

Policy SP05 – Manston Airport

SA Objective	Proposed Policy	No policy	HRA implications	Mitigation and enhancement measures
1. To provide a sustainable supply of housing including an appropriate mix of types and tenures to reflect demand and need.	<b>Permanent. Direct. ST/LT++</b> The proposed policy inherently provides additional housing within the District, by proposing up to 3,000 new dwellings on the site, including 30% affordable homes.	<b>Unknown ?</b> A no policy option would require housing proposed at the former Manston Airport site to be accommodated elsewhere within the District. Alternative locations and phasings have not been identified therefore it is not possible to assess the impacts of a no policy option.	Please see draft HRA Report	-
2. To maintain appropriate healthcare provision and access to healthcare facilities for all sectors of society.	<b>Permanent. Direct. ST/LT+</b> Adoption of the proposed policy requires the provision of a Doctors Surgery, ensuring the new development would have adequate and appropriate access to healthcare facilities.	<b>Permanent. Direct LT -/?</b> Assuming additional housing is provided in alternative locations, likely to be urban edge sites, pressure would be placed on existing healthcare facilities and services as there is likely to be insufficient critical mass in particular locations to provide additional healthcare.		The proposed policy has the potential to significantly affect the status quo by increasing the population covered by individual healthcare facilities. The proposed policy includes provision of a Doctor's Surgery, though further assessment will identify shortfalls in local healthcare capacity and indicate the level of increased provision that may be required through developer contributions.
3. To provide access to appropriate educational facilities for all sectors of society including focus on training vulnerable and welfare dependant workers with skills necessary to ensure year round employment.	<b>Permanent. Direct. ST/LT+</b> Adoption of the proposed policy requires the provision of a primary school, ensuring the new development would have adequate and appropriate access to educational facilities.	<b>Permanent. Direct LT -/?</b> Assuming additional housing is provided in alternative locations, likely to be urban edge sites, pressure would be placed on existing educational facilities and services as there is likely to be insufficient critical mass in particular locations to provide additional educational facilities.		The proposed policy has the potential to significantly affect the status quo by increasing the population covered by individual educational facilities. The proposed policy includes provision of a primary school, though further assessment will identify shortfalls in local educational capacity and indicate the level of increased provision that may be required through developer contributions.
4. To increase public safety and reduce crime and fear of crime.	<b>Temporary/Permanent Indirect ST/LT +</b> Development of new homes could contribute to the reduction of crime and fear of crime through the better design/layout of residential areas.	<b>Neutral 0</b> A no policy option would not alter the status quo.		-
5. To provide appropriate key facilities to support vulnerable people and reduce the level of deprivation identified across the wards.	<b>Unknown ?</b> Adoption of the proposed policy would facilitate physical infrastructure to support the provision key community services suitable for vulnerable people and users. However, no information is provided in relation to the direct services that could be provided in relation to future site uses and developments and thus cannot be assessed against the objective.	<b>Permanent. Direct LT -/?</b> A lack of policy support could allow developments to be granted permission without the consideration of the impacts upon the local population. As such by allowing uncontrolled developments, overcrowding and population rises could lead to a rise in deprivation as facilities and services would be unable to cope with the excess demand.		As part of the masterplanning process, mitigation in the form of further studies will be required to ensure positive outcomes against this sustainability objective. This will require an assessment of how demand on community facilities may increase as a result of the additional population in the area.
6. To create vibrant balanced communities where residents feel a 'sense of place' and individual contribution is valued.	<b>Permanent. Direct. ST/LT+/-</b> The proposed policy would seek to create a mixed use development that is sympathetic to the receiving environment. Through the protection of environmental and heritage assets, as outlined in the proposed policy, an appropriate community feel will be created where landscaping schemes will be designed to be integral to new developments. The policy is likely to promote strong residential amenity within a mixed land use.	<b>Neutral. 0</b> A no policy option would not alter the status quo.		A no policy option would allow current practices to ensue and thus would not impact the objective in either a positive or negative manner. However adoption of the policy would actively seek to enhance the local sense of place and community feel within the district by ensuring developments are designed in an appropriate manner.
7. To provide access to employment opportunities for all sectors of society ensuring that everyone who	<b>Permanent. Direct. ST/LT+/?</b> The proposed policy would allow the former Manston Airport site to be developed into a mixed use facility, with 85,000sqm allocated for employment and leisure floorspace. As such	<b>Permanent. Direct LT -/?</b> A lack of policy support could allow developments to be granted permission without the consideration of the impacts upon the local population. As such residential developments		-

