

### **ANNEX 3: RISK ASSESSMENT FOR OPTION 2**

There are a number of risks associated with Option 2 set out in this Report:

- (1) This approach is not fully aligned with the Council's own evidence base in respect of the viability of the Airport, and carries a higher risk of being found not sound. Whilst recognition of the DCO process is a relevant consideration, previous advice from MHCLG has been that the Local Plan should not be delayed for the DCO process.
- (2) Secondly, there is a risk that, if the DCO/CPO process does not proceed, the site may be available for housing in addition to the sites identified under this Option. To some extent, that risk may be mitigated by phasing some of the housing beyond the Plan period, but there remains a risk that Thanet could experience higher housing development during the Plan period than was previously anticipated.
- (3) Thirdly, there is a risk that having no policy to protect the airport (which the Council could not justify on the basis of evidence) means that there is a risk that a planning application/Appeal for development at the Airport could have a greater chance of success. However, that risk already exists (see above), so this is to recognise that this may represent an increased degree of risk.
- (4) If no decision is made by the Council in relation to the draft Local Plan, there is a significant risk of direct intervention by the Minister, a resulting loss of local control over the Local Plan and additional costs for the authority.