternative option no policy could result in such factors being overlooked and would likely significantly extend the time period within which the overall</p>

		stock may come to reflect the balance recommended in the SHMA.
H01 Housing development	Policy stating circumstances and criteria where housing development will be granted (including restricting non-allocated sites to previously developed land within existing built up confines) and resisting alternative use of allocated housing sites.	<p>Alternative options</p> <p>1 Policy as outlined</p> <p>2 policy as outlined but excluding restriction on windfall sites to previously developed land and/or restriction alternative use of allocated sites.</p> <p>3 no policy</p> <p>The content and scope of the policy as outlined is preferred option being considered compatible with the NPPF and necessary to promote sustainable development and increase the housing stock.</p>
H01 (aspect relating to Area specific objectives)	Policy stating that housing development will be expected to reflect specific housing objectives according to location.	The objectives reflect the Strategic Housing Market Assessment and the Plan's strategic priority objectives. Without these the plan's priorities and housing needs may not be met. Alternative option no policy.
H03 Cliftonville	Policy expecting proposals to provide residential accommodation to improve poor quality homes, increase family homes, create mixed settled	Policy considered appropriate response in seeking to reverse local social and economic deprivation and compatible with other Council

	communities and improve the environment.	initiatives to address this. Alternative option no policy.
H04 Housing at Rural Settlements	Policy indicating scale and location of housing development appropriate at particular rural settlements, allocating specific sites and stating expectations on terms of addressing need for particular types of housing and community facilities.	Policy considered appropriate to ensure scale of development reflects sustainability principles and safeguards the character of individual settlements, to identify which rural sites are allocated as compatible with those criteria and to ensure proposals are responsive to need in respect of types of housing and supporting community facilities. Alternative option of no policy could lead to speculative and unsustainable proposals.

Issues and Options Issue 10

Issue 10 - What types of new homes do we need to provide

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

SP13-17 Strategic Site Allocations

SP18 Type and size of dwellings

SP19 Affordable Housing

Non-Strategic

H2A-F Non strategic site allocations

H05- Rural Housing Need

H09 Non-self contained accommodation

H10 Accommodation for Gypsies and Travelers

Issue	Options in SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
10.2 – What type of	10a - In line with	Of the limited number of	10a -The SHMA and any	Alternative guideline

<p>market homes are needed?</p>	<p>guideline proportion included in Strategic Housing Market Assessment</p>	<p>SA objectives impacted this option shows no negative effects, and a significant positive effect upon the SA objective of providing a sustainable supply of housing including an appropriate mix of types and tenures to reflect demand. This option is likely to reduce future under-occupation of homes thus there is a minor positive effect on energy efficiency and responding to the challenge of climate change</p>	<p>bona fide update of it represent the key source of information on housing demand and need. Responses to consultation showed a diversity of opinion including whether more emphasis should be placed on family homes or on flats</p>	<p>proportions - No robust alternative source of information.</p>
<p>10.3 – What type of affordable homes are needed?</p>	<p>10b - In line with guideline proportion included in Strategic Housing Market Assessment</p>	<p>Of the limited number of SA objectives impacted this option shows no negative effects, and a significant positive effect upon the SA objective of providing a sustainable supply of housing including and appropriate mix of types and tenures to reflect demand. This option is likely to reduce future under-occupation of</p>	<p>10b - The SHMA and any bona fide update of it represent the key source of information on housing demand and need. Responses to consultation showed a diversity of opinion.</p>	<p>Alternative guideline proportions - No robust alternative source of information.</p>

		homes thus there is a minor positive effect on energy efficiency and responding to the challenge of climate change		
10.4 – delivering affordable housing	<p>10c - Set 30% as a future target element of affordable homes in new housing developments</p> <p>10d - Do not set specific target through policy</p> <p>10e - Affordable housing to apply to all residential development (no threshold)</p> <p>10f - Maintain 15 dwelling threshold</p> <p>10g - Allow for provision of affordable housing off site or through a financial contribution</p> <p>10h - Affordable</p>	<p>The option (10c) of a 30% element policy target shows a number of minor positive effects. (essentially relating to supporting vulnerable people, reducing deprivation, supporting vibrant communities, and improving urban renaissance).</p> <p>Conversely the no policy option (10d) shows significant negative effects in such terms.</p> <p>While option 10e showed largely unknown effects, option 10f (maintaining the 15 dwelling threshold showed a number of minor positive effects similar to those for 10c. Evidently these relate to</p>	<p>10c - Independent viability assessment shows this is an appropriate target; balancing viability with the pressing need for more affordable homes.</p> <p>10e - Independent assessment shows that negotiating an element/contribution for affordable housing on sites of any size would not undermine viability, thus potentially increasing yield to help address pressing need</p> <p>10g - In some instances it may only be feasible/viable to deliver affordable homes off site or by way of a financial contribution. Such instances may better serve to deliver housing strategy</p>	<p>10d - Absence of a target would significantly reduce affordable housing that may be delivered. A higher target would potentially threaten viability of residential development, and a lower target would reduce potential yield of much needed affordable homes.</p> <p>10f -Only negotiating for affordable homes on schemes of 15 or more units would reduce potential yield of much needed affordable homes.</p> <p>-Affordable housing to reflect alternative proportion of social rent and intermediate.</p> <p>The 70%/30% proportion is based on the conclusions of the SHMA, and unless any bona fide update suggests</p>

	<p>homes to be 70% social rent and 30% intermediate</p> <p>10i - Allow release of land adjoining built up parts of rural villages to deliver affordable homes</p> <p>10j - No specific policy</p>	<p>the possibility that an affordable element may render schemes smaller than 15 units unviable.</p> <p>The option (10g) to allow for provision of affordable housing off site or through a contribution showed some minor negative impacts. These are associated with the possibility that affordable housing will be concentrated away from other developments potentially resulting in crime, deprivation and polarised communities.</p> <p>Option 10h showed a number of minor positive effects principally relating to supporting vulnerable people , reducing deprivation and creating vibrant balanced communities (and no negative effects)</p> <p>Allowing exceptional</p>	<p>objectives</p> <p>10h -This is the proportion recommended in the SHMA.</p> <p>10i -Recent rural parish surveys have shown local need exists for affordable housing in most of Thanet's rural villages. Such a policy would facilitate delivery in cases where it may not be feasible to do so within villages' built up areas.</p>	<p>otherwise there is no robust information justifying an alternative proportion.</p> <p>10j - The NPPF expects a responsive approach to local rural area circumstances and refers to such a policy mechanism. Absence of such a policy may preclude provision of affordable homes to meet local need, potentially threatening the sustainability of village communities.</p>
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		land release as per option 10i showed a number of minor negative effects including access to facilities, community well-being, and sustainable development pattern. These are associated with concerns that the policy might lead to people being located away from more densely populated and better served areas. However, the alternative (no policy) option 10j showed a number of significant negative effects (including similar considerations).		
10.5 -Approach to Houses in Multiple Occupation	10k - Retain criteria based policy 10l - Restrict HMO's in certain areas 10m - Identifying a particular concentration of HMO's which would be unacceptable in an	All options are described as strategic in nature, leaving many unknowns including which areas may be selected and the thresholds for any targets imposed in respect of option 10m particularly, Options 10k & 10 l will	10k - This will provide a basis for continuing to ensure that proposals for HMO's do not cause harm to local amenity 10l - Continuing presumption against HMO's in west Cliftonville (as in existing DPD) will complement interventions	No policy or restrictions - Existing policy has provided a useful mechanism to judge proposals on the basis of individual and in combination impacts No restriction - In some locations a presumptive restriction is justified in order

	<p>area and restrict through policy</p>	<p>both likely maintain status quo with a potential to restrict HMO's which may have an impact on the supply of affordable and student housing.</p> <p>All options should consider proximity to key facilities including healthcare.</p> <p>Policies should ensure proper management, and in high density areas private car use should be discouraged</p> <p>Option 10m might result in HMO integration in certain areas where it has not yet been located and where positively managed potentially result in integration and more mixed communities.</p> <p>The SA refers to assessment at a later date once information</p>	<p>to regenerate the area.</p> <p>10m - Potential exists for HMO's to cumulatively increase in number and to a level that may undermine the local amenity enjoyed by established communities and erode the stock of modern family homes. Thus a criteria based policy needs augmentation with a threshold beyond which harm would be expected to arise. It is proposed that this be applied district wide in order to preclude displacement pressures.</p>	<p>to support area regeneration programmes (as in the case of the area covered by Cliftonville development plan document).</p> <p>No restriction on numbers/concentration Concerns resulting from incremental increases in HMO's associated with student accommodation illustrate that it would be beneficial to augment the criteria based policy to indicate a number of HMO's in any area beyond which harm would be expected to arise.</p>
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		<p>becomes available.</p> <p>At this point the strategic options show similar effects with the only potentially minor negative effect in relation to the SA objective of reducing waste generation and disposal and the sustainable management of waste as HMO development may increase waste generation in certain area if density increases.</p>		
10.6 - Approach to accommodation for gypsies and travellers	10n - Criteria used to consider potential sites to include impact on surrounding uses and access to facilities (e.g. schools, jobs, healthcare)	<p>This option shows no negative effects and some minor positive effects.</p> <p>The policy although not representing a strategic approach to site selection allows the Council to respond to demand reducing the risk of over or under allocation of sites.</p> <p>Allocating sites on set</p>	<p>10n - Specific assessment shows no need to provide pitch accommodation to meet the needs of gypsies and travellers in Thanet District. However, it is important that should any application to provide such provision come forward, a policy exists to assess the suitability of the site.</p> <p>It is considered appropriate that the criteria outlined under this item should be</p>	<p>No policy or policy based on alternative criteria -</p> <p>In the event applications are received, absence of policy guidance may result in accommodation being provided on an inappropriate site, where the gypsy and traveller community are unable to sustainably access community facilities and potentially undermining</p>

		criteria would allow selection according to nearby facilities and public transport links. It is assumed that selection criteria would examine issues such as biodiversity, tourism and access and that sites potentially harmful to these be rejected.	included to safeguard the interests of the gypsy, traveller and settled community	peaceful co-existence with the settled community.
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The following policies and options are currently undergoing the Sustainability process:

Policy Name	Draft Policy Wording	Options
SP18 Type and size of dwellings (aspect encouraging higher proportion of houses than recommended in Strategic Housing Market Assessment)	This encourages housing developments to incorporate a higher proportion of houses (than flats) than recommended in the SHMA and indicates justification will be required for schemes containing a higher proportion of flats than recommended.	<p>Dwelling completions in the district have in the last few years included a proportion of flats substantially higher than recommended in the SHMA. This aspect of the policy seeks to redress the balance.</p> <p>Alternative option would be to not incorporate this aspect. However, this would likely significantly extend the time period within which the overall stock may come to reflect the balance recommended in the SHMA.</p>

H06 New agricultural dwellings	This policy restricts proposals for new agricultural dwellings to cases where there is a genuine requirement , and subject to consideration of design access and location, and to be restricted to occupation for such purpose.	The policy is considered to reflect the NPPF approach to restricting isolated homes in the countryside unless special circumstances exist. The policy aims to ensure that any such development genuinely meets such circumstances. Alternative option would be no policy.
H07 Care and Supported Housing	This policy aims to support provision of good quality suitable accommodation for people needing care and support and that C2 uses are appropriately located.	The policy is considered important to facilitate provision of such housing in line with evidence of need. An option would be no policy. However, this could imply lack of support for such proposals.
H08 Accessible homes	This policy identifies the level of Lifetime Homes and Wheelchair Design housing that may be required as part of the housing mix.	There is evidence of need for such accommodation, and the policy aims to facilitate its provision in line with that. Alternative option of no policy may result in no such accommodation being provided, contrary to the requirements of the NPPG and evidence of need.
H11 Residential Use of Empty Property	This policy supports proposals to bring empty property within built confines into residential use subject to compatibility with nearby uses and other policies.	The NPPF requires us to identify and bring back into residential use empty housing and buildings in line with local strategies. Thanet has a large stock of empty and under-used property much of which is being, and could be usefully

		<p>be, brought into residential use.</p> <p>Alternative option of no policy could discourage proposals or fail to signal that such proposals are generally to be encouraged.</p>
H12 Retention of existing housing stock	<p>Policy restricting loss of existing housing unless proposal relates to community facilities , tourism related uses, otherwise complying with area based housing objectives and providing there is no conflict with certain other policies.</p>	<p>Alternative options</p> <ol style="list-style-type: none"> 1 Policy as summarised 2 policy excluding exceptions 3 policy including additional exceptions 4 no policy <p>Preferred option policy as summarised is considered appropriate to support the objective of increasing the overall housing stock, and with sufficient specific exceptions to support the Plan's objectives.</p>

Environment & Quality of Life

Issues and Options Issue 11

Issues and Options Issue 11 - How do we maintain a physical separation of open countryside between Thanets Towns and Villages?

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

Policy SP20 - Protecting the Countryside

Policy SP21 - Green Wedges

Non-Strategic

None

Issue	Options in interim SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
11 – How do we maintain a physical separation of open countryside between Thanets towns and villages?	11a – Maintain protection of the open character of the areas between Thanets main towns currently identified	Maintaining protection of the green wedges could restrict potential housing supply, but could also push development towards pdl. No policy	11a –The green wedges have historically been valued and protected and relevant policies have been supported at appeals. The Natural	11c – Without a policy there would be no additional protection for the green wedges and the countryside which would result in inappropriate

Issue	Options in interim SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
	<p>as Green Wedges</p> <p>11b – Maintain protection of the rural and open character of the areas between Thanet’s villages</p> <p>11c – Afford no policy protection to the countryside and green wedges</p> <p>11d – Encourage alternative uses in the Green Wedges which may include leisure, provision of open space, creation of new wildlife habitats</p>	<p>protection could result in development away from built up areas with better transport links, thus encouraging private car use. It could also be detrimental to the tourism sector. Removing protection could have an indirect effect on listed buildings by encouraging development in new area out of towns. Removing protection could result in damage to open spaces and wildlife habitats.</p> <p>Access to healthcare or educational facilities, effects on crime and on vulnerable people will not be affected. Encouraging leisure and tourism uses might support employment and positive effects on the GVA.</p>	<p>Environment Topic Paper explains their importance in providing space, openness and separation and provides historic detail and examples of successful appeals. Maintaining and protecting the open areas between the Thanet towns is still considered essential as they are vulnerable to development pressures and to prevent the coalescence of the main Thanet towns. This option was strongly supported in the public consultation</p> <p>11b – Maintaining protection of the rural and open areas between the villages is still considered essential to protect the countryside from sporadic forms of development. This option was strongly supported in the public consultation</p>	<p>developments and urban sprawl, and detract from the contrast between the towns and villages and historic landscapes that are unique to the area.</p>

Issue	Options in interim SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
			11d – Encouraging alternative uses such as leisure, open space and the creation of new wildlife habitats is considered appropriate as some green wedge areas are currently inaccessible and have potential for enhancements	

Issues and Options Issue 12

Issues and Options Issue 12 - How do we ensure that new development respects Thanet's important and valued views and landscapes?

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

Policy SP22 - Protecting Thanet's important views and landscapes

Non-Strategic

None

Issue	Options in interim SA	Sustainability appraisal	Preferred Option and Justification	Why other options have been rejected
12 – How do we ensure that new development respects Thanet's important and valued views and landscapes?	12a – Retain policy protection for identified Landscape character areas 12b – No specific policy	Unlikely to have significant effects in most circumstances. Removal of protection policy could result in changes to the landscape which may negatively affect tourism.	12a – The NPPF states that valued landscapes should be protected and enhanced. Thanet has distinct and historic landscapes – the Natural Environment Topic Paper details previous studies that have identified these landscapes. It is important therefore that the defined landscape	12b – A landscape protection policy gives weight to the importance and significance of Thanet's landscapes and enables their continued protection in determining planning applications.

			areas should continue to be protected by planning policy.	
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Issues and Options Issue 13

Issues and Options Issue 13 - How do we protect, maintain and enhance the District's Green Infrastructure to better support wildlife and human health

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

Policy SP23 - Green Infrastructure

Policy SP24 - Biodiversity Enhancements

Policy SP25 - Protection of the European Sites

Policy SP26 - Protection of Open Space

Policy SP27 - Provision of accessible natural and semi natural open space

Non-Strategic

Policy GI01 - Locally Designated Wildlife Sites

Policy GI03 - Protected Species and other significant species

Policy GI04 - Requirements for new open space

Policy GI06 - Landscaping and Green Infrastructure in New Developments

Issue	Options in SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
<p>13 – How do we protect, maintain and enhance the District’s Green Infrastructure to better support wildlife and human health</p>	<p>13a – Policy support to protect and enhance existing areas of public open space</p> <p>13b – No specific policy protecting open spaces</p> <p>13c – Policy requirement for new development to provide effective green infrastructure</p> <p>13d – Policy requirement for new development to provide a net gain in biodiversity</p> <p>13e – Policy requirement for new development to provide new accessible open space</p> <p>13f – Policy requirement for mitigation against any loss of farmland bird habitat</p> <p>13g – Policy support for enhancement of green</p>	<p>Options unlikely to affect public transport, access to key facilities, reuse of pdl or sustainability in construction or operation.</p> <p>Requirement for new development to contribute to GI will have neutral effect on housing supply with a risk that the viability of smaller developments may be affected. 13b would have a detrimental effect on improving sense of place. Policies supporting GI and open spaces can have a positive effect on air quality.</p>	<p>13a – The NPPF states that existing open space should not be built on unless certain criteria are met. There is a shortage of open spaces in Thanet so this option is necessary to avoid any loss of existing open spaces</p> <p>The NPPF requires local plans to plan positively for the creation, protection and management of networks of biodiversity and green infrastructure. 13c and 13d are considered important to promote the preservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species.</p> <p>13e – The Natural Environment topic paper sets out how open space requirements have been</p>	<p>13b – Thanet is already deficient in open space provision, therefore without a specific policy to protect existing open spaces, they would probably be lost. Any further reduction in open space provision could have a detrimental effect to health, and on the economy as open spaces provide health benefits as well as an attractive environment where people want to live and work.</p>

	wedges		<p>calculated based on the Open Space strategy. This option is necessary to ensure sufficient open space is provided to serve the expected population increase</p> <p>13f – Farmland bird population has been declining so important to ensure remaining populations are protected and encouraged to increase</p> <p>13g – Potential for environmental and recreational enhancements to the green wedges and also the BOAs.</p>	
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The following policies and options are currently undergoing the Sustainability Appraisal process:

Policy Name	Draft Policy Wording	Options
Protection of the European Sites, Sites of Special Scientific Interest and National	Development that would have a detrimental impact on the European Sites, Sites of	Option 1 – Inclusion of policy to ensure mitigation of increased recreational