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wants to work has the opportunity to secure appropriate paid employment.	commercial business properties could be created as could retail facilities. In turn these establishments would create jobs for the local economy.	could grow without appropriate facilities and provisions which could lead to the over saturation of employment markets and increased competition for jobs across Thanet. The impacts are questionable as future site developments are not known and the airport is a small area in relation to the wider Thanet vicinity.		
8. To ensure the sustainable development of the proposed economic growth and encourage industrial and employment development at key sites within the District to support priority regeneration areas.	<b>Unknown ?</b> The benefits of sustainable and social housing provision provided at the former Manston Airport site could potentially be negated by the loss of potential economic activity associated with investment at the former Manston Airport. Whilst employment is included within the policy implementation is not known at this stage. Provision of housing on the former Manston Airport site would prevent the possibility of the former Manston Airport being regenerated providing associated jobs.	<b>Neutral. 0</b> A no policy option would not alter the status quo.		-
9. To protect and enhance the areas natural, semi-natural and street scene to support the tourist economy.	<b>Permanent. Direct. ST/LT +</b> Under policy adoption proposals to develop the former Manston Airport site, a development will minimise the visual impact and will be well linked to existing heritage sites to support tourism in Thanet. As such this would contribute to preserving the natural environment around the site which may be utilised for the tourist industry. Similarly the roofscape of any proposals will be mitigated to ensure that they are not obtrusive which would also yield positive effects. The impacts are only minor due to the size of the site.	<b>Neutral 0.</b> A no policy option could allow developments to negatively impact natural assets and reduce their economic tourist value. However existing legislation protects natural environments (such as SSSI and SPA) so it is unlikely that a no policy option would create a decline and thus would more likely yield neutral effects.		-
10. To improve efficiency in land use through the re-use of previously developed land and existing buildings, including reuse of materials from buildings, and encourage urban renaissance.	<b>Permanent. Direct. ST/LT +</b> Through adopting the policy the local environment could potentially be subjected to developments that create a mixed use and multifunction district, accommodating residential, commercial and leisure facilities. Due to the size of the site and that the policy is site specific, the impacts significance is minor.	<b>Unknown ?</b> It is not possible to say if a no policy choice would restrict the objective. No information is known to compare land prices between greenfield and urban spaces, whilst the details of future developments is not known yet either.		-
11. To ensure that a sustainable pattern of development is pursued.	<b>Permanent. Direct. ST/LT +</b> Policy adoption would ensure sustainability most directly through the protection of environmental, cultural and heritage assets. The integration of new settlements into existing settlement patterns is fundamentally affected by good levels of transport connectivity and treatment of green buffers and edges between built up areas. For robust implementation, the proposed policy requires the Transport Strategy to be met by upgrading local roads, travel plans for public transport and traffic calming measures for key routes.	<b>Neutral. 0</b> A no policy option would not alter the status quo.		It would be important for a future masterplanning process for this site to consider how development, particularly at the edge of the site boundaries, can be designed to limit the potential for settlements to merge.
12. To conserve and enhance the character and quality of the area's landscape and townscape particularly associated with town centres and coastal areas.	<b>Permanent. Direct. ST/LT +</b> Adopting the policy would ensure any development to or on the former Manston Airport site would be designed to minimise the visual impact on the open landscape. Additionally it would account for the local roofscape and skyline in order to minimise mass buildings when viewed from the South. The effects are only minor positive as the policy is site specific and localised.	<b>Unknown?</b> By not adopting the policy it is unknown if the character and quality of the local spaces would decline or enhance as future plans are unknown.		It would be important for a future masterplanning process for this site to consider how development may effect landscape character. Development that contributes to the landscape character, rather than simply not affecting it, should be encouraged.
13. To preserve and enhance sites, features and areas of historic	<b>Permanent. Direct. ST/LT+</b> For a development to be brought forward as part of this policy, a design and heritage statement is required to include	<b>Permanent. Direct LT -/?</b> A lack of policy support could allow developments to be granted permission without the consideration for the impacts		The proposed policy includes provision for undertaking a pre-design archaeological assessment taking account

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archaeological or architectural importance, and their settings.	measures which will reduce and mitigate sites of historic archaeological and or architectural importance, and their settings, through pre-design archaeological assessment and linking the development to existing heritage sites.	upon archaeological and architectural important sites and features. As such new developments could result in adverse effects on sites, features and areas of historic archaeological or architectural importance, and their settings.		of presence of significant and sensitive remains and an assessment of the effects on scheduled monuments and the listed Dent de Lion Gateway. Undertaking these measures would help identify issues and mitigate negative effects.
14. To improve air quality in areas where air quality (pollutant) levels exceed national standards.	<b>Temporary/Permanent Direct ST/LT -</b> The proposed policy promotes development that is likely to result in an increase in car journeys within the District's Air Quality Management Areas. Not all new residents of the new housing provided on site are likely to be from outside of the District, though inter-Thanet migration resulting from the development is likely to occur.	<b>Temporary/Permanent Direct ST/LT +</b> The no policy option potentially limits the increase of vehicle journeys within the Districts Air Quality Management Area.		As part of the masterplanning process, in particular the undertaking of a site Transport Assessment, mitigation in the form of further work will be required to ensure positive outcomes against this sustainability objective. This would involve maximising connectivity for alternative forms of transport (e.g. walking and cycling) and extending bus service provision.
15. To provide a sustainable public transport network that allows access to key facilities, services and employment opportunities without reliance on private vehicles.	<b>Permanent. Direct. ST/LT+</b> Policy adoption would only allow mixed use of the former Manston Airport if new developments appropriately met the requirements of increased surface travel demand. This could be achieved by developments ensuring sustainable public transport networks and facilities. However the impacts are only deemed minor as it would not impact the significant wider area and is only relevant to the former Manston Airport. The impacts are undefined as the policy has no specific public transport information and states developments must meet the demands of increased surface traffic, which could be achieved by public transport infrastructure.	<b>Permanent. Direct LT -/?</b> A lack of policy support could allow developments to be granted permission without the consideration for the impacts upon local transport services. As such new developments could saturate and stress current facilities and services leading to a decline in the quality of service.		As part of the masterplanning process, in particular the undertaking of a site Transport Assessment, mitigation in the form of further work will be required to ensure positive outcomes against this sustainability objective.
16. To develop key sustainable transport links between Thanet and the wider Kent district and beyond, including road, rail and air.	N/A			-
17. To reduce waste generation and disposal and achieve the sustainable management of waste.	<b>Permanent Direct ST/LT -</b> The proposed policy will facilitate housing development, which has the potential to increase the amount of domestic waste produced in the district.	<b>Neutral 0</b> A no policy option would not alter the status quo.		Mitigation will be required through the design of all new housing developments to ensure that waste minimisation and recycling are promoted during the operation phase of these developments. This would be achieved by maximising the outcomes of other Local Plan policies.
18. To ensure development within the District responds to the challenges associated with climate change.	<b>Permanent Direct ST/LT +</b> The proposed policy designates sites for housing that are more than 100m from the coastal area, minimising risks from sea level rises.	<b>Neutral 0</b> A no policy option would not alter the status quo.		In addition, Policy SP30 states that new development must take account of: <ul style="list-style-type: none"> <li>Adapting to climate change by minimising vulnerability, providing resilience to the impacts of climate change and complying with the Government's Zero Carbon Policy.</li> <li>Mitigating against climate change by reducing emissions.</li> </ul> These measures will help enhance effects relating to this sustainability objective.
19. To ensure appropriate development control procedures in place to manage the risks of coastal erosion, coastal and fluvial flood	<b>Permanent Direct ST/LT +</b> The proposed policy designates sites for housing that are more than 100m from the coastal area, minimising risks from sea level rises.	<b>Neutral 0</b> A no policy option would not alter the status quo.		-

