



**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 types 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 main sections.

Section 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.

Section 2 sets out the strategic issues and policies of the Plan. These are the overarching policies which underpin the Plan's strategy. This section 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.

Section 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 section is set out in topic areas, and covers issues including climate change, design and heritage.

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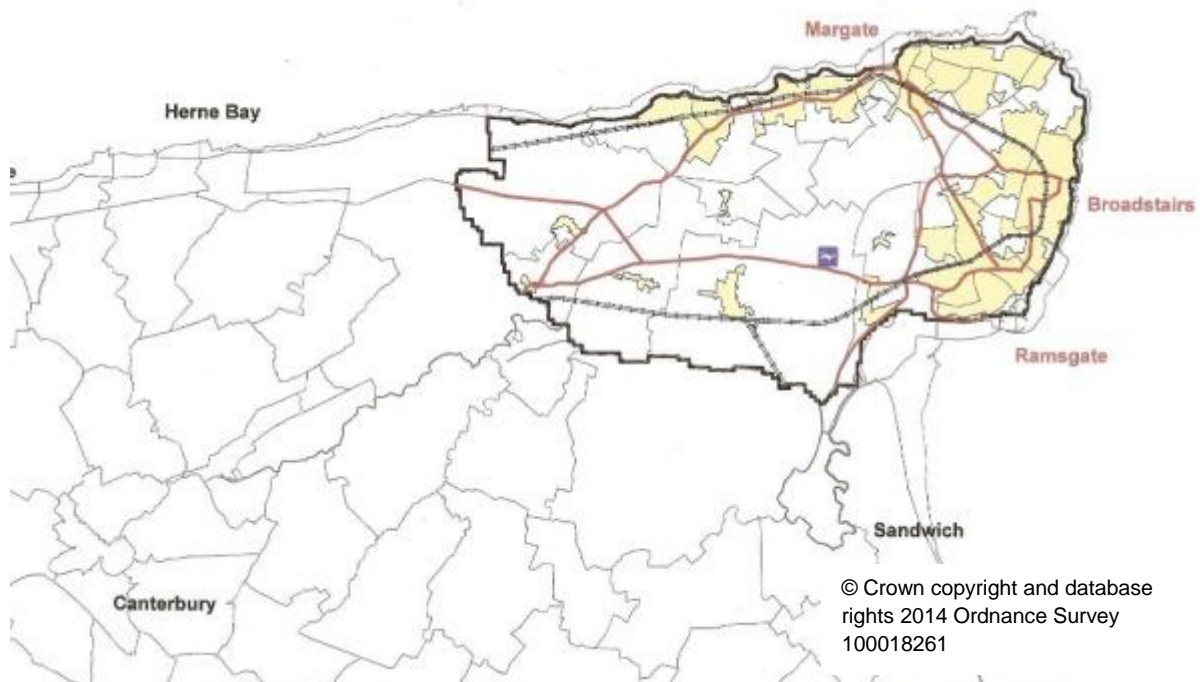
# Thanet's Profile and Key Issues

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.

## Map 1 - Map of Thanet



The district has an area of 103 square kilometres and a resident population of 134,400<sup>[1]</sup>. 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 around 2,000 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.

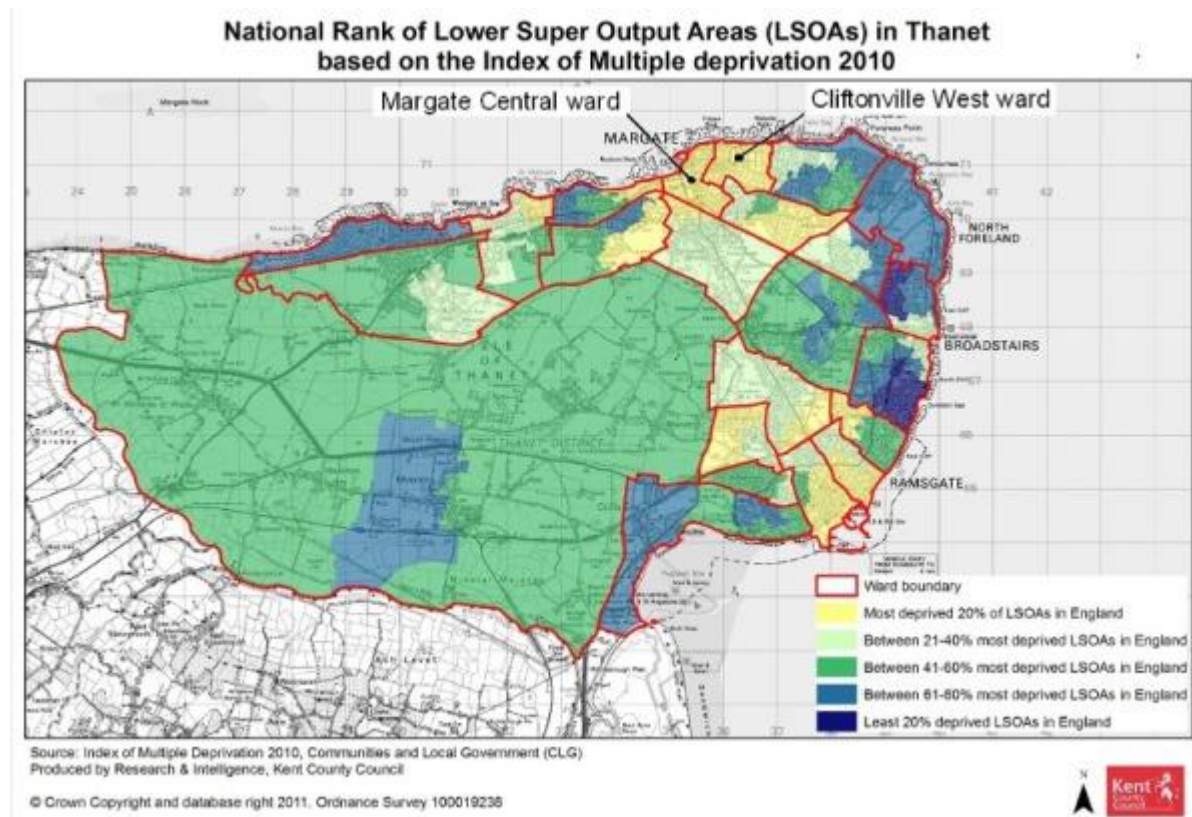
Ramsgate is a major cross channel port with opportunities for passenger and freight services to Belgium. It has also recently established itself as a base for servicing offshore wind farms. Thanet has an international airport whose recent activity has been predominantly in the freight market, but with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

## Map 2 - Rank of Lower Super Output Areas

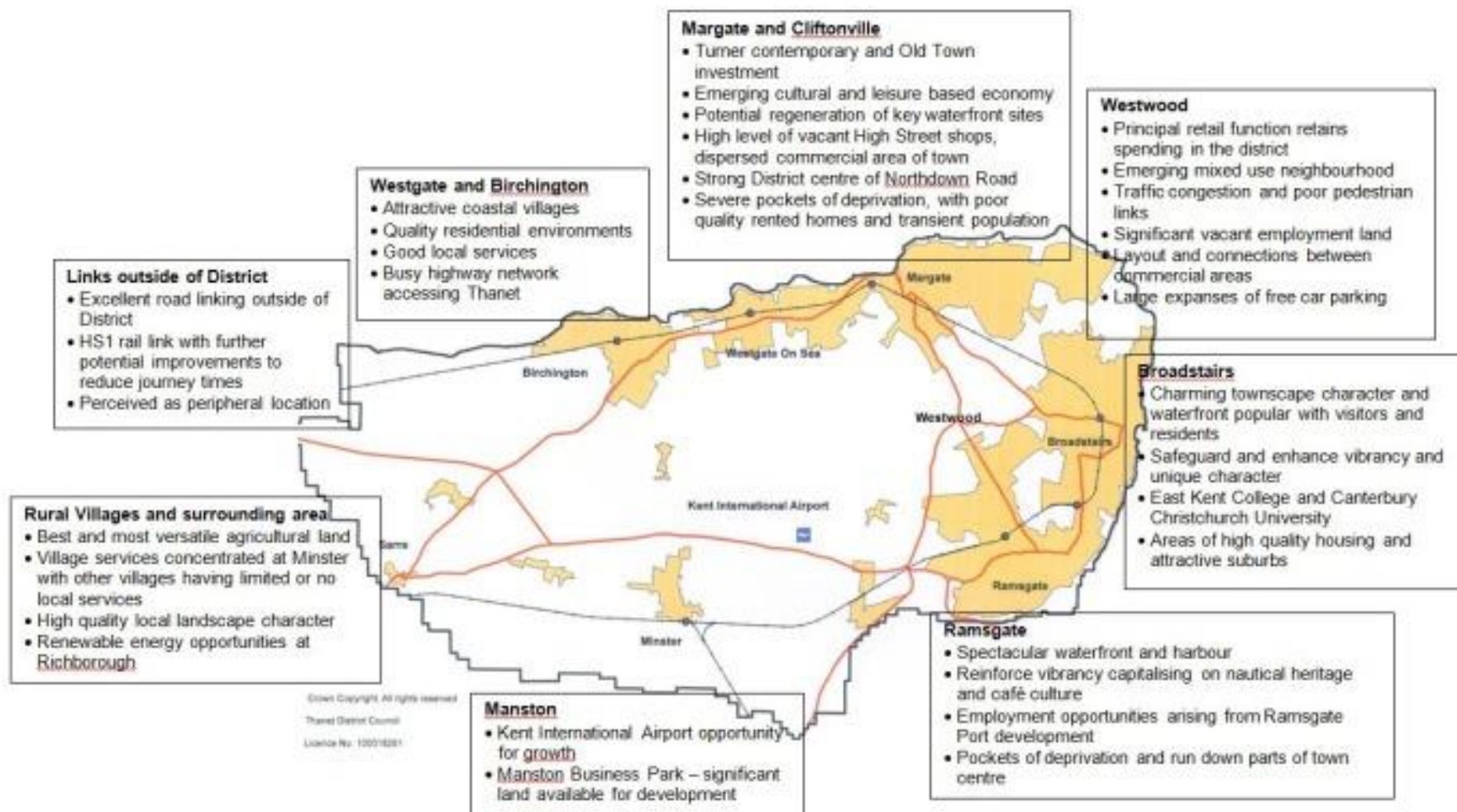


The district is ranked as the 49<sup>th</sup> most deprived district out of 326 authorities in England with the highest average proportion of households in poverty within Kent (Index of Multiple Deprivation 2010). Average skills levels of Thanet's residents are lower than the rest of Kent and England, 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.

## Map 3 - Key Issues and Opportunities



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## 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 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 boost 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.

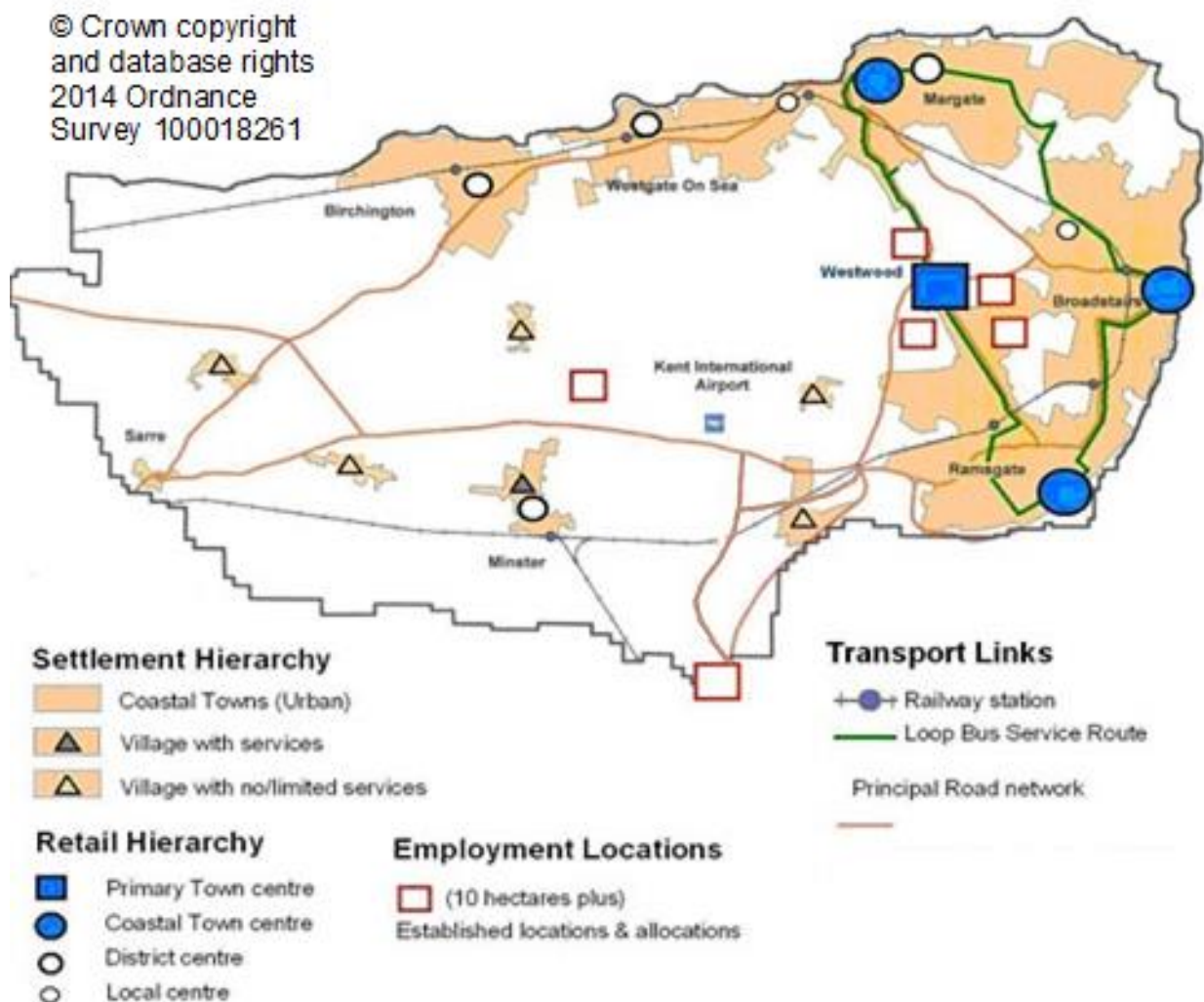
The levels of development proposed within the draft Plan are based upon robust and up to date evidence of the needs of the district. Thanet's population is expected to grow significantly over the next 20 years, and new homes and jobs are required to support this. The overall strategy aims for an optimistic 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.

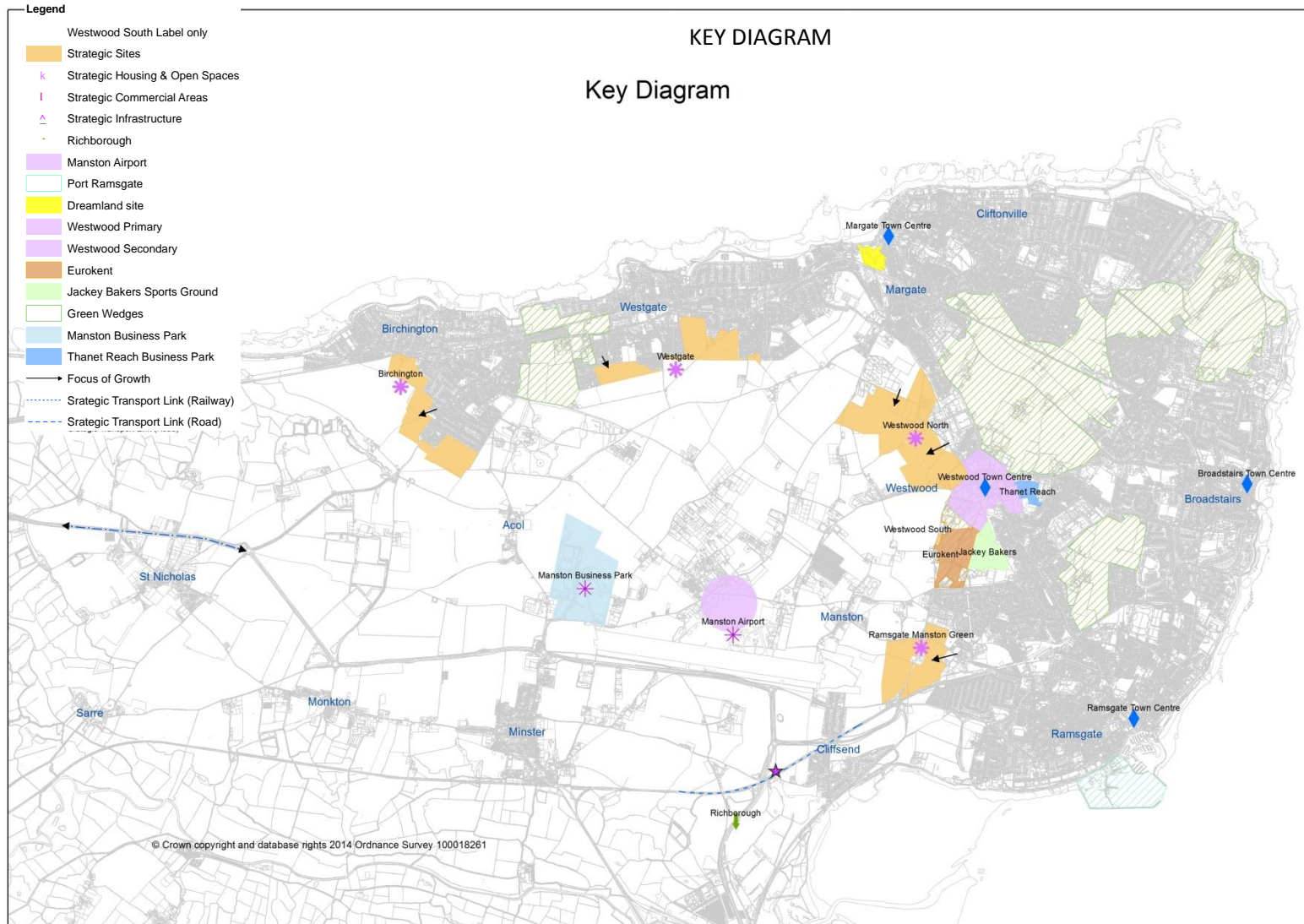
The settlement hierarchy is illustrated on Map 4:

**Map 4 - Settlement Hierarchy**



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 (Map 5), and the text of Local Plan sets out the relevant specific policies.

# Map 5 - Key Diagram



# 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, while 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's 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

## 1 Economic Strategy

### Employment Growth

1.1 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.

1.2 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 encourage 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.

1.3 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.

1.4 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.

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



1.6 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. 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.

1.7 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.

1.8 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.

1.9 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.

1.10 Thanet has been a tourist destination for many years and while 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.

1.11 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 2,000 listed buildings.

1.12 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.

1.13 The green sector includes agriculture, 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.

1.14 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.

1.15 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.

1.16 The overall target is to deliver a minimum of 5,000 jobs across the district 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.

1.17 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.

1.18 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.

1.19 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.

1.20 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.

1.21 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.

1.22 30% of overall job growth is still likely to be from the development in B use classes found on business parks. Thanet is strong in 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.

1.23 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.

1.24 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 number 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.

1.25 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.

1.26 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% or 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 where 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**

1.27 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.

1.28 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.

1.29 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.

1.30 Forecasts show that Thanet will need in the region of 15 ha 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.

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

1.32 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 ha of employment land is needed to 2026 and the Economic and Employment Assessment 2012 states that 15 ha 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.

1.33 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.

1.34 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 fulfills an important role.

1.35 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.

1.36 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.

1.37 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. These sites are shown on maps in Appendix A.

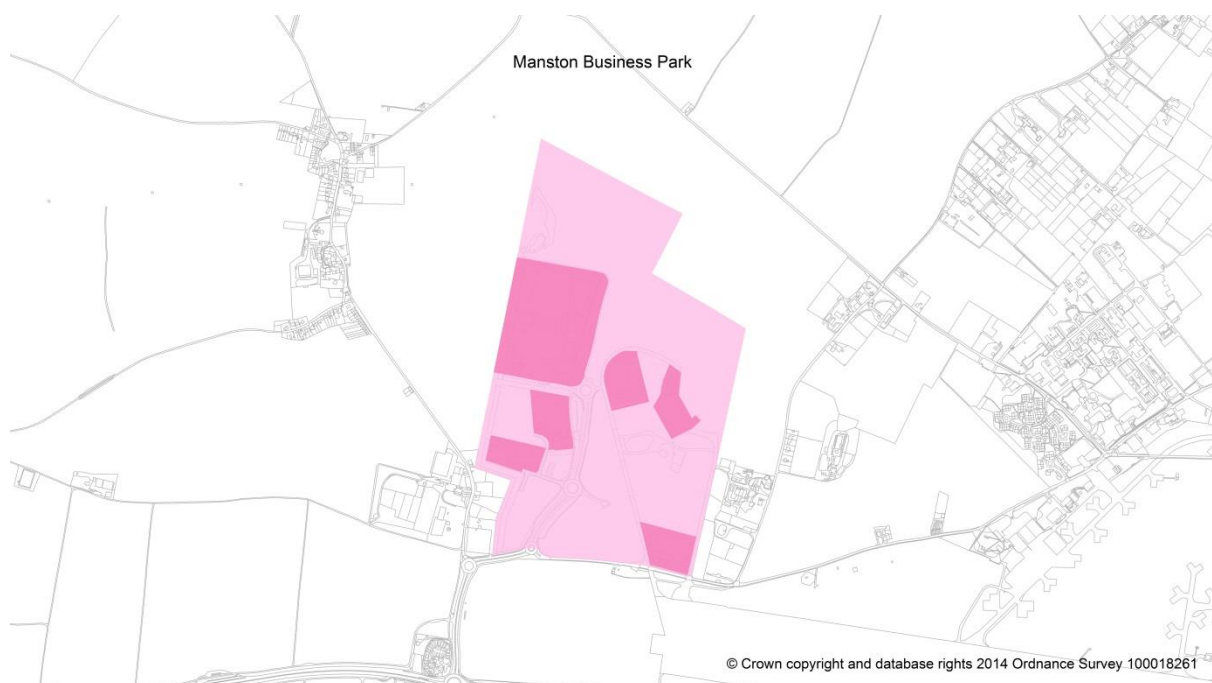
### **Policy SP03 - Land Allocated for Economic Development**

**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.**

### **Map 6 - Manston Business Park**



1.38 Manston Business 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.

1.39 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 relocate to.

1.40 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 Business 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**

1.41 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.

1.42 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.

1.43 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.

1.44 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 the 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.**

**While 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 scheme, 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, 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 the 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.**

## 2 - Town Centre Strategy

2.1 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.

2.2 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.

2.3 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'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.

2.4 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:

2.5 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.

2.6 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 tourism. These towns have traditionally attracted national retailers and services as well as local businesses.

2.7 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.

2.8 Local Centres - Several across the district such as Westbrook and St Peter'.s. 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.

2.9 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 2,277 square metres.

2.10 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.

2.11 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 such 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.

2.12 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. 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 1 below sets out the retail need for Thanet's town centres:

**Table 1 - Thanet's Retail Need**

	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
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## 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 1 above.**

### Westwood

2.13 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.

2.14 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.

2.15 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.

2.16 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 reconfiguration.

2.17 Sainsbury's has 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 improvements to the road layout around the Westwood area and will improve traffic flow.

2.18 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.

2.19 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.

2.20 Westwood embraces a number of distinct 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.

2.21 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.

2.22 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.

2.23 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.

2.24 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.

2.25 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.

2.26 As an emerging business and residential community, there is scope to provide, locate and co-locate community services such as GP, youth service, library and other cultural facilities so as to be highly accessible on foot and by public transport.

2.27 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.

2.28 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.

### Map 7 - Westwood Policy Map



### 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, indicated on Map 7.**

**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 ha 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 34 ha 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 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 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**

2.29 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.

2.30 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.

2.31 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-20<sup>th</sup> 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.

2.32 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.

2.33 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.

2.34 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.

2.35 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), totaling £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 five years.

2.36 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.

2.37 The vision is for the amusement park to open, 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.

2.38 The run down Lido complex is situated close to the Margate Winter Gardens and Turner Contemporary and, given its coastal location, 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.

2.39 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.

2.40 Margate has a number of sites which present the opportunity for mixed use redevelopment that potentially 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.

2.41 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.

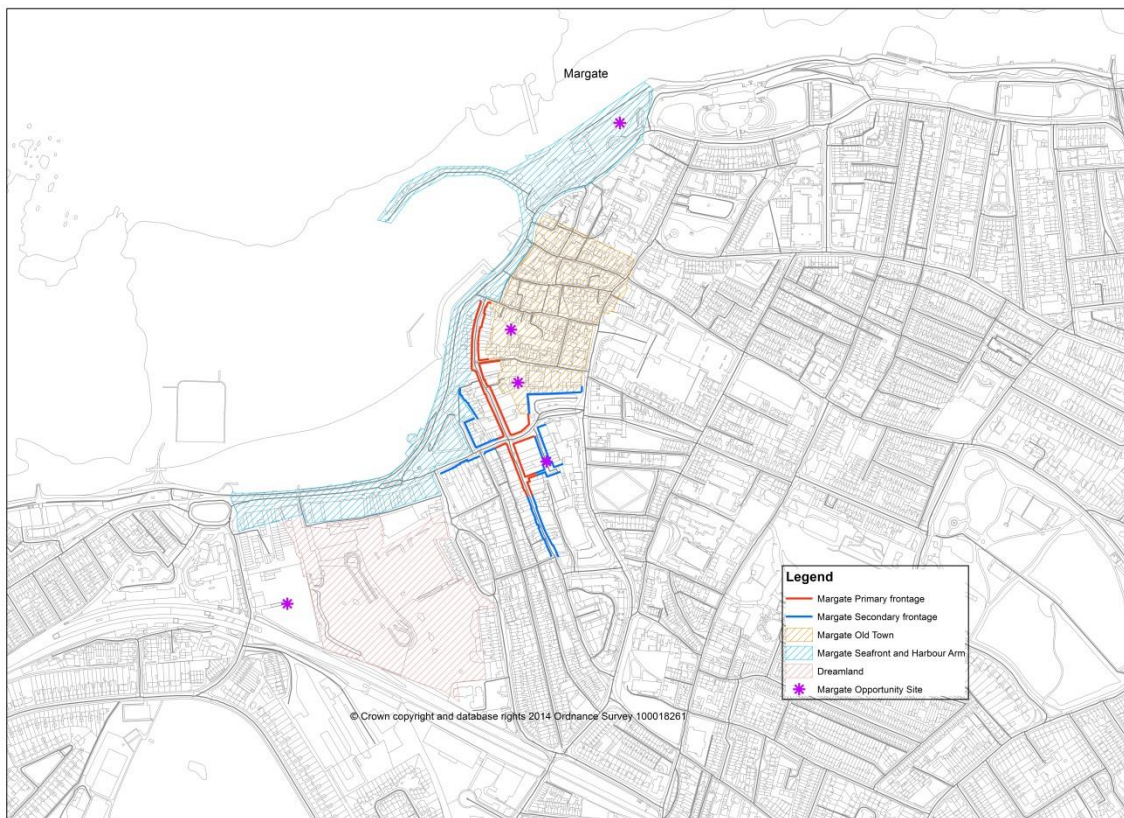
2.42 The strategy for Margate's core area is to support retail uses including banks, restaurants and drinking establishments in the primary shopping frontage centred around the upper and lower High Street. The Old Town area will provide a range of town centre uses including cultural and creative industries. 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.

2.43 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 encourage economic growth.

2.44 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.

### Map 8 - Margate Policy Map



## **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, indicated on Map 8.**

### **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 8, 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 8 which 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

2.45 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 specialist shopping.

2.46 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.

2.47 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.

2.48 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 with all high streets, Ramsgate has seen an increase in vacancies and 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.

2.49 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.

2.50 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.

2.51 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.

2.52 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 café 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.

2.53 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 of the port as a base to assemble and maintain offshore wind turbines, and other businesses benefiting from a port location.

2.54 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 residents and in particular:

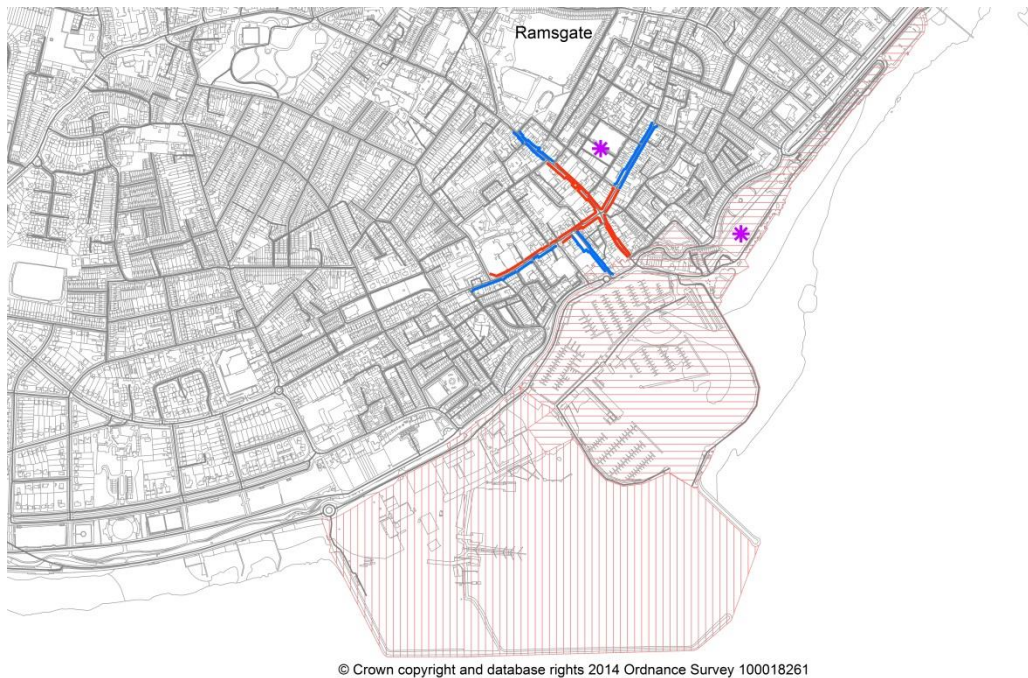
- builds on the unique conflux of a major seaport, international airport and high speed rail;
- rebuilds our reputation as the UK's favourite visitor destination; and
- achieves those goals in ways that are safe, sustainable, and environmentally sensitive and which recognise the challenges posed by climate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

2.55 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.

2.56 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.

## Map 9 - Ramsgate Policy Map



### 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 on its maritime heritage and developing leisure role, in line with the following area based proposals, indicated on Map 9.