<p>Nature Reserve</p>	<p>Special Scientific Interest or National Nature Reserve will not be permitted. If a development proposal cannot demonstrate that the development will not have a significant effect on the European sites, an Appropriate Assessment must be carried out in line with the Habitats Directive.</p> <p>Proposals for residential development must include measures to mitigate against the effects of potential increased recreational pressure on protected sites.</p> <p>Proposals for major residential developments must include provision of open space suitable for dog walking and general recreation, in accordance with policies *****.</p> <p>In developing these measures, regard must be had to the SPA Mitigation Strategy which requires a financial contribution towards wardening, and applicants must demonstrate clearly how they are meeting the strategy and how they will ensure that development does not increase recreational pressure on designated sites.</p>	<p>pressure at european sites</p> <p>Option 2 – No specific policy</p>
<p>Locally Designated Wildlife Sites</p>	<p>Development which would have a detrimental impact on locally designated wildlife sites will not be permitted. Exceptionally, where a strategic need for a proposed development is identified which outweighs the importance of the locally</p>	<p>Option 1 – Continue to protect local wildlife site with specific policy</p> <p>Option 2 – No specific policy</p>

	designated sites and cannot be located elsewhere, an equivalent area of habitat will be created elsewhere at a suitable location well related to other existing habitats.	
Regionally Important Geological Sites	At RIGS sites, development which would result in the loss or obstruction of geological features of importance will not be permitted.	Option 1 – Continue to protect RIGs sites with specific policy Option 2 – No specific policy
Protected Species and other significant species	On sites where protected species or farmland birds may be present, the Council will require a Protected Species survey to be carried out alongside any development proposals. Any mitigation necessary should be carried out in line with Natural England's Standing Advice.	Option 1 – Continue policy support for the protection of species Option 2 – No specific policy
Jackey Bakers	Jackey Bakers sports ground will be promoted as the long-term primary sports venue for Thanet. Where fully justified, the council will permit ancillary development to subsidise the sports use.	Option 1 – continued policy support Option 2 – no specific policy
Designing Landscape and the Public Realm	External spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases. Development will be supported where it is demonstrated that: 1) the design relates to the character and intended function of the spaces and	Policy now combined with General design policy

	<p>surrounding buildings,</p> <p>2) existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area are retained and protected</p> <p>3) microclimate is factored into design proposals and that public spaces receive adequate sunlight,</p> <p>4) materials are of a high quality and respond to the context to help create local distinctiveness,</p> <p>5) an integrated approach is taken to surface water management as part of the overall design,</p> <p>6) a coordinated approach is taken to the design and siting of street furniture, boundary treatments, lighting, signage and public art,</p> <p>7) trees and other planting is incorporated, appropriate to both the scale of buildings and the space available,</p> <p>8) species are selected to enhance biodiversity through the use of native planting and/or species capable of adapting</p>	
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	to our changing climate, and 9) the design considers the needs of all users and adopts the principles of inclusive design.	
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Issues and Options Issue 14

Issues and Options Issue 14 - How can we adapt to the effects of, and mitigate against the effects of climate change

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

SP30 - Climate Change

Non-Strategic

Policy CC01 - Fluvial and Tidal Flooding

Policy CC02 - Surface Water Management and Water Quality

Policy CC03 - Coastal Development

Policy CC04 - Sustainable Design

Policy CC05 - Renewable Energy Installations

Policy CC06 - District Heating

Policy CC07 - Solar Parks

Policy CC08 - Richborough

Issue	Options in SA	Sustainability Appraisal	Preferred Option and	Why other options have
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			Justification	been rejected
How can we adapt to the effects of Climate change?	<p>14a – Requirement for new development to include water efficiency measures</p> <p>14b – Requirement for conversion of buildings to include retrofitting to adapt to climate change</p> <p>14c – Restriction of development along the coast where it may be affected by coastal change</p> <p>14d – Requirements for any development proposed in flood risk areas to comply with the requirements in the NPPF</p> <p>14e – Requirements for the use of SUDs in new developments</p>	<p>If options deemed expensive could affect the viability of smaller housing schemes, although could also affect the saleable value of a house that is climate change resilient compared to that which is not. Locating new developments away from flood risk contributes to a sustainable pattern of development.</p> <p>Retrofitting could have positive economic effects, however any works to historic/cultural assets will need to be sensitive to the design and the building fabric.</p>	<p>The NPPF requires local plans to include policies that will deliver climate change mitigation and adaptation.</p> <p>14c – It is considered appropriate to identify any areas vulnerable to coastal erosion and include a relevant planning policy restricting development in those areas.</p> <p>14d – It is considered necessary to include a policy regarding development in flood risk areas</p> <p>14e – A requirement for the use of SUDS in new development is considered appropriate, however it should set out what types of SUDS would be appropriate in which locations to ensure they do not contribute to pollution of</p>	<p>14a – Water efficiency measures in new development are considered appropriate as Thanet is a water stressed area. The Viability Assessment found that water CSH Level 3 with level 5 for water is acceptable. However it is considered more appropriate to include this in text only rather than policy at this stage as the government is reviewing the CSH standard.</p> <p>14b - It may not always be practical or appropriate to retrofit to all buildings so this option would be impractical/unreasonable</p>

			groundwater.	
How can we mitigate against the effects of Climate Change?	<p>14f – Requirement for new development to meet a specific Code for Sustainable Homes level</p> <p>14g – Requirement for new development to incorporate design principles including landscaping and layout which minimise use of resources</p> <p>14h – Requirements for new development to obtain an element of its energy from renewable or low carbon energy resources</p> <p>14i – Support for district heating systems in suitable and viable locations</p> <p>14j – Requirement for new developments to incorporate measures to</p>	<p>Options f,g,h and j could affect the viability of housing schemes. Measures for deterring the use of private cars will , if successful, affect the public transport network and could have a positive impact on air quality.</p> <p>Option I might encourage housebuilding in the vicinity. Support for development of renewables may bring about some employment generation and may also result in regeneration of derelict land. There should be a neutral effect with options j-m, assuming locations are chosen with minimal landscape impact. Which makes it difficult to define suitable/appropriate sites.</p>	<p>14g – Option complies with NPPF requirements. Considered appropriate to include policy supporting proposals which achieve sustainable design and construction</p> <p>14h – clause considered appropriate for inclusion in a sustainable design policy</p> <p>14i – Meets requirements in the NPPF</p> <p>14k – with appropriate clauses relating to visual and environmental impact</p> <p>14l – complies with the NPPF</p> <p>14m – Part of Richborough is already</p>	<p>14f – this option is considered appropriate until such a time that it is replaced by a new government national standard, therefore appropriate as informative text rather than policy</p> <p>14j – this is an issue that is addressed fully in other parts of the plan</p>

	<p>reduce use of the private car</p> <p>14k – Support for development of solar farms subject to criteria</p> <p>14l – Support for other forms of renewable energy developments in appropriate locations</p> <p>14m – Allocation of specific sites which would be suitable for large scale renewable energy development</p>		<p>being developed as an energy park so a local plan allocation would support any further applications</p>	
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Issues and Options Issue 15

Issues and Options Issue 15 - Maintain a safe and healthy environment

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

None

Non-Strategic

Policy SE01 - Potentially Polluting Development

Policy SE02 - Landfill Sites and Unstable Land

Policy SE03 - Contaminated Land

Policy SE04 - Groundwater Protection Zones

Policy SE05 - Local Air Quality Monitoring

Policy SE06 - Noise Pollution

Policy SE10 - Light Pollution

Issue – 15 Maintain a safe and healthy environment	Options in interim SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
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15 –Control Polluting Development	15a – Policy to control polluting development 15b – No specific policy	15a is more likely to result in neutral and beneficial effects than 15b.	15a – Discussions with Environmental Health concluded that a policy is necessary as the potential release of pollutants as a result of development is a material consideration in planning decisions. Meets requirements of the NPPF.	15b – Without a policy it would be more difficult to incorporate pollution control in the planning process
Development on contaminated land	15c – Policy to control and mitigate development on contaminated land 15d – No specific policy	15c could have indirect health benefits and without a policy there would be a greater risk to health. Both options could deter development on pdl if a developer can build on cheaper, cleaner greenfield.	15c - Discussions with Environmental Health concluded that a policy is necessary to ensure site assessments and any necessary remedial measures are carried out prior to development Meets requirements of the NPPF.	15d – Without a policy it would be more difficult to incorporate the remediation of a potential development site in the planning process
Development on unstable and derelict land	15e – Policy to control development on unstable and derelict land 15f – No specific policy	These options only likely to effect the development of pdl. 15e could help make the development of pdl more viable and less risky for developers and give confidence that potential instability issues have been considered.	15e – Discussions with Environmental Health concluded that a policy is necessary as there are areas where land stability is likely to be an issue. Meets requirements of the NPPF & reduces risk to the public.	15f – Without a policy it would be more difficult to incorporate land stability issues in the planning process.
Air quality	15g – Policy support for	15g is more likely to result in beneficial effects as it	15g – Discussions with Environmental Health	15h– Without a policy the necessary links between

	improving air quality 15h – No specific policy	allows the control of development in AQMA so will improve air quality and indirectly contribute towards improving the health of residents within the AQMA.	concluded that a local plan policy will help in implementing the Air Quality Action Plan to address the Urban AQMA. Because of the peninsular nature of the district, any significant development will result in increased traffic in areas which already suffer from poor air quality. Meets requirements of the NPPF.	planning, new developments and the Air Quality Action Plan would not be apparent and Thanets air quality would deteriorate.
Noise	15i – Policy to control and mitigate against unacceptable noise 15j – No specific policy	15i could have indirect positive effects by reducing the stress and adverse effects noise can have on quality of life.	15i – Noise is a material consideration in determining planning applications and the National Planning Practice Guidance states the issues that should be considered. Relevant planning policy can support this. Meets requirements of the NPPF	15j – Without a policy there would be no levels against which noise must be assessed
Light pollution	15k – Policy support for controlling light pollution 15l – No specific policy	15k could have positive effects on how satisfied people are with where they live. It could also have visual and landscape impact benefits and help reduce light	15k – Light pollution is a statutory nuisance and could impact significantly on Thanets unique open landscapes therefore a policy is necessary. Meets requirements of	15l – Without a policy there would be no standards against which lighting levels must be assessed.

		pollution effects on protected species.	the NPPF	
Groundwater	15m – Policy restricting development that would detrimentally impact groundwater 15n – No specific policy	15m could help protect ground water resources and ground water protection zones, although ground water quality is protected by other legislation.	15m – Groundwater from underground chalk rock is used to supply water for drinking, agriculture, horticulture and industry. Policy necessary as groundwater is extremely vulnerable to contamination as substances are able to pass rapidly through the thin soils and natural fissures. Part of Thanet is designated by the Environment Agency as a Groundwater Protection Zone. Policy should refer to SUDS as some methods would affect groundwater.	15n – No specific policy could result in development being permitted that pollutes the groundwater. Once the chalk and groundwater is contaminated it can take decades to clean up.

The following policies are currently undergoing the Sustainability Appraisal process:

Policy Name	Draft Policy Wording	Options
Aircraft noise	Applications for noise sensitive development	Option 1 – Retain policy regulating

<p>or redevelopment on sites likely to be affected by aircraft noise will be determined in relation to the latest accepted prediction of existing and foreseeable ground noise measurement of aircraft noise.</p> <p>Applications for residential development will be determined in accordance with the following noise exposure categories.</p>		development subject to aircraft noise	
		Option 2 – No specific policy	
Nec	Predicted aircraft noise levels (dbl aeq.0700-23.00)		
A	<57	Noise will not be a determining factor	
B	57-63	Noise will be taken into account in determining applications, and where appropriate, conditions will be imposed to ensure an adequate level of protection against noise (policy ep8 refers).	
C	63-72	Planning permission will not be granted except where the site lies within the confines of existing substantially built-	

			up area. Where residential development is exceptionally granted, conditions will be imposed to ensure an adequate level of protection against noise (policy ep8 refers).	
	D	>72	Residential development will not be permitted.	
	<p>Applications for non-residential development including schools, hospitals and other uses considered sensitive to noise will not be permitted in areas expected to be subject to aircraft noise levels exceeding 60 db(a) unless the applicant is able to demonstrate that no alternative site is available. Proposals will be expected to demonstrate adequate levels of sound insulation where appropriate in relation to the particular use.</p>			
Aircraft noise and residential development	When planning consent is granted for residential development on any land expected to be subject to a level of aircraft noise of above 57db(a)**, such consent will be subject to provision of a specified level of		Option 1 – Retain policy regulating residential development subject to aircraft noise Option 2 – No specific policy	

	<p>insulation to achieve a minimum level of sound attenuation in accordance with the following criteria:</p> <table border="1" data-bbox="801 421 1433 767"> <thead> <tr> <th data-bbox="801 421 987 571">NEC</th> <th colspan="2" data-bbox="987 421 1433 571">Predicted Aircraft Minimum Noise Levels Attenuation required (dB(A) (frequency range 100-3150 Hz))</th> </tr> </thead> <tbody> <tr> <td data-bbox="801 571 987 687">A</td> <td data-bbox="987 571 1167 687"><57</td> <td data-bbox="1167 571 1433 687">No attenuation measures required</td> </tr> <tr> <td data-bbox="801 687 987 727">B</td> <td data-bbox="987 687 1167 727">57-63</td> <td data-bbox="1167 687 1433 727">20dB</td> </tr> <tr> <td data-bbox="801 727 987 767">C</td> <td data-bbox="987 727 1167 767">63-72</td> <td data-bbox="1167 727 1433 767">30dB</td> </tr> </tbody> </table> <p data-bbox="801 879 1173 919">** LAeq 57dB 07.00-23.00</p>	NEC	Predicted Aircraft Minimum Noise Levels Attenuation required (dB(A) (frequency range 100-3150 Hz))		A	<57	No attenuation measures required	B	57-63	20dB	C	63-72	30dB	
NEC	Predicted Aircraft Minimum Noise Levels Attenuation required (dB(A) (frequency range 100-3150 Hz))													
A	<57	No attenuation measures required												
B	57-63	20dB												
C	63-72	30dB												
Noise Action Plan Important Areas	Proposals for residential development within identified Important Areas in the Noise Action Plan must incorporate mitigation measures against the impact of noise on residential amenity	<p>Option 1 – Include policy to mitigate against noise identified in Important Areas</p> <p>Option 2 – No specific policy</p>												

Issues and Options Issue 16

Issues and Options Issue 16 - Provide High Quality Homes and Neighbourhoods

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

Policy SP28 - Quality Development

Non-Strategic

QD01 - General Design Principles

QD02 - Living Conditions

GI04 - Amenity Green Space and Equipped Play Areas

GI06 - Landscaping and Green Infrastructure in New Developments

Policy CC02 - Surface Water Management and Water Quality

Issue 16 – Provide high quality homes and neighbourhoods	Options in interim SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
Amenity value and character	16a – Consideration of impact of development on residential amenity value	All 3 options have the potential for a number of positive effects, however the most	16a, 16b and 16c – High quality design and a good standard of amenity can help	

	<p>16b – Consideration of impact of new development on the character and appearance of surrounding area</p> <p>16c – Consideration of impact of new development on the compatibility with and impact on neighbouring buildings</p>	<p>significant of the options is the requirement for development to take into account its surroundings, residential amenity and neighbouring buildings and the positive effect this can have on landscape and townscape. Specific policy criteria and mechanism for achieving these outcomes will need further development and assessment in subsequent stages of the local plan.</p>	<p>support the economic strategy and contribute towards a higher standard of health and wellbeing. This is particularly important in Thanet where some areas are deprived and the design and quality of developments have not been to a very high standard.</p> <p>These options comply with the NPPF, and were supported in the consultation.</p>	
<p>Movement and access in new development</p>	<p>16d – Provision of pedestrian/cyclist/vehicle movement in new development</p> <p>16e – Provision of disabled access</p>	<p>16d will help support alternatives to private car use by ensuring that infrastructure and facilities are integrated into the design.</p> <p>16e will have a positive effect in improving access to new developments for</p>	<p>16d – It is important to provide for different transport modes both in terms of practicalities as people will still travel by car, and enabling safe and convenient cycling and walking routes which will contribute to reducing carbon emissions by providing</p>	

		vulnerable groups and will also help to make new developments somewhere people of all abilities are happy to live.	an alternative means of transport as well as health benefits. Option supported but considered more appropriate to locate in other sections of the plan 16e – Option supported but considered more appropriate to locate in other sections of the plan.	
Open space and green space	16f – Provision of open spaces and gaps in development 16g – Provision of landscaping and planting, green infrastructure 16h – Provision of wildlife habitats and corridors	16f and 16g have the potential to provide local health benefits by providing opportunities for people to exercise more and live healthier lifestyles. 16h is likely to have a significant positive effect on habitat creation and enhancing connectivity between isolated habitats	16f – The NPPF states that access to high quality open spaces can make an important contribution to the health and well being of communities. It states that assessments should identify deficits and needs for open space to determine what provision is required. Thanet is currently deficient in public open space provision so this option is appropriate, as	

			<p>well as to create pleasant living environments and support a healthy community</p> <p>16g – This option will help create high quality areas where people will want to live as well as contribute to the GI network</p> <p>16h – This option will improve biodiversity and also quality of life for Thanets residents</p>	
Crime prevention and contributing towards public art	<p>16i – Measures to prevent crime and disorder</p> <p>16j – Integration of public art</p>	16i is likely to have a positive effect all be it a minor one as it would only benefit new development. Both options would likely have a significant effect on sense of place and peoples general satisfaction	16i – The NPPF states that planning policies should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. This option was well supported in the public consultation with one comment suggesting	16j – The incorporation of public art received little support in public consultation and is not considered necessary for the sustainable development of the district. The NPPG suggests that public art is not a priority in suggesting that planning obligations should not be sought for

			that fear of crime can undermine other policies designed to improve the district. Reducing crime and the fear of crime could benefit Thanet economically and in terms of quality of life for Thanet's residents.	anything clearly not necessary to make a development acceptable in planning terms, giving public art as an example.
Other policy issues	<p>16k – Provisions for clothes drying facilities and refuse disposal/dustbin storage</p> <p>16l – incorporation of sustainable drainage systems</p> <p>16m – Appropriate design and location of advertisements</p>	<p>16k could contribute towards reducing greenhouse gas emissions and energy consumption by providing alternatives to energy intensive tumble dryers.</p> <p>16l is likely to contribute towards reducing flood risk, climate change adaptation and indirectly contribute towards habitat creation with SUDs in the form of ponds or waterbodies.</p>	<p>16k – Ensuring sufficient space for clothes drying facilities contributes to health and wellbeing in the provision of a space away from the main living area, and, in making this provision, new developments are less likely to be unacceptably small. It is essential that adequate provision is made for waste storage, particularly in enabling recyclable and general waste to be segregated.</p> <p>16l – This option is considered appropriate as it contributes towards reducing surface water flooding, can provide</p>	

			<p>new habitats and biodiversity, and can contribute to health and well being. However SUDs will be inappropriate in some areas due to potential contamination of the groundwater. This issue, and relevant policy, will be addressed under a separate policy.</p> <p>16m – This option is necessary to ensure advertisements do not compromise public safety, are not a public nuisance and do not detract from the important qualities of conservation areas.</p>	
Areas of high townscape value	<p>16n – Continued existing policy protection for AHTVs</p> <p>16o – Removal of policy protection</p> <p>16p – Identify areas that are of high townscape value and protect and enhance through policy</p>	16n and 16p likely to have positive effects on townscape and indirectly on the sense of place, peoples satisfaction with where they live and cultural heritage features. 16o has the potential for adverse effects on the	16o – Although this option removes policy protection from the existing AHTVs, the Local Plan will include stronger design policies with an emphasis on the qualities identified in the existing AHTV areas. This will ensure those	<p>16n – There is insufficient evidence to justify the designation of the AHTVS and continue policy protection</p> <p>16p – There are many areas of the district that are of high townscape</p>

		sense of identity of towns and could potentially harm the visitor economy and result in adverse, visual townscape and heritage effects.	qualities are protected and enhanced in all areas of the district rather than only those with an AHTV designation. It is considered that stronger design policies should remedy the concerns raised regarding option 0 in the SA comments.	value, however the characteristics of the areas are different, so it would be difficult to establish a justifiable method and criteria for designating areas. However, it is intended to identify important character areas in the forthcoming Quality Development SPD.
Housing density	<p>16q – Housing densities set in zones</p> <p>16r – Housing density decided by density of surroundings of application site</p> <p>16s – Continue density requirement H1 in TLP 2006</p>	All options have the potential to have a positive effect on sense of place, townscape, heritage features and the sustainable use of land resources. By allowing different densities of development the options have indirect benefits for sustainable transport by increasing the numbers of people living close to town centres where public transport links can be accessed more easily.	16r – The NPPF states that local planning authorities should set their own approach to housing density to reflect local circumstances and that this should be guided by design policies. The Quality Development Topic Paper identifies different types of areas and suggested density units as recommended in the Kent Design Guide. However it was considered most appropriate for density to be fairly flexible and which reflects or is	<p>16q – Some areas would be easier to zone than others, therefore this options was not considered the most appropriate.</p> <p>16s – This requirement was set based on national and regional targets – both of which no longer exist. Therefore it is considered more appropriate for density to be considered at a local level.</p>

			compatible with the density of the surroundings as many areas already have a variety of densities in a relatively small area and distinguishing density areas would not be clear cut.	
Garden land development	16t – Policy restriction on development on garden land 16u – No restriction	16t can contribute indirectly towards biodiversity by helping to retain gardens and their role as important areas of habitat within urban areas and towns.		16t – Restricting all garden development is not considered and appropriate option as there will be instances where a proposed development on garden land would improve the area. 16u – No restriction or criteria could make it difficult to provide justified reasons for refusal for inappropriate development that would not contribute to high quality developments and a pleasant environment.