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risk, in accordance with development management policies and NPPF.				
20. To conserve and enhance biodiversity.	<b>Permanent. Direct. ST/LT+</b> Policy adoption would only allow developments that demonstrate no significant harm to Thanet's SSSI/SAC/SPA/Ramsar sites will occur. As such biodiversity would flourish due to the enhanced protection of sensitive ecological areas.	<b>Permanent. Direct. ST/LT+</b> The no policy option would still offer protection to biodiversity. Current legislation and directives already manage natural assets and sensitive areas and as such the addition of a new policy would only strengthen existing practices.		The proposed policy includes provision for undertaking a pre-design ecological assessment taking account of the presence of wintering and breeding birds. Undertaking these measures would help identify issues and mitigate negative effects.
21. To protect and improve the quality of fluvial and coastal water resources, including European designated sites	<b>Permanent. Direct. ST/LT++</b> Policy adoption would ensure development and creation of a residential, commercial and leisure mixed use site which would not contaminate groundwater resources and that appropriate mitigation measures will be incorporated to the design to prevent contamination.	<b>Permanent. Direct. ST/LT+</b> The no policy option would still yield positive effects as existing legislation is already in place to protect water assets across the UK.		-
22. To reduce the global, social and environmental impact of consumption of resources by using sustainably produced and local products.	<b>Unknown ?</b> Effects against this objective are unknown at this stage as the policy does not include explicit reference to using local products or sustainable produce for development.	<b>Neutral 0</b> A no policy option would not alter the status quo.		In terms of mitigation, Policy SP30 states that new development must take account of: <ul style="list-style-type: none"> <li>Adapting to climate change by minimising vulnerability, providing resilience to the impacts of climate change and complying with the Government's Zero Carbon Policy.</li> <li>Mitigating against climate change by reducing emissions.</li> </ul> These measures will help promote positive effects relating to this sustainability objective. However, the overall effect of this would be dependent on the final design of any emerging housing proposals.
23. To increase energy efficiency and the proportion of energy generated from renewable sources in the area.	<b>Unknown ?</b> Effects against this objective are unknown at this stage as the policy does not include explicit reference to renewable energy or the requirement for energy efficiency measures.	<b>Neutral 0</b> A no policy option would not alter the status quo.		The success of the proposed policy would depend on the implementation of other Local Plan policies relating to renewable energy provision and energy efficiency. These policies would help promote beneficial effects and support this sustainability objective.
<p>Alternative summary</p> <p>The promotion of the proposed policy is beneficial in terms of socio-economic objectives as there is a clear contribution to the District's housing supply and improvements to community facilities, such as the provision of a new primary school. There is also potential for additional community facilities improvements, depending on further studies to be undertaken during design that will state any additional requirements as a result of development. The effects on with respect to ecology and landscape are likely to be lesser for the development on brownfield land, when compared to development of greenfield land. Mitigation through implementing robust design principles and undertaking further studies relating to potential environmental impacts are likely to help mitigate these adverse effects. The site is well connected, with the policy requiring numerous efforts to link with and improve the public transport links, particularly with the major centres of Margate, Broadstairs, Ramsgate and Westwood.</p> <p>The outcome of the HRA has not considered this policy though this will be addressed in due course.</p>				

New Policy SPXX – Land at Manston Court Road/Haine Road

SA Objective	Proposed Policy	No policy	HRA implications	Mitigation and enhancement measures
1. To provide a sustainable supply of housing including an appropriate mix of types and tenures to reflect demand and need.	<b>Permanent Direct LT ++</b> The proposed policy inherently provides for additional housing within the District, by proposing up to 700 new dwellings on site, including 30% affordable homes and the requirement for as high a proportion of houses as possible.	<b>Neutral 0</b> The omission of this policy in isolation would not significantly affect the status quo as other housing sites would provide strategic housing allocations.	Please see draft HRA report	To ensure no significant effects as a result of recreational pressure on designated sites, the policy should cross-refer to Policy SP25 and the SPA mitigation strategy.
2. To maintain appropriate healthcare provision and access to healthcare facilities for all sectors of society.	<b>Neutral 0</b> There will not be a change in the status quo under either the proposed policy or the no policy scenario. Neither will result in the addition or removal of healthcare provisions.			-
3. To provide access to appropriate educational facilities for all sectors of society including focus on training vulnerable and welfare dependant workers with skills necessary to ensure year round employment.	<b>Neutral 0</b> There will not be a change in the status quo under either the proposed policy or the no policy scenario. Neither will result in the addition or removal of educational provisions.			-
4. To increase public safety and reduce crime and fear of crime.	<b>Temporary/Permanent Indirect ST/LT +</b> Development of new homes could contribute to the reduction of crime and fear of crime through the better design/layout of residential areas.	<b>Neutral 0</b> A no policy option would not alter the status quo.		-
5. To provide appropriate key facilities to support vulnerable people and reduce the level of deprivation identified across the wards.	<b>Unknown ?</b> The effects on existing community facilities cannot be assessed and are therefore unknown at this stage as effects will depend upon the housing mix and tenure. However the policy does provide for a minimum of 9ha of open space to be provided.	<b>Neutral 0</b> A no policy option would not alter the status quo.		As part of the masterplanning process, mitigation in the form of further studies will be required to ensure positive outcomes against this sustainability objective. This will require an assessment of how demand on community facilities may increase as a result of the additional population in the area.
6. To create vibrant balanced communities where residents feel a 'sense of place' and individual contribution is valued.	<b>Permanent Indirect ST/LT +</b> The proposed policy allocated housing on a site that is outside of the existing urban area but is located between Westwood cross shopping centre and Bradgate Caravan Park. This helps maintain a settlement pattern within Westwood, whilst maintaining green edges with the countryside	<b>Neutral 0</b> A no policy option would not alter the status quo.		It would be important for a future masterplanning process for this site to consider how development, particularly at the edge of the site boundaries, can be designed to fully integrate development within the existing community.  In addition, to ensure no significant effects as a result of recreational pressure on designated sites, the policy should cross-refer to Policy SP25 and the SPA mitigation strategy.
7. To provide access to employment opportunities for all sectors of society ensuring that everyone who wants to work has the opportunity to secure appropriate paid employment.	<b>Neutral 0</b> There will not be a change in the status quo under either the proposed policy or the no policy scenario. Neither will result in the addition or removal of employment opportunities.			-
8. and 9	N/A			N/A
10. To improve efficiency in land use through the re-use of previously developed land and existing buildings, including reuse of materials from buildings, and encourage urban renaissance.	<b>Permanent Direct ST/LT -</b> Implementation of the proposed policy would require the use of greenfield land and would therefore not directly support this sustainability objective.	<b>Neutral 0</b> A no policy option would not alter the status quo.		-