#### 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 9, 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 that the integrity of nature conservation interests within the adjacent SSSI-SPA-SAC-Ramsar site is maintained.**

### **3) Opportunity Sites**

**There are Opportunity Sites identified on Map 9 which 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.**

### **4) 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.**

**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.**



## **Broadstairs**

2.57 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.

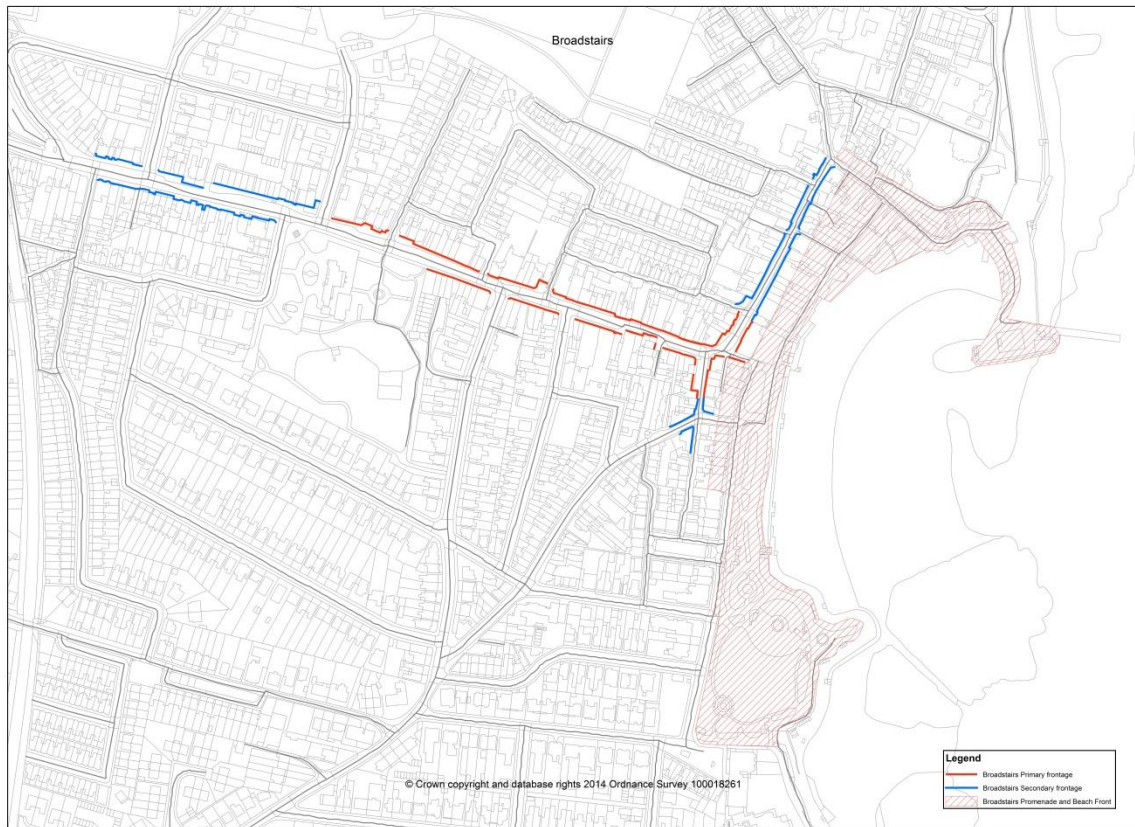
2.58 Broadstairs is a popular shopping destination characterised by small independently owned shops. The town has many independent shops interspersed with cafes, restaurants and drinking establishments that have enabled the town to buck the trend of high vacancy rates. The town has a particular demand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

2.59 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 is centered around the High Street but with supporting town centre uses along Albion Street and the upper end of High Street towards the railway station. The town centre is largely linear in character and there is little scope for physical expansion and development. 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.

2.60 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.

2.61 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.

## Map 10 - Broadstairs Policy Map



### 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, indicated on Map 10.

#### 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.**

## 3 - Housing Strategy

3.1 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.

3.2 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.

3.3 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.

3.4 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.

3.5 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 to access 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

3.6 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

3.7 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

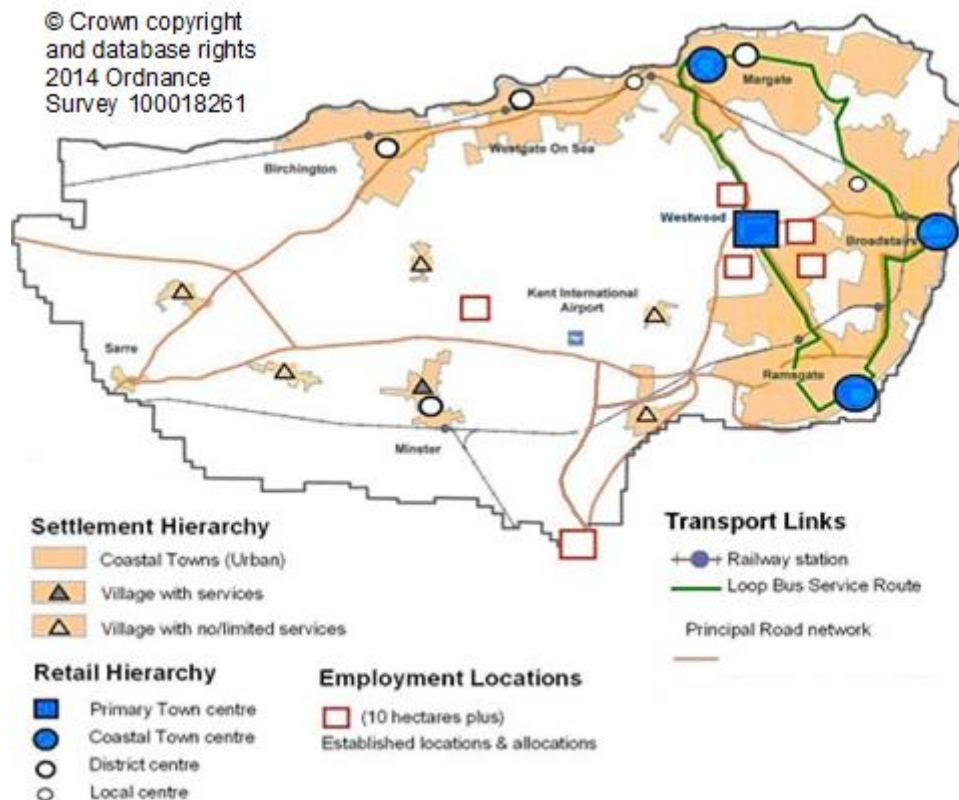
## Location of Housing

3.8 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 serves to formalise, a settlement hierarchy indicated diagrammatically on Map 11.

## Map 11 - Settlement Hierarchy



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

3.10 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.

**Table 2 - Total Housing Provision**

Period	2011-2031
<b>Strategic Sites</b>	
Westwood	1450
Birchington on Sea	1000
Westgate on Sea	1000
Manston Green	700
<b>Non-Strategic Sites/areas</b>	
Westwood	1405
Margate & Cliftonville	1267
Ramsgate	1827

Broadstairs & St Peter's	483
Birchington on Sea	138
Wesgate on Sea	199
Rural Settlements	485
<b>Windfall/broad area</b>	1644
<b>Completed since 2011</b>	402
<b>Total</b>	<b>12000</b>

## Area Specific Objectives

3.11 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.

**Table 3 - Area Specific Objectives**

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</p>

	<p>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	<p>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.</p> <p>Increase the stock of affordable housing at a scale commensurate with any outstanding local need.</p>

## Strategic Housing Allocations

### Strategic Housing Site Allocations.

3.12 The existing built up areas of the district will continue to 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.

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

### 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 masterplan featuring all elements of the proposal**



and indicating phasing of development and supporting infrastructure.  
Applications will be determined in light of the following site specific policies:

**A - Westwood**

**B - Birchington**

**C - Westgate on Sea**

**D - Manston Green**

Site reference numbers mentioned below relate to the list and maps of sites in Appendix B

### **Policy SP13 Strategic Housing Sites - Manston Green (sites referenced SS33)**

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 masterplan for the whole site incorporating

- 1) a minimum of 9 ha of open space in accordance with the standards set out in Table 7,
- 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 one-form entry at such stage of development as required by the County Council as education authority.

Masterplanning 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 Ozengell,

**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 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 Masterplan 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.**

3.14 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.

3.15 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, and 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.

3.16 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.

3.17 These settlements 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 Thanet and locations outside of the district.

**Policy SP14 - Strategic Housing Site at Birchington (comprising sites referenced S515, S498 & S499)**

**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 masterplan 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 7,**
- 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 H01(1). The access road and serviced school site shall be programmed for delivery as agreed by the county council as highway and education authority respectively.**

**Masterplanning 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 masterplan including assessment of impact on the A28, including at its junction with Park Lane, and of impact on 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 (comprising sites referenced ST1 & ST2)**

Land to the east and west of Minster Road, Westgate is allocated for 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 H01(1). Proposals will be judged and permitted only in accordance with a development brief and masterplan 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 7,

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.**

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

**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.**

**Masterplanning will be informed by and address**

**1) a transport assessment (including modelling of junctions of the A28 with Minster Road, Briary Close and Garlinge High Street, the junction of Minster Road 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 (comprising sites referenced S511, S553 & S447)**

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 1,020 dwellings at the junction of Nash Lane/Haine Road. Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site integrating with development at the adjoining site. The masterplan shall incorporate:

- 1) highway improvements including widening of Nash Road and links to Nash Road and Manston Road,
- 2) a minimum of 16.63 ha of open space in accordance with the standards set out in Table 7,
- 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 access road shall be programmed for delivery as required by the county council as highway authority.

Masterplanning will be informed by and address:

- 1) pre-design archaeological assessment,
- 2) the need to preserve heritage farm buildings on the site,
- 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,
- 4) a wintering and breeding bird survey to assess impact on bird populations within the district and the need to mitigate/compensate,
- 5) liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure,
- 6) a statement of social impacts arising from the development and how any increased demand on community facilities will be addressed,
- 7) 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 as opposed to flats should exceed that in policy SP18 as much as possible.

Proposals will be accompanied by a Transport Assessment informing the Masterplan 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 required, 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 (site reference S141)**

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 masterplan for the whole site and shall:

- 1) Provide for any highway improvements identified as necessary in a traffic assessment and the development masterplan. Individual phases of development will be required to make provision pro-rata towards such improvements,
- 2) as required provide a fully serviced area of 2.05 ha (to be provided at the cost of the developer) for a new two form entry school as an integral part of the development,
- 3) 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,
- 4) reserve a minimum of 2 ha to enable provision of a medical centre and provide a community assembly facility,
- 5) reserve and provide a minimum of 1.75 ha 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 7,
- 6) incorporate landscaped buffer zones adjacent to any new road infrastructure and along the boundaries to adjacent to open farmland,

- 7) **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 masterplans relating to neighbouring areas addressed in this policy and with Westwood Relief Scheme.**

## **Type and Size of Dwellings**

3.18 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.

3.19 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.

3.20 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.

3.21 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.

3.22 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 tables 4 and 5.

3.23 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 4 Market homes (houses includes bungalows) (from SHMA table 12.22)



**Table 4 - Market Homes**

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 5 Affordable homes (houses includes bungalows) (from SHMA table 12.14)

**Table 5 - Affordable Homes**

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%

3.24 Previous dwelling completions in Thanet 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**

3.25 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.

3.26 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.

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

3.28 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.

3.29 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.

3.30 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%.**

## 4 - Environment Strategy

### Protecting the Countryside

4.1 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.

4.2 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.

4.3 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.

4.4 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.

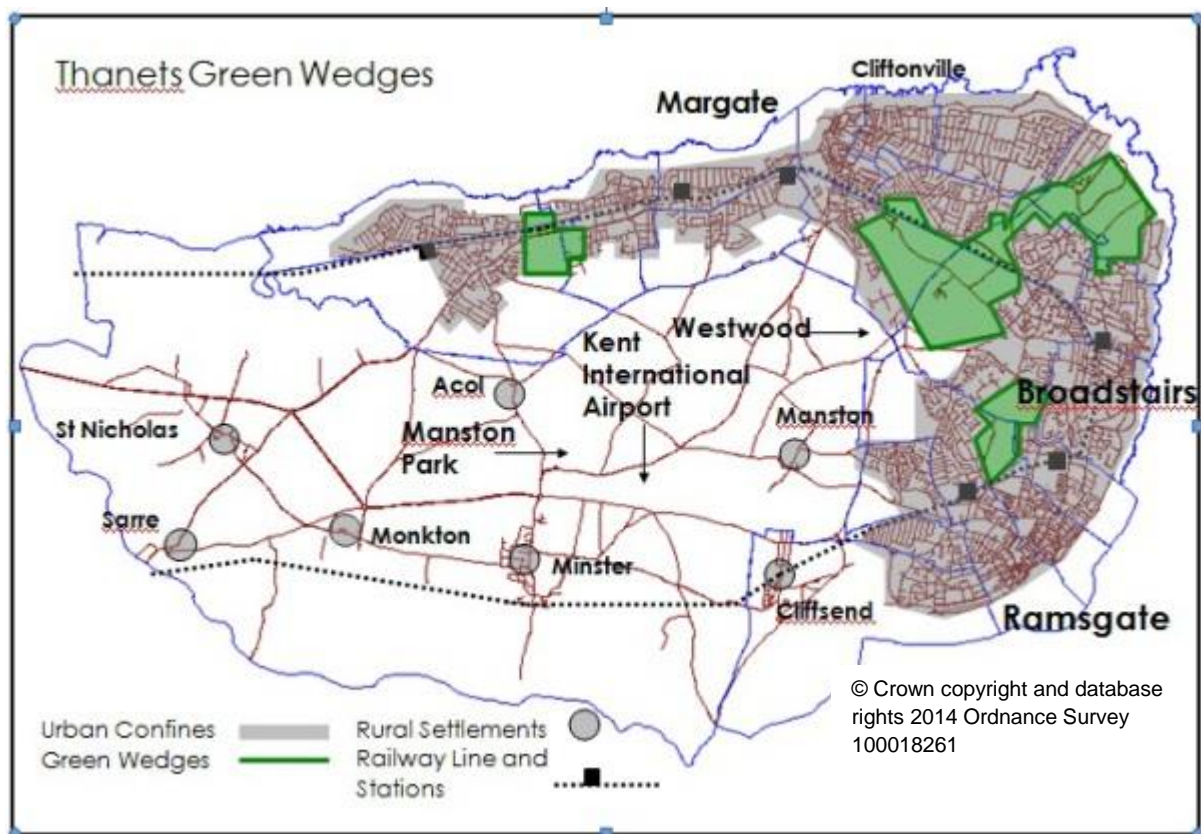
### Policy SP20 – Development in the Countryside

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

4.5 The coastal towns of Thanet are separated by three particularly important areas of open countryside which are known as the Green Wedges indicated on Map 12.

Map 12 - Green Wedges



4.6 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.

4.7 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.

4.8 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.

4.9 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.

4.10 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.

4.11 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.

4.12 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.

4.13 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**

4.14 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.

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

4.16 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.

4.17 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.

4.18 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**

4.19 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**

4.20 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**

4.21 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.



4.22 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**

4.23 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**

4.24 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**

4.25 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**

4.26 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.

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

4.28 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.

4.29 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.

4.30 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 better linked to provide a comprehensive green infrastructure network.

4.31 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.'*

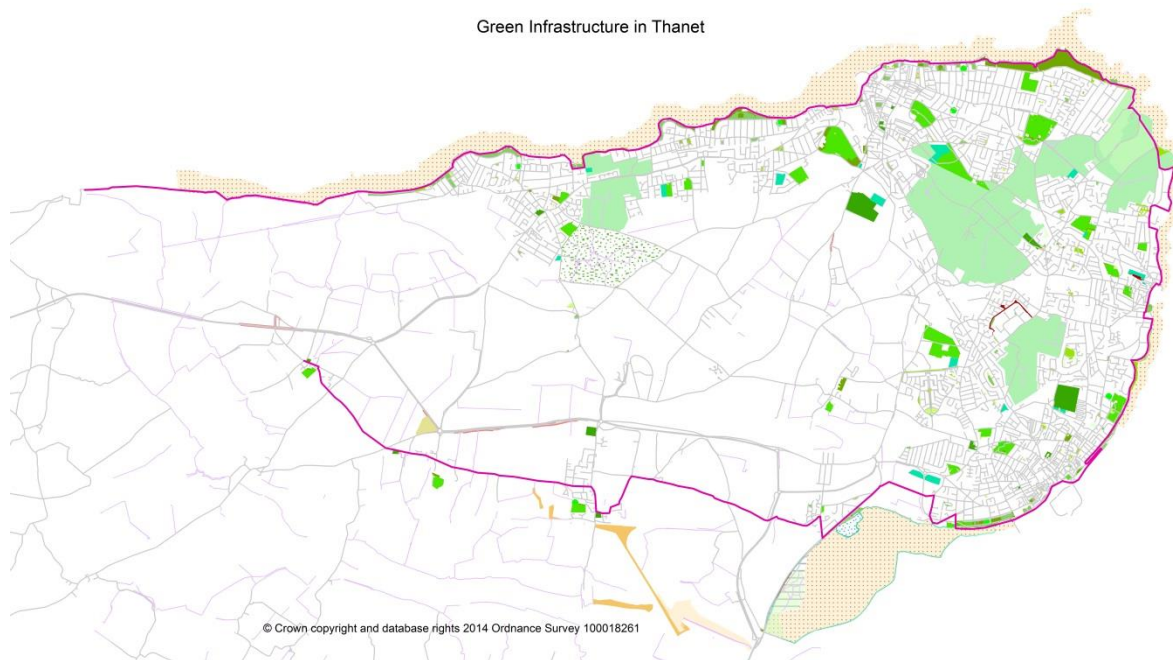
*Green infrastructure includes established green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland. Consequently it needs to be delivered at all spatial scales from sub-regional to local neighbourhood levels, accommodating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

4.32 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 13.

## Map 13 - Thanet's Existing Green Infrastructure



### 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

4.33 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, Westbrook Undercliffe Nature Park, 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

4.34 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**

4.35 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**

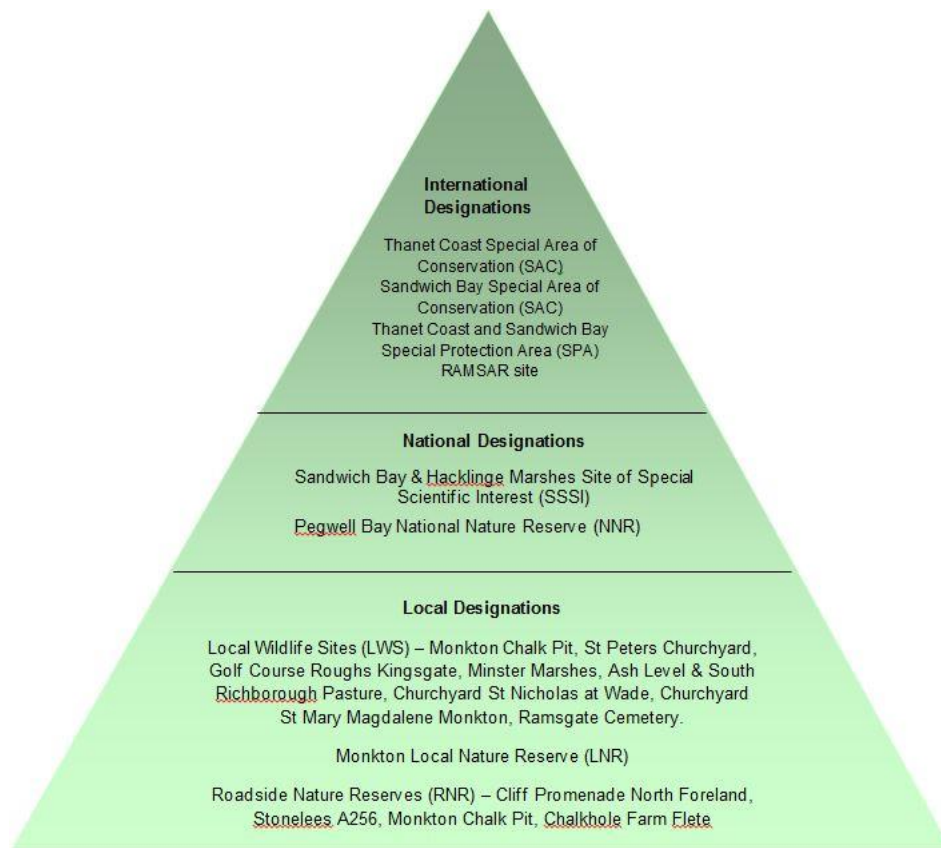
**Biodiversity Opportunity Areas and the Green Wedges are protected from inappropriate development, and proposals which would provide enhancements and contribute to a high quality biodiverse environment will be supported.**

## **National and International Designations**

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

4.36 Designated sites of international, national and local value and extensive areas of wetland and farmland habitat harbour both protected and priority species. Diagram 1 shows the hierarchy of these designations from international, national to local importance.

**Diagram 1 – Hierarchy of National and International Designations**



4.37 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.

4.38 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.

4.39 The Thanet Coast is also a designated Marine Conservation Zone.

4.40 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.

4.41 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.

4.42 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.

4.43 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.

4.44 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 effects 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 policy 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 in recreational pressure on designated sites.**

## **Protection of Open Space**

4.45 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 are shown on Map 13.

4.46 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 that they are 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 (PROW) and access. Kent County Council's Countryside and Coastal Access Improvement Plan identifies the need for planning policies to protect or enhance PROW.

4.47 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.

4.48 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.

4.49 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.

### **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**

4.50 The provision of larger areas of open space will be delivered most appropriately through strategic allocations and should be considered integral 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 will be required. These standards are set out in Table 7.

4.51 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 Appendix C. 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, a healthy diet, 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

4.52 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.

4.53 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.

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

4.55 In order to maintain this standard, a further 18ha will be required. These standards are set out in Table 7.

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 7.**

**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

4.56 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.

4.57 Thanet's towns, villages, coast and countryside enjoy a diverse and rich built heritage which contributes significantly to Thanet's unique sense of place and identity. There are 21 conservation areas and around 2,000 listed buildings (a large proportion of which are in the historic town centres) - the highest concentration of listed buildings 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 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.

4.58 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.

4.59 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](http://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 CABE team at the Design Council, [www.designcouncil.org.uk](http://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

4.60 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.

4.61 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.

4.62 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.

4.63 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.

4.64 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.

4.65 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.

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

- The richness of 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> 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.
- Around 2,000 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.

4.67 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.

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

4.69 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) encouraging 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, advice and information about the historic environment by providing guidance to stakeholders, producing new guidance leaflets, 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

4.70 The National Planning Policy Framework (NPPF) expects a pro-active approach against climate change and states that adapting to, and mitigating against, the effects 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.

4.71 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.

4.72 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.

4.73 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 one month since 1990; and
- increases in flooding and droughts.

4.74 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 – e.g. led street lights, pv (solar) 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.

4.75 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**

# 5 - Community Strategy

## Healthy and Inclusive Communities

5.1 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.

5.2 Health issues are addressed in this plan in the following policy areas:

- Housing quality and design
- Transport
- Economic development, employment skills and training
- Access to and provision of local services
- Community safety and crime
- Access to fresh food
- Risk and vulnerabilities to climate change impacts

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 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 enable 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**

5.3 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.

5.4 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.

5.5 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.

5.6 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.

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

### **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**

5.7 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.**

## 6 - Transport Strategy

### Safe and Sustainable Travel

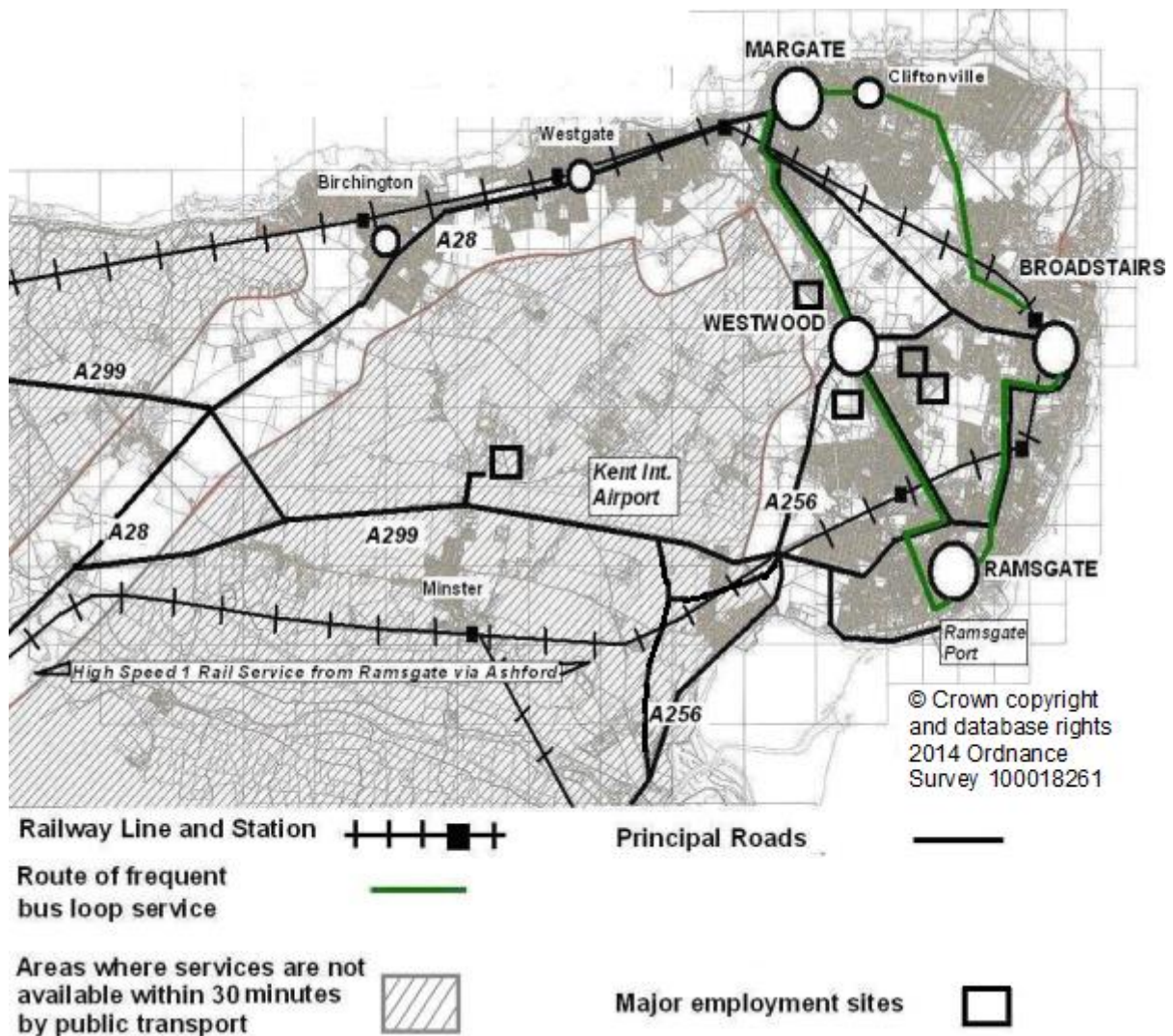
6.1 The National Planning Policy Framework (NPPF) states that transport policies have an important role to play in facilitating sustainable development and in contributing to wider sustainability and health objectives. Key messages include that the transport system needs to be balanced in favour of sustainable 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.

6.2 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.

6.3 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 of strategic importance. A surface access strategy and travel plan will be required alongside planned growth to promote sustainable travel, particularly by the workforce.

6.4 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 HS1 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.

## Map 14 - Thanet's Transport Infrastructure



6.5 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.

6.6 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.

6.7 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.

6.8 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**

6.9 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**

6.10 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.

6.11 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**

6.12 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 HS1 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.

6.13 Introduction of the 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**

6.14 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**

6.15 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.

6.16 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.

6.17 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 to London.

6.18 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.

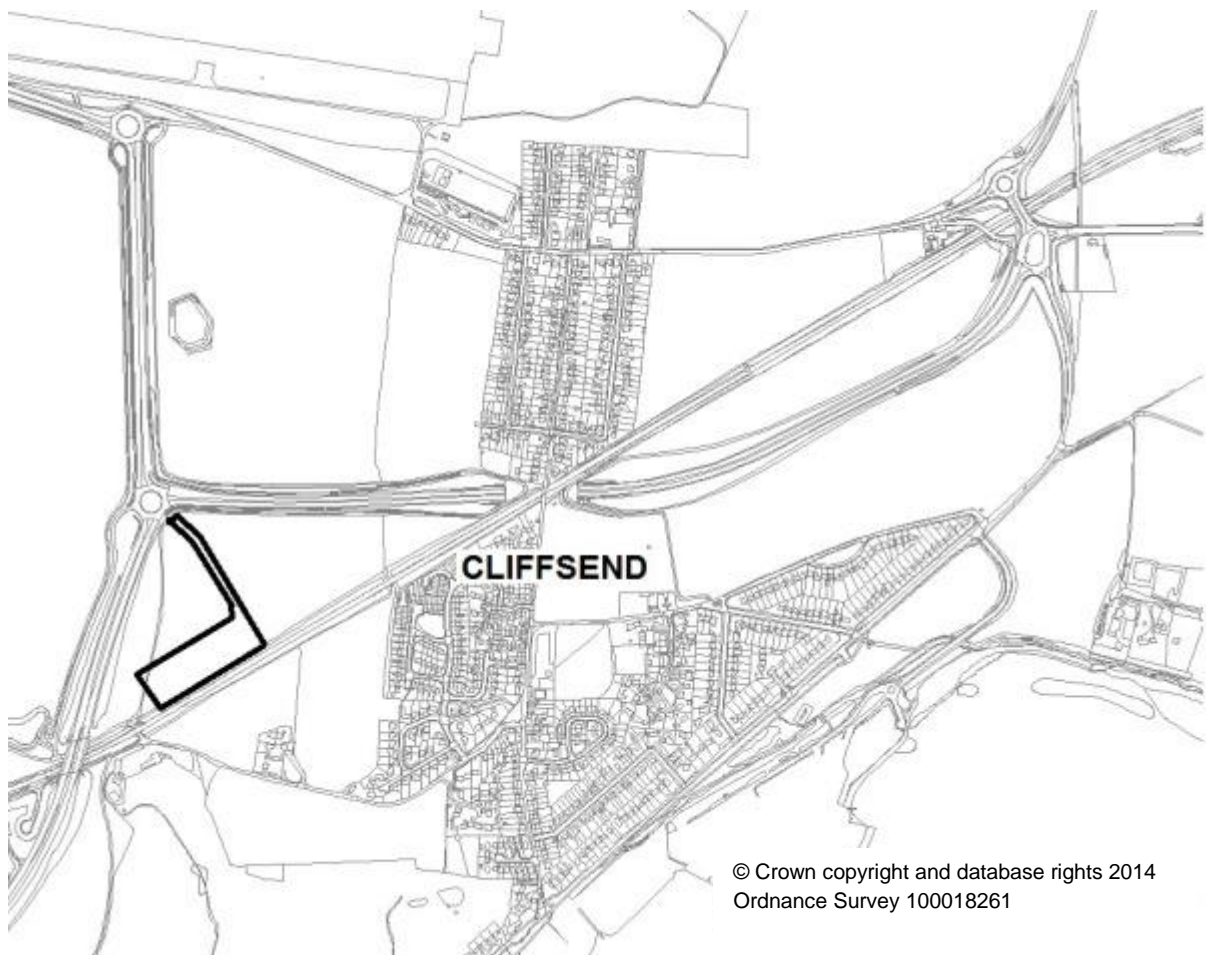
### **Policy SP39 - New Rail Station**

**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 Map 15) 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

**Map 15 - New Rail Station**



# Development Management Policies

## 7 - Economy

### Retention of existing employment sites

7.1 The Council considers that it is essential to retain employment premises 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 Policy SP03; 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.**

7.2 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 showrooms and crèches.