The following policies and options are currently undergoing the Sustainability Appraisal process:

Policy Name	Draft Policy Wording	Options
Designing Landscape and the Public Realm	<p>External spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases. Development will be supported where it is demonstrated that:</p> <ol style="list-style-type: none"> 1) the design relates to the character and intended function of the spaces and surrounding buildings, 2) existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area are retained and protected 3) microclimate is factored into design proposals and that public spaces receive adequate sunlight, 4) materials are of a high quality and respond to the context to help create local distinctiveness, 5) an integrated approach is taken to surface water management as part of the 	Policy now combined with General design policy

	<p>overall design,</p> <p>6) a coordinated approach is taken to the design and siting of street furniture, boundary treatments, lighting, signage and public art,</p> <p>7) trees and other planting is incorporated, appropriate to both the scale of buildings and the space available,</p> <p>8) species are selected to enhance biodiversity through the use of native planting and/or species capable of adapting to our changing climate, and</p> <p>9) the design considers the needs of all users and adopts the principles of inclusive design.</p>	
<p>Advertisements</p>	<p>Applications for advertisements will be considered in relation to their effects upon amenity and public safety. Regard will be paid to the surrounding location, manner of illumination (if proposed), material composition, design and relationship to the land, building or structure to which they are to be affixed. Advertisements should not dominate but should be in balance with the character, townscape and architecture of the buildings on which they are situated.</p> <p>In and adjoining conservation areas the</p>	<p>Option 1 – Retain policy controlling advertisements</p> <p>Option 2 - no specific policy</p>

	Council will require that the design and siting of advertisements does not detract from, and preferably makes a positive contribution to, the character and/or appearance of the area.	
Telecommunications Development	<p>Proposals for telecommunications development will be permitted provided that the following criteria are met.</p> <ol style="list-style-type: none"> 1) The siting and appearance of the proposed apparatus and associated structures should seek to minimise impact on the visual amenity, character and appearance of the surrounding area. 2) If on a building, apparatus and associated structures should be sited and designed to minimise impact to the external appearance of the host building. 3) If proposing a new mast, it should be demonstrated that the applicant has explored the possibility of erecting apparatus on existing buildings, masts or other structures. Such evidence should accompany any application made to the Council. 4) If proposing development in a sensitive area, the development should not 	<p>Option 1 – Include Telecommunications policy</p> <p>Option 2 – No specific policy</p>

	<p>have an unacceptable effect on areas of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historic interest.</p> <p>When considering applications for telecommunications development, the Council will have regard to the operational requirements of telecommunications networks and the technical limitations of the technology.</p>	
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Issues and Options Issue 17

Issues and Options Issue 17 - Protecting and enhancing Thanet's heritage assets and their setting

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

Policy SP29 - Heritage Assets

Non-Strategic

HE01 - Archaeology

HE02 - Conservation Areas

HE03 - Heritage Assets

HE04 - Historic Parks and Gardens

HE05 - The Historic Environment and Climate Change

Issue 17 – Protecting and enhancing Thanets heritage assets and their setting	Options in interim SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
Designated and locally listed heritage assets and their settings	<p>17a – Support for preservation and enhancement of existing conservation areas</p> <p>17b – Support for designation of new conservation areas</p> <p>17c – Support for protection and enhancement of listed buildings</p> <p>17d – Support for protection and enhancement of historic parks and gardens</p> <p>17e – Support for protection and enhancement of scheduled ancient</p>	All options have the same direct and indirect effects on the character and sense of place of settlements, the economy and visitor economy.	The NPPF states that local plans should set out a positive strategy for the conservation and enjoyment of the historic environment. Thanet has a rich heritage and can trace its origins to pre-historic activity. Thanet has approximately 2500 listed buildings, 21 conservation areas, 13 scheduled ancient monuments and a richness in archaeological remains. All of the options are considered important and necessary to protect and enhance these assets.	

	<p>monuments</p> <p>17f – Support for protection and enhancement of buildings of local interest and other heritage assets, through development of a local list</p>			
Protecting assets and criteria based policies	<p>17g – Support for identification and, where appropriate, protection of archaeological heritage</p> <p>17h – Support towards positive action in relation to Heritage Park</p> <p>17i – Criteria based policy for determining applications for buildings which are locally listed</p> <p>17j – Criteria based policy for dealing with renewable energy in the historic environment</p> <p>17k – Site specific policies for significant assets with development potential</p> <p>17l – No specific heritage</p>	Options 17g-k would have the same direct and indirect effect on the character and sense of place of settlements, help support the economy and visitor economy and contribute to character of townscape. Effects of 17l uncertain as it is not clear to what extent the NPPF on its own would protect heritage assets.	The NPPF and NPPG states that local plans should set out a positive strategy for the conservation and enjoyment of the historic environment, and identify specific opportunities for the conservation and enhancement of heritage assets. Options 17g-j will help facilitate these opportunities.	<p>17k – Sites will be identified through the forthcoming Heritage Strategy so not appropriate for inclusion in planning policy.</p> <p>17l – Although the NPPF provides some policy protection to Heritage Assets, it is not considered sufficient for Thanet considering its rich history and high number of listed buildings</p>

	policies			
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Issues and Options Issue 18

Issues and Options Issue 18 - How should we plan for community facilities

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

Policy SP32 - Community and Utility Infrastructure

Non-Strategic

Policy CM01 - Provision of New Community Facilities

Policy CM02 - Retention of Community Facilities

Policy CM03 - New Primary School, Margate

Policy CM04 - Margate Cemetery Expansion

Policy CM05 - Minster Cemetery Expansion

Issue	Options in SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
18 – How should we plan for community facilities	18a – Policy support for protecting existing community facilities 18b – No specific policy	18a and 18b contribute towards supporting existing facilities and promoting the development of new	18a – The NPPF states that planning policies should guard against the unnecessary loss of community facilities and	18b – There are development pressures to redevelop community facilities for more valuable uses. Without a policy,

	<p>for protecting existing community facilities</p> <p>18c – Policy support for new community facilities to be developed</p> <p>18d – No specific policy for new community facilities to be developed</p>	<p>facilities. The effects of 18b are uncertain as it may or may not be governed by other factors such as population growth, housing numbers and the needs of the population. Option d would have adverse effects as it would not allow the capacity of facilities to be increased in the long term.</p>	<p>other local services. The consultation raised concern that unused, inadequate or poor quality facilities should not be retained. However a criteria based policy to safeguard facilities was considered appropriate as it may not be possible to provide facilities on an alternative site if one is lost.</p> <p>18c – The NPPF states that planning policies should plan positively for the provision and use of shared space, community facilities and other local services. It is considered necessary to include a policy in order to meet the requirements of the NPPF and to enhance the sustainability of the communities and residential environments.</p>	<p>community facilities, and the space to accommodate them, could be permanently lost to communities.</p> <p>18d – Without a policy necessary community facilities may not be delivered</p>
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The following policies and options are currently undergoing the Sustainability Appraisal process:

Policy Name	Draft Policy Wording	Options
Healthy and Inclusive Communities	<p>The Council will work with relevant organisations, communities and developers to promote, protect and improve the health of Thanet's residents, and reduce health inequalities. Proposals will be supported that:</p> <ol style="list-style-type: none"> 1) Bring forward accessible and new and/or community services and facilities, including new health facilities. 2) Safeguard existing community services and facilities. 3) Safeguard or provide open space, sport and recreation and enabling access to nature. 4) Promote healthier options for transport including cycling and walking. 5) Improve or increase access to a healthy food supply such as allotments, markets and farm shops. 6) Create social interaction and safe environments through mixed uses and the design and layout of development. 7) Create a healthy environment that regulates local climate 	<p>Option 1 – Inclusion of policy to protect and improve the health of Thanets residents</p> <p>Option 2 – No specific policy</p>
Community Infrastructure	<p>Development will only be permitted when provision is made to ensure delivery of relevant and sufficient community and utility infrastructure. Where appropriate, development will be expected to contribute to the provision of new, improved, upgraded</p>	<p>Option 1 – Include strategic policy to ensure delivery of community and utility infrastructure</p> <p>Option 2 – No specific policy</p>

	or replacement infrastructure and facilities.	
Expansion of Primary and Secondary Schools	The Council will support the expansion of existing and development of new primary and secondary schools in Thanet to meet identified needs and will work with Kent County Council in identifying, allocating and safeguarding land as appropriate.	Option 1 – Include strategic policy to ensure support for the expansion of schools Option 2 – No specific policy
New Primary School, Margate	Land is allocated at the All Saints Avenue, Margate, as shown on Map **, for the development of a new Primary School.	Option 1 – Include allocation for new primary school Option 2 – Do not allocate specific site
Margate Cemetery Expansion	Land is allocated and safeguarded for the expansion of Margate Cemetery and ancillary uses.	Option 1 – include allocation of land for the expansion of the cemetery Option 2 – Do not allocate specific site
Minster Cemetery Expansion	Land should be provided for the expansion of Minster Cemetery and ancillary uses in reconciliation with the allocated housing site adjoining the existing Cemetery.	Option 1 – include allocation of land for the expansion of the cemetery Option 2 – Do not allocate specific site

Transport & Infrastructure

Issues and Options Issue 19

Issues and Options Issue 19 - Enabling an efficient and effective transport system

The policies in the Preferred Options Local Plan as a result of the Issues and Options considerations are as follows:

Strategic

Non-Strategic

Issue	Options in SA	Sustainability Appraisal	Preferred Option and Justification	Why other options have been rejected
Enabling an efficient and effective transport system		<p>How important are the following factors?</p> <ul style="list-style-type: none"> Reducing the need to travel (especially by car) to access the facilities we need day to day. 	<p>Policy to aim to reduce need to travel and make use of sustainable modes (expected by NPPF)</p> <p>Wherever possible policy to direct development to</p>	<p>Any other approach likely to conflict with NPPF and sustainable development principles.</p>

		<ul style="list-style-type: none"> • Encourage more people to walk, cycle or use public transport • Making better use of High Speed 1 rail link. • Dealing with any “pinch points” in the transport network • Improving through-traffic flows at Westwood and facilitating convenient and safe movement within the area • The level and location of public car parking needed in the town centres • Addressing the deficiencies in the transport system to deal with existing problems or accommodate future growth. 	<p>locations where reliance on private cars is reduced and where transport network is/will be able to cope. (Expected by NPPF and responsive to fact that some network junctions have capacity limitations)</p> <p>Policy to clarify that development will be expected to contribute as appropriate to improvements to local highway network as identified in Transport Strategy.</p> <p>Policy to support implementation of a scheme to relieve potential traffic congestion issues at Westwood (To support continued function of the area as a major destination)</p> <p>Policy to safeguard car parking provision at coastal town centres and seek to rationalise level and disposition of</p>	
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			<p>provision at Westwood.</p> <p>(Sufficient car parking is important to the functions of the town centres).</p> <p>Need to avoid over-provision at Westwood.</p> <p>Policies to encourage developers and service providers to address existing and potential deficiencies. (compatible with government policy in NPPF.</p>	
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The following policies and options are currently undergoing the Sustainability process:

Policy Name	Draft Policy Wording	Options
SP34 Safe and Sustainable Travel	Policy expressing Council's commitment to working with partners to manage travel demand and sustainable modes, and requiring development applications to promote safe and sustainable travel.	<p>Policy considered consistent with NPPF and interim sustainability appraisal objectives.</p> <p>Alternative of no policy would undermine expression of commitment to promoting sustainable travel.</p>
SP35 Accessible location	This policy refers to expected location of development proposals generating a significant number of trips and supports clustering or co-location of	This policy aims to reduce the need to travel and promotes use of sustainable modes. This is consistent with the NPPF objective to balance the

	services at locations accessible on foot and by public transport.	transport system in favour of sustainable transport modes and choice about mode of travel. Alternative option of no policy could weaken the Plan's ability to direct development to locations that will assist this objective.
SP36 Transport Infrastructure	This policy requires provision of relevant transport infrastructure	Absence of such a policy may undermine the ability to assess, and require development to secure, the type and level of supporting transport infrastructure required. Alternative of no policy could place a significant and unsustainable burden on existing infrastructure and undermine sustainable development.
SP37 Connectivity	This policy states that the Council will continue to lobby for investments to secure improved rail journey times for CTRL and domestic services between Ramsgate and Ashford	Prospective improvements will improve the attractiveness of the district as a place in which to invest and from which to commute, in turn supporting a more mixed community structure, a wider employment base, more local spending and potential job creation. Alternative option of no policy could imply lack of support for these investments.
SP38 Strategic Road Network	This policy expresses a commitment to work with neighbouring districts to assess the impact of planned growth and movement upon particular	This policy reflects the need for the Highways Agency to assess the impacts of local development on the Strategic Road Network in order to

	junctions on the strategic road network.	<p>assess what investment may be needed to maintain appropriate capacity.</p> <p>Alternative option of not expressing and following such commitment could lead to uncertainty about deliverability of development in terms of transport infrastructure capacity.</p>
SP39 New Rail Station	Policy supporting development (and safeguarding the proposed site) of a new railway station suitably located west of Ramsgate subject to criteria regarding vehicular access, suitable level of car parking, integration with wider public transport services, mitigation of noise impacts, compatibility with landscape character and location to minimise loss of best and most versatile agricultural land.	<p>This project which is being led by the County Council is expected to generate social and economic benefits for, and beyond, the district. The policy expresses support for the project and safeguards the proposed site from alternative development.</p> <p>Alternative option of no policy could signify lack of support for the project and undermine feasibility of its delivery.</p>

Policy Name	Draft Policy Wording	Options
TP01 Transport Assessments and Travel Plans	Policy setting requirement (where appropriate) for development proposals to provide Transport	Policy reflects NPPF and is considered helpful reference to clarify

	Assessments and Travel Plans.	expectation. Alternative of no policy could erode awareness of this requirement.
TPO2 Walking	Policy setting expectation that new development should be designed to facilitate safe and convenient pedestrian movement, and encouraging proposals to provide and enhance safe and convenient walking routes.	Policy considered appropriate as promoting sustainable travel modes consistent with NPPF. Alternative of no policy might undermine ability to effectively incorporate these considerations in dealing with development proposals.
TPO3 Cycling	Policy -expressing commitment to seeking earliest possible provision of a network of cycle routes, safeguarding existing/proposed routes, -setting expectation that new development considers cyclist safety - setting requirements for cycle parking and facilities	Policy considered appropriate as promoting sustainable travel modes consistent with NPPF. Alternative of no policy might undermine ability to effectively incorporate these considerations in dealing with development proposals.
TPO4 Public Transport	Policy setting expectation for new development to take account of the need to facilitate use of public transport and supporting proposals to provide certain facilities to facilitate such travel.	Policy considered appropriate as promoting sustainable travel modes consistent with NPPF. Alternative of no policy might undermine ability to effectively incorporate/support these considerations in dealing with

		development proposals.
TP05 Coach parking	Policy safeguarding specific existing and potential sites for coach parking.	<p>Policy considered appropriate in order to safeguard and augment coach parking facilities to support Thanet's visitor economy.</p> <p>Alternative of no policy could result in existing and proposed coach parking areas being lost to alternative development.</p>
TPO6 Car parking.	Policy providing guidance on the level of car parking expected in new developments, including exceptions/ and continued relaxation within defined town centre areas.	<p>Policy considered consistent with and appropriate in light of NPPF. Continued relaxation in town centre areas considered appropriate in order that development in sustainable locations is not precluded due to lack of space for parking provision.</p> <p>Alternative of no policy would result in lack of certainty by developers as what level of parking may be appropriate in particular locations and circumstances.</p>
TPO7 Town centre and public car parks	Policy safeguarding town centre car parking	<p>Policy considered appropriate in order to retain a sufficient quantity of suitably located town centre car parking in support of their function and vitality consistent with the NPPF.</p> <p>Alternative of no policy could lead to proposals eroding sufficient and suitably located provision.</p>