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11. To ensure that a sustainable pattern of development is pursued.	<b>Permanent Direct ST/LT ++</b> Due to the location of the site that forms the proposed policy, there is potential for achieving sustainable development patterns as the proposed policy advocates development within the existing urban environment, whilst maintaining green edges.	<b>Temporary/Permanent Direct ST/LT +</b> By limiting development in this location, separation of settlements is maintained, which might help focus development in previously developed areas.		It would be important for a future masterplanning process for this site to consider how development, particularly at the edge of the site boundaries, in order to maximise the potential for achieving sustainable development patterns.  In addition, to ensure no significant effects as a result of recreational pressure on designated sites, the policy should cross-refer to Policy SP25 and the SPA mitigation strategy.
12. To conserve and enhance the character and quality of the area's landscape and townscape particularly associated with town centres and coastal areas.	<b>Unknown ?</b> The effects of the proposed policy on existing landscape character are unknown at this stage as they would depend upon the ultimate design of the site.	<b>Neutral 0</b> A no policy option would not alter the status quo.		It would be important for a future masterplanning process for this site to consider how development may effect landscape character. Development that contributes to the landscape character, rather than simply not affecting it, should be encouraged.  In addition, to ensure no significant effects as a result of recreational pressure on designated sites, the policy should cross-refer to Policy SP25 and the SPA mitigation strategy.
13. To preserve and enhance sites, features and areas of historic archaeological or architectural importance, and their settings.	<b>Neutral 0</b> There will not be a change in the status quo under either the proposed policy or the no policy scenario. Neither will enhance nor remove sites of historic archaeological or architectural importance, and their settings.			-
14. To improve air quality in areas where air quality (pollutant) levels exceed national standards.	<b>Unknown ?</b> The proposed policy promotes development that is likely to result in an increase in car journeys within the District's Air Quality Management Areas. Not all new residents of the new housing provided on site are likely to be from outside of the District, though inward migration resulting from the development is likely to occur. However, there is a requirement for ongoing monitoring of local air quality attached to the proposed policy, which may inform TDC's ongoing air quality review and assessment programme.	<b>Temporary/Permanent Direct ST/LT +</b> The no policy option potentially limits the increase of vehicle journeys within the Districts Air Quality Management Area.		The results of any local air quality monitoring are likely to indirectly affect performance against this objective, via TDC's ongoing air quality review and assessment programme.
15. To provide a sustainable public transport network that allows access to key facilities, services and employment opportunities without reliance on private vehicles.	<b>Unknown ?</b> The proposed policy allocates new housing development in an area that has the potential for sustainable integration of public transport. The site is within proximity to public transport routes, but the design and integration of site access is important in determining overall accessibility. This is important as there is provision within the proposed policy for improved multi-modal connections for the site and to assess the potential for bus service extensions	<b>Neutral 0</b> A no policy option would not alter the status quo.		As part of the masterplanning process, in particular the undertaking of a site Transport Assessment, mitigation in the form of further work will be required to ensure positive outcomes against this sustainability objective.
16. To develop key sustainable transport links between Thanet and the wider Kent district and beyond, including road, rail and air.	<b>Permanent Direct ST/LT +</b> The provision of a highway improvements identified through further traffic studies will help alleviate the pressures of additional traffic on the local transport network.	<b>Neutral 0</b> A no policy option would not alter the status quo.		-

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17. To reduce waste generation and disposal and achieve the sustainable management of waste.	<b>Permanent Direct ST/LT -</b> The proposed policy will facilitate housing development, which has the potential to increase the amount of domestic waste produced in the district.	<b>Neutral 0</b> A no policy option would not alter the status quo.		Mitigation will be required through the design of all new housing developments to ensure that waste minimisation and recycling are promoted during the operation phase of these developments. This would be achieved by maximising the outcomes of other Local Plan policies.
18. To ensure development within the District responds to the challenges associated with climate change.	<b>Permanent Direct ST/LT +</b> The proposed policy designates a site for housing that is more than 100m from the coastal area, minimising risks from sea level rises.	<b>Neutral 0</b> A no policy option would not alter the status quo.		In addition, Policy SP30 states that new development must take account of: <ul style="list-style-type: none"> <li>Adapting to climate change by minimising vulnerability, providing resilience to the impacts of climate change and complying with the Government's Zero Carbon Policy.</li> <li>Mitigating against climate change by reducing emissions.</li> </ul> These measures will help enhance effects relating to this sustainability objective.
19. To ensure appropriate development control procedures in place to manage the risks of coastal erosion, coastal and fluvial flood risk, in accordance with development management policies and NPPF.	<b>Permanent Direct ST/LT +</b> The proposed policy designates a site for housing that is more than 100m from the coastal area, minimising risks from sea level rises.	<b>Neutral 0</b> A no policy option would not alter the status quo.		To ensure no significant effects as a result of recreational pressure on designated sites, the policy should cross-refer to Policy SP25 and the SPA mitigation strategy.
20. To conserve and enhance biodiversity.	<b>Permanent Direct ST/LT +</b> The proposed policy designates a site for housing that has minor potential for ecological effects, though by keeping development away from Green Wedges, impacts on habitats are could be minimised, assuming the allocated site, ecological value is low.	<b>Unknown ?</b> A no policy option would prevent development on existing greenfield land that may have minor benefits for local ecology.		The proposed policy includes provision for undertaking a pre-design ecological assessment taking account of the presence of wintering and breeding birds. Undertaking these measures would help identify issues and mitigate negative effects.  In addition, to ensure no significant effects as a result of recreational pressure on designated sites, the policy should cross-refer to Policy SP25 and the SPA mitigation strategy.
21.	N/A			N/A
22. To reduce the global, social and environmental impact of consumption of resources by using sustainably produced and local products.	<b>Unknown ?</b> A no policy option would prevent development on existing greenfield land that may have minor benefits for local ecology.	<b>Neutral 0</b> A no policy option would not alter the status quo.		In terms of mitigation, Policy SP30 states that new development must take account of: <ul style="list-style-type: none"> <li>Adapting to climate change by minimising vulnerability, providing resilience to the impacts of climate change and complying with the Government's Zero Carbon Policy.</li> <li>Mitigating against climate change by reducing emissions.</li> </ul> These measures will help promote positive effects relating to this sustainability objective. However, the overall effect of this would be dependent