## **Home Working**

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

7.4 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 potentially located outside the district. In either case this is considered beneficial to 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.

7.5 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.

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

The Council supports home working proposals but wishes to ensure that any potential impact is acceptable, as set out in the following policies.

## **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**

## **8 - Town and District Centres**

### **Primary and Secondary Frontages**

8.1 The National Planning Policy Framework (NPPF) 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.

8.2 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 falling within A1, A2, A3, A4 and A5.**
- 2) Residential and Class B1(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**

8.3 Local planning authorities are required by the National Planning Policy Framework (NPPF) 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.

8.4 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, the reasons for rejecting more central sites should be clearly explained.

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

8.6 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**

8.7 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.

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

8.9 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.**

## 9 - Tourism

### Tourist Accommodation

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

9.2 Existing hotel provision in the district caters well for the budget hotel market and this has been increasing in recent years, but Thanet 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.

9.3 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.

9.4 It is therefore important to provide for new, and to 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) Should be of an appropriate scale that does not impact on the surrounding area, including impact upon the road network.**
- 2) Should be accessible 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 should be provided 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) Should be of appropriate siting, design, scale and access.**
- 2) Should be related well to the primary and secondary road network.**
- 3) Should 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**

9.5 Thanet possesses a large number of sandy beaches, whose characters range from intensively holiday-oriented beaches (eg: Main 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.

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

9.7 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.

9.8 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.

9.9 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 map (see Appendix A), 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 exceptional event that development is permitted, proposals must fully mitigate against any impact upon the designated nature conservation sites, and will be subject to the Habitats Regulations.**

#### **Language Schools**

9.10 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.

9.11 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 growth in this sector of the economy.

9.12 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**

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

9.14 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.

9.15 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.

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

9.17 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.

9.18 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.

9.19 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.

9.20 Therefore as well as the museum, house and gardens, Quex Estate incorporates 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 a whole employs in the region of 140 people.

9.21 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, heritage and biodiversity.

#### **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.**

## **10 - The Rural Economy**

10.1 The National Planning Policy Framework (NPPF) 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. The Council wishes to support a sustainable rural economy and rural economic development of an appropriate scale and the following policies seek to address this.

### **New build development for economic development purposes in the rural area**

10.2 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.

### **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**

10.3 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.

10.4 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.

10.5 Disused rural buildings may hold species such as bats or barn owls, protected by the Wildlife and Conservation Act 1981 and other legislation. The conversion of such buildings should make provision for their continued use by protected species which are present. If this is not possible, mitigation 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) It can be demonstrated 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**

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

10.7 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.

10.8 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 Council 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**

10.9 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.

10.10 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**

10.11 The National Planning Policy Framework (NPPF) requires that Local Plans 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.**

# 11 - Housing

## Identification and Release of Housing Land for Development

### Allocated sites

11.1 Sites allocated for housing (including strategic site allocations) are shown on the maps and featured in a list of housing site allocations in appendix B. 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.

11.2 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.

11.3 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. Indicative phasing is shown as “notional delivery period” in the list at Appendix B.

11.4 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.

11.5 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

11.6 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 National Planning Policy Framework (NPPF) and does not include residential gardens.

11.7 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 Margate Old Town, residential development will be restricted to above ground floor level (in accordance with policies E04 and SP08)

## **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 SP25 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 without sufficient mitigation.**

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

Policy H04 applies to housing development at rural settlements.

11.8 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**

Site reference numbers mentioned below relate to the list and maps of sites in Appendix B

**Policy H02A – Land on west side of Old Haine Road, Ramsgate (comprising site references S535 & S549)**

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 masterplan 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 (site reference S540)**

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 masterplan 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 address 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 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. (site reference ST3)**

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 (site reference S505)**

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 (site reference SR60)**

**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 masterplan 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.**

**Masterplanning 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 (site reference S415)**

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 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.

**Policy H02G – Land at Melbourne Avenue, Ramsgate (site reference SS22)**

Land at the former Newington Nursery and Infant School, Melbourne Avenue, Ramsgate is allocated for up to 49 new dwellings at a notional maximum density of 35 dwellings per hectare net. 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.

Proposals will need to be informed by an ecological assessment and transport assessment.

Alongside provision of amenity space and improving footpath connections development should respect and retain the existing area of woodland (known as The Copse) within the south western part of the site as a community asset.

## **Cliftonville and Margate**

11.9 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 (DPD) contains planning

policies restricting additional accommodation in forms likely to fuel or perpetuate these problems.

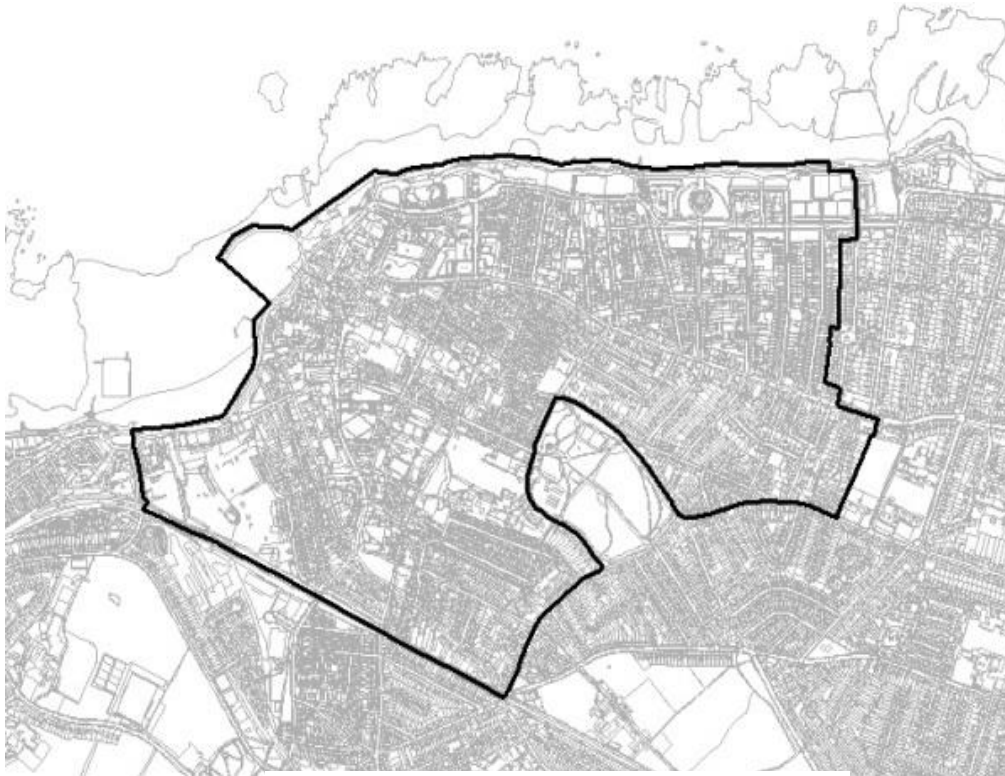
11.10 The Council and its partners including Kent County Council and the Homes and Communities Agency are implementing a concerted programme “Live Margate” to focus and stimulate further investment in making Margate and, in particular, these two wards, an area where people aspire to live. A central feature 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**

## Map 16 - Cliftonville West and Margate Central



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### Housing at Rural Settlements

11.11 Most of Thanet's villages consist of freestanding rural settlements. These comprise Acol, Cliffsend, Manston, Minster, Monkton, Sarre and St Nicholas at Wade. 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 provide appropriate safeguards for this.

### Housing at Rural Settlements

11.12 The National Planning Policy Framework (NPPF) 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.

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

11.14 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 at Wade, Monkton, Manston, Acol and Sarre.

11.15 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.**

#### **Table 6 - Sites Allocated for Residential Development at Rural Settlements**

<b>Tothill Street, Minster (comprising sites reference S511/S436 &amp; S85)</b>
<b>Foxborough Lane (south side), Minster (site ref ST4)</b>
<b>Station Road, Minster (Site ref S088)</b>
<b>Land at The Length, St. Nicholas (Site ref S509)</b>
<b>Land at Manor Road, St Nicholas (Site ref S488/R25-146)</b>
<b>Land at 71-75 Monkton Street, Monkton (site ref S240)</b>
<b>Land at Walter's Hall Farm, Monkton (site ref ST6)</b>
<b>Builders yard south of 116-124 Monkton Street, Monkton (site ref S543/R25-135)</b>

**Land south side of A253, Cliffsend (site ref S468)**

**Land north of Cottington Road, Cliffsend (site ref S435(2))**

**Land south side of Cottington Road, Cliffsend (site ref S416/S541)**

**Jentex site Canterbury Road West, Cliffsend (site ref S426)**

**Young's Nursery, Arundel Road, Cliffsend (site ref S455)**

**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, St 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, Monkton**

**Proposals for residential development shall be informed by archaeological evaluation and development shall be laid out and designed so as to respect the setting of the listed building.**

**Policy H04E Land south side of A253, Cliffsend**

**Proposals for residential development will be expected to:**

- be informed by a pre-design archaeological evaluation
- explore the potential of, and provide where possible, sustainable connections to the proposed Parkway station.
- be informed by contamination assessment to investigate potential pollution in light of the site's proximity to Jentex Petroleum.

Access arrangements will need to be onto the A253 and avoid access or additional traffic onto Foad's Lane.

#### **Policy H04F Land north of Cottington Rd, Cliffsend**

Proposals for residential development will be expected to:

- be informed by further archaeological assessment including fieldwork
- include a targeted assessment of the impact of development on the setting of St. Augustine's Cross.
- avoid excessive traffic use of Foad's Lane and include a transport statement taking account of traffic impacts onto the Foad's Lane area.
- explore the potential of, and provide where possible, sustainable connections to the proposed Parkway station.

#### **Policy H04G Land south side of Cottington Rd, Cliffsend**

Proposals for residential development will be expected to

- be informed by further archaeological assessment including fieldwork
- include a targeted assessment of the impact of development on the setting of St. Augustine's Cross.
- include a flood risk assessment.

A transport statement will be needed to take account of traffic impacts onto Foad's Lane area, and proposals will be expected to explore the potential of, and provide where possible, sustainable connections to the proposed Parkway station.

#### **Informatives**

##### **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.

### **C - Land at south side of Foxborough Lane, Minster**

Presence of bat and reptile presence may require investigation.

## **Rural Housing Need**

11.16 The National Planning Policy Framework (NPPF) 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.

11.17 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.

11.18 Any such release would be conditional upon the first and all subsequent occupiers being first time buyers who are already village residents or their children, 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.

11.19 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.

11.20 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**

11.21 The National Planning Policy Framework (NPPF) 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.

11.22 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.

11.23 The 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 largely in arable production which, by its nature, is not as susceptible to damage as other forms of agriculture.

11.24 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.**

11.25 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**

11.26 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. 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.

11.27 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 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).

11.28 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.

11.29 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.

11.30 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**

11.31 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.

11.32 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.

11.33 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**

11.34 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.

11.35 While the 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, the principles of which are considered to remain valid.

11.36 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.

11.37 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.

11.38 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.

11.39 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 level 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.

11.40 The Cliftonville Development Plan Document (DPD) 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

11.41 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. Nevertheless, should proposals 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

11.42 The National Planning Policy Framework (NPPF) 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.

11.43 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) it is compatible with nearby uses, and**
- 2) the proposal would not conflict with any other policy.**

11.44 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 tourist accommodation 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.**



## **12 - Green Infrastructure**

### **Locally Designated Wildlife Sites**

12.1 Thanet has two Local Nature Reserves located at Monkton and Pegwell Bay, and eight Local Wildlife Sites. These sites host locally important habitats.

12.2 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 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)**

12.3 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**

12.4 The open countryside within 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.

12.5 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 give Standing Advice for planning applications providing details of 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**

12.6 An Open Space Audit was carried out in 2005 which assessed Thanets open space provision. The results and recommendations are set out in Table 7. The following policies seek to deliver these recommendations for open space provision in new development.

**Table 7 - Requirements for New Open Space**

<b>Type</b>	<b>Primary Purpose</b>	<b>Current Provision</b>	<b>Recommended Provision</b>	<b>Provision in ha at time of survey</b>	<b>Amount needed to meet standards with population increase of 16 900 (pop in 2031=152 500)</b>	<b>Accessibility Standard</b>	<b>To be provided by:</b>
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	Small parks and recreation grounds that						

Recreation Grounds	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	18ha	0.19 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, skateboard areas and teenage play zones	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  <b>Total Amount of Open Space Required for Plan Period = 75.65 Ha</b>

## **Amenity Green Space and Equipped Play Areas**

12.7 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.

12.8 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.

12.9 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.

12.10 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.

12.11 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 7. Such provision will be expected to include an equipped play area and casual/informal playspace.

12.12 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).

12.13 The Planning Obligations & Developer Contributions Supplementary Planning Document (SPD) 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 7. 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**

12.14 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.

12.15 Outdoor sports facilities include pitches, greens, courts, athletics tracks and miscellaneous sites such as croquet lawns and training areas. These also include 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.

12.16 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.

12.17 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 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**

12.18 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.

12.19 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**

12.20 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.

12.21 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, providing opportunities for residents to manage their local environment and reinforce a sense of community.

12.22 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.

12.23 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.

12.24 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.**

12.25 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.

12.26 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.**

# 13 - Quality Development

## General Design Principles

13.1 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.

13.2 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.

13.3 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.

13.4 Maintenance and management plans must be provided with any proposals and considered early in the design process. Schemes which include species that support local distinctiveness, enhance biodiversity and cope with climatic changes will be favoured.

13.5 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.

13.6 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.

13.7 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

13.8 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.

13.9 The National Planning Policy Framework (NPPF) states that local planning authorities should consider policies to resist inappropriate development of residential gardens where development would cause harm to the local area.

13.10 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 enhances 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**

13.11 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.

13.12 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.

13.13 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.

13.14 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.

13.15 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 bin storage, with a collection point for storage containers no further than 15 metres from where the collection vehicle will pass.**

## **Advertisements**

13.16 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**

13.17 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.

13.18 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 – Telecommunications**

**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.**

# 14 - Heritage

## Archaeology

14.1 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.

14.2 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 19<sup>th</sup> and 20<sup>th</sup> 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.

14.3 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 (AD 449) 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 19<sup>th</sup> and 20<sup>th</sup> 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.

14.4 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. Because Thanet's heritage is such a valuable and irreplaceable resource the following policy applies:

### **Policy HE01 – Archaeology**

**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**

14.5 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.

14.6 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.

14.7 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.

14.8 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

14.9 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.

14.10 The retention of local heritage assets may be achieved through appropriate adaptive re-use or change of use.

14.11 Building Regulations will allow a more flexible approach to meeting the required standards when altering buildings of local interest.

14.12 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 and parks that are of special importance to Thanet.

14.13 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.

14.14 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 1<sup>st</sup> October 2008.

14.15 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.

14.16 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.

14.17 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.

14.18 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.

14.19 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 (for 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.

14.20 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**

14.21 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.

14.22 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.

14.23 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.

14.24 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**

14.25 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 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.

14.26 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.

14.27 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.

14.28 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:

- 1) Preserve historic fabric;
- 2) Extend the beneficial use of older buildings;
- 3) Reduce carbon emissions, using the hierarchical approach; and
- 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.**

## 15 - Climate Change

15.1 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

15.2 Flooding has become a significant issue and the National Planning policy Framework (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.

15.3 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.

15.4 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.

15.5 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](http://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

15.6 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.



15.7 The Thanet Surface Water Management Plan (SWMP) 2013 assessed historic flooding incidents, and identified 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.

15.8 The following actions are identified for the 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

15.9 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

15.10 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.

15.11 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 Groundwater 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 Source 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.

15.12 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.

15.13 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 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.

15.14 Bathing waters can be nominated for designation or delisting from the designations list in the annual DEFRA review.

15.15 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.

15.16 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.

15.17 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 managed appropriately.

#### **Policy CC02 – Surface Water Management**

**New development will be expected to manage surface water resulting from the development using sustainable drainage systems (SUDS) 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 Source Protection Zone as shown on Map 19, or sites near the Groundwater Source 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**

15.18 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 maintained; however, feasibility work does not always indicate that a project will be successful in achieving funding, and in such cases defences may cease to be maintained.

15.19 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 cliff top 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**

15.20 The design of a building or development can help adapt to climate change by increasing solar gain and reducing winter heat loss.

15.21 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 8 below.

**Table 8 - Code for Sustainable Homes**

<b>Level</b>	<b>% energy efficiency higher than Part L1A of the Building Regulations</b>	<b>Daily water usage (litres)per person</b>
1	10	120
2	18	120
3	25	105
4	44	105
5	100	80
6	Zero carbon	80

*Source: www.gov.uk*

15.22 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 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.

15.23 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.

15.24 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.

15.25 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

15.26 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.

15.27 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**

15.28 There are 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

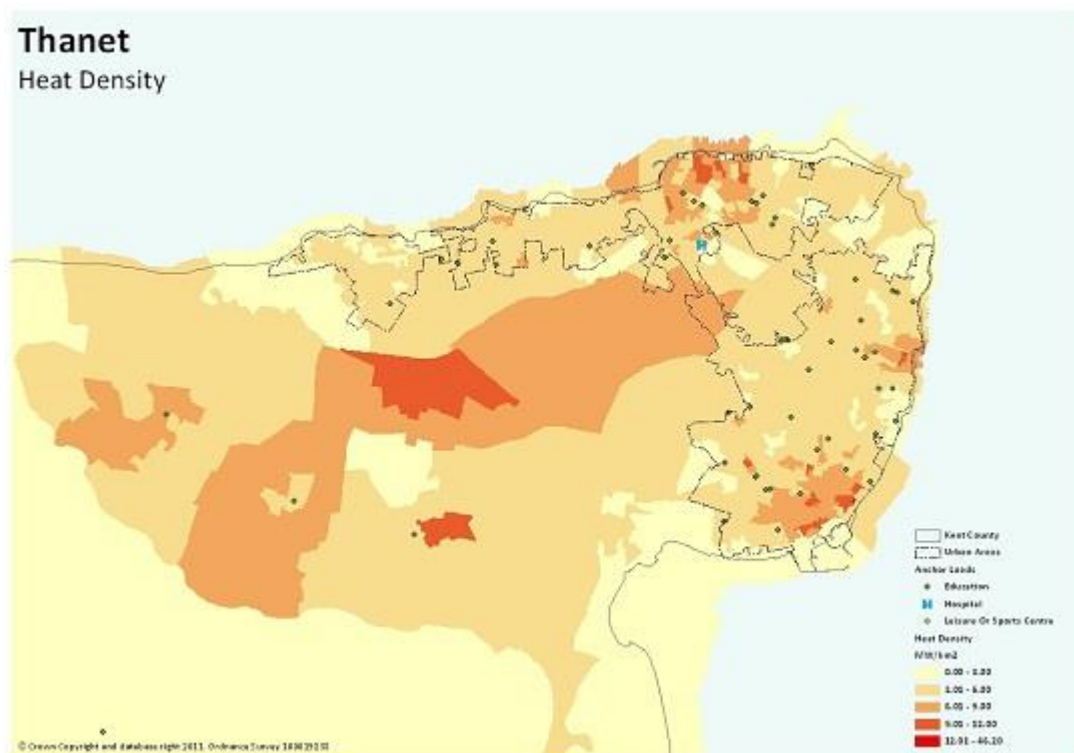
Proposals for renewable energy installations incorporated in new developments or existing buildings will be permitted, subject to there being no unacceptable detrimental visual or environmental impact.

### District Heating

15.29 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.

15.30 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 17 is a heat map for Thanet showing potential areas suitable for district heating.

#### Map 17 - Thanet's Heat Density



15.31 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.

15.32 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.**

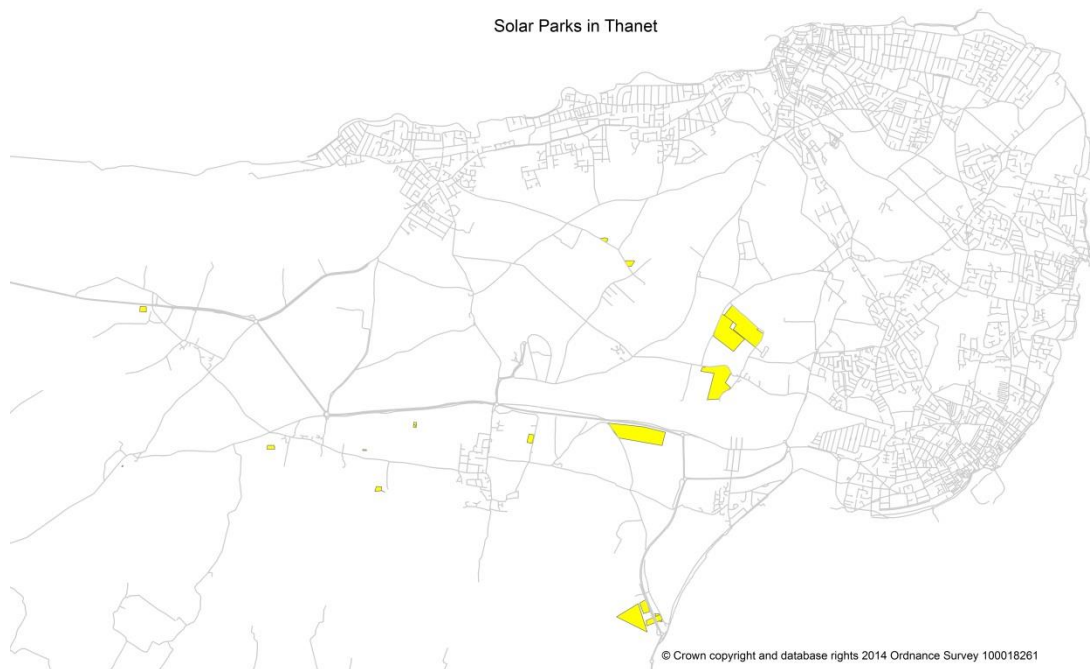
### **Solar Parks**

15.33 There have been a number of developments for renewable energy applications in the district to help reduce emissions.

15.34 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.



## Map 18 - Solar Parks



15.35 The siting for a solar park 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.

15.36 Map 18 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.

15.37 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.**

15.38 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 parks 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.

15.39 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.

15.40 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.

15.41 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).

15.42 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.

## **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.**

## **16 - Safe and Healthy Environment**

16.1 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.

16.2 Environmental pollution and impacts on human health are important issues, and the Council is keen to ensure that Thanet's environmental quality is maintained and enhanced. The following policies aim to address a number of environmental issues to help achieve this.

### **Potentially Polluting Development**

16.3 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 include 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 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**

16.4 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 which are all listed in the National Landfill Atlas held by the Environment Agency.

16.5 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.

16.6 If an application for a new development/redevelopment or major change of use on or adjacent to a site included in the landfill atlas is received, then a full site-investigation report including gas monitoring will be required.

16.7 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.

16.8 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 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**

16.9 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.

16.10 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.

16.11 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 Plan once it has been finalised. The strategy provides information across the county in place of former Planning Policy Statement 23 (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 Council) 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.**

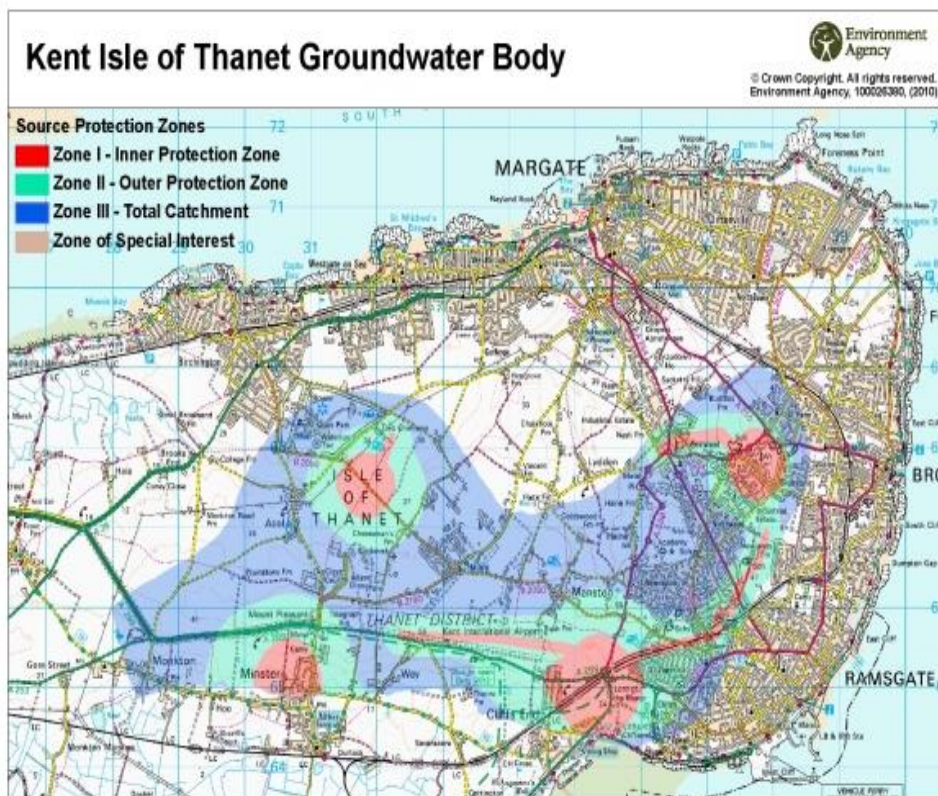
**In the case of sites where contamination is only considered to be a possible risk, a site investigation will be required by condition. Sites where contamination is believed to have been removed or where the full site history is unknown should not be able to be considered as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the unintended use of the land.**

### **Groundwater Protection**

16.12 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 map 19.

## Map 19 - Thanet's Groundwater Protection Zones



16.13 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.

16.14 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.

16.15 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.



16.16 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.

16.17 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 Source 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 Source Protection Zones identified on Map 19 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**

16.18 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.

16.19 An urban wide Air Quality Management Area has been declared to enable effective management of air quality.

16.20 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.

16.21 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.

16.22 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.

16.23 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)

16.24 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 Appendix D Table 01.

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**

16.25 The Governments 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

16.26 Noise can constitute a statutory nuisance and is subject to the provisions of the Environmental Protection Act 1990.

16.27 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’.*

16.28 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.

16.29 Noise is a material consideration when determining planning applications. The Governments National Planning Practice Guidance<sup>[i]</sup> 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.

16.30 The guidance provides the following noise hierarchy to determine when noise could be a concern:

**Table 9 - Noise Hierarchy**

<b>Perception</b>	<b>Examples of outcomes</b>	<b>Increasing effect level</b>	<b>Action</b>
Not noticeable	No effect	No observed effect	No specific measures required
Noticeable and not	Noise can be heard, but does not cause any change in behaviour or attitude. Can	No observed adverse effect	No specific measures

intrusive	slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life.		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

16.31 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**

16.32 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).

16.33 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**

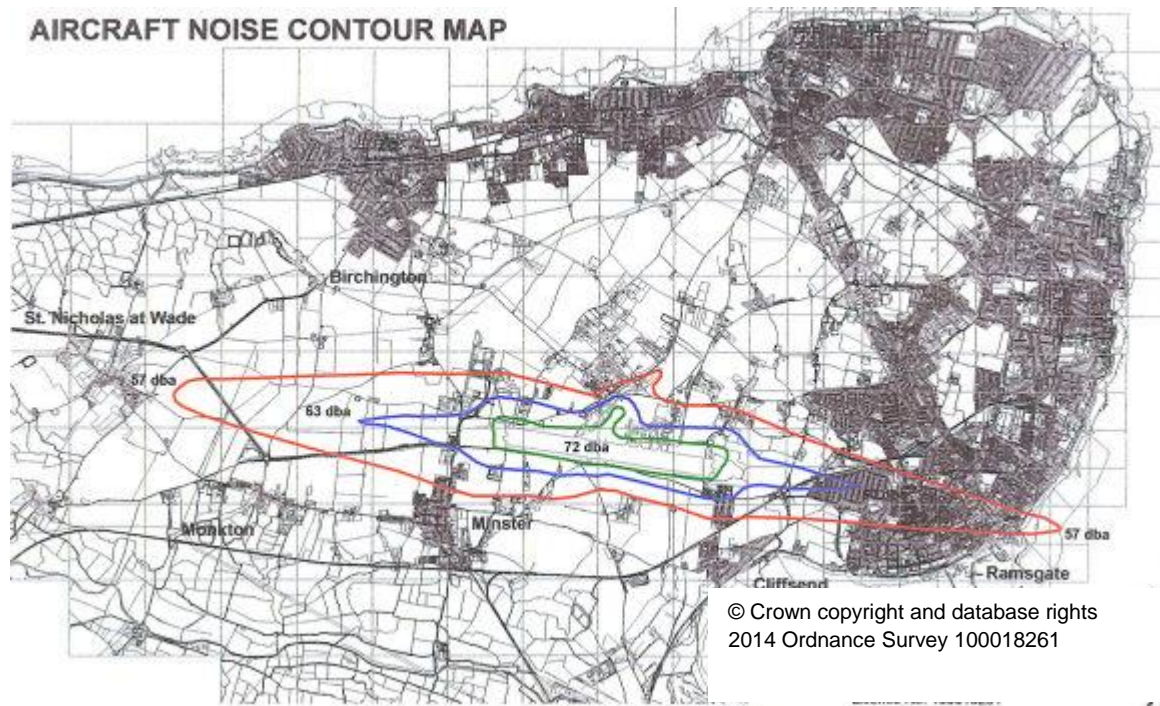
16.34 The Council seeks to limit the effect of aircraft noise on sensitive development such as housing, schools and hospitals, by restricting locations where such development may be sited.

16.35 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.

16.36 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.

### Map 20 - Aircraft Noise Contour Map



16.37 The Council will review this part of the Plan if new information regarding airport activity becomes available or revised contours are received.