Policy Name	Draft Policy Wording	Options
TP08 Freight and Service Delivery	Policy stating new development proposals will be expected to demonstrate adequate off-street servicing.	<p>Policy considered appropriate to safeguard movement of goods and people and accommodate efficient delivery of goods in accordance with the NPPF.</p> <p>Alternative of no policy could result in conflict with safe and convenient movement in the vicinity.</p>
TP09 Car parking at Westwood	Policy retaining expectation for development proposals to demonstrate measures to encourage element of customers to arrive by non car modes of travel, a corresponding reduction in parking provision below general guidelines, and to consider proposals that may generate parking in light of compatibility with the Westwood Relief Scheme.	<p>Policy considered appropriate as Westwood area is characterised by a significant level of traffic movement, exacerbated by movement between different car parks in the vicinity around the intersection of two main roads.</p> <p>Alternative option of no policy could result in additional visits by private cars and increased movement between car parks undermining convenient and safe movement by other modes.</p>
TP10 Traffic management	Policy supporting development required to implement traffic management measures designed to realise best use of the highway network in terms of safety, traffic capacity and environmental conditions.	<p>Policy considered appropriate expression of support and consistent with the the NPPF reference to creating safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians. Alternative of no policy could imply lack of support.</p>

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Thanet District Council

Thanet Local Plan Issues and Options Consultation Responses

Consultation 3rd June to 14th August 2013



1 – What level of growth should be planned for up to 2031?			
Headline views	Issues Raised	Council Response	Action in Local Plan
There was no overall clear consensus but the higher economic growth scenario was the most frequently selected answer	Tourism and the green economy alone will not deliver the growth. We need a wide economic base including manufacturing	Agree. It is a requirement of the NPPF to identify and plan for new and emerging sectors of the economy and evidence shows that tourism and the green sector fall in to this category. Thanet has traditionally been strong in the public sector administration, education and health as well as retail and growth within these sectors will also form part of the plan's economic strategy. 8% of Thanet's employees work in manufacturing equating to over 3000 jobs and so it is important to protect and support those businesses and maintain an adequate supply and choice of employment land.	Allocate and provide the policy framework to support all economic growth anticipated within the plan period. Protect and safeguard existing employment uses and apply a flexible policy approach in order to accommodate employment generating growth that has not been anticipated.
	The airport has not delivered growth in the past	Agree, there is continuing uncertainty at the airport. Some growth is anticipated over the plan period but the strategy for economic growth should not rely on this.	Positively plan for growth at the airport by safeguarding land for airport related use.
	Economic growth should not be at the expense of the natural environment	Agree, Thanet has a rich bio diverse environment. A quality attractive environment is key to economic growth and it is a	The plan as a whole will make provision for protecting the environment and seeks to strike a balance between economic

		strategic priority to safeguard this.	growth and protecting the environment by having policies that protect local, national and international nature conservation designations and protecting the open countryside. In addition, all draft policies will be subject to Habitats Regulations screening to ensure there is no likely significant impact on nature conservation designations.
	Transport infrastructure is vital due to the peripheral geography of the district	Agree, good transport connections are vital for economic growth. This includes both connectivity within the district and transport links to further afield.	Provide pro active support in the Transport sections of the plan for transport and improvements to connectivity including new rail infrastructure and ensuring sufficient capacity on the strategic road network
	Discovery Park will have an effect on employment growth in Thanet	Agree, this may have an effect on the level of employment land take up in Thanet. However, having an enterprise zone so close to the District boundary could have a positive effect on business start ups and enterprise and expanding businesses may be interested in Thanet's nearby employment land.	Acknowledge Discovery Park's role in the employment land allocation strategy and ensure there is sufficient land and flexible policies to take advantage of knock on effects.
	The airport may compromise investment in the tourism and green economy	There is no evidence to suggest this. Tourism and the green economy are currently strong and their continued growth is	Support the tourism and green economies by being flexible and not just supporting tourism uses in town centres and allocating

		supported by the Council and is a strategic objective of the plan.	adequate land to support the green economy. Airport policies will also contain criteria to protect the environment.
	Quality of jobs need to improve to bring up wage levels. Need to improve skills and training	Agree and consider that improving education and skills is a key part of the economic strategy in order to attract and provide for a range of good quality employers.	Support the expansion and upgrade of education and skills facilities including new and expanding schools and give support for the University.
	Thanet is a retirement area but this creates jobs for others	Agree. The health and social care sectors of the economy are currently strong and the Council is supportive of further job growth in these areas.	Local Plan to acknowledge this in the economic strategy
Most people agreed or strongly agreed that there should be additional employment growth at the airport although a fair amount disagreed	Airport is unviable and in a peripheral location. A wait and see approach is advised.	Partially agree. The economic growth strategy of the Local Plan should not rely on the airport given the uncertainty over its future, however, as some growth is feasible over the plan period according to The Economic and Employment Assessment 2012 then it should be planned for in order to meet the requirements of the National Planning Policy Framework.	An element of growth at the airport should be planned between low growth and high growth. A review of the plan should be triggered if the airport grows substantially.
	Infrastructure needs to be improved including road infrastructure	Agree that supporting infrastructure is important to the economic growth strategy in the Local Plan	Support development of a new station that serves commuters and the airport, continue policy support for the airport subject to criteria and ensure sufficient

			capacity on the strategic road network. Provide support for improved communications infrastructure. These projects will be considered through the infrastructure delivery plan.
	Impact on wildlife such as farmland birds	Agree that this is an important consideration	Local Plan will state that any development at the airport should not be detrimental to wildlife and particularly the European designated sites and that any effects will be adequately mitigated.
	Noise and night flights	Agree that this is an important consideration	A section 106 agreement with the airport dealing with this issue is in place and will be replaced if necessary.
	Manston airport is an underutilised resource	Agree. Predicting how the airport will develop is difficult but as it is a significant piece of infrastructure with potential, an element of growth should be planned for in the Local Plan timeframe.	An element of growth will be planned for at the airport over the airport above the low growth scenario.
	Airport growth would be a stimulus to the local economy with positive knock on effects for other business	Agree, that there is potential for growth and knock on benefits within the Local Plan timeframe.	An element of growth will be planned for at the airport over the airport above the low growth scenario.
	Climate change issues may lead to less air travel in the future	There is no evidence to suggest this. There is demand for increased capacity at the main UK airports	
The majority of people opted for	Based on past performance at the	Agree, the future of Manston	An element of growth should be

<p>the airport low growth option which plans to deliver 240 jobs over the plan period. The remaining responses were evenly spread between high growth and no growth</p>	<p>airport a cautious approach should be taken</p>	<p>airport is uncertain and therefore predicting growth is difficult.</p>	<p>planned for over the plan period but high growth is not assumed</p>
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2 – How much employment land is needed and where?			
Headline views	Issues Raised	Council Response	Action in Local Plan
Most either agreed or had a neutral opinion about whether we should provide the amount of employment land that evidence suggests.	Allocations should reflect the evidence that only 30% of future employment growth is expected to be within the B use classes	Agree. Adequate allocations should reflect the Council's aspiration for high economic growth. As much of the growth is in sectors outside the traditional industrial a flexible approach is needed.	Employment land allocation strategy will be flexible and accommodate growth that is not necessarily from the industrial sectors. Town centres secondary frontages will also accommodate a wide range of employment uses
There was no consensus on whether we should include an additional amount of employment land as a buffer	We should use the employment land we currently have allocated before we allocate any more and that there is little demand for more floorspace within the plan period	Agree, the NPPF states that the long term protection of employment land should be avoided where there is no reasonable prospect of the land being used for that purpose. Therefore a review of existing employment land has been carried out.	Sites should be selected from our current supply and no further employment land should be allocated
When asked if we should consider using some existing allocated land for alternative purposes most people either agreed or had a neutral opinion.		Agree, the NPPF states we need to provide for all types of employment and evidence suggests that 70% of growth to the end of the plan period will be in the non B use classes	Some employment land should be allocated for flexible uses given the evidence that suggests only 30% of employment growth will be in the B use classes
No clear consensus was recorded when considering whether we should maintain the existing supply of allocated employment land	There were concerns regarding over development and increased road use if we allocate more employment land	Agree. Evidence suggest that our existing employment land supply can accommodate employment growth to 2031	Sites will be selected from our current supply and no further employment land should be allocated for employment use

	We should consider other employment generating uses such as home working, arts, leisure, tourism and education uses	Agree. Evidence suggests 70% of employment growth will be in the non B use classes	Support home working through a policy. Support arts leisure and tourism uses in town centres, on specific sites and through criteria based policy. Support education development in the plan
When asked whether we should provide a variety of sites in a range of locations across the District most people agreed. Most people disagreed with the statement that suggested we should provide all employment land in a single location or cluster.	It should be recognised that some employment land will need to be located outside the built settlements	Agree, evidence suggests that we require a range of employment sites in different locations and indeed some uses are incompatible in the built confines. In addition the NPPF requires us to support the rural economy and therefore some employment land will need to be allocated in appropriate locations outside the built settlements.	Employment sites will be allocated in a variety of locations with different functions responding to need arising over the plan period and in accordance with the employment land allocation strategy.
	Sites should be provided within the town centres and villages.	Agree, evidence suggests that we require a range of employment sites.	Employment sites will be allocated in a variety of locations with different functions from the existing supply. There will be policies to facilitate economic development in the rural area. Town centre policies will also facilitate economic development. Some additional sites were submitted – see Employment land review Update appendices
Most people agreed when asked if Thanet's need for employment land can be accommodated by a selection of sites from the	The current oversupply of employment land could be used for housing land, green open space or reverted back to	Agree. An assessment has been made of the existing employment land supply based on current evidence and those considered	Land that does not positively contribute to the employment land allocation strategy is being released and considered for

existing supply	farmland	surplus to requirements may be released for alternative uses.	alternative uses.
Most people agreed we should be flexible and allow other employment creating development on our business parks.	Local economies are likely to change over the next 15 years so we need to be flexible and reactive. Uses that are allowed on employment sites should be relaxed to help local businesses	Agree, the NPPF says we should plan for all types of employment growth over the plan period.	Some employment land will be allocated for flexible uses given the evidence that suggests only 30% of employment growth will be in the B use classes
The majority of people agreed that we should protect the existing developed employment sites which are currently protected in the Thanet Local Plan 2006	Protecting employment sites is important to sustain high employment growth and so that Greenfield land is not required.	Agree, it is important to safeguard existing employment stock and protect land that contributes positively to the economic strategy, for future employment use based on up to date assessments of need.	A generous amount of employment land will be retained to accommodate need in the plan period based on evidence and building in an element of contingency. Given the amount of land available compared to the employment need there is no need to protect all sites and some that do not contribute positively to the employment strategy should be considered for other uses.
	Given new change of use flexibilities for B1 uses de-allocating sites could leave them open for inappropriate development	Protecting sites will not stop this permitted development occurring. Therefore, adequate land should be provided to accommodate losses to other uses and to facilitate flexible uses on some of our employment sites.	An adequate amount of employment land will be retained/protected and allocated to allow for a wide range of uses and to allow for an element of contingency.

3 – How can we promote our Economic Infrastructure Assets?			
Headline views	Issues Raised	Council Response	Action in Local Plan
Most people agreed that we should continue to support the development, expansion and diversification of the airport subject to environmental criteria. As well as protecting particular land for airport related development	This would make Thanet a hub rather than a peripheral area and would benefit the whole economy	Agree, although the future of the airport is uncertain there could be potential for some growth.	A positive policy generally supporting the continued use and development at the airport will be included in the plan.
	If we don't exploit the potential then we are missing an opportunity as it is an underutilised resources and a convenient alternative to the London airports	Agree, that the airport has some potential although its future is uncertain.	A positive policy generally supporting development at the airport will be included in the plan.
	Projections in the airport masterplan have been overambitious and the airport has not been successful at attracting growth in the past.	Agree, the Council is not basing its economic growth strategy on the airport masterplan as growth predictions have not been realised.	The Local Plan is cautiously planning for an element of growth around the airport but not the high growth scenario. High growth at the airport would trigger a review of the plan
	The airport is not viable due to its limited catchment	No evidence has been submitted to suggest this	
	Concerns over the effects of noise and disturbance particularly night flights	Agree this is an important consideration	There is a section 106 agreement with the airport concerning night flights.
	Concerns over air pollution, groundwater quality and wildlife impacts of airport expansion	Agree this is an important consideration and intensification of airport uses could have a	Local Plan will state that any development at the airport should not be detrimental to wildlife and

		negative effect on air and groundwater quality and Thanet's nature conservation	particularly the European designated sites and that any negative effects should be sufficiently mitigated against. The plan will also contain an environment and quality of life section with policies to protect wildlife and deal with pollution issues.
	Designations should be relaxed to allow for other employment generating uses.	Disagree, the Council generally supports an airport and other employment generating uses in the central island area.	Positive policies supporting such uses will be included in the plan compatible with the airport.
There was no clear consensus when asked whether we should provide a new station designed to serve commuters and/or the airport. Generally people agreed that we should increase the use of existing stations, including providing increased capacity at Ramsgate Station.	A parkway station would make Manston airport more viable	Agree, decreasing journey times to and from Thanet and generally improving the area's rail infrastructure would be of benefit to the whole economy.	General support will be given through the Local Plan for a new railway station decreasing journey times, improving Thanet's rail infrastructure and increasing the potential catchment of the airport.
	The parkway station would be expensive and would be of detriment to other existing stations in Thanet.	Commitment to the funding for Parkway station will be determined outside the Local Plan process. There is still a need for existing stations and it must be ensured that the parkway is complementary to existing stations	Include transport policies supporting public transport and connectivity
	Concern that it will draw people	There is no evidence to suggest	Generous primary and secondary

	away from town centres and a shuttle bus for this was suggested	this. The Council is supportive of the vitality and viability of the town centres and linkages between them.	frontages along with seafront areas of tourism and leisure will be allocated to support vitality and viability of the town centres and attract people to these hubs. In addition the plan supports connectivity by public transport as well as promoting walking and cycling. Include transport policies supporting public transport and connectivity
	The parkway is not needed until the airport is successful otherwise it may become a car park	Given the uncertainty over the future of the airport it is important not to base the plan's economic strategy on its growth. Evidence suggests that the station is needed to address current capacity issues on the rail network. A new station would have wider benefits for Thanet's economy and not just growth at the airport.	
	Concern about the effects of land take with a parkway station and the environmental impacts of this in a countryside location	A balance needs to be struck between the economic and social benefits of the station and its impact on the immediate environment.	Add criteria to protect landscape character and best and most versatile agricultural land.
	Better links are needed between stations and between the stations and the town centres	The Council is supportive of the vitality and viability of the town centres and linkages between them.	Generous primary and secondary frontages along with seafront areas of tourism and leisure will be allocated to support vitality and

			viability of the town centres and attract people to these hubs. In addition the plan should support public transport and connectivity as well as promoting walking and cycling
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4 – How should Thanet’s town centre’s develop?			
Headline views	Issues Raised	Council Response	Action in Local Plan
Most agreed that the coastal towns should adopt a stronger role in providing convenience shopping as this is beneficial for communities and reduces the need to travel	Concern that convenience at the coastal town centres should not be in the form of large supermarkets and that they should be at the appropriate scale	People should not have to travel far to access everyday convenience needs	Adequate space in the town centres will be provided to accommodate convenience shops and provide opportunities to better balance convenience provision across the District
	Large supermarkets should be “within” the town centres to increase footfall in the towns	Agree, it is important that we protect and enhance the vitality and viability of the town centres in accordance with the NPPF.	Convenience uses will be permitted both in the primary and secondary frontages of the town centres and elsewhere only in accordance with the sequential test policy.
When asked if we should plan for a level of development at Westwood which would maintain its existing market share most people either agreed or had a neutral opinion		Agree, Westwood is a successful and thriving town centre serving the catchment of the whole of Thanet and it is a strategic priority of the Council to support this role. There is no justification for further growth other than to maintain its position in the retail hierarchy.	An element of development will need to occur if market share is to be maintained. This will be accommodated largely within existing town centre boundary.
No clear consensus for the option of planning for additional growth at Westwood to increase its market share	Concern about the effect on the coastal town centres of increasing the market share at Westwood	Agree, consultation with retailers suggests that there is no need to increase the market share and therefore development at Westwood will not affect the coastal town centres	Plan for a constant market share which will involve an element of development. Plan positively for development and urban renewal in the coastal town centres by designating existing vacant frontages in order to support their vitality and viability.