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				on the final design of any emerging housing proposals.
23. To increase energy efficiency and the proportion of energy generated from renewable sources in the area.	<b>Unknown ?</b> Effects against this objective are unknown at this stage as the policy does not include explicit reference to renewable energy or the requirement for energy efficiency measures.	<b>Neutral 0</b> A no policy option would not alter the status quo.		The success of the proposed policy would depend on the implementation of other Local Plan policies relating to renewable energy provision and energy efficiency. These policies would help promote beneficial effects and support this sustainability objective.
<p>Summary</p> <p>The promotion of the proposed policy is beneficial in terms of socio-economic objectives as there is a clear contribution to the District's housing supply. any new development of greenfield land is likely to have the potential for adverse effects against environmental objectives, particularly relating to landscape and ecology. Mitigation through implementing robust design principles and undertaking further studies relating to potential environmental impacts are likely to help mitigate these adverse effects. The proposed policy advocates housing on a site that connects well with existing urban settlements, though design of the site can help maximise urban connectivity. The site is served by public transport, though available capacity on the highway network might be limited. The implementation of highway improvements is likely to help free up capacity, which will enable good links with the rest of the District, but particularly the major centres of Margate, Broadstairs, Ramsgate and Westwood.</p> <p>The outcome of the HRA has not considered this policy though this will be addressed in due course.</p>				

New Policy HOXX – Land at Manston Road/Shottendane Road, Margate

SA Objective	Proposed Policy	No policy	HRA implications	Mitigation and enhancement measures
1. To provide a sustainable supply of housing including an appropriate mix of types and tenures to reflect demand and need.	<b>Permanent Direct LT++</b> The proposed policy inherently provides for additional housing within the District, by proposing up to 250 new dwellings on site, including 30% affordable homes and the requirement for as high a proportion of houses as possible.	<b>Neutral 0</b> The omission of this policy in isolation would not significantly affect the status quo as other housing sites would provide strategic housing allocations.	Please see draft HRA Report	To ensure no significant effects as a result of recreational pressure on designated sites, the policy should cross-refer to Policy SP25 and the SPA mitigation strategy.
2. To maintain appropriate healthcare provision and access to healthcare facilities for all sectors of society.	<b>Neutral 0</b> There will not be a change in the status quo under either the proposed policy or the no policy scenario. Neither will result in the addition or removal of healthcare provisions.			-
3. To provide access to appropriate educational facilities for all sectors of society including focus on training vulnerable and welfare dependant workers with skills necessary to ensure year round employment.	<b>Neutral 0</b> There will not be a change in the status quo under either the proposed policy or the no policy scenario. Neither will result in the addition or removal of educational provisions.			-
4. To increase public safety and reduce crime and fear of crime.	<b>Temporary/Permanent Indirect ST/LT +</b> Development of new homes could contribute to the reduction of crime and fear of crime through the better design/layout of residential areas.	<b>Neutral 0</b> A no policy option would not alter the status quo.		-
5. To provide appropriate key facilities to support vulnerable people and reduce the level of deprivation identified across the wards.	<b>Unknown ?</b> The effects on existing community facilities cannot be assessed and are therefore unknown at this stage as effects will depend upon the housing mix and tenure.	<b>Neutral 0</b> A no policy option would not alter the status quo.		As part of the masterplanning process, mitigation in the form of further studies will be required to ensure positive outcomes against this sustainability objective. This will require an assessment of how demand on community facilities may increase as a result of the additional population in the area.
6. To create vibrant balanced communities where residents feel a 'sense of place' and individual contribution is valued.	<b>Permanent Indirect ST/LT +</b> The proposed policy allocated housing on a site that is outside of the existing urban area but is adjacent to existing settlements. This helps maintain a distinctive pattern within	<b>Neutral 0</b> A no policy option would not alter the status quo.		It would be important for a future masterplanning process for this site to consider how development, particularly at the edge of the site boundaries, can be

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	Margate, whilst maintaining green edges with the countryside.			designed to fully integrate development within the existing community.  In addition, to ensure no significant effects as a result of recreational pressure on designated sites, the policy should cross-refer to Policy SP25 and the SPA mitigation strategy.
7. To provide access to employment opportunities for all sectors of society ensuring that everyone who wants to work has the opportunity to secure appropriate paid employment.	<b>Neutral 0</b> There will not be a change in the status quo under either the proposed policy or the no policy scenario. Neither will result in the addition or removal of employment opportunities.			-
8. and 9	N/A			N/A
10. To improve efficiency in land use through the re-use of previously developed land and existing buildings, including reuse of materials from buildings, and encourage urban renaissance.	<b>Permanent Direct ST/LT -</b> Implementation of the proposed policy would require the use of greenfield land and would therefore not directly support this sustainability objective.	<b>Neutral 0</b> A no policy option would not alter the status quo.		-
11. To ensure that a sustainable pattern of development is pursued.	<b>Permanent Direct ST/LT ++</b> Due to the location of the site that forms the proposed policy, there is potential for achieving sustainable development patterns as the proposed policy advocates development within the existing urban environment, whilst maintaining green edges.	<b>Temporary/Permanent Direct ST/LT +</b> By limiting development in this location, separation of settlements is maintained, which might help focus development in previously developed areas.		It would be important for a future masterplanning process for this site to consider how development, particularly at the edge of the site boundaries, in order to maximise the potential for achieving sustainable development patterns.  In addition, to ensure no significant effects as a result of recreational pressure on designated sites, the policy should cross-refer to Policy SP25 and the SPA mitigation strategy.
12. To conserve and enhance the character and quality of the area's landscape and townscape particularly associated with town centres and coastal areas.	<b>Unknown ?</b> The effects of the proposed policy on existing landscape character are unknown at this stage as they would depend upon the ultimate design of the site.	<b>Neutral 0</b> A no policy option would not alter the status quo.		It would be important for a future masterplanning process for this site to consider how development may effect landscape character. Development that contributes to the landscape character, rather than simply not affecting it, should be encouraged.  In addition, to ensure no significant effects as a result of recreational pressure on designated sites, the policy should cross-refer to Policy SP25 and the SPA mitigation strategy.
13. To preserve and enhance sites, features and areas of historic archaeological or architectural importance, and their settings.	<b>Neutral 0</b> There will not be a change in the status quo under either the proposed policy or the no policy scenario. Neither will enhance nor remove sites of historic archaeological or architectural importance, and their settings.			-
14. To improve air quality in areas where air quality (pollutant) levels exceed national standards.	<b>Unknown ?</b> The proposed policy promotes development that is likely to result in an increase in car journeys within the District's Air Quality Management Areas. Not all new residents of the new	<b>Temporary/Permanent Direct ST/LT +</b> The no policy option potentially limits the increase of vehicle journeys within the Districts Air Quality Management Area.		The results of any local air quality monitoring are likely to indirectly affect performance against this objective, via