16.38 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.
C	63-72	Planning permission will not be granted except where the site lies within the confines of existing substantially built-up area. Exceptionally, where residential development is granted, conditions will be imposed to ensure an adequate level of protection against noise.
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.

16.39 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

<http://planningguidance.planningportal.gov.uk/blog/guidance/noise/when-is-noise-relevant-to-planning/>

## Light Pollution

16.40 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

16.41 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.

16.42 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.

16.43 The Council refers to the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light<sup>[i]</sup>. The guidance identifies environmental zones and corresponding lighting environments as shown in table 10:

**Table 10 - 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 activity	Amusement area at Margate Seafront

The Institute of Lighting Professionals recommends the following standards within these areas:

**Table 11- 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) Average, L
		Pre-curfew	Post-curfew	Pre-curfew	Post-curfew	
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/m<sup>2</sup>)**

**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.**

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**[i]** <https://www.theilp.org.uk/documents/obtrusive-light/>

## **17 - Communities**

17.1 Social, cultural and community facilities are an integral part of developing inclusive and cohesive communities.

17.2 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.

17.3 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.

17.4 The NPPF affords protection to existing open space, sports and recreational buildings and land (including playing fields) stating that they 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.

17.5 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 facility.

17.6 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, extensions of, 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**

17.7 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.

17.8 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 or 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:**

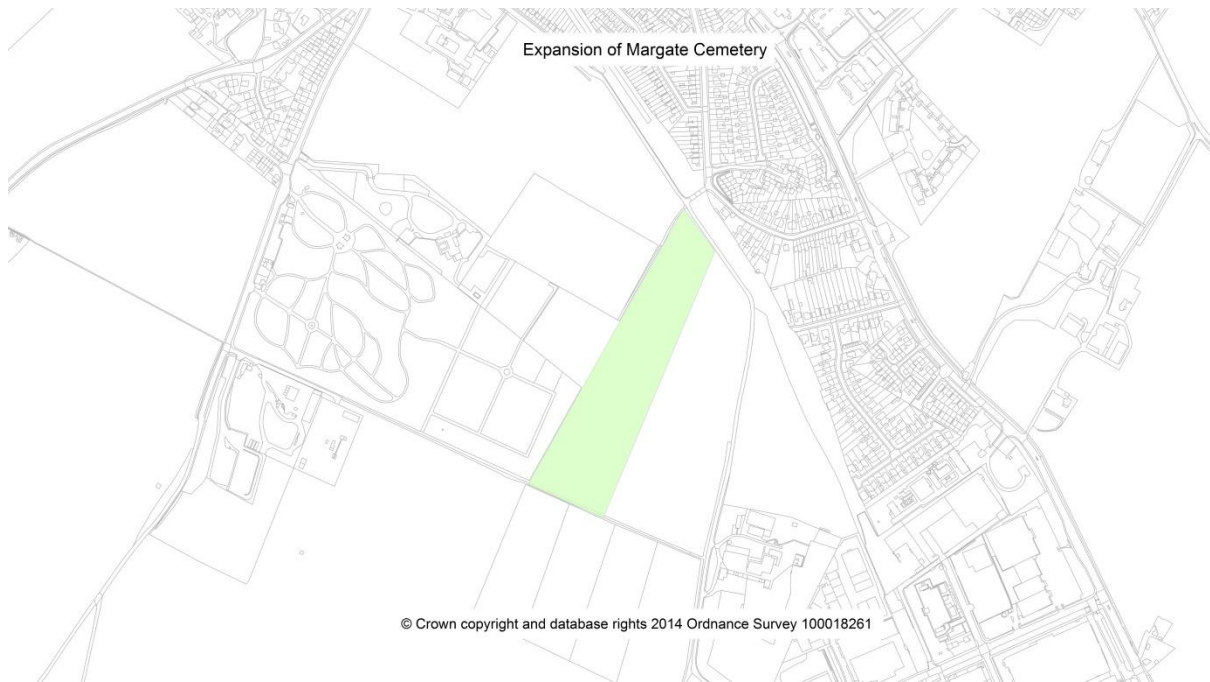
**1) it can be demonstrated that there is insufficient viable need for the community use or there is alternative local provision which is accessible to the local community, and**

**2) it is demonstrated that every reasonable attempt has been made to secure an alternative community use before non-community uses will be permitted.**

## Margate Cemetery Expansion

17.12 Margate Cemetery is nearing capacity and a need has been identified for its expansion. A site of approximately 4.2 ha has been identified to the east of the existing cemetery to accommodate the additional land requirement.

### Map 21 - Expansion of Margate Cemetery



### Policy CM03 - Expansion of Margate Cemetery

**Land is allocated and safeguarded for the expansion of Margate Cemetery and ancillary uses.**

### Expansion of Minster Cemetery

17.13 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 CM04 - 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.**

# 18 - Transport

## Transport Assessments and Travel Plans

18.1 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 and 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

18.2 Walking and cycling generally improve overall health and fitness levels, can reduce the number of cars on the network, reduce congestion, improve air quality and save 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.

18.3 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.

18.4 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**

18.5 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.

18.6 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.

18.7 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

18.8 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 in this document.

18.9 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 E.

### **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**

18.10 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.

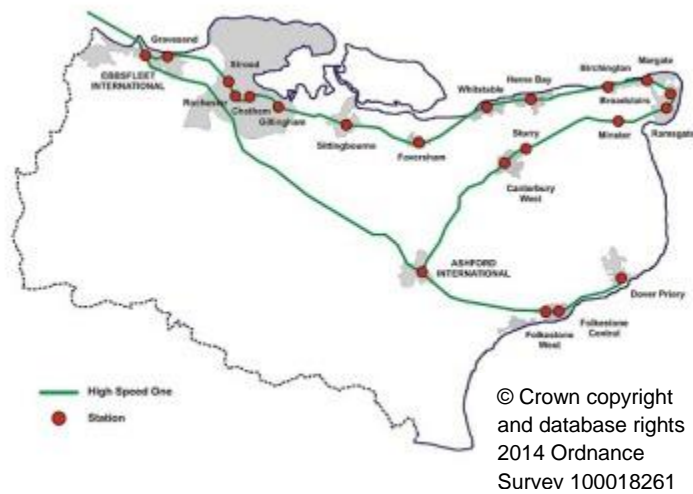
18.11 The Council has no direct control over the provision of bus and rail services. However, in its planning and other functions the Council will support the continuation and improvement of an effective public transport service for both bus and rail. Developer contributions will be used to facilitate 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.

18.12 Thanet is served by seven railway stations and has direct services to London, Canterbury, Ashford and Dover.

18.13 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.



## Map 22 - The High Speed One Network



### *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**

18.14 Buses have an important role to play in providing a flexible alternative to the private car. This 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.

18.15 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.

18.16 The introduction of the “Thanet LOOP” in October 2004 was an immediate success and the existing Margate and Ramsgate local services the “Thanet STARS”

were 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.

18.17 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**

18.18 Tourism 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.

18.19 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.

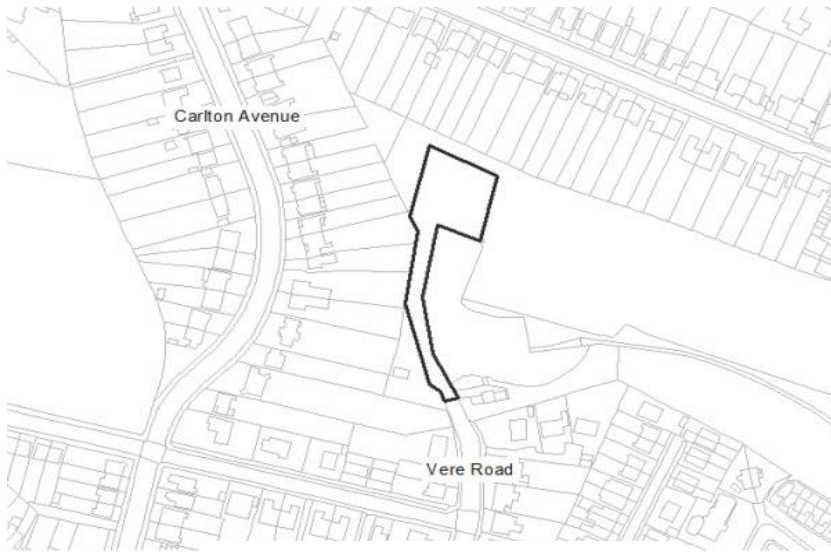
#### **Policy TP05 – Coach Parking**

**Land at Vere Road, Broadstairs and Palm Bay, Cliftonville, as identified on maps 24 and 25, will be retained for use as coach parking to serve the tourist trade.**

**Within Barnes Avenue Car Park Westbrook, as identified on map 26, land will be identified and safeguarded and retained for use as coach parking to serve the tourist trade.**

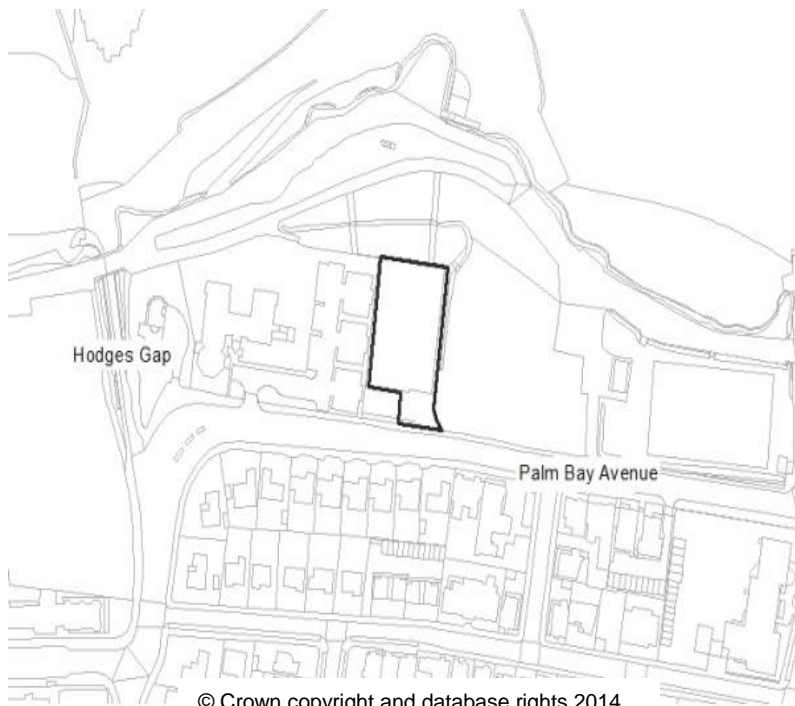
**The Council will consider the need to identify a site to accommodate demand for coach parking at Ramsgate.**

### **Map 23 - Vere Road, Broadstairs**



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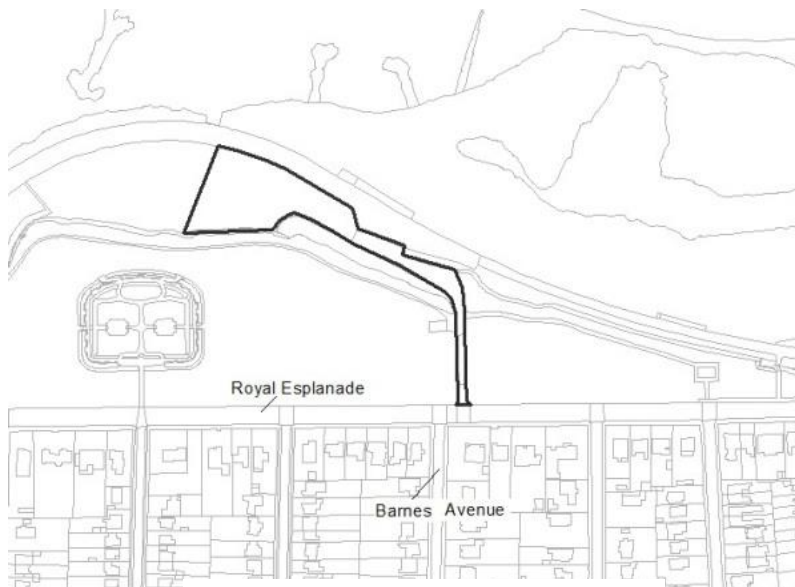
### Map 24 - Palm Bay, Cliftonville



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100018261 (2013)

### Map 25- Barnes Avenue Car Park, Westbrook



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100018261 (2013)

## **Car parking**

18.20 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.

18.21 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.

18.22 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 – Car Parking**

**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 Appendix E.**

**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 maps 27,28 and 29) new development proposals will not be required or expected to provide onsite car parking spaces. Where feasible such proposals**

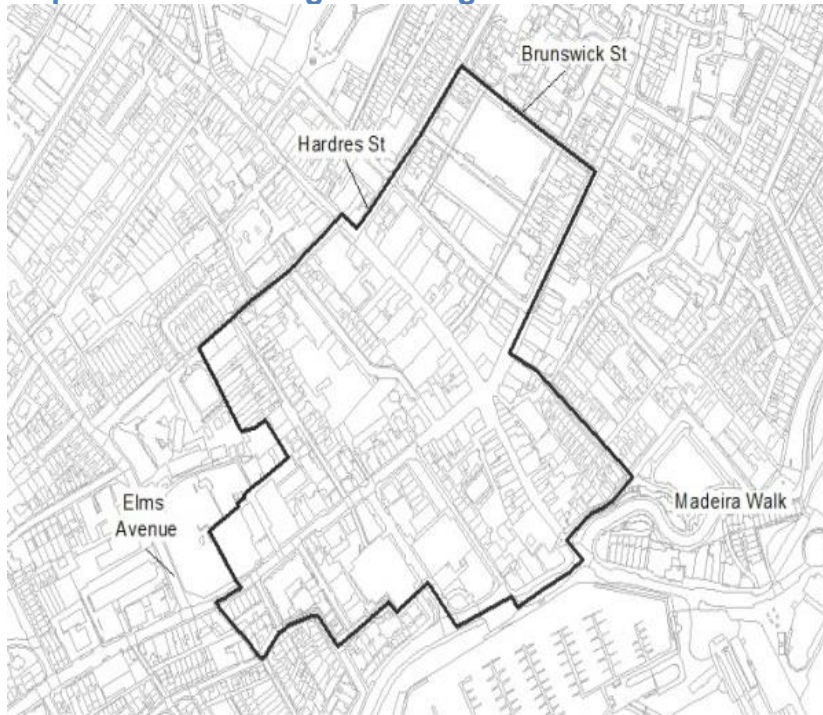
should consider measures to encourage occupiers to make greater use of public transport.

### Map 26 - Car Parking in Margate Town Centre



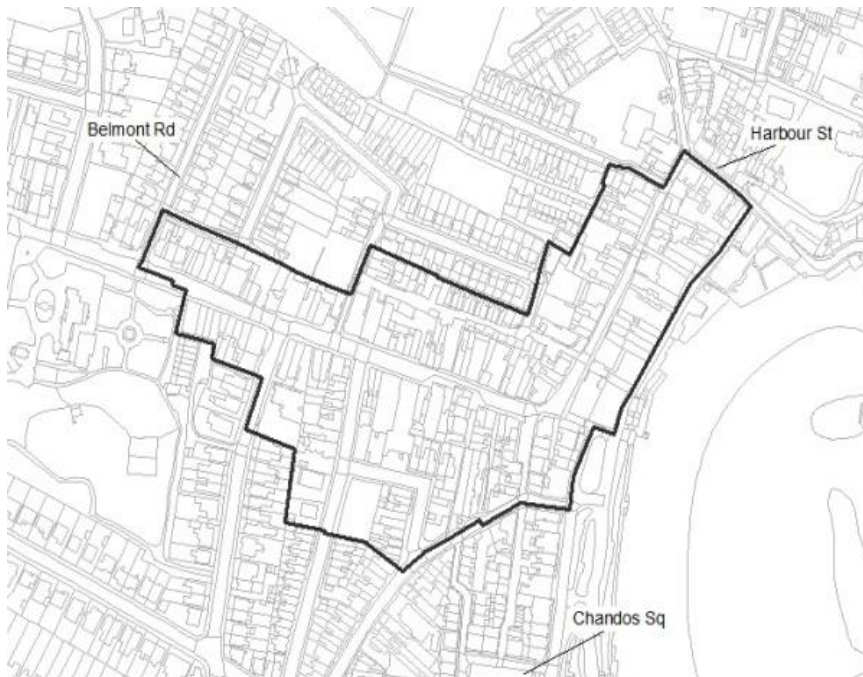
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pri © Crown copyright and database rights 2014  
10 Ordnance Survey 100018261

### Map 27 - Car Parking in Ramsgate Town Centre



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### Map 28 - Car Parking in Broadstairs Town Centre



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Additional policy provisions in respect of car parking at Westwood are addressed in Policy TP09.

18.23 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.

18.24 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.

18.25 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 service, 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 service, 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 service.**

### **Freight and service delivery**

18.26 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**

18.27 Due to its historically ad hoc pattern of growth, Westwood has a number of large, free car parks in locations which 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.

18.28 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.**

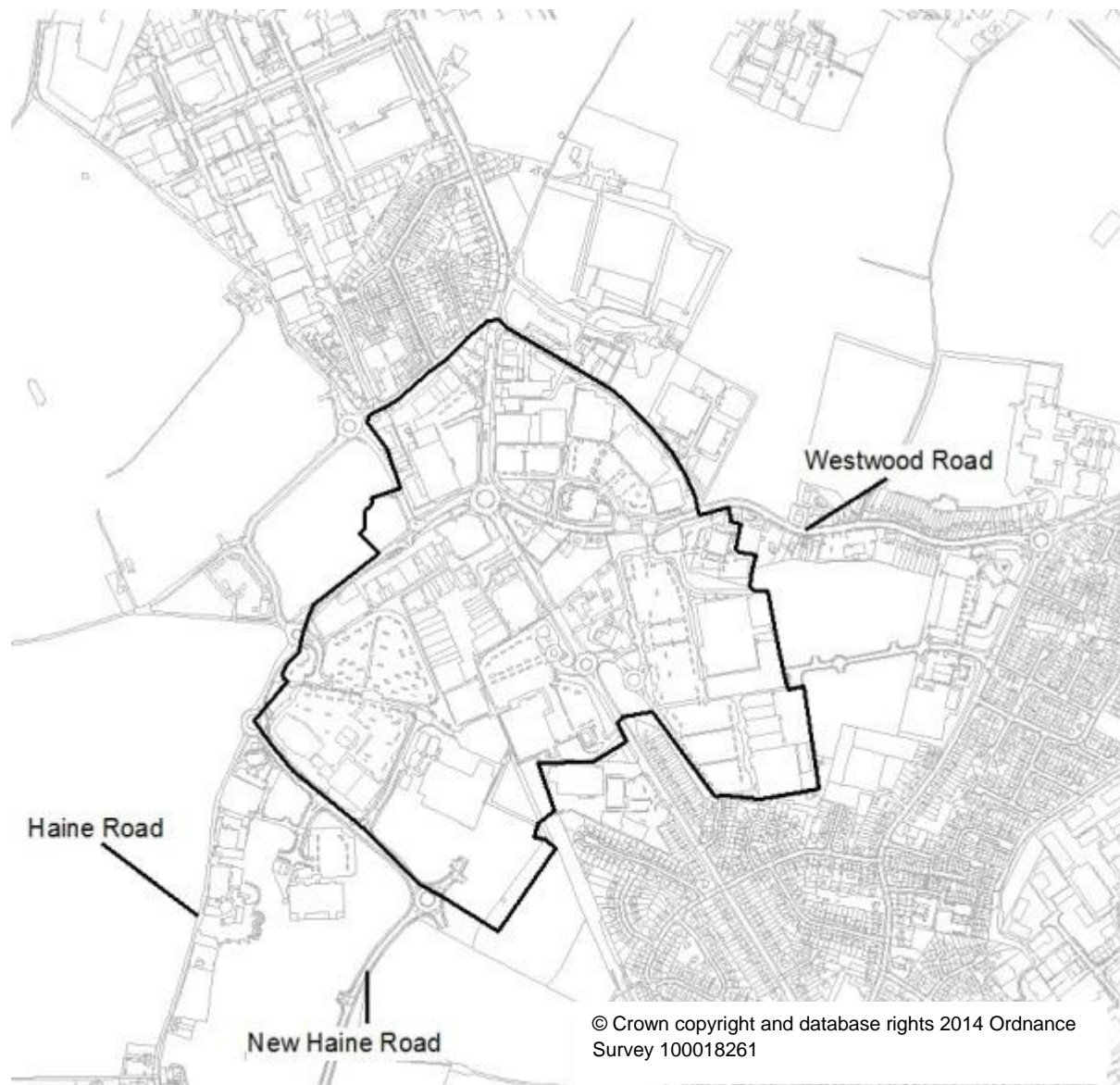
**1) Car parking provision in new development exceeding 90% of the indicative maximum level set out in the guidance at Appendix E will require specific justification.**

**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.

**Map 29 - Car Parking at Westwood**



## **Traffic Management**

18.29 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.

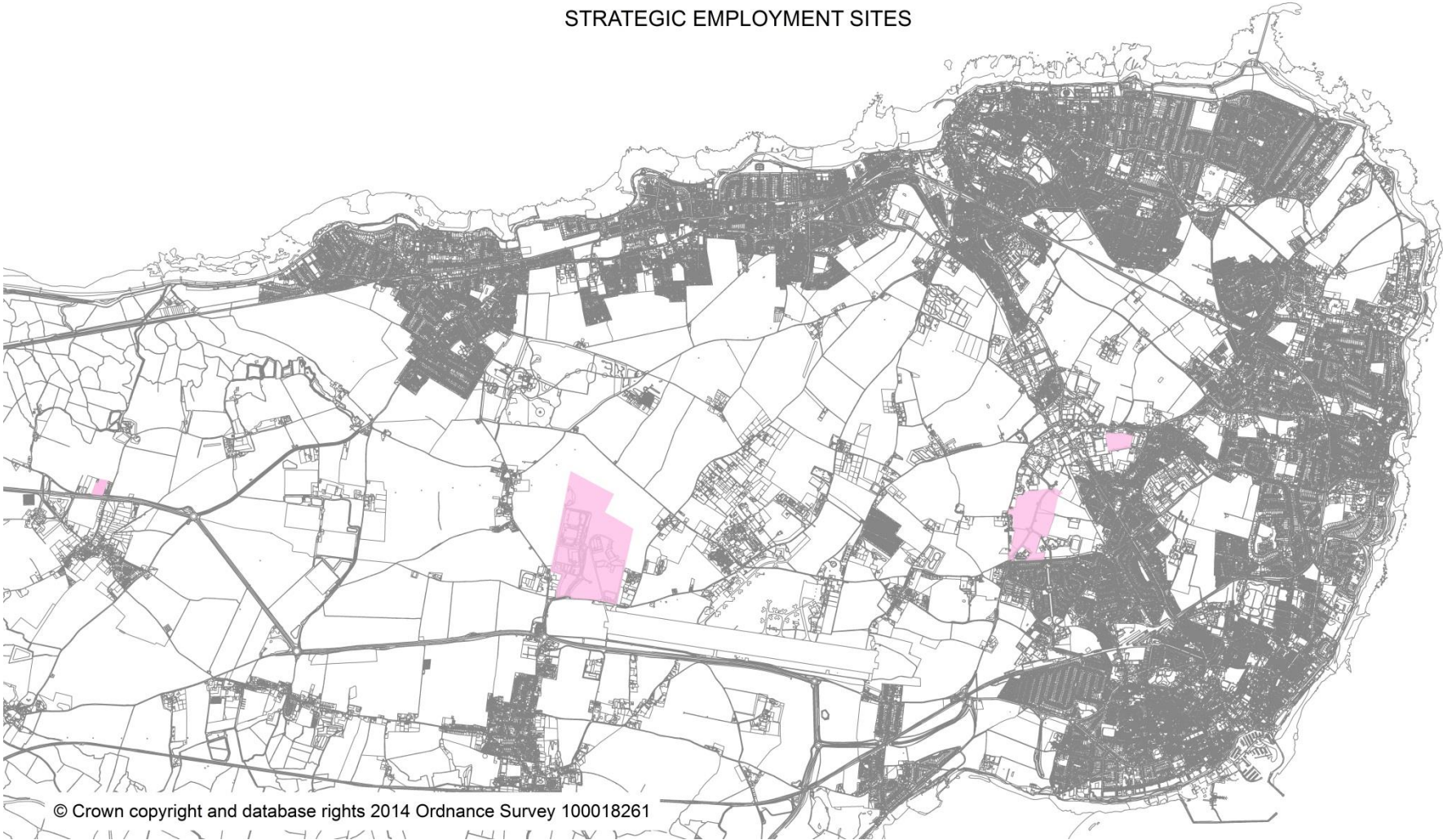
### **Policy TP10- Traffic Management**

**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.**

# APPENDIX A: ECONOMY

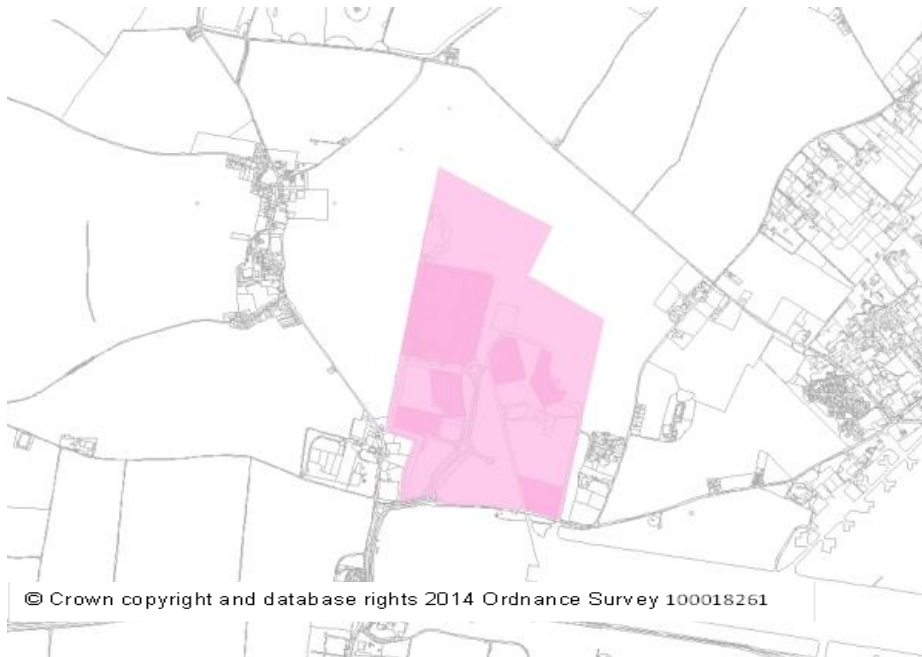
## Strategic Employment Sites

STRATEGIC EMPLOYMENT SITES

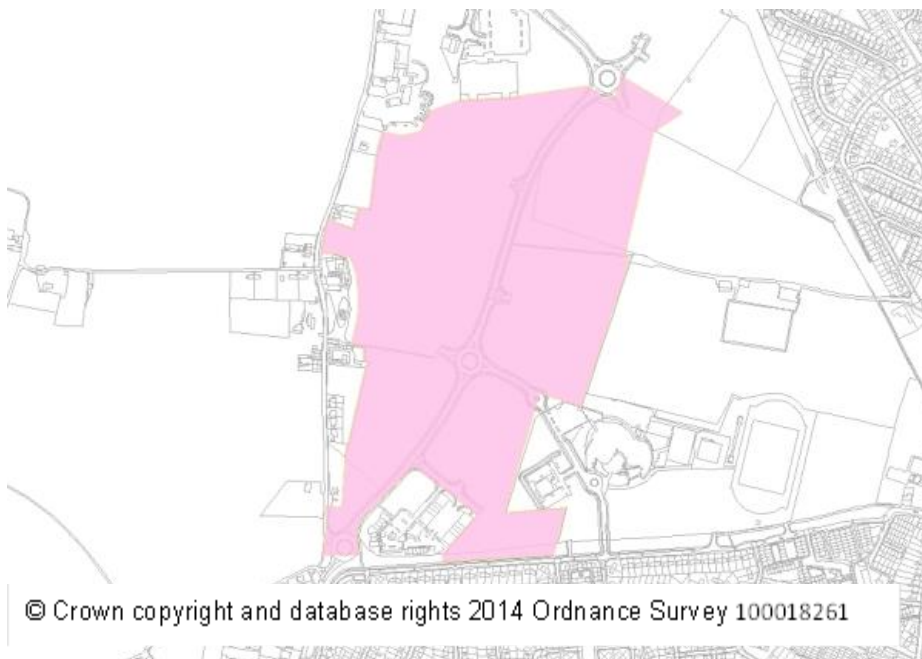


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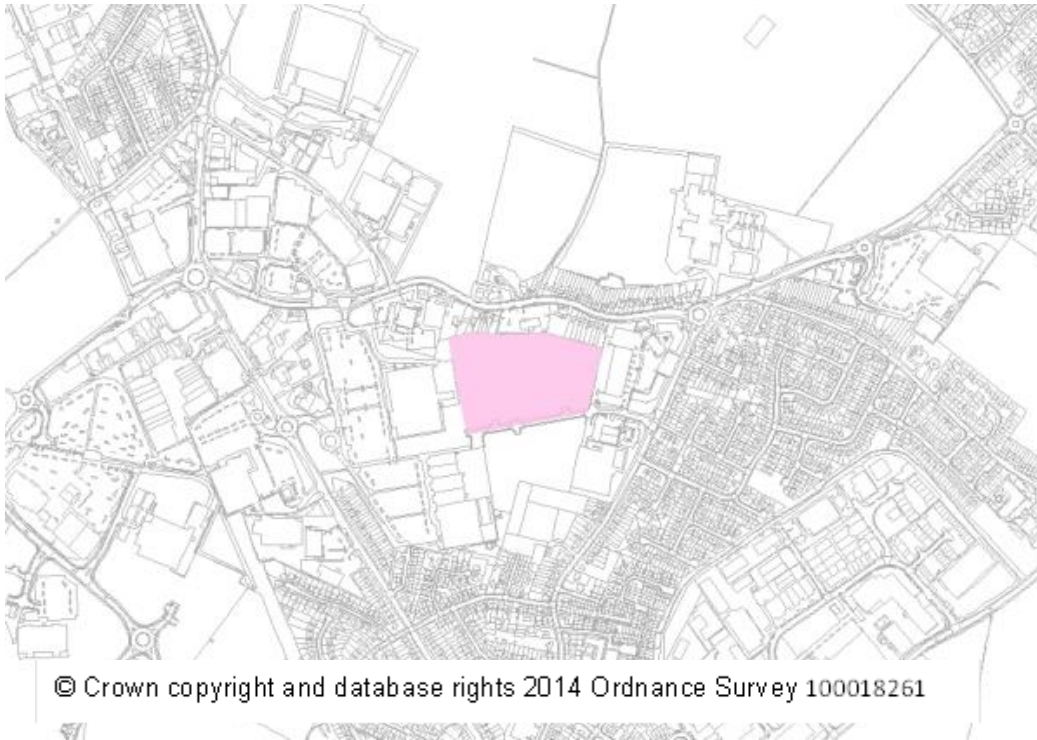
## Manston Business Park