	Problems of traffic congestion may be exacerbated if there is more development at Westwood	Agree, however there are mitigation measures in place to address this. Development in the vicinity of Westwood should contribute to a Westwood relief scheme. Future committed development at Westwood has contributed to improved traffic solutions and there is no need to plan for major additional growth.	The plan will seek to ensure that development in the vicinity of Westwood should contribute to a Westwood relief scheme.
	Support for further expansion at Westwood	Agree, growth needs to happen in order to maintain the current retail hierarchy and Westwood's role in the wider sub region.	An element of development will need to occur if market share is to be maintained. This will be accommodated largely within existing town centre boundary
A range of views were recorded when asked what uses should be planned for in Westwood, Margate, Broadstairs and Ramsgate. Most thought there should be a range of facilities in all towns	Westwood Cross lacks financial and professional services such as banks	Agree. Adequate vacant floorspace exists at Westwood to accommodate such uses	Allocate town centre boundaries to accommodate wider town centre uses
	Cafes and restaurants should be encouraged in the coastal town centres along with financial and professional services to a lesser extent	Agree. Adequate vacant floorspace exists to accommodate such uses except in Broadstairs where some flexibility will be required.	Allocate town centre boundaries to accommodate wider town centre uses.
	The coastal town centres should contain a greater range of facilities to remain competitive and attract tourism	Agree, it is important for the town centres vitality to contain a wide range of uses. It is appropriate to maintain a retail core to the town centres with a much broader	Adequate primary and secondary frontages will be identified to accommodate a range of uses

		range of uses within the wider town centre.	
	No A2, A3, A4 or A5 facilities should be provided at Westwood	This is not realistic as the uses described are town centre uses as allowed by the National Planning Policy Framework. It is a strategic priority to consolidate the role and function of Westwood as Thanet's primary town centre and therefore a range of uses is needed to support the commercial and residential communities in the vicinity.	
	Some thought there was an adequate mix of uses in all town centres		
There was strong agreement that we should be flexible in our towns to enable leisure development	Leisure development could re-energise the town centres making them more viable, encourage tourism and increase footfall	Agree, leisure development is a town centre use and is important to Thanet's economy.	Adequate primary and secondary frontages will be identified to accommodate a range of uses
	Flexibility should not be afforded to gambling establishments	Amusement centres and betting shops are town centre uses and cannot be restricted under current legislation	
	The most appropriate locations for leisure development is the seafront areas and specific sites leaving the town centres for retail use	Agree that seafront areas and non town centre sites can be appropriate for leisure development in some cases. It is important to maintain a retail core in the town centres	Key sites should be identified for leisure development and the sequential test for town centre uses should look at edge of centres and business parks where development cannot be accommodated within town centres. The primary frontages

			should be restrict to retail use only.
In Margate and Ramsgate the existing vacant floorspace should be used to accommodate the need for town centre uses.		Agree, both Margate and Ramsgate have substantial town centre vacancies	The primary and secondary frontage designations will mostly cover the vacant frontages in order to direct town centre development to these areas.
There was general agreement that at Westwood the existing retail areas could be used to accommodate the need through redevelopment and reconfiguration		Agree, there are large areas of parking that could be redeveloped and there is the potential for mezzanine floorspace in some buildings. There are also significant existing commitments at Westwood.	An element of town centre retail development will need to occur if market share is to be maintained. This will be accommodated largely within existing town centre boundary
There was general disagreement or neutral opinions for the option of accommodating the need for Broadstairs on the edge of the town centre or at Westwood Cross due to insufficient space		Town centre need for Broadstairs has to be accommodated over the plan period. If it is located in an area outside Broadstairs town it may harm the vitality and viability of Broadstairs Town centre.	The primary and secondary frontages of Broadstairs will need to be sufficient to accommodate this need. The plan will also contain a policy that allows for development on the edge of the town centre of Broadstairs where it cannot be accommodated with the primary and secondary frontages.
	Existing facilities should be maximised before any new development is proposed	Agree, vacant frontages and allocations will be the first choice for town centre allocations where possible	Primary and secondary frontages will predominantly cover vacant areas of the town centres in order to focus town centre development in these areas.
Proposals for town centre uses outside of town centres will be subject to an impact test. Most		The Council wishes to reflect the National Planning Policy Framework and guidance with	The Impact test policy wording will reflect the National Planning Policy Framework. It will also

respondents either agreed with or had neutral opinions on the size thresholds for the impact test		regard to impact tests. Size thresholds were suggested in the Town Centre Assessment 2012.	largely reflect the suggested thresholds from Town Centre Assessment carried out by Nathaniel Lichfield and Partners in 2012.
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5 – How can we support the rural economy?			
Headline views	Issues Raised	Council Response	Action in Local Plan
Most people agreed that we should support farm diversification projects	There should be as much diversification as possible providing that rural identity is retained and that the focus is on making farms viable. Quex is a good example of a diverse employer	Agree, the National Planning Policy Framework supports farm diversification and particularly ways of supporting the rural economy.	Include a policy supporting farm diversification subject to certain criteria that protects rural identity. Include a policy supporting farm diversification projects at Quex in order to support the tourism industry.
Most people agreed that we should protect existing and support the development of new village shops and services	Some thought that village shops provide villages with a sense of community	Agree, the National Planning Policy Framework promotes the retention and development of local services and community facilities in rural areas	Include policies in the Local Plan that protect vital rural shops and services and provide for new ones.
Most people agreed that we should protect best and most versatile agricultural land	Protecting farmland is of great importance	Agree, the National Planning Policy Framework states that Local Plan strategies should protect best and most versatile land	Include a policy in the Local Plan that protects best and most versatile agricultural land. This
Most people agreed that we should support agricultural related development including farm retail units	Farm shops can bring vibrancy to rural areas	Agree, the National Planning Policy Framework requires LPA's to support the needs of the food production industry and the rural economy as a whole	Include policies that support agricultural related development and diversification of agricultural and other land based rural business (that in turn would support the development of farm retail units) in the Local Plan including criteria that protects the character of the rural area
Most people agree that we should support the conversion of		Agree, the NPPF states that we should support this, however	Include a policy in the Local Plan that supports conversion of rural

existing rural buildings for economic development purposes		there is also the need to protect the countryside.	buildings for economic development purposes subject to criteria that protects the character and appearance of the area
Most people agreed that we should support the need for agricultural related dwellings		Agree, the NPPF recognises that there may be exceptional circumstances where it is essential for a rural worker to live permanently at or near their place of work in the countryside. In addition new permitted development flexibilities will facilitate this	Include a policy for new agricultural dwellings including strict criteria to ensure it is justified.
There was no clear consensus about supporting new build development for economic purposes within the existing villages	Additional development in rural areas such as conversion from farm buildings to commercial and residential can make them more sustainable and should be encouraged.	New build development in the rural area for economic development is supported in the NPPF , but the Council is mindful that it must not be of a scale and form that is harmful to the character and function of the rural area	Include a policy in the Local Plan supporting new build development in the villages for economic development purposes subject to criteria that protects the character and function of the rural area. Outside the confines new build development may be unsustainable.
	Some thought that new build development should be supported but only where it is not harmful to the unique local character	Agree, see above	Include a policy in the Local Plan supporting new build development in the villages for economic development purposes subject to criteria that protects the character and function of the rural area
	The rural economy in Thanet should be protected and specifically targeted at	Agree that the rural economy is an important part of the overall economy	Include a suite of policies supporting the rural economy rather than protecting certain

	strengthening rural communities		enterprise as this is not feasible
The availability of water was considered to be a barrier to the food production industry.		Agree, according to the Environment Agency Thanet is a water stressed area	The Local Plan will deal with this issue overall and require code level 5 for water (code for sustainable homes) in all new development.
The threat from development (particularly housing) was considered a barrier to the food production industry		Some greenfield land will have to be used to accommodate housing needs in the District however, sustainability criteria is used when selecting sites for housing development including consideration of best and most versatile agricultural land which protects top grade agricultural land.	The plan will contain a suite of policies to support the food production industry such as supporting farm diversification and agricultural related development and protecting best and most versatile agricultural land.
The prevalence of solar farms and anaerobic digesters were considered a barrier to the food production industry		No evidence has been submitted to suggest this, Solar farms are a temporary use and do not have a long term effect on the quality of agricultural land. Market forces should dictate whether land is needed for agricultural use. It is considered that these uses have positive effect on farm viability. Policies in the plan will address the issue of the loss of agricultural land.	Include a solar farm policy in the plan which states that they should be temporary, capable of removal and cause minimal disturbance to agricultural land.

6 – How can we support the visitor economy?			
Headline views	Issues Raised	Council Response	Action in Local Plan
There was no clear consensus when asked if we should support hotel developments in areas outside of town centres	Some thought that town centres were the most sustainable locations for hotels and that hotel development outside the town centres could lead to harmful development in the countryside	Agree that town centres are suitable locations for hotel development but other areas may also be appropriate. Most countryside locations would probably not be appropriate.	Include a criteria based policy for the location of new serviced tourist accommodation that requires development to be well related to existing built development and seeks to protect the landscape character and nature conservation value of areas outside of the built confines.
	we should not be placing unnecessary restrictions on hotel development	Agree that we should be more flexible with hotel development but it could be harmful to allow them everywhere without suitable criteria	Include a criteria based policy for the location of new serviced tourist accommodation.
	Seafront areas could be appropriate for hotel development	Agree that some seafront locations that are well related to the urban area may be appropriate.	Include a criteria based policy for the location of new serviced tourist accommodation.
When asked if we should continue to support touring and static caravans parks in rural locations most people either agreed or had a neutral opinion		Agree that touring and static caravans are an important part of the tourist accommodation mix in Thanet and should continue to be supported where appropriate.	Include a policy supporting new, upgraded and improved self catering tourist accommodation
When asked if we should continue to restrict touring and static caravan parks at the coast most people agreed	Some thought that caravan parks are detrimental to the landscape and should not be supported at all especially at the coast and	Agree that static caravans can cause visual intrusion and because of their permanency they are not appropriate in open	Include a policy that supports new, upgraded and improved self catering accommodation subject to appropriate siting, design,

	particularly static caravan parks.	coastal locations. There is a case for allowing static caravans to provide necessary accommodation to support the aim of increasing overnight staying visits to the District.	scale and access. Development will be required to be extensively landscaped if necessary.
When asked whether we should continue to restrict the redevelopment of existing self-catered accommodation where necessary, to maintain a reasonable choice of tourist accommodation in Thanet most people agreed or had a neutral opinion		Agree, that all tourist accommodation in Thanet is vital to the industry and is an important way of increasing income from tourism. As such the loss of such facilities should be resisted	Include a policy that resists the loss of existing tourist accommodation with 10 or more bedrooms.
	There was general agreement that there should be a range of good quality accommodation available in order to support the visitor economy	Agree, a mix of accommodation is appropriate to boost the tourism economy	Include policies that support a range of tourist accommodation
There was strong agreement that we should continue to support new tourist facilities where this would extend or upgrade the range of tourist facilities, increase the attraction of tourists to the area or extend the season		Agree, the tourism economy is very important to Thanet and the aims of upgrading facilities, increasing the attraction of visitors and extending the season further improves this area of Thanet's economy	Include a strategic tourism policy that supports these aims
There was no consensus when asked whether we should identify particular sites outside town centres that would be suitable for tourism	There was a concern that tourist facilities may be in remote locations	Agree that tourist facilities are generally inappropriate in remote locations	Some key sites have been selected for tourism and leisure uses. These are all within town centres or related to town centres with the exception of Quex Estate

			which encourages tourism and leisure uses but will include criteria to protect the parkland setting of the Estate.
Most thought that we should only allow the loss of an existing tourist facility where it has been demonstrated that it is no longer viable. Some thought that we should protect all facilities and restrict their loss. And some thought that we should only protect identified sites that are of particular importance to Thanet's visitor economy	There was general concern about the loss of facilities but there was uncertainty over the definition of viable and the fact that this could be down to poor management	Agree. The loss of tourist facilities is a concern but it is difficult to resist the closure of an unviable business. Blanket protection could lead to vacant premises and dereliction. It is however, considered important to protect tourism accommodation in the District as evidence suggests we currently have a deficit and the encouragement of the staying visitor is of importance to Thanet's economy and in line with the Council's Economic and Regeneration strategy.	Include a policy that resists the loss of existing tourist accommodation with 10 or more bedrooms subject to viability criteria.
	Some thought that applications for the loss of a facility should be dealt with on a case by case basis.	Agree, this is a sensible approach for tourist facilities in general but it is considered that tourism accommodation is so important to our tourism economy that change of use should be resisted	Include a policy that resists the loss of existing tourist accommodation with 10 or more bedrooms subject to viability criteria.
There was strong agreement that we should continue to zone Thanet's beaches as "major holiday, "intermediate" and "undeveloped" depending on their character and level of facilities available.	Beaches are Thanet's greatest asset	Agree, Thanet's beaches are one of the major tourist attractions in Thanet and their character and diversity should be protected.	Include policies to protect the beaches and allow certain development according to their character following an audit of beach facilities.

There was general agreement that we should continue to support language schools subject to their local impact.	A few people mentioned that they can lead to anti social behaviour and confrontation with local youths	Agree, language schools are a major source of income for Thanet but their potential impact needs to be carefully managed	Include a policy on language school which contains criteria related to impact
	The positive benefit on the local economy from Language Schools was generally welcomed.		
There was also general agreement that we should continue to only support amusement arcades in certain seafront locations in Margate and Ramsgate		Agree, amusement arcades are not appropriate in all areas due to their open fronted and noisy nature	Define areas within the coastal town centres that can accommodate amusement arcades
There was some disagreement with the suggestion that we should continue to allow amusement centres in the town centres	Many thought that town centres were inappropriate locations for gaming	Amusement centres are considered a town centre use according to the NPPF and as such should be allowed in the town centres	Include amusement centres as acceptable uses within the secondary frontage areas and do not allow them within primary shopping frontages
	Amusement uses contribute to the tourist economy.	Agree, amusement uses are part of a mix of tourist uses in the area and are considered attractive to some people.	Include amusement centres as acceptable uses within the secondary frontage areas and do not allow them within primary shopping frontages
	Amusement uses are outdated and have negative associations		Include amusement centres as acceptable uses within the secondary frontage areas and do not allow them within primary shopping frontages

Issue 7 – How we support communications infrastructure and home working			
Headline views	Issues Raised	Council Response	Action in Local Plan
There was strong agreement that we should support home working subject to local impacts and expect all new development to be provided with the infrastructure to support high speed broadband and other communications	This is increasingly an expectation for business	Agree, home working already contributes to Thanet's economy and therefore should be supported.	Include a policy that supports home working subject to local impacts
	Effective communications infrastructure can mitigate against Thanet's relative distance from business markets.	Agree. Advance high quality communications infrastructure is essential for sustainable economic growth.	Include a policy requiring new development to deliver adequate communications infrastructure.
	Contact should be made with internet service providers to ensure that speed of services is further improved.	Kent County Council are working on improving broadband and communications infrastructure across Kent.	

8 : How many homes do we need to provide?			
Headline views	Issues Raised	Council Response	Action in Local Plan
<p>Consensus about the importance of factors to inform housing numbers was variable and included that housing numbers should be strategy (not trend) led.</p> <p>Capacity of infrastructure and services attracted complete consensus.</p>	Housing numbers should be strategy not trend led	Agree that the strategy (including economic growth aspiration) should inform and be supported by the level of housing provided for. However, government advises that its household projections represent a starting point in objectively assessing the level of need to be provided for. Unless there is compelling and	Take account both of strategy and household projections in assessing appropriate level of housing to provide for.

<p>Strong consensus regarding impact on traffic and travel, on amenity/ character of existing neighbourhoods and on the environment.</p> <p>There was some consensus regarding providing homes to support economic growth including people who live in but may work outside the district and to meet need for more affordable homes and the capacity of the market to deliver.</p>		specific evidence to show that projections would overstate future need providing below such levels would likely lead to the Local Plan being found unsound.	
	Account should be taken of the factors below:		As below
	-capacity of infrastructure and services	Agree. Fundamental to deliverable Local Plan.	Establish level of housing provision and phasing of land release taking account of infrastructure requirements identified in Infrastructure Delivery Plan and in light of development viability assessment
	- traffic and travel,	Agree. Fundamental to strategic objective of delivering transport infrastructure required to support existing communities and new development.	Establish level of housing provision and site locations taking account of Transport Strategy founded on sustainable transport principles
	-the amenity and character of existing neighbourhoods and protecting the environment.	Agree. Fundamental to the strategic objective of protecting and enhancing the environment.	Level of housing provision and suitable locations to be informed by the Strategic Housing Land Availability Assessment, Sustainability Appraisal and a Habitat Regulations Assessment.
	the need for more affordable housing	Agree. Fundamental to strategic objective of providing homes accessible to and suited to the needs of a settled and balanced	Aim to provide for the level of housing need indicated in latest evidence, but balanced with need to ensure housing provision

		community.	overall is viable and deliverable.
	the capacity of the market to deliver	Agree. Capacity of the market will impact deliverability of Local Plan.	Housing numbers will be informed by assessment of viability and of the capacity of the market to deliver various quantities in consultation with development industry representatives.
	providing homes to support economic growth	Agree. Fundamental to objective of meeting housing needs and demands to support economic growth.	Housing provisions (and types of homes) to be considered taking account of a range of economic growth forecast scenarios.
	The needs of people who live in but may work outside Thanet	Agree. Such homes will contribute to the objective of meeting the needs and demands of a balanced and mixed community.	Housing provisions (and types of homes) to be considered taking account of this factor
	- the need to avoid attracting additional benefit-dependent incomers or mopping up unmet requirements of other districts (e.g. through over-provision against realisable employment growth)	Agree. Fundamental to objective of providing homes for a settled and balanced community. However, difficult to evidence link between this risk and simple housing numbers. Precautionary approach might hinder economic growth aspirations or result in risk of un sound plan.	Clarify the economic aspirations behind housing numbers, and place emphasis on delivering the type of homes associated with meeting local need and economic aspirations.

8 : How many homes do we need to provide?			
Headline views	Issues Raised	Council Response	Action in Local Plan

<p>There was no clear consensus regarding the most appropriate economic or demographic scenario to apply as a starting point in forecasting housing numbers.</p>	<p>Setting housing provisions below those implied by the economic higher growth or trends based projections could be inconsistent with the Council's and Government's economic growth aspirations and might be less than objectively based (for example because migration cannot be discounted).</p> <p>Setting housing provisions above levels implied by the baseline or lower economic scenarios might be overambitious in view of lack of evidence of an economic upturn and could attract further benefit dependent people into the district if level of economic growth aspired to is not realised.</p> <p>Should the approach be ambitious or "wait and see"?</p>	<p>Government is looking generally to boost the supply of housing and requires Local Plans to meet full, objectively assessed needs (taking account of migration and demographic change).</p> <p>The key risk associated with providing for the higher level housing options is that economic performance over the plan period falls below aspirations. Although difficult to prove this could result in importation of further benefit dependent incomers, and poorer quality homes.</p> <p>However it is considered that the greater risk is that if provisions are based on the economic baseline or lower growth scenarios the Plan may be contrary to the NPPF, found "unsound" at examination and/or serve to undermine economic growth potential.</p>	<p>In establishing the level of housing provision to be made, apply the housing forecasts associated with the economic growth and migration trends scenarios as a starting point.</p>
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8 : How many homes do we need to provide?			
Headline views	Issues Raised	Council Response	Action in Local Plan
	<p>The need to make use as priority of the substantial supply of derelict and empty property to provide new homes.</p>	<p>Agree. Re use of vacant and derelict property may contribute to objectives of regenerating coastal town centres, protecting/enhancing townscape heritage and improving areas of poor quality housing and empty property. The aspiration to successively reduce the amount of vacant property has been built into the forecasting model which will inform the total level of additional homes to provide for. However, refurbishment of existing housing stock may not contribute to overall housing requirement. Use/re-use of such property should provide quality accommodation in line with social and economic regeneration objectives.</p>	<p>State general support for refurbishment/reconfiguration of the existing stock of empty/underused property to provide quality accommodation supporting area renewal and increasing the supply of family or other homes suited to social and economic regeneration objectives.</p>
	<p>What should be done regarding the impacts on areas designated for their national and international habitat significance of additional recreation pressures associated with more homes?</p>	<p>Agree this impact needs to be addressed and mitigated as appropriate</p>	<p>Level of housing provision and location of housing sites and appropriate mitigation to be tested and informed through Sustainability Appraisal (incorporating Strategic Environmental Assessment) and</p>

			through Habitat Regulations Assessment. It is proposed to include a specific policy to protect European sites and sites of Special Scientific Interest and national nature reserve from harmful development including through appropriate mitigation in line with a strategy to be incorporated in a supplementary planning document
	Whether more affordable homes are needed if Thanet already has a supply of cheap housing	House prices in Thanet are generally cheaper than elsewhere in Kent. However, incomes are also generally lower, meaning that some local people are still unlikely to be able to meet their housing needs through the private market. The level of need for affordable housing will be assessed by reviewing the information contained in the Strategic Market Housing Assessment.	Aim to provide for the level of housing need indicated in latest evidence, but balanced with need to ensure housing provision overall is viable and deliverable.