SA Objective	Proposed Policy	No policy	HRA implications	Mitigation and enhancement measures
	housing provided on site are likely to be from outside of the District, though inward migration resulting from the development is likely to occur. However, there is a requirement for ongoing monitoring of local air quality attached to the proposed policy, which may inform TDC's ongoing air quality review and assessment programme.			TDC's ongoing air quality review and assessment programme.
15. To provide a sustainable public transport network that allows access to key facilities, services and employment opportunities without reliance on private vehicles.	<b>Unknown ?</b> The proposed policy allocates new housing development in an area that has the potential for sustainable integration of public transport. The site is within proximity to public transport routes, but the design and integration of site access is important in determining overall accessibility. This is important as there is provision within the proposed policy for improved multi-modal connections for the site and to assess the potential for bus service extensions	<b>Neutral 0</b> A no policy option would not alter the status quo.		As part of the masterplanning process, in particular the undertaking of a site Transport Assessment, mitigation in the form of further work will be required to ensure positive outcomes against this sustainability objective.
16. To develop key sustainable transport links between Thanet and the wider Kent district and beyond, including road, rail and air.	<b>Permanent Direct ST/LT +</b> The provision of a highway improvements identified through further traffic studies will help alleviate the pressures of additional traffic on the local transport network.	<b>Neutral 0</b> A no policy option would not alter the status quo.		-
17. To reduce waste generation and disposal and achieve the sustainable management of waste.	<b>Permanent Direct ST/LT -</b> The proposed policy will facilitate housing development, which has the potential to increase the amount of domestic waste produced in the district.	<b>Neutral 0</b> A no policy option would not alter the status quo.		Mitigation will be required through the design of all new housing developments to ensure that waste minimisation and recycling are promoted during the operation phase of these developments. This would be achieved by maximising the outcomes of other Local Plan policies.
18. To ensure development within the District responds to the challenges associated with climate change.	<b>Permanent Direct ST/LT +</b> The proposed policy designates a site for housing that is more than 100m from the coastal area, minimising risks from sea level rises.	<b>Neutral 0</b> A no policy option would not alter the status quo.		In addition, Policy SP30 states that new development must take account of: <ul style="list-style-type: none"> <li>Adapting to climate change by minimising vulnerability, providing resilience to the impacts of climate change and complying with the Government's Zero Carbon Policy.</li> <li>Mitigating against climate change by reducing emissions.</li> </ul> These measures will help enhance effects relating to this sustainability objective.
19. To ensure appropriate development control procedures in place to manage the risks of coastal erosion, coastal and fluvial flood risk, in accordance with development management policies and NPPF.	<b>Permanent Direct ST/LT +</b> The proposed policy designates a site for housing that is more than 100m from the coastal area, minimising risks from sea level rises.	<b>Neutral 0</b> A no policy option would not alter the status quo.		To ensure no significant effects as a result of recreational pressure on designated sites, the policy should cross-refer to Policy SP25 and the SPA mitigation strategy.
20. To conserve and enhance biodiversity.	<b>Permanent Direct ST/LT +</b> The proposed policy designates a site for housing that has minor potential for ecological effects, though by keeping development away from Green Wedges, impacts on habitats are could be minimised, assuming the allocated site, ecological value is low.	<b>Unknown ?</b> A no policy option would prevent development on existing greenfield land that may have minor benefits for local ecology.		The proposed policy includes provision for undertaking a pre-design ecological assessment taking account of the presence of wintering and breeding birds. Undertaking these measures would help identify issues and mitigate negative effects.  In addition, to ensure no significant effects as a result of recreational pressure

SA Objective	Proposed Policy	No policy	HRA implications	Mitigation and enhancement measures
				on designated sites, the policy should cross-refer to Policy SP25 and the SPA mitigation strategy.
21.	N/A			N/A
22. To reduce the global, social and environmental impact of consumption of resources by using sustainably produced and local products.	<b>Unknown ?</b> A no policy option would prevent development on existing greenfield land that may have minor benefits for local ecology.	<b>Neutral 0</b> A no policy option would not alter the status quo.		In terms of mitigation, Policy SP30 states that new development must take account of: <ul style="list-style-type: none"> <li>Adapting to climate change by minimising vulnerability, providing resilience to the impacts of climate change and complying with the Government's Zero Carbon Policy.</li> <li>Mitigating against climate change by reducing emissions.</li> </ul> These measures will help promote positive effects relating to this sustainability objective. However, the overall effect of this would be dependent on the final design of any emerging housing proposals.
23. To increase energy efficiency and the proportion of energy generated from renewable sources in the area.	<b>Unknown ?</b> Effects against this objective are unknown at this stage as the policy does not include explicit reference to renewable energy or the requirement for energy efficiency measures.	<b>Neutral 0</b> A no policy option would not alter the status quo.		The success of the proposed policy would depend on the implementation of other Local Plan policies relating to renewable energy provision and energy efficiency. These policies would help promote beneficial effects and support this sustainability objective.
<p><b>Summary</b></p> <p>The promotion of the proposed policy is beneficial in terms of socio-economic objectives as there is a clear contribution to the District's housing supply. Any new development of greenfield land is likely to have the potential for adverse effects against environmental objectives, particularly relating to landscape and ecology. Mitigation through implementing robust design principles and undertaking further studies relating to potential environmental impacts are likely to help mitigate these adverse effects. The proposed policy advocates housing on a site that connects well with existing urban settlements, though design of the site can help maximise urban connectivity. The implementation of highway improvements is likely to help free up capacity, which will enable good links with the rest of the District, but particularly the major centres of Margate, Broadstairs, Ramsgate and Westwood.</p> <p>The outcome of the HRA has not considered this policy though this will be addressed in due course.</p>				