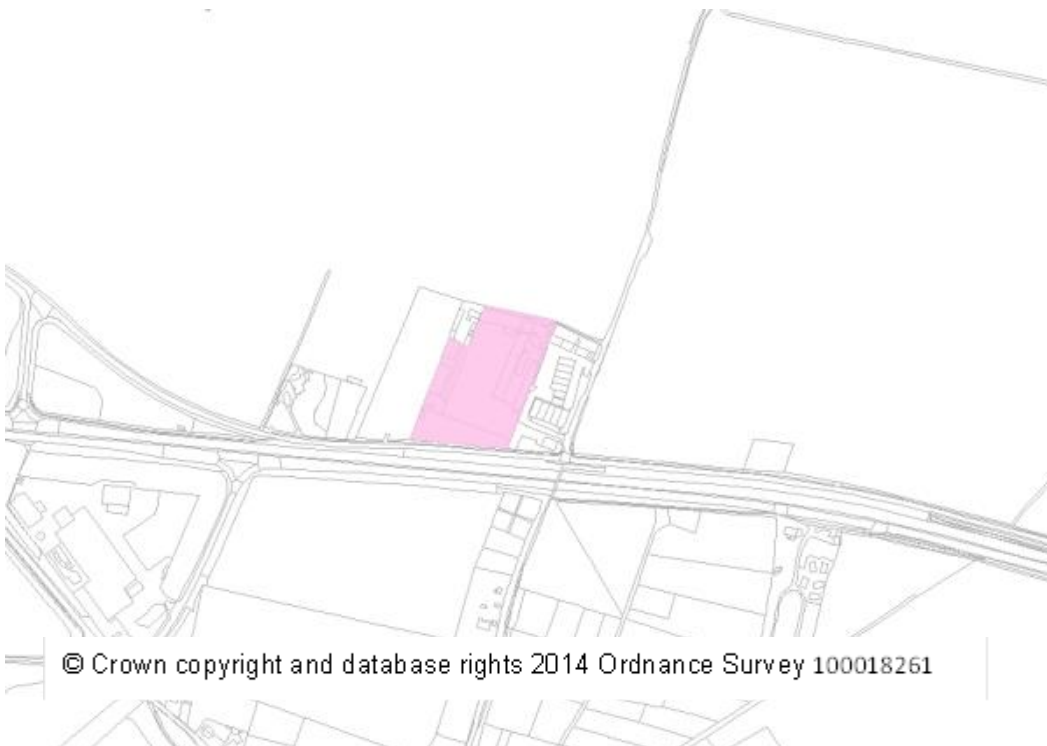
## Eurokent



## Thanet Reach Business Park

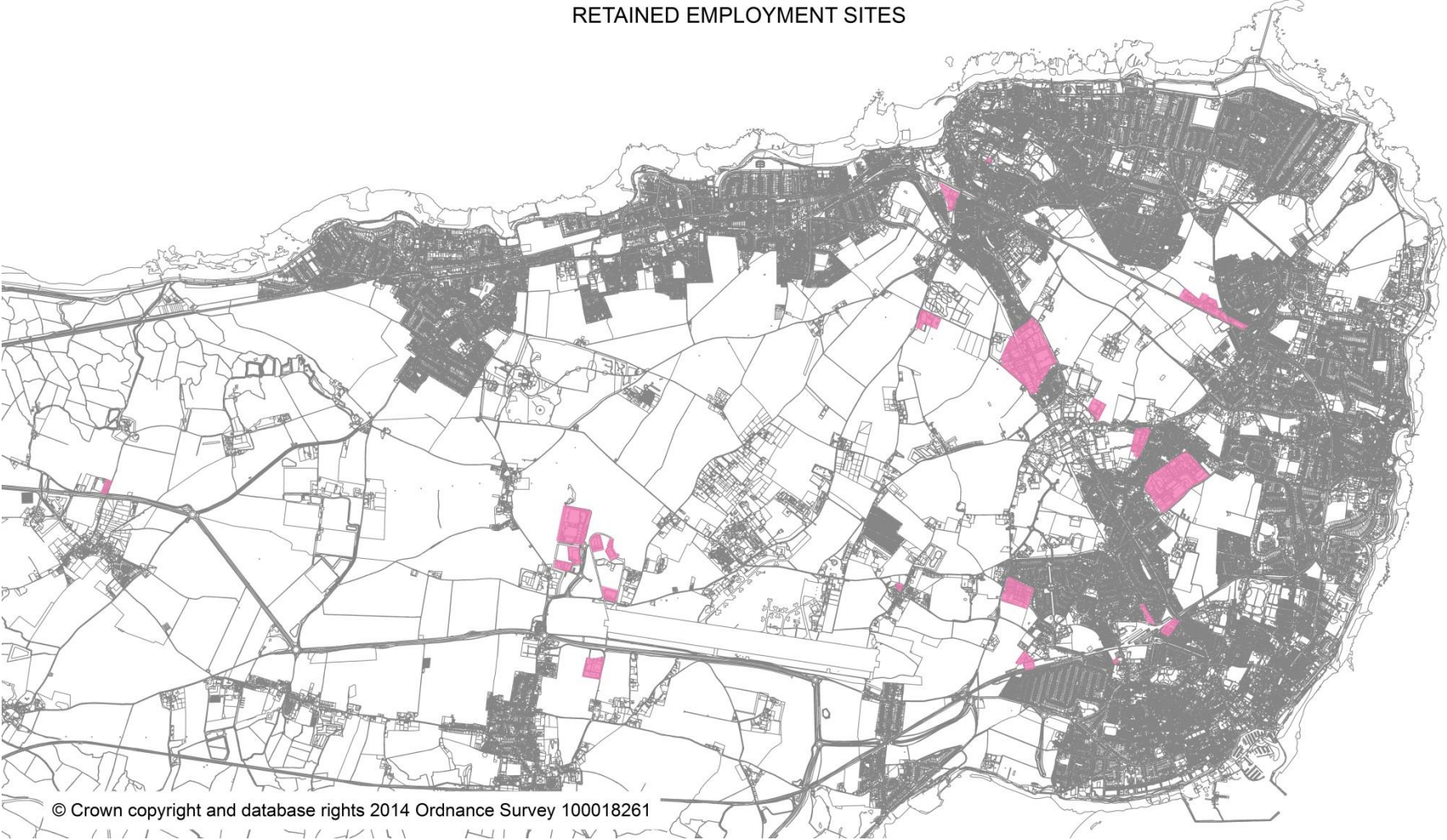


## Hedgend industrial Estate



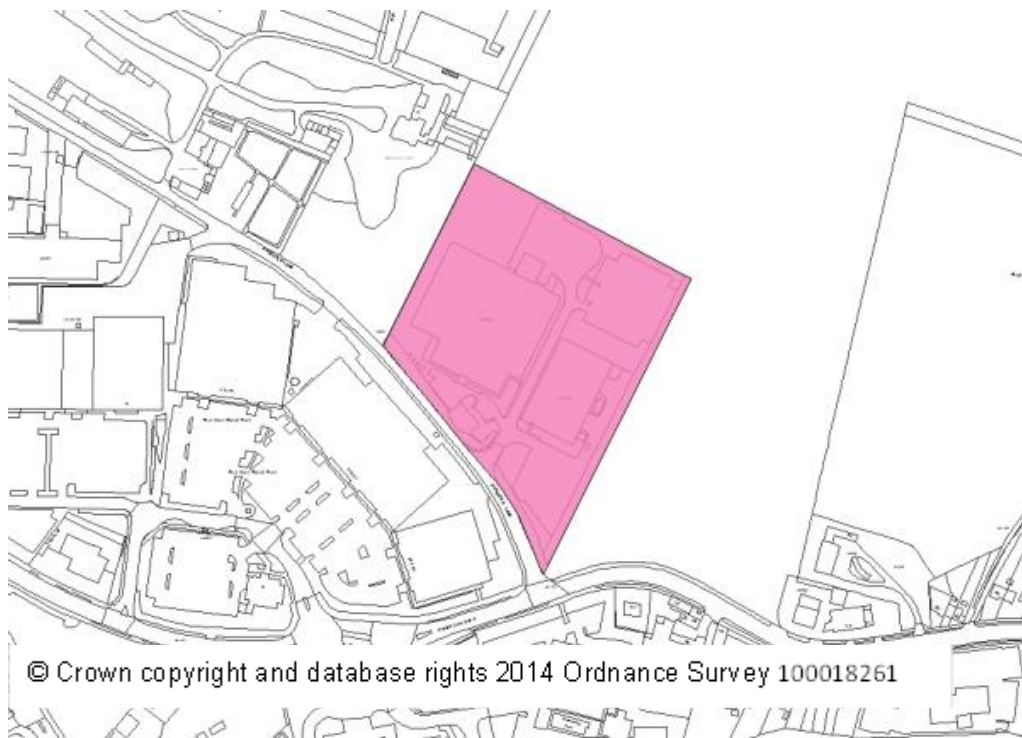
# Retained Employment Sites

RETAINED EMPLOYMENT SITES

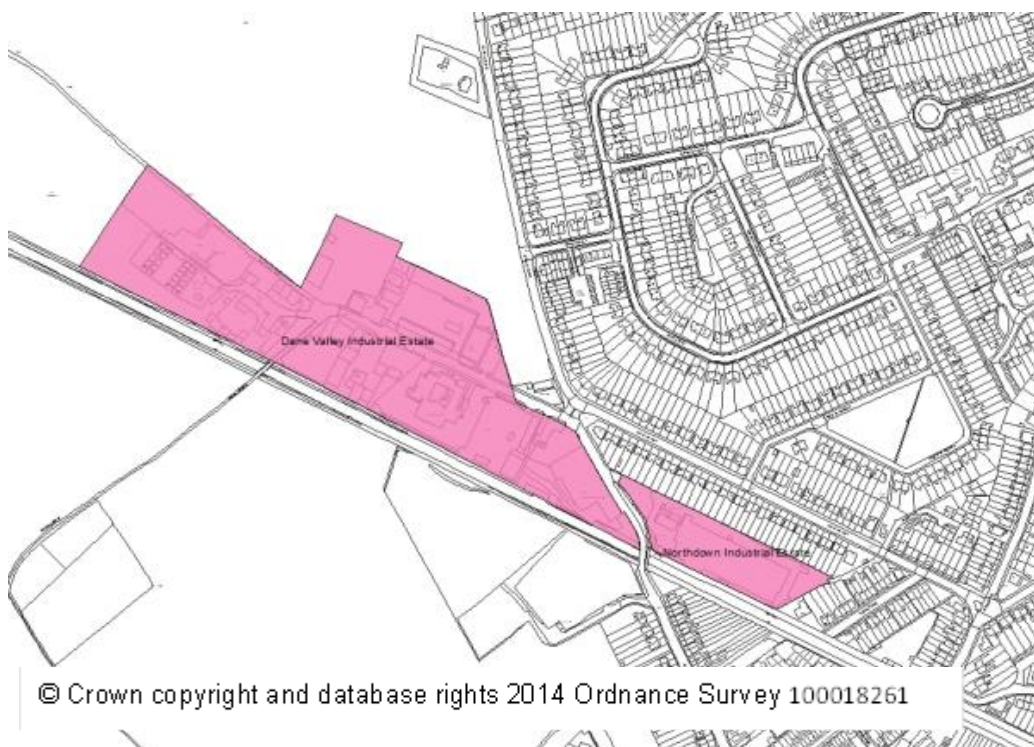


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### Cromptons Site, Poorhole Lane

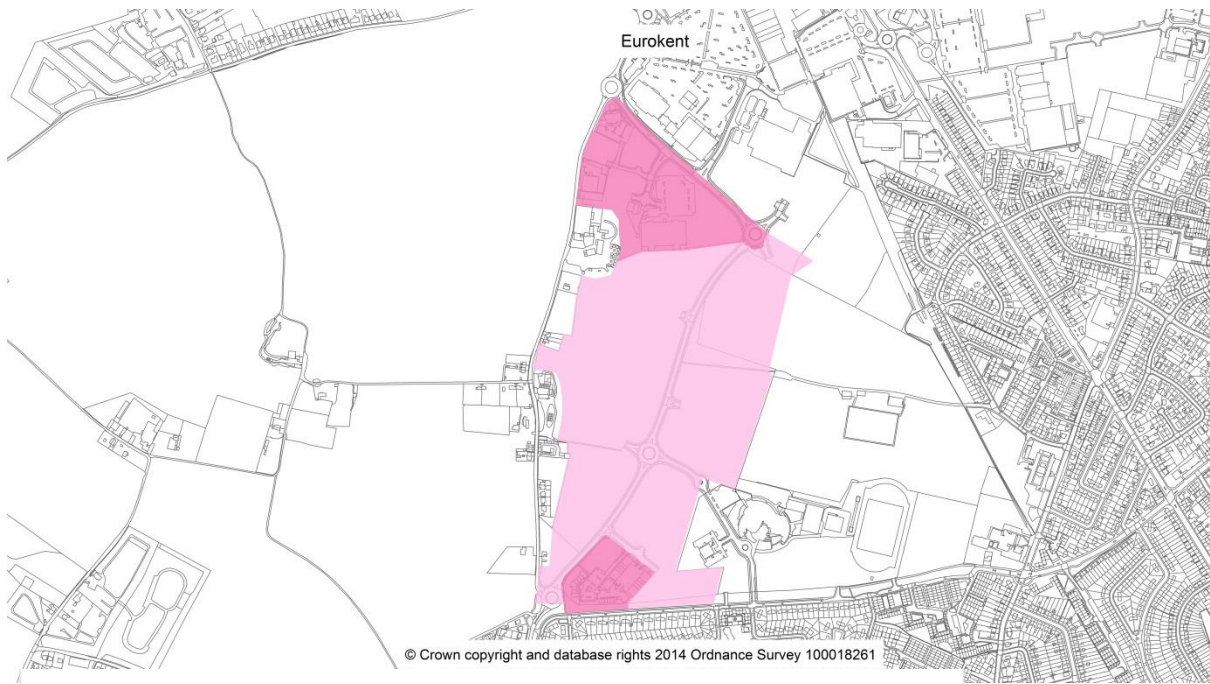


### Dane Valley and Northdown Industrial Estates



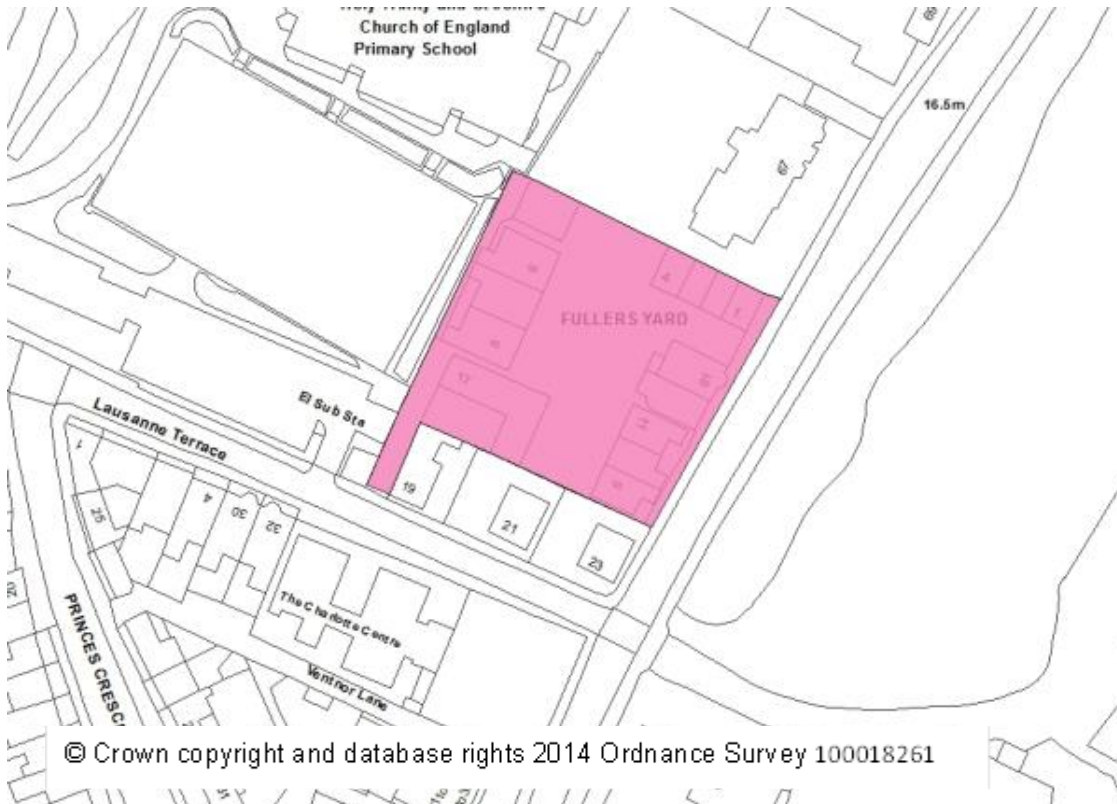


## Eurokent



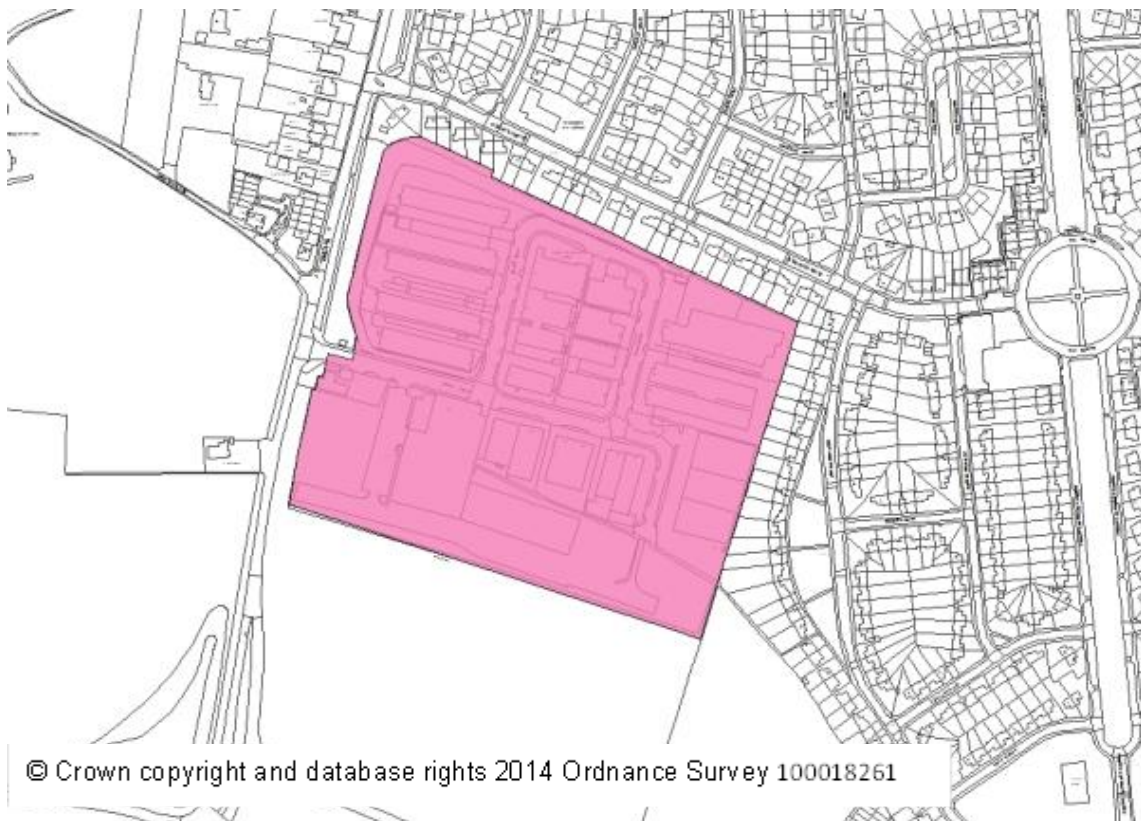
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## Fullers Yard, Victoria Road

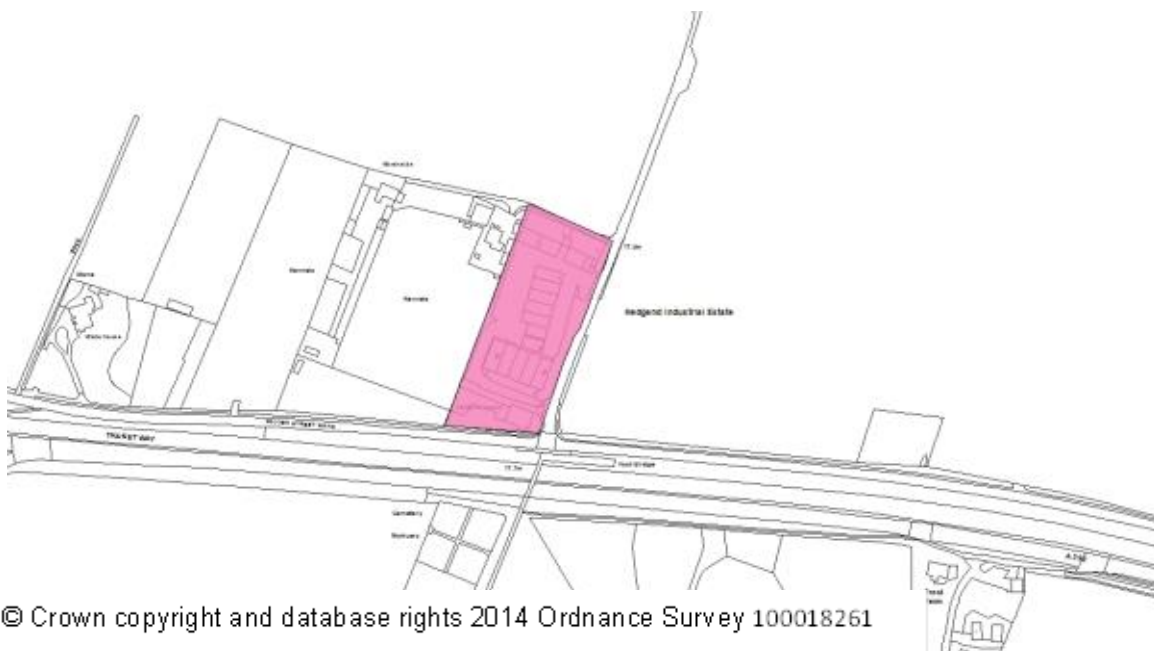


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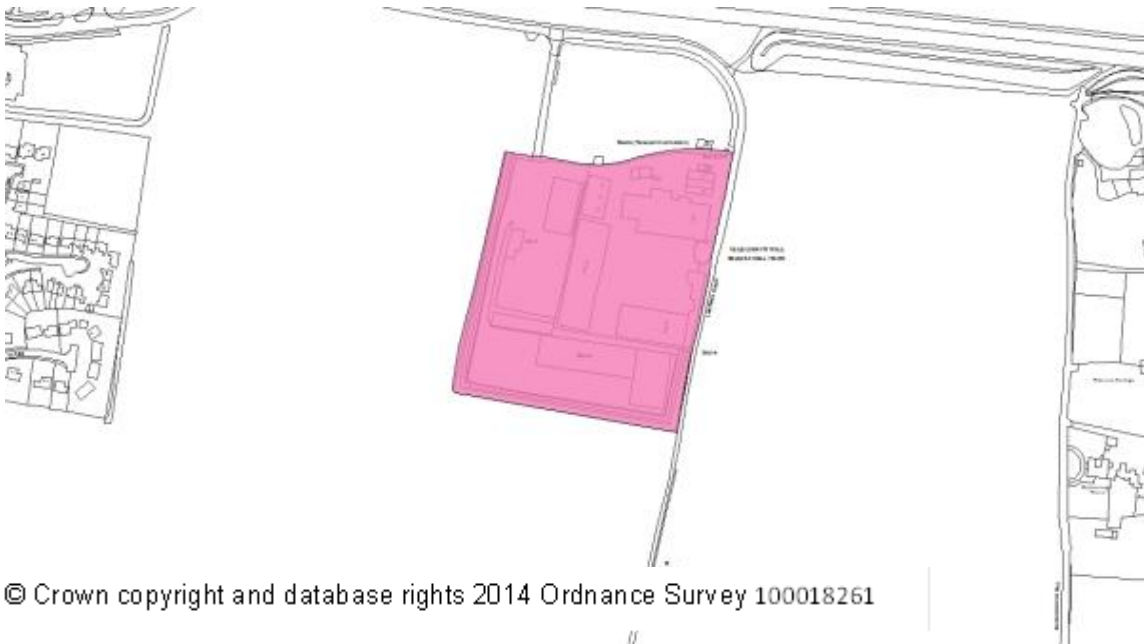
## Haine Road Industrial Estate