9:Where should our new homes be provided?			
Headline views	Issues Raised	Council Response	Action in Local Plan

<p>There was strong consensus that the approach should be to maximise or focus development within the existing built up areas of the towns and villages.</p> <p>Within this a slightly higher proportion favoured the “focus approach” signifying restrictive criteria be applied (for example to safeguard gardens, family homes and/or sites that are not previously developed).</p> <p>A relatively small percentage supported the alternative approach of focusing on greenfield sites and aiming to restrict housing sites in built up areas to those important for regeneration.</p>	<p>In assessing and allocating housing sites in the urban area, what safeguarding criteria should be applied?</p>	<p>As generally sustainable locations the existing built up areas represent a logical location for new development and present opportunities to re-use previously developed land. However criteria are needed to ensure that quality homes of the required type are achieved without compromising the quality of life of existing and new residents.</p>	<p>In identifying future housing sites, focus on opportunities within existing built up areas of the towns and villages.</p> <p>Scale and location of housing allocations to be established in light of their potential impact on a range of environmental factors informed by Strategic Housing Land Availability Assessment and Sustainability Appraisal.,</p> <p>Criteria based policies (for example safeguarding important open space and compatibility with townscape) to be applied to inform consideration of planning applications.</p> <p>Site allocations to reflect viability assessment.</p>
	<p>Infrastructure Implications (including transport links and schools)</p>	<p>Agree - Supporting infrastructure is critical to delivering housing required over the plan period. Alongside consultation with the infrastructure delivery agencies and organisations, the Council is preparing an infrastructure delivery Plan and Transport Strategy to identify and cost the infrastructure requirements</p>	<p>Site allocations to be established in light of need for timely provision of the social, community and transport infrastructure needed to support them.</p>

	<p>Need to safeguarding the function of the Green Wedges</p>	<p>Agree the important local function of the Green Wedges should continue. However, they are vulnerable to development pressures being in otherwise generally sustainable locations adjoining the urban area. Focusing on the housing capacity of the existing built up areas will serve to reduce pressure to consider allocating sites in the Green Wedge.</p>	<p>Aim to accommodate housing provisions on sustainable sites without compromising the function of the Green Wedges.</p> <p>Retain policy strongly protecting the Green Wedges from development harmful to their established function.</p>
	<p>How much emphasis/ priority should be placed on the potential of vacant/derelict land (including employment land)and property. Should there be an element of housing in the retail areas of the coastal towns?</p>	<p>Making positive use of such opportunities can assist social economic and environmental regeneration including town centres and optimise use of previously developed land.</p> <p>However, the degree of emphasis on such opportunities will need to be balanced with a versatile land portfolio to accommodate a variety of types of housing in line with strategic objectives.</p>	<p>Policy to provide general support for re-use of empty underused or vacant sites and premises to provide future homes of appropriate type (reflecting plan's strategic objectives).</p> <p>In town centres permit residential use in locations compatible with maintaining their commercial function and core retail area.</p> <p>Specific policy support for new build/conversion/refurbishment proposals associated with Intervention programmes supporting area renewal.</p>

	Need to protect finite countryside and quality grade agricultural land	Agree. This is important to the objective of protecting and enhancing Thanet's environment. However, anticipate some greenfield land will be needed to deliver overall housing provisions in line with strategic objectives. In identifying housing sites priority should be given to the urban areas in order to help reduce the greenfield land requirement. Alongside this however the need to protect the countryside has to be balanced with meeting total housing requirements.	Site allocations to be informed by considering their individual impacts on a range of factors including landscape and agricultural value.
	Need to protect green/open space for community benefit.	Agree. These assets are highly important for human health and wildlife.	Quantity and location of homes to take account of the need to safeguard existing green infrastructure including open space Policy signifying that where feasible development schemes on allocated or other sites will be expected to serve to augment, accessible provision.
	Should approach be a mix of urban regeneration, urban extensions and village extensions, should it be informed by individual sites' location,	Agree, the attributes of individual sites are important for achieving a deliverable plan reflecting a balanced settlement hierarchy. However, as a general principal	Assessment of the suitability of potential housing sites to include consideration of their sustainability, ability to deliver quality homes of the type

	<p>characteristics, and sustainability, their ability to provide deliverable quality homes and by the settlement hierarchy?</p>	<p>the approach should be first to look to the urban areas for deliverable site options taking account of their individual attributes and sustainability.</p>	<p>required, and their distribution in light of a balanced settlement hierarchy.</p>
	<p>Need to avoid cramming people in at high density</p>	<p>Agree. This is consistent with the option to “focus” as opposed to “maximise” housing in the built up areas.</p>	<p>Site allocations to be considered in relation to capacity of community, utility and transport infrastructure.</p> <p>Policies to require relevant infrastructure to be available in time to serve future housing development.</p> <p>Include policy expectations regarding design, living conditions and density considerations.</p>
	<p>How much priority should be given to previously developed land?</p>	<p>In line with the NPPF the preferred approach is to make effective use of previously developed land provided it is not of high environmental value.</p> <p>This is consistent with the preferred approach of “focusing” on, as opposed to “maximising” use of, sites in the built up areas (which signifies that criteria will be applied to safeguard sites having</p>	<p>Housing allocations to be considered in relation to the need to protect/enhance factors of environmental value such as important open space, heritage and townscape.</p> <p>Criteria based policies to signify that similar considerations will be applied in deciding planning applications.</p>

		high environmental value irrespective of whether they are previously developed or otherwise).	
	Villages may need some housing within or adjoining them to help them thrive/avoid stagnation/degeneration.	Agree. Some new homes at the rural settlements would serve to increase locational choices and meet need for affordable homes associated with those settlements. However this should be at a scale compatible with their character and sustainability in terms of accessibility of services and other infrastructure	Plan to include provision for an element of rural village housing at a scale compatible with the individual form and character of the individual settlements, and having regard to sustainability in terms of accessibility of services.
9:Where should our new homes be provided?			
Headline views	Issues Raised	Council Response	Action in Local Plan
In relation to the location of any greenfield housing land required, more than half of respondents supported that this be by way of dispersed sites. A slightly smaller number supported provision at a small number of locations. A small percentage supported such provision by way of a single	Main concerns raised in advocating particular options were: -environmental impact -visual impact -community cohesion -capacity of infrastructure and	Agree with the importance of the main factors mentioned in representors' concerns, and that most appropriate approach would be to allocate a number of sites as opposed to a single site. The majority of the concerns mentioned were mentioned in the context of not supporting a single site allocation. However, the number and size of	Greenfield land component to be by way of a number of sites. The number, location and size of specific allocations to be informed by considering identified site opportunities and their sustainability credentials, their ability to provide for supporting infrastructure and deliver elements of affordable housing alongside the other key concerns

location.	<p>access to community facilities.</p> <p>-the need to avoid jeopardising a deliverable land supply</p> <p>-ability to deliver quality homes</p> <p>-need for some village housing</p> <p>-need to safeguard Green Wedges and prevent coalescence</p>	<p>site opportunities will need to be considered in relation to the potentially deliverable site options identified and their sustainability.</p>	referred to in responses.
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9:Where should our new homes be provided?			
Headline views	Issues Raised	Council Response	Action in Local Plan
<p>The majority of responses supported locating greenfield land requirements adjoining the Urban Area. A number supported locations adjoining the villages. A smaller number supported freestanding countryside sites and a lower number supported a new settlement.</p>	<p>Responses reveal the following as key issues</p> <p>Accessibility and viability of services and infrastructure</p> <p>Environmental impact</p> <p>Safeguarding the Green Wedge, prevent urban sprawl, protect remaining green space between villages and countryside.</p> <p>Natural/organic growth not large estates</p>	<p>Agree that greenfield housing element should be focused adjoining the built up areas of the Thanet towns and with housing of appropriate scale adjoining the built up areas of sustainable villages.</p> <p>Agree with significance of the issues raised . However, these need to be considered alongside the scale and location of viable site opportunities identified.</p>	<p>Greenfield housing allocations to be at sustainable locations adjoining the urban area.</p> <p>Individual allocations to be considered in light of factors raised in responses and balanced against other sustainability criteria and plan objectives.</p> <p>Balance of any housing provision attributed to rural settlements and not deliverable within their confines to be by way of allocation adjoining their built up confines.</p>

	<p>Scale and deliverability</p> <p>Integration with existing communities.</p> <p>Need good Transport connections</p> <p>Westwood to be the only new town.</p>		
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9:Where should our new homes be provided?			
Headline views	Issues Raised	Council Response	Action in Local Plan
Further comments about where new home should be provided were wide ranging.	Degree of priority to use of empty /derelict property including surplus business parks) and brownfield sites (before greenfield)	Agree priority should be attributed but this needs to be balanced with the need to ensure a viable portfolio of deliverable housing sites capable of accommodating the type and quantity of homes required to meet the Plan's objectives.	Policies and allocations to support use of previously developed sites and empty/derelict property to provide housing. However, such allocations to be subject to criteria associated with the urban "focus" approach and be part of balanced wider portfolio of sustainable sites enabling timely delivery of the type of homes and infrastructure required to deliver plan objectives.
	Protect/enhance recreational and natural green space and biodiversity to reduce pressures on coastal European sites. If possible provide new links between existing and open	Agree these issues reflect strategic objectives and should be addressed in delivering a sustainable Plan	Quantity and location of homes to take account of the need to safeguard and where possible enhance existing green space/ infrastructure and biodiversity. (Informed by SHLAA, Strategy for

	<p>spaces.</p> <p>Take account of need to preserve/restore/and re-create priority habitats, ecology network and recovery of species populations.</p> <p>Need to assess and address potential loss of significant farmland bird habitat and SPA & SSSI foraging and roosting habitat</p> <p>Need to assess value of development sites for SPA and SSSI bird species</p> <p>Recreation pressures associated with high housing numbers cause concern regarding SPA species and need mitigation</p> <p>Strike balance between quality of life and protecting designated sites and farmland bird populations.</p> <p>A strategic Sustainable Access Management and Monitoring Strategy for the coastal and Natura Network.</p>		<p>Planned Location of Housing, SA and HRA)</p> <p>Policies to be included to apply similar considerations in deciding planning applications.</p> <p>Include a policy requirement, where appropriate, for housing applications to be informed by a wintering and breeding bird survey to assess impact on bird populations and address how any impacts can be minimised/compensated.</p> <p>Include a policy requirement that development should provide appropriate mitigation to protect designated nature conservation sites in relation to recreational pressure.</p>
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	Protect the natural beauty of the Wantsum Channel and Lower Stour wetland	Agree. Fundamental to objectives of protection of Thanet's environment, and the scenic value of the coast and countryside.	Site allocations to be informed by sustainability criteria including landscape impact. Include policy to ensure development protects and enhance Thanet's historic landscapes..
	Need to minimise effect of housing and infrastructure growth (in Thanet and Dover districts) on local habitats and natural sites	Agree this is fundamental to the objective of maintaining and enhancing the biodiversity and natural environment .	Site allocations to be informed by sustainability criteria factors including habitat and subsequently by SA & HRA.
	Take account of NOx emissions on the urban population and habitat.	Agree this is a significant factor for the objective of promoting physical well-being and protecting, maintaining biodiversity.	Allocation of sites to be based on criteria including their ability to reduce need to travel by cars and be informed by Transport Strategy SA, and HRA
	Need for and scale of any new village homes (including in relation to capacity of services). (Comments include reference to rural extensions to Birchington)	Agree. Some new homes at the rural settlements would serve to increase locational choices and meet need for affordable homes associated with those settlements However, this should be at a scale compatible with their character and sustainability in terms of accessibility of services and other infrastructure.	Plan to include provision for an element of rural village housing at a scale compatible with their individual form and character, and reflecting and enabling accessible, sufficient and viable services.

	Consider merits of allocating sites mentioned in responses	Agree it is important to consider the relative suitability of all potential sites in meeting planned housing provisions.	Site allocations identified and allocated following assessment of relative sustainability criteria, and of ability to deliver the types of homes needed to deliver plan's objectives.
	Take account of relevance of historic environment (factors such as scheduled ancient monuments and registered parks and garden)	Agree. This is important for the objective of preserving and enhancing the built historic environment, and ancient monuments and their settings	Site allocations to be informed by impact on historic heritage including criteria applied in Strategic Housing Land Availability Assessment
	Should anymore homes be allowed near Westwood?	Sites covered in Strategic Housing Land Availability assessments include land in the vicinity.	Site allocations to be informed by a range of criteria including availability of deliverable sites, community and transport infrastructure .
	Should housing land be released only at such time as employment increases?	Accept desirability of gearing provision of new homes in line with predicted job growth. However, policies also need to address the community requirements irrespective of economic status. Cannot envisage plan would be found "sound" if housing land was released only when new jobs are realised.	Policy to phase release of allocated housing land to prevent premature release and as far as reasonably possible gear it alongside predicted job growth.
	Port and Airport meet a housing need.	Disagree. These are regarded as infrastructure assets for the economic strategy.	No housing allocation at Port and Airport.

	Consider accessibility of locations in light of existing and proposed main walking and cycling routes	Agree this is a significant aspect of sustainability	Site allocations to be identified on the basis of sustainability assessment including proximity of or potential to create routes supporting sustainable travel.
	Development may require increases in capacity of sewerage system and water mains.	Agree that infrastructure capacity is significant for achieving a deliverable and sustainable plan.	Level of housing provision and site allocations to be considered in light of infrastructure capacity as informed through liaison with service providers. Policy permitting development only at such time as it is demonstrated that sufficient infrastructure capacity will be available.

What type of new homes do we need to provide? (10.1)			
Headline views	Issues Raised	Council Response	Action in Local Plan
The importance attributed to specific factors to inform the type of homes needed (i.e. who we want to house) was variable. This is illustrated below in descending order of % supporting/strongly supporting Impact of particular types of homes on character of existing neighbourhoods	Protecting the character of the area, neighbourhoods and communities	Agree. Accords with strategic objectives	Policy influencing type of homes to be sensitive to character of neighbourhood and need to promote balanced community structure.
	the need to build attractive, quality, well designed homes in attractive environments	Agree. Accords with strategic objectives	Include high quality inclusive design and need for development to conserve/enhance local character of the area as expectations in policy.
	the need to attract professional	Agree. Strategic objectives of	Policy influencing type and

<p>Needs & aspirations of the existing community</p> <p>Achieving balanced/mixed communities</p>	<p>people but not economically dependent incomers</p>	<p>improving earning power, employability and attracting skilled people mean high emphasis is needed on attracting incomers who are economically independent.</p>	<p>location of homes to accommodate a degree of locational choice (including some village homes) and promote homes suitable to and affordable by young aspiring households.</p>
<p>Need for more affordable homes</p> <p>Need and demand from people moving in to Thanet to work</p> <p>Need and demand from all people moving in to Thanet</p>	<p>Need more quality homes including family homes</p>	<p>Agree. It is a strategic objective that everyone has access to quality homes. Evidence indicates more family homes are needed.</p>	<p>Policy influencing type of homes to place emphasis on safeguarding and promoting more family homes. Include high quality inclusive design and need for development to conserve/enhance local character of the area as expectations in policy.</p>
	<p>Whether affordable homes are needed in light of supply of cheap housing. Whether affordable homes should be targeted at local people. The need to keep affordable housing element thresholds at a level that won't disincentivise development.</p>	<p>While housing in Thanet is comparatively inexpensive, evidence shows that outstanding unmet need for affordable homes remains substantial.</p>	<p>Policy to optimise the quantity of affordable housing that can be delivered as part of new housing development schemes having regard to the level of need for affordable homes and development viability.</p>
	<p>the need to provide specialised and good quality housing for older people (including need for extra/end of life care, and homes suitable to facilitate movement including downsizing to get the market moving and the need to balance needs of elderly people</p>	<p>Agree in light of forecast ageing population and shortage of larger homes.</p>	<p>Policy supporting provision of specialised housing needed by older people and other groups in light of evidence of need and locational considerations.</p>

	with a balanced community structure).		
	Whether newcomers will place unsustainable pressure on infrastructure	Agree – ability to deliver sufficient supporting infrastructure will be an important consideration in finalising level (and location) of development to provide for.	Establish the level, location and type of housing in light of the requirement to deliver sufficient supporting infrastructure.
	The need to focus on using empty homes (including to use them as family homes/affordable homes)	Agree. Re use of vacant and derelict property may contribute to objectives of regenerating coastal town centres, protecting/ enhancing townscape heritage and improving areas of poor quality housing and empty property. However, refurbishment of existing housing stock may not contribute to overall housing requirement. Use/re-use of such property should provide quality accommodation in line with social and economic regeneration objectives	State general support for refurbishment/ reconfiguration of the existing stock of empty/ underused property to provide quality accommodation supporting area renewal and increasing the supply of family or other homes suited to social and economic regeneration objectives.

What type of new homes do we need to provide? (10.2)			
Headline views	Issues Raised	Council Response	Action in Local Plan
There was a diversity of opinion regarding the guideline	Whether there is a (market) need for more family homes and fewer	The Strategic housing market assessment suggests that this is	Policy regulating types of homes to be informed by balances

proportions for market housing included in consultation.	1 bedroom flats	the case and this is reflected in the benchmark scenario presented in consultation.	recommended in SHMA (subject to any refresh to ensure robustness).
	What mix of market homes would best help achieve social cohesion?	Consultation reveals that this is seen as a complex issue. At district level the SHMA suggests a specific mix to help address requirements for both market and affordable homes.	As above with mix applicable on specific sites to be informed in light of area specific housing objectives (to be set out in the Plan) and site specific circumstances. .
	Should more (market) flats be encouraged as making more efficient use of land?	The SHMA suggests that there is an oversupply of small and flatted accommodation and that the future mix should aim to increase the supply of larger and family homes. Nonetheless it is expected that some flatted accommodation will be required. In such cases flatted accommodation may make efficient use of land, but this should not be at the expense of providing quality accommodation, nor a determining factor implying that the rebalancing suggested in the SHMA should be reversed.	Policy regulating types of homes to be informed by balances recommended in SHMA (subject to any refresh to ensure robustness). Where flats are appropriate any advantage in making efficient use of land should not be at the expense of providing quality accommodation.