New Policy SPXX – New Implementation Policy

SA Objective	Proposed Policy	No policy	HRA implications	Mitigation and enhancement measures
1. To provide a sustainable supply of housing including an appropriate mix of types and tenures to reflect demand and need.	<b>Permanent, Indirect. ST/LT +</b> Adoption of this policy would ensure new housing would be provided with adequate and suitable access. It would also ensure the physical and social infrastructure is provided in the appropriate timeframes such that the housing supply can be made available to satisfy the relevant mix of types and tenures.	<b>Permanent. Indirect. ST/LT ?</b> A no policy option could result in the access to new housing locations being inadequate.	Please see draft HRA Report	-
2. To maintain appropriate healthcare provision and access to healthcare facilities for all sectors of society.	<b>Permanent, Direct. ST/LT +</b> This policy would provide the delivery of the social infrastructure, such as healthcare, in a timely manner and in accordance with the Infrastructure Delivery Plan.	<b>Permanent, Direct ST/LT -</b> A no policy option would result in measures not being taken forward by the council to facilitate the provision and access of appropriate healthcare facilities for all sectors of society within the District.		-

SA Objective	Proposed Policy	No policy	HRA implications	Mitigation and enhancement measures
	Where possible it would also mean the council seek additional funding so as to ensure the healthcare facilities with the District are adequate for all sectors of society.			
3. To provide access to appropriate educational facilities for all sectors of society including focus on training vulnerable and welfare dependant workers with skills necessary to ensure year round employment.	<b>Permanent, Direct. ST/LT +</b> This policy would bring forward the provision of social infrastructure, such as adequate educational facilities, within the District. It will also set out the timescales of delivery, and where necessary, provide consideration of alternative measures so as to ensure the effective implementation of the overall planning strategy.	<b>Permanent, Direct ST/LT -</b> A no policy option would result in measures not being taken forward by the council to facilitate the provision and access of appropriate educational facilities for all sectors of society within the District.		-
4.	N/A			N/A
5. To provide appropriate key facilities to support vulnerable people and reduce the level of deprivation identified across the wards.	<b>Permanent, Direct. ST/LT +</b> The adoption of this policy would bring forward the provision of social infrastructure and facilities in the district. It will also ensure encourage collaborative working with other organisations to facilitate the strategic provision and timely implementation of key facilities.	<b>Permanent, Direct ST/LT -</b> A no policy option would result in measures not being taken forward by the council to facilitate the provision and access of appropriate facilities for all vulnerable people within the District.		-
6. To create vibrant balanced communities where residents feel a 'sense of place' and individual contribution is valued.	<b>Permanent, Direct. LT +</b> The adoption of this policy will ensure the existing and new communities will be developed in a balanced and progressive manner by ensuring the appropriate physical and social infrastructure is implemented in accordance with one another and in with the draft Infrastructure Delivery Plan.	<b>Permanent, Direct. ST/LT ?</b> A no policy could result in the physical and social infrastructure for existing and new communities not being developed in a manner which contributes to the creation of a vibrant and balanced community.		-
7.	NA			N/A
8. To ensure the sustainable development of the proposed economic growth and encourage industrial and employment development at key sites within the District to support priority regeneration areas.	<b>Permanent, Indirect. ST/LT. +</b> Timely provision of appropriate infrastructure to new development sites will enhance the operability of new commercial sites. This will allow key industrial and employment sites across the District to optimise their economic growth.	<b>Permanent, Indirect. ST/LT ?</b> A no policy option could result in access to new industrial and employment developments being inadequate. This would limit the ability of the District to generate new jobs and support regeneration areas.		-
9.	NA			NA
10. To improve efficiency in land use through the re-use of previously developed land and existing buildings, including reuse of materials from buildings, and encourage urban renaissance.	<b>Permanent, Indirect +</b> Adoption of this policy could promote the use of previously developed land by ensuring it has appropriate and adequate access for sustainable development needs. It could also allow the phasing and delivery of social infrastructure to be co-located thereby increasing land use efficiency.	<b>Permanent, Indirect. ST/LT ?</b> A no policy option could result in previously used developed land not being afforded suitable access or the co-location of facilities, preventing the efficiency in this land use from being increased.		-
11. To ensure that a sustainable pattern of development is pursued.	<b>Permanent, Indirect ST/LT +</b> Adoption of this policy would ensure new housing would be provided with adequate and suitable access. It would also ensure the infrastructure is provided in the appropriate timeframes such that the housing can be made available to the mix of types and tenures.  The adoption of this policy would bring forward the provision of social infrastructure and facilities in the district. It will also ensure encourage collaborative working with other organisations to facilitate the strategic provision and timely implementation of key facilities.	<b>Permanent, Indirect. ST/LT ?</b> A no policy option could prevent a sustainable pattern of development from occurring, as inappropriate delivery of infrastructure would hinder the ability to pursue development and collaboration of facilities may not be progressed.		-
12. and 13	NA			N/A