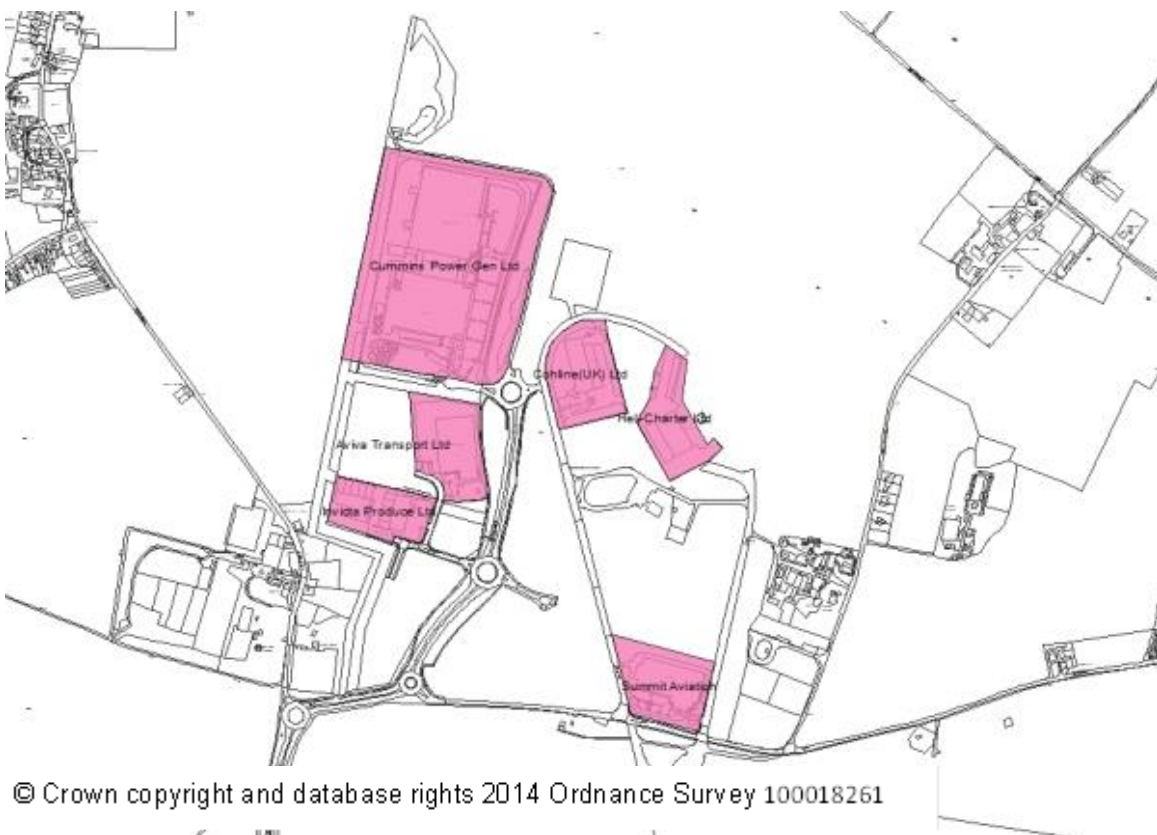
## Hedgend Industrial Estate



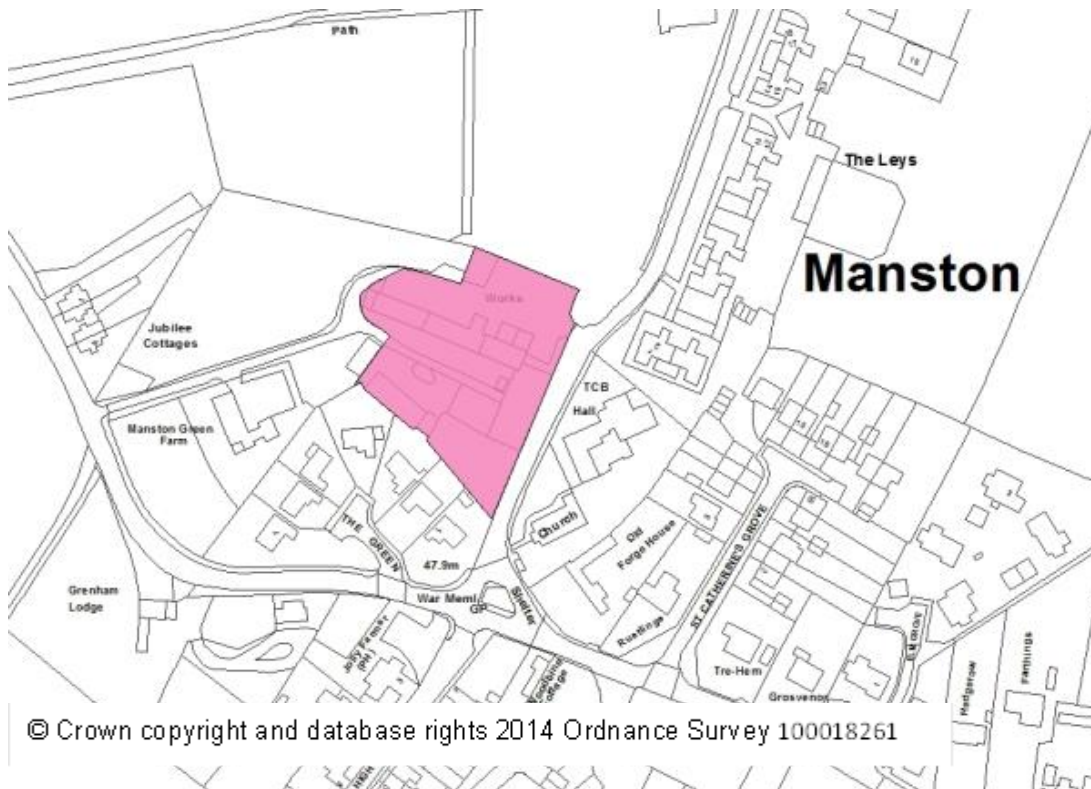
## Laundry Road Industrial Estate



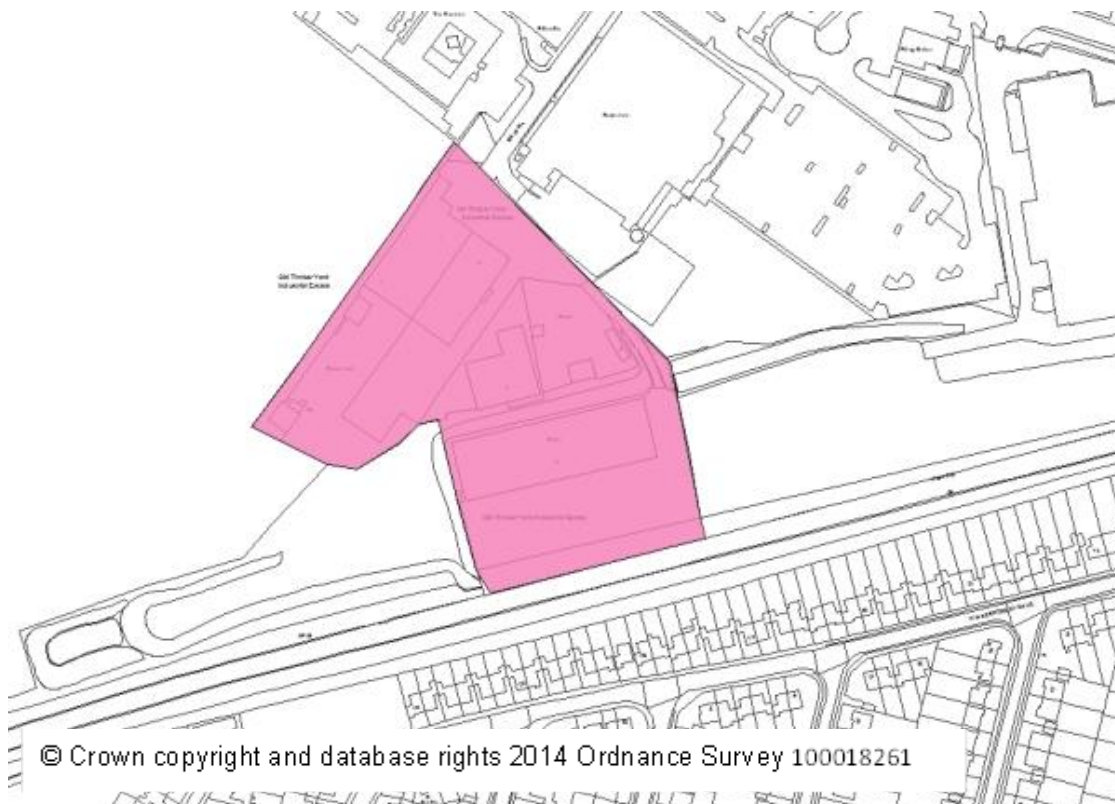
## Manston Business Park



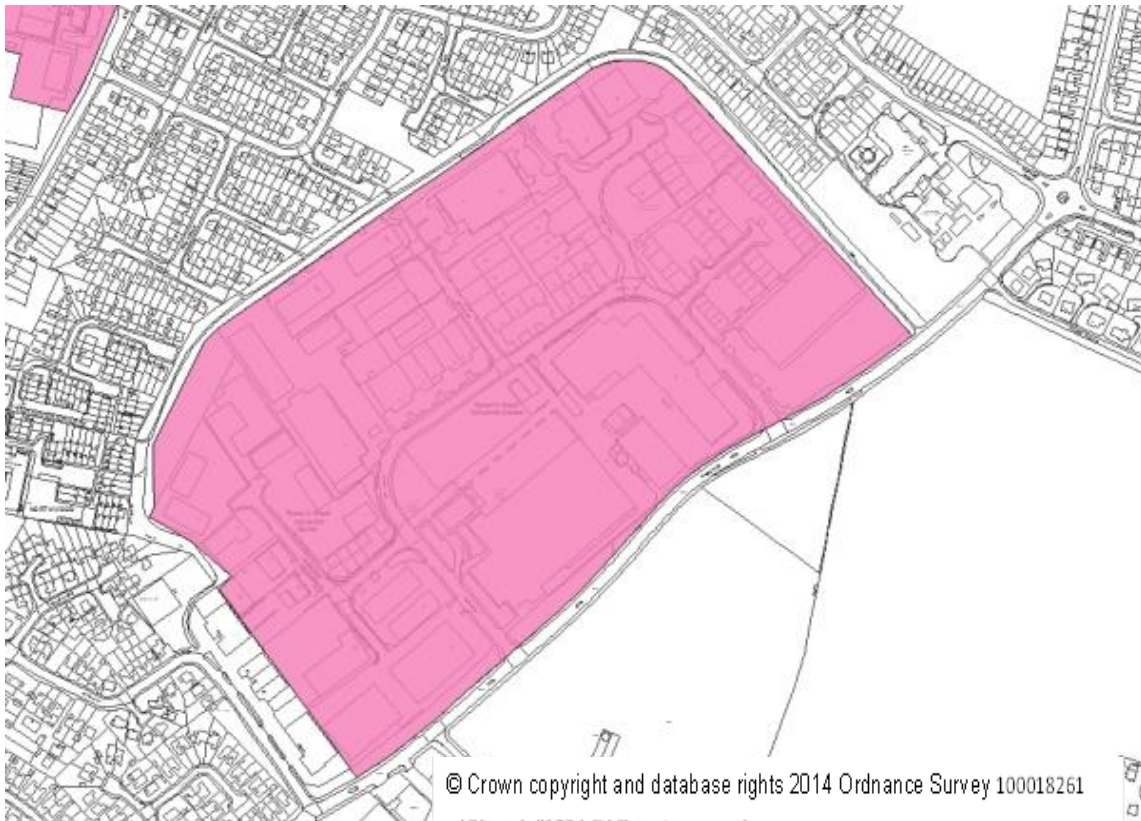
## Manston Green Industrial Estate



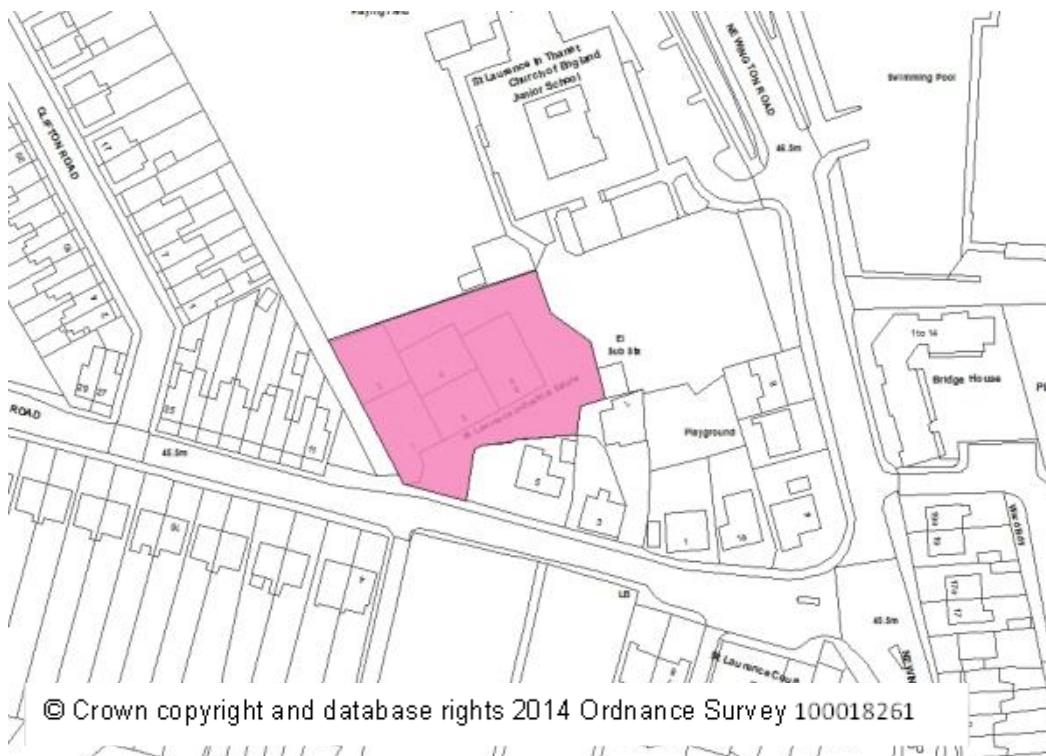
## Manston Road Industrial Estate



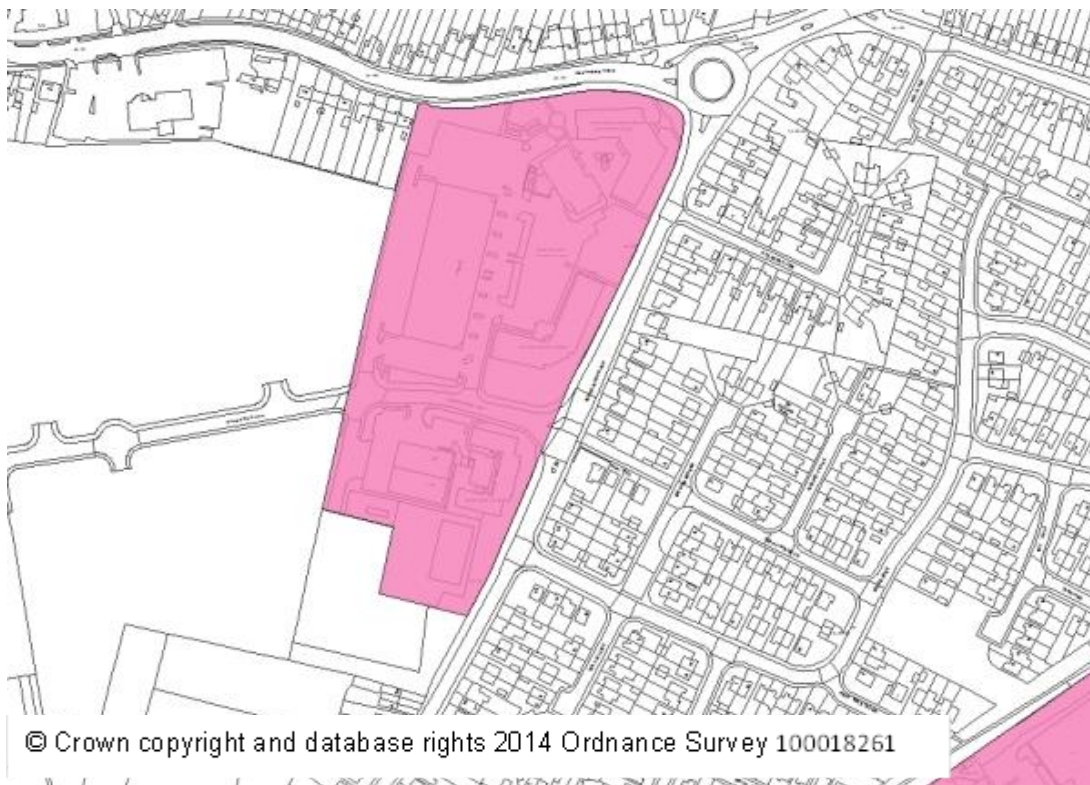
## Pysons Road Industrial Estate



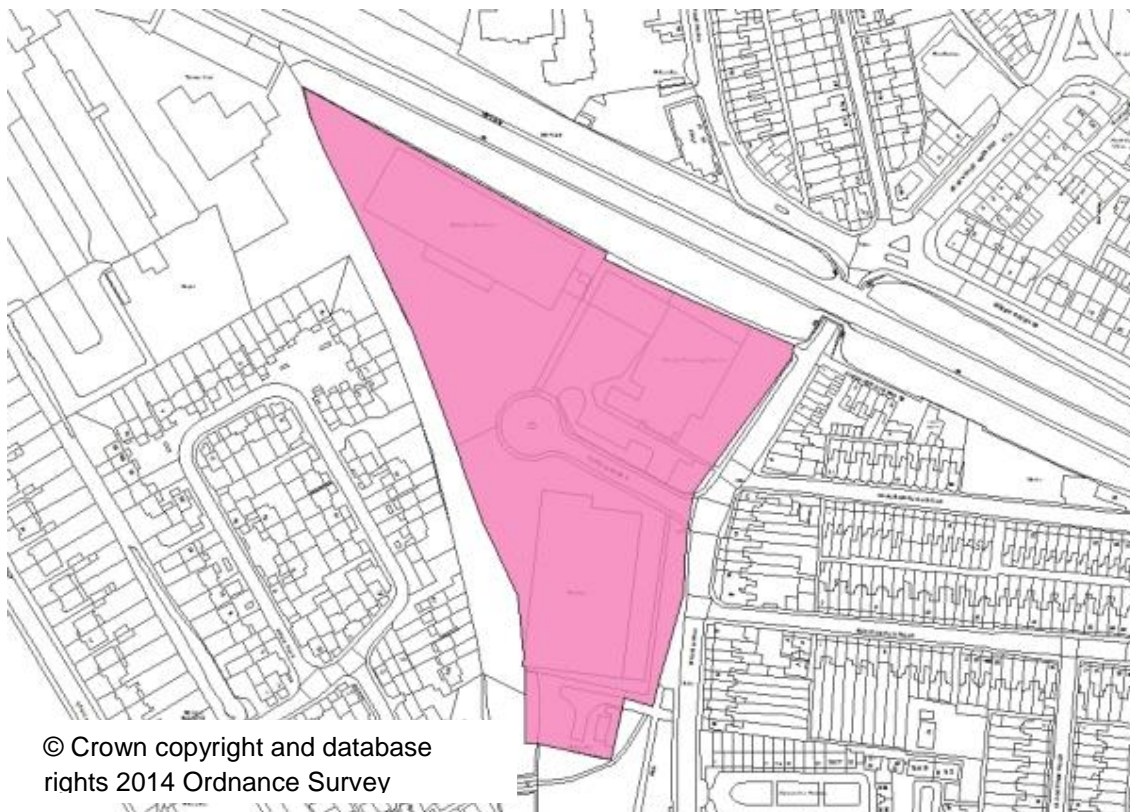
## St Lawrence Industrial Estate



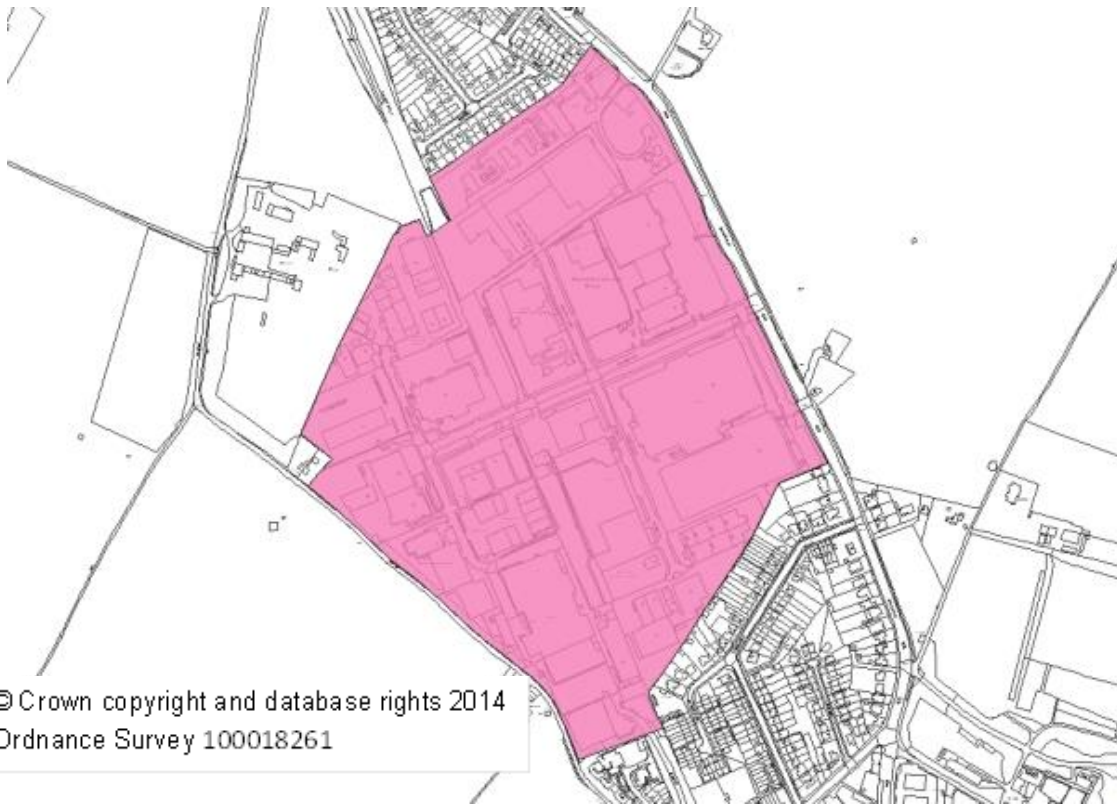
## Thanet Reach Business Park



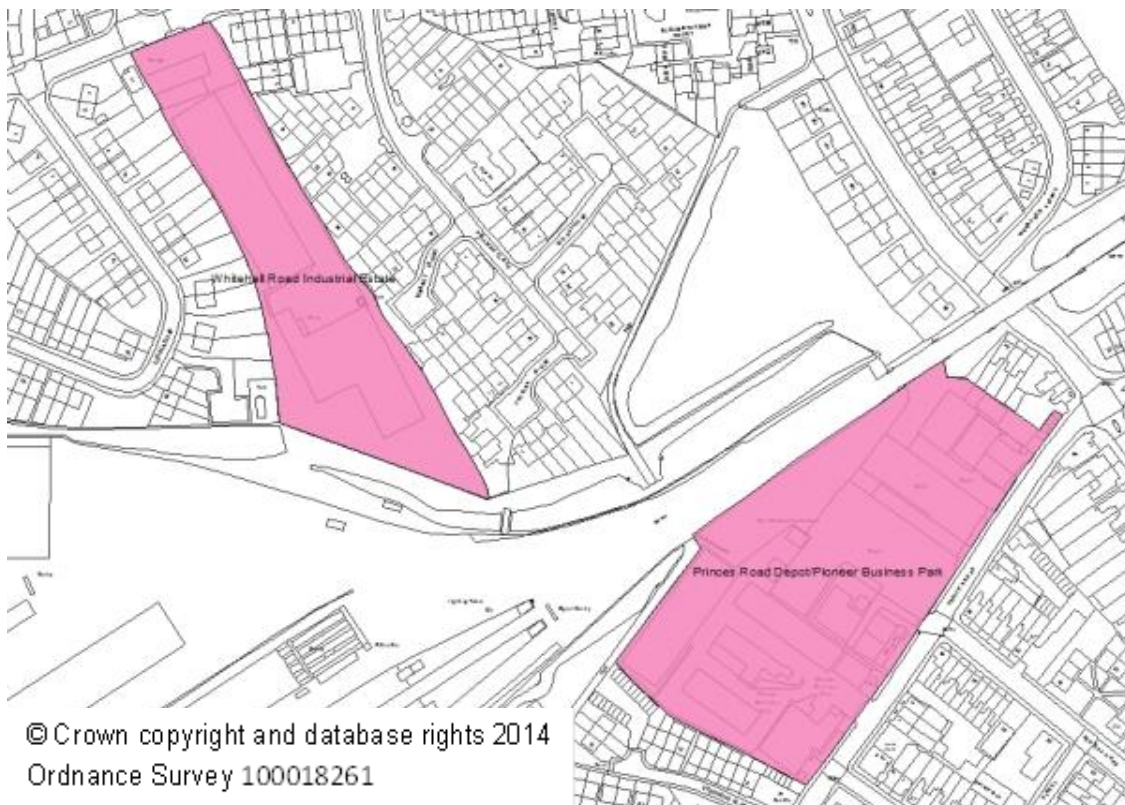
## Tivoli Road Industrial Estate



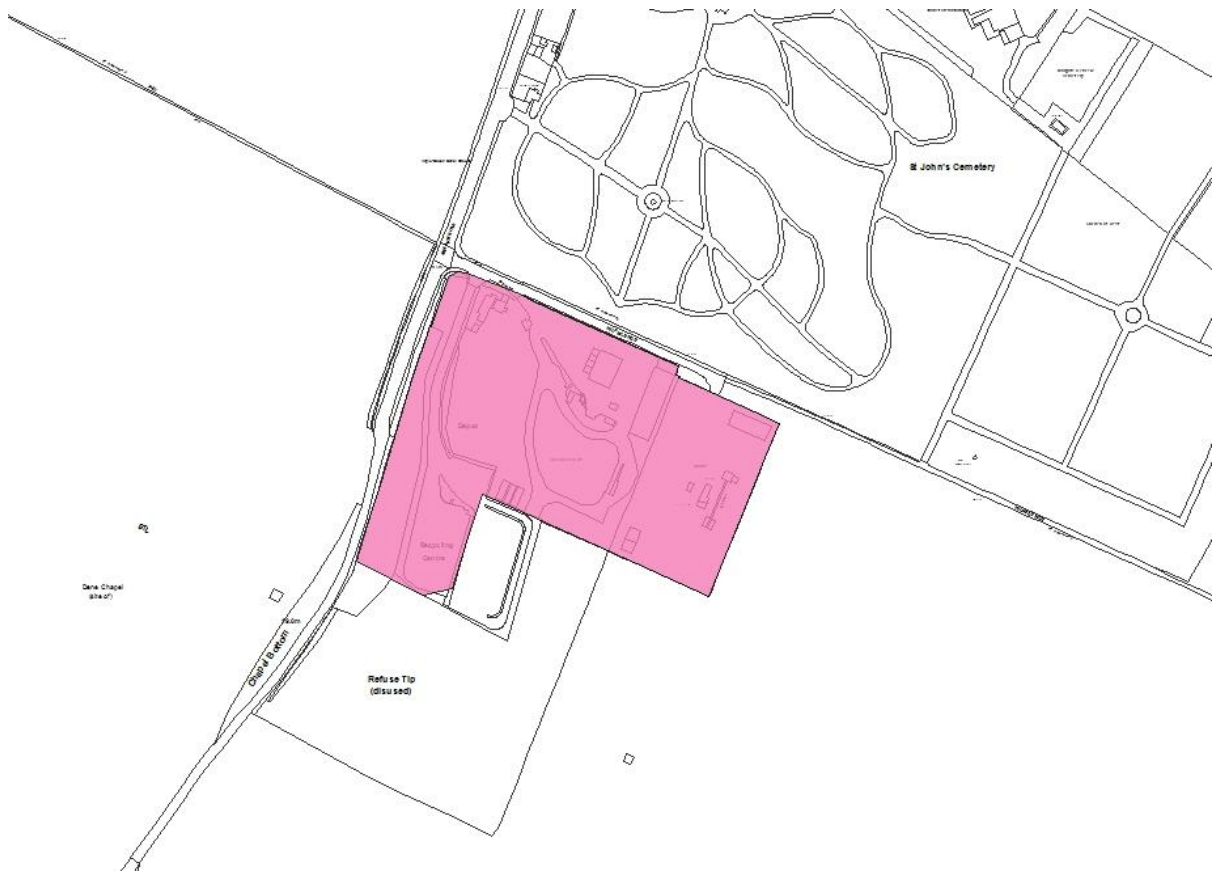
## Westwood Industrial Estate



## Whitehall Road Industrial, Princes Road Depot and Pioneer Business Park



# Manston Road Depot, Margate





# Major Holiday, Intermediate and Undeveloped Beaches



# 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	
..							
<b>STRATEGIC SITES</b>							
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
<b>SUB TOTAL</b>	<b>4150</b>	<b>0</b>	<b>1000</b>	<b>1550</b>	<b>1600</b>	<b>0</b>	
<b>NON STRATEGIC SITES OUTSIDE URBAN AREA</b>							
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
<b>SUB TOTAL</b>	<b>736</b>	<b>100</b>	<b>424</b>	<b>200</b>	<b>12</b>	<b>0</b>	
<b>MIXED USE SITES</b>							
Queen Arms Yard, Margate	24		24				S189
Cottage Car Park	32				32		S411
Margate Town Centre	27				27		S412

<b>SUB TOTAL</b>	<b>83</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>59</b>	<b>0</b>	
<b>NON STRATEGIC URBAN AREA SITES</b>							
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 -76	97		97				S145
ro 7_10 Marine Gdns - 5 Dwellings	6					6	S158
Royal Sea Bathing Hospital	193		193				S159
Former Allotments	64	50	14				S160
Pleasurama, 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, Ramsgate	12		12				S227
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	6	6					S297

Road, Birchington						
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 Addiscome Road, Margate	6	6					SR41
Abbey Lodge, Priory	6	6					SR42

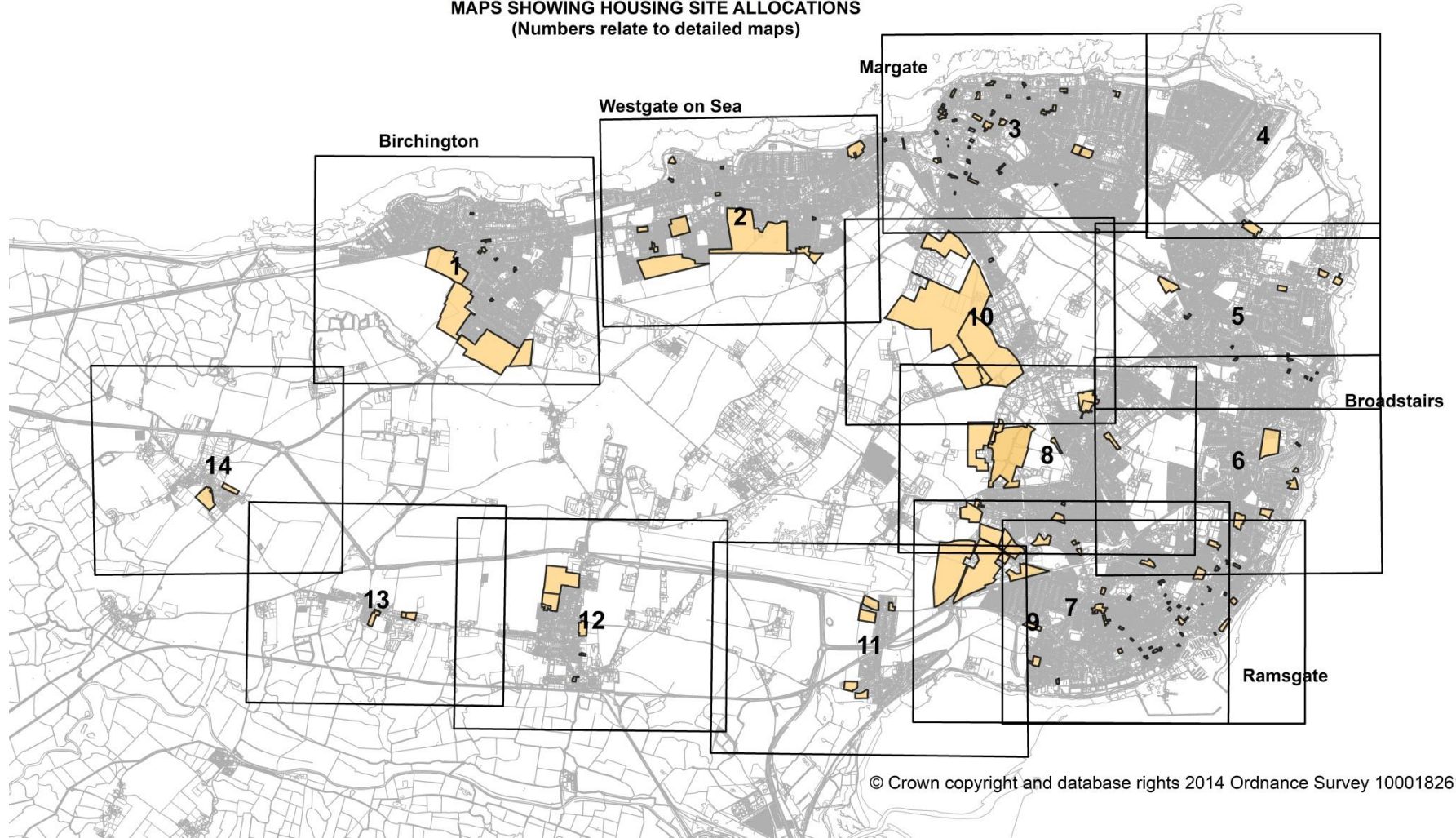
Road, Ramsgate							
Old School Lodge, New Street, Margate	6	6					SR43
Sheridan Cliff Road, Broadstairs	5	5					SR44
1 Thanet Road, Margate	5	5					SR45
112 High Street, Ramsgate	5	5					SR47
140 King Street, Ramsgate	5	5					SR48
25-27 Turner Street, Ramsgate	5	5					SR50
3-7 Surrey gardens	5	5					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	170	170					SS35

sites north & south)							
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
<b>SUB TOTAL</b>	<b>4235</b>	<b>1416</b>	<b>1844</b>	<b>534</b>	<b>405</b>	<b>36</b>	
<b>RURAL SITES (in and outside confines)</b>							
Tothill Street Minster	150	40	110				S512/S436/S85
Station Road Minster	5	5					S088
31 High Street, 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 & 71-75 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 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
<b>SUB TOTAL</b>	<b>485</b>	<b>60</b>	<b>425</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>CLIFTONVILLE SITES</b>							
Rear of 59-65 Harold Rd	9				9		S46