What type of new homes do we need to provide? (10.3)			
Headline views	Issues Raised	Council Response	Action in Local Plan
There was a diversity of opinion	Should the proportion of 1	Aware of concerns about	Policy regulating types of homes

regarding the guideline proportions for affordable housing included in consultation.	bed/smaller flats be reduced, with possible corresponding increase in 2 bed flats/ 2/3 bed houses?	attracting more economically dependent small households. However, SHMA and any subsequent refreshed assessment of housing need is/will be informed by assessment of economic aspirations.	to be informed by balances recommended in SHMA (subject to any refresh to ensure robustness).
	Need for affordable homes greater than 3 beds queried.	Policy should be driven by objective of meeting need rather than aiming to influence size of households.	Policy regulating types of homes to be informed by balances recommended in SHMA (subject to any refresh to ensure robustness).
	What mix of homes would best help achieve social cohesion?	Consultation reveals that this is seen as a complex issue. At district level the SHMA suggests a specific mix to help address requirements for both market and affordable homes.	Broad mix to be informed by SHMA, but Plan to include area specific housing objectives to inform how sites may deliver appropriate mix within particular areas of the District.
	Should more (market) flats be encouraged as making more efficient use of land?	The SHMA suggests that there is an oversupply of small and flatted accommodation and that the future mix should aim to increase the supply of larger and family homes. Nonetheless it is expected that some flatted accommodation will be required. In such cases flatted accommodation may make efficient use of land, but this should not be at the expense of	Policy regulating types of homes to be informed by balances recommended in SHMA (subject to any refresh to ensure robustness). Where flats are appropriate any advantage in making efficient use of land should not be at the expense of providing quality accommodation.

		providing quality accommodation, nor a determining factor implying that the rebalancing suggested in the SHMA should be reversed.	
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What type of new homes do we need to provide? (10.4)			
Headline views	Issues Raised	Council Response	Action in Local Plan
Just over half of responses agreed that future housing development should include 30% as affordable housing. A small number were neutral on the issue.	What percentage of affordable housing should policy seek to negotiate?	Unmet need for affordable housing is substantial. Economic viability assessment suggests that 30% would be a viable target.	Policy for negotiating affordable homes to be based on 30% element unless bona fide information on need and viability suggest that an alternative percentage would be appropriate.
A slightly higher percentage of those with a view thought all new housing developments should be expected to provide affordable housing irrespective of the total number of dwellings proposed.	Should negotiation of an element of affordable housing apply to all housing sites or only to sites above a certain size?	Economic viability assessment suggests that policy could aim to apply negotiations on sites of any size (subject to off-site/financial contribution in lieu where appropriate). In view of the high level of unmet need it is appropriate to seek negotiations on sites of all sizes.	Policy for negotiating affordable housing to be applied to housing sites of any size.
Of those having a view more than double the number of responses agreed (than disagreed) that that affordable housing could in some cases be provided off-site or through a financial contribution.	In some cases should affordable housing be provided off-site or through a financial contribution?	Off-site provision or a financial contribution may serve to deliver affordable homes to help address the high level of outstanding need. The NPPF recognises that this approach can be applied where justified	Policy negotiating affordable homes to indicate that where justified, provision may be by way of off-site contribution or financial contribution in lieu of on-site provision.
A significant proportion of	What proportion of affordable	The 2009 SHMA recommends a	Policy for affordable housing to

<p>responses were neutral as to whether the provision of affordable housing should be on the basis of 70% social rent and 30% intermediate. Of those having a view slightly more agreed than disagreed</p>	<p>homes should be for social rent and for intermediate?</p>	<p>target split that of 30% affordable homes be intermediate housing and 70% affordable rent. Subsequent evidence suggests this appears to remain a balanced approach.</p>	<p>indicate that the Council will apply a target to affordable homes that 30% should be intermediate housing and 70% social rented.</p>
<p>The proportion of responses agreeing that it is appropriate to continue to allow release of land adjoining the built up parts of our rural villages where this would deliver affordable housing to meet the needs of the village was greater than those disagreeing.</p>	<p>Should policy continue to allow “exception sites” to deliver affordable housing to meet the needs of villages?</p>	<p>The NPPF acknowledges rural exception sites as a mechanism for securing affordable housing to meet local need. Recent surveys indicate presence of unmet local need for affordable housing in most of Thanet’s villages. It is therefore considered appropriate to retain a policy allowing exceptional release for cases where need cannot be met on sites which would not otherwise conflict with policy.</p>	<p>Rural exceptions site policy to be included..</p>
<p>The need to ensure that affordable housing policy requirements are flexible/applied on a case by case basis and do not jeopardise viability of development was raised by a number of respondents.</p>	<p>Ensuring that policy is applied flexibly so as to not jeopardise viability taking account other development costs such as infrastructure</p>	<p>Agree. Policy needs to be applied flexibly on a case by case basis to optimise affordable housing yield without undermining wider housing delivery.</p>	<p>Wording of policy to signify that expected affordable elements will be through negotiations taking account of site specific considerations.</p>

What type of new homes do we need to provide? (10.5)

Headline views	Issues Raised	Council Response	Action in Local Plan
Responses are characterised by concerns that Houses in Multiple Occupation (HMO's) especially where clustered can be a cause of social problems and disturbance for local communities, can change the character of neighbourhoods and affect perception of the district	As below	As below	As below
A higher percentage of responses agreed with continuing the approach of allowing HMO's subject to consideration of their effects on the local character and living environment of an area than disagreed.	Should we retain/amend augment existing policy concerning proposals to establish/regularise HMO's?	<p>While HMO's particularly where clustered can cause local problems, they can, if provided at decent standards and well managed, provide a useful source of inexpensive accommodation.</p> <p>Alongside the current policy imposing a general presumption against further HMO's in the Cliftonville DPD, the existing criteria based general HMO policy has usefully served to judge and determine applications to establish/ regulate HMO's so that they are not harmful to amenity.</p>	<p>Retain district wide criteria based policy addressing proposals to provide/ regularise HMO's.</p> <p>Policy regarding HMO's in area covered by Cliftonville Development Plan Document to remain unchanged.</p>
The highest proportion of responses agreed that a restriction should be applied to HMO's in certain areas. However, a significant proportion	Are there particular areas where HMO's should be restricted?	Through consultation and other channels concerns have been expressed about the number of family homes changing to HMO's for student occupation in the	Augment district wide criteria based policy to state a level of concentration/clustering which, if exceeded, would be considered likely to be harmful in terms of

<p>were neutral on the issue and a small proportion disagreed.</p>		<p>vicinity of Broadstairs University campus.</p> <p>While concerns about concentration and clustering have been identified as a result of student HMO accommodation in the vicinity of the campus, it is considered appropriate to augment the policy to apply on a district wide basis for consistency and to pre-empt any issue of displacement</p> <p>The evidence base prepared for the adopted Cliftonville DPD showed that this area warranted a restriction on HMO's.</p>	<p>those criteria.</p> <p>Policy regarding HMO's in area covered by Cliftonville Development Plan Document to remain unchanged.</p>
<p>The highest proportion of responses agreed that the number of HMO's should be restricted beyond a specific level. However, a significant proportion were neutral on the issue and a small proportion disagreed.</p>	<p>Should quantitative restrictions be applied to HMO's and if so at what level and geographical area?</p>	<p>Investigation of this issue suggests that it would be helpful to augment the existing criteria based policy by indicating a level of concentration/clustering which, if exceeded, would be regarded as harmful and contrary to policy for that reason.</p>	<p>Apply restriction on the number of HMO's (expressed as maximum percentage of properties) within a specific radius. As noted above it is proposed to apply this district wide but retaining the more restrictive approach applied in the Cliftonville DPD.</p>

<p>What type of new homes do we need to provide? (10.6)</p>			
<p>Headline views</p>	<p>Issues Raised</p>	<p>Council Response</p>	<p>Action in Local Plan</p>

<p>Considerable agreement that impact on surrounding uses, and access to certain facilities are important factors for considering the location of any accommodation site requirements for gypsies and travellers.</p> <p>Responses indicate concern that providing such accommodation may serve to add to problems arising from existing level of social need including increasing burden on already overstretched social infrastructure.</p>	<p>Need to ensure these factors are taken into account in considering location of such sites.</p>	<p>In light of the conclusions of the Gypsy & Traveller Accommodation Assessment it is not considered necessary for the Local Plan to identify sites for such accommodation. In any event however, it will need to set out criteria to inform assessment of any planning applications that may come forward.</p>	<p>Criteria based policy (including impact on surrounding uses, and access to local facilities and services) to apply to any relevant proposals.</p>
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What type of new homes do we need to provide? (10.7)			
Headline views	Issues Raised	Council Response	Action in Local Plan
<p>In relation to other housing requirements relating to particular groups, responses frequently mentioned the need for homes for older people including specific types of accommodation (such as sheltered) and the potential for such provision to facilitate downsizing</p>	<p>Agree all issues are important including objective of facilitating independent living as far as possible.</p>	<p>Agree. The proportion of older people is forecast to increase, and the Plan will need to support provision of accommodation suitable to meet needs arising.</p> <p>Recognise the importance of addressing demand for student accommodation. There are currently no known proposals to</p>	<p>Include a policy to facilitate provision of types of housing such as sheltered/adaptable/extra care reflecting information drawing on evidence of need from the Strategic Housing Market Assessment, Housing Strategy, adult social services accommodation strategy and other research in respect of</p>

<p>Also mentioned were</p> <p>Need for student housing in bespoke and affordable accommodation.</p> <p>Homes for disabled people</p> <p>Service families</p> <p>Children leaving care</p> <p>People wishing to build their own homes.</p>		<p>provide bespoke accommodation, but use is made of private accommodation often on a multiple occupancy basis. Such use can serve a valuable function in this respect but clustering of HMO's can impact on local communities.</p> <p>Not aware of specific requirements that need to be anticipated and addressed in a specific policy for service families, children leaving care or people wishing to build their own homes.</p>	<p>specific needs.</p> <p>As indicated in respect of issue 10.6 Include policy to regulate HMO's.</p> <p>Policy to support housing to meet needs of particular groups including disabled people.</p>
	<p>More start up and accommodation for people on low incomes.</p>	<p>Agree such provision is required to support retention of young people and meet local need for affordable homes.</p>	<p>Policy to state expectation of a range of sizes and affordability of new homes reflecting evidence in Strategic Housing Market Assessment.</p>

Any further comments in relation to the type of homes we need to provide? (10.8)			
Headline views	Issues Raised	Council Response	Action in Local Plan
<p>Comments included suggestions of the need for the following</p>	<p>As below</p>	<p>As below</p>	<p>As below</p>
<p>well-designed homes in keeping with area and with good space standards.</p>		<p>Agree</p>	<p>Include policy expectation regarding high quality and inclusive design and featuring</p>

			appropriate criteria relating to living conditions.
More family and executive housing		Agree	Policy to state expectation of a range of new housing types and locations (including types and locations suited to this section of market) in line with findings of Strategic Housing Market Assessment. Policy to support retention of existing dwellings suited to requirements of modern family occupation.
Environmentally sustainable homes		Agree	Include policy promoting sustainable design (including energy efficiency and sustainable use of resources).
Fewer 1 bedroom flats		Agree. SHMA indicates the stock is already over represented by such accommodation and makes recommendations to address this	Include policy guiding mix of new homes to be provided reflecting SHMA recommendations.
A reduction in some types of residential care and provision of extra care housing		Agree. This appears consistent with the conclusions of the County Council's emerging accommodation strategy to help deliver choice and access to high quality accommodation to vulnerable adults eligible for care and support.	Include policy supporting provision of care and supported housing in line with evidence of need.

11 - Maintaining physical separation between Thanet's towns and villages

Headline views	Issues Raised	Council Response	Action in Local Plan
There was consensus in support of maintaining a physical separation between Thanet's towns and villages	Provide clear separate identities between the towns, provide wildlife habitats and contribute to well being	Agree	Include new local plan policy to protect the Green Wedges
	Concern that alternative/ multifunctional use of the green wedges could have a detrimental impact on birds, and could end up urbanising the area by attracting too many people to them	Agree	Include criteria in local plan policy to ensure any proposals for recreational uses of the green wedges are appropriate and will not conflict with the aims of the green wedges.
	Some land may need to be released for development	Sites will be allocated for housing in order to meet the identified need. These will include some greenfield sites, however draft allocations suggest that there is sufficient land available without allocating sites within the green wedges.	No action
	Merging development sites including natural and amenity space could form a larger block of amenity space (could be a country park).	Agree that this could be a way of creating new open space. To be considered when deciding housing allocation sites	No action
	Land use should be based on character and history of the landscape	Agree. Appropriate policies will be included in the plan.	No action in this section – landscape policy to be included elsewhere.

12 – How can we respect Thanet's important views and landscapes?			
Headline views	Issues Raised	Council Response	Action in Local Plan
There was consensus in support of the continued protection of	Strong support was given in terms of their heritage value,	Agree	Include new local plan policy to protect Thanet's landscapes

Thanet's landscapes	biodiversity value, contribution to the uniqueness of the district and making the district attractive for residents, businesses and tourists		
	Thanet's landscapes should be promoted as a tourist feature	Agree	Include in text in relevant sections of the plan
	To minimise the effect on open landscapes, development should be located in close proximity to the urban areas, on brownfield sites and the reuse of vacant buildings	These issues are considered in more detail in the section relating to the location of housing and the strategy for the planned location of homes.	No action in this section of the plan
	Concern about the impact of wind farms and solar farms on the landscape	Evidence suggests that there are few areas in Thanet that would be suitable for wind farms. The climate change section will include a policy relating to solar parks and will address landscape impact.	No action in this section of the plan
	Essential utility development should be allowed if the benefit outweighs the harm and no alternative sites are available	There may be instances where a development proposal has benefits or a necessity that outweighs the landscape impact	Include criteria in local plan policy
	Independent design panel should advise on the design quality and location of all major development proposals	Agree that independent design review is desirable. This will be addressed in the quality development section.	No action in this section of the plan

13 - How can we protect, maintain and enhance Thanet's green infrastructure?			
Headline views	Issues Raised	Council Response	Action in Local Plan
Consensus in support of	Other potential areas of green	<ul style="list-style-type: none"> Cliff tops – development 	Include policy protection for

<p>protecting and enhancing existing areas of open space</p>	<p>space identified as:</p> <ul style="list-style-type: none"> • Cliff tops • Old putting green, Westgate • Open area between Shottendane Lane and Hartsdown Road should be wooded • Dane Park extension – transport depot • Land at top of Effingham Street • Culmers land allotments • Taddys allotments • Kittys Green • Former Hoverport site • Land rear of former power station • Weatherlees Hill – in between garage and stream • Wildlife corridor next to Pfizers social club 	<p>unlikely due to proximity to European sites and other policy protection eg landscape, coastal erosion</p> <ul style="list-style-type: none"> • Old putting Green – already protected as open space which will be carried forward into the new local plan • Open area between Shottendane Lane and Hartsdown Road should be wooded – land is privately owned so Council cannot impose this • Dane Park extension into transport depot –site surrounding depot already protected open space which will be carried forward • Land at top of Effingham Street – plan needed to confirm location • Culmers land allotments - allotments considered as part of Green Infrastructure network • Taddys allotments - allotments considered as part of Green 	<p>existing, and new areas of open space and existing green infrastructure as set out in the Natural Environment Topic Paper</p>
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		<p>Infrastructure network</p> <ul style="list-style-type: none"> • Kittys Green – plan needed to confirm location • Former Hoverport site - allocate as natural open space? • Land rear of former power station- plan needed to confirm location • Weatherlees Hill – plan needed to confirm location • Wildlife corridor next to Pfizers social club – falls within Dover District 	
The options for providing new green infrastructure in new developments were strongly supported	Enhancement of the green wedges gained the most support, whilst mitigation against farmland birds gained the least support. Stepping stones of natural habitat should be provided in urban areas	None of the options in this question received any degree of disagreement. No comments were made with regards to the suitability of any of the individual options. All options therefore could be included in a criteria based policy	Include criteria based policy for new green infrastructure in new developments
	The integration of SUDS should be included as a method of introducing new GI in new developments	Agree. SUDs are addressed climate change section.	Policy relating to SUDS to be included in Climate Change section
Some support was given to the options for achieving a net gain in biodiversity	Planting of hedgerows gained the most support, provision of green roofs gained the least support.	Upon consideration, these options would be difficult to incorporate and deliver through planning policy. However, they will be included in the Topic Paper as possible methods of creating new	Include as general GI criteria requirement for new development to create new wildlife and biodiversity habitats and enhancements of Biodiversity Opportunity Areas.

		wildlife and biodiversity habitats	
	No mention of proposed Marine Conservation Zone	Noted. MCZ is mentioned in the Natural Environment Topic Paper, however it would be appropriate to make reference to it in the supporting text of the plan.	Refer to proposed Marine Conservation Zone in Local Plan text.
	Should contain policies relating to the protection of priority habitats and species	Agree. It is considered important to include the protection of priority habitats and species.	Include policy to protect priority habitats and species
	People need to be educated and informed, information sharing and greater general awareness about the relationship between dogs/dog walkers and birds and wildlife habitats	Agree. Signage and wardening are mitigation measures intended to be included in the Mitigation Strategy that will accompany the local plan.	Refer to Mitigation Strategy in relevant Local Plan policy

14 - Adapting to, and mitigating against, the effects of climate change			
Headline views	Issues Raised	Council Response	Action in Local Plan
There was agreement for all of the options for adapting to the effects of climate change	There was no clear consensus regarding the conversion of old buildings to include retrofitting measures. Concerns were raised regarding viability, difficulties in converting some properties due to the nature of their construction and any negative impact on the structure or setting of retrofitting to a historic building.	Agree that it may not always be practical or appropriate to retrofit to all buildings. However there is scope for the inclusion of works to Heritage Assets to address climate change through local plan policy	Include policy in Heritage section relating to works to a heritage asset to address climate change
	There was no clear consensus for applying a local policy in relation to flood risk to expand on the	Agree that too many policies could be onerous. As well as development in flood risk areas,	Strategic policy relating to development in flood risk areas. Include flooding in policies

	requirements of the NPPF. Comments were made that additional policies may disadvantage existing home owners and restrict further development, and that development within flood risk areas would be in the wrong place anyway.	issues such as surface water flooding will also need to be considered.	relating to site allocations where relevant.
	There was consensus in support of the use of SUDS, however concern was raised as to their impact on archaeological remains where, for example, improving an areas drainage can change the moisture level in the local environment.	Noted point about archaeological remains. There is also an issue relating to groundwater with SUDs so a criteria based policy will be needed.	Include policy supporting the use of SUDs. Ensure issue of potential Groundwater contamination is addressed
	Should also consider desalination plants, solar/tidal power, active travel, landscaping	Agree.	Strategic policy to support applications for renewable energy developments
There was agreement for all of the options in relation to mitigating against the effects of climate change	There was no clear consensus regarding district heating systems, with concern expressed that they have to run all the time whereas local sources only run when they need to	Noted. An Energy Statement submitted with a planning application would provide the opportunity for the suitability of district heating schemes to be discussed.	Include policy relating to District Heating in the Climate Change section.
	There was no clear consensus for requiring new developments to incorporate measures to reduce the use of the private car, with a diversity of opinion. A suggestion was made that cycling and	Agree	Include policies to facilitate, enable and encourage cycling and walking – potentially in climate change, design and transport sections

	walking facilities should be planned for in the initial stages of new developments to encourage them as normal methods of transport rather than recreational pastimes.		
	<p>There was no clear consensus relating to solar farms. The following suggestions were made to avoid their development on Grade 1 agricultural land:</p> <ul style="list-style-type: none"> • Locate them on factory roofs • Locate them over car parks – will also provide shade for cars • Locate them on the green wedges <p>Concern was also raised about their impact on the landscape.</p>	The location of solar farms is dependent on the proximity of a connection to the National Grid. However there should be a relevant local plan policy against which any proposals for solar farms should be assessed.	Include policy with criteria relating to landscape issues and impact on agricultural land
	There was no clear consensus for encouraging other forms of renewable energy developments. Concerns were raised over loss of agricultural land, detriment to wildlife and negative visual impacts	Agree that these are considerations that need to be taken into account	Include policy supporting the development of renewable energy developments subject to any visual or environmental impact
	There was support for allocating Richborough for renewable energy technologies as it is a brownfield site with existing	Agree.	Allocate land at Richborough for renewable energy technologies

	connections to the national grid.		
	Anaerobic digesters, combined heat and power systems and tidal power may be appropriate. Could the tunnel networks be developed for ground source heating?	Agree that these are all good ideas. The policy for the development of renewable energy developments will be supportive of any such proposals submitted.	Include policy supporting the development of renewable energy developments
	Old hoverport site could be used for a renewable project – maybe a solar farm	Former hoverport site is not located close to a connection to the national grid which is necessary for the development of a solar park. The site has been proposed as open space.	No action
	Bird sensitivity maps should be used for defining areas for renewable energy and in planning control	The bird sensitivity maps appear to refer to sites for onshore windfarms. Windfarms have been identified in evidence as the least suitable form of renewable energy for Thanet, however, should a proposal be received, the sensitivity maps will be referred to.	No action