SA Objective	Proposed Policy	No policy	HRA implications	Mitigation and enhancement measures
14. To improve air quality in areas where air quality (pollutant) levels exceed national standards.	<b>Permanent, Indirect LT +</b> Providing required physical and social infrastructure which is accessible to all sectors of society will reduce the reliance on personal vehicle trips and increase the promotion and use of sustainable forms of travel.	<b>Permanent, Indirect, LT ?</b> A no policy option would require promotion of additional and other measures in order to improve the air quality within the District through the use of sustainable forms of travel.		N/A
15. To provide a sustainable public transport network that allows access to key facilities, services and employment opportunities without reliance on private vehicles.	<b>Permanent, Direct LT +</b> Adherence to the policy would enable sustainable public transport provision between land uses to be enhanced. This policy would also facilitate implementation and adherence to the Infrastructure Delivery Plan, ensuring the required physical and social infrastructure is implemented to appropriate timescales.	<b>Permanent, Indirect, ST/LT ?</b> A no policy option could result in the current transport network not being extended to facilitate access to all key facilities, services and employment opportunities.		-
16. To develop key sustainable transport links between Thanet and the wider Kent district and beyond, including road, rail and air.	<b>Permanent, Indirect LT +</b> Implementation of the policy would allow for wider transport infrastructure to be expanded, covering the Thanet District area. This would also link up with the wider transport network of Kent and further afield.	<b>Permanent, Indirect ST/LT -</b> A no policy option would result in the provision of social infrastructure within the District having inadequate access, making those facilities less accessible.		-
17. to 22	NA			N/A
23. To increase energy efficiency and the proportion of energy generated from renewable sources in the area.	<b>Permanent, Indirect, ST/LT ?</b> Co-locating the provision of social infrastructure could facilitate the justification for maximising the eligibility of renewable energy sources within the District, such as district heating.	<b>Permanent, Indirect, ST/LT ?</b> A no policy option could result in the maximisation of eligibility from renewable sources not being pursued.		-
<p>Summary</p> <p>The proposed policy would ensure physical and social infrastructure provisions are adequately taken forward by the council, such that the phased implementation of the infrastructure requirements aids the efficient use of land, sustainable development and access to facilities. The policy would also be beneficial in terms of co-locating social infrastructure facilities so that the communities can get the most out of the new developments. The no policy option could result in a number of physical and social facilities not being adequately provided both to the detriment of the communities.</p> <p>The outcome of the HRA has not considered this policy though this will be addressed in due course.</p>				

New Policy SPXX – Strategic Routes Policy

SA Objective	Proposed Policy	No policy	HRA implications	Mitigation and enhancement measures
1. To provide a sustainable supply of housing including an appropriate mix of types and tenures to reflect demand and need.	<b>Permanent, Direct ST/LT +</b> The policy will allow for adequate transport links to be safeguarded and created to help serve new housing developments, thereby contributing towards the delivery of the sustainable supply of new housing.	<b>Permanent, Indirect, ST/LT ?</b> A no policy option could mean the routes and junctions highlighted for safeguarding and not afforded appropriate measures to support the supply of new housing.	Please see draft HRA Report	N/A
2. to 7	N/A			-
8. To ensure the sustainable development of the proposed economic growth and encourage industrial and employment development at key sites within the District to support priority regeneration areas.	<b>Permanent, Indirect ST/LT +</b> Adoption of the this policy, in conjunction with the Thanet Transport Strategy, will ensure new industrial and employment development sites will have adequate access safeguarded and provided, enabling economic growth within the District.	<b>Permanent, Indirect, ST/LT ?</b> A no policy option could mean potential new economic sites within the District are not safeguarded for future use, compromising the ability of new sites to provide employment, and economic benefits.		N/A
9. and 10	N/A			N/A
11. To ensure that a sustainable pattern of development is pursued.	<b>Permanent, Direct ST/LT +</b>	<b>Permanent, Direct ST/LT -</b>		-

SA Objective	Proposed Policy	No policy	HRA implications	Mitigation and enhancement measures
	Safeguarding the provision of key road schemes and junctions will ensure a sustainable pattern of development is not ruled out due to accessibility issues.	By not safeguarding key roads and junction improvements, the ability to pursue a sustainable pattern of development with appropriate access would be compromised.		
12. and 13	N/A			N/A
14. To improve air quality in areas where air quality (pollutant) levels exceed national standards.	<b>Permanent, Direct ST/LT +</b> Safeguarding of key roads and junction improvements will improve traffic movements and reduce traffic queues and waiting vehicles within the area. For example reducing traffic on the A28, The Square, Birchington.	<b>Permanent, Indirect ST/LT ?</b> A no policy option could result in a worsening of current traffic and congestion related issues within the road network, contributing to a decline in air quality.		NA
15. To provide a sustainable public transport network that allows access to key facilities, services and employment opportunities without reliance on private vehicles.	<b>Permanent, Direct, LT +</b> Adoption of this policy, which includes proposals for new and improved roads and junctions; enhancements to bus and train services and an expansion of the cycling/walking network, will encourage wider forms of transport to be established within the District. This has the potential to lessen the reliance on private vehicle trips.	<b>Permanent, Indirect ST/LT -</b> A no policy option would lessen the support provided for the new Thanet Transport Strategy, reducing the possibility for the strategy to successfully develop the "Inner Circuit" and support new housing developments.		-
16. To develop key sustainable transport links between Thanet and the wider Kent district and beyond, including road, rail and air.	<b>Permanent, Direct, LT +</b> The policy will safeguard routes which will work with the emerging Transport Strategy to reduce pressure on the existing road network. In doing so, and by incorporating provision for buses and cycling, the policy will enhance the sustainable transport links within Thanet.  Improving the local transport links within the District will also improve local access to the strategic road network and transport links to the wider Kent and beyond.	<b>Permanent, Indirect ST/LT -</b> A no policy option would increase the burden on developing sustainable transport links within the District and Kent.		-
17. to 23	N/A			N/A
<p><b>Summary</b></p> <p>The proposed policy would ensure key roads and junction improvements are safeguarded for future works, such that they can support the implementation of the Thanet Transport Strategy. This would enable the district to develop key sustainable links between the local road access for which the policy is directed at but also access to the strategic road network and wider transport links. A no policy option could result in a worsening of current traffic conditions on the roads highlighted on the safeguarding map and prevent the District from attaining a sustainable transport network which is coherent and linked up with local and wider transport networks.</p> <p>The outcome of the HRA has not considered this policy though this will be addressed in due course.</p>				