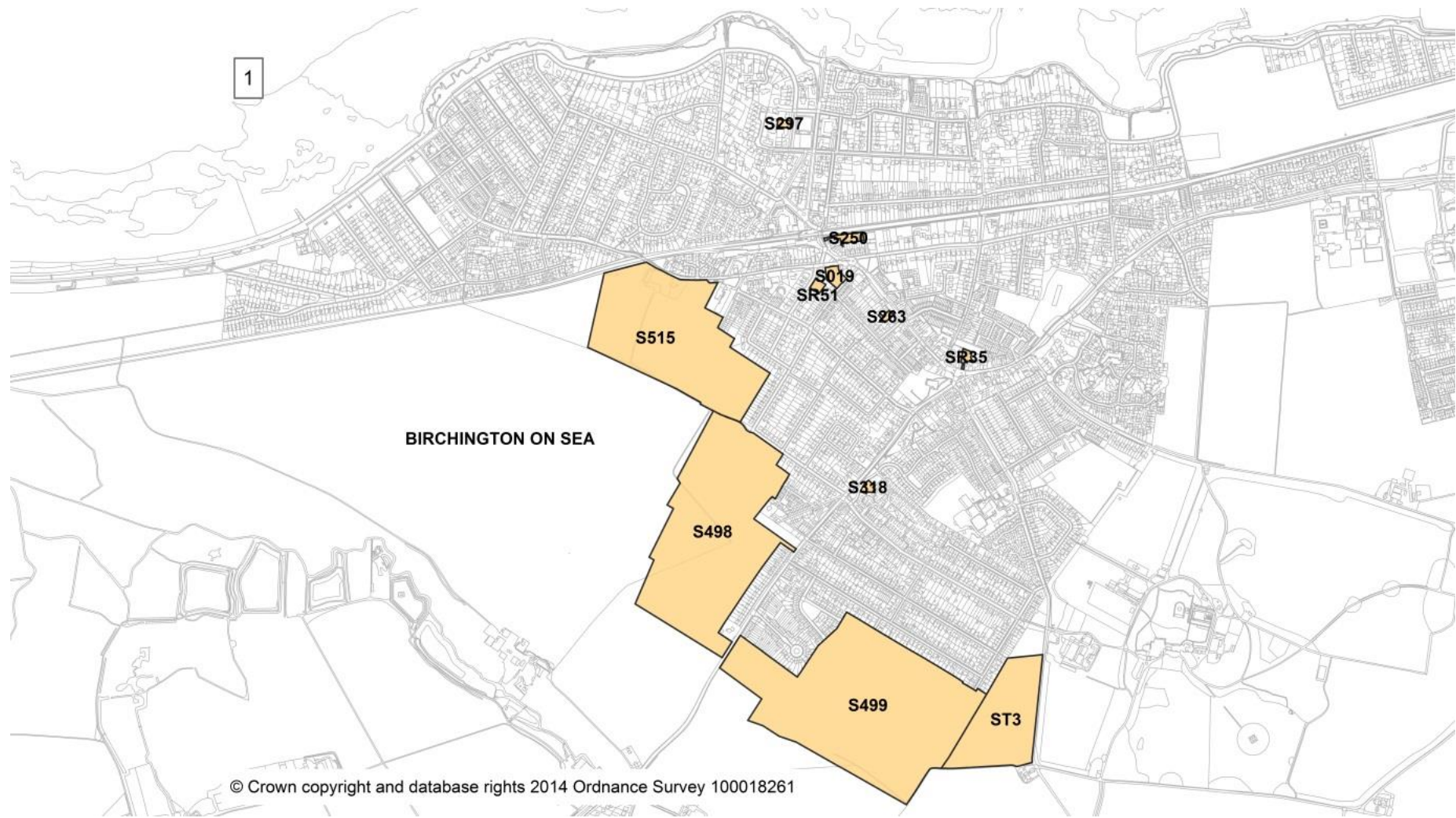


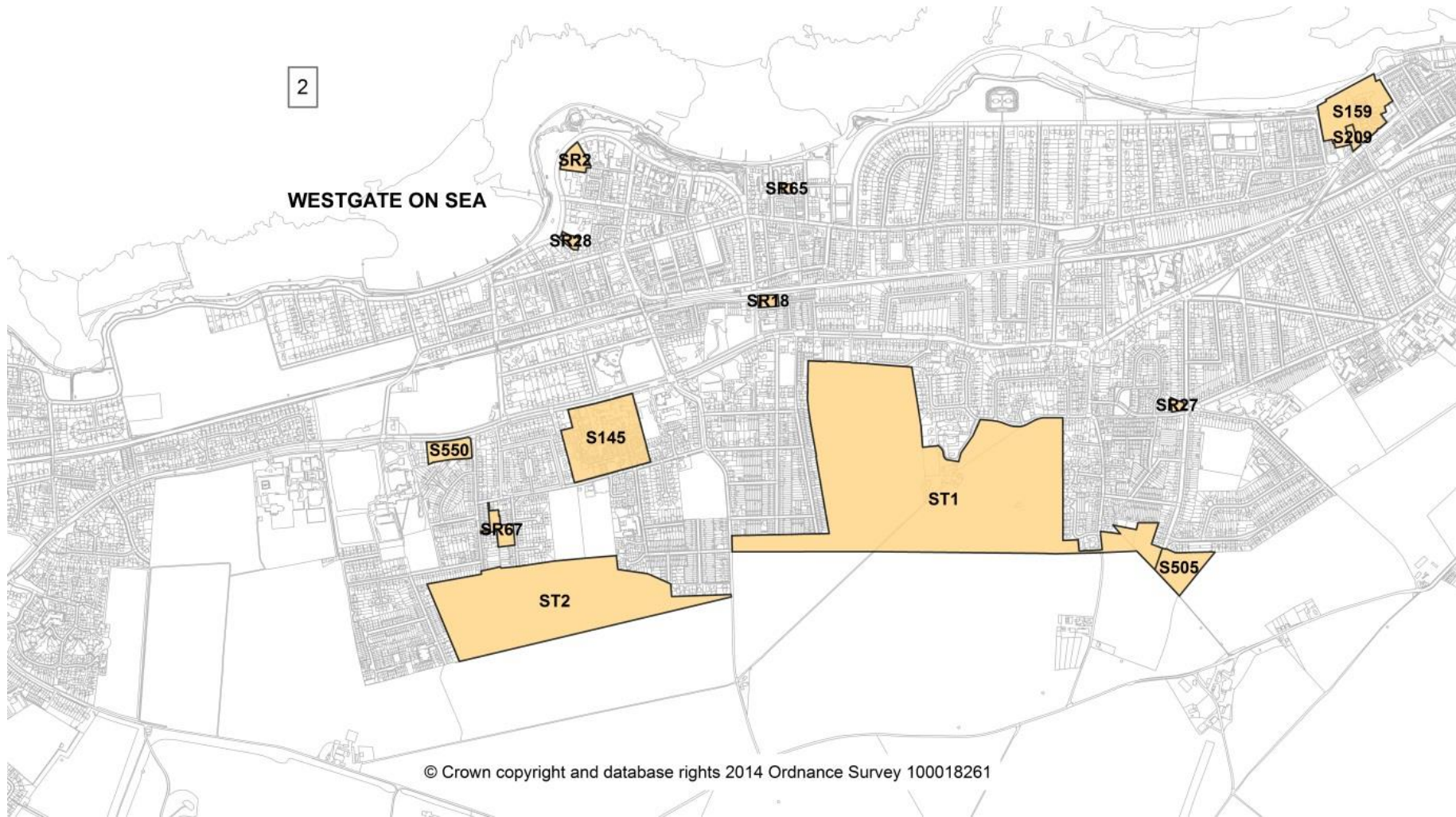
Adj to 60 Harold Rd and rear of 40-56 Harold Rd	14				14		S47
Adt to 14 Harold Rd	10	10					S48
rear of 2-22 Ethelbert Road	8				8		S65
Ethelbert Crescent	30	30					S149
St George's Hotel	87	87					S165
6 Surrey Road	5	5					S348
Capital House	35	18	17				SR3
38 Sweyn Road	5	5					SR52
<b>SUB TOTAL</b>	<b>203</b>	<b>155</b>	<b>17</b>	<b>0</b>	<b>31</b>	<b>0</b>	
<b>SITES COMPLETED SINCE 2013 STUDY BASE DATE</b>							
Land Adj Grange Road, Ramsgate	42	42					S103
Dalby Square	20	20					S150
<b>SUB TOTAL</b>	<b>62</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>SUB TOTAL OF IDENTIFIED SITES</b>	<b>9954</b>	<b>1793</b>	<b>3734</b>	<b>2284</b>	<b>2107</b>	<b>36</b>	
Windfall allowance	2480	440	680	680	680		
<b>Sub Total</b>							
Completed between 2011 and 2012	320	320					
<b>Sub Total</b>							
<b>Grand Total identified, windfall, completed</b>	<b>12754</b>	<b>2553</b>	<b>4414</b>	<b>2964</b>	<b>2787</b>	<b>36</b>	
<b>Grand total to 2031</b>	<b>12718</b>						

**MAPS SHOWING HOUSING SITE ALLOCATIONS**  
(Numbers relate to detailed maps)



## Detailed Maps

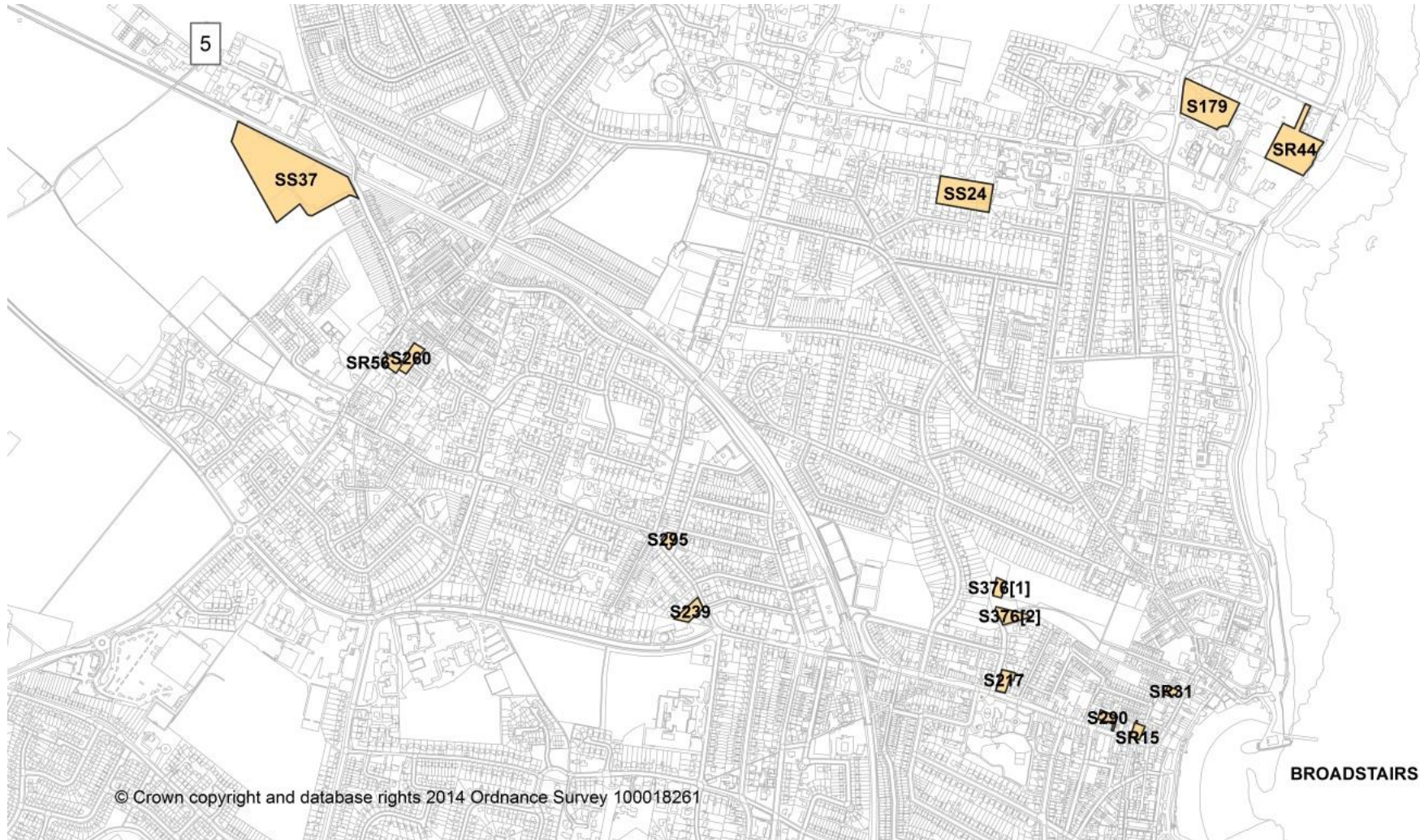


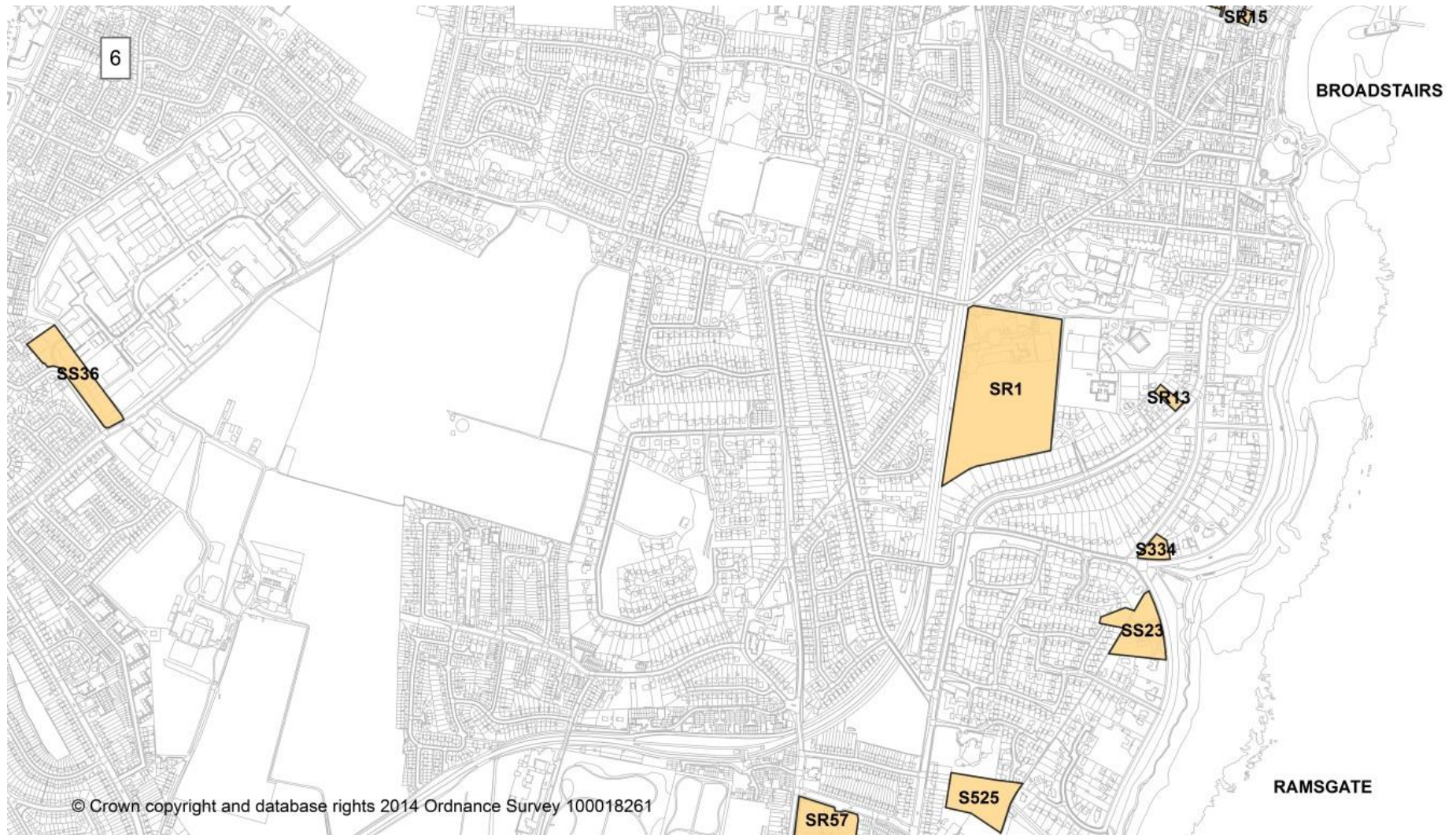


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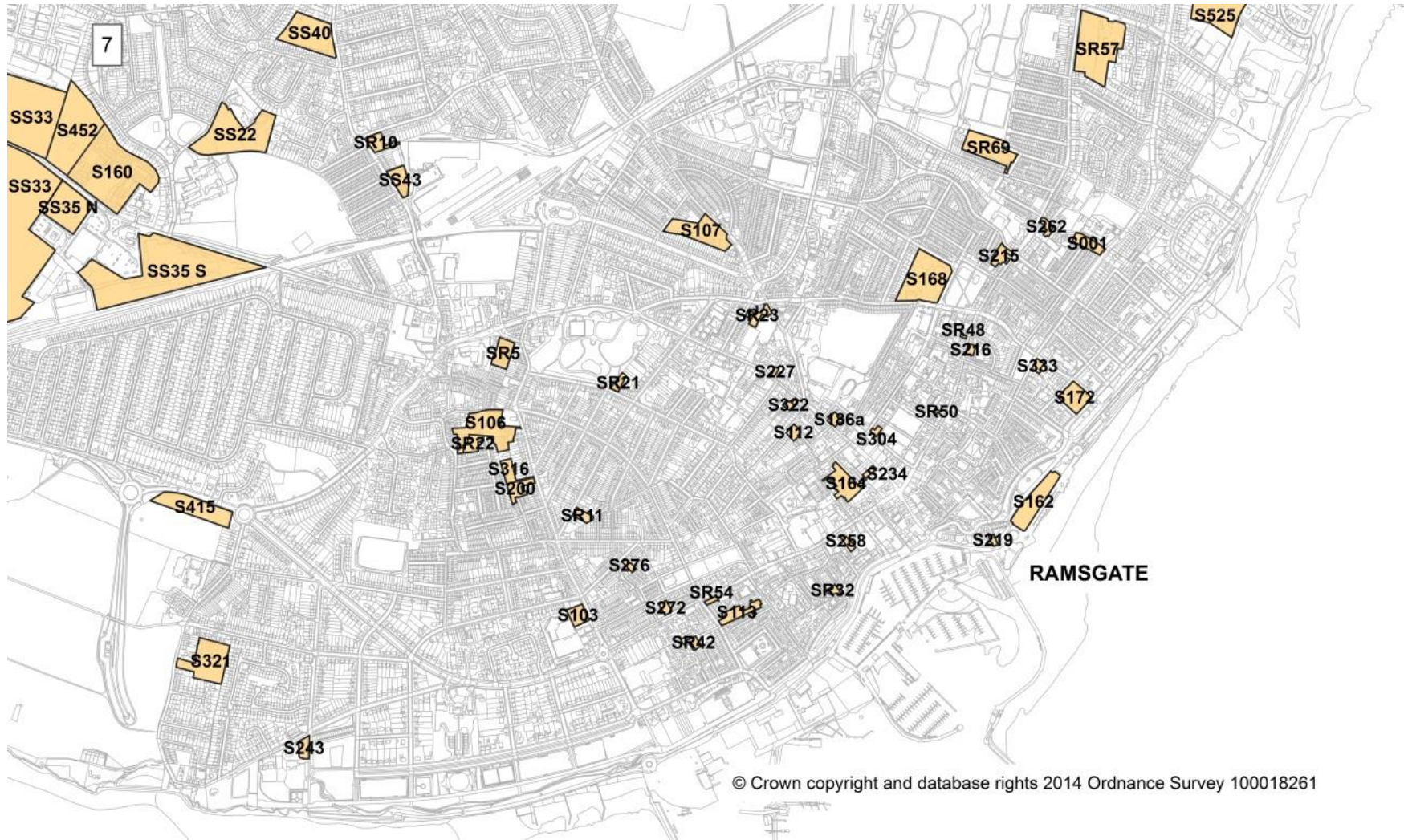