15 – To what extent do you agree or disagree that we should have policies in place to address the following issues?			
Headline views	Issues Raised	Council Response	Action in Local Plan
There was consensus in support of all of the policy options relating to the environment	Comments generally raised concerns that support the need for policies relating to these issues.	Discussions with the Environmental Health team also supported the need for environmental policies	Include policies relating to: Pollution Contaminated Land Unstable and Derelict Land Air Quality Noise Light pollution Groundwater Quality

	Concerns were raised regarding air pollution caused by Manston Airport, and air quality in general	Agree that these are important points. Thanet has an Urban Air Quality Management Area and associated action plan.	Air quality policy to require submission of an air quality assessment for proposals likely to cause detriment to Thanet's air quality.
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16 – Providing high quality homes, development and neighbourhoods			
Headline views	Issues Raised	Council Response	Action in Local Plan
There was consensus for support for most of the options for providing high quality homes, developments and neighbourhoods	There was a difference of opinion regarding the integration of public art. It was supported in contributing to the character and identity of a place or development, but concern was raised about the potential for vandalism which would then have a negative effect, and that it was a lower priority than factors such as good design and green spaces.	All of the options that were consulted on were issues the Council considered important in terms of design. None of the options received significant objections in the consultation, therefore all will be included in design policies within the local plan. However it is not considered necessary to make specific policy reference to public art as this is considered to be more site specific and can be included in development proposals without specific policy reference.	Inclusion of a number of Design policies in the new Local Plan
There was consensus in support of protecting areas that are of High Townscape Value	Reasons included attracting inward migration of higher income households. However concern was raised that with planning controls existing for listed buildings and conservation areas further designations would make more hurdles to jump. Low townscape value designations	The existing AHTVs that were designated in the last local plan have been used to justify planning applications, and the corresponding policy had been successful in appeals. However, there is little evidence to support the designation of these areas, and there are other areas with	Include a policy that will be applicable to the whole district that echoes the sentiments of the current AHTV designations to enable high quality and sensitive developments throughout the district, not just in specified areas.

	were suggested as suitable areas for redevelopment and regeneration.	attractive characteristics that could warrant such a designation. There are no set criteria for the designation of existing AHTVs or designating new ones – the justifications for the existing AHTVs are characteristics that should be enhanced throughout the district. It is considered that a more detailed character analysis of parts of the district be carried out and more detailed design policies for those areas be included in the Quality Development SPD.	
There was no clear consensus as to how the density of new housing development should be set.	Comments were mixed, but related to suggestions of areas where a certain density might be appropriate, rather than specifying a density level to be applied district wide. The option to ensure that new developments reflect the density of the surrounding area was the most strongly supported.	It is considered more appropriate for density to be considered at the planning application stage so that it is relevant and appropriate for the site and its surroundings rather than being set through planning policy.	Include in policy that density should relate to surroundings of the site/location of the development
	Paving over front gardens lowers the environmental quality of the neighbourhood, and encourages cars travelling at higher speeds on clear roads, use space standards to ensure no unpleasantly small homes	Noted. These issues are more appropriate for inclusion in the Quality Development SPD.	No action

	Independent Design panel should advise on the design quality and location of all major proposals	Agree that independent assessment by the Design Panel would be beneficial in some cases, however this would need to be assessed depending on the site and location.	Policy recommendation for independent review by Design Panel for proposals of national or public significance
	Should refer to Sport Englands Active Design, Design for Crime Prevention and Commissioners Police and Crime Plan	Noted. There are many relevant documents produced by other organisations that support the local plan and its policies. However the Council cannot be certain that these documents will remain throughout the plan period, so reference to them within the plan is not considered appropriate as the plan would become out of date if the documents are withdrawn or superseded. However it is considered appropriate to refer to them in the relevant Topic Papers that support the plan.	No action. Refer to documents in relevant topic papers.

17 – How can we protect and enhance Thanet’s heritage assets?			
Headline views	Issues Raised	Council Response	Action in Local Plan
There was consensus in support of most of the options for protecting Thanet’s heritage assets and their settings			
	There was no clear consensus regarding the designation of new conservation areas – concerns	The Council considers conservation to be important, given the districts rich and diverse	Plan to include a strategic policy to facilitate the review of conservation areas and the

	were raised regarding enforcement if inappropriate development in conservation areas.	history. New conservation areas should be designated where there is sufficient evidence and community support.	designation of new ones, and also agreeing Article 4 Directions where appropriate.
	There was consensus in support of a local list. A comment was made that resources need to be in place to enable a proactive improvement.	Agree	Plan to include in Strategic Policy the recognition of local heritage assets through a local list
	There was consensus in support of a policy relating to renewable energy and the historic environment, and also for site specific policies for significant heritage assets with development potential	It is important that Heritage Assets can contribute towards reducing the impacts of climate change, therefore a policy setting out how this can be achieved is considered appropriate.	Plan to include policy to enhance the environmental performance of heritage assets
	Essential utility development should be permitted if the development outweighs the harm	Paragraph 133 of the National Planning Policy Framework sets out criteria which must be applied if a proposed development necessary to achieve substantial public benefits would cause detriment to a heritage asset	No action
	St Lawrence should be protected and established as a Heritage Area	A Heritage Strategy for Thanet is being prepared which will include the identification of specific areas/sites with heritage value.	No action.
	There are conflicts between buildings of historical importance and adapting buildings for people with mobility problems	It is considered important for buildings of historic significance to be flexible in their use, and brought back into use. Adapting them for accessibility will be	Support for new uses for historic buildings and bringing them back into use in strategic policy in the plan.

		incorporated where necessary and appropriate and where possible to do so without compromising the integrity of the building.	
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18 – How should we plan for community facilities?			
Headline views	Issues Raised	Council Response	Action in Local Plan
There was support for all of the options for ensuring there are sufficient and appropriate community facilities.	Concern that unused, inadequate or poor standard facilities should not be retained.	Agree. It would be detrimental to a community to insist on the retention of poor, inadequate facilities. However it is also important to safeguard them to prevent their redevelopment leaving a community lacking in facilities.	Include criteria based policy for the retention of community facilities.
	S106 agreements could be used to provide community facilities for large scale developments	This is an issue that may be addressed through CIL. The Council is currently preparing a CIL schedule.	No action.
	Design and scale of community facilities should attract use by not only the local community but appeal to the wider visitor economy	Agree. Community facilities should be accessible to the local community but also provide parking facilities for visitors from further afield.	Include a requirement for local accessibility and space for car parking in policy.
	It is the service that should be assessed – not the land and buildings they are provided on – service may be provided in other accommodation if a building closes	Disagree. It is considered appropriate to consider the last lawful use of a building or site in order that it can be retained if there are no other suitable sites within the community for the provision of a community facility.	Include criteria based policy for the retention of community facilities allowing an alternative site to accommodate provision if appropriate.

	Public Rights of Way should be protected or enhanced	Agree. This will be included in the Natural Environment section.	No action
	Plan should provide sufficient protection to ensure continued theatre use	Agree. Theatre, arts and entertainment are important features to be retained.	Acknowledge in supporting text
	Need to ensure planned approach to the provision of facilities and opportunities for sport and recreation	Agree.	Addressed in section relating to the provision of open space.
	Warre Rec, Nethercourt and Ellington parks should be retained for community use	Agree – these are currently areas of open space which will continue to be protected in planning policy	No action – policy protecting open space elsewhere in local plan.
	Ensure Thanets community has access to good quality social and health services	Agree. The council is liaising with relevant authorities in order to achieve this	Include policy to promote, protect and improve the health of Thanet's residents.
	Broaden and improve the range of active leisure facilities to encourage greater participation within the local community	This plan places more emphasis on a healthy community and addresses this issue in various parts of the plan.	No action.
	Redevelopment of the Jentex site would provide a care home and additional local facilities including potentially a doctors surgery/pharmacy and small convenience store, which are currently lacking in Cliffsend.	This will be considered as part of the housing site allocations process	No action

(19)

Headline views	Issues Raised	Council Response	Action in Local Plan
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<p>Considerable consensus that all factors identified in consultation are important to an efficient and effective transport system. Transport infrastructure is key to increasing job growth. Plan should improve public transport including for new development.</p>	<p>Need to increase safety and use of cycling and walking, (including capitalising on heritage and green tourism), need to improve public transport and reduce dependency on car use.</p> <p>Need to reduce pollution/emissions, vehicle speeds, noise and pressure on infrastructure, improve health and road safety, and protect habitat and green image.</p> <p>Need to facilitate safe cycling) e.g. between secondary schools and settlements) and walking as normal activity.</p> <p>Need for bigger buses/cheaper fares and for more frequent bus services to certain destinations. Need for additional services and improvements including need to widen the coverage of the Loop service and update/ provide services in rural areas including Cliffsend. Need for Park and ride facility.</p> <p>Development should be located where well linked to services but</p>	<p>Agree issues raised are important for the transport and infrastructure objectives.</p> <p>Responses suggest a variety of relevant concerns and initiatives including for example providing footpaths and cycle routes, signposting, locating development where services can be accessed without the need to travel by car, providing bigger buses, additional ticketing systems and alternative charging regimes. Some of these can be influenced directly through planning policy. Some cannot but may for instance be addressed through ongoing liaison between the council and the county council as transport authority, providers and users groups.</p>	<p>Headline policy expressing Council's intention to work with developers and transport providers to manage travel demand and the need for development schemes to address safe and sustainable travel.</p> <p>Policy expecting development proposals to take into account need to facilitate use of public transport (including provision of relevant facilities such as improved waiting facilities) in accordance with the Thanet Transport Strategy in preparation.</p> <p>Policy requiring development with significant transport implications to be supported by a Transport Assessment / Travel Plan showing multi-modal access travel options and how transport infrastructure will be achieved.</p> <p>Policies requiring design of new development to incorporate safe convenient movement by pedestrians, cyclist safety, supporting provision and enhancement of walking routes, supporting extension of the cycle</p>
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	<p>need to accept that some people will always need to use cars.</p>		<p>network and provision of cycle parking and storage.</p> <p>Policy signifying that trip generating development proposals should be located where a range of services will be accessible without the need to rely on private cars.</p>
	<p>Capacity of the Strategic Road Network</p>	<p>The Highways Agency has identified potential capacity issues at junction 7 of the M2 and at the junction of the A2/A256. While these junctions are located at some distance from Thanet consideration needs to be given to the potential impact upon them of traffic movement that may be generated by development and growth at the Airport proposed in the Local Plan.</p> <p>In liaison with neighbouring districts and Highways Agency a joint overview of development and associated traffic movement in</p>	<p>Address how any material impact of planned development upon the Strategic Road network will be addressed/mitigated</p>

		East Kent will be prepared to inform assessment of impact upon these junctions and the need for any mitigation measures.	
	Need, and measures appropriate, to address traffic issues and potential/existing congestion at Westwood including for example signing of alternative routes for traffic heading to alternative destinations.	<p>Agree there is scope to achieve significant improvement to the transport system and circulation at Westwood. However, this will require significant rationalisation of its land use configuration and road layout in line with a conceptual layout.</p> <p>To this end a Westwood Relief Scheme is in preparation, including the concept of realigning traffic routes to enable free movement by pedestrians between town centre facilities. The Local Plan will be fundamental to its implementation.</p>	Policy requiring development to have regard to and where appropriate contribute to successive implementation of a Westwood relief Scheme.
	Need to improve rail speeds	Agree further improvements to rail speeds will further improve perceptions of District as a credible location for investment and commuting.	<p>Include statement that Council will continue to lobby for investments to secure further improvements to rail journey times for CRL domestic services between Ashford and Ramsgate.</p> <p>Including policy supporting</p>

			proposal to provide new Parkway Station
	Is the Parkway Station project justified? Better to improve efficiency of/parking at the existing stations?	With a location agreed by the County Council and significant funding secured it is anticipated that this project will be delivered early in the Plan period.	Land to be allocated/safeguarded as appropriate in light of the business case for providing a Parkway Station.
	Sufficiency and attractiveness of car parking, including demand that will arise from developments such as Dreamland and Tesco at Margate.	Agree that existing provision may not be adequate to accommodate demand arising when such developments are operating.	Acknowledge the issue and support solutions such as identifying land for additional car parking, better signage of existing provision.
	Address disparity of charges between coastal town centres and Westwood. Should car parking be free to some /all users? Should street parking charges be retained/introduced?	Agree parking charges will influence attractiveness of individual centres and places to residents and visitors. As car parking at Westwood is essentially on private land the Council cannot directly control parking charges there. Moreover the Local Plan cannot address parking charges in general but preparation of the Plan is being informed through liaison with the Parking Operation unit. Concerns suggest it is appropriate that policy should aim to retain/provide adequate and	Retain policies safeguarding off-street public car parking in the coastal town centres, and restricting additional car parking provision at Westwood which is considered adequately served as a multi-purpose destination. .

		suitable coastal town centre car parks to meet demand and to limit additional provision at Westwood.	
<p>Representations include suggestions for various transport improvement schemes such as a St Peter's by-pass, a Clearway route (to be implemented successively) from St Peters to the A28 at St Nicholas, widening of Nash Lane, closure to traffic/ pedestrianisation of certain town centre streets and the suggestion that development at "Manston Green" be permitted including housing, a school, a Parkway station, a multi-modal interchange, Park and Ride and strategic highway improvements to the A256 corridor, and strengthening of links through Richborough corridor to Discovery Park.</p>	<p>Consider the merits of particular schemes and development projects prospectively delivering substantial transport infrastructure improvements.</p>	<p>Transport infrastructure improvements need to be deliverable and considered in the context of wider growth proposals over the plan period. A transport strategy, informed by traffic modelling has been prepared as a component to inform assessment of options regarding future development site allocations and to identify the strategic transport infrastructure required to support them.</p>	<p>Development strategy to be informed by transport strategy and to identify transport infrastructure improvements and schemes as are required and deliverable to support it.</p> <p>Include policies to enable delivery of such improvements and schemes.</p>

THANET DISTRICT COUNCIL DECLARATION OF INTEREST FORM

Do I have a Disclosable Pecuniary Interest and if so what action should I take?

Your Disclosable Pecuniary Interests (DPI) are those interests that are, or should be, listed on your Register of Interest Form.

If you are at a meeting and the subject relating to one of your DPIs is to be discussed, in so far as you are aware of the DPI, you **must** declare the existence **and** explain the nature of the DPI during the declarations of interest agenda item, at the commencement of the item under discussion, or when the interest has become apparent

Once you have declared that you have a DPI (unless you have been granted a dispensation by the Standards Committee or the Monitoring Officer, for which you will have applied to the Monitoring Officer prior to the meeting) you **must:-**

1. Not speak or vote on the matter;
2. Withdraw from the meeting room during the consideration of the matter;
3. Not seek to improperly influence the decision on the matter.

Do I have a significant interest and if so what action should I take?

A significant interest is an interest (other than a DPI or an interest in an Authority Function) which:

1. Affects the financial position of yourself and/or an associated person; or Relates to the determination of your application for any approval, consent, licence, permission or registration made by, or on your behalf of, you and/or an associated person;
2. And which, in either case, a member of the public with knowledge of the relevant facts would reasonably regard as being so significant that it is likely to prejudice your judgment of the public interest.

An associated person is defined as:

- A family member or any other person with whom you have a close association, including your spouse, civil partner, or somebody with whom you are living as a husband or wife, or as if you are civil partners; or
- Any person or body who employs or has appointed such persons, any firm in which they are a partner, or any company of which they are directors; or
- Any person or body in whom such persons have a beneficial interest in a class of securities exceeding the nominal value of £25,000;
- Any body of which you are in a position of general control or management and to which you are appointed or nominated by the Authority; or
- any body in respect of which you are in a position of general control or management and which:
 - exercises functions of a public nature; or
 - is directed to charitable purposes; or
 - has as its principal purpose or one of its principal purposes the influence of public opinion or policy (including any political party or trade union)

An Authority Function is defined as: -

- Housing - where you are a tenant of the Council provided that those functions do not relate particularly to your tenancy or lease; or
- Any allowance, payment or indemnity given to members of the Council;
- Any ceremonial honour given to members of the Council
- Setting the Council Tax or a precept under the Local Government Finance Act 1992

If you are at a meeting and you think that you have a significant interest then you **must** declare the existence **and** nature of the significant interest at the commencement of the

matter, or when the interest has become apparent, or the declarations of interest agenda item.

Once you have declared that you have a significant interest (unless you have been granted a dispensation by the Standards Committee or the Monitoring Officer, for which you will have applied to the Monitoring Officer prior to the meeting) you **must**:-

1. Not speak or vote (unless the public have speaking rights, or you are present to make representations, answer questions or to give evidence relating to the business being discussed in which case you can speak only)
2. Withdraw from the meeting during consideration of the matter or immediately after speaking.
3. Not seek to improperly influence the decision.

Gifts, Benefits and Hospitality

Councillors must declare at meetings any gift, benefit or hospitality with an estimated value (or cumulative value if a series of gifts etc.) of £100 or more. You **must**, at the commencement of the meeting or when the interest becomes apparent, disclose the existence and nature of the gift, benefit or hospitality, the identity of the donor and how the business under consideration relates to that person or body. However you can stay in the meeting unless it constitutes a significant interest, in which case it should be declared as outlined above.

What if I am unsure?

If you are in any doubt, Members are strongly advised to seek advice from the Monitoring Officer or the Democratic Services and Scrutiny Manager well in advance of the meeting.

DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS, SIGNIFICANT INTERESTS AND GIFTS, BENEFITS AND HOSPITALITY

MEETING.....

DATE..... AGENDA ITEM

DISCLOSABLE PECUNIARY INTEREST

SIGNIFICANT INTEREST

GIFTS, BENEFITS AND HOSPITALITY

THE NATURE OF THE INTEREST, GIFT, BENEFITS OR HOSPITALITY:

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.....
.....

NAME (PRINT):

SIGNATURE:

Please detach and hand this form to the Democratic Services Officer when you are asked to declare any interests.