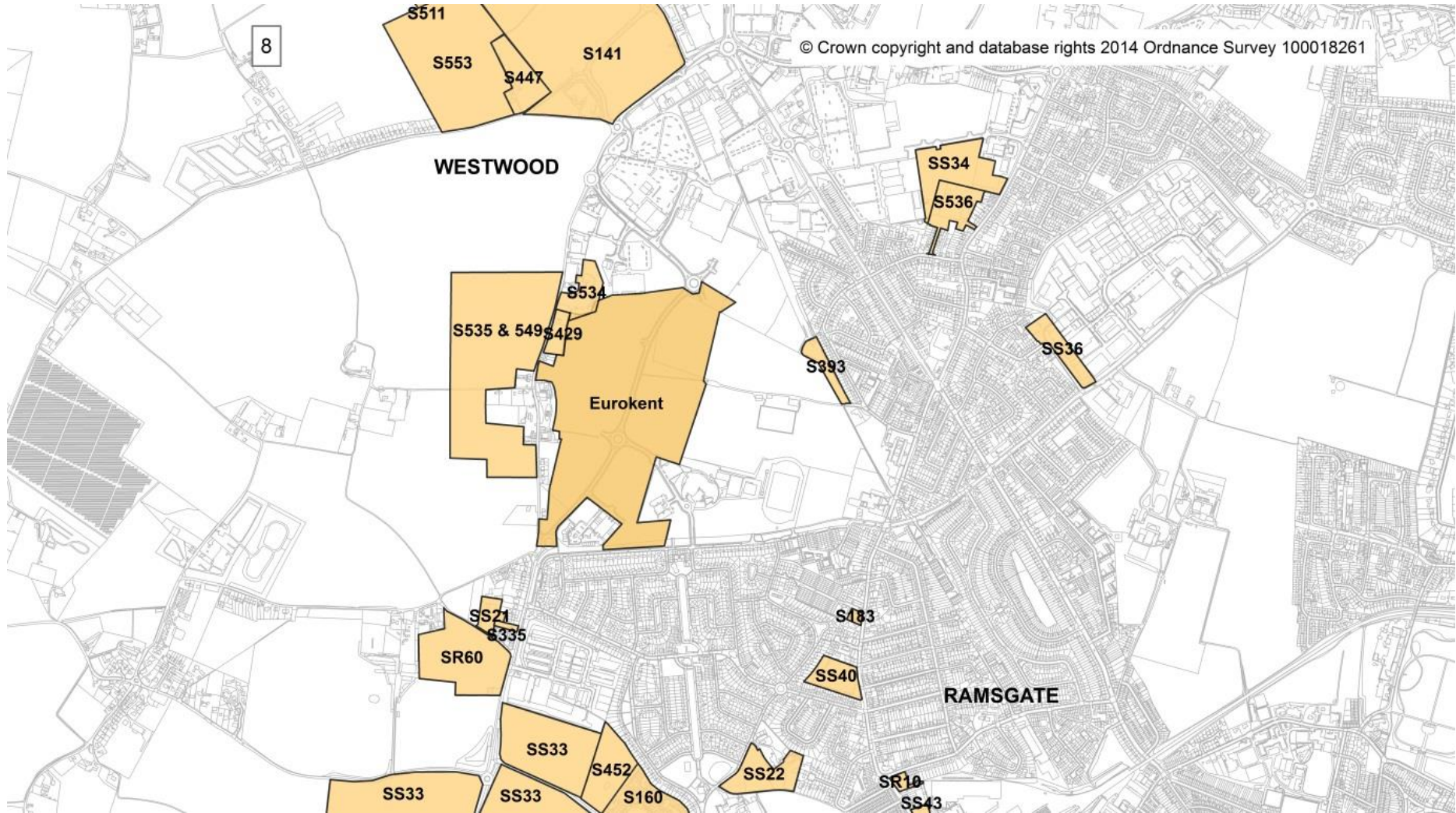


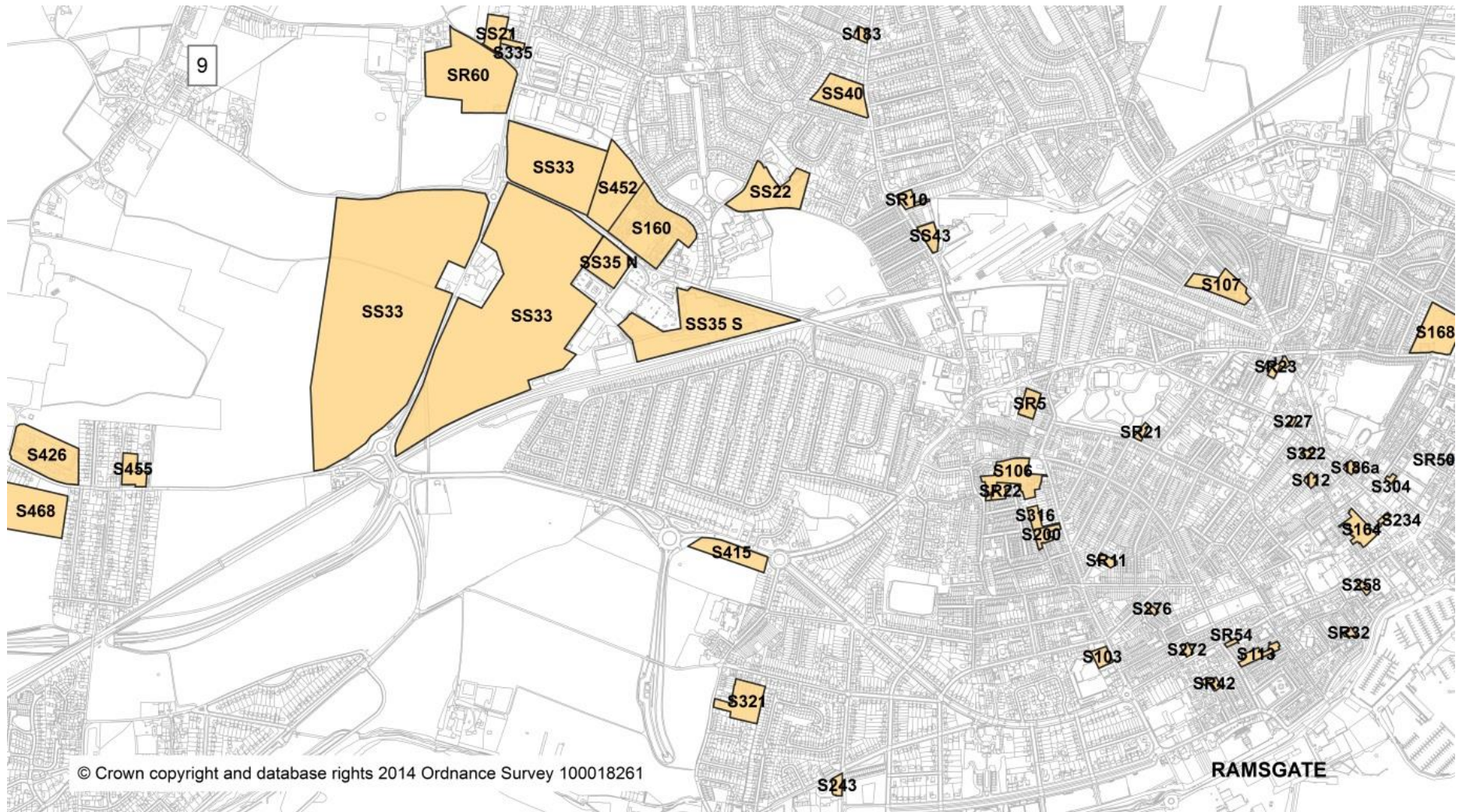


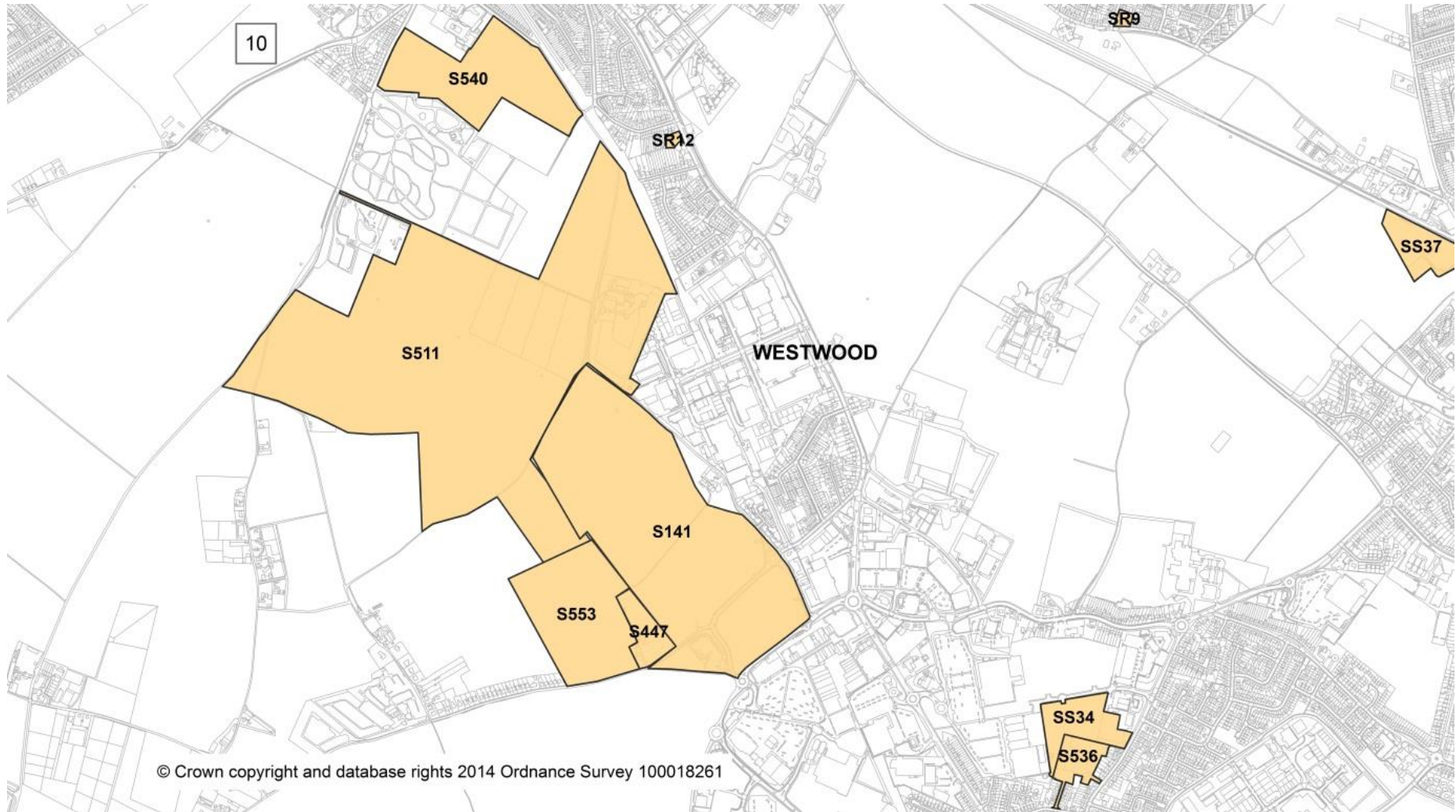


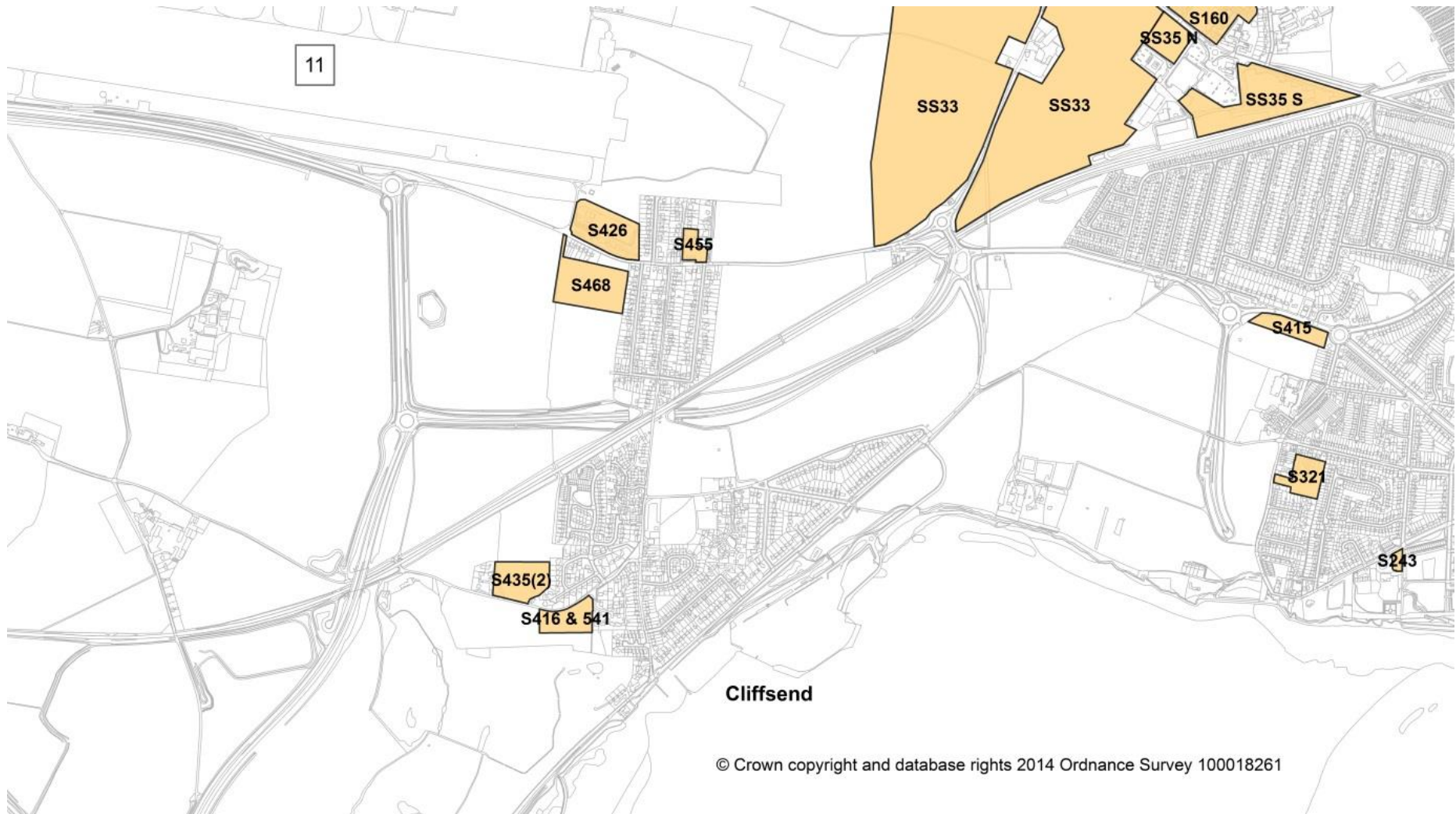


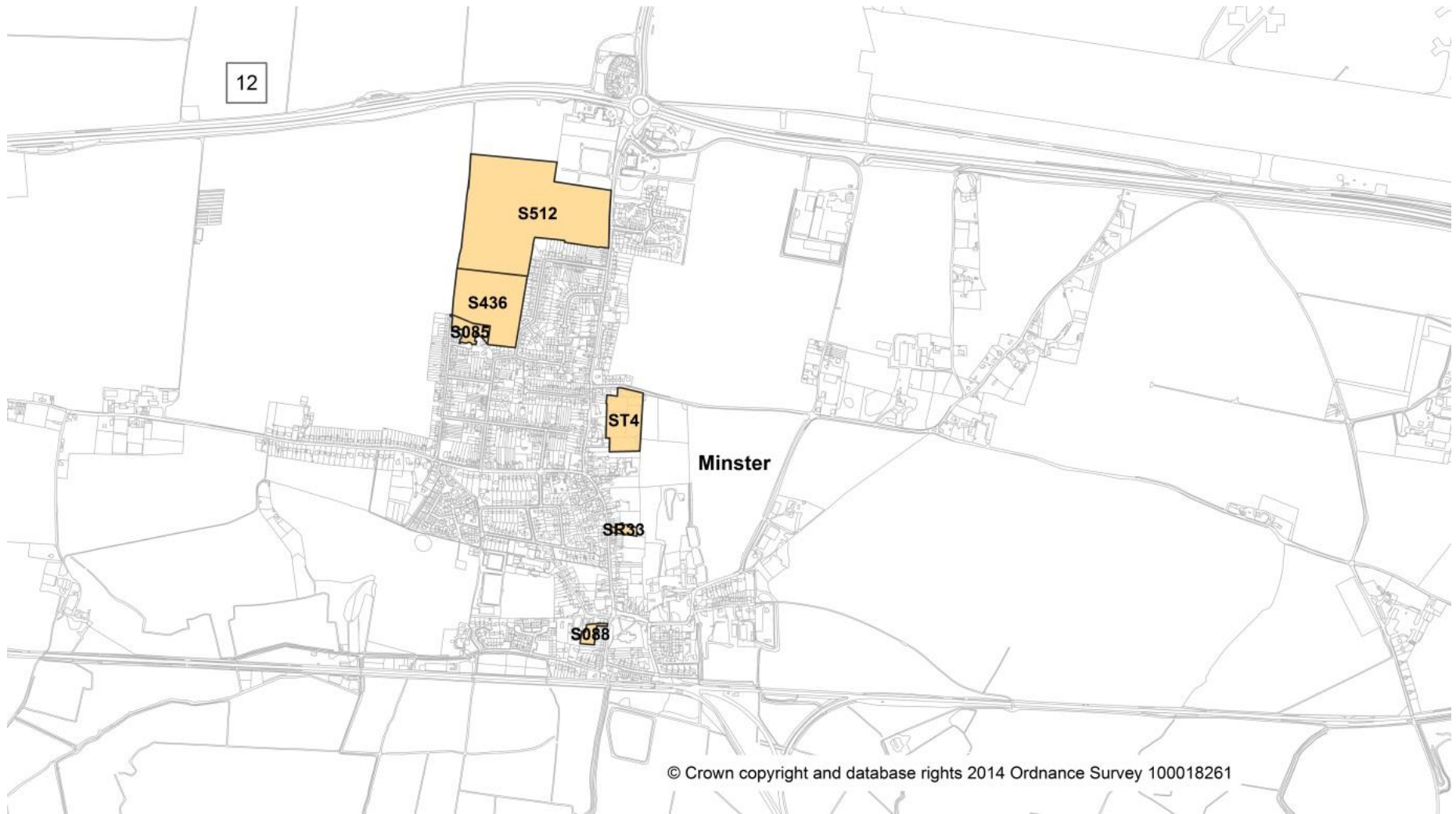
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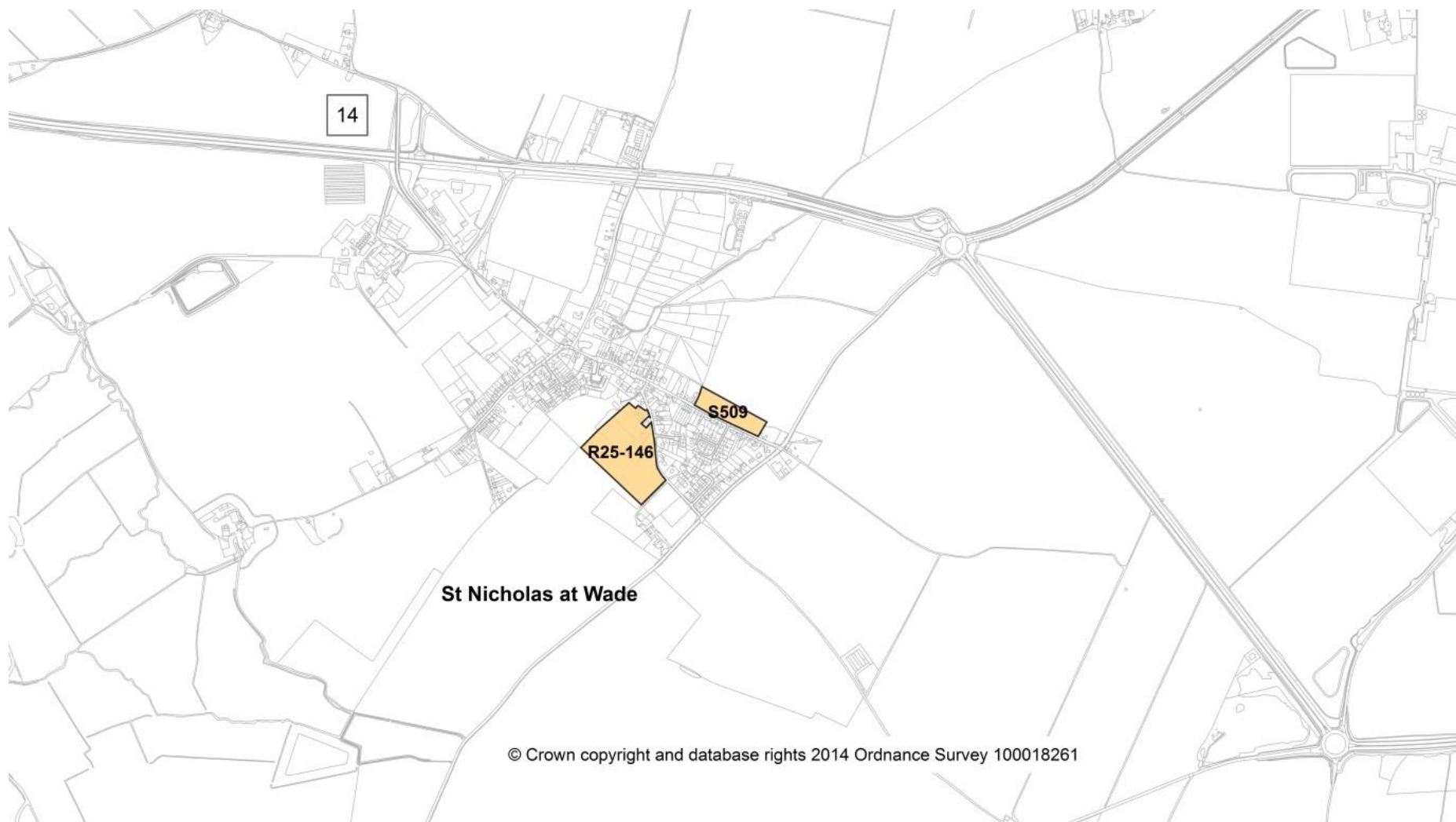








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# **APPENDIX C: ENVIRONMENT AND QUALITY OF LIFE**

## **List of Open Spaces, Parks, Gardens and Recreation Ground**

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**

### **Broadstairs**

Hopeville Avenue  
Hildersham Close  
Vincent Close  
Hornet Close

Balmoral Gardens  
Marine Drive  
Salt Drive

### **Margate**

Bridge Road  
Buckhurst Drive  
Laleham Road  
Newgate Promenade

Summerfield Road  
Yoakley Square  
Dane Gardens  
Dane Mount 15-22

Dane Valley Road 200-208  
St Francis Close  
Marine Gardens  
Hawley Square  
St. George's Lawns  
Trinity Gardens

### **Ramsgate**

Cottington Road  
Princess Margaret Avenue  
Regency Lawns Westcliffe Prom  
Liverpool Lawn  
Lorina Road  
Romily Gardens  
Spencer Square  
Warwick Drive  
Windermere Ave / Kentmere Ave  
Victoria Gardens

### **Birchington**

Minnis Bay  
Epple Bay Avenue  
Minnis Bay Parade Clifftop  
Sewell Close  
Sherwood Road

### **Other Settlements**

Sea Road, Westgate  
Sea Road Gardens, Westgate

Winter Gardens  
Lewis Crescent  
Land at Sunken Garden  
Open Space, Westbrook  
The Courts

Winterstoke Crescent  
Albion Mews Camden Square  
Le Belle Alliance Square  
Coleman Crescent  
Royal Esplanade  
Courtstairs Park Path  
Earlsmead Crescent (Private)  
Hugin Ship Site  
Broad Street

Kings Avenue  
Cliff Road  
Epple Bay Avenue  
Canute Road  
Viking Close

Nursery Fields, Acol

## **Natural and Semi Natural Green Space**

Golf Course Roughs, Broadstairs  
Grange Way, Broadstairs  
Mocketts Wood, Broadstairs  
Tivoli Woods, Margate  
Princes Walk, Margate  
Wildgrass, Westbrook, Margate  
Fort Lower Promenade, Margate  
Montefiore, Ramsgate  
Ramsgate Cemetery, Ramsgate

Beech Grove, Ramsgate  
Neame Woods, Birchington  
Monkton Chalk Pit  
St Nicolas at Wade Church Yard  
St. Mary Magdalene Churchyard  
Pegwell Bay Country Park,  
Private Woodland, Sir Moses  
Former railway track, Nash Road  
Former Hoverport site

## **Amenity Greenspace**

### **Broadstairs**

Colburn Road Estate,  
Harrowdene,  
Mockett Drive,  
Stanley Road,  
Westover Gardens,  
Linley Road,  
Percy Avenue Clifftops,  
Ramsgate Road  
Alderney Gardens,

Fair Street,  
St. Peter's Court,  
The Maples,  
St. Peter's Amenity,  
Grange Way Cricket Club,  
Dumpton Gap,  
Joss Bay Picnic Site,  
Francis Road,

### **Margate**

Addiscombe Gardens  
Highfield Gardens  
Selwyn Drive  
St. Peter's Court  
Arthur Road  
Ashurst Gardens  
Dalby Square  
Foreland Avenue  
Friendly Close

George V Avenue  
Knockholt Road  
Lister Road  
Saltwood/Cudham/Thurnden Gardens,  
Tenderden Way Flats  
William Avenue Balcomb Crescent,  
Invicta House Appledore  
Balmoral Road 2-36  
Biddenden Close

Eltham Close 17-34  
Rosedale 19-25 College 92-4  
Sarah and Taddy Gardens  
Tomlin Drive Block 5-12

William Avenue 2-6 24-36  
Winter Gardens  
Land at Buenos Ayres  
Headcorn Gardens/ Kilndown Gardens

### **Ramsgate**

Arklow Square  
Auckland Avenue  
Brecon Square  
Colombo Square  
Hamilton Close  
Hopes Lane  
Melbourne Avenue  
Plains of Waterloo  
Quetta Road  
Riverdale Road  
Southwood Gardens  
St Johns Avenue  
Stirling Way  
West Dumpton Lane  
Cannon Road Car Park  
Eskdale Avenue  
Albion Mews  
Ashley Close

Brunswick Court Complex  
Clements Road  
Highfield Court  
Hurst Grove  
Pullman Close  
Sundew Grove 1-6  
The Centre  
Dumpton Park Drive  
St Mildred's Road 40-42  
Cliffsend Road  
Primrose Way  
Margate Road  
Sparkes Estate  
Chatham Court Margate Road  
Harbour Towers  
Chichester Road 82-90  
Trove Kennedy Newcastle

### **Birchington**

Promenade Visual Amenity  
Minnis Bay  
Coastguards Cottages  
Cunningham Crescent  
Grenville Gardens

Hawkhurst Close  
Minnis Bay Car Park Café  
Yew Tree Close  
Lyell Road

### **Other Settlements**

Adrian Square, Westgate

Ethelbert Square, Westgate

Sudbury Place, Westgate

### **Outdoor Sports Facilities : Football**

Birchington 1	Jackey Bakers 1	St Lukes
Birchington 2	Jackey Bakers 2	St Peters
Garlinge 1	Lymington	Tivoli
Garlinge 2	Minster	Warre
Garlinge 3	Monkton	St Nicolas at Wade
Garlinge 4	Northdown	

### **Outdoor Sports Facilities: Rugby**

St Peters Rec 1	St Peters Rec 2	St Peters Rec 3
-----------------	-----------------	-----------------

### **Outdoor Sports Facilities: Cricket**

Dumpton	Jackey Bakers 3	Northdown 1
Hartsdown	Margate	Northdown 2
Jackey Bakers 1	Minster	St Nicholas At Wade
Jackey Bakers 2	Monkton	Westgate

### **Outdoor Sports Facilities: Childrens Play Spaces**

#### **Broadstairs**

Memorial Recreation Ground,	St Peter's Recreation, Broadstairs
Pierremont Park, Broadstairs	Vincent Close, Broadstairs

## **Margate**

Hartsdown Park (Estimated), Margate

Dane Park, Margate

Caxton Road Play, Margate

Tivoli Play, Margate

Swinford Gardens Play, Margate

Northdown Play, Margate

Laleham Road, Margate

Dane Valley Road Play, Margate

Dane Valley Road Play 2, Margate

## **Ramsgate**

Ellington Park Play, Ramsgate

Boundary Road Play, Ramsgate

King George VI Play, Ramsgate

Camden Square, Ramsgate

Courtstairs Park, Ramsgate

Warre Recreation Ground, Ramsgate

Jackey Bakers Play, Ramsgate

Princess Margaret's Play, Ramsgate

Nethercourt Park, Ramsgate

Cliffsend Road Play, Ramsgate

Coleman Crescent, Ramsgate

Spratling Street Play

## **Birchington**

Minnis Bay Play

Birchington Memorial Ground

Crispe Road

Crispe Park

## **Other Settlements**

Lymington Road Play, Westgate

The Street Monkton

Minster Rec Play

St Nicholas at Wade Play

## **Outdoor Sports Facilities: Allotments**

Norman Road, Broadstairs

Prospect Road, Broadstairs

Reading Street Allotments, Broadstairs	Margate Road, Ramsgate
Culmers Land Allotments, Broadstairs	Chilton Lane, Ramsgate
Tivoli Allotments, Margate	Ramsgate Cemetery Allotments, Ramsgate
Brooke Avenue, Margate	Quex Park, Birchington
Nash Road, Margate	All Saints Allotments, Birchington
Dane Valley, Margate	Lymington Road, Westgate
Jackey Bakers, Ramsgate	

### **Outdoor Sports Facilities: Churchyards and Cemeteries**

Church of St. Mary Magdalene, Monkton	St. Lawrence Churchyard
Thanet Cemetery	St John the Baptist Church - Margate
Thanet Minster Cemetery	St. George's Cemetery
St. Mary's Church	Addington Closed Church Yard
St. Nicholas Church	St. George's Churchyard, Ramsgate
Ramsgate Cemetery	St. Peter's Churchyard
Nuns Cemetery	St. Mildred's Church Acol
All Saints Church Birchington	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"> <li>• Developments within or which may impact on sensitive areas or areas of poor air quality e.g. Air Quality Management Areas.</li> <li>• Introduction of new relevant exposure where potential existing pollution sources occur e.g. residential development in an industrial/commercial area.</li> <li>• Along roads with narrow streets (street canyons) and stationary or queuing traffic.</li> </ul>
Nature of development	<ul style="list-style-type: none"> <li>• New industrial development (e.g. boiler plant/energy production/permitted installations/authorised processes);</li> <li>• New rail, road building and signalling, bridge, tunnel, port or airport developments;</li> <li>• Waste handling activities;</li> <li>• Minerals development;</li> <li>• Significant heating plant.</li> </ul>
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"> <li>• <i>commercial development with a gross floor space of &gt;1000m<sup>2</sup>;</i></li> <li>• <i>Residential development with &gt;80 residential units.</i></li> </ul>
Traffic Impact Assessment	For roads >10,000 annual average daily traffic

	<p>(AADT) flows:</p> <ul style="list-style-type: none"> <li>• Traffic volume change of &gt;5%;</li> <li>• Traffic speed change of 10kph.</li> </ul> <p>Significant change in traffic composition e.g. significant increase in HGVs as determined by the local authority (As a guide only &gt; 20 per day).</p>
<p>Parking spaces</p>	<p>100 parking spaces (outside an AQMA) and 50 parking spaces (inside an AQMA)</p>
<p>Construction impacts</p> <ul style="list-style-type: none"> <li>· Nature and scale of development</li> <li>· Timescale and phasing</li> </ul>	<p>Developments with significant dust potential where relevant exposure. Proximity of nearby residents &lt;200m.</p> <p>Significant scale of demolition/construction phase.</p> <p>Risk category: HIGH.</p> <ul style="list-style-type: none"> <li>• Development of over 15,000m<sup>2</sup> of land, or;</li> <li>• Development of over 150 properties or;</li> <li>• Potential for emissions and dust to have significant impact</li> </ul> <p>on sensitive receptors or;</p> <ul style="list-style-type: none"> <li>• Major development as defined by a Kent and Medway authority.</li> </ul> <p>Length of time &gt;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)

<b>Retail</b>	<b>Indicative maximum spaces</b>
Food retail up to 1,000m <sup>2</sup>	1 per 18m <sup>2</sup> (includes staff parking)
Food retail over 1,000m <sup>2</sup>	1 per 14 m <sup>2</sup> (includes staff parking)
Non food retail	1 per 25m <sup>2</sup> (includes staff parking)

<b>Financial and Professional services</b>	<b>Indicative maximum spaces</b>
	1 per 20m <sup>2</sup> (includes staff parking)

<b>Restaurants &amp; cafes</b>	<b>Indicative maximum spaces</b>
Restaurants	1 per 6m <sup>2</sup> plus 1 per two staff
Transport cafes	1 per 15m <sup>2</sup> plus 1 per two staff

<b>Drinking establishments</b>	<b>Indicative maximum spaces</b>
	1 per 10m <sup>2</sup> plus 1 space per two staff

<b>Hot food takeaways</b>	<b>Indicative maximum spaces</b>
	1 per 8m <sup>2</sup> plus 1 space per two staff

<b>Business</b>	<b>Indicative maximum spaces</b>
Offices up to 500m <sup>2</sup>	1 per 20m <sup>2</sup>
Offices 501m <sup>2</sup> to 2,500m <sup>2</sup>	1 per 25m <sup>2</sup>
Offices over 2,500m <sup>2</sup>	1 per 30m <sup>2</sup>
High tech/Research/Industrial	1 per 35m <sup>2</sup>

<b>General industrial</b>	<b>Indicative maximum spaces</b>
Up to 200m <sup>2</sup>	3 spaces
Over 200m <sup>2</sup>	1 per 50m <sup>2</sup>

<b>Storage &amp; distribution</b>	<b>Indicative maximum spaces</b>
Storage & Distribution	1 per 110m <sup>2</sup>
Wholesale Trade Distribution	1 per 35m <sup>2</sup>

<b>Hotels</b>	<b>Indicative maximum spaces</b>
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

<b>Residential Institutions</b>	<b>Indicative maximum spaces</b>
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

<b>Non residential institutions</b>	<b>Indicative maximum spaces</b>
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 <sup>2</sup>
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

<b>Assembly &amp; Leisure</b>	<b>Indicative maximum spaces</b>
Cinemas, concert halls, conference centres, bingo halls	1 per five seats
Social clubs, discotheques, dance halls, ballrooms	1 per 22m <sup>2</sup>
Multi-activity sports & leisure centres, swimming pools, ice rinks, health & fitness centres, gymnasia	1 per 22m <sup>2</sup> 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 <sup>2</sup>

<b>Other</b>	<b>Indicative maximum spaces</b>
Car sales	1 per 50m <sup>2</sup> plus 1 per two staff
Petrol filling stations	1 per 20m <sup>2</sup>
Night clubs/casinos	1 per 22m <sup>2</sup>
Theatres	1 per 5 seats

Retail warehouse clubs	1 per 25m <sup>2</sup>
Amusement arcades	1 per 22m <sup>2</sup>
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

<b>Retail</b>	<b>Provision (cycle parking spaces)</b>
Up to 1,000m <sup>2</sup>	1 per 200m <sup>2</sup> customer & 1 per 200m <sup>2</sup> employees
Up to 5000m <sup>2</sup>	1 per 400m <sup>2</sup> customer & 1 per 400m <sup>2</sup> employees
Over 5000m <sup>2</sup>	1 per 2500m <sup>2</sup> customer & 1 per 2500m <sup>2</sup> employees

<b>Financial and Professional services</b>	<b>Provision (cycle parking spaces)</b>
	1 per 1000m <sup>2</sup> customer & 1 per 200m <sup>2</sup> employees

<b>Restaurants &amp; cafes</b>	<b>Provision (cycle parking spaces)</b>
	1 per 10 seats customers & 1 per 20 seats employees

<b>Drinking establishments</b>	<b>Provision (cycle parking spaces)</b>
	1 per 10 seats customers & 1 per 20 seats employees

<b>Hot food takeaways</b>	<b>Provision (cycle parking spaces)</b>
	1 per 10 seats customers & 1 per 20 seats employees

<b>Business</b>	<b>Provision (cycle parking spaces)</b>
	1 per 200m <sup>2</sup> employees & 1 per 1000m <sup>2</sup> visitors

<b>General industrial</b>	<b>Provision (cycle parking spaces)</b>
	1 per 200m <sup>2</sup> employees & 1 per 1000m <sup>2</sup> visitors

<b>Storage &amp; distribution</b>	<b>Provision (cycle parking spaces)</b>
	1 per 200m <sup>2</sup> employees & 1 per 1000m <sup>2</sup> visitors

<b>Hotels</b>	<b>Provision (cycle parking spaces)</b>
	1 per 10 bed spaces

<b>Residential Institutions</b>	<b>Provision (cycle parking spaces)</b>
Residential institutions & hospitals	1 per 10 bed spaces
Residential schools, colleges and training centres	1 per 5 students.

<b>Dwellings</b>	<b>Provision (cycle parking spaces)</b>
	1 per dwelling

Individual residential dwellings	1 per bedroom
Flats & maisonettes	1 per unit
Sheltered accommodation	1 space per 5 units

<b>Non residential institutions</b>	<b>Provision (cycle parking spaces)</b>
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 <sup>2</sup>

<b>Assembly &amp; Leisure</b>	<b>Provision (cycle parking spaces)</b>
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



# APPENDIX F - GLOSSARY

**Affordable housing:** Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.

**Air Quality Management Areas:** Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

**Article 4 direction:** A direction which withdraws automatic planning permission granted by the General Permitted Development Order.

**Best and most versatile agricultural land:** Land in grades 1, 2 and 3a of the Agricultural Land Classification.

**Birds and Habitats Directives:** European Directives to conserve natural habitats and wild fauna and flora.

**Climate change adaptation:** Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.

**Climate change mitigation:** Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions

**Coastal Change Management Area:** An area identified in Local Plans as likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion).

**Community Infrastructure Levy:** A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

**Community Right to Build Order:** An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.

**Core Strategy:** The Council produced a consultation document for a Core Strategy in 2009. The Core Strategy was a high level document containing strategic policies. The Council is now producing a local plan which will include strategic level policies, site allocations and development management policies.

**Decentralised energy:** Local renewable energy and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies.

**Designated heritage asset:** A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

**Development Management:** Development Management is the process by which planning applications are determined.

**Development Plan:** This includes adopted Local Plans and neighbourhood plans and is defined in Section 38 of the Planning and Compulsory Purchase Act 2004.

**DPD:** Development Plan Document. These are policy documents on a specific topic that make up part of the Development Plan. The Cliftonville Development Plan Document was adopted by the Council in February 2010.

**Economic development:** Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

**Ecological networks:** These link sites of biodiversity importance.

**Ecosystem services:** The benefits people obtain from ecosystems such as, food, water, flood and disease control and recreation.

**Edge of centre:** For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

**EEA:** Economic and Employment Assessment.

**ELR:** Employment Land Review.

**European site:** This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010.

**Geodiversity:** The range of rocks, minerals, fossils, soils and landforms.

**Green infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**GTAA:** Gypsy and Traveller Accommodation Assessment. An assessment of the future need for accommodation for the gypsy and traveller community.

**Heritage asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Historic environment:** All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

**HMOs:** Houses in Multiple Occupation: Housing which is occupied by 3 or more unrelated individuals sharing basic amenities.

**HRA:** Habitats Regulations Assessment. The Conservation of Habitats and Species Regulations 2010 transposes EU Directive 92/43/EEC on the conservation of natural habitats of wild flora and fauna into UK national law. The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites. Assessments for significant effects on habitats must be carried out and mitigation measure identified.

**International, national and locally designated sites of importance for biodiversity:** All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

**Local Enterprise Partnership:** A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

**Local Plan:** The plan for the future development of the local area, drawn up by the local planning authorities in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004.

**Localism Act:** The Localism Act was introduced in 2011. Its aim was to devolve powers from central government into the hands of individuals, communities and councils.

**Main town centre uses:** Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**National Planning Policy Framework. National planning policy (NPPF):** This is the Government's statement of planning policy with which all Local Plan's must be in conformity. Where a local plan is silent on an issue planning decisions will be made in accordance with national policy. This document came into force in March 2012 and replaces the planning policy statements and planning policy guidance notes (PPS' and PPGs).

**Neighbourhood plans:** A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

**Older people:** People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.

**Open space:** All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

**Out of centre:** A location which is not in or on the edge of a centre but not necessarily outside the urban area.

**Out of town:** A location out of centre that is outside the existing urban area.

**People with disabilities:** People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

**Plan Period:** The plan period we are working on is 2011-2031.

**Planning condition:** A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

**Planning obligation:** A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Playing field:** The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010.

**Pollution:** Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

**Previously developed land:** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

**Primary shopping area:** Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

**Primary and secondary frontages:** Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary

frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

**Priority habitats and species:** Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

**PSZ:** Public Safety Zone. The Civil Aviation Authority is responsible for these zones. The policy objective is the restriction of development near civil airports and no increase in the number of people living, working or congregating in these zones.

**Ramsar sites:** Wetlands of international importance, designated under the 1971 Ramsar Convention.

**Regional Spatial Strategy:** The Regional Spatial Strategy for the South East is the South East Plan adopted in 2009. This was produced by the South East England Regional Assembly which later became the South East England Regional Planning Body. This organisation and the South East Plan have been revoked under the Localism Act 2011.

**Renewable and low carbon energy:** Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

**Rural exception sites:** Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

**Saved policies:** Policies from the Thanet Local Plan 2006 that are still in place and form part of the Development Plan for Thanet, currently used for determining planning applications.

**SCI:** Statement of Community Involvement.

**Shoreline Management Plans:** A plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.

**SHLAA:** Strategic Housing Land Availability Assessment providing information to assess and allocate the best sites for new homes.

**SHMA:** Strategic Housing Market Assessment.

**Site of Special Scientific Interest (SSSI):** Sites designated by Natural England under the Wildlife and Countryside Act 1981.

**Special Areas of Conservation (SAC):** Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

**Special Protection Areas (SPA):** Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

**Stepping stones:** Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

**Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA):** A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant environmental effects. The SA broadens this out to assess the economic, social and environmental effects.

**Supplementary planning documents:** Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

**Sustainable transport modes:** Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

**Town centre:** Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance.

**Transport assessment:** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

**Transport statement:** A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

**Travel plan:** A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

**Wildlife corridor:** Areas of habitat connecting wildlife populations.

**Windfall sites:** Